



HEADQUARTERS
Pakistan Civil Aviation Authority
Flight Standards Directorate
Terminal-I, Jinnah Int'l. Airport
Karachi – 75200, Pakistan
Tel # (92-21) 99242766, 99072630-31
Fax # (92-21) 99242767
Email: FlightStandard.Director@caapakistan.com.pk
Website: www.caapakistan.com.pk

Ref: HQCAA / 1076 / 021 / FSAC / 19155

Dated: 4th February, 2026

Dear Sir,

MEL A320 REV 20 OCT, 2025
M/S PAKISTAN INTERNATIONAL AIRLINES CORPORATION LIMITED

Reference to the letter HQCAA / 1042 / 412 / AWAA / 88 dated 15th January, 2026 and C. P. TECH (OPS) / 10 / 22 dated 15th December, 2025.

2. Enclosed please find duly approved and stamped **A320 MEL REV 20 OCT, 2025**.

3. You are being advised to ensure that in case of any contradiction between the **A320 MEL REV 20 OCT, 2025** and Civil Aviation Rules, Air Navigation Orders, Air Safety Circulars or any other Instructions/ Directives issued by Pakistan Civil Aviation Authority from time to time the later shall have precedence.

Encl: As Stated

for


(CAPT. AMIR AFTAB)
Flight Inspector (Pilot) / POI – PIACL
Director Flight Standards
Telephone (021) 9907 2620

To,

Director Flight Operations,
M/s Pakistan International Airlines,
JIAP, Karachi

Copy to:-

- Technical Library, FSD, PCAA



A318/A319/A320/A321



MINIMUM EQUIPMENT LIST

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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

TRANSMITTAL LETTER

Issue date: 20 OCT 25

This is the MINIMUM EQUIPMENT LIST at issue date 20 OCT 25 for the A318/A319/A320/A321 and replacing last issue dated 26 MAR 25

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	FILING INSTRUCTIONS
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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	20 OCT 25
PLP-LEDU LIST OF EFFECTIVE DOCUMENTARY UNITS	ALL	20 OCT 25
HOW-PLP-TOC TABLE OF CONTENTS	ALL	20 OCT 25
HOW-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	20 OCT 25
HOW How to Use	ALL	20 OCT 25
MI-PLP-TOC TABLE OF CONTENTS	ALL	20 OCT 25
MI-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	20 OCT 25
MI-00-01 Approval Reference	ALL	20 OCT 25
MI-22-81-02 EFIS Control Panel (FCU)	ALL	20 OCT 25
MI-23-73-05 Cabin Loudspeaker	ALL	20 OCT 25
MI-24-23 AC Auxiliary Generation	ALL	20 OCT 25
MI-25-20 Cabin Seats	ALL	20 OCT 25
MI-28-01-01 FUEL Overhead Panel	ALL	20 OCT 25
MI-28-07-05 Fuel Flow Indication on the FUEL SD page	ALL	20 OCT 25
MI-31-07 Indications on the System Display (SD)	ALL	20 OCT 25
MI-34-05 Indications on the Primary Flight Display (PFD)	ALL	20 OCT 25
MI-34-06 Indications on the Navigation Display (ND)	ALL	20 OCT 25
MI-34-50 ATC and Radio/GPS Navigation Systems	ALL	20 OCT 25
MI-35-30 Portable Oxygen	ALL	20 OCT 25

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Localization Subsection Title	Remove	Insert
		Rev. Date
MI-73-08 Indications on the EWD	ALL	20 OCT 25
MO-PLP-TOC TABLE OF CONTENTS	ALL	20 OCT 25
MO-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	20 OCT 25
MO-22-70 Flight Management System (FMS)	ALL	20 OCT 25
MO-23-73-05 Cabin Loudspeaker	ALL	20 OCT 25
MO-25-20 Cabin Seats	ALL	20 OCT 25
MO-28-01-01 FUEL Overhead Panel	ALL	20 OCT 25
MO-28-20 Distribution	ALL	20 OCT 25
MO-28-26 Main Transfer System	ALL	20 OCT 25
MO-30-11 Wing Ice Protection	ALL	20 OCT 25
MO-31-07 Indications on the System Display (SD)	ALL	20 OCT 25
MO-32-09 ECAM Alerts	ALL	20 OCT 25
MO-34-40 GPWS, Radio Altimeter, TCAS, Weather Radar	ALL	20 OCT 25
MO-36-11 Engine Bleed Air Supply System	ALL	20 OCT 25
MO-52-10 Cabin Door	ALL	20 OCT 25

PRELIMINARY PAGES

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HOW How to Use

ME MEL Entries

MI MEL Items

MO MEL Operational Procedures

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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
PRELIMINARY PAGES
LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

M⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	20 OCT 25
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	20 OCT 25
R	HOW	How to Use	20 OCT 25
	ME-21	Air Conditioning	23 MAY 24
	ME-22	Auto Flight	23 JUN 22
	ME-23	Communications	01 MAR 23
	ME-24	Electrical Power	23 JUN 22
	ME-26	Fire Protection	23 MAY 24
	ME-27	Flight Controls	23 JUN 22
	ME-28	Fuel	23 MAY 24
	ME-29	Hydraulic Power	23 JUN 22
	ME-30	Ice and Rain Protection	23 MAY 24
	ME-31	Indicating/Recording Systems	23 JUN 22
	ME-32	Landing Gear	23 MAY 24
	ME-34	Navigation	26 MAR 25
	ME-36	Pneumatic	26 MAR 25
	ME-46	Information Systems	23 JUN 22
	ME-47	Inert Gas System	23 JUN 22
	ME-49	Airborne Auxiliary Power	23 JUN 22
	ME-52	Doors	23 JUN 22
	ME-70	Engine	26 MAR 25
R	MI-00-01	Approval Reference	20 OCT 25
	MI-00-02	Introduction to the MEL	23 JUN 22
	MI-00-03	Criteria for Dispatch	23 JUN 22
	MI-00-04	Maintenance Action	23 JUN 22
	MI-00-05	Repair Interval	23 MAY 24
	MI-00-06	Repair Interval Extension	23 MAY 24
	MI-00-07	Definitions	23 MAY 24
	MI-00-08	ECAM and MAINTENANCE STATUS	23 MAY 24
	MI-21-00	MAINTENANCE Messages on the STATUS SD page	23 MAY 24
	MI-21-01-01	AIR COND Overhead Panel	23 JUN 22
	MI-21-01-02	CABIN PRESS Overhead Panel	23 JUN 22
	MI-21-01-03	CARGO VENT Overhead Panel	23 MAY 24
	MI-21-01-04	VENTILATION Overhead Panel	26 MAR 25
	MI-21-07-01	Indications on the BLEED SD page	23 JUN 22
	MI-21-07-02	Indications on the CAB PRESS SD page	23 JUN 22
	MI-21-07-03	Indications on the COND SD page	23 JUN 22
	MI-21-07-04	Indications on the CRUISE SD page	23 JUN 22
	MI-21-09	ECAM Alerts	23 JUN 22
	MI-21-21	Air Distribution and Recirculation	23 JUN 22

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	MI-21-23	Lavatory and Galley Ventilation	23 JUN 22
	MI-21-26	Avionics Equipment Ventilation	23 MAY 24
	MI-21-28	Cargo Compartment Ventilation	23 MAY 24
	MI-21-31	Pressure Control and Monitoring	23 JUN 22
	MI-21-43	Cargo Compartment Heating	23 MAY 24
	MI-21-51	Pack Flow Control	23 MAY 24
	MI-21-52	Air Cooling System	23 MAY 24
	MI-21-55	Emergency Ram Air Inlet	23 JUN 22
	MI-21-61	Pack Temperature Control	23 JUN 22
	MI-21-63	Cockpit and Cabin Temperature Control	23 MAY 24
	MI-22-01-01	FLT CTL Overhead Panel	23 JUN 22
	MI-22-05	FMA Indications on the PFD	23 JUN 22
	MI-22-10	Autopilot/Flight Director (AP/FD)	23 MAY 24
	MI-22-30	Autothrust	23 JUN 22
	MI-22-60	Flight Augmentation (FAC)	23 JUN 22
	MI-22-70	Flight Management System (FMS)	26 MAR 25
	MI-22-81-01	Auto Flight Control Panel (FCU)	23 MAY 24
R	MI-22-81-02	EFIS Control Panel (FCU)	20 OCT 25
	MI-22-81-03	FCU Channel	23 JUN 22
	MI-22-82	Multipurpose Control and Display Unit (MCDU)	23 JUN 22
	MI-22-83	Flight Management and Guidance Computer (FMGC)	23 MAY 24
	MI-23-00	MAINTENANCE Message on the STATUS SD page	23 JUN 22
	MI-23-01-01	RCDR Overhead Panel	23 JUN 22
	MI-23-01-02	CALLS Overhead Panel	23 MAY 24
	MI-23-01-03	AUDIO SWITCHING Overhead Panel	23 JUN 22
	MI-23-01-04	GND HF pb-sw	23 JUN 22
	MI-23-09	ECAM Alerts	23 JUN 22
	MI-23-10	Speech Communication	23 MAY 24
	MI-23-13	Radio Management	23 MAY 24
	MI-23-20	Data Transmission and Automatic Calling	26 MAR 25
	MI-23-31	Passenger Address System	23 MAY 24
	MI-23-40	Interphone	23 MAY 24
	MI-23-51	Audio Management	23 MAY 24
	MI-23-52	Audio Control Panel (ACP)	23 MAY 24
	MI-23-71	Cockpit Voice Recorder (CVR)	23 MAY 24
	MI-23-72	Cockpit Door Surveillance System (CDSS)	23 JUN 22
	MI-23-73-01	Cabin Intercommunication Data System (CIDS)	23 MAY 24
	MI-23-73-02	DEU A	23 MAY 24
	MI-23-73-03	DEU B	23 MAY 24

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M⁽⁷⁾	Localization	Subsection Title	Rev. Date
	MI-23-73-04	Cabin Individual Call	23 MAY 24
R	MI-23-73-05	Cabin Loudspeaker	20 OCT 25
	MI-23-73-06	Handset	23 MAY 24
	MI-23-73-07	Prerecorded Announcement and Music Reproducer (PRAM)	23 JUN 22
	MI-23-73-08	Cabin Assignment Module (CAM)	23 JUN 22
	MI-23-73-09	Emergency Cockpit Alerting System (ECAS)	23 MAY 24
	MI-23-73-10	Smoke Detection Function	23 MAY 24
	MI-23-74	Cabin Crew Panel	23 MAY 24
	MI-24-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 22
	MI-24-01-01	ELEC Overhead Panel	23 JUN 22
	MI-24-01-02	EMER ELEC PWR Overhead Panel	23 JUN 22
	MI-24-07	Indications on the ELEC SD page	23 MAY 24
	MI-24-09	ECAM Alerts	23 MAY 24
	MI-24-22	AC Main Generation	23 JUN 22
R	MI-24-23	AC Auxiliary Generation	20 OCT 25
	MI-24-24	AC Emergency Generation	23 JUN 22
	MI-24-25	AC Essential Generation Switching	23 JUN 22
	MI-24-26	Galley and Commercial Supply System	23 JUN 22
	MI-24-28	Static Inverter AC Generation	23 JUN 22
	MI-24-32	DC Main Generation (TR 1, TR 2)	23 JUN 22
	MI-24-34	DC Emergency Generation (ESS TR)	23 JUN 22
	MI-24-35	DC Essential and Normal Generation Switching	23 JUN 22
	MI-24-38	DC Battery Generation	23 JUN 22
	MI-24-41	AC External Power Control	23 JUN 22
	MI-25-07	Indications on the DOOR/OXY SD page	23 JUN 22
	MI-25-11	Pilot Seats	23 MAY 24
	MI-25-12	Third and Fourth Occupant Seats	23 MAY 24
	MI-25-13	Lining and Furnishings	23 JUN 22
	MI-25-15	Flight Crew Foot Warmers	23 MAY 24
R	MI-25-20	Cabin Seats	20 OCT 25
	MI-25-24	Cabin Stowage Compartments	23 MAY 24
	MI-25-35	Galley Equipment	23 MAY 24
	MI-25-40	Lavatories	26 MAR 25
	MI-25-50	Cargo Compartments	23 MAY 24
	MI-25-62	Cabin Escape Facilities	23 MAY 24
	MI-25-63	Evacuation Signaling Equipment	23 JUN 22
	MI-25-64	First Aid Equipment	23 MAY 24
	MI-25-65	Emergency Equipment	26 MAR 25
	MI-25-66	Floatation and Survival Equipment	23 MAY 24

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M⁽¹⁾	Localization	Subsection Title	Rev. Date
	MI-26-00	MAINTENANCE Message on the STATUS SD page	23 MAY 24
	MI-26-01-01	FIRE Overhead Panel	23 JUN 22
	MI-26-01-02	CARGO SMOKE Overhead Panel	23 MAY 24
	MI-26-12	Engine Fire and Overheat Detection	23 JUN 22
	MI-26-13	APU Fire and Overheat Detection	23 JUN 22
	MI-26-15	Avionics Compartment Smoke Detection	23 JUN 22
	MI-26-16	Cargo Compartment Smoke Detection	26 MAR 25
	MI-26-17	Lavatory Smoke Detection	26 MAR 25
	MI-26-18	Auxiliary Areas Smoke Detection	23 JUN 22
	MI-26-22	APU Fire Extinguishing	23 JUN 22
	MI-26-23	Cargo Compartment Fire Extinguishing	26 MAR 25
	MI-26-24	Portable Fire Extinguisher	23 MAY 24
	MI-26-25	Lavatory Fire Extinguishing	23 MAY 24
	MI-27-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 22
	MI-27-01-01	FLT CTL Overhead Panel	23 JUN 22
	MI-27-07	Indications on SD pages	23 MAY 24
	MI-27-08	Indications on the EWD	23 JUN 22
	MI-27-14	Aileron and Hydraulic Actuation	23 JUN 22
	MI-27-21	Rudder Mechanical Control	23 JUN 22
	MI-27-22	Rudder Trim Actuation	23 JUN 22
	MI-27-23	Artificial feel and rudder travel limiting actuation	23 JUN 22
	MI-27-34	Elevator and Hydraulic Actuation	23 JUN 22
	MI-27-40	Trimmable Horizontal Stabilizer (THS)	23 MAY 24
	MI-27-51	Flaps Electrical Control and Monitoring	23 JUN 22
	MI-27-54	Flaps Hydraulic Actuation and Power Transmission	23 MAY 24
	MI-27-64	Spoiler Hydraulic Actuation	23 MAY 24
	MI-27-81	Slats Electrical Control and Monitoring	23 JUN 22
	MI-27-84	Slats Hydraulic Actuation and Power Transmission	23 MAY 24
	MI-27-92	Electrical Flight Control System (EFCS) Control Inputs and Power Supply	26 MAR 25
	MI-27-93	ELAC System (Elevator Aileron Computer)	23 MAY 24
	MI-27-94	SEC System (Spoiler and Elevator Computer)	23 MAY 24
	MI-27-95	FCDC System (Flight Control Data Concentrator)	23 JUN 22
	MI-28-00	MAINTENANCE Message on the STATUS SD page	23 JUN 22
R	MI-28-01-01	FUEL Overhead Panel	20 OCT 25
	MI-28-07-01	Fuel Quantity Indications on the FUEL SD page	23 JUN 22
	MI-28-07-02	Fuel Temperature Indications on the FUEL SD page	23 JUN 22
	MI-28-07-03	Tank Pump Indications on the FUEL SD page	23 MAY 24
	MI-28-07-04	Valve Indications on the FUEL SD page	23 JUN 22

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M⁽⁷⁾	Localization	Subsection Title	Rev. Date
E	MI-28-07-05	Fuel Flow Indication on the FUEL SD page	20 OCT 25
	MI-28-07-06	Fuel Used Indication on the FUEL SD page	23 MAY 24
	MI-28-09	ECAM Alerts	23 MAY 24
	MI-28-12	Tank Venting System	23 MAY 24
	MI-28-15	Intercell Transfer System	23 JUN 22
	MI-28-20	Distribution	23 MAY 24
	MI-28-21	Main Fuel Pump System	23 MAY 24
	MI-28-22	APU Fuel Pump System	23 JUN 22
	MI-28-23	Crossfeed System	23 JUN 22
	MI-28-24	Engine LP Fuel Shutoff	23 JUN 22
	MI-28-25	Refuel/Defuel System	23 MAY 24
	MI-28-26	Main Transfer System	23 JUN 22
	MI-28-29	APU LP Fuel Shutoff	23 JUN 22
	MI-28-43	Manual Magnetic Indicators	23 MAY 24
	MI-28-46	Tank Level Sensing	23 JUN 22
	MI-28-50	Fuel Management	23 MAY 24
	MI-29-01-01	HYD Overhead Panel	23 JUN 22
	MI-29-01-02	Maintenance HYD Overhead Panel	23 JUN 22
	MI-29-07	Indications on the HYD SD page	23 MAY 24
	MI-29-09	ECAM Alerts	23 JUN 22
	MI-29-10	Main Hydraulic Power	23 JUN 22
	MI-29-22	Blue Auxiliary Hydraulic Power	23 JUN 22
	MI-29-23	Power Transfer	23 JUN 22
	MI-29-24	Yellow Auxiliary Hydraulic Power	23 JUN 22
	MI-30-00	MAINTENANCE Message on the STATUS SD page	23 MAY 24
	MI-30-01-01	ANTI ICE Overhead Panel	23 JUN 22
	MI-30-01-02	WIPER Overhead Panel	23 MAY 24
	MI-30-07	Indications on the BLEED SD page	15 APR 14
	MI-30-11	Wing Ice Protection	23 JUN 22
	MI-30-21	Engine Air Intake Ice Protection	23 JUN 22
	MI-30-31	Probe Ice Protection	23 JUN 22
	MI-30-42	Windshield Anti-Icing and Defogging	23 JUN 22
	MI-30-45	Windshield Rain Protection	23 MAY 24
	MI-30-71	Waste Water Ice Protection	23 JUN 22
	MI-30-81	Ice Detection	23 MAY 24
	MI-31-00	MAINTENANCE Message on the STATUS SD page	26 MAR 25
	MI-31-01-01	RCDR Overhead Panel	23 JUN 22
	MI-31-05	Indications on the Primary Flight Display (PFD)	23 JUN 22
	MI-31-06	Indications on the Navigation Display (ND)	23 JUN 22

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E	MI-31-07	Indications on the System Display (SD)	20 OCT 25
	MI-31-08	Indications on the Engine Warning Display (EWD)	23 JUN 22
	MI-31-20	Independent Instruments	23 JUN 22
	MI-31-30	Centralized Fault Display System (CFDS) and Data Recording System	23 MAY 24
	MI-31-38	Up and Down Data Loading System Acquisition/Interface and Equipment	23 MAY 24
	MI-31-53	Flight Warning Computer (FWC)	23 JUN 22
	MI-31-55	System Data Acquisition Concentrator (SDAC)	23 JUN 22
	MI-31-56	ECAM Control Panel (ECP)	23 JUN 22
	MI-31-62	Display Management Computer (DMC)	23 MAY 24
	MI-31-63	Display Unit (DU)	23 JUN 22
	MI-31-68	Switching Panel	23 JUN 22
	MI-32-07	Indications on the WHEEL SD page	23 MAY 24
	MI-32-09	ECAM Alerts	23 MAY 24
	MI-32-11	Main Gear	23 JUN 22
	MI-32-12	Main Gear Doors	23 JUN 22
	MI-32-31	Normal Extension and Retraction	23 JUN 22
	MI-32-32	Proximity Detector System	23 JUN 22
	MI-32-33	Free Fall Extension	23 JUN 22
	MI-32-41	Wheels	23 MAY 24
	MI-32-42	Normal Braking	26 MAR 25
	MI-32-44	Alternate Braking	23 MAY 24
	MI-32-45	Parking/Ultimate Emergency Braking	26 MAR 25
	MI-32-47	Brake Temperature System	23 JUN 22
	MI-32-48	Brake Cooling	23 JUN 22
	MI-32-51	Steering	23 JUN 22
	MI-32-61	Landing Gear Panel on the Center Instrument Panel	23 JUN 22
	MI-33-01-01	ANN LT Overhead Panel	23 JUN 22
	MI-33-01-02	SIGNS Overhead Panel	23 MAY 24
	MI-33-10	Cockpit General Illumination	23 JUN 22
	MI-33-20	Cabin General Illumination	26 MAR 25
	MI-33-30	Cargo and Service Compartment Lighting	23 JUN 22
	MI-33-40	Exterior Lighting	23 MAY 24
	MI-33-51	Cabin Emergency Lighting	23 MAY 24
	MI-34-00	MAINTENANCE Messages on the STATUS SD page	23 MAY 24
	MI-34-01-01	ADIRS Overhead Panel	23 MAY 24
	MI-34-01-02	GPWS Overhead Panel	23 MAY 24
R	MI-34-05	Indications on the Primary Flight Display (PFD)	20 OCT 25

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M⁽⁷⁾	Localization	Subsection Title	Rev. Date
R	MI-34-06	Indications on the Navigation Display (ND)	20 OCT 25
	MI-34-10	Air Data/Inertial Reference System (ADIRS)	23 MAY 24
	MI-34-11	Sensors	23 JUN 22
	MI-34-13	Back Up Speed Scale	23 JUN 22
	MI-34-21	Altitude and Airspeed Standby Data	23 JUN 22
	MI-34-22	Attitude and Heading Standby Data	23 MAY 24
	MI-34-23	Integrated Standby Instrument System (ISIS)	23 JUN 22
	MI-34-30	Landing and Taxiing Aid	23 JUN 22
	MI-34-40	GPWS, Radio Altimeter, TCAS, Weather Radar	23 MAY 24
R	MI-34-50	ATC and Radio/GPS Navigation Systems	20 OCT 25
	MI-35-01-01	OXYGEN Overhead Panel	23 JUN 22
	MI-35-07	Indications on the DOOR/OXY SD page	23 JUN 22
	MI-35-10	Crew Oxygen	23 JUN 22
	MI-35-20	Passenger Oxygen	26 MAR 25
R	MI-35-30	Portable Oxygen	20 OCT 25
	MI-36-00	MAINTENANCE Message on the STATUS SD page	23 MAY 24
	MI-36-01	AIR COND Overhead Panel	23 JUN 22
	MI-36-07	Indications on the BLEED SD page	23 JUN 22
	MI-36-09	ECAM Alerts	23 JUN 22
	MI-36-11	Engine Bleed Air Supply System	26 MAR 25
	MI-36-12	APU Bleed Air Supply and Crossbleed Systems	01 MAR 23
	MI-36-22	Leak Detection Loop	23 MAY 24
	MI-46-11	Aircraft Information Network Systems	23 MAY 24
	MI-46-21	Air Traffic and Information Management System	26 MAR 25
	MI-47-10	Generation/Storage	23 JUN 22
	MI-49-00	MAINTENANCE Message on the STATUS SD page	23 JUN 22
	MI-49-01	APU Overhead Panel	23 JUN 22
	MI-49-07	Indications on the APU SD page	23 JUN 22
	MI-49-10	Power Plant	23 JUN 22
	MI-52-01-01	CKPT DOOR CONT Normal Overhead Panel	23 MAY 24
	MI-52-07	Indications on the DOOR/OXY SD page	23 JUN 22
	MI-52-10	Cabin Door	23 MAY 24
	MI-52-30	Cargo Door	23 MAY 24
	MI-52-33	Bulk Cargo Compartment Door	23 MAY 24
	MI-52-51	Reinforced Cockpit Door (CDLS)	26 MAR 25
	MI-52-53	COCKPIT DOOR Panel on the Center Pedestal	23 JUN 22
	MI-56-10	Cockpit	26 MAR 25
	MI-56-20	Cabin	23 JUN 22
	MI-70-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 22

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	MI-73-07	Indications on the ENGINE SD page	23 MAY 24
E	MI-73-08	Indications on the EWD	20 OCT 25
	MI-73-09	ECAM Alerts	23 JUN 22
	MI-73-10	Distribution	23 JUN 22
	MI-73-20	Controlling	23 JUN 22
	MI-74-07	Indications on the ENGINE SD page	23 JUN 22
	MI-74-09	ECAM Alert	23 JUN 22
	MI-74-31	Ignition Starting and Continuous Relight	23 JUN 22
	MI-76-11	Throttle Control	23 JUN 22
	MI-77-07-01	Indications on the CRUISE SD page	23 JUN 22
	MI-77-07-02	Indications on the ENGINE SD page	23 JUN 22
	MI-77-08	Indications on the EWD	23 JUN 22
	MI-78-08	Indications on the EWD	23 JUN 22
	MI-78-30	Thrust Reversers	23 JUN 22
	MI-79-07	Indications on the ENGINE SD page	23 JUN 22
	MI-79-09	ECAM Alerts	23 JUN 22
	MI-79-20	Distribution	23 JUN 22
	MI-79-40	IDG Oil Cooling System	23 MAY 24
	MI-80-01	ENG MAN START Overhead Panel	23 JUN 22
	MI-80-07	Indication on the ENGINE SD page	23 JUN 22
	MI-80-11	Pneumatic Starter and Valve System	23 JUN 22
	MI-80-12	ENG MASTER Panel on the Center Pedestal	23 JUN 22
	MO-21-09	ECAM Alerts	23 JUN 22
	MO-21-21	Air Distribution and Recirculation	23 JUN 22
	MO-21-23	Lavatory and Galley Ventilation	26 MAR 25
	MO-21-26	Avionics Equipment Ventilation	26 MAR 25
	MO-21-28	Cargo Compartment Ventilation	23 MAY 24
	MO-21-31	Pressure Control and Monitoring	23 MAY 24
	MO-21-43	Cargo Compartment Heating	23 MAY 24
	MO-21-51	Pack Flow Control	23 MAY 24
	MO-21-52	Air Cooling System	26 MAR 25
	MO-21-61	Pack Temperature Control	23 JUN 22
	MO-21-63	Cockpit and Cabin Temperature Control	26 MAR 25
	MO-22-05	FMA Indications on the PFD	23 JUN 22
	MO-22-10	Autopilot/Flight Director (AP/FD)	23 JUN 22
	MO-22-30	Autothrust	23 JUN 22
	MO-22-60	Flight Augmentation (FAC)	23 JUN 22
R	MO-22-70	Flight Management System (FMS)	20 OCT 25
	MO-22-81-01	Auto Flight Control Panel (FCU)	23 MAY 24

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M⁽⁷⁾	Localization	Subsection Title	Rev. Date
	MO-22-81-02	EFIS Control Panel (FCU)	23 JUN 22
	MO-22-81-03	FCU Channel	23 JUN 22
	MO-22-82	Multipurpose Control and Display Unit (MCDU)	23 JUN 22
	MO-22-83	Flight Management and Guidance Computer (FMGC)	23 MAY 24
	MO-23-01-04	GND HF pb-sw	23 JUN 22
	MO-23-09	ECAM Alerts	23 JUN 22
	MO-23-10	Speech Communication	23 JUN 22
	MO-23-20	Data Transmission and Automatic Calling	23 JUN 22
	MO-23-40	Interphone	23 JUN 22
	MO-23-51	Audio Management	23 JUN 22
	MO-23-52	Audio Control Panel (ACP)	23 JUN 22
	MO-23-72	Cockpit Door Surveillance System (CDSS)	23 JUN 22
	MO-23-73-02	DEU A	23 JUN 22
	MO-23-73-03	DEU B	23 JUN 22
R	MO-23-73-05	Cabin Loudspeaker	20 OCT 25
	MO-23-73-06	Handset	23 JUN 22
	MO-23-73-07	Prerecorded Announcement and Music Reproducer (PRAM)	23 JUN 22
	MO-23-74	Cabin Crew Panel	23 MAY 24
	MO-24-01-01	ELEC Overhead Panel	23 JUN 22
	MO-24-07	Indications on the ELEC SD page	23 JUN 22
	MO-24-09	ECAM Alerts	23 MAY 24
	MO-24-22	AC Main Generation	26 MAR 25
	MO-24-23	AC Auxiliary Generation	26 MAR 25
	MO-24-25	AC Essential Generation Switching	23 JUN 22
	MO-24-26	Galley and Commercial Supply System	23 JUN 22
	MO-24-32	DC Main Generation (TR 1, TR 2)	23 JUN 22
	MO-24-38	DC Battery Generation	26 MAR 25
	MO-25-07	Indications on the DOOR/OXY SD page	23 JUN 22
	MO-25-11	Pilot Seats	23 MAY 24
	MO-25-12	Third and Fourth Occupant Seats	23 MAY 24
	MO-25-15	Flight Crew Foot Warmers	23 MAY 24
R	MO-25-20	Cabin Seats	20 OCT 25
	MO-25-35	Galley Equipment	23 MAY 24
	MO-25-40	Lavatories	23 JUN 22
	MO-25-62	Cabin Escape Facilities	23 MAY 24
	MO-25-63	Evacuation Signaling Equipment	23 JUN 22
	MO-25-64	First Aid Equipment	23 MAY 24
	MO-25-65	Emergency Equipment	23 JUN 22
	MO-25-66	Floatation and Survival Equipment	23 JUN 22

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
	MO-25-24	Cabin Stowage Compartments	23 MAY 24
	MO-26-12	Engine Fire and Overheat Detection	23 JUN 22
	MO-26-13	APU Fire and Overheat Detection	23 JUN 22
	MO-26-15	Avionics Compartment Smoke Detection	23 JUN 22
	MO-26-17	Lavatory Smoke Detection	23 JUN 22
	MO-26-18	Auxiliary Areas Smoke Detection	23 JUN 22
	MO-26-24	Cabin Portable Fire Extinguisher	23 JUN 22
	MO-27-07	Indications on SD pages	23 JUN 22
	MO-27-14	Aileron and Hydraulic Actuation	23 JUN 22
	MO-27-21	Rudder Mechanical Control	23 JUN 22
	MO-27-22	Rudder Trim Actuation	23 JUN 22
	MO-27-51	Flaps Electrical Control and Monitoring	26 MAR 25
	MO-27-64	Spoiler Hydraulic Actuation	23 JUN 22
	MO-27-81	Slats Electrical Control and Monitoring	26 MAR 25
	MO-27-92	Electrical Flight Control System (EFCS) Control Inputs and Power Supply	26 MAR 25
	MO-27-93	ELAC System (Elevator Aileron Computer)	26 MAR 25
	MO-27-94	SEC System (Spoiler and Elevator Computer)	23 JUN 22
	MO-27-95	FCDC System (Flight Control Data Concentrator)	23 JUN 22
R	MO-28-01-01	FUEL Overhead Panel	20 OCT 25
	MO-28-07-01	Fuel Quantity Indications on the FUEL SD page	01 MAR 23
	MO-28-07-04	Valve Indications on the FUEL SD page	23 JUN 22
	MO-28-09	ECAM Alerts	23 MAY 24
	MO-28-12	Tank Venting System	23 JUN 22
	MO-28-15	Intercell Transfer System	23 JUN 22
R	MO-28-20	Distribution	20 OCT 25
	MO-28-21	Main Fuel Pump System	23 MAY 24
	MO-28-22	APU Fuel Pump System	23 JUN 22
R	MO-28-26	Main Transfer System	20 OCT 25
	MO-28-29	APU LP Fuel Shutoff	26 MAR 25
	MO-28-50	Fuel Management	23 JUN 22
	MO-29-07	Indications on the HYD SD page	23 JUN 22
	MO-29-09	ECAM Alerts	23 JUN 22
	MO-29-10	Main Hydraulic Power	23 JUN 22
	MO-29-23	Power Transfer	23 JUN 22
	MO-29-24	Yellow Auxiliary Hydraulic Power	26 MAR 25
	MO-30-01-01	ANTI ICE Overhead Panel	23 JUN 22
R	MO-30-11	Wing Ice Protection	20 OCT 25
	MO-30-21	Engine Air Intake Ice Protection	23 MAY 24

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M⁽⁷⁾	Localization	Subsection Title	Rev. Date
	MO-30-31	Probe Ice Protection	23 JUN 22
	MO-30-42	Windshield Anti-Icing and Defogging	23 JUN 22
	MO-30-45	Windshield Rain Protection	23 JUN 22
	MO-30-81	Ice Detection	23 MAY 24
	MO-31-01-01	RCDR Overhead Panel	23 JUN 22
E	MO-31-07	Indications on the System Display (SD)	20 OCT 25
	MO-31-20	Independent Instruments	23 JUN 22
	MO-31-53	Flight Warning Computer (FWC)	23 JUN 22
	MO-31-56	ECAM Control Panel (ECP)	23 JUN 22
	MO-31-62	Display Management Computer (DMC)	23 MAY 24
	MO-31-63	Display Unit (DU)	23 JUN 22
	MO-31-68	Switching Panel	23 JUN 22
	MO-32-07	Indications on the WHEEL SD page	23 JUN 22
R	MO-32-09	ECAM Alerts	20 OCT 25
	MO-32-31	Normal Extension and Retraction	26 MAR 25
	MO-32-32	Proximity Detector System	23 MAY 24
	MO-32-33	Free Fall Extension	23 JUN 22
	MO-32-42	Normal Braking	23 MAY 24
	MO-32-44	ACCU PRESS Indicator	23 MAY 24
	MO-32-45	Parking/Ultimate Emergency Braking	26 MAR 25
	MO-32-47	Brake Temperature System	01 MAR 23
	MO-32-48	Brake Fan System	23 JUN 22
	MO-32-51	Steering	01 MAR 23
	MO-33-01-02	SIGNS Overhead Panel	23 MAY 24
	MO-33-20	Cabin General Illumination	23 JUN 22
	MO-33-40	Exterior Lighting	01 MAR 23
	MO-33-51	Cabin Emergency Lighting	23 MAY 24
	MO-34-01-01	ADIRS Overhead Panel	23 JUN 22
	MO-34-05	Indications on the Primary Flight Display (PFD)	23 JUN 22
	MO-34-06	Indications on the Navigation Display (ND)	23 JUN 22
	MO-34-10	Air Data/Inertial Reference System (ADIRS)	23 MAY 24
	MO-34-11	Sensors	23 JUN 22
	MO-34-13	Back Up Speed Scale	23 JUN 22
	MO-34-22	Attitude and Heading Standby Data	23 JUN 22
	MO-34-23	Integrated Standby Instrument System (ISIS)	23 JUN 22
	MO-34-30	Landing and Taxiing Aid	23 JUN 22
R	MO-34-40	GPWS, Radio Altimeter, TCAS, Weather Radar	20 OCT 25
	MO-34-50	ATC and Radio/GPS Navigation Systems	26 MAR 25
	MO-35-07	Indications on the DOOR/OXY SD page	23 JUN 22

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M⁽¹⁾	Localization	Subsection Title	Rev. Date
	MO-35-10	Crew Oxygen	23 JUN 22
	MO-35-20	Passenger Oxygen	23 JUN 22
	MO-35-30	Portable Oxygen	23 JUN 22
	MO-36-09	ECAM Alerts	26 MAR 25
R	MO-36-11	Engine Bleed Air Supply System	20 OCT 25
	MO-36-12	APU Bleed Air Supply and Crossbleed Systems	26 MAR 25
	MO-36-22	Leak Detection Loop	26 MAR 25
	MO-46-11	Aircraft Information Network Systems	23 JUN 22
	MO-46-21	Air Traffic and Information Management System	23 JUN 22
	MO-49-10	Power Plant	26 MAR 25
	MO-52-01-01	CKPT DOOR CONT Overhead Panel	23 JUN 22
	MO-52-07	Indications on the DOOR/OXY SD page	23 JUN 22
R	MO-52-10	Cabin Door	20 OCT 25
	MO-52-30	Cargo Door	23 JUN 22
	MO-52-51	Reinforced Cockpit Door (CDLS)	23 MAY 24
	MO-52-53	COCKPIT DOOR Panel on the Center Pedestal	23 JUN 22
	MO-56-10	Cockpit	23 JUN 22
	MO-73-20	Controlling	23 JUN 22
	MO-74-07	Indications on the ENGINE SD page	23 JUN 22
	MO-74-31	Ignition Starting and Continuous Relight	23 JUN 22
	MO-78-30	Thrust Reversers	23 MAY 24
	MO-79-09	ECAM Alerts	23 JUN 22
	MO-80-11	Pneumatic Starter and Valve System	23 JUN 22

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



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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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

- The Manufacturing Serial Number (MSN).
- The Fleet Serial Number (FSN) of the aircraft as known by AIRBUS S.A.S.
- The registration number of the aircraft as known by AIRBUS S.A.S.
- The aircraft model.

M⁽¹⁾	MSN	FSN	Registration Number	Model
	02155		AP-BLB	320-214
	02212		AP-BLC	320-214
	02719		AP-BLU	320-214
	02758		AP-BLV	320-214
	02789		AP-BLW	320-214
	02926		AP-BLY	320-216
	02944		AP-BLZ	320-216
	03031		AP-BLA	320-214
	03060		AP-BLS	320-214
	04392		AP-BMX	320-214
	05152		AP-BMV	320-214
	05162		AP-BMY	320-214
	05253		AP-BOM	320-214
	05746		AP-BON	320-214
	07784		AP-BOK	320-214
	07792		AP-BOL	320-214

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

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M⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		15 APR 14	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	Applicable to: ALL			
	J0012		15 APR 14	NAVIGATION LIGHTS SYSTEM - INSTALLATION OF A SECOND NAVIGATION LIGHT SYSTEM
	Applicable to: ALL			
	J0022		27 APR 15	INSTALLATION OF A FUEL QUANTITY SELECTOR IN THE FLIGHT COMPARTMENT
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	J0071		15 APR 14	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	Applicable to: ALL			
	J0376		15 APR 14	LANDING GEAR-DELETION OF REDUNDANT TEST PUSH BUTTON WIRING
	Applicable to: ALL			
	J0739		15 APR 14	MLG - INTRODUCTION OF TORQUE LINK APEX DAMPERS
	Applicable to: ALL			
	J0937		15 APR 14	LANDING GEAR - MLG - INTRODUCTION OF NEW STANDARD TORQUE LINK DAMPER AND ABEX PIN
	Applicable to: ALL			
	J1570		15 APR 14	FUEL - ENGINE FEED - TWIN MOTOR ACTUATOR FOR LP AND CROSS FEED VALVE
	Applicable to: ALL			
	J1617		15 APR 14	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	Applicable to: ALL			
	J1735		15 APR 14	LANDING GEAR - CONTROL AND MONITORING - IMPROVEMENTS TO REPORTING OF PROX SENSOR FAULTS
	Applicable to: ALL			
	J2257		01 AUG 18	FUEL - MANUAL MAGNETIC INDICATORS - ATTITUDE MONITOR DELETION
	Applicable to: ALL			
	J2360		12 AUG 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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M⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J2361	28-1150 01	01 AUG 18	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J2765		03 DEC 19	WING - MAIN STRUCTURE - TOP SKIN PANEL NO.2 - REMOVAL OF MANUAL REFUEL APERTURE
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J2766		12 JAN 22	WING - MAIN STRUCTURE - TOP PANEL 2 - INTRODUCTION OF MANUAL REFUEL APERTURE
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	J2832	28-1159 00	18 MAY 15	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	Applicable to: ALL			
	J2879		03 DEC 19	INERT GAS SYSTEM - CERTIFICATION OF FUEL TANK INERTING SYSTEM
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J2963		03 DEC 19	REDUCTION IN QUANTITY OF MAGNETIC LEVEL INDICATORS
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J3238		10 AUG 21	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059-14-30).
	Applicable to: AP-BOK, AP-BOL			
	J3240	28-1214 02	10 AUG 21	FUEL - QUANTITY INDICATING - ACTIVATE FUEL LEAK DETECTION WARNING SYSTEM
	Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J3283		10 AUG 21	WINGS - GENERAL - Certify Sharklet Installation for A320/A319/A318
	Applicable to: AP-BOK, AP-BOL, AP-BON			
	J3527		10 AUG 21	FUEL - MAIN TRANSFER SYSTEM - Introduce the A321 Centre Tank Fuel Transfer System onto A319 and A320 Single Aisle Variants
	Applicable to: AP-BOK, AP-BOL			
	J3559	28-1216 01	10 AUG 21	FUEL - TANK LEVEL SENSING - ACTIVATE FUEL OVERFLOW CAUTION ON A318/A319/A320
	Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	J3703		10 AUG 21	FUEL - QUANTITY INDICATING - INSTALL FQIS ONTO A319 and A320 A/C.
	Applicable to: AP-BOK, AP-BOL			
	J3739	28-1215 00	10 AUG 21	FUEL - QUANTITY INDICATING - INTRODUCE NEW FQIC SIC5059-14-31.
	Applicable to: AP-BMX, AP-BOK, AP-BOL			

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M ⁽⁷⁾	CRITERION	Linked SB	Incorp. Date	Title
	J4030	32-1432 01	10 AUG 21	LANDING GEAR - NORMAL BRAKING - INTRODUCE NEW BSCU SOFTWARE STANDARD (L4.10).
	Applicable to: AP-BLA, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	K0024		27 APR 15	INSTALLATION OF ADDITIONAL CARGO DOOR (BULK DOOR)
	Applicable to: ALL			
	K0035		15 APR 14	FIRE PROTECTION - FWD LOWER HOLD - INSTALLATION OF SMOKE DETECTION SYSTEM
	Applicable to: ALL			
	K0036		15 APR 14	FIRE PROTECTION - AFT LOWER HOLD - INSTALLATION OF SMOKE DETECTION SYSTEM
	Applicable to: ALL			
	K0037		15 APR 14	FIRE PROTECTION - FWD AND AFT LOWER HOLD INSTALLATION OF A SINGLE SHOT FIRE EXTINGUISHING SYSTEM
	Applicable to: ALL			
	K0052		15 APR 14	INSTALLATION OF AN AIDS
	Applicable to: ALL			
	K0064		15 APR 14	LIGHTS - INSTALLATION OF STROBE LIGHTS SYNCHRONISED MODE
	Applicable to: ALL			
	K0066		12 JAN 22	AIR CONDITIONING - VENTILATION SYSTEM FOR FWD CARGO COMPARTMENT
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	K0067		12 JAN 22	AIR CONDITIONING - HEATING SYSTEM FOR FWD CARGO COMPARTMENT
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	K0070		01 JUL 14	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL			
	K0071		01 JUL 14	AIR CONDITIONING - HEATING SYSTEM FOR AFT CARGO COMPARTMENT -
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX			
	K0344		01 AUG 18	LIGHTS-INSTALLATION OF A LSI-EEPMS FOR 164
	Applicable to: AP-BLB, AP-BLC			
	K0402		15 APR 14	DRAIN MAST ICE PROTECTION-INSTALL A TEMPERATURE REGULATED DRAINMAST SYSTEM
	Applicable to: ALL			

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M⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	K10494		27 APR 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTC36-300 TO APIC APS3200
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	K12882		03 DEC 19	DOORS-EMERGENCY EXIT-DE-ACTIVATE FORWARD OVERWING EMERGENCY EXIT ON A320 A/C
	Applicable to: AP-BMX			
	K1498		15 APR 14	A320-BLUE SYSTEM ACCUMULATOR-RELOCATION OF HYDRAULIC CONNECTION
	Applicable to: ALL			
	K1522		27 APR 15	COMMUNICATIONS-PA "IN USE" LAMP
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BOK, AP-BOL			
	K15280		10 AUG 21	AIR CONDITIONING - PRESSURE CONTROL AND MONITORING - INTRODUCE MODIFIED OUTFLOW VALVE P/N 20790-20BA
	Applicable to: AP-BOK, AP-BOL, AP-BON			
	K1733		01 AUG 18	EMERGENCY LIGHTING REMOVAL OF EL-LIGHT STRIPS IN FWD/AFT DOOR AREA
	Applicable to: AP-BLB, AP-BLC			
	K1806		15 APR 14	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	Applicable to: ALL			
	K18102		10 AUG 21	AIR CONDITIONING - PACK TEMPERATURE CONTROL - Introduce improved Air Conditioning System Controller
	Applicable to: AP-BOK, AP-BOL			
	K2335		15 APR 14	LAVATORY SMOKE DETECTION - IMPROVEMENT OF SMOKE DETECTION
	Applicable to: ALL			
	K2450		15 APR 14	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	Applicable to: ALL			
	K2770		15 APR 14	AUXILIARY POWER UNIT - CONTROL AND MONITORING - INTRODUCTION OF ECB P/N 304640-3
	Applicable to: ALL			
	K2962		15 APR 14	HYDRAULIC POWER - MAIN BLUE HYDRAULIC POWER - IMPROVE MAINTENACE STATUS OF BLUE HYDRAULIC RESERVOIR -
	Applicable to: ALL			

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	K3680		15 APR 14	APU - STORAGE AND DISTRIBUTION - MODIFICATION FOR COMMON LUBRICATION SYSTEM APU/GEN
	Applicable to: ALL			
	K3681		15 APR 14	APU - CONTROL AND MONITORING - ECB - MODIFICATION FOR COMMON LUBRICATION SYSTEM APU/GEN
	Applicable to: ALL			
	K3682		15 APR 14	AUXILIARY POWER UNIT - WIRING MODIFICATION FOR COMMON LUBRICATION SYSTEM APU/GEN.
	Applicable to: ALL			
	K3737		15 APR 14	AIR CONDITIONING - AIR COOLING SYSTEM - IMPROVEMENT OF RAM AIR INLET
	Applicable to: ALL			
	K3901		27 APR 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	K4160		15 APR 14	DOORS-CARGO COMPARTMENT DOOR FWD AND AFT- IMPROVEMENT OF ACTUATOR FITTING AND ATTACHMENT
	Applicable to: ALL			
	K4457		27 APR 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BOK, AP-BOL			
	K4574		15 APR 14	AIR CONDITIONING-FLOW CONTROL AND INDICATING- INTRODUCE IMPROVED AIR CONDITIONING PACKAGE FOR FLOW CONTROL
	Applicable to: ALL			
	K4913		15 APR 14	HYDRAULIC POWER - AUXILIARY HYDRAULIC POWER - INSTALL A319 RAM AIR TURBINE ON A320
	Applicable to: ALL			
	K6032		01 AUG 18	DOORS - BULK CARGO COMPARTMENT DOOR - DEACTIVATION OF THE BULK CARGO DOOR
	Applicable to: AP-BLB, AP-BLC			
	K6443		27 APR 15	AIR CONDITIONING_AIR COOLING INSTALL A NEW ECS
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	K7755		15 APR 14	EQUIPMENT/FURNISHINGS PAX COMPARTMENT INTRODUCE A MODIFIED INTRUSION AND PENETRATION RESISTANCE COCKPIT DOOR
Applicable to: ALL				
	K7778	23-1373 03	27 APR 15	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
Applicable to: ALL				
	K7782		12 JAN 22	COMMUNICATIONS CABIN INTERCOMMUNICATION COCKPIT CREW TO CABIN CREW ALERTING SYSTEM (COCKPIT PART)
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				
	K7783		12 JAN 22	COMMUNICATIONS CABIN INTERCOMMUNICATION COCKPIT CREW TO CABIN CREW ALERTING SYSTEM (CABIN PART)
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				
	K7790		15 APR 14	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
Applicable to: ALL				
	K8400		27 APR 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	K8905		27 APR 15	EQUIPMENT/FURNISHINGS -CURTAINS AND PAR INSTALL A DEADBOLT FOR THE REINFORCED COCKPIT DOOR
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	K9473		27 APR 15	AIR CONDITIONING-PRESSURE CONTROL AND MONITORING-INTRODUCE RESIDUAL PRESSURE CONTROL UNIT (RPCU)
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P0033		15 APR 14	COMMUNICATIONS - HF1 SYSTEM PROVISION FOR HF1 SYSTEM
Applicable to: ALL				
	P0040		01 JUL 14	4TH OCCUPANT SEAT
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				

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	P0046		27 APR 15	ELECTRICAL FOOT WARMERS FOR CAPTAIN AND FIRST OFFICER
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW			
	P0053		15 APR 14	SLIDING TABLE FOR CAPTAIN AND FIRST OFFICER
	Applicable to: ALL			
	P0078		03 DEC 19	COMMUNICATIONS - AUDIO INTEGRATING - INSTALL AN AUDIO CONTROL PANEL IN E/E COMPARTMENT
	Applicable to: AP-BMX			
	P0143		01 JUL 14	COMMUNICATIONS - INSTALLATION OF A 3RD RMP
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P0159		15 APR 14	EQUIPMENT FURNISHINGS-COCKPIT ADDITION OF FIFTH STRAP TO FLIGHT CREW SHOULDER HARNESS
	Applicable to: ALL			
	P0197		01 AUG 18	COMMUNICATIONS-SINGLE HF SYSTEM INSTALLATION
	Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMX			
	P0198		01 AUG 18	COMMUNICATIONS-2ND HF SYSTEM INSTALLATION
	Applicable to: AP-BLY, AP-BLZ			
	P0435		27 APR 15	ICE AND RAIN PROTECTION-WINDSHIELD WIPER SYSTEM- ADDITION OF AN INTERMITTENT FUNCTION
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW			
	P0622		01 JUL 14	NAVIGATION-USE OF THE QFE BARO SETTING
	Applicable to: AP-BLB, AP-BLC			
	P0661		15 APR 14	EQUIPMENT FURNISHINGS-COCKPIT-INSTALL A 5TH STRAP ON 3RD OCCUPANT HARNESSES
	Applicable to: ALL			
	P10098	24-1120 04	18 MAY 15	ELECTRICAL POWER AC ESSENTIAL GENERATION SWITCHING INSTALL AUTO SWITCHING SYSTEM FOR AC&DC ESS BUS.
	Applicable to: ALL			
	P10187		12 JAN 22	AIR CONDITIONING - COCKPIT AIR HEATING INSTALL ADDITIONNAL HEATERS ON THE FOOT AIR OUTLET FOR CAPTAIN AND F/O
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	P10257		03 DEC 19	LANDING GEAR - WHEELS AND BRAKES - INTRODUCE REDESIGNED MESSIER-BUGATTI SEPCARB BRAKES ON MLG
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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	P10267		12 JAN 22	NAVIGATION - RADIO MAGNETIC INFORMATION SWITCHING AND INDICATING : RE-INSTALL THALES DDRMI VOR/DME INDICATORS (ANTI-MOD 33503)
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	P10300		03 DEC 19	ELECTRICAL POWER - AC MAIN GENERATION - INSTALL EEPGS GCU SOFTWARE STANDARD "5.2"
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P10383	31-1334 04 31-1414 03	03 DEC 19	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F5
	Applicable to: ALL			
	P10402	23-1333 05	03 DEC 19	COMMUNICATIONS - AUDIO MANAGEMENT- MODIFY AMU POWER SUPPLY TO COPE WITH DC ESSENTIAL BUS LOSS
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P10439	22-1248 01	03 DEC 19	AUTO-FLIGHT FMGC INSTALL FMGC HNWL STD P1C12 ON CFM A/C
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P10527	31-1372 10 31-1415 00 31-1433 01	10 AUG 21	INDICATING/RECORDING SYSTEM - ELECTRONIC INSTRUMENT SYSTEM (EIS)- INSTALL DISPLAY MANAGEMENT COMP. SOFTW. EIS2 S8-1
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P1063		15 APR 14	AUTOMATIC FLIGHT-IMPROVEMENT OF SEGREGATION OF AUTOPILOT INSTINCTIVE DISCONNECT CIRCUIT
	Applicable to: ALL			
	P10653	31-1300 02	03 DEC 19	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER INSTALL FWC STANDARD H2-F3P
	Applicable to: ALL			
	P10762	22-1269 05	10 AUG 21	AUTO FLIGHT - FMGC INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P10891	32-1350 00	03 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9 B"(EM2)
	Applicable to: ALL			

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	P10960		10 AUG 21	NAVIGATION - T3CAS - INSTALL T3CAS COMPUTER WITH TRANSPONDER FUNCTION INACTIVE
Applicable to: AP-BOK, AP-BOL				
	P11146		10 AUG 21	LANDING GEAR - PARKING/ULTIMATE EMERGENCY BRAKING ACTIVATE PARKING BRAKE MONITORING FUNCTION ON SA A/C
Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P11363		10 AUG 21	AUTO FLIGHT - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)- ACTIVATE AP/FD TCAS FUNCTION
Applicable to: AP-BOK, AP-BOL				
	P11620		10 AUG 21	INDICATING/RECORDING SYSTEMS - FWC - ACQUISITION/INTERFACE - ACTIVATE MONITORING OF ATC / XPDR
Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P11807	31-1372 10 31-1415 00 31-1433 01	10 AUG 21	INDICATING/RECORDING SYSTEM ELECTRONIC INSTRUMENT SYSTEM (EIS) INSTALL NEW EIS2 SOFTWARE S9
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P11819	31-1373 00 31-1414 03	10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F6
Applicable to: ALL				
	P11935		12 JAN 22	NAVIGATION - WEATHER RADAR SYSTEM -,INSTALL DUAL WEATHER RADAR RDR 4000 HONEYWELL
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				
	P12110		10 AUG 21	INDICATING/RECORDING SYSTEMS - UP AND DOWN DATA LOADING SYSTEM - Remove MDDU and install PDL connector on overhead panel (forward fit)
Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P12126		12 JAN 22	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL FAC B0622 (SHARKLET PROJECT)
Applicable to: AP-BON				
	P12367	73-1100 02	10 AUG 21	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INSTALL ECU SOFTWARE STANDARD 5BS ON CFM56-5B ENGINES
Applicable to: ALL				
	P12457	34-1510 03	12 JAN 22	NAVIGATION - RADIO ALTIMETER - INSTALL IMPROVED HONEYWELL RADIO ALTIMETER ALA52B "-0232" (Software Change)
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				

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	P12458		12 JAN 22	NAVIGATION - RADIO ALTIMETER - INSTALL IMPROVED HONEYWELL RADIO ALTIMETER "ALA52B" (Hardware Change)
Applicable to: AP-BON				
	P12511		10 AUG 21	AUTO FLIGHT - GENERAL - AUTO FLIGHT - GENERAL ACTIVATE ROPS FUNCTION
Applicable to: AP-BOL				
	P12697	31-1415 00 31-1433 01	10 AUG 21	INDICATING/RECORDING SYSTEMS - Electronic Instrument System (EIS) - Introduce EIS2 Standard S10
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P12753		10 AUG 21	AUTO-FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC) - INSTALL STANDARD FAC CAA02 (SHARKLETS CAPABILITY AND ROPS FUNCTION)
Applicable to: AP-BOK, AP-BOL				
	P12877	73-1100 02	10 AUG 21	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE NEW ECU SOFTWARE 5BS2 ON CFM56-5B ENGINES
Applicable to: ALL				
	P12946		10 AUG 21	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - Define static probe monitoring on ground function on FWC/SDAC
Applicable to: AP-BOK, AP-BOL, AP-BON				
	P13023	31-1414 03	10 AUG 21	INDICATING RECORDING SYSTEMS - FWC - Introduce FWC Standard H2-F7
Applicable to: ALL				
	P13321		10 AUG 21	AUTO FLIGHT - FMGC - INTRODUCE FMS HONEYWELL PEGASUS II ASSOCIATED WITH FG 3G PC13
Applicable to: AP-BOK, AP-BOL				
	P13507		10 AUG 21	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER - INSTALL FMGC S7PC13 THALES ON CFM AIRCRAFT
Applicable to: AP-BOK, AP-BOL				
	P13619	27-1234 01 27-1243 01	10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL L97 STANDARD ON ELAC B WITH DATALOADING CAPABILITY
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				

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	P1362		01 JUL 14	EQUIPMENT FURNISHINGS-COCKPIT-INSTALLATION OF A FLIGHT ADJUSTABLE CROTCH STRAP ON FOURTH OCCUPANT SEAT
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P13630	31-1450 01	10 AUG 21	INDICATING/RECORDING SYSTEMS - SDAC ACQUISITION/INTERFACE - Install SDAC standard H2-E4
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P13843	34-1712 14	10 AUG 21	NAVIGATION - ATC - INSTALL ACSS ATC XS-950 P/N 7517800-12401 COMPLIANT WITH DO-260B MANDATE
	Applicable to: AP-BLY, AP-BLZ, AP-BOK, AP-BOL			
	P14155	34-1595 16 34-1630 16	10 AUG 21	NAVIGATION - ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDEUR
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P14582	34-1692 09 34-1712 14 34-1720 04 34-1763 08	10 AUG 21	NAVIGATION - ATC/MODE S (SELECT) - Configure DO-260B TRANSPONDER ATC 1
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P14629	31-1492 00	10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F8P FOR A320NEO PW TC
	Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P14826	31-1492 00	10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9 STANDARD
	Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P15322	34-1692 09 34-1712 14 34-1720 04 34-1763 08	10 AUG 21	NAVIGATION - ATC/MODE S (SELECT) - RE-ACTIVATE THE TRANSPONDER MONITORING ON SDAC / FWC
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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	P15825		10 AUG 21	NAVIGATION - AIR DATA - Install and define reversible Back-Up Speed Scale function
	Applicable to: AP-BOK, AP-BOL			
	P15992	31-1492 00	10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D
	Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P1631		15 APR 14	NAVIGATION - MODIFY GPWC WARNINGS
	Applicable to: ALL			
	P1970	23-1719 02	15 APR 14	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BON			
	P20249		10 AUG 21	AUTO FLIGHT - GENERAL - Deactivate ROPS function
	Applicable to: AP-BOL			
	P2067		03 DEC 19	COMMUNICATIONS - INSTALL A MODIFIED ACP IN THE ELECTRONICS BAY
	Applicable to: AP-BMX			
	P2316		01 AUG 18	AUTOFLIGHT - ACTIVATE WINDSHEAR FUNCTION
	Applicable to: ALL			
	P2493		15 APR 14	COCKPIT - INSTALL A340 TYPE PILOT SEATS
	Applicable to: ALL			
	P2650		27 APR 15	ICE AND RAIN DETECTION - DUAL ADVISORY - ICE DETECTION SYSTEM INSTALLATION
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX			
	P2798		15 APR 14	NAVIGATION - VOR SYSTEM - RAISE VOR ANTENNA AND MODIFY FAIRING
	Applicable to: ALL			
	P3365		15 APR 14	ICE PROTECTION - ICING INDICATOR ILLUMINATION
	Applicable to: ALL			
	P3379		15 APR 14	INDICATING/RECORDING SYSTEMS - GENERAL - DEFINE PIN PROGRAMMING FOR STD VERSIONS
	Applicable to: ALL			
	P3401		12 JAN 22	AUTOFLIGHT - FCU - DELETE "EXPEDITE" FUNCTION FROM FCU
	Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON			
	P3524		15 APR 14	ELECTRICAL GENERATION - APU GENERATOR NEW STANDARD
	Applicable to: ALL			

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	P3957		01 JUL 14	ATA 2900 HYDRAULIC POWER-GENERAL INSTALL AN HYDRAULIC SHUT-OFF VALVE ON THE CFM THRUST REVERSER SYSTEM
	Applicable to: ALL			
	P4151		15 APR 14	INDICATING/RECORDING SYSTEMS - UP AND DOWN DATA LOADING SYSTEM - INSTALL A "PORTABLE DATA LOADER" CONNECTOR AND DISK STOWAGE.
	Applicable to: ALL			
	P4170		15 APR 14	FLIGHT CONTROLS - FCDC - PROVIDE A VISUAL INDICATION FOR SIMULTANEOUS SIDE STICK ACTION
	Applicable to: ALL			
	P4287		15 APR 14	INDICATING-RECORDING SYSTEM FWC DEFINE OEB REMINDER NEW FUNCTION IN FWC
	Applicable to: ALL			
	P4417		01 AUG 18	ELECTRICAL POWER - IMPROVE DESIGN OF TRU INSTALLATION ON A/C TO AVOID TRANSFORMER RECTIFIER MISBEHAVIOUR
	Applicable to: ALL			
	P4502		15 APR 14	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
	Applicable to: ALL			
	P4539		15 APR 14	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	Applicable to: ALL			
	P4576		27 APR 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P4613	23-1719 02	01 AUG 18	COMMUNICATIONS - HF SYSTEM - INSTALL ONE ALLIED SIGNAL HF VOICE SYSTEM
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BON			
	P4642		03 DEC 19	NAVIGATION - WETAHER RADAR SYSTEM - ACTIVATE DUAL PREDICTIVE WINDSHEAR FUNCTION
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON			
	P4647		01 AUG 18	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX			

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	P4766		01 AUG 18	NAVIGATION - SINGLE PWS - COLLINS SINGLE PWS ACTIVATION
Applicable to: AP-BLB, AP-BLC, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P4801		27 APR 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P4885		15 APR 14	NAVIGATION - EGPWS - ACTIVATION OF ENHANCED FUNCTIONS OF THE EGPWS
Applicable to: ALL				
	P4906		03 DEC 19	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL 2ND WEATHER RADAR TRANSCIVER
Applicable to: AP-BMX				
	P4977		15 APR 14	INDICATING/RECORDING SYSTEMS - FWC - PROVIDE NEW SYNTHETIC VOICE "DUAL INPUT"
Applicable to: ALL				
	P5121		15 APR 14	INDICATING/RECORDING SYSTEMS - DATA LOADING SYSTEM - INSTALL A MULTIPURPOSE DISC DRIVE UNIT IN A COCKPIT
Applicable to: ALL				
	P5175		01 AUG 18	COMMUNICATIONS - AUDIO MANAGEMENT - INSTALL SENNHEISER HEADSET HD45K P/N : 045-260-011
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW				
	P5253		03 DEC 19	NAVIGATION ADIRS REMOVE ADIRS CDU
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P5429		01 JUL 14	ENGINE FUEL AND CONTROL - GENERAL FADEC SYSTEM A320/CFM56-5B - INTRODUCE ECU SOFTWARE STANDARD 5BI
Applicable to: ALL				
	P5451		15 APR 14	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
Applicable to: ALL				
	P5638		15 APR 14	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
Applicable to: ALL				

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	P5706	31-1257 01	15 APR 14	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	Applicable to: ALL			
	P5794		15 APR 14	INDICATING/RECORDING SYSTEMS- DATA LOADING SYSTEM-INSTALL A MULTIPURPOSE DISK DRIVE UNIT ARINC 615-3 IN THE COCKPIT P/N AC68A200
	Applicable to: ALL			
	P6067		01 AUG 18	LANDING GEAR - NOSE LANDING GEAR WHEELS - DELETE RUBBING STRIPS
	Applicable to: ALL			
	P6071	31-1132 60	01 JUL 14	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	P6125		15 APR 14	NAVIGATION - ADIRU - INSTALL HNWL ADIRU 4 MCU AD11 (NEW HARD) WITH 4 TRIMS OF ANEMO CORRECTION LAWS POSSIBILITIES AND MAGVAR TABLES UPDATED
	Applicable to: ALL			
	P6146		15 APR 14	INDICATING/RECORDING SYSTEM - FWC - INTRODUCE "F/CTL FLAP LVR NOT ZERO" RED WARNING
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM			
	P6319		15 APR 14	COMMUNICATIONS - AUDIO MANAGEMENT - INSTALL TEAM DIGITAL AMU P/N 4031-SA-01
	Applicable to: ALL			
	P6538		27 APR 15	INDICATING/RECORDING SYSTEMS - FWC - IMPROVE FWC TO COMPLY WITH NEW EMM BSCS WARNINGS AND ECAM INDICATIONS
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P6578		27 APR 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM INSTALL DMC, DU AND DISKETTES FOR EIS2
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P6688		01 AUG 18	COMMUNICATIONS - RADIO MANAGEMENT INSTALL A THIRD RADIO MANAGEMENT PANEL
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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	P6954	22-1102 02 22-1226 04	27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
Applicable to: ALL				
	P7009		03 DEC 19	COMMUNICATION - AUDIO MANAGEMENT INSTALL A DIGITAL SATCOM AMU P/N AMU4031L*01
Applicable to: AP-BMX				
	P7092		27 APR 15	INDICATING/RECORDING SYSTEM - EIS - ACTIVATE FUEL FLOW/DELTA ISA FUNCTION BY PIN PROGRAMMING ON DMC
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P7125	31-1257 01	27 APR 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
Applicable to: ALL				
	P7148		01 AUG 18	COMMUNICATIONS - HF SYSTEM - ACTIVATE DATA LINK FUNCTION FOR HFDR 1
Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW				
	P7149		01 AUG 18	COMMUNICATIONS - HF SYSTEM - INSTALL A "GND HF DATALINK" PUSHBUTTON SWITCH
Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW				
	P7175		15 APR 14	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
Applicable to: ALL				
	P7268		15 APR 14	NAVIGATION - ADIRU RESTORE RVSM 3 CIRCUITS CAPABILITIES - SERIAL SOLUTION
Applicable to: ALL				
	P7605		01 AUG 18	INDICATING RECORDING SYSTEM - SDAC INSTALL WIRING PROVISIONS FOR SDAC H2E1A PIN PROGRAMMING.
Applicable to: ALL				
	P7754		15 APR 14	NAVIGATION - DDRMI REPLACE THALES DDRMI P/N 63543-150-3 BY P/N 63543-150-4.
Applicable to: ALL				
	P7756		12 JAN 22	NAVIGATION - DDRMI REPLACE THALES DDRMI P/N 63543-253-2 BY P/N 63543-253-3.
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				

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	P7945		27 APR 15	ELECTRICAL POWER - AC MAIN GENERATION INSTALL NEW GCU SOFTWARE STD 5.1 ON SA A/C EQUIPPED WITH ENHANCED EPGS
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P8014		12 AUG 15	AUTO FLIGHT - FMGC RE-INSTALL FMGC2 CFM P/N C13042AA01 (ANTI MOD 32222)
	Applicable to: AP-BLY, AP-BLZ, AP-BMX			
	P8241		10 AUG 21	PLACARDS AND MARKINGS - CABIN - CONFIGURATE THE CABIN FOR NON SMOKING FLIGHT
	Applicable to: AP-BOK, AP-BOL			
	P8257	27-1149 02	27 APR 15	FLIGHT CONTROLS - SEC SYSTEM INSTALL SPOILER AND ELEVATOR COMPUTER SOFTWARE FOR A318 EIS (BAM0511)
	Applicable to: ALL			
	P8303		03 DEC 19	NAVIGATION DDRMI REMOVE DDRMI VOR/ADF/DME INDICATORS
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P8341		03 DEC 19	NACELLES/PYLONS - PYLONS - IMPROVE AERODYNAMIC SHAPE OF CFM PYLON
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P8454		12 AUG 15	NAVIGATION - T2CAS - INSTALL ACSS TRAFFIC & TERRAIN COLLISION AVOIDANCE SYSTEM (T2CAS)
	Applicable to: AP-BLY, AP-BLZ, AP-BMX			
	P8483	22-1171 02	03 DEC 19	AUTO FLIGHT - FMGC - INSTALL A NEW FMS2 THALES SMITH S3 STANDARD ON CFM A/C
	Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL			
	P8671		27 APR 15	INDICATING RECORDING SYSTEM EIS INSTALL DMC SOFTWARE EIS2 S4-2 TO CORRECT TEMPORARY LOSS OF ALL EIS2 IMAGES
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P8757		27 APR 15	ENGINE FUEL AND CONTROL - GENERAL INTRODUCE HMU P13 ON CFM56-5A/5B ENGINES
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P8799	34-1352 01	18 MAY 15	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			

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	P8863		27 APR 15	INDICATING/RECORDING SYSTEM FWC ACQUISITION INTERFACE CONNECT FWC TO RPWS TO PREVENT DOOR OPENING WITH RESIDUAL CABIN PRESSURE
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P9051		12 AUG 15	NAVIGATION T2CAS ACTIVATE ALTERNATE LATERAL POSITION FOR T2CAS-
Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL				
	P9107	31-1267 03 31-1300 02	03 DEC 19	INDICATING/RECORDING SYSTEM FLIGHT WARNING COMPUTER - FWC - INSTALL FWC STANDARD H2 F3
Applicable to: ALL				
	P9196	34-1335 02	27 APR 15	NAVIGATION - STANDBY DATA (ISIS) INSTALL ISIS STD WB01 WITH CORRECTION OF "OUT OF ORDER" MESSAGE
Applicable to: ALL				
	P9355		03 DEC 19	NAVIGATION - WEATHER RADAR SYSTEM - REMOVE WXR TRANSCIVER COLLINS "-623" AND DEACTIVATE (ANTI MOD 32740 AND 26560)
Applicable to: AP-BMX				
	P9508		10 AUG 21	INDICATING/RECORDING SYSTEMS - SDAC - ACQUISITION/INTERFACE CONFIGURATION CABIN FOR NO PED FLIGHTS
Applicable to: AP-BOK, AP-BOL				
	P9522		03 DEC 19	AUTO FLIGHT - MCDU ACTIVATE BACK UP NAV FUNCTION
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P9594		03 DEC 19	PNEUMATIC LEAK DETECTION ACTIVATE PYLON LEAK DETECTION MONITORING
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				
	P9625	34-1365 01	03 DEC 19	NAVIGATION TRAFFIC AND TERRAIN COLLISION AVOIDANCE SYSTEM(T2CAS) - INSTALL T2CAS STD 2(-11111)
Applicable to: AP-BLY, AP-BLZ, AP-BMX				
	P9654		12 AUG 15	NAVIGATION EGPWS RE-INSTALL EGPWS P/N 965-1676-001 (ANTI-MOD 34634)
Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL				
	P9655	32-1335 00	03 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9" (EM2)
Applicable to: AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON				

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	P9824	31-1276 02	18 MAY 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P9873		03 DEC 19	POWER PLANT - GENERAL INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
	Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON			
	P9891	31-1281 02	01 AUG 18	INDICATING RECORDING SYSTEM SDAC INSTALL SDAC STANDARD H2-E2
	Applicable to: ALL			
	P9978	34-1418 75 34-1575 12	03 DEC 19	NAVIGATION - ATC/MODE S (SELECT) CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON			
	22-1102 02		01 AUG 18	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL FAC STANDARD BAM0617.
	Applicable to: AP-BLB, AP-BLC			
	22-1171 02		12 AUG 15	AUTO FLIGHT - FMGC - INSTALL A NEW FMS2 THALES SMITHS S3 STANDARD ON CFM A/C.
	Applicable to: AP-BLY, AP-BLZ			
	22-1226 04		01 AUG 18	AUTO FLIGHT - FLIGHT AUGMENTATION (FAC) INTRODUCE FAC SOFTWARE STD "BAM0619".
	Applicable to: AP-BLB, AP-BLC			
	22-1248 01		01 JUL 14	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW			
	22-1269 05		23 AUG 17	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW			
	22-1359 05		10 AUG 16	AUTO-FLIGHT-FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC)-INSTALL FMGC HONEYWELL H2C13 ON CFM A/C
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	22-1360 02		23 AUG 17	AUTO-FLIGHT-FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC)-INSTALL FMGC THALES S6C13 ON CFM A/C
	Applicable to: AP-BLY, AP-BLZ			

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	22-1375 00		23 AUG 17	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC) - INTRODUCE FAC SOFTWARE STANDARD BAM0621 (ROPS FUNCTION).
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BMV, AP-BMX, AP-BMY, AP-BOM			
	22-1462 02		01 AUG 18	AUTOFLIGHT - FMGC - INSTALL FMS THALES RELEASE 1A S7A (WITH FG C13) ON CFM A/C
	Applicable to: AP-BLY, AP-BLZ			
	22-1553 00		23 AUG 17	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC) - INTRODUCE FAC B624 (ROPS AND SHARKLET)
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	23-1333 05		19 AUG 20	AUDIO MANAGEMENT - MODIFY AMU POWER SUPPLY TO COPE WITH DC ESSENTIAL BUS LOSS
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW			
	23-1373 03		01 AUG 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - INSTALL UNITS FOR A COCKPIT DOOR SURVEILLANCE SYSTEM (CDSS)
	Applicable to: AP-BLB, AP-BLC			
	23-1713 06		04 APR 22	COCKPIT VOICE RECORDER - ACTIVATION OF DATALINK RECORDING FUNCTION
	Applicable to: AP-BOK, AP-BOL			
	23-1719 02		04 APR 22	HF SYSTEM - INSTALL A SINGLE HF DATA RADIO (HFDR) SYSTEM HONEYWELL
	Applicable to: AP-BON			
	24-1120 04		01 AUG 18	ELECTRICAL POWER - AC ESSENTIAL GENERATION SWITCHING - INSTALL AUTO SWITCHING SYSTEM FOR AC AND DC ESS BUS.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	25-1BHK 11		04 APR 22	MISCELLANEOUS EMERGENCY EQUIPMENT - INSTALL LOW FREQUENCY UNDERWATER LOCATOR BEACON (LF-ULB)
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	25-1BPB 12		04 APR 22	MISCELLANEOUS EMERGENCY EQUIPMENT - INSTALL LOW FREQUENCY UNDERWATER LOCATOR BEACON (LF-ULB)
	Applicable to: AP-BOK, AP-BOL			

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	27-1149 02		01 AUG 18	FLIGHT CONTROLS - SEC SYSTEM - INSTALL SPOILER AND ELEVATOR COMPUTER SOFTWARE FOR A318 EIS
Applicable to: AP-BLB, AP-BLC				
	27-1234 01		03 DEC 19	FLIGHT CONTROL - ELEVATOR AILERON COMPUTER SYSTEM (ELAC)-INSTALL L97 STANDARD ON ELAC B WITH DATA LOADING CAPABILITY
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON				
	27-1238 00		12 AUG 15	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATA LOADING CAPABILITY
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ				
	27-1243 01		03 DEC 19	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON				
	28-1150 01		01 AUG 18	FUEL - QUANTITY INDICATION - REMOVE FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH FQIC 13-10 (ANTI-MOD FOR MOD 32650)
Applicable to: AP-BLA, AP-BLU, AP-BLV, AP-BLW				
	28-1159 00		01 AUG 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ				
	28-1214 02		12 JAN 22	FUEL - QUANTITY INDICATING - ACTIVATE FUEL LEAK DETECTION WARNING SYSTEM
Applicable to: AP-BMV, AP-BMY, AP-BOM				
	28-1215 00		03 DEC 19	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC
Applicable to: AP-BMX				
	28-1216 01		12 JAN 22	FUEL - TANK LEVEL SENSING - ACTIVATE FUEL OVERFLOW CAUTION ON A318/319/320
Applicable to: AP-BMV, AP-BMY, AP-BOM				
	31-1132 60		10 AUG 21	DMC - DISPLAY ALTITUDE IN METRIC UNITS ON THE PRIMARY FLIGHT DISPLAY (PFD).
Applicable to: AP-BLY, AP-BLZ				
	31-1257 01		01 AUG 18	INDICATING RECORDING SYSTEM - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F2.
Applicable to: AP-BLB, AP-BLC				

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	31-1267 03		13 AUG 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2F3.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	31-1276 02		01 AUG 18	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	Applicable to: AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	31-1281 02		03 DEC 19	INDICATING RECORDING SYSTEM - SYSTEM DATA ACQUISITION CONCENTRATOR (SDAC) - INSTALL SDAC STANDARD H2-E2.
	Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	31-1286 01		23 AUG 17	INDICATING/RECORDING SYSTEMS - DMC - INTRODUCE DMC EIS1 V60 STANDARD.
	Applicable to: AP-BLB, AP-BLC			
	31-1300 02		13 AUG 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F3P.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	31-1334 04		13 AUG 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	31-1372 10		12 AUG 15	INDICATING/RECORDING SYSTEM - EIS - INSTALL EIS2 SOFTWARE S9
	Applicable to: AP-BLY, AP-BLZ, AP-BMX			
	31-1373 00		15 APR 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM			
	31-1411 02		03 DEC 19	UP AND DOWN DATA LOADING SYSTEM - REMOVE MDDU AND INSTALL PDL CONNECTOR ON CENTER PEDESTAL
	Applicable to: AP-BMX			
	31-1414 03		27 APR 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM			

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	31-1415 00		12 AUG 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM (EIS) - INTRODUCE NEW EIS2 STANDARD S10
	Applicable to: AP-BLY, AP-BLZ			
	31-1433 01		19 OCT 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM (EIS) - INTRODUCE EIS2 STANDARD S11
	Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON			
	31-1450 01		03 DEC 19	INDICATING/RECORDING SYSTEMS - SDAC ACQUISITION/INTERFACE - INSTALL SDAC STANDARD H2-E4
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	31-1492 00		01 AUG 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
	Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	32-1335 00		12 AUG 15	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD "L4.9".
	Applicable to: AP-BLY, AP-BLZ			
	32-1343 01		12 AUG 15	LANDING GEAR - NORMAL BRAKING - REINSTALL BSCU SOFTWARE STD "L4.8" (EMM)
	Applicable to: AP-BLY, AP-BLZ			
	32-1350 00		27 APR 15	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ			
	32-1432 01		01 AUG 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STANDARD L4.10
	Applicable to: AP-BLA, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON			
	34-1335 02		01 AUG 18	NAVIGATION - STANDBY DATA : INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS) - INSTALL ISIS STD WB01.
	Applicable to: AP-BLB, AP-BLC			
	34-1352 01		01 AUG 18	NAVIGATION - GPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION OF TERRAIN MODES.
	Applicable to: AP-BLB, AP-BLC			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	34-1365 01		12 AUG 15	NAVIGATION - TRAFFIC AND TERRAIN COLLISION AVOIDANCE SYSTEM - INSTALL T2CAS STD 2 (-11111)
Applicable to: AP-BLY, AP-BLZ				
	34-1418 75		10 AUG 21	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ.
Applicable to: AP-BLY, AP-BLZ				
	34-1510 03		12 JAN 22	NAVIGATION-RADIO ALTIMETER - INSTALL IMPROVED HONEYWELL RADIO ALTIMETER ALA52B -0232 (SOFTWARE CHANGE)
Applicable to: AP-BMV, AP-BMY, AP-BOM				
	34-1516 00		12 AUG 15	NAVIGATION - TRAFFIC COLLISION AVOIDANCE SYSTEM (TCAS) - INSTALL ACSS T2CAS STANDARD 3 CHANGE 7.0
Applicable to: AP-BLY, AP-BLZ, AP-BMX				
	34-1575 12		20 AUG 19	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
Applicable to: AP-BLB, AP-BLC				
	34-1595 16		12 JAN 22	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ				
	34-1630 16		04 APR 22	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				
	34-1692 09		10 AUG 21	ATC - INSTALLATION OF ATC TRANSPONDER TPR901 COMPLIANT ADS-B OUT DO-260B
Applicable to: AP-BLB, AP-BLC				
	34-1712 14		29 NOV 21	ATC - INSTALL ACSS TRANSPONDERS XS950 P/N 7517800-12402 COMPLIANT WITH ADS-B OUT DO-260B
Applicable to: AP-BLY, AP-BLZ				
	34-1720 04		12 JAN 22	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA 100-B COMPLIANT ADS-B OUT DO-260B
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON				
	34-1763 08		04 APR 22	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW				

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Continued from the previous page

M⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	52-1182 01		10 AUG 21	EMERGENCY EXIT - REACTIVATE OVERWING EXIT DOORS DUE TO INCREASE OF SEAT CAPACITY FOR MAXPAX
	Applicable to: AP-BMX			
	71-1043 06		23 AUG 17	POWER PLANT - GENERAL - DEFINE ENGINE INTERMIX CONFIGURATIONS BETWEEN CFM56-5BX/P, CFM56-5BX, CFM56-5BX/3 AND CFM56-5BX/P TI HPC KIT (SAC ENGINES ONLY).
	Applicable to: AP-BLY			
	73-1100 02		01 JUL 14	ENGINE FUEL AND CONTROL- FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.
	Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX			

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

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HOW TO USE

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Localization Title	Toc Index	ID	Reason
HOW Abbreviations	Q	1	Correction of AEVC definition. "Avionic Equipment Ventilation Controller" is replaced by "Avionics Equipment Ventilation Computer".
HOW Abbreviations	Q	2	Addition of the abbreviation "IPSB"
HOW Abbreviations	Q	3	Correction of the PRV abbreviation: Pressure Regulation Valve is replaced by Pressure Regulating Valve.
HOW Abbreviations	Q	4	Documentation update: Deletion of information.
			Addition of the abbreviation "RCT"
HOW Abbreviations	Q	5	Addition of the abbreviation "XFR"
HOW Abbreviations	Q	6	Addition of the abbreviation "ZFWCG"

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	HOW TO USE
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PIA COPYRIGHT

Ident.: HOW-00024287.0001001 / 23 JUN 22

Applicable to: ALL

The content of this document is the property of PIA. It is supplied in confidence. Commercial security on its contents must be maintained. It must not be used for any purpose other than that for which it is supplied, nor may information contained in it be disclosed to unauthorized persons. It must not be reproduced in whole or in part without permission in writing from the owners of the copyright. All rights reserved.

FOREWORD

Ident.: HOW-00012802.0001001 / 26 APR 19

Applicable to: ALL

This Minimum Equipment List (MEL) is a reference manual published in English. It is approved by the Pakistan Civil Aviation Authority (PCAA). MEL is based on the AIRBUS A318/A319/A320/A321 Master Minimum Equipment List (MMEL), which is approved by EASA..

This MEL takes into account the specific configuration of each aircraft of the PIAC's fleet. The aircraft validity is managed at Documentary Unit (DU) level. *Refer to HOW Documentary Unit (DU)*

This MEL is produced in XML format and can be published in PDF format.

QUESTIONS AND SUGGESTIONS

Ident.: HOW-00012803.0001001 / 27 JUL 16

Applicable to: ALL

For any questions or comments related to this manual, feel free to contact @ : khioipk and khioxp, Copy: junaid.noor@piac.aero

MEL CONTENTS

Ident.: HOW-00012804.0001001 / 27 JUL 16

Applicable to: ALL

This MEL has four sections:

- How to Use (HOW) : This section contains general information and describes the organization of the manual.
- MEL Entries (ME) : This section lists all the ECAM alerts and indicates the associated MEL item (if any) to apply for dispatching the aircraft. This section is a user-friendly entry point for the flight crew and the maintenance personnel when an ECAM alert reports a system failure.

A318/A319/A320/A321 **MINIMUM EQUIPMENT LIST**

- MEL Items (MI) : This section is approved by the PCAA and lists all the MEL items with the associated dispatch conditions.
- MEL Operational : This section gives the operational procedures that are associated with the Procedures (MO) MEL items.

Note: The MEL Maintenance Procedures are published in the AMM.

PIA POLICY

Ident.: HOW-20800004.9001002 / 23 MAY 24

Applicable to: **ALL**

PIA policy for MEL is given below:

1. GENERAL

1.1 The PCAA rules require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the operating rules must be operative. However, the rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interest of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by FAA / EASA or the Regulatory Body of the country of origin of the subject aircraft, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. This approved MEL will include those items of equipment related to Airworthiness and operating regulations and other items of equipment which the regulatory body finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps and rudders. The MMEL is the basis for development of individual M/S PIAC's MEL which takes into consideration the M/S PIAC's particular aircraft equipment configuration and operational conditions. M/S PIAC MEL for administrative control may include items not contained in the MMEL. however, relief for administrative control items must be approved by the PCAA. M/S PIAC's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. Based upon the respective aircraft configuration the M/S PIAC develops its own MEL and submit the same to Flight Standards Directorate PCAA for approval together with the MMEL of the aircraft type. The individual M/S PIAC's MEL, when approved and authorized/ permits operation of the aircraft with inoperative equipment covered by the MEL.

1.2 Equipment not required by the operation being conducted and equipment in excess of PCAA requirements are included in the MEL with appropriate conditions and limitations. The exposure to additional failures during continued operation with an inoperative system or component must also be considered in determining that an acceptable level of safety is being maintained. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with

Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

1.3 The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance record/logbook. The item is then either repaired or may be deferred as per the MEL. MEL conditions and limitations do not relieve from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

1.4 When these requirements are met, an Airworthiness Release, Aircraft Maintenance record/logbook entry, or other approved documentation is issued. Such documentation is required prior to operation with any item of equipment inoperative. M/S PIAC is responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. M/S PIAC is to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

1.5 Dispatch / Release of airplane with more than one item unserviceable is not allowed if a simultaneous change in operating procedure for more than one major aircraft system would be necessary e.g. faults which require a change in electrical system operation and in hydraulic system operation would not be simultaneously permissible. Dispatch/Release of airplane with more than one part missing from any one system is not allowed unless specifically indicated in CDL. Parts from different systems may be missing simultaneously, unless otherwise specified provided the limitation imposed by para 1.4 is not violated. WHENEVER DOUBT EXISTS TO DISPATCH OR NOT, contact Chief Pilot Technical Operations and Chief Engineer Quality Assurance (QA) or their representatives for advice on telephone at Karachi.

1.6 WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL ARE REQUIRED. Definitions of various symbols, abbreviations etc. used in the MEL format is to be in line (with required approved alterations) with the Definitions as given in the FAA/EASA approved - Master Minimum Equipment List which is given in HOW TO USE section and in MEL ITEMS Preamble.

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MINIMUM EQUIPMENT LIST
2. RELEASE OF AIRCRAFT FROM A TRANSIT STATION WITH DEFECTS COVERED UNDER MEL

2.1 In case where a defect is detected enroute, every endeavor should be made to rectify it. Only in exceptional cases where the defect cannot be justifiably rectified at the transit stations, and the same does not affect the safety of flight, it may be carried forward in the technical log for rectification at Base.

2.2 Effective monitoring of the carried forward (CF) defects shall be carried out on continuous basis by Flight Operations and Engineering & Maintenance Departments on CARRIED FORWARD DEFECT MONITORING & CONTROL (CFDM & C) SYSTEM.

2.3 Enough justification must be available if a snag is carried forward In Technical Log.

2.4 CF defects shall be entered in the release Tech Log Slip.

3. RELEASE OF AIRCRAFT FROM KARACHI QR ISLAMABAD WITH CARRIED FORWARD DEFECTS

3.1 Aircraft for which base maintenance facility exists at Karachi then Karachi airport will be considered as base for this aircraft and Islamabad airport will be considered as base for the aircraft for which base maintenance facility exists at Islamabad. All possible effort will be made when the aircraft lands at its base with a carried forward (CF) defect to rectify the same. Only in exceptional cases (but within the repair intervals as given in the Preamble) the defect may be carried forward on the aircraft to its Base.

3.2 It will be Engineering responsibility to ensure that the aircraft is not released on a flight when the time period limitation given in MEL (in form of ABCD) is exceeded.

3.3 The Allowable Technical Deficiency Information will be sent to stations along the route. The information shall be recognized by a standard prefix "AATD" {Aircraft Allowable Technical Deficiency, Flt. No. and Aircraft Registration}. This will always be sent by GMCC

3.4 For defects that are CF ex-base (Karachi or Islamabad as applicable) the status report will be sent to Flight Standards Directorate, PCAA every 3 days.

4. RELEASE OF AIRCRAFT FROM OUTSTATION WITH DEFECT/ DEFECTS NOT COVERED UNDER MEL

4.1 Under normal circumstances no such release shall be allowed. However, in extreme emergency, procedure as laid down in para 4.2 and 4.3 shall be followed to release aircraft under these circumstances.

4.2 If an aircraft at outstation is required to be released with defect / defects to be carried forward which are not covered under MEL then the same is to be brought to the notice of Chief of Flight Operations and Chief Technical Officer or their representatives. The above two Chiefs would jointly study the reported defect / defects and determine its impact on the safety of flight of the effected aircraft. If the aircraft is to be released for flight with the said defect / defects not rectified then this is to be brought to the notice of PCAA (Director Flight Standards (DFS) or his representatives) by the Chief of Flight Operations or Chief Technical Officer or their

representatives that they have jointly arrived at the decision that the aircraft can be released and that clearance for the same may be accorded for the aircraft to return to the base. The aircraft is to be released only after obtaining the approval from the PCAA.

4.3 Release of aircraft with MEL covered defects on expiry of time period limitations given in MEL (in form of ABCD) is NOT covered under this authorization.

5. CREW RESPONSIBILITIES

5.1 The existence of this MEL does not in any way absolve the Captain from ensuring that the aircraft is safe for particular flight from the time the aircraft departs

5.2 Captain has to be aware of all Operational and Technical consequences of the failure concerned and has to ensure that the faulty system component is adequately isolated or deactivated and placarded.

5.3 The Pilot - in - Command will ensure that the appropriated crewmembers are properly acquainted with any revision of procedures, duties or limitations.

5.4 The Captain has the authority to insist on the rectification a defect even though it is covered under PIA'S MEL irrespective of the decision from M/S PIAC headquarters.

5.5 If Captain insists on rectification, Captain will star mark the defect and put down his signature. Star marking will only be done by crew operating the flight.

HOW TO GET THE MEL UPDATED

Ident.: HOW-00012805.0001001 / 23 JUN 22

Applicable to: ALL

PIAC will be provided with a new revision of MMEL which reflects the aircraft configuration at delivery, and the necessary revisions to reflect configuration changes due to Airbus approved modifications. PIAC will update the content of the MEL without delay inorder to ensure the manual is up-to-date. The soft copy of the manual will be updated on iPADS for crew and PIAC web for other users.

DOCUMENTARY UNIT (DU)

Ident.: HOW-00012806.0001001 / 27 JUL 16

Applicable to: ALL

This MEL is made of Documentary Units (DU). The DUs contain the technical data.

In the MEL, a DU can be:

- An ECAM alert,
- An MEL item,
- An MEL operational procedure.

The List of Effective Documentary Units (LEDU) lists all the DUs that constitute this MEL.

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The DUs are arranged into sections and subsections (also called PSL). The List of Effective Sections/Subsections (LESS) lists all the subsections that constitute this MEL. The subsections contain the DUs.

DU IDENTIFICATION STRIP

In the PDF format, below the title of the DU, the grey identification strip indicates for each DU:

- The DU identification (Ident.). Each DU is identified by its unique identification number. This DU identification is used to cross-refer to the LEDU.
- The DU date. For approved DUs (MEL items DU), this date corresponds to the approval date by the PCAA of the MEL revision. For non-approved DUs, this date corresponds to the date of release of the DU by Airbus.
- The "Applicable to" field that lists the aircraft to which the DU applies.

Note: 2155-3097 means that the DU applies to all MSNs (listed in the AAT) from MSN 2155 up to and including MSN 3097.

In the electronic format, the same information is available by selecting the "DOC REF" option in the INFO drop down list. The electronic format also displays the "Criteria" field that indicates the aircraft configuration to which the DU applies.

LIST OF EFFECTIVE DOCUMENTARY UNITS (LEDU)

For each DU, the LEDU indicates the following information:

- The "M" field that may indicate the following Evolution Code:
 - The "E" letter indicates an aircraft validity change of the DU. The list of aircraft to which the DU applies has changed compared to the previous MEL revision, by addition or deletion of one or several aircraft.
 - The "N" letter indicates a new DU added by this MEL revision.
 - The "R" letter indicates a revised DU. The content of the DU is updated by this MEL revision.
- The "Localization" field that is the identification of the subsection that contains the DU. In the PDF format, this cross-refers to the page footer, which permits the user to localize the DU within the manual.
- The DU title.
- The DU identification (Ident.). Each DU is identified by its unique identification number. This DU identification is used to cross-refer to the LEDU.
- The DU date. For approved DUs (MEL items DU), this date corresponds to the approval date by the PCAA of the MEL revision. For non-approved DUs, this date corresponds to the date of release of the DU by Airbus.

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- The criteria: This field indicates the aircraft configuration to which the DU applies.
- The "Applicable to" field that lists the aircraft to which the DU applies.

Note: 2155-3097 means that the DU applies to all MSNs (listed in the AAT) from MSN2155 up to and including MSN3097.

MEL REVISION MANAGEMENT

Ident.: HOW-00012807.0001001 / 02 MAR 20

Applicable to: ALL

MEL REVISION CYCLE

The MEL revision adds, updates, or deletes information. PIAC determines 6 months interval for the revision cycle. For urgent update, Airbus issues an immediate revision regardless of the revision cycle and PIAC will update the MEL

MEL ISSUE DATE

An issue date identifies each MEL revision.

The issue date appears:

- In the Transmittal Letter for the PDF format, and
- In the LIBRARY panel of the OPS LIBRARY Browser for the electronic consultation.

MEL REVISION CONTENTS

Each MEL revision contains the following information that is useful to update the MEL and to identify the changes that the revision has inserted:

- The Transmittal Letter (in PDF format only),
- The List of Effective Sections/Subsections (LESS) (in PDF format only),
- The Filling Instructions (in PDF format only),
- The List of Effective Documentary Units (LEDU),
- The Summary of Highlights (SOH).

Each MEL revision also contains:

- An Aircraft Allocation Table (AAT),
- A List of Modifications (LOM).

When there is a change within a DU, the MEL revision updates the whole subsection that contains the DU.

TRANSMITTAL LETTER

The Transmittal Letter is a way of communication between PIAC and PCAA. The Transmittal Letter also specifies the issue date of the MEL revision.

The Transmittal Letter only exists in the PDF format.

PDFPAGE HEADER AND FOOTER

In the PDF format, the header of the page contains the subsection title whereas the footer contains:

- The subsection identification,
- The subsection issue date. The subsection issue date corresponds to the issue date of the latest MEL revision that has revised the subsection.
- The page number within this subsection and the total number of pages within this subsection.
- The Table of Contents (TOC) indexing.

This TOC indexing uses the TOC indexes. Each TOC entry has an alphabetical index that identifies this TOC entry within its subsection. The manual user can easily find a TOC entry content within the manual thanks to this alphabetical index and the subsection identification. Both are indicated in the TOC and both cross-refer to the PDF page footer.

In the PDF page footer, the TOC indexing is of the following type:

- B : The PDF page contains the whole "B" TOC entry content.
- B to D : The PDF page contains the whole "B", "C" and "D" TOC entries contents.
- B→ : The "B" TOC entry content starts on this PDF page and continues on the following PDF page.
- ←B : The "B" TOC entry content starts on a previous PDF page and finishes on this PDF page.
- ←B→ : The "B" TOC entry content starts on a previous PDF page and continues on the following PDF page.
- B to D→ : The PDF page contains the whole "B" and "C" TOC entries contents but the "D" TOC entry content starts on this PDF page and continues on the following PDF page.
- ←B to D : The PDF page contains the whole "C" and "D" TOC entries contents but the "B" TOC entry content starts on a previous PDF page and finishes on this PDF page.
- ←B to D→ : The PDF page contains the whole "C" TOC entry content but the "B" TOC entry content starts on a previous PDF page and finishes on this PDF page and the "D" TOC entry content starts on this PDF page and continues on the following PDF page.

Note: 1. The indexes follow the alphabetical order: A, B, C, ..., Z, AA, AB, AC, ..., AZ, BA, BB, BC, ...
 2. For each subsection, the index starts again from A.

LIST OF EFFECTIVE SECTIONS / SUBSECTION (LESS)

The manual is organized by sections and subsections (also called PSL). The subsections contain the DUs.

The LESS lists all the subsections that constitute this MEL. The LESS only exists in the PDF format.

When there is a change within a DU, the MEL revision updates the whole subsection that contains the DU. This subsection gets a new date that corresponds to the issue date of the MEL revision.

***Note:** Each subsection has its own date that corresponds to the issue date of the latest MEL revision that has revised the subsection. Therefore subsections of a same manual might have different dates.*

For each subsection, the LESS indicates:

- The subsection identification (also referred to as localization),
- The subsection title,
- The subsection issue date. The subsection issue date corresponds the issue date of the latest MEL revision that has revised the subsection.
- The "M" field that may indicate the following Evolution Code:
 - The "E" letter indicates only an aircraft validity change of one or several DUs of this subsection compared to the previous MEL revision. No DU content of this subsection has changed compared to the previous MEL revision.
 - The "M" letter indicates a subsection that has moved compared to the previous MEL revision.
 - The "N" letter indicates a new subsection added by this MEL revision.
 - The "R" letter indicates a revised subsection. The content of one or several DUs of this subsection is updated by this MEL revision.

Each PDF page footer indicates the subsection identification and the subsection issue date for cross-reference with the LESS. Therefore the manual holder can use the LESS to ensure that the MEL is up-to-date and that no page is missing.

FILLING INSTRUCTIONS

The Filling Instructions enable the manual holder:

- To update the paper MEL when a new MEL revision is available, and
- To quickly identify the subsections that the new MEL revision has revised.

The Filling Instructions notify the manual holder to remove a subsection, to add a new subsection or to update an existing subsection.

For each revised subsection, the Filling Instructions also indicate:

- The subsection identification (also referred to as localization),
- The subsection title,
- The new issue date of the subsection.

After incorporating the new revision with the Filling Instructions, the manual organization must correspond to the LESS.

The Filling Instructions only exist in the PDF format.

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MINIMUM EQUIPMENT LIST**

Each PDF page footer indicates the subsection identification and the subsection issue date for cross-reference with the Filling Instructions. Therefore the manual holder can use the Filling Instructions to update the paper MEL and to identify the latest revised subsections.

HIGHLIGHTS AND REVISION MARKS

In the PDF format, a vertical bar in the margin of the DU identifies the modified part. Each vertical bar has a numerical index that refers to the associated reason of the change in the Summary of Highlights (SOH).

The SOH lists all the changes and associated reasons of the change (if necessary) that the revision has inserted.

In electronic consultation, the vertical bar is available by selecting the “REV MARKS” option in the INFO drop down list. The user can display the associated reason of the change by clicking on the bar.

AIRCRAFT ALLOCATION TABLE (AAT)

The AAT indicates the list of aircraft that are taken into account in this MEL. For each aircraft, the AAT indicates the following information:

- The MSN number,
- The Fleet Serial Number (FSN) of the aircraft as known by Airbus,
- The registration number of the aircraft as known by Airbus,
- The aircraft model.

The “M” field may indicate the following Evolution Code:

- The “N” letter indicates a new aircraft added by this MEL revision,
- The “R” letter indicates a change of the FSN or registration number or aircraft model.

LIST OF MODIFICATIONS (LOM)

The LOM lists the criteria (Modification Proposals (MP) and Service Bulletins (SB)) which the installation on the aircraft affects the MEL.

The LOM also indicates:

- The title of the criteria,
- The date of incorporation of the criteria in the MEL,
- The list of aircraft that have the criteria,
- The “M” field that may indicate the following Evolution Code:
 - The “E” letter indicates an aircraft validity change of the criteria. The list of aircraft to which the criteria applies has changed compared to the previous MEL revision, by addition or deletion of one or several aircraft.
 - The “N” letter indicates new criteria added by this MEL revision,
 - The “R” letter indicates a change in the criteria title or associated SB.

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REMOVAL OF ITEM

Ident.: HOW-00012809.0001001 / 23 JUN 22

Applicable to: ALL

When operating under MEL, it is not permitted to remove the item from its place in the aircraft, unless the associated dispatch condition clearly authorizes PIA to do it.

HOW TO USE THE MEL ENTRIES SECTION?
--

Ident.: HOW-00012810.0001001 / 26 APR 19

Applicable to: ALL

This section lists all the ECAM alerts. The ECAM monitors the condition of some systems. In the case of malfunction of one or more systems, the ECAM provides the flight crew with an associated ECAM alert. *Refer to MI-00-08 ECAM and MAINTENANCE STATUS.*

For each ECAM alert, this section indicates the associated MEL item (if any) to be applied for the dispatch.

When an ECAM alert reports a system failure, the flight crew and the maintenance personnel should refer to this section as a user-friendly entry point in the MEL.

AIRCRAFT STATUS COLUMN

An ECAM alert may cover one or several failure modes of the monitored system.

For each failure mode, the AIRCRAFT STATUS column may indicate the following status:

- *NIL* : When there is only one failure mode, the AIRCRAFT STATUS column indicates *NIL*.
When there are several failure modes, the AIRCRAFT STATUS column might give a short description of each failure mode and/or a simple way to identify each failure mode. If the MEL does not give this information, the column displays *NIL*.
- Actual alert : This indicates that the monitored system is inoperative. The failure mode is the failure of the monitored system.
- False alert : This indicates that the monitoring system is inoperative. The failure mode is the failure of the monitoring system. The monitored system remains fully operative.

The PIAC is responsible for identifying the failure mode.

CONDITION OF DISPATCH COLUMN

For each failure mode, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. **But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.**

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The CONDITION OF DISPATCH column may also give the following alternate possibilities:

- NO DISPATCH : It is not permitted to dispatch the aircraft when the ECAM displays this alert.
- Not related to MEL : The ECAM alert does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL shall not be used. This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

HOW TO USE THE MEL ITEMS SECTION?

Ident.: HOW-00012811.0001001 / 01 MAR 23

Applicable to: ALL

This section lists the equipment, components, systems or functions that are safety-related and that are temporarily permitted to be inoperative at departure provided that the PIAC complies with the associated MEL requirements.

Note: One single computer may include several functions. The corresponding MEL item is either:

- The computer: The MEL does not consider the loss of a single function. In this case, when one function is inoperative, PIAC must consider that the computer is inoperative.
- Each function separately. In this case, if several functions are inoperative, PIAC must apply all the related MEL items.

ITEM NUMBERING

A code of three pairs of digits or four pairs of digits identifies each MEL item.

The three first digits of this numbering system follow the ATA Spec 2200.

For practical reasons, the second pair of digits also follows the below Airbus organization:

- **00** refers to maintenance messages on the STATUS SD page,
- **01** refers to items located on the overhead panels,
- **05** refers to indications on the PFD,
- **06** refers to indications on the ND,
- **07** refers to indications on the SD pages,
- **08** refers to indications on the EWD,
- **09** refers to ECAM alerts,
- **10** to **95** follows the ATA Spec 2200 (first digit only).

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The last pair of digits is the item rank. The item rank complies with the following Airbus organization rules:

- Item ranks from 01 to 49 are for Airbus MEL items.

For items on the overhead panels:

- Item ranks from 01 to 29 refer to lights,
- Item ranks from 31 to 49 refer to pushbutton switches and selectors.

- Item ranks from 50 to 99 are for PIACMEL items.

DISPATCH CONDITIONS

The dispatch conditions indicate (for each applicable item) the suitable conditions, limitations (placards, operational procedures, maintenance procedures) necessary to ensure that an acceptable level of safety is maintained.

Some MEL items may have several dispatch conditions. Each dispatch condition offers a different option to dispatch the aircraft.

A reference identifies each dispatch condition.

EXAMPLE	Dispatch condition reference 27-10-01C: - 27-10-01 corresponds to the item number, - The letter "C" identifies the dispatch condition within the item 27-10-01. <u>Note:</u> If PIAC receives only the dispatch conditions 27-10-01B and 27-10-01D, this means that the dispatch conditions 27-10-01A and 27-10-01C do not apply to the PIAC's fleet (this does not mean that the dispatch conditions 27-10-01A and 27-10-01C are missing from the MEL).
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The dispatch condition reference is used:

- To identify the open MEL items in the logbook,
- To refer to the associated operational procedure (if any),
- To refer to the associated maintenance procedure (if any),
- To provide the PIAC's engineering and maintenance personnel with a unique reference at fleet level for each option of dispatch for tracking and reporting purposes.

When an MEL item has several dispatch conditions, PIAC must select and apply only one dispatch condition at a time. An optional operational title is provided for each of the dispatch condition reference. The aim of an operational title is to help PIAC to better understand the operational differences between multiple dispatch conditions. In the frame of the MEL customization, this operational title may be modified at PIAC's convenience provided that the customized operational title still ensure the correct identification, the content and the intent of the associated dispatch

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condition. When necessary, the PIAC may successively apply other dispatch conditions of the same item provided that the PIAC complies with the MEL requirements and provided that the starting point of the repair interval countdown is not modified.

PROVISO

Each dispatch condition has one or several requirements, called provisos. Provisos are numbered 1), 2), 3)...

PIAC must comply with all the provisos of the selected dispatch condition.

REPAIR INTERVAL

Each dispatch condition has an associated repair interval. The preamble of this MEL defines the repair interval categories. *Refer to MI-00-05 Repair Interval.*

A dash symbol replaces the repair interval in the following cases:

- For items that refer to another manual (Weight and Balance, CDL...). The MEL is not the appropriate manual for this item.
- For NO-GO items.

NBR INSTALLED

Each dispatch condition has a "number installed" that specifies the quantity of equipment, components, systems or functions installed on the aircraft.

This quantity corresponds to the aircraft type certified configuration and, therefore required for all flight conditions, unless otherwise indicated in the "number required" in conjunction with the provisos of the dispatch condition.

A dash symbol indicates that a variable quantity is installed. Where possible, PIAC may replace the dash symbol by the quantity installed on the aircraft.

NBR REQUIRED

Each dispatch condition has a "number required" that specifies the minimum quantity of equipment, components, systems or functions that must be operative for dispatch in accordance with the provisos of the dispatch condition.

A dash symbol indicates that a variable quantity is required for dispatch. Where possible, PIAC may replace the dash symbol by the quantity required.

PLACARD

In the PDF format, the "YES" in the "Placard" column indicates the request for a placard. In the electronic format, the "PLACARD" symbol indicates the request for a placard.

The control(s), and/or indicator(s) related to inoperative equipment, component, system or function should be clearly placarded to inform the flight crew, cabin crew or ground crew members of the equipment condition.

However, the absence of placard request in the MEL does not prevent PIAC from placarding.

PIAC should determine:

- The placard wording and location unless the MEL dispatch condition requires a specific wording and location.
- The personnel (maintenance and/or flight crew) authorized to placard items.

OPERATIONAL AND MAINTENANCE PROCEDURES

The dispatch condition may require an operational or maintenance procedure to ensure an acceptable level of safety.

The (o) symbol identifies an operational procedure.

The (m) symbol identifies a maintenance procedure.

The (o)(m) symbol means that the dispatch condition requires both an operational procedure and a maintenance procedure.

PIAC is responsible to ensure that all operational and maintenance procedures are appropriately performed regardless of who performs the procedures.

OPERATIONAL PROCEDURE

The (o) symbol indicates that the dispatch condition requires a specific operational procedure to permit operation of the aircraft with the inoperative item.

Purpose of the operational procedure may be:

- To require the flight crew or cabin crew to perform action(s),
- To provide limitations or performance penalties,
- To provide useful information to the crew.

The flight crew must read the content of the operational procedure before each flight.

The operational procedure must be applied before each flight. However, the dispatch condition might specify a different periodicity. In this case this operational procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

Qualified flight crew or qualified cabin crew usually performs the operational procedures.

However other qualified personnel can also perform the operational procedures. But the flight crew must read the content of the operational procedure before each flight.

MAINTENANCE PROCEDURE

The (m) symbol indicates that the dispatch condition requires a specific maintenance procedure to permit operation of the aircraft with the inoperative item.

Purpose of the maintenance procedure may be:

- To deactivate a system,
- To check a system.

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The maintenance procedure is normally a one-time action that must be applied before the first MEL dispatch. However the dispatch condition may specify a periodicity for repetitive actions. In this case the maintenance procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

Qualified maintenance personnel usually perform the maintenance procedures. However other qualified and authorized personnel can also perform some actions if approved by PCAA. But only qualified maintenance personnel can perform procedures that require specialized knowledge or skill, or that require the use of tools or test equipment.

The MEL maintenance procedures are published in the AMM. The MEL item dispatch condition reference, including the letter (e.g. 27-10-01C), should be used to find the associated AMM task.

- Note:
1. The MEL item indicates the associated AMM task reference. However using the AMM task reference is not the recommended method to find the task in the AMM. The MEL item number should be used instead.
 2. The MEL item might indicate "Refer to AMM task" instead of the AMM task reference. This indicates that the MEL item is associated with several AMM tasks. The maintenance personnel should consult the AMM to find the applicable AMM task.

NOTES

There are three levels of notes:

- Notes at the level of the item: these notes appear below the item title and before the first dispatch condition of this item. These notes apply to all the dispatch conditions of the item.
- Notes at the level of the dispatch condition: these notes appear at the end of the dispatch condition. These notes apply only to this dispatch condition.
- Notes at the level of the proviso: these notes appear within a proviso. These notes apply only to this proviso.

REFERENCES

The references assist PIAC in complying with MEL requirements. However, as indicated in the preamble of this MEL (*Refer to MI-00-03 Criteria for Dispatch*), PIAC is still responsible for determining the applicable interrelationships and associated requirements.

References are used in the following cases:

- To permit the aircraft dispatch, another item has to be considered inoperative, or
- Another source of information has to be reviewed and associated restrictions, and/or procedures must be applied (e.g. "Refer to FCOM", or "Refer to Weight and Balance Manual"), or
- To redirect to the applicable MEL item. In that case, the referred relevant MEL item must be entered and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any.

HOW TO USE THE MEL OPERATIONAL PROCEDURES SECTION?

Ident.: HOW-00012818.0001001 / 27 JUL 16

Applicable to: ALL

This section lists the operational procedures associated with the MEL items. The dispatch conditions may require an operational procedure to permit the dispatch of the aircraft.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

The operational procedures may also have the following parts:

- General Information : This part includes all information that the pilots must know due to MEL condition.
- Flight : This part groups all the limitations due to MEL condition that the pilots must consider for the route selection and flight preparation.
- Preparation/Limitation : This part also includes aircraft performance penalties that should be used if no performance software is available with the current failure case.

LANDING CAPABILITIES (CAT 2, CAT 3 SINGLE, CAT 3 DUAL)

Ident.: HOW-00012812.0001001 / 27 JUL 16

Applicable to: ALL

When the landing capability of the aircraft is impacted by an inoperative item, the associated MEL operational procedure provides the maximum landing capability.

The required equipment by certification for CAT 2, CAT 3 SINGLE and CAT 3 DUAL are also listed in the Flight Manual (*Refer to AFM/NORM-22-PA Required Equipment for CAT II and CAT III Approach and Landing*) and the QRH (*Refer to QRH/OPS Required Equipment for CAT2 and CAT3*).

The equipment to be operative to get CAT 2, CAT 3 SINGLE, or CAT 3 DUAL capability displayed on the FMAs are listed in the QRH (*Refer to QRH/OPS Required Equipment for CAT2 and CAT3*).

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MINIMUM EQUIPMENT LIST**PERFORMANCE-BASED NAVIGATION (PBN)**

Ident.: HOW-00012813.0001001 / 26 APR 19

Applicable to: ALL

When an inoperative item affects the RNAV / RNP capability of the aircraft, the associated MEL operational procedure provides the RNAV / RNP limitations.

The minimum equipment/functions required for the RNAV / RNP operations are also listed in the FCOM:

- Refer to FCOM/PRO-SPO-51 RNAV 10 / RNP 10 - Required RNAV 10 Equipment
- Refer to FCOM/PRO-SPO-51 RNAV 5 / BRNAV - Required RNAV 5 Equipment
- Refer to FCOM/PRO-SPO-51 RNAV 1 RNAV 2 / P-RNAV - Terminal RNAV - Required RNAV 1(2) Equipment
- Refer to FCOM/PRO-SPO-51 RNP 4 - Required RNP 4 Equipment
- Refer to FCOM/PRO-SPO-51 RNP 2 in Oceanic and Remote Continental Area - Required RNP 2 in Oceanic and Remote Continental Area Equipment
- Refer to FCOM/PRO-SPO-51 RNP 2 in Domestic Area - Required RNP 2 in Domestic Area Equipment
- Refer to FCOM/PRO-SPO-51 RNP 1 / Terminal RNP 1 - Basic RNP 1 - Required RNP 1 Equipment
- Refer to FCOM/PRO-SPO-51 RNP APCH / RNAV(GNSS) - Required RNP APCH Equipment
- For aircraft with the RNP AR capability, Refer to FCOM/PRO-SPO-51 RNP AR / RNAV(RNP) - Required RNP AR Equipment

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: HOW-00012814.0001001 / 02 MAR 20

Applicable to: ALL

When the RVSM capability of the aircraft is impacted by an inoperative item, the associated MEL operational procedure provides the RVSM limitations.

The minimum equipment/functions required to begin RVSM operations are listed in the Flight Manual (Refer to AFM/NORM-34 Reduced Vertical Separation Minimum (RVSM)) and FCOM (Refer to FCOM/PRO-SPO-50 Reduced Vertical Separation Minimum - RVSM).

ATC DATALINK COMMUNICATION

Ident.: HOW-00012815.0001001 / 26 APR 19

Applicable to: ALL

When an inoperative item affects the performance and operations supported by datalink, the associated MEL operational procedure provides this limitation.

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The different applications and required performance of ATC datalink communication are described in FCOM:

- Refer to FCOM/DSC-46-10-Datalink-10-Overview
- Refer to FCOM/PRO-SPO-52-PBCS

ABBREVIATIONS

Ident.: HOW-00012817.0001001 / 24 JUL 25

Applicable to: ALL

1 A

Abbreviation	Term
A/C	Aircraft
A/THR	Autothrust
AAP	Additional Attendant Panel
AAT	Aircraft Allocation Table
ABCU	Alternate Braking Control Unit
AC	Alternating Current
ACARS	ARINC Communication Addressing and Reporting System
ACFT	Aircraft
ACMS	Aircraft Condition Monitoring System
ACOC	Air Cooled Oil Cooler
ACP	Audio Control Panel
ACT	Additional Center Tank
ADF	Automatic Direction Finder
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADLU	Airborne Data Loading Unit
ADR	Air Data Reference
ADS-B	Automatic Dependent Surveillance — Broadcast
ADS-C	Automatic Dependent Surveillance Contract
AEVC	Avionics Equipment Ventilation Computer
AGL	Above Ground Level
AIP	Attendant Indication Panel
ALT	Altitude
AMM	Aircraft Maintenance Manual
AOA	Angle of Attack
AOC	Airline Operational Control
AOIP	ACARS Over Internet Protocol
AP	Autopilot
APU	Auxiliary Power Unit
ARPT	Airport

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Abbreviation	Term
ATA	Air Transport Association
ATC	Air Traffic Control
ATSAW	Airborne Traffic Situational Awareness
ATSU	Air Traffic Service Unit
ATT	Attitude
AUTO	Automatic
AVNCS	Avionics

B

Abbreviation	Term
B/UP	Backup
BAT	Battery
BCL	Battery Charge Limiter
BMC	Bleed Air Monitoring Computer
BSCU	Braking Steering Control Unit
BTMU	Brake Temperature Monitoring Unit

C

Abbreviation	Term
C/B	Circuit Breaker
CAM	Cabin Assignment Module
CAPT	Captain
CAT	Category
CCD	Cursor Control Device
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDSS	Cockpit Door Surveillance System
CDU	Control Display Unit
CFDIU	Centralized Fault Display Interface Unit
CFDS	Centralized Fault Display System
CG	Center of Gravity
CIDS	Cabin Intercommunication Data System
CL	Climb
CLB	Climb
COND	Conditioning
CONF	Configuration
CPC	Cabin Pressure Controller
CPDLC	Controller-Pilot Data Link Communication
CTL	Control
CTR	Center
CVR	Cockpit Voice Recorder

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HOW TO USE
D

Abbreviation	Term
D-ATIS	Digital - Automatic Terminal Information Service
DAC	Double Annular Combustor
DAR	Digital AIDS Recorder
DC	Direct Current
DCDU	Datalink Control and Display Unit
DCL	Departure Clearance
DDRMI	Digital Distance and Radio Magnetic Indicator
DEU	Decoder / Encoder Unit
DFDR	Digital Flight Data Recorder
DLRB	Data Loading Routing Box
DLSU	Data Loading Selector Unit
DMC	Display Management Computer
DME	Distance Measuring Equipment
DMU	Data Management Unit
DU	Display Unit

E

Abbreviation	Term
EASA	European Aviation Safety Agency
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECP	ECAM Control Panel
ECU	Engine Control Unit
eDLRB	Enhanced Data Loading Routing Box
EDP	Engine Driven Pump
EEC	Engine Electronic Controller
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
EHS	Enhanced Surveillance System
EIU	Engine Interface Unit
ELAC	Elevator Aileron Computer
ELEC	Electric
ELT	Emergency Locator Transmitter
ELT-DT	Emergency Locator Transmitter - Distress Tracking
EMCD	Electronic Magnetic Chip Detector
ENG	Engine
EPR	Engine Pressure Ratio
ESS	Essential

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Abbreviation	Term
ETOPS	Extended Range Twin Engined Aircraft Operations
EV MU	Engine Vibration Monitoring Unit
EWD	Engine Warning Display
EW DU	Engine Warning Display Unit

F

Abbreviation	Term
F/O	First Officer
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System
FAK	First Aid Kit
FAP	Flight/Forward Attendant Panel
FCDC	Flight Control Data Concentrator
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
FD	Flight Director
FDIMU	Flight Data Interface and Management Unit
FDIU	Flight Data Interface Unit
FL	Flight Level
FLS	FMS Landing System
FMA	Flight Mode Annunciator
FMGC	Flight Management Guidance Computer
FMS	Flight Management System
FOB	Fuel on Board
FQI	Fuel Quantity Indication
FQIC	Fuel Quantity Indication Computer
FSN	Fleet Serial Number
FU	Fuel Used
FWC	Flight Warning Computer
FWD	Forward

G

Abbreviation	Term
G/S	Glideslope
GAPCU	Ground and Auxiliary Power Control Unit
GCU	Generator Control Unit
GEN	Generator
GLS	GNSS Landing System
GND	Ground

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Abbreviation	Term
GNSS	Global Navigation Satellite System
GPCU	Ground Power Control Unit
GPS	Global Positioning System
GPU	Ground Power Unit
GPWS	Ground Proximity Warning System
GW	Gross Weight

H

Abbreviation	Term
HF	High Frequency
HP	High Pressure
HPTACC	High Pressure Turbine Active Clearance Control
HUD	Head Up Display
HYD	Hydraulics

I

Abbreviation	Term
IAS	Indicated Airspeed
ICV	Isolation Control Valve
IDG	Integrated Drive Generator
IFE	In-Flight Entertainment
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IP	Intermediate Pressure
IPSB	Installed Physical Secondary Barrier
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISB	Inspection Service Bulletin
ISIS	Integrated Standby Instrument System

J

Abbreviation	Term
JAA	Joint Aviation Authorities

L

Abbreviation	Term
L/G	Landing Gear
LAF	Load Alleviation Function
LDG SURV	Landing Surveillance

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Abbreviation	Term
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LESS	List of Effective Sections/Subsections
LGCUI	Landing Gear Control Interface Unit
LH	Left Hand
LOM	List of Modifications
LP	Low Pressure
LVDT	Linear Variable Differential Transformer
LVR CLB	Lever Climb

M

Abbreviation	Term
MAN	Manual
MCDU	Multipurpose Control and Display Unit
MCT	Maximum Continuous Thrust
MDDU	Multipurpose Disk Drive Unit
MEL	Minimum Equipment List
MES	Main Engine Start
MLS	Microwave Landing System
MMEL	Master Minimum Equipment List
MMI	Manual Magnetic Indicator
MMO	Maximum Operating Mach
MMR	Multi Mode Receiver
MOD	Modification
MP	Modification Proposal
MSN	Manufacturer Serial Number
MTO	Maximum Take-Off
MTOW	Maximum Takeoff Weight

N

Abbreviation	Term
NAV	Navigation
ND	Navigation Display
NDU	Navigation Display Unit
NWS	Nose Wheel Steering

O

Abbreviation	Term
OANS	On-board Airport Navigation System
OAT	Outside Air Temperature

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Abbreviation	Term
OCL	Oceanic Clearance
OEB	Operations Engineering Bulletin
OEI	One Engine Inoperative
OHSC	Overhead Stowage Compartment
OP CLB	Open Climb

3 **P**

Abbreviation	Term
P/N	Part Number
PAX	Passenger
PBCS	Performance-Based Communication and Surveillance
PCU	Power Control Unit
PDF	Portable Document Format
PF	Pilot Flying
PFD	Primary Flight Display
PFDU	Primary Flight Display Unit
PHC	Probes Heat Computer
PM	Pilot Monitoring
PRV	Pressure Regulating Valve
PSL	Product Structure Level
PTP	Programming and Test Panel
PTU	Power Transfer Unit (Hydraulic)
PVI	Paravisual Indicator
PWR	Power

Q

Abbreviation	Term
QAR	Quick Access Recorder
QCCU	Quantity Calculation Control Unit
QNH	Sea Level Atmospheric Pressure
QRH	Quick Reference Handbook

4 **R**

Abbreviation	Term
RA	Radio Altitude
RAT	Ram Air Turbine
RCP	Required Communication Performance
RCT	Rear Center Tank
RH	Right Hand
RMI	Radio Magnetic Indicator

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Abbreviation	Term
RMP	Radio Management Panel
RNP	Required Navigation Performance
ROP	Runway Overrun Protection
ROW	Runway Overrun Warning
RSP	Required Surveillance Performance
RTO	Rejected Takeoff
RTOW	Regulatory Takeoff Weight
RVSM	Reduced Vertical Separation Minimum

S

Abbreviation	Term
SAC	Single Annular Combustor
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SBAS	Satellite Based Augmentation System
SD	System Display
SDAC	System Data Acquisition Concentrator
SDCU	Smoke Detection Control Unit
SDF	Smoke Detection Function
SDU	System Display Unit
SEC	Spoiler Elevator Computer
SFCC	Slat/Flap Control Computer
SFCS	Slat/Flap Control System
SLS	SBAS Landing System
SOH	Summary of Highlights
STBY	Standby

T

Abbreviation	Term
T/O	Takeoff
TACC	Turbine Active Clearance Control
TAS	True Air Speed
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCA	Throttle Control Assy
TCAS	Traffic Alert and Collision Avoidance System
TCC	Turbine Case Cooling
TLC	Takeoff and Landing Chart Computation Program
TOC	Table of Contents

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Abbreviation	Term
TOGA	Takeoff/Go Around
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TR	Transformer Rectifier Unit

U

Abbreviation	Term
ULD	Unit Load Device
UTC	Universal Coordinated Time

V

Abbreviation	Term
V1	Critical Engine Failure Speed
V2	Takeoff Safety Speed
VAPP	Approach Speed
VCC	Video Control Center
VENT	Ventilation
VFE	Maximum Speed for each Flap Configuration
VFR	Visual Flight Rules
VHF	Very High Frequency
VLE	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VOR	VHF Omnidirectional Range
VR	Rotation Speed
VS	Reference Stalling Speed
VSF	Vender Service Bulletin

W

Abbreviation	Term
WBS	Weight and Balance System
WTB	Wing Tip Brake

⁵ X

Abbreviation	Term
XFR	Transfer
XML	Extensible Mark-up Language

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Z

Abbreviation	Term
ZFW	Zero Fuel Weight
ZFWCG	Zero Fuel Weight Center of Gravity
Zp	Pressure Altitude

MEL ENTRIES

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ME-21 Air Conditioning

<u>AIR</u> AFT CRG VENT FAULT.....	A
<u>AIR</u> COND CTL 1(2)-A(B) FAULT.....	B
<u>AIR</u> FWD CRG VENT FAULT.....	C
<u>AIR</u> PACK 1(2) FAULT.....	D
<u>AIR</u> PACK 1+2 FAULT.....	E
<u>AIR</u> PACK 1(2) OFF.....	F
<u>AIR</u> PACK 1(2) OVHT.....	G
<u>AIR</u> PACK 1(2) REGUL FAULT.....	H
<u>CAB</u> PR EXCESS CAB ALT.....	I
<u>CAB</u> PR EXCES RESIDUAL PR.....	J
<u>CAB</u> PR LDG ELEV FAULT.....	K
<u>CAB</u> PR LO DIFF PR.....	L
<u>CAB</u> PR OFV NOT OPEN.....	M
<u>CAB</u> PR SAFETY VALVE OPEN.....	N
<u>CAB</u> PR SYS 1(2) FAULT.....	O
<u>CAB</u> PR SYS 1+2 FAULT.....	P
<u>COND</u> AFT CAB DUCT OVHT.....	Q
<u>COND</u> AFT CARGO DUCT OVHT.....	R
<u>COND</u> AFT CRG HEAT FAULT.....	S
<u>COND</u> AFT CRG ISOL VALVE.....	T
<u>COND</u> CKPT DUCT OVHT.....	U
<u>COND</u> FWD CAB DUCT OVHT.....	V
<u>COND</u> FWD CRG DUCT OVHT.....	W
<u>COND</u> FWD CRG HEAT FAULT.....	X
<u>COND</u> FWD CRG ISOL VALVE.....	Y
<u>COND</u> HOT AIR FAULT.....	Z
<u>COND</u> L+R CAB FAN FAULT.....	AA
<u>COND</u> LAV+GALLEY FAN FAULT.....	AB
<u>COND</u> TRIM AIR SYS FAULT.....	AC
<u>COND</u> ZONE REGUL FAULT.....	AD
<u>VENT</u> AVNCS SYS FAULT.....	AE
<u>VENT</u> BLOWER FAULT.....	AF
<u>VENT</u> EXTRACT FAULT.....	AG
<u>VENT</u> SKIN VALVE FAULT.....	AH

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ME-22 Auto Flight

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

ME-23 Communications

<u>COM</u> CIDS 1+2 FAULT.....	A
<u>COM</u> HF 1(2) DATA FAULT 	B
<u>COM</u> HF 1(2) EMITTING 	C
<u>COM</u> SATCOM DATA FAULT 	D
<u>COM</u> SATCOM FAULT 	E
<u>COM</u> SINGLE PTT STUCK.....	F
<u>COM</u> VHF 3 DATA FAULT 	G
<u>COM</u> VHF 1(2)(3) EMITTING.....	H

ME-24 Electrical Power

<u>C/B</u> TRIPPED.....	A
<u>ELEC</u> AC BUS 1 FAULT.....	B
<u>ELEC</u> AC BUS 2 FAULT.....	C
<u>ELEC</u> AC ESS BUS ALTN.....	D
<u>ELEC</u> AC ESS BUS FAULT.....	E
<u>ELEC</u> AC ESS BUS SHED.....	F
<u>ELEC</u> APU GEN FAULT.....	G
<u>ELEC</u> APU GEN OVERLOAD.....	H
<u>ELEC</u> BAT 1(2) FAULT.....	I
<u>ELEC</u> BAT 1(2) OFF.....	J

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<u>ELEC</u> BCL 1(2) FAULT.....	K
<u>ELEC</u> DC BAT BUS FAULT.....	L
<u>ELEC</u> DC BUS 1 FAULT.....	M
<u>ELEC</u> DC BUS 2 FAULT.....	N
<u>ELEC</u> DC BUS 1+2 FAULT.....	O
<u>ELEC</u> DC EMER CONFIG.....	P
<u>ELEC</u> DC ESS BUS FAULT.....	Q
<u>ELEC</u> DC ESS BUS SHED.....	R
<u>ELEC</u> EMER CONFIG.....	S
<u>ELEC</u> EMER GEN 1 LINE OFF.....	T
<u>ELEC</u> ESS BUSES ON BAT.....	U
<u>ELEC</u> GEN 1(2) FAULT.....	V
<u>ELEC</u> GEN 1(2) OFF.....	W
<u>ELEC</u> GEN 1(2) OVERLOAD.....	X
<u>ELEC</u> IDG 1(2) DISCONNECTED.....	Y
<u>ELEC</u> IDG 1(2) OIL LO PR.....	Z
<u>ELEC</u> IDG 1(2) OIL OVHT.....	AA
<u>ELEC</u> STATIC INV FAULT.....	AB
<u>ELEC</u> TR 1(2) FAULT.....	AC

ME-26 Fire Protection

<u>APU FIRE</u>	A
<u>APU FIRE DET FAULT</u>	B
<u>APU FIRE LOOP A(B) FAULT</u>	C
<u>AVIONICS SMOKE</u>	D
<u>CARGO SMOKE</u> AFT BTL SQUIB FAULT 	E
<u>CARGO SMOKE</u> FWD BTL SQUIB FAULT 	F
<u>ENG 1(2) FIRE</u>	G
<u>ENG 1(2) FIRE DET FAULT</u>	H
<u>ENG 1(2) FIRE LOOP A FAULT</u>	I
<u>ENG 1(2) FIRE LOOP B FAULT</u>	J
<u>SMOKE</u> AFT CARGO SMOKE.....	K
<u>SMOKE</u> AFT CRG BTL FAULT.....	L
<u>SMOKE</u> AFT CRG DET FAULT.....	M
<u>SMOKE</u> FWD CARGO SMOKE.....	N
<u>SMOKE</u> FWD CRG BTL FAULT.....	O
<u>SMOKE</u> FWD CRG DET FAULT.....	P
<u>SMOKE</u> DET FAULT.....	Q
<u>SMOKE</u> LAVATORY DET FAULT.....	R
<u>SMOKE</u> LAVATORY SMOKE.....	S

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A318/A319/A320/A321 MINIMUM EQUIPMENT LIST

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ME-27 Flight Controls

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

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<u>F/CTL</u> SLAT TIP BRK FAULT.....	AN
<u>F/CTL</u> SPD BRK DISAGREE.....	AO
<u>F/CTL</u> SPD BRK FAULT.....	AP
<u>F/CTL</u> SPD BRK STILL OUT.....	AQ
<u>F/CTL</u> SPD BRK 2(3+4) FAULT.....	AR
<u>F/CTL</u> SPLR FAULT.....	AS
<u>F/CTL</u> STABILIZER JAM.....	AT

ME-28 Fuel

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

ME-29 Hydraulic Power

<u>HYD</u> B ELEC PUMP LO PR.....	A
<u>HYD</u> B ELEC PUMP OVHT.....	B
<u>HYD</u> B RSVR LO AIR PR.....	C
<u>HYD</u> B RSVR LO LVL.....	D
<u>HYD</u> B RSVR OVHT.....	E

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MINIMUM EQUIPMENT LIST

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<u>HYD</u> B SYS LO PR.....	F
<u>HYD</u> B+G SYS LO PR.....	G
<u>HYD</u> B+Y SYS LO PR.....	H
<u>HYD</u> G ENG 1 PUMP LO PR.....	I
<u>HYD</u> G RSVR LO AIR PR.....	J
<u>HYD</u> G RSVR LO LVL.....	K
<u>HYD</u> G RSVR OVHT.....	L
<u>HYD</u> G SYS LO PR.....	M
<u>HYD</u> G+Y SYS LO PR.....	N
<u>HYD</u> PTU FAULT.....	O
<u>HYD</u> RAT FAULT.....	P
<u>HYD</u> Y ELEC PUMP LO PR.....	Q
<u>HYD</u> Y ELEC PUMP OVHT.....	R
<u>HYD</u> Y ENG 2 PUMP LO PR.....	S
<u>HYD</u> Y RSVR LO AIR PR.....	T
<u>HYD</u> Y RSVR LO LVL.....	U
<u>HYD</u> Y RSVR OVHT.....	V
<u>HYD</u> Y SYS LO PR.....	W

ME-30 Ice and Rain Protection

<u>ANTI ICE</u> ALL PITOT.....	A
<u>ANTI ICE</u> CAPT(F/O)(STBY) AOA.....	B
<u>ANTI ICE</u> CAPT(F/O)(STBY) L(R) STAT.....	C
<u>ANTI ICE</u> CAPT(F/O)(STBY) PITOT.....	D
<u>ANTI ICE</u> CAPT+F/O PITOT.....	E
<u>ANTI ICE</u> CAPT+STBY PITOT.....	F
<u>ANTI ICE</u> CAPT(F/O)(STBY) PROBES.....	G
<u>ANTI ICE</u> CAPT(F/O) TAT.....	H
<u>ANTI ICE</u> DETECT FAULT.....	I
<u>ANTI ICE</u> ENG 1(2) VALVE CLSD.....	J
<u>ANTI ICE</u> ENG 1(2) VALVE OPEN.....	K
<u>ANTI ICE</u> F/O+STBY PITOT.....	L
<u>ANTI ICE</u> ICE DETECTED.....	M
<u>ANTI ICE</u> L(R) WINDOW.....	N
<u>ANTI ICE</u> L(R) WINDSHIELD.....	O

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ANTI ICE L+R WINDSHIELD.....	P
SEVERE ICE DETECTED.....	Q
WING A.ICE L(R) HI PR.....	R
WING A.ICE L(R) VALVE OPEN.....	S
WING A.ICE OPEN ON GND.....	T
WING A.ICE SYS FAULT.....	U

ME-31 Indicating/Recording Systems

EIS DMC 1 FAULT.....	A
EIS DMC 2 FAULT.....	B
EIS DMC 3 FAULT.....	C
EIS DMC/FWC COM FAULT.....	D
FWS FWC 1 FAULT.....	E
FWS FWC 2 FAULT.....	F
FWS FWC 1+2 FAULT.....	G
FWS OEB/FWC DISCREPANCY.....	H
FWS SDAC 1 FAULT.....	I
FWS SDAC 2 FAULT.....	J
FWS SDAC 1+2 FAULT.....	K
RECORDER DFDR FAULT.....	L
RECORDER CVR FAULT.....	M
RECORDER SYS FAULT.....	N

ME-32 Landing Gear

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

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A318/A319/A320/A321

MINIMUM EQUIPMENT LIST

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CONFIG PARK BRK ON.....	Q
L/G DOORS NOT CLOSED.....	R
L/G GEAR NOT DOWN.....	S
L/G GEAR NOT DOWNLOCKED.....	T
L/G GEAR NOT UNLOCKED.....	U
L/G GEAR UNLOCK FAULT.....	V
L/G LGCIU 1 FAULT.....	W
L/G LGCIU 2 FAULT.....	X
L/G LGCIU 1+2 FAULT.....	Y
L/G SHOCK ABSORBER FAULT.....	Z
L/G SYS DISAGREE.....	AA
WHEEL HYD SEL FAULT.....	AB
WHEEL N/W STRG FAULT.....	AC
WHEEL TYRE LO PR 	AD

ME-34 Navigation

NAV ADR DISAGREE.....	A
NAV ADR 1 FAULT.....	B
NAV ADR 2 FAULT.....	C
NAV ADR 3 FAULT.....	D
NAV ADR 1+2(1+3)(2+3) FAULT.....	E
NAV ADR 1+2+3 FAULT.....	F
NAV ADS-B RPTG 1(2) FAULT.....	G
NAV ALTI DISCREPANCY.....	H
NAV ATC/XPDR 1(2) FAULT.....	I
NAV ATC/XPDR 1+2 FAULT.....	J
NAV ATC/XPDR STBY.....	K
NAV ATT DISCREPANCY.....	L
NAV BARO REF DISCREPANCY.....	M
NAV BKUP SPD/ALT ON CAPT (F/O) PFD.....	N
NAV BKUP SPD/ALT ON CAPT+F/O PFD.....	O
NAV CAPT(F/O)(STBY) AOA FAULT.....	P
NAV L(R) CAPT(F/O) STATIC FAULT.....	Q
NAV FM/GPS POS DISAGREE 	R
NAV GPS 1(2) FAULT 	S
NAV GPWS FAULT.....	T
NAV GPWS TERR DET FAULT.....	U
NAV HDG DISCREPANCY.....	V
NAV IAS DISCREPANCY.....	W
NAV ILS 1(2)(1+2) FAULT.....	X

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<u>NAV</u> IR DISAGREE.....	Y
<u>NAV</u> IR NOT ALIGNED.....	Z
<u>NAV</u> IR 1 FAULT.....	AA
<u>NAV</u> IR 2 FAULT.....	AB
<u>NAV</u> IR 3 FAULT.....	AC
<u>NAV</u> IR 1+2(1+3)(2+3) FAULT.....	AD
<u>NAV</u> LS TUNING DISAGREE.....	AE
<u>NAV</u> PRED W/S DET FAULT 	AF
<u>NAV</u> RA DEGRADED.....	AG
<u>NAV</u> RA 1(2) FAULT.....	AH
<u>NAV</u> TCAS FAULT.....	AI
<u>NAV</u> TCAS STANDBY.....	AJ
<u>OVERSPEED</u>	AK

ME-36 Pneumatic

<u>AIR</u> APU BLEED FAULT.....	A
<u>AIR</u> APU BLEED LEAK.....	B
<u>AIR</u> APU LEAK DET FAULT.....	C
<u>AIR</u> BLEED 1(2) OFF.....	D
<u>AIR</u> ENG 1(2) HP VALVE FAULT.....	E
<u>AIR</u> ENG 1(2) BLEED ABNORM PR.....	F
<u>AIR</u> ENG 1(2) BLEED FAULT.....	G
<u>AIR</u> ENG 1(2) BLEED HI TEMP.....	H
<u>AIR</u> ENG 1(2) BLEED LEAK.....	I
<u>AIR</u> ENG 1(2)(1+2) BLEED LO TEMP.....	J
<u>AIR</u> ENG 1(2) BLEED NOT CLSD.....	K
<u>AIR</u> ENG 1(2) LEAK DET FAULT.....	L
<u>AIR</u> ENG 1+2 BLEED FAULT.....	M
<u>AIR</u> L(R) WING LEAK.....	N
<u>AIR</u> L(R) WNG LEAK DET FAULT.....	O
<u>AIR</u> X BLEED FAULT.....	P
<u>BLEED</u> MONITORING FAULT.....	Q
<u>BLEED</u> MONIT SYS 1(2) FAULT.....	R

ME-46 Information Systems

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

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ME-47 Inert Gas System

FUEL INERTING SYS FAULT.....	A
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ME-49 Airborne Auxiliary Power

APU AUTO(EMER) SHUT DOWN.....	A
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ME-52 Doors

DOOR FWD(AFT)(BULK) CARGO.....	A
DOOR L(R) AFT CABIN.....	B
DOOR L(R) AFT EMER EXIT.....	C
DOOR L(R)(FWD)(AFT) AVIONICS.....	D
DOOR L(R) FWD CABIN.....	E
DOOR L(R) FWD EMER EXIT.....	F

ME-70 Engine

ENG ALL ENGINES FAILURE.....	A
ENG COMPRESSOR VANE.....	B
ENG DUAL FAILURE.....	C
ENG THR LEVERS NOT SET.....	D
ENG REV SET.....	E
ENG SAT ABOVE FLEX TEMP.....	F
ENG THRUST LOCKED	G
ENG TYPE DISAGREE.....	H
ENG VIB SYS FAULT.....	I
ENG 1(2) BLEED STATUS FAULT.....	J
ENG 1(2) COMPRESSOR VANE.....	K
ENG 1+2 COMPRESSOR VANE.....	L
ENG 1(2) CTL VALVE FAULT.....	M
ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY.....	N
ENG 1(2) EIU FAULT.....	O
ENG 1(2) FADEC A(B) FAULT.....	P
ENG 1(2) FADEC ALTERNATOR.....	Q
ENG 1(2) FADEC FAULT.....	R
ENG 1(2) FADEC HI TEMP.....	S
ENG 1(2) FAIL.....	T
ENG 1(2) FUEL CTL FAULT.....	U
ENG 1(2) FUEL FILTER CLOG.....	V
ENG 1(2) FUEL RETURN VALVE.....	W
ENG 1(2) HP FUEL VALVE.....	X
ENG 1(2) IGN A(B) FAULT.....	Y

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ENG 1(2) IGN A+B FAULT.....	Z
ENG 1(2) LOW N1.....	AA
ENG 1(2) N1(N2)(EGT) OVER LIMIT.....	AB
ENG 1(2) OIL FILTER CLOG.....	AC
ENG 1(2) OIL HI TEMP.....	AD
ENG 1(2) OIL LO PR.....	AE
ENG 1(2) ONE TLA FAULT.....	AF
ENG 1(2) OVSPD PROT FAULT.....	AG
ENG 1(2) PROBES FAULT.....	AH
ENG 1(2) REV INHIBITED.....	AI
ENG 1(2) REV ISOL FAULT.....	AJ
ENG 1(2) REV PRESSURIZED.....	AK
ENG 1(2) REV SWITCH FAULT.....	AL
ENG 1(2) REVERSE UNLOCKED.....	AM
ENG 1(2) REVERSER FAULT.....	AN
ENG 1(2) SENSOR FAULT.....	AO
ENG 1(2) SHUT DOWN.....	AP
ENG 1(2) STALL.....	AQ
ENG 1(2) START FAULT.....	AR
ENG 1(2) START VALVE FAULT.....	AS
ENG 1(2) THR LEVER ABV IDLE.....	AT
ENG 1(2) THR LEVER DISAGREE.....	AU
ENG 1(2) THR LEVER FAULT.....	AV

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 21 - AIR CONDITIONING
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ECAM Alert: AIR AFT CRG VENT FAULT

Ident.: ME-21-00007457.0001001 / 18 JUL 12
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-28-03 AFT Cargo Extraction Fan

ECAM Alert: AIR COND CTL 1(2)-A(B) FAULT

Ident.: ME-21-00007680.0001001 / 18 NOV 21
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))

ECAM Alert: AIR FWD CRG VENT FAULT

Ident.: ME-21-00007681.0002001 / 18 JUL 12
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-28-01 FWD Cargo Extraction Fan

ECAM Alert: AIR PACK 1(2) FAULT

Ident.: ME-21-00007683.0001001 / 18 JUL 12
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-52-01 Air Conditioning Pack

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
21 - AIR CONDITIONING
ECAM Alert: AIR PACK 1+2 FAULT

Ident.: ME-21-00008959.0001001 / 04 FEB 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-52-01H Air Conditioning Pack

ECAM Alert: AIR PACK 1(2) OFF

Ident.: ME-21-00007685.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-52-01 Air Conditioning Pack

ECAM Alert: AIR PACK 1(2) OVHT

Ident.: ME-21-00007684.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-52-01 Air Conditioning Pack

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: ME-21-00007687.0003001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack ram air inlet flap is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
If pack controller, pack anti-ice valve or water exchanger temperature sensor are affected	Refer to Item 21-61-02 Pack Controller Primary Channel
If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine Bypass Valve

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
21 - AIR CONDITIONING
ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: ME-21-00007687.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack outlet temperature is affected	Refer to Item 21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page
If pack compressor outlet temperature is affected	Refer to Item 21-07-01-03 Pack Compressor Outlet Temperature Indication on the BLEED SD page
If pack flow sensor is affected	Refer to Item 21-51-03 Pack Flow Sensor
If pack flow control valve is affected	Refer to Item 21-52-01 Air Conditioning Pack
If pack ram air inlet is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine Bypass Valve

ECAM Alert: CAB PR EXCESS CAB ALT

Ident.: ME-21-00007713.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: CAB PR EXCES RESIDUAL PR

Ident.: ME-21-00007714.0001001 / 24 FEB 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Apply ECAM procedure
False alert	Refer to Item 52-10-10 Door Residual Differential Pressure Detection

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
21 - AIR CONDITIONING

*ECAM Alert: **CAB PR LDG ELEV FAULT***

Ident.: ME-21-00007715.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-31-04 Landing Elevation Selection AUTO Function

*ECAM Alert: **CAB PR LO DIFF PR***

Ident.: ME-21-00007716.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

*ECAM Alert: **CAB PR OFV NOT OPEN***

Ident.: ME-21-00007717.0002001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **CAB PR SAFETY VALVE OPEN***

Ident.: ME-21-00007718.0001001 / 17 NOV 20

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization
False alert	Refer to Item 21-09-03 CAB PR SAFETY VALVE OPEN Alert

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 21 - AIR CONDITIONING
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ECAM Alert: CAB PR SYS 1(2) FAULT

Ident.: ME-21-00007719.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)

ECAM Alert: CAB PR SYS 1+2 FAULT

Ident.: ME-21-00007720.0001001 / 17 NOV 20

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization

ECAM Alert: COND AFT CAB DUCT OVHT

Ident.: ME-21-00007703.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

ECAM Alert: COND AFT CARGO DUCT OVHT

Ident.: ME-21-00007689.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-02 AFT Cargo Compartment Heating

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
21 - AIR CONDITIONING

ECAM Alert: COND AFT CRG HEAT FAULT

Ident.: ME-21-00007691.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-02 AFT Cargo Compartment Heating

ECAM Alert: COND AFT CRG ISOL VALVE

Ident.: ME-21-00007692.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-28-04 AFT Cargo Isolation Valve

ECAM Alert: COND CKPT DUCT OVHT

Ident.: ME-21-00007697.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

ECAM Alert: COND FWD CAB DUCT OVHT

Ident.: ME-21-00007698.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 21 - AIR CONDITIONING
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ECAM Alert: COND FWD CRG DUCT OVHT

Ident.: ME-21-00007704.0001001 / 28 NOV 23

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-01 FWD Cargo Compartment Heating

ECAM Alert: COND FWD CRG HEAT FAULT

Ident.: ME-21-00007705.0001001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-01 FWD Cargo Compartment Heating

ECAM Alert: COND FWD CRG ISOL VALVE

Ident.: ME-21-00007706.0001001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-28-02 FWD Cargo Isolation Valve

ECAM Alert: COND HOT AIR FAULT

Ident.: ME-21-00007707.0001001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

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

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
21 - AIR CONDITIONING
ECAM Alert: COND HOT AIR FAULT

Ident.: ME-21-00007707.0003001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

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

ECAM Alert: COND L+R CAB FAN FAULT

Ident.: ME-21-00007708.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: COND LAV+GALLEY FAN FAULT

Ident.: ME-21-00007709.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: COND TRIM AIR SYS FAULT

Ident.: ME-21-00007710.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the trim air valves are closed	Not related to MEL
If associated with the AFT CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
If associated with the FWD CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
If associated with the CKPT TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 21 - AIR CONDITIONING
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Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
If associated with the TRIM AIR HI PR subtitle	<i>Refer to Item 21-63-03 Hot Air Pressure Regulating Valve</i>

ECAM Alert: <u>COND</u> TRIM AIR SYS FAULT

Ident.: ME-21-00007710.0002001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the trim air valves are closed	Not related to MEL
If associated with the AFT CAB TRIM VALVE subtitle	<i>Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve and Refer to Item 21-43-01 FWD Cargo Compartment Heating</i>
If associated with the FWD CAB TRIM VALVE subtitle	<i>Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve and Refer to Item 21-43-01 FWD Cargo Compartment Heating</i>
If associated with the CKPT TRIM VALVE subtitle	<i>Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve and Refer to Item 21-43-01 FWD Cargo Compartment Heating</i>
If associated with the TRIM AIR HI PR subtitle	<i>Refer to Item 21-63-03 Hot Air Pressure Regulating Valve and Refer to Item 21-43-01 FWD Cargo Compartment Heating</i>

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
21 - AIR CONDITIONING
ECAM Alert: COND ZONE REGUL FAULT

Ident.: ME-21-00007711.0001001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the CAB ZONE AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	<i>Refer to Item 21-63-01A Zone Controller Channel</i>
If the PACKS AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	<i>Refer to Item 21-63-01C Zone Controller Channel</i>

ECAM Alert: VENT AVNCS SYS FAULT

Ident.: ME-21-00007721.0001001 / 19 NOV 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the avionics skin air outlet valve is affected.	<i>Refer to Item 21-26-04 Avionics Skin Air Outlet Valve</i>
If the avionics skin air inlet valve is affected.	<i>Refer to Item 21-26-05 Avionics Skin Air Inlet Valve</i>
If the avionics skin exchanger inlet bypass valve is affected.	<i>Refer to Item 21-26-03 Avionics Skin Exchanger Inlet Bypass Valve</i>
If the avionics skin exchanger outlet bypass valve is affected.	<i>Refer to Item 21-26-07 Avionics Skin Exchanger Outlet Bypass Valve</i>
If the avionics air conditioning inlet valve is affected.	<i>Refer to Item 21-26-08 Avionics Air Conditioning Inlet Valve</i>
If the avionics skin exchanger isolation valve is affected.	<i>Refer to Item 21-26-06 Avionics Skin Exchanger Isolation Valve</i>
If the Avionics Equipment Ventilation Computer (AEVC) is affected.	<i>Refer to Item 21-26-10 Avionics Equipment Ventilation Computer (AEVC)</i>

ECAM Alert: VENT BLOWER FAULT

Ident.: ME-21-00007722.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	<i>Refer to Item 21-26-01 Avionics Blower Fan</i>

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AIRCRAFT STATUS	CONDITION OF DISPATCH
False alert	Refer to Item 21-09-01 VENT BLOWER FAULT Alert

ECAM Alert: VENT EXTRACT FAULT

Ident.: ME-21-00007723.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to Item 21-26-02 Avionics Extract Fan
False alert	Refer to Item 21-09-02 VENT EXTRACT FAULT Alert

ECAM Alert: VENT SKIN VALVE FAULT

Ident.: ME-21-00007725.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Outlet valve determined faulty on the <u>CAB PRESS</u> SD page	Refer to Item 21-26-04 Avionics Skin Air Outlet Valve
Inlet valve determined faulty on the <u>CAB PRESS</u> SD page	Refer to Item 21-26-05 Avionics Skin Air Inlet Valve



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
21 - AIR CONDITIONING

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 22 - AUTO FLIGHT
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ECAM Alert: AUTO FLT A/THR LIMITED

Ident.: ME-22-00007837.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: AUTO FLT A/THR OFF

Ident.: ME-22-00007838.0001001 / 02 APR 13

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-30-01 Autothrust (A/THR)

ECAM Alert: AUTO FLT AP OFF

Ident.: ME-22-00007840.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to Item 22-10-01 Autopilot (AP)
False alert	Refer to Item 22-10-06 AP Disengagement Warning

ECAM Alert: AUTO FLT FAC 1 FAULT

Ident.: ME-22-00007841.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-60-01 FAC 1



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CHARTER OPERATIONS

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
22 - AUTO FLIGHT

ECAM Alert: AUTO FLT FAC 2 FAULT

Ident.: ME-22-00007842.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: AUTO FLT FAC 1+2 FAULT

Ident.: ME-22-00007843.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT FCU 1(2) FAULT

Ident.: ME-22-00007844.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-81-03-01 FCU Channel

ECAM Alert: AUTO FLT FCU 1+2 FAULT

Ident.: ME-22-00007847.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-22-00007849.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-60-03 Reactive Windshear Detection Function

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 22 - AUTO FLIGHT
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ECAM Alert: AUTO FLT RUD TRIM 1(2) FAULT

Ident.: ME-22-00007855.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-22-01 Rudder Trim System

ECAM Alert: AUTO FLT RUD TRIM SYS

Ident.: ME-22-00007856.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT RUD TRV LIM 1(2)

Ident.: ME-22-00007857.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-23-01 Rudder Travel Limiter System

ECAM Alert: AUTO FLT RUD TRV LIM SYS

Ident.: ME-22-00007858.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



PAKISTAN
International Airlines
CHARTER OPERATIONS

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
22 - AUTO FLIGHT

ECAM Alert: AUTO FLT TCAS MODE FAULT

Ident.: ME-22-00014565.0001001 / 18 JUL 12

Applicable to: AP-BOK, AP-BOL

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

ECAM Alert: AUTO FLT YAW DAMPER 1(2)

Ident.: ME-22-00007859.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: AUTO FLT YAW DAMPER SYS

Ident.: ME-22-00007860.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 23 - COMMUNICATIONS
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ECAM Alert: COM CIDS 1+2 FAULT

Ident.: ME-23-00007864.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: COM HF 1(2) DATA FAULT 

Ident.: ME-23-00007867.0004001 / 21 NOV 17

Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-20-03 HF Datalink

ECAM Alert: COM HF 1(2) EMITTING 

Ident.: ME-23-00007865.0002001 / 26 NOV 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	Refer to Item 23-51-03 Hand Microphone
If sidestick PTT pb is jammed in the transmitting position	Refer to Item 23-51-06 Sidestick PTT sw
If a transmission Key on one ACP is jammed in the transmitting position	Refer to Item 23-52-05 ACP Transmission Key
False alert	Refer to Item 23-09-01 COM HF 1(2) EMITTING Alert (If Installed)

ECAM Alert: COM SATCOM DATA FAULT 

Ident.: ME-23-00007868.0004001 / 21 NOV 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-20-02 SATCOM Data Mode (If Installed)

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
23 - COMMUNICATIONS
ECAM Alert: COM SATCOM FAULT

Ident.: ME-23-00007869.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-10-03 SATCOM Voice Mode (If Installed) and Refer to Item 23-20-02 SATCOM Data Mode (If Installed)

ECAM Alert: COM SINGLE PTT STUCK

Ident.: ME-23-00014763.0002001 / 22 MAY 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	Refer to Item 23-51-03 Hand Microphone
If sidestick PTT pb is jammed in the transmitting position	Refer to Item 23-51-06 Sidestick PTT sw
If the INT/RAD sw on one ACP is jammed in the transmitting position	Refer to Item 23-52-01 CAPT and F/O ACP or Refer to Item 23-52-02 ACP 3

ECAM Alert: COM VHF 3 DATA FAULT

Ident.: ME-23-00007872.0004001 / 21 NOV 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-20-04 VHF Datalink (If Installed)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 23 - COMMUNICATIONS
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ECAM Alert: COM VHF 1(2)(3) EMITTING

Ident.: ME-23-00007871.0001001 / 15 FEB 18

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	<i>Refer to Item 23-51-03 Hand Microphone</i>
If sidestick PTT pb is jammed in the transmitting position	<i>Refer to Item 23-51-06 Sidestick PTT sw</i>
If a transmission Key on one ACP is jammed in the transmitting position	<i>Refer to Item 23-52-05 ACP Transmission Key</i>
False alert (2 VHF installed)	NO DISPATCH
False alert (3 VHF installed)	<i>Refer to Item 23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHF installed)</i>

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 24 - ELECTRICAL POWER
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*ECAM Alert: **C/B TRIPPED***

Ident.: ME-24-00007881.0001001 / 18 JUL 12

Applicable to: **ALL**

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

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

Ident.: ME-24-00007873.0001001 / 18 JUL 12

Applicable to: **ALL**

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

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

Ident.: ME-24-00007874.0001001 / 18 JUL 12

Applicable to: **ALL**

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

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

Ident.: ME-24-00010320.0003001 / 18 JUL 12

Applicable to: **ALL**

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

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

Ident.: ME-24-00007875.0001001 / 18 JUL 12

Applicable to: **ALL**

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

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
24 - ELECTRICAL POWER

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

Ident.: ME-24-00007876.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 24-09-01 ELEC AC ESS BUS SHED Alert</i>

*ECAM Alert: **ELEC** APU GEN FAULT*

Ident.: ME-24-00007877.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 24-23-01 AC Auxiliary Generation (APU Generator, APU GCU or GAPCU Auxiliary Power Control function, Line Contactor)</i>

*ECAM Alert: **ELEC** APU GEN OVERLOAD*

Ident.: ME-24-00013870.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 24-26-01 Galley Automatic Load Shed System</i>

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

Ident.: ME-24-00007878.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 24 - ELECTRICAL POWER
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*ECAM Alert: **ELEC** BAT 1(2) OFF*

Ident.: ME-24-00007879.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

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

Ident.: ME-24-00007880.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-38-02 Battery Charger Limiter (BCL)

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

Ident.: ME-24-00007883.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-24-00007886.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-24-00007887.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
24 - ELECTRICAL POWER
*ECAM Alert: **ELEC** DC BUS 1+2 FAULT*

Ident.: ME-24-00007884.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ELEC** DC EMER CONFIG*

Ident.: ME-24-00007888.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-24-00007889.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-24-00007891.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ELEC** EMER CONFIG*

Ident.: ME-24-00007892.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 24 - ELECTRICAL POWER
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ECAM Alert: ELEC EMER GEN 1 LINE OFF

Ident.: ME-24-00007894.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ELEC ESS BUSES ON BAT

Ident.: ME-24-00007895.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC GEN 1(2) FAULT

Ident.: ME-24-00007905.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

ECAM Alert: ELEC GEN 1(2) OFF

Ident.: ME-24-00007906.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ELEC GEN 1(2) OVERLOAD

Ident.: ME-24-00007907.0002001 / 19 MAY 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-26-01 GALY & CAB Automatic Load Shed System

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
24 - ELECTRICAL POWER

*ECAM Alert: **ELEC** IDG 1(2) DISCONNECTED*

Ident.: ME-24-00010319.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

*ECAM Alert: **ELEC** IDG 1(2) OIL LO PR*

Ident.: ME-24-00007908.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

*ECAM Alert: **ELEC** IDG 1(2) OIL OVHT*

Ident.: ME-24-00007909.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

*ECAM Alert: **ELEC** STATIC INV FAULT*

Ident.: ME-24-00007910.0001001 / 18 JUL 12

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 24 - ELECTRICAL POWER
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*ECAM Alert: **ELEC** TR 1(2) FAULT*

Ident.: ME-24-00007911.0001001 / 18 JUL 12

Applicable to: ALL

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

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 26 - FIRE PROTECTION
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ECAM Alert: APU FIRE

Ident.: ME-26-00007941.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 49-10-01 Power Plant (APU)

ECAM Alert: APU FIRE DET FAULT

Ident.: ME-26-00007939.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: APU FIRE LOOP A(B) FAULT

Ident.: ME-26-00007940.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: AVIONICS SMOKE

Ident.: ME-26-00007920.0001001 / 12 NOV 20

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 26-15-01 Avionics Smoke Detection System

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
26 - FIRE PROTECTION

ECAM Alert: CARGO SMOKE AFT BTL SQUIB FAULT 

Ident.: ME-26-00007932.0001001 / 18 AUG 21

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-23-03 Squib of the AFT/BULK (If Installed) Cargo Bottle 1

ECAM Alert: CARGO SMOKE FWD BTL SQUIB FAULT 

Ident.: ME-26-00007933.0001001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1

ECAM Alert: ENG 1(2) FIRE

Ident.: ME-26-00007938.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FIRE DET FAULT

Ident.: ME-26-00007935.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FIRE LOOP A FAULT

Ident.: ME-26-00007936.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 1 is affected	Refer to Item 26-12-01 Engine Fire Detection Loop A on the Engine 1

Continued on the following page

 PAKISTAN International Airlines airpakistan.gov.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 26 - FIRE PROTECTION
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Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 2 is affected	Refer to Item 26-12-02 Engine Fire Detection Loop A on the Engine 2

ECAM Alert: <u>ENG 1(2)</u> FIRE LOOP B FAULT
--

Ident.: ME-26-00007937.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 1 is affected	Refer to Item 26-12-03 Engine Fire Detection Loop B on the Engine 1
If engine 2 is affected	Refer to Item 26-12-04 Engine Fire Detection Loop B on the Engine 2

ECAM Alert: <u>SMOKE</u> AFT CARGO SMOKE

Ident.: ME-26-00007914.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
N/L	NO DISPATCH

ECAM Alert: <u>SMOKE</u> AFT CRG BTL FAULT

Ident.: ME-26-00007916.0019001 / 23 FEB 21

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the SMOKE FWD CRG BTL FAULT alert is not displayed on the EWD	Refer to Item 26-23-03 Squib of the AFT/BULK (If Installed) Cargo Bottle 1
If the <u>SMOKE</u> FWD CRG BTL FAULT alert is displayed on the EWD	Refer to Item 26-23-01 Cargo Agent Bottle

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
26 - FIRE PROTECTION

ECAM Alert: SMOKE AFT CRG DET FAULT

Ident.: ME-26-00007919.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments

ECAM Alert: SMOKE FWD CARGO SMOKE

Ident.: ME-26-00007922.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: SMOKE FWD CRG BTL FAULT

Ident.: ME-26-00007923.0019001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the <u>SMOKE</u> AFT CRG BTL FAULT alert is not displayed on the EWD	Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1
If the <u>SMOKE</u> AFT CRG BTL FAULT alert is displayed on the EWD	Refer to Item 26-23-01 Cargo Agent Bottle

ECAM Alert: SMOKE FWD CRG DET FAULT

Ident.: ME-26-00007925.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 26 - FIRE PROTECTION
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ECAM Alert: SMOKE DET FAULT

Ident.: ME-26-00007926.0003001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-17-02 Smoke Detection Control Unit (SDCU)

ECAM Alert: SMOKE DET FAULT

Ident.: ME-26-00007926.0004001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)

ECAM Alert: SMOKE LAVATORY DET FAULT

Ident.: ME-26-00007928.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-17-01 Lavatory Smoke Detection System

ECAM Alert: SMOKE LAVATORY SMOKE

Ident.: ME-26-00007930.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 26-17-01 Lavatory Smoke Detection System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: CONFIG L(R) SIDESTICK FAULT

Ident.: ME-27-00007983.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG PITCH TRIM NOT IN T.O. RANGE

Ident.: ME-27-00007984.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG RUD TRIM NOT IN T.O. RANGE

Ident.: ME-27-00007985.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG SLATS(FLAPS) NOT IN T.O. CONFIG.

Ident.: ME-27-00007986.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG SPEED BRK NOT RETRACTED

Ident.: ME-27-00007987.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
27 - FLIGHT CONTROLS

ECAM Alert: FCTL AIL SERVO FAULT

Ident.: ME-27-00007942.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1)</i> or <i>Refer to Item 27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2)</i> or <i>Refer to Item 27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1)</i> or <i>Refer to Item 27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2)</i>

ECAM Alert: FCTL ALTN LAW

Ident.: ME-27-00007943.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FCTL DIRECT LAW

Ident.: ME-27-00007944.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: F/CTL ELAC 1 FAULT

Ident.: ME-27-00007946.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: F/CTL ELAC 1 PITCH FAULT

Ident.: ME-27-00007945.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: F/CTL ELAC 2 FAULT

Ident.: ME-27-00007948.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC 2 PITCH FAULT

Ident.: ME-27-00007947.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELEV SERVO FAULT

Ident.: ME-27-00007949.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the servo-control is affected.	NO DISPATCH
If the servo-control position transducer is affected.	Refer to Item 27-34-02 Elevator Servo-Control Position Transducer

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
27 - FLIGHT CONTROLS
ECAM Alert: F/CTL FCDC 1 FAULT

Ident.: ME-27-00007950.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FCDC 2 FAULT

Ident.: ME-27-00007951.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-95-02 FCDC 2

ECAM Alert: F/CTL FCDC 1+2 FAULT

Ident.: ME-27-00007952.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FLAP/MCDU DISAGREE

Ident.: ME-27-00015751.0001001 / 12 NOV 20

Applicable to: AP-BLY, AP-BLZ, AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL FLAP ATTACH SENSOR

Ident.: ME-27-00007953.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: F/CTL FLAP LVR NOT ZERO

Ident.: ME-27-00007954.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	Not related to MEL

ECAM Alert: F/CTL FLAP SYS 1 FAULT

Ident.: ME-27-00007955.0001001 / 20 FEB 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	NO DISPATCH
If the maintenance check confirms that the <u>F/CTL</u> FLAP SYS 1 FAULT alert is displayed on the EWD due to a flap motor failure	<i>Refer to Item 27-54-01 Flap Hydraulic Motor</i>

ECAM Alert: F/CTL FLAP SYS 2 FAULT

Ident.: ME-27-00007956.0001001 / 20 FEB 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 27-51-01 SFCC Flap Channel</i>
If the maintenance check confirms that the <u>F/CTL</u> FLAP SYS 2 FAULT alert is displayed on the EWD due to a flap motor failure.	<i>Refer to Item 27-54-01 Flap Hydraulic Motor</i>

ECAM Alert: F/CTL FLAP TIP BRK FAULT

Ident.: ME-27-00007957.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 27-51-02 Flap Wing Tip Brakes Solenoid</i>

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
27 - FLIGHT CONTROLS
ECAM Alert: F/CTL FLAPS(SLATS) FAULT

Ident.: ME-27-00007958.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FLAPS(SLATS) LOCKED

Ident.: ME-27-00007959.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL GND SPLR FAULT

Ident.: ME-27-00007961.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the braking system is affected	<i>Refer to Item 32-42-06 Tachometer</i>
If the braking system is not affected	<i>Refer to Item 27-92-02 Ground Spoiler Control System</i>

ECAM Alert: F/CTL GND SPLR 1+2(3+4) FAULT

Ident.: ME-27-00007960.0001001 / 18 JUL 12

Applicable to: ALL

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

 PAKISTAN International Airlines <i>where every journey is a gift</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: F/CTL GND SPLR 5 FAULT

Ident.: ME-27-00014417.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: F/CTL GND SPLR NOT ARMED

Ident.: ME-27-00014419.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Ground spoilers are not armed while on approach below 500 ft (150 m) AGL with the landing gears down.	Not related to MEL

ECAM Alert: F/CTL L(R) AIL FAULT

Ident.: ME-27-00007964.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: F/CTL L(R) ELEV FAULT

Ident.: ME-27-00007965.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: F/CTL L+R ELEV FAULT

Ident.: ME-27-00007963.0001001 / 18 JUL 12

Applicable to: ALL

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



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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
27 - FLIGHT CONTROLS

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

Ident.: ME-27-00007966.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL PITCH TRIM/MCDU/CG DISAGREE

Ident.: ME-27-00014418.0001001 / 12 MAY 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL SEC 1 FAULT

Ident.: ME-27-00007967.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-94-01 SEC 1

ECAM Alert: F/CTL SEC 2 FAULT

Ident.: ME-27-00007968.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-94-02 SEC 2

ECAM Alert: F/CTL SEC 3 FAULT

Ident.: ME-27-00007969.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-94-03 SEC 3

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: F/CTL SIDESTICK PRIORITY

Ident.: ME-27-00007970.0001001 / 10 AUG 16

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to FCOM/PRO-ABN-F_CTL F/CTL SIDESTICK PRIORITY

ECAM Alert: F/CTL SLAT SYS 1 FAULT

Ident.: ME-27-00007971.0001001 / 20 FEB 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH
If the maintenance check confirms the F/CTL SLAT SYS 1 FAULT alert is displayed on the EWD due to a slat motor failure.	Refer to Item 27-84-01 Slats Hydraulic Motor

ECAM Alert: F/CTL SLAT SYS 2 FAULT

Ident.: ME-27-00007972.0001001 / 20 FEB 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-81-01 SFCC Slat Channel
If the maintenance check confirms the F/CTL SLAT SYS 2 FAULT alert is displayed on the EWD due to a slat motor failure.	Refer to Item 27-84-01 Slats Hydraulic Motor

ECAM Alert: F/CTL SLAT TIP BRK FAULT

Ident.: ME-27-00007973.0001001 / 18 JUL 12

Applicable to: ALL

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



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MINIMUM EQUIPMENT LIST

MEL ENTRIES
27 - FLIGHT CONTROLS

ECAM Alert: F/CTL SPD BRK DISAGREE

Ident.: ME-27-00007976.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-92-01 Speedbrake Control System

ECAM Alert: F/CTL SPD BRK FAULT

Ident.: ME-27-00007977.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-92-01 Speedbrake Control System

ECAM Alert: F/CTL SPD BRK STILL OUT

Ident.: ME-27-00007978.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL SPD BRK 2(3+4) FAULT

Ident.: ME-27-00007975.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-92-01 Speedbrake Control System

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 27 - FLIGHT CONTROLS
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ECAM Alert: F/CTL SPLR FAULT

Ident.: ME-27-00007979.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 27-64-01 Spoiler 5</i> or <i>Refer to Item 27-64-02 Spoiler 1 or 3</i> or <i>Refer to Item 27-64-03 Spoiler 2 or 4</i> or <i>Refer to Item 27-64-04 Spoilers 1 and 2</i> or <i>Refer to Item 27-64-05 Spoilers 3 and 4</i>

ECAM Alert: F/CTL STABILIZER JAM

Ident.: ME-27-00007980.0001001 / 18 JUL 12

Applicable to: ALL

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

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 28 - FUEL
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ECAM Alert: FUEL APU LP VALVE FAULT

Ident.: ME-28-00007992.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 28-29-01 APU LP Fuel Valve</i>

ECAM Alert: FUEL AUTO FEED FAULT

Ident.: ME-28-00007993.0002001 / 18 JUL 12

Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON**

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 28-20-01 Automatic Fuel Feed System</i>

ECAM Alert: FUEL AUTO TRANSFER FAULT

Ident.: ME-28-00007993.0005001 / 18 JUL 12

Applicable to: **AP-BOK, AP-BOL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 28-26-01 Center Tank Transfer Valve</i>

ECAM Alert: FUEL CTR L(R) XFR FAULT

Ident.: ME-28-00014910.0007001 / 02 APR 13

Applicable to: **AP-BOK, AP-BOL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 28-26-01 Center Tank Transfer Valve</i>

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
28 - FUEL

ECAM Alert: FUEL CTR L+R XFR FAULT

Ident.: ME-28-00014911.0007001 / 02 APR 13

Applicable to: AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-26-01 Center Tank Transfer Valve

ECAM Alert: FUEL CTR TK PUMP 1(2) LO PR

Ident.: ME-28-00007995.0003001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-21-02 Center Tank Pump

ECAM Alert: FUEL CTR TK PUMPS LO PR

Ident.: ME-28-00007996.0003001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-21-02 Center Tank Pump

ECAM Alert: FUEL CTR TK PUMPS OFF

Ident.: ME-28-00007997.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 28 - FUEL
--	--

ECAM Alert: FUEL CTR TK XFR OFF

Ident.: ME-28-00007997.0005001 / 18 JUL 12

Applicable to: AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: FUEL ENG 1(2) LP VALVE OPEN

Ident.: ME-28-00007998.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page

ECAM Alert: FUEL FQI CH 1(2) FAULT

Ident.: ME-28-00008000.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: FUEL F.USED/FOB DISAGREE

Ident.: ME-28-00008001.0001001 / 18 JUL 12

Applicable to: AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
28 - FUEL
ECAM Alert: FUEL IDG 1(2) COOL FAULT

Ident.: ME-28-00014550.0002001 / 12 NOV 20

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

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

ECAM Alert: FUEL LO LVL DET FAULT

Ident.: ME-28-00014551.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL L(R) INNER(OUTER) TK HI TEMP

Ident.: ME-28-00008003.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Dispatch possible only if "delay T.O" is not displayed on ECAM.
False alert	<i>Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert</i>

ECAM Alert: FUEL L(R) INNER(OUTER) TK LO TEMP

Ident.: ME-28-00008004.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 28 - FUEL
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Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
False alert	Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert

ECAM Alert: <u>FUEL</u> L(R) OUTER XFR CLOSED
--

Ident.: ME-28-00014884.0006001 / 02 APR 13

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-15-01 LH Wing Transfer Valve or Refer to Item 28-15-02 RH Wing Transfer Valve

ECAM Alert: <u>FUEL</u> L(R) OUTER XFR OPEN
--

Ident.: ME-28-00014885.0006001 / 02 APR 13

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-15-01 LH Wing Transfer Valve or Refer to Item 28-15-02 RH Wing Transfer Valve

ECAM Alert: <u>FUEL</u> L(R) TK PUMP 1(2) LO PR
--

Ident.: ME-28-00008006.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-21-01 Wing Tank Pump

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
28 - FUEL
ECAM Alert: FUEL L(R) TK PUMP 1+2 LO PR

Ident.: ME-28-00008005.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-28-00008007.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 28-46-04 Low Level Detection System in the Inner/Wing Tank</i>

ECAM Alert: FUEL L+R WING TK LO LVL

Ident.: ME-28-00008002.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL L(R) WING TK OVERFLOW

Ident.: ME-28-00008008.0001001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL X FEED VALVE FAULT

Ident.: ME-28-00008012.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 29 - HYDRAULIC POWER
--	---

ECAM Alert: HYD B ELEC PUMP LO PR

Ident.: ME-29-00008021.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert</i>

ECAM Alert: HYD B ELEC PUMP OVHT

Ident.: ME-29-00008022.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert</i>

ECAM Alert: HYD B RSVR LO AIR PR

Ident.: ME-29-00008023.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert</i>

ECAM Alert: HYD B RSVR LO LVL

Ident.: ME-29-00008025.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert</i>

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
29 - HYDRAULIC POWER

*ECAM Alert: **HYD B RSVR OVHT***

Ident.: ME-29-00008026.0001001 / 10 AUG 16

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-29-00008027.0001001 / 20 AUG 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-29-00008028.0001001 / 20 AUG 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-29-00008029.0001001 / 20 AUG 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **HYD G ENG 1 PUMP LO PR***

Ident.: ME-29-00008030.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
29 - HYDRAULIC POWER
ECAM Alert: HYD G RSVR LO AIR PR

Ident.: ME-29-00008032.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert

ECAM Alert: HYD G RSVR LO LVL

Ident.: ME-29-00008033.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert

ECAM Alert: HYD G RSVR OVHT

Ident.: ME-29-00008035.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert

ECAM Alert: HYD G SYS LO PR

Ident.: ME-29-00008036.0001001 / 20 AUG 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
29 - HYDRAULIC POWER

ECAM Alert: HYD G+Y SYS LO PR

Ident.: ME-29-00008037.0001001 / 20 AUG 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD PTU FAULT

Ident.: ME-29-00008038.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-07 HYD PTU FAULT Alert</i>

ECAM Alert: HYD RAT FAULT

Ident.: ME-29-00008039.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-08 HYD RAT FAULT Alert</i>

ECAM Alert: HYD Y ELEC PUMP LO PR

Ident.: ME-29-00008040.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	<i>Refer to Item 29-24-01 Yellow System Electric Pump</i>
False alert	<i>Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert</i>



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
29 - HYDRAULIC POWER

ECAM Alert: HYD Y ELEC PUMP OVHT

Ident.: ME-29-00008041.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to Item 29-24-01 Yellow System Electric Pump
False alert	Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert

ECAM Alert: HYD Y ENG 2 PUMP LO PR

Ident.: ME-29-00008043.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert

ECAM Alert: HYD Y RSVR LO AIR PR

Ident.: ME-29-00008044.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert

ECAM Alert: HYD Y RSVR LO LVL

Ident.: ME-29-00008045.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert

MEL ENTRIES

29 - HYDRAULIC POWER

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

ECAM Alert: HYD Y RSVR OVHT

Ident.: ME-29-00008046.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert</i>

ECAM Alert: HYD Y SYS LO PR

Ident.: ME-29-00008047.0001001 / 20 AUG 19

Applicable to: ALL

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

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 30 - ICE AND RAIN PROTECTION
--	---

ECAM Alert: ANTI ICE ALL PITOT

Ident.: ME-30-00008053.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) AOA

Ident.: ME-30-00008054.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-31-04 Angle of Attack (AOA) Probes Heating

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) L(R) STAT

Ident.: ME-30-00008056.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-31-03 Static Ports Heater

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) PITOT

Ident.: ME-30-00008058.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-31-02 Pitot Heater

ECAM Alert: ANTI ICE CAPT+F/O PITOT

Ident.: ME-30-00008059.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
30 - ICE AND RAIN PROTECTION

*ECAM Alert: **ANTI ICE** CAPT+STBY PITOT*

Ident.: ME-30-00008060.0002001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ANTI ICE** CAPT(F/O)(STBY) PROBES*

Ident.: ME-30-00008062.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-31-01 Probe Heat Computer (PHC)

*ECAM Alert: **ANTI ICE** CAPT(F/O) TAT*

Ident.: ME-30-00008064.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-31-05 TAT Probes Heating

*ECAM Alert: **ANTI ICE** DETECT FAULT*

Ident.: ME-30-00008065.0002001 / 18 JUL 12

Applicable to: **AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-81-01 Ice Detection System

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 30 - ICE AND RAIN PROTECTION
--	---

ECAM Alert: ANTI ICE ENG 1(2) VALVE CLSD

Ident.: ME-30-00008068.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ANTI ICE ENG 1(2) VALVE OPEN

Ident.: ME-30-00008070.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ANTI ICE F/O+STBY PITOT

Ident.: ME-30-00008071.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE ICE DETECTED

Ident.: ME-30-00008073.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ANTI ICE L(R) WINDOW

Ident.: ME-30-00008089.0001001 / 18 JUL 12

Applicable to: ALL

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

Continued on the following page

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
30 - ICE AND RAIN PROTECTION
Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-42-02 Fixed Lateral Window and Sliding Window Heating

ECAM Alert: ANTI ICE L(R) WINDSHIELD

Ident.: ME-30-00008096.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Window Heat Computer is affected	Refer to Item 30-42-01 Window Heat Computer
NIL	Refer to Item 30-42-03 Windshield Heating

ECAM Alert: ANTI ICE L+R WINDSHIELD

Ident.: ME-30-00008075.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: SEVERE ICE DETECTED

Ident.: ME-30-00008097.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 30 - ICE AND RAIN PROTECTION
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ECAM Alert: WING A.ICE L(R) HI PR

Ident.: ME-30-00008098.0001001 / 18 NOV 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-11-01B Wing Anti-Ice Control Valve

ECAM Alert: WING A.ICE L(R) VALVE OPEN

Ident.: ME-30-00008099.0001001 / 18 NOV 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve

ECAM Alert: WING A.ICE OPEN ON GND

Ident.: ME-30-00008100.0001001 / 18 NOV 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve

ECAM Alert: WING A.ICE SYS FAULT

Ident.: ME-30-00008101.0001001 / 18 NOV 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 31 - INDICATING/RECORDING SYSTEMS
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*ECAM Alert: **EIS** DMC 1 FAULT*

Ident.: ME-31-00008102.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-62-01 DMC 1

*ECAM Alert: **EIS** DMC 2 FAULT*

Ident.: ME-31-00008103.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-62-02 DMC 2

*ECAM Alert: **EIS** DMC 3 FAULT*

Ident.: ME-31-00008104.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-62-03 DMC 3

*ECAM Alert: **EIS** DMC/FWC COM FAULT*

Ident.: ME-31-00014303.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-31-00008105.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
31 - INDICATING/RECORDING SYSTEMS
ECAM Alert: FWS FWC 2 FAULT

Ident.: ME-31-00008106.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-53-01 Flight Warning Computer (FWC)

ECAM Alert: FWS FWC 1+2 FAULT

Ident.: ME-31-00008107.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS OEB/FWC DISCREPANCY

Ident.: ME-31-00008108.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SDAC 1 FAULT

Ident.: ME-31-00008109.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SDAC 2 FAULT

Ident.: ME-31-00008110.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-55-01 System Data Acquisition Concentrator (SDAC)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 31 - INDICATING/RECORDING SYSTEMS
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*ECAM Alert: **FWS SDAC 1+2 FAULT***

Ident.: ME-31-00008111.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **RECORDER DFDR FAULT***

Ident.: ME-31-00008112.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)

*ECAM Alert: **RECORDER CVR FAULT***

Ident.: ME-31-00014330.0001001 / 18 JUL 12

Applicable to: **AP-BOK, AP-BOL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)

*ECAM Alert: **RECORDER SYS FAULT***

Ident.: ME-31-00008113.0002001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-30-05 Flight Data Interface (FDIU or FDI MU Flight Data Interface function)

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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
32 - LANDING GEAR

ECAM Alert: BRAKES ALTN BRK FAULT

Ident.: ME-32-00008135.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES ALTN L(R) RELEASED

Ident.: ME-32-00008138.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES A/SKID N/WS FAULT

Ident.: ME-32-00008129.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES A/SKID N/WS OFF

Ident.: ME-32-00008131.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES AUTO BRK FAULT

Ident.: ME-32-00008132.0001001 / 18 JUL 12

Applicable to: AP-BLB, AP-BLC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If normal braking is lost (BRAKE RELEASED message is not displayed)	NO DISPATCH

Continued on the following page

MEL ENTRIES
32 - LANDING GEAR
A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the autobrake function is affected (BRAKE RELEASED message is displayed)	Refer to Item 32-42-05 AUTO/BRK Function
If a tachometer is affected (BRAKE RELEASED message is displayed)	Refer to Item 32-42-06 Tachometer

ECAM Alert: BRAKES AUTO BRK FAULT

Ident.: ME-32-00008132.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 32-42-05 AUTO/BRK Function

ECAM Alert: BRAKES BRK Y ACCU LO PR

Ident.: ME-32-00008134.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 32-44-02 ACCU PRESS Indicator

ECAM Alert: BRAKES SYS 1 FAULT

Ident.: ME-32-00008139.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 32 - LANDING GEAR
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ECAM Alert: BRAKES SYS 2 FAULT

Ident.: ME-32-00008140.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2

ECAM Alert: BRAKES HOT

Ident.: ME-32-00008141.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 32-07-01 Brakes Temperature Indication on the WHEEL SD page

ECAM Alert: BRAKES NORM BRK FAULT

Ident.: ME-32-00008136.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES NORM+ALT FAULT

Ident.: ME-32-00008137.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
32 - LANDING GEAR
ECAM Alert: BRAKES PARK BRK FAULT

Ident.: ME-32-00013833.0003001 / 10 MAY 16

Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If associated with the BRK PRESS STILL APPLIED subtitle	NO DISPATCH
If associated with the BRK PRESS RELEASED subtitle	Apply ECAM procedure

ECAM Alert: BRAKES PARK BRK LO PR

Ident.: ME-32-00013832.0003001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES PARK BRK ON

Ident.: ME-32-00008142.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES RELEASED

Ident.: ME-32-00008133.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If green brake supply affected	Refer to Item 32-42-02 Green System Brake
If a tachometer is affected	Refer to Item 32-42-06 Tachometer



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
32 - LANDING GEAR

ECAM Alert: BRAKES-N/WS MINOR FAULT

Ident.: ME-32-00008143.0002001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

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

ECAM Alert: CONFIG PARK BRK ON

Ident.: ME-32-00008127.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G DOORS NOT CLOSED

Ident.: ME-32-00008115.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G GEAR NOT DOWN

Ident.: ME-32-00008116.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: L/G GEAR NOT DOWNLOCKED

Ident.: ME-32-00008117.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
32 - LANDING GEAR

ECAM Alert: L/G GEAR NOT UNLOCKED

Ident.: ME-32-00008118.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: L/G GEAR UNLOCK FAULT

Ident.: ME-32-00008119.0001001 / 18 JUL 12

Applicable to: **ALL**

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

ECAM Alert: L/G LGCIU 1 FAULT

Ident.: ME-32-00008120.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G LGCIU 2 FAULT

Ident.: ME-32-00008121.0003001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the LGCIU 2 is inoperative	Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

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AIRCRAFT STATUS	CONDITION OF DISPATCH
If a RH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	<i>Refer to Item 32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector</i> or <i>Refer to Item 32-32-05 LGCIU 2 RH L/G Down Lock Proximity Detector</i> or <i>Refer to Item 32-32-08 LGCIU 2 RH L/G Up Lock Proximity Detector</i> or <i>Refer to Item 32-32-11 LGCIU 2 RH L/G Doors Open Proximity Detector</i> or <i>Refer to Item 32-32-14 LGCIU 2 RH L/G Doors Closed Proximity Detector</i>
If a LH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	<i>Refer to Item 32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector</i> or <i>Refer to Item 32-32-06 LGCIU 2 LH L/G Down Lock Proximity Detector</i> or <i>Refer to Item 32-32-09 LGCIU 2 LH L/G Up Lock Proximity Detector</i> or <i>Refer to Item 32-32-12 LGCIU 2 LH L/G Doors Open Proximity Detector</i> or <i>Refer to Item 32-32-15 LGCIU 2 LH L/G Doors Closed Proximity Detector</i>

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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
32 - LANDING GEAR
Continued from the previous page

AIRCRAFT STATUS	CONDITION OF DISPATCH
If a Nose L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	<i>Refer to Item 32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector</i> or <i>Refer to Item 32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector</i> or <i>Refer to Item 32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector</i> or <i>Refer to Item 32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector</i> or <i>Refer to Item 32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector</i>

ECAM Alert: L/G LGCIU 1+2 FAULT

Ident.: ME-32-00014276.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G SHOCK ABSORBER FAULT

Ident.: ME-32-00008122.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ENTRIES
32 - LANDING GEAR

ECAM Alert: L/G SYS DISAGREE

Ident.: ME-32-00008123.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: WHEEL HYD SEL FAULT

Ident.: ME-32-00008124.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: WHEEL N/W STRG FAULT

Ident.: ME-32-00008125.0002001 / 16 FEB 22

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the NWS electrical deactivation box is failed	Refer to Item 32-51-03 NWS Electrical Deactivation Box
In the other cases	NO DISPATCH

**ECAM Alert: WHEEL TYRE LO PR **

Ident.: ME-32-00008126.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 32-09-02 WHEEL TYRE LO PR Alert (If Installed)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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*ECAM Alert: **NAV** ADR DISAGREE*

Ident.: ME-34-00008144.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **NAV** ADR 1 FAULT*

Ident.: ME-34-00008145.0001001 / 18 JUL 12

Applicable to: ALL

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

*ECAM Alert: **NAV** ADR 2 FAULT*

Ident.: ME-34-00008146.0001001 / 18 JUL 12

Applicable to: ALL

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

*ECAM Alert: **NAV** ADR 3 FAULT*

Ident.: ME-34-00008147.0001001 / 18 JUL 12

Applicable to: ALL

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

*ECAM Alert: **NAV** ADR 1+2(1+3)(2+3) FAULT*

Ident.: ME-34-00008148.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
34 - NAVIGATION

ECAM Alert: NAV ADR 1+2+3 FAULT

Ident.: ME-34-00008149.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-34-00015985.0001001 / 18 AUG 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
If ADS-B OUT function cannot be recovered by remaining ATC transponder	<i>Refer to Item 34-50-10 ADS-B OUT Function</i>
If ADS-B OUT function can be recovered by remaining ATC transponder	Not related to MEL

ECAM Alert: NAV ALTI DISCREPANCY

Ident.: ME-34-00008150.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 34-10-01 ADR 1</i> or <i>Refer to Item 34-10-02 ADR 2</i> or <i>Refer to Item 34-10-03 ADR 3</i>

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

Ident.: ME-34-00013848.0001001 / 13 MAY 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 34-50-01 ATC</i>

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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ECAM Alert: NAV ATC/XPDR 1+2 FAULT

Ident.: ME-34-00023998.0001001 / 13 MAY 20
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ATC/XPDR STBY

Ident.: ME-34-00013846.0001001 / 18 JUL 12
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV ATT DISCREPANCY

Ident.: ME-34-00008151.0001001 / 18 JUL 12
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

ECAM Alert: NAV BARO REF DISCREPANCY

Ident.: ME-34-00008152.0001001 / 18 JUL 12
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
34 - NAVIGATION

ECAM Alert: NAV BKUP SPD/ALT ON CAPT (F/O) PFD

Ident.: ME-34-00023135.0001001 / 12 NOV 20

Applicable to: AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV BKUP SPD/ALT ON CAPT+F/O PFD

Ident.: ME-34-00023136.0001001 / 12 NOV 20

Applicable to: AP-BOK, AP-BOL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV CAPT(F/O)(STBY) AOA FAULT

Ident.: ME-34-00010323.0003001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-11-01 Angle of Attack (AOA) Sensor

ECAM Alert: NAV L(R) CAPT(F/O) STATIC FAULT

Ident.: ME-34-00015065.0001001 / 12 NOV 20

Applicable to: AP-BOK, AP-BOL, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV FM/GPS POS DISAGREE 

Ident.: ME-34-00008153.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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*ECAM Alert: **NAV** GPS 1(2) FAULT* 

Ident.: ME-34-00008158.0001001 / 18 JUL 12

Applicable to: ALL

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

*ECAM Alert: **NAV** GPWS FAULT*

Ident.: ME-34-00008159.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 34-40-01 GPWS Basic Modes</i>

*ECAM Alert: **NAV** GPWS TERR DET FAULT*

Ident.: ME-34-00008160.0001001 / 21 NOV 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 34-40-02 Predictive GPWS Functions</i>

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
34 - NAVIGATION
ECAM Alert: NAV HDG DISCREPANCY

Ident.: ME-34-00008161.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

ECAM Alert: NAV IAS DISCREPANCY

Ident.: ME-34-00008165.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-01 ADR 1 or Refer to Item 34-10-02 ADR 2 or Refer to Item 34-10-03 ADR 3

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

Ident.: ME-34-00008166.0004001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-30-04 Instrument Landing System (ILS)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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ECAM Alert: NAV IR DISAGREE

Ident.: ME-34-00008167.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV IR NOT ALIGNED

Ident.: ME-34-00008172.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

ECAM Alert: NAV IR 1 FAULT

Ident.: ME-34-00008168.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-04 IR 1

ECAM Alert: NAV IR 2 FAULT

Ident.: ME-34-00008169.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-05 IR 2

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ENTRIES
34 - NAVIGATION
ECAM Alert: NAV IR 3 FAULT

Ident.: ME-34-00008170.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

ECAM Alert: NAV IR 1+2(1+3)(2+3) FAULT

Ident.: ME-34-00008171.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV LS TUNING DISAGREE

Ident.: ME-34-00008155.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

**ECAM Alert: NAV PRED W/S DET FAULT **

Ident.: ME-34-00008157.0001001 / 16 MAY 23

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If no WXR red message displayed on ND	Refer to Item 34-40-07 Predictive Windshear Detection System (if installed)
If any WXR red message displayed on ND	Refer to Item 34-40-06 Weather Radar System

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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ECAM Alert: NAV RA DEGRADED

Ident.: ME-34-00010321.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
During the previous flight, both RAs disagreed. If the RA 1(2) is confirmed faulty by troubleshooting, the radio altimeter 1(2) must be considered inoperative.	<i>Refer to Item 34-40-04 Radio Altimeter System</i>

ECAM Alert: NAV RA 1(2) FAULT

Ident.: ME-34-00008174.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 34-40-04 Radio Altimeter System</i>

ECAM Alert: NAV TCAS FAULT

Ident.: ME-34-00008175.0001001 / 22 MAY 24

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 34-40-05 Traffic Collision Avoidance System (TCAS)</i>

ECAM Alert: NAV TCAS STANDBY

Ident.: ME-34-00010322.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	Not related to MEL

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 34 - NAVIGATION
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ECAM Alert: **OVERSPEED**

Ident.: ME-34-00008176.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 36 - PNEUMATIC
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ECAM Alert: AIR APU BLEED FAULT

Ident.: ME-36-00008236.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 36-12-02 APU Bleed Valve</i>

ECAM Alert: AIR APU BLEED LEAK

Ident.: ME-36-00008238.0001001 / 19 MAY 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 36-09-01 AIR APU BLEED LEAK Alert</i>

ECAM Alert: AIR APU LEAK DET FAULT

Ident.: ME-36-00016163.0001001 / 12 NOV 20

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	<i>Refer to Item 36-22-03 APU Leak Detection Loop</i>

ECAM Alert: AIR BLEED 1(2) OFF

Ident.: ME-36-00008244.0001001 / 18 JUL 12

Applicable to: ALL

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

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ENTRIES
36 - PNEUMATIC
ECAM Alert: AIR ENG 1(2) HP VALVE FAULT

Ident.: ME-36-00008251.0001001 / 19 MAY 21

 Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-11-07 Engine Bleed HP Valve

ECAM Alert: AIR ENG 1(2) BLEED ABNORM PR

Ident.: ME-36-00008246.0001001 / 18 JUL 12

 Applicable to: **ALL**

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

ECAM Alert: AIR ENG 1(2) BLEED FAULT

Ident.: ME-36-00008247.0001001 / 19 NOV 19

 Applicable to: **AP-BLA, AP-BMX**

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Engine Bleed HP Valve is failed open	Refer to Item 36-11-07B Engine Bleed HP Valve
In the other cases	Refer to Item 36-11-01 Engine Bleed Air Supply System

ECAM Alert: AIR ENG 1(2) BLEED FAULT

Ident.: ME-36-00008247.0002001 / 13 MAY 20

 Applicable to: **AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON**

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Engine Bleed HP Valve is failed open	Refer to Item 36-11-07B Engine Bleed HP Valve
If the associated BLEED NOT CLOSED subtitle is displayed	Refer to Item 36-11-02 Engine Bleed Valve (PRV)

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AIRCRAFT STATUS	CONDITION OF DISPATCH
In the other cases	Refer to Item 36-11-01 Engine Bleed Air Supply System

ECAM Alert: <u>AIR</u> ENG 1(2) BLEED HI TEMP
--

Ident.: ME-36-00014305.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure.

ECAM Alert: <u>AIR</u> ENG 1(2) BLEED LEAK

Ident.: ME-36-00008248.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 36-22-01 Pylon Leak Detection System

ECAM Alert: <u>AIR</u> ENG 1(2)(1+2) BLEED LO TEMP

Ident.: ME-36-00008245.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-11-04 Engine Bleed Fan Air Valve



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ECAM Alert: AIR ENG 1(2) BLEED NOT CLSD

Ident.: ME-36-00008249.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-11-02 Engine Bleed Valve (PRV)

ECAM Alert: AIR ENG 1(2) LEAK DET FAULT

Ident.: ME-36-00008250.0001001 / 18 JUL 12

Applicable to: **AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-22-01 Pylon Leak Detection System

ECAM Alert: AIR ENG 1+2 BLEED FAULT

Ident.: ME-36-00016088.0001001 / 27 NOV 15

Applicable to: **AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR L(R) WING LEAK

Ident.: ME-36-00008252.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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--	---

ECAM Alert: AIR L(R) WNG LEAK DET FAULT

Ident.: ME-36-00008253.0001001 / 29 SEP 15

Applicable to: ALL

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

ECAM Alert: AIR X BLEED FAULT

Ident.: ME-36-00008254.0001001 / 04 NOV 14

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the automatic control of the crossbleed valve is affected	<i>Refer to Item 36-12-04 Automatic Control of the X Bleed Valve</i>
If the manual control of the crossbleed valve is affected	<i>Refer to Item 36-12-05 Manual Control of the X Bleed Valve</i>

ECAM Alert: BLEED MONITORING FAULT

Ident.: ME-36-00008255.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: BLEED MONIT SYS 1(2) FAULT

Ident.: ME-36-00008256.0001001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

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

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--	---

*ECAM Alert: **DATA LINK** ATC FAULT* 

Ident.: ME-46-00008259.0005001 / 21 NOV 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 46-21-04 ATC Datalink (If Installed)

*ECAM Alert: **DATA LINK** ATSU FAULT*

Ident.: ME-46-00008257.0005001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)

*ECAM Alert: **DATA LINK** COMPANY FAULT*

Ident.: ME-46-00008258.0005001 / 21 NOV 17

Applicable to: ALL

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

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---	--

ECAM Alert: **FUEL** INERTING SYS FAULT

Ident.: ME-47-00014410.0002001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 47-10-01 Fuel Tank Inerting System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 49 - AIRBORNE AUXILIARY POWER
--	--

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

Ident.: ME-49-00008260.0001001 / 18 JUL 12
Applicable to: ALL

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

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ENTRIES 52 - DOORS
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ECAM Alert: DOOR FWD(AFT)(BULK) CARGO

Ident.: ME-52-00008261.0001001 / 31 JAN 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 52-07-05 Cargo Door Indication on the DOOR/OXY SD page</i>

ECAM Alert: DOOR L(R) AFT CABIN

Ident.: ME-52-00008264.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page</i>

ECAM Alert: DOOR L(R) AFT EMER EXIT

Ident.: ME-52-00008266.0002001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page</i>

ECAM Alert: DOOR L(R)(FWD)(AFT) AVIONICS

Ident.: ME-52-00008263.0001001 / 18 AUG 21

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

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52 - DOORS
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AIRCRAFT STATUS	CONDITION OF DISPATCH
False alert	Refer to Item 52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page

ECAM Alert: DOOR L(R) FWD CABIN

Ident.: ME-52-00008265.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page

ECAM Alert: DOOR L(R) FWD EMER EXIT

Ident.: ME-52-00008267.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page

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--	--

ECAM Alert: ENG ALL ENGINES FAILURE

Ident.: ME-70-00016089.0001001 / 27 NOV 15

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG COMPRESSOR VANE

Ident.: ME-70-00008404.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG DUAL FAILURE

Ident.: ME-70-00008406.0001001 / 18 JUL 12

Applicable to: AP-BLA, AP-BMX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG THR LEVERS NOT SET

Ident.: ME-70-00008408.0004001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ENG REV SET

Ident.: ME-70-00008409.0003001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

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

Ident.: ME-70-00014248.0003001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure

*ECAM Alert: **ENG THRUST LOCKED***

Ident.: ME-70-00008411.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

*ECAM Alert: **ENG TYPE DISAGREE***

Ident.: ME-70-00008415.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ENG VIB SYS FAULT***

Ident.: ME-70-00008416.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page or Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page

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ECAM Alert: ENG 1(2) BLEED STATUS FAULT

Ident.: ME-70-00008302.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If this alert is displayed on the EWD before the first engine start, check that no amber cross is displayed on the <u>ENG</u> SD page for OIL TEMP indication of the affected engine. If an amber cross is displayed, the associated EIU may be the cause of the failure (associated engine start not possible).	Apply ECAM procedure.

ECAM Alert: ENG 1(2) COMPRESSOR VANE

Ident.: ME-70-00008303.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1+2 COMPRESSOR VANE

Ident.: ME-70-00019348.0004001 / 14 JUN 16

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) CTL VALVE FAULT

Ident.: ME-70-00008305.0003001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



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*ECAM Alert: **ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY***

Ident.: ME-70-00008311.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-70-00008308.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-70-00008313.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-70-00008315.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-70-00008317.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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ECAM Alert: ENG 1(2) FADEC HI TEMP

Ident.: ME-70-00008319.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FAIL

Ident.: ME-70-00008321.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) FUEL CTL FAULT

Ident.: ME-70-00008323.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FUEL FILTER CLOG

Ident.: ME-70-00008325.0001001 / 18 JUL 12

Applicable to: ALL

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



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ECAM Alert: ENG 1(2) FUEL RETURN VALVE

Ident.: ME-70-00008329.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 73-10-01 Fuel Return Valve

ECAM Alert: ENG 1(2) HP FUEL VALVE

Ident.: ME-70-00008335.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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

Ident.: ME-70-00008337.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to Item 74-31-01 Ignition System A or Refer to Item 74-31-02 Ignition System B
False alert	Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert

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

Ident.: ME-70-00008339.0001001 / 18 JUL 12

Applicable to: **ALL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert

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*ECAM Alert: **ENG 1(2) LOW N1***

Ident.: ME-70-00008342.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ENG 1(2) N1(N2)(EGT) OVER LIMIT***

Ident.: ME-70-00008343.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

*ECAM Alert: **ENG 1(2) OIL FILTER CLOG***

Ident.: ME-70-00008346.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 79-09-02 ENG 1(2) OIL FILTER CLOG Alert

*ECAM Alert: **ENG 1(2) OIL HI TEMP***

Ident.: ME-70-00008348.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ENG 1(2) OIL LO PR***

Ident.: ME-70-00008350.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

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AIRCRAFT STATUS	CONDITION OF DISPATCH
False alert	Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

ECAM Alert: ENG 1(2) ONE TLA FAULT

Ident.: ME-70-00008353.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ENG 1(2) OVSPD PROT FAULT

Ident.: ME-70-00008355.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) PROBES FAULT

Ident.: ME-70-00008358.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REV INHIBITED

Ident.: ME-70-00008360.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 78-30-01 Thrust Reverser

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ECAM Alert: ENG 1(2) REV ISOL FAULT

Ident.: ME-70-00008361.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ENG 1(2) REV PRESSURIZED

Ident.: ME-70-00008367.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REV SWITCH FAULT

Ident.: ME-70-00008369.0001001 / 18 JUL 12

Applicable to: ALL

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

ECAM Alert: ENG 1(2) REVERSE UNLOCKED

Ident.: ME-70-00008370.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REVERSER FAULT

Ident.: ME-70-00008372.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 78-30-01 Thrust Reverser

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ECAM Alert: ENG 1(2) SENSOR FAULT

Ident.: ME-70-00008374.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) SHUT DOWN

Ident.: ME-70-00008376.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) STALL

Ident.: ME-70-00008378.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) START FAULT

Ident.: ME-70-00008379.0001001 / 03 MAY 17

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.
NIL	Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - General

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

Ident.: ME-70-00008381.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 80-11-01 Start Valve

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

Ident.: ME-70-00008387.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

*ECAM Alert: **ENG 1(2) THR LEVER DISAGREE***

Ident.: ME-70-00008389.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **ENG 1(2) THR LEVER FAULT***

Ident.: ME-70-00008391.0001001 / 18 JUL 12

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

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MEL ITEMS

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Localization Title	Toc Index	ID	Reason
MI-PLP-TOC Cabin Seats		1	Documentation update: Deletion of "Passenger Seat Armrest (00021856.9001002)".
MI-PLP-TOC Indications on the System Display (SD)		2	Documentation update: Deletion of "Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD (00007850.0002001)".
			Documentation update: Deletion of "Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD (00007850.0003001)".
			Documentation update: Deletion of "Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD (00007850.0004001)".
MI-PLP-TOC Indications on the EWD		3	Documentation update: Deletion of "Fuel Flow Indication on the EWD (00008666.0001001)".
			Documentation update: Deletion of "Fuel Flow Indication on the EWD (00008666.0002001)".
MI-00-01 MEL Approval reference	A	1	29 July 2025 : Modification of content of the element 00010655.9001002
			07 November 2025 : Modification of content of the element 00010655.9001002
			11 December 2025 : Modification of content of the element 00010655.9001002
MI-22-81-02 22-81-02-05 LS pb	E	1	26 March 2025 : Modification of content of the element 00007564.0002001
MI-23-73-05 23-73-05-03 Galley Loudspeaker	C	1	09 December 2025 : Modification of content of the element 00028261.0001001
			Documentation update: Addition of "Galley Loudspeaker" documentary unit
MI-23-73-05 23-73-05-03 Galley Loudspeaker	C	1	09 December 2025 : Modification of content of the element 00028261.0001001
			Documentation update: Addition of "Galley Loudspeaker" documentary unit
MI-24-23 24-23-01 AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor)	A	1	Correction of the note: "Auxiliary Power Control function" is replaced by "Ground Power Control function".
MI-25-20 25-20-05 Passenger Seat Armrest	E	2	Documentation update: Deletion of information.
			10 November 2025 : Modification of content of the element 00021856.0001001
MI-25-20 25-20-05 Passenger Seat Armrest	E	3	Wording enhancement of the dispatch condition 25-20-05A.

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Localization Title	Toc Index	ID	Reason
MI-25-20 25-20-05 Passenger Seat Armrest	E	4	Addition of an operational procedure in order to clarify which seat(s) must be considered inoperative when the armrest is missing. The dispatch condition 25-20-05B is modified by removing provisos 1 and 3. The reason is that an inoperative armrest does not restrict access to the main aisle or block a cabin overwing exit. The dispatch conditions 25-20-05C and 25-20-05E are deleted. The requirement from the dispatch condition 25-20-05E is merged with the dispatch condition 25-20-05B.
MI-25-20 25-20-05 Passenger Seat Armrest	E	5	10 November 2025 : Modification of content of the element 00021856.9001002
MI-25-20 25-20-05 Passenger Seat Armrest	E	5	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Passenger Seat Armrest" documentary unit
MI-25-20 25-20-05 Passenger Seat Armrest	E	6	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Passenger Seat Armrest" documentary unit
MI-28-01-01 28-01-01-07 CTR TK MODE SEL pb-sw FAULT light	I	1	Correction of the name of the pb-sw from "FUEL MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
MI-28-01-01 28-01-01-07 CTR TK MODE SEL pb-sw FAULT light	I	2	Correction of the name of the pb-sw from "FUEL MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
MI-34-05 34-05-10 Radio Nav aids Indications on the PFD	J	1	26 March 2025 : Modification of content of the element 00021863.0001001
MI-34-06 34-06-06 Radio Nav aids Indications on the ND	F	1	26 March 2025 : Modification of content of the element 00008725.0001001
MI-34-06 34-06-06 Radio Nav aids Indications on the ND	F	2	26 March 2025 : Modification of content of the element 00008725.0002001
MI-34-50 34-50-10 ADS-B OUT Function	H	1	09 December 2025 : Modification of content of the element 00015320.0001001
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	4	19 November 2025 : Modification of content of the element 00021903.9001002
MI-35-30	C	4	Effectivity update: The information now also applies to AP-BLY, AP-BLZ.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS
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Continued from the previous page

Localization Title	Toc Index	ID	Reason
35-30-03 Cabin Crew Portable Protective Breathing Equipment			Documentation update: Addition of "Cabin Crew Portable Protective Breathing Equipment" documentary unit
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	5	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Cabin Crew Portable Protective Breathing Equipment" documentary unit
MI-25-20 25-20-05 Passenger Seat Armrest	E	1	Effectivity update: The information no longer applies to all ACN.
MI-25-20 25-20-05 Passenger Seat Armrest	E	5	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Passenger Seat Armrest" documentary unit
MI-25-20 25-20-05 Passenger Seat Armrest	E	6	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Passenger Seat Armrest" documentary unit
MI-28-07-05 28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD page	A	1	Effectivity update: The information now applies to all ACN.
MI-31-07 31-07-02 Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD	C	1	Effectivity update: The information now also applies to AP-BLB, AP-BLC.
MI-35-30 35-30-02 Flight Crew Portable Protective Breathing Equipment	B	1	Effectivity update: The information no longer applies to AP-BLY, AP-BLZ.
MI-35-30 35-30-02 Flight Crew Portable Protective Breathing Equipment	B	2	Effectivity update: The information now also applies to AP-BLZ, AP-BLY.
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	3	Effectivity update: The information no longer applies to all ACN.
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	4	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Cabin Crew Portable Protective Breathing Equipment" documentary unit
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	5	Effectivity update: The information now also applies to AP-BLY, AP-BLZ. Documentation update: Addition of "Cabin Crew Portable Protective Breathing Equipment" documentary unit
MI-73-08	A	1	Effectivity update: The information now applies to all ACN.

Continued on the following page

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS
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Continued from the previous page

Localization Title	Toc Index	ID	Reason
73-08-01 Fuel Flow Indication on the EWD			

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-01 - Approval Reference
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MEL APPROVAL REFERENCE

Ident.: MI-00-01-00010655.9001002 / 20 OCT 25

Applicable to: ALL

1

APPROVAL REFERENCE
APPROVED BY: PAKISTAN CIVIL AVIATION AUTHORITY
Approval date:

Reason for issue: AIRBUS MMEL DATED 20 AUG 2025.

Applicable to: A320 aircraft mentioned in aircraft allocation table

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-01 - Approval Reference
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M	Localization	T	DU Title	DU identification	DU date
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No bulletin found

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-02 - Introduction to the MEL
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INTRODUCTION TO THE MEL

Ident.: MI-00-02-00012616.0001001 / 27 JUL 16

Applicable to: ALL

The Minimum Equipment List (MEL) is based on the Master Minimum Equipment List (MMEL). PIAC's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The MEL shall not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement.

The MEL is intended to permit operation with inoperative items of system, function, or equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operational procedures, and other restrictions are necessary in the MEL to ensure that an acceptable level of safety is maintained.

The MEL takes into consideration the PIAC's particular aircraft equipment, configuration and operational conditions, routes being flown, and requirements set by the appropriate Authority. When an item is discovered to be inoperative, it is reported by making an entry in the technical logbook. The item is then either rectified or may be deferred per the MEL before further operation. MEL conditions and limitations do not relieve PIAC from determining that the aircraft is in a fit condition for safe operation with items inoperative.

The provisions of the MEL are applicable until the aircraft commences the flight. Any decision to continue a flight following a failure or unserviceability which becomes apparent after the commencement of a flight must be subject to pilot judgment and good airmanship. The PIC may continue to make reference to and use the MEL as appropriate.

By approval of the MEL, the Authority permits dispatch of the aircraft for revenue, ferry, or training flights with certain items inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of the function to another operating system, or by reference to other instruments or system providing the required information.

PIAC is to establish a controlled and sound repair programme including the parts, personnel, facilities, procedures, and schedules to ensure timely repair. This programme should identify the actions required for Maintenance discrepancy messages.

MEL ITEMS

00 - PREAMBLE

00-02 - Introduction to the MEL

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CRITERIA FOR DISPATCH

Ident.: MI-00-03-00012617.0001001 / 27 JUL 16

Applicable to: ALL

The decision of the PIC of the flight to have inoperative items corrected before the flight will take precedence over the provisions contained in the MEL. The PIC may request requirements above the minimum listed, whenever in his judgment such added equipment is essential to the safety of a particular flight under the special condition prevailing at the time.

The MEL cannot take into account all multiple unserviceabilities. Therefore, before dispatching an aircraft with multiple MEL items inoperative, it must be assured that any interface or inter-relationship between inoperative items will not result in a degradation in the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems, that good judgment, based on the circumstances of the case, including climatic and en-route conditions, must be used.

MEL ITEMS

00 - PREAMBLE

00-03 - Criteria for Dispatch

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-04 - Maintenance Action
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MAINTENANCE ACTION

Ident.: MI-00-04-00012619.0001001 / 27 JUL 16

Applicable to: ALL

Every effort shall be made by the maintenance to correct all technical defects as early as practicable and that the aircraft be released from a maintenance station in fully operational condition. The PIC must be informed by the maintenance as soon as practicable, should it be impossible to rectify the inoperative item before the dispatch.

Whenever an aircraft is released by the maintenance for dispatch with items inoperative, the following is required:

- The technical logbook aboard the aircraft must contain a detailed description of the inoperative item(s), special advice to the flight crew, if necessary, and information about corrective action taken.
- When they are accessible to the crew in flight, the control(s), and/or indicator(s) related to inoperative system(s), function(s) or component(s) must be clearly placarded.

Note:

1. *To the extent practical, placards should be located adjacent to the control or indicator for the item affected. However, unless otherwise specified, placard wording and location would be determined by PIAC.*
2. *If inadvertent operation could produce a hazard, such equipment must be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.*
3. *The relevant Operational Procedures are contained in the MEL.*
4. *The relevant Maintenance Procedures are contained in the Aircraft Maintenance Manual.*

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-05 - Repair Interval
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REPAIR INTERVAL

Ident.: MI-00-05-00012620.0001001 / 27 JUL 16

Applicable to: ALL

Inoperative items, deferred in accordance with the MEL, must be rectified at or before the expiration of the repair interval that is established by the following letter designators given in the "Repair Interval" column.

- | | |
|-------------------|---|
| Repair Interval A | : No standard interval is specified, however, items in this category shall be rectified in accordance with the dispatch conditions stated in the MEL.
Where a time period is specified in calendar days, it shall start at 00:01 on the calendar day following the day of discovery.
Where a time period is specified in number of flights or flight hours, it shall start at the beginning of the first flight following the discovery of the failure. |
| Repair Interval B | : Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.
For example, if it were recorded at 13:00 on January 26th, the 3-day interval begins at 00:01 on January 27th and ends at 23:59 on January 29th. |
| Repair Interval C | : Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.
For example, if it were recorded at 13:00 on January 26th, the 10-day interval begins at 00:01 on January 27th and ends at 23:59 on February 5th. |
| Repair Interval D | : Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery. |

MEL ITEMS

00 - PREAMBLE

00-05 - Repair Interval

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-06 - Repair Interval Extension
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REPAIR INTERVAL EXTENSION

Ident.: MI-00-06-00012621.0001001 / 23 MAY 24
Applicable to: ALL

Repair Interval Extension may only be granted by regulatory Authority i.e Pakistan Civil Aviation Authority. For this extension approval, PIA Engineering and Maintenance approach to PCAA as per procedure mentioned in their document.

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MEL ITEMS

00 - PREAMBLE

00-06 - Repair Interval Extension

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-07 - Definitions
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DEFINITIONS

Ident.: MI-00-07-00012622.0001001 / 23 MAY 24

Applicable to: ALL

- Calendar day** : Is a 24-hour period from 00:00:01 to 23:59:59 based on UTC.
- Centralized Fault Display System (CFDS)** : It identifies the faulty system for maintenance purpose and is not required for dispatch of the aircraft.
- Commencement of flight** : Means the point when an aircraft begins to move under its own power for the purpose of preparing for takeoff.
- Considered inoperative** : The listed item of equipment must be treated as inoperative. For example, MEL item 36-11-05 Bleed Air Precooler indicates that associated bleed air supply system is considered inoperative and therefore MEL item 36-11-01 Bleed Air Supply System must be applied. Therefore, the “considered inoperative” MEL item must also be entered and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any. The “considered inoperative” item shall not be used or operated until the original deferred item is repaired. The shorter rectification interval between the initial inoperative item and the “considered inoperative” item shall be applied.
- ... provided that system X is not used** : Crew members should not activate, actuate, or otherwise utilise the system X under normal operations. It is not necessary for PIA to accomplish the (m) procedure associated with the system X item. However, operations-related provisions, (o) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the system that is not used to inform crew members that the system is not to be used under normal operations.
- Daylight operations** : Period between the beginning of the morning civil twilight and the end of the evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate Authority.
- Extended overwater flight** : A flight where the aeroplane is operated over water at a distance away from land greater than 400 nautical miles.

Flammable or combustible material	:	Material which is capable of catching fire and burning (baggages, livestock, ...). Where loading of flammable or combustible material is prohibited, no material may be loaded except the following: 1. Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material 2. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.) 3. In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods). <u>Note:</u> If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability.
Flight	:	For the purpose of an MEL, one "flight" is defined as the period of time that begins the moment at which an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends when the aircraft lands and comes to a complete stop in its parking area.
Flight Hours	:	For the purpose of an MEL, the Flight Hours (FHs) are to be counted based on the definition of a Flight, i.e. the period of time that begins the moment at which an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends when the aircraft lands and comes to a complete stop in its parking area. <u>Note:</u> Flight hours as here defined are synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.
Icing Conditions	:	Refer to AFM/LIM-GEN Icing Conditions Definition.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-07 - Definitions
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Inoperative	: The listed item of equipment is unserviceable or malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances. Some systems have been designed to be fault tolerant and are monitored by digital computers which transmit fault messages to the CFDS. The presence of this category of fault messages does not mean that the system is inoperative.
... provided that system X is operative	: The system X must not be reported to be inoperative in the logbook.
... provided that system X is checked operative	: The system X must be checked and confirmed operative via either an (o) and/or an (m) procedure.
Polar area	: The polar area corresponds to the entire area north of 78 ° N latitude and the entire area south of 60 ° S latitude.
Remote areas	: Areas in which search and rescue would be especially difficult. The expression "areas in which search and rescue would be especially difficult" should be interpreted, in this context, as meaning: 1. Areas so designated by the Authority responsible for managing search and rescue, or 2. Areas that are largely uninhabited and where: - The Authority referred to in 1 has not published any information to confirm whether search and rescue would be or would not be specially difficult, and - The Authority referred to in 1 does not, as a matter of policy, designate areas as being especially difficult for search and rescue.
Required cabin attendant seat	: A seat in the aeroplane cabin which meets the following conditions: - Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual, and - This seat is a part of the station to which a qualified cabin crew member is to be assigned for the flight, and - The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.
VMC (Visual Meteorological Conditions)	: Means that the atmospheric environment would allow a flight to proceed under the Visual Flight Rules (VFR) and that the flight is conducted during the period from sunrise to sunset. This does not preclude operating under Instrument Flight Rules (IFR).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 00 - PREAMBLE 00-08 - ECAM and MAINTENANCE STATUS
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ECAM AND MAINTENANCE STATUS

Ident.: MI-00-08-00012623.0017001 / 31 OCT 14

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX

ECAM

The A320 Family aircraft is equipped with the Electronic Centralized Aircraft Monitoring (ECAM) which provides different levels of aircraft systems monitoring messages:

- ECAM warning
- ECAM advisory
- ECAM caution
- ECAM memo.

ECAM warning and ECAM caution messages are listed in the "MMEL Entries" section.

ECAM advisory and ECAM memo messages are not listed in the "MMEL Entries" section.

HANDLING OF MAINTENANCE MESSAGES ON THE STATUS SD page

At the beginning of each ATA chapter of the "MMEL Item" section, the related MAINTENANCE messages which may be displayed on the STATUS SD page are listed in the Sub-Chapter "00" with the associated dispatch status.

A MAINTENANCE message indicates the presence of a category of failure which can only be identified by interrogation of the CFDS.

Operator must implement procedures to manage the MAINTENANCE messages and associated CFDS messages, to handle fault recording and repair within the repair interval C (10 days).

All MAINTENANCE messages have a repair interval C except the following messages: DAR, DMU or ACMS, QAR and ICE DETECT  which have a repair interval D.

Dispatch with MAINTENANCE messages displayed on the STATUS SD page is permitted without condition except for the following message:

- AIR BLEED: *Refer to Item 36-00-01 AIR BLEED MAINTENANCE Message.*

It is left to Operator to define the role devoted to flight crew and/or maintenance personnel in these procedures.

ECAM AND MAINTENANCE STATUS

Ident.: MI-00-08-00012623.0018001 / 16 MAY 23

Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

ECAM

The A320 Family aircraft is equipped with the Electronic Centralized Aircraft Monitoring (ECAM) which provides different levels of aircraft systems monitoring messages:

MEL ITEMS**00 - PREAMBLE**

00-08 - ECAM and MAINTENANCE STATUS

- ECAM warning
- ECAM advisory
- ECAM caution
- ECAM memo.

ECAM warning and ECAM caution messages are listed in the "MMEL Entries" section.

ECAM advisory and ECAM memo messages are not listed in the "MMEL Entries".

HANDLING OF MAINTENANCE MESSAGES ON THE STATUS SD page

At the beginning of each ATA chapter of the "MMEL Item" section, the related MAINTENANCE messages which may be displayed on the STATUS SD page are listed in the Sub-Chapter "00" with the associated dispatch status.

A MAINTENANCE message indicates the presence of a category of failure which can only be identified by interrogation of the CFDS.

Operator must implement procedures to manage the MAINTENANCE messages and associated CFDS messages, to handle fault recording and repair within the repair interval C (10 days).

All MAINTENANCE messages have a repair interval C except the following messages: DAR, DMU or ACMS, QAR, AOIP DATA  and ICE DETECT  which have a repair interval D.

Dispatch with MAINTENANCE messages displayed on the STATUS SD page is permitted without condition.

It is left to Operator to define the role devoted to flight crew and/or maintenance personnel in these procedures.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-00 - MAINTENANCE Messages on the STATUS SD page
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21-00-01	PACK 1(2) MAINTENANCE Message
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Ident.: MI-21-00-00007458.0001001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

21-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

PACK 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

21-00-02	ZONE CONT MAINTENANCE Message
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Ident.: MI-21-00-00007459.0002001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

21-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

ZONE CONT MAINTENANCE message may be displayed on the STATUS SD page.

21-00-03	AFT CRG HEAT MAINTENANCE Message
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Ident.: MI-21-00-00007460.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

21-00-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

AFT CRG HEAT MAINTENANCE message may be displayed on the STATUS SD page.

 PAKISTAN International Airlines One Pakistan Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-00 - MAINTENANCE Messages on the STATUS SD page
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21-00-04	TEMP CTL 1(2) <u>MAINTENANCE</u> Message
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Ident.: MI-21-00-00007461.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

21-00-04A

Repair interval	Nbr installed	Nbr required	Placard
C	-	-	No

TEMP CTL 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-01 - Overhead Panels 21-01-01 - AIR COND Overhead Panel
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21-01-01-01	PACK pb-sw FAULT light
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Ident.: MI-21-01-01-00007462.0001001 / 22 MAR 10

Applicable to: ALL

21-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

21-01-01-02	PACK pb-sw OFF light
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Ident.: MI-21-01-01-00007463.0001001 / 22 MAR 10

Applicable to: ALL

21-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

21-01-01-03	HOT AIR pb-sw FAULT light
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Ident.: MI-21-01-01-00007464.0001001 / 22 MAR 10

Applicable to: ALL

21-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that all zone duct temperature indications are operative on the COND SD page.

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-01 - Overhead Panels 21-01-01 - AIR COND Overhead Panel
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21-01-01-04	HOT AIR pb-sw OFF light
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Ident.: MI-21-01-01-00007465.0001001 / 22 MAR 10

Applicable to: ALL

21-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-01 - Overhead Panels 21-01-02 - CABIN PRESS Overhead Panel
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21-01-02-01	CABIN PRESS MODE SEL pb-sw FAULT light
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Ident.: MI-21-01-02-00007466.0001001 / 22 MAR 10

Applicable to: ALL

21-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

MEL ITEMS

21 - AIR CONDITIONING

21-01 - Overhead Panels

21-01-02 - CABIN PRESS Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-01 - Overhead Panels 21-01-03 - CARGO VENT Overhead Panel
--	---

21-01-03-01	FWD ISOL VALVE pb-sw FAULT light
--------------------	---

Ident.: MI-21-01-03-00007467.0001001 / 22 MAR 10

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

21-01-03-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

21-01-03-02	AFT ISOL VALVE pb-sw FAULT light
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Ident.: MI-21-01-03-00007468.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

21-01-03-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

MEL ITEMS

21 - AIR CONDITIONING

21-01 - Overhead Panels

21-01-03 - CARGO VENT Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-01 - Overhead Panels 21-01-04 - VENTILATION Overhead Panel
--	--

21-01-04-01	CAB FANS pb-sw OFF light
--------------------	---------------------------------

Ident.: MI-21-01-04-00007469.0001001 / 22 MAR 10

Applicable to: ALL

21-01-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

21-01-04-02	BLOWER pb-sw FAULT light
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Ident.: MI-21-01-04-00007470.0001001 / 22 MAR 10

Applicable to: ALL

21-01-04-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

21-01-04-03	BLOWER pb-sw OVRD light
--------------------	--------------------------------

Ident.: MI-21-01-04-00027867.0001001 / 22 MAY 24

Applicable to: ALL

21-01-04-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
21 - AIR CONDITIONING

21-01 - Overhead Panels

21-01-04 - VENTILATION Overhead Panel

21-01-04-03
EXTRACT pb-sw FAULT light

Ident.: MI-21-01-04-00007471.0001001 / 22 MAR 10

Applicable to: ALL
21-01-04-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

21-01-04-05
EXTRACT pb-sw OVRD light

Ident.: MI-21-01-04-00027868.0001001 / 22 MAY 24

Applicable to: ALL
21-01-04-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-07 - Indications on SD pages 21-07-01 - Indications on the BLEED SD page
--	--

21-07-01-01	Pack Outlet Temperature Indication on the <u>BLEED</u> SD page
--------------------	---

Ident.: MI-21-07-01-00007512.0001001 / 22 MAR 10

Applicable to: ALL

21-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

21-07-01-02	Pack Turbine Bypass Valve Position Indication on the <u>BLEED</u> SD page
--------------------	--

Ident.: MI-21-07-01-00007513.0001001 / 22 MAR 10

Applicable to: ALL

21-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

21-07-01-03	Pack Compressor Outlet Temperature Indication on the <u>BLEED</u> SD page
--------------------	--

Ident.: MI-21-07-01-00007514.0001001 / 22 MAR 10

Applicable to: ALL

21-07-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
21 - AIR CONDITIONING

21-07 - Indications on SD pages

21-07-01 - Indications on the BLEED SD page

21-07-01-04
Pack Flow Indication on the BLEED SD page

Ident.: MI-21-07-01-00007515.0001001 / 22 MAR 10

 Applicable to: **ALL**
21-07-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

21-07-01-05
Pack Flow Control Valve Position Indication on the BLEED SD page

Ident.: MI-21-07-01-00007516.0001001 / 22 MAR 10

 Applicable to: **ALL**
21-07-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

21-07-01-06
Emergency Ram Air Inlet Indication on the BLEED SD page

Ident.: MI-21-07-01-00007517.0001001 / 22 MAR 10

 Applicable to: **ALL**
21-07-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-07 - Indications on SD pages 21-07-02 - Indications on the CAB PRESS SD page
--	--

21-07-02-01	INLET and EXTRACT Indications on the CAB PRESS SD page
--------------------	---

Ident.: MI-21-07-02-00007518.0001001 / 22 MAY 19

Applicable to: ALL

21-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

Note: During ground operations, correct avionics ventilation should be provided.

21-07-02-02	Pressure Safety Valves Position Indication on the CAB PRESS SD page
--------------------	--

Ident.: MI-21-07-02-00007519.0001001 / 22 MAR 10

Applicable to: ALL

21-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) Pressure safety valves may be indicated open provided that both valves are visually checked closed.

_____ Reference(s) _____

(m) Refer to AMM 21-31-00-040-004

21-07-02-03	Pack 1 and 2 Indications on the CAB PRESS SD page
--------------------	--

Ident.: MI-21-07-02-00007520.0001001 / 22 MAR 10

Applicable to: ALL

21-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

21 - AIR CONDITIONING

21-07 - Indications on SD pages

21-07-02 - Indications on the CAB PRESS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-07 - Indications on SD pages 21-07-03 - Indications on the COND SD page
--	---

21-07-03-01	Indications on the <u>COND</u> SD page
--------------------	---

Ident.: MI-21-07-03-00007521.0001001 / 22 MAR 10

Applicable to: **ALL**

21-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more indications may be inoperative.

MEL ITEMS

21 - AIR CONDITIONING

21-07 - Indications on SD pages

21-07-03 - Indications on the COND SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-07 - Indications on SD pages 21-07-04 - Indications on the CRUISE SD page
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21-07-04-01	Indications on the <u>CRUISE</u> SD page
--------------------	---

Ident.: MI-21-07-04-00007522.0001001 / 22 MAR 10

Applicable to: ALL

21-07-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

Cabin and cockpit zone indications may be inoperative.

MEL ITEMS

21 - AIR CONDITIONING

21-07 - Indications on SD pages

21-07-04 - Indications on the CRUISE SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-09 - ECAM Alerts
--	---

21-09-01	<u>VENT</u> BLOWER FAULT Alert
-----------------	---------------------------------------

Ident.: MI-21-09-00007523.0001001 / 22 MAY 19

Applicable to: **ALL**

Note: During ground operations, correct avionics ventilation should be provided.

21-09-01A Blower fan operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be displayed provided that:

- 1) The blower fan is checked operative before each flight, and
- 2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.

Reference(s)

(o) Refer to OpsProc 21-09-01A VENT BLOWER FAULT Alert

(m) Refer to AMM Task 21-26-00-040-010

21-09-01B Blower fan inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be displayed provided that the avionics blower fan is considered inoperative.

Refer to Item 21-26-01 Avionics Blower Fan

21-09-02	<u>VENT</u> EXTRACT FAULT Alert
-----------------	--

Ident.: MI-21-09-00007524.0001001 / 22 MAY 19

Applicable to: **ALL**

Note: During ground operations, correct avionics ventilation should be provided.

Continued on the following page

Continued from the previous page
21-09-02A Extract fan operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be displayed provided that:

- 1) The extract fan is checked operative before each flight, and
- 2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.

_____ Reference(s) _____

(o) Refer to OpsProc 21-09-02A VENT EXTRACT FAULT Alert

(m) Refer to AMM Task 21-26-00-040-011

21-09-02B Extract fan inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be displayed provided that the avionics extract fan is considered inoperative.

Refer to Item 21-26-02 Avionics Extract Fan

21-09-03	CAB PR SAFETY VALVE OPEN Alert
-----------------	---------------------------------------

Ident.: MI-21-09-00007525.0001001 / 22 MAR 10

Applicable to: ALL

21-09-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be displayed provided that both safety valves are visually checked closed.

_____ Reference(s) _____

(m) Refer to AMM 21-31-00-040-005

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-21 - Air Distribution and Recirculation
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21-21-01	Cabin Fan
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Ident.: MI-21-21-00007472.0001001 / 22 MAY 19

Applicable to: ALL

21-21-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative.

Note: Apply the operational procedure only in the case of continuous operation of the affected cabin fan, or in the case of "burning smell" associated with the inoperative cabin fan.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-21-01A Cabin Fan

MEL ITEMS

21 - AIR CONDITIONING

21-21 - Air Distribution and Recirculation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-23 - Lavatory and Galley Ventilation
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21-23-01	Lavatory and Galley Extraction Fan
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Ident.: MI-21-23-00007473.0002001 / 22 MAY 19

Applicable to: ALL

21-23-01B

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that all duct temperatures indications for the cabin are operative on the COND SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-23-01B Lavatory and Galley Extraction Fan*

MEL ITEMS

21 - AIR CONDITIONING

21-23 - Lavatory and Galley Ventilation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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21-26-01	Avionics Blower Fan
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Ident.: MI-21-26-00007474.0001001 / 22 MAY 19

Applicable to: ALL

Note: During ground operation, correct avionics ventilation should be provided.

21-26-01A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The BLOWER pb-sw is set to OVRD, and
 - 2) Both air conditioning packs are operative, and
 - 3) The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

- (o) Refer to OpsProc 21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)

21-26-01B Air conditioning inlet valve checked open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) (m) May be inoperative provided that:
- 1) The BLOWER pb-sw is set to OVRD, and
 - 2) Both air conditioning packs are operative, and
 - 3) The air conditioning inlet valve is checked open before each flight.

Reference(s)

- (o) Refer to OpsProc 21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)

- (m) Refer to AMM Task 21-26-00-040-006

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING
21-26 - Avionics Equipment Ventilation
Continued from the previous page
21-26-01C Avionics ventilation system checked

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) The BLOWER pb-sw is set to OVRD, and
- 2) Both air conditioning packs are operative, and
- 3) The air conditioning inlet valve is secured in the open position, and
- 4) The avionics ventilation system is checked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight)*

(m) *Refer to AMM Task 21-26-00-040-013*

21-26-02
Avionics Extract Fan

Ident.: MI-21-26-00007475.0001001 / 22 MAY 19

Applicable to: ALL

Note: During ground operation, correct avionics ventilation should be provided.

21-26-02A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) The blower fan is operative, and
- 2) The EXTRACT pb-sw is set to OVRD, and
- 3) Both air conditioning packs are operative, and
- 4) The VENT AVNCS SYS FAULT alert is not displayed.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Continued from the previous page

21-26-02B Air conditioning inlet valve checked open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) The blower fan is operative, and
- 2) The EXTRACT pb-sw is set to OVRD, and
- 3) Both air conditioning packs are operative, and
- 4) The air conditioning inlet valve is checked open before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)*

(m) *Refer to AMM Task 21-26-00-040-007*

21-26-02C Avionics ventilation system checked

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) The blower fan is operative, and
- 2) The EXTRACT pb-sw is set to OVRD, and
- 3) Both air conditioning packs are operative, and
- 4) The air conditioning inlet valve is secured in the open position, and
- 5) The avionics ventilation system is checked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-02C Avionics Extract Fan (Avionics ventilation system checked before each flight)*

(m) *Refer to AMM Task 21-26-00-040-015*

MEL ITEMS
21 - AIR CONDITIONING
21-26 - Avionics Equipment Ventilation
21-26-03
Avionics Skin Exchanger Inlet Bypass Valve

Ident.: MI-21-26-00007476.0001001 / 22 MAY 19

Applicable to: ALL

21-26-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) The avionics skin exchanger inlet bypass valve is manually secured in the closed position, and
- 2) The avionics ventilation system is checked before each flight.

Note: During ground operations, correct avionics ventilation should be provided.

Reference(s)

(o) Refer to OpsProc 21-26-03A Avionics Skin Exchanger Inlet Bypass Valve

(m) Refer to AMM Task 21-26-00-040-001

21-26-04
Avionics Skin Air Outlet Valve

Ident.: MI-21-26-00007477.0001001 / 16 NOV 22

Applicable to: ALL

21-26-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) The internal flap is manually secured in the open position, and
- 2) The skin air outlet valve is displayed in a partially open position amber or green on the CAB PRESS SD page, and
- 3) Both air conditioning packs are operative, and
- 4) The skin exchanger isolation valve is secured in the open position, and
- 5) The avionics ventilation system is checked before each flight, and
- 6) The avionics smoke detection system is checked operative before each flight.

Note: During ground operations, correct avionics ventilation should be provided.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 21-26-04A Avionics Skin Air Outlet Valve
(m) Refer to AMM Task 21-26-00-040-002

21-26-05	Avionics Skin Air Inlet Valve
Ident.: MI-21-26-00007478.0001001 / 22 MAY 19 Applicable to: ALL	

Note: During ground operations, correct avionics ventilation should be provided.

21-26-05A Air Conditioning Inlet Valve open on ground

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) (m) May be inoperative provided that:
- 1) The avionics skin air inlet valve is manually secured in the closed position, and
 - 2) The air conditioning inlet valve is open on ground, and
 - 3) The avionics ventilation system is checked before each flight.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground)
(m) Refer to AMM Task 21-26-00-040-004

21-26-05B Air Conditioning Inlet Valve Secured Open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) (m) May be inoperative provided that:
- 1) The avionics skin air inlet valve is manually secured in the closed position, and
 - 2) The air conditioning inlet valve is secured in the open position, and
 - 3) The avionics ventilation system is checked before each flight.

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING
21-26 - Avionics Equipment Ventilation
Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position)
- (m) Refer to AMM Task 21-26-00-040-014

21-26-06
Avionics Skin Exchanger Isolation Valve

Ident.: MI-21-26-00007479.0001001 / 22 MAY 19

Applicable to: ALL

Note: During ground operations, correct avionics ventilation should be provided.

21-26-06A Valve inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o)(m) May be inoperative in the open position provided that the avionics ventilation system is checked before each flight.

Reference(s)

- (o) Refer to OpsProc 21-26-06A Avionics Skin Exchanger Isolation Valve
- (m) Refer to AMM Task 21-26-00-040-008

21-26-06B Valve secured open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o)(m) May be inoperative provided that:

- The avionics skin exchanger isolation valve is secured in the open position, and
Note: If the valve cannot be secured in the open position, it can be interchanged with the skin exchanger outlet bypass valve.
- The avionics ventilation system is checked before each flight.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 21-26-06B Avionics Skin Exchanger Isolation Valve
(m) Refer to AMM Task 21-26-00-040-016

21-26-07	Avionics Skin Exchanger Outlet Bypass Valve
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Ident.: MI-21-26-00007480.0001001 / 22 MAY 19

Applicable to: ALL

21-26-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

Note: During ground operations, correct avionics ventilation should be provided.

21-26-08	Avionics Air Conditioning Inlet Valve
-----------------	--

Ident.: MI-21-26-00007481.0001001 / 22 MAY 19

Applicable to: ALL

21-26-08A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be inoperative provided that:

- 1) The avionics air conditioning inlet valve is manually secured in the open position, and
- 2) Both air conditioning packs are operative, and
- 3) The avionics ventilation is checked before each flight.

Note: During ground operations, correct avionics ventilation should be provided.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-26-08A Avionics Air Conditioning Inlet Valve
(m) Refer to AMM Task 21-26-00-040-003

MEL ITEMS
21 - AIR CONDITIONING
21-26 - Avionics Equipment Ventilation
21-26-09
Avionics Ventilation Filter

Ident.: MI-21-26-00007483.0001001 / 22 MAY 19

 Applicable to: **ALL**

Note: During ground operations, correct avionics ventilation should be provided.

21-26-09A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative (clogged) provided that:
- 1) The blower and extract fans are operative, and
 - 2) The EXTRACT pb-sw is set to OVRD, and
 - 3) Both air conditioning packs are operative, and
 - 4) The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

- (o) Refer to OpsProc 21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed)

21-26-09B Valve checked open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) (m) May be inoperative (clogged) provided that:
- 1) The blower and extract fans are operative, and
 - 2) The EXTRACT pb-sw is set to OVRD, and
 - 3) Both air conditioning packs are operative, and
 - 4) The air conditioning inlet valve is checked open before each flight.

Reference(s)

- (o) Refer to OpsProc 21-26-09B Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight)
- (m) Refer to AMM Task 21-26-00-040-009

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Continued from the previous page

21-26-09C Valve secured open

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative (clogged) provided that:

- 1) The blower and extract fans are operative, and
- 2) The EXTRACT pb-sw is set to OVRD, and
- 3) Both air conditioning packs are operative, and
- 4) The air conditioning inlet valve is secured in the open position, and
- 5) The avionics ventilation system is checked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight)*

(m) *Refer to AMM Task 21-26-00-040-017*

21-26-10	Avionics Equipment Ventilation Computer (AEVC)
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Ident.: MI-21-26-00007484.0001001 / 22 MAY 19

Applicable to: ALL

21-26-10A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) Both air conditioning packs are operative, and
- 2) The BLOWER pb-sw and the EXTRACT pb-sw are set to OVRD, and
- 3) The air conditioning inlet valve and the skin air outlet valve are checked in the correct position before each flight, and
- 4) The extract fan is checked operative before each flight, and
- 5) The skin air inlet valve is secured in the closed position.

Note: *During ground operations, correct avionics ventilation should be provided.*

_____ Reference(s) _____

(o) *Refer to OpsProc 21-26-10A Avionics Equipment Ventilation Computer (AEVC)*

(m) *Refer to AMM Task 21-26-00-040-005*

MEL ITEMS

21 - AIR CONDITIONING

21-26 - Avionics Equipment Ventilation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-28 - Cargo Compartment Ventilation
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21-28-01	FWD Cargo Extraction Fan
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Ident.: MI-21-28-00007486.0001001 / 17 NOV 20

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

21-28-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) May be inoperative provided that the FWD ISOL VALVE pb-sw is set to OFF.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-28-01A FWD Cargo Extraction Fan*

21-28-02	FWD Cargo Isolation Valve
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Ident.: MI-21-28-00007487.0001001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

21-28-02A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o) One or both may be inoperative in the closed position provided that:

- 1) Both FWD cargo isolation valves are checked closed, and
- 2) FWD ISOL VALVE pb-sw FAULT light is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-28-02A FWD Cargo Isolation Valve (Valves checked closed)*

21-28-02B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o)(m) One or both may be inoperative provided that both FWD cargo isolation valves are deactivated in the closed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-28-02B FWD Cargo Isolation Valve (Valves deactivated closed)*

- (m) *Refer to AMM Task 21-28-00-040-001*

MEL ITEMS
21 - AIR CONDITIONING

21-28 - Cargo Compartment Ventilation

21-28-03
AFT Cargo Extraction Fan

Ident.: MI-21-28-00007488.0001001 / 17 NOV 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

21-28-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) May be inoperative provided that the AFT ISOL VALVE pb-sw is set to OFF.

Reference(s)

- (o) Refer to OpsProc 21-28-03A AFT Cargo Extraction Fan

21-28-04
AFT Cargo Isolation Valve

Ident.: MI-21-28-00007489.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

21-28-04A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o) One or both may be inoperative in the closed position provided that:

- Both AFT cargo isolation valves are checked closed, and
- AFT ISOL VALVE pb-sw FAULT light is checked operative.

Reference(s)

- (o) Refer to OpsProc 21-28-04A AFT Cargo Isolation Valve (Valves checked closed)

21-28-04B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o)(m) One or both may be inoperative provided that both AFT cargo isolation valves are deactivated in the closed position.

Reference(s)

- (o) Refer to OpsProc 21-28-04B AFT Cargo Isolation Valve (Valves deactivated closed)

- (m) Refer to AMM Task 21-28-00-040-002

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-31 - Pressure Control and Monitoring
--	---

21-31-01	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)
-----------------	--

Ident.: MI-21-31-00007492.0001001 / 17 NOV 20

Applicable to: ALL

21-31-01A Automatic CPC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) Automatic cabin pressure control system 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) It is deactivated, and
 - 3) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and
 - 4) The LDG ELEV selector MAN function is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-31-01A Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

21-31-01B Automatic CPC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) Automatic cabin pressure control system 2 may be inoperative provided that:
- 1) It is deactivated, and
 - 2) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and
 - 3) The LDG ELEV selector MAN function is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-31-01B Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING
21-31 - Pressure Control and Monitoring
Continued from the previous page
21-31-01C Both automatic CPCs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that:

- 1) The manual cabin pressure control system is operative, and
- 2) The flight is not pressurized.

Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization

21-31-02
**Manual Cabin Pressure Control System (MAN
V/S CTL selector, Outflow Valve MAN Channel)**

Ident.: MI-21-31-00007493.0001001 / 22 MAY 19

Applicable to: **ALL**

21-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that:

- 1) The LDG ELEV selector MAN function is operative, and
- 2) Both automatic cabin pressure control systems are checked operative before each flight.

_____ Reference(s) _____

(m) *Refer to AMM Task 21-31-00-040-002*

21-31-03
Pressure Safety Valve

Ident.: MI-21-31-00007494.0001001 / 22 MAY 19

Applicable to: **ALL**

21-31-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative in the closed position provided that:

- 1) Both automatic cabin pressure control systems are operative, and
- 2) The three outflow valve motors are checked operative.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-31 - Pressure Control and Monitoring
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Continued from the previous page

_____ Reference(s) _____

(m) Refer to AMM Task 21-31-00-040-001

21-31-04	Landing Elevation Selection AUTO Function
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Ident.: MI-21-31-00007495.0001001 / 22 MAY 19

Applicable to: ALL

21-31-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 21-31-04A Landing Elevation Selection AUTO Function

21-31-05	Landing Elevation Selection MAN Function
-----------------	---

Ident.: MI-21-31-00007496.0001001 / 22 MAY 19

Applicable to: ALL

21-31-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) The landing elevation selection AUTO function is operative, and
- 2) Both FMGCs are operative.

_____ Reference(s) _____

(o) Refer to OpsProc 21-31-05A Landing Elevation Selection MAN Function

MEL ITEMS

21 - AIR CONDITIONING

21-31 - Pressure Control and Monitoring

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-43 - Cargo Compartment Heating
--	---

21-43-01	FWD Cargo Compartment Heating
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Ident.: MI-21-43-00007497.0001001 / 17 NOV 20

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

21-43-01A Trim air valve secured closed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o)(m) All components may be inoperative provided that the associated trim air valve is secured in the closed position.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-43-01A FWD Cargo Compartment Heating (Associated trim air valve or hot air pressure regulating valve secured in the closed position)
- (m) Refer to AMM Task 21-43-00-040-001

21-43-01B HOT AIR pb-sw OFF

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) All components may be inoperative provided that:

- 1) The HOT AIR pb-sw is set to OFF, and
- 2) The hot air pressure regulating valve is checked closed on the COND SD page.

Note: Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-43-01B FWD Cargo Compartment Heating (Heating system set to OFF)

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING
21-43 - Cargo Compartment Heating
Continued from the previous page
21-43-01C Hot air pressure regulating valve secured closed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) (m) All components may be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

Note: Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-43-01C FWD Cargo Compartment Heating (Heating system set to OFF)

- (m) Refer to AMM Task 21-43-00-040-004

21-43-01D FWD ISOL VALVE pb-sw OFF

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) All components may be inoperative provided that:
- 1) The FWD ISOL VALVE pb-sw is set to OFF, and
 - 2) The FWD cargo compartment trim air valve is checked fully closed on the COND SD page .

_____ Reference(s) _____

- (o) Refer to OpsProc 21-43-01D FWD Cargo Compartment Heating (FWD cargo compartment ventilation set to OFF)

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-43 - Cargo Compartment Heating
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21-43-02	AFT Cargo Compartment Heating
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Ident.: MI-21-43-00007498.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

21-43-02A HOT AIR pb-sw OFF

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) Hot air pressure regulating valve or trim air valve may be inoperative provided that:

- 1) The HOT AIR pb-sw on the CARGO HEAT overhead panel is set to OFF, and
- 2) The operative valve is indicated closed on the COND SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF)*

21-43-02B Valves secured closed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o)(m) Hot air pressure regulating valve or trim air valve may be inoperative provided that one of these valves is secured in the closed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position)*

- (m) *Refer to AMM Task*

MEL ITEMS

21 - AIR CONDITIONING

21-43 - Cargo Compartment Heating

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-51 - Pack Flow Control
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21-51-01	Pack Flow Control Valve
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Ident.: MI-21-51-00007499.0001001 / 17 NOV 20

Applicable to: AP-BLB, AP-BLC

21-51-01A One inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The affected pack flow control valve is secured in the closed position, and
- 3) The associated air conditioning pack is considered inoperative.

Refer to Item 21-52-01 Air Conditioning Pack

_____ Reference(s) _____

(m) *Refer to AMM Task 21-51-00-040-001*

21-51-01B Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that:

- 1) The manual cabin pressure control system is operative, and
- 2) The flight is not pressurized.

Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization

21-51-02	Pack Flow Selection
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Ident.: MI-21-51-00007500.0001001 / 22 MAR 10

Applicable to: ALL

21-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-51 - Pack Flow Control
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21-51-03	Pack Flow Sensor
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Ident.: MI-21-51-00007501.0001001 / 22 MAY 19
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

21-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) One may be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 21-51-03A Pack Flow Sensor

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-52 - Air Cooling System
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21-52-01	Air Conditioning Pack
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Ident.: MI-21-52-00007502.0004001 / 17 NOV 20

Applicable to: AP-BLB, AP-BLC

21-52-01A With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The COND ZONE REGUL FAULT alert is not displayed, and
- 3) The affected PACK 1(2) pb-sw is set to OFF, and
- 4) The speedbrakes are operative, and
- 5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

Reference(s)

- (o) Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)

21-52-01B Limitation to 31 500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The flight altitude is limited to 31 500 ft (9 600 m), and
- 3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and
- 4) The affected PACK 1(2) pb-sw is set to OFF, and
- 5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

Reference(s)

- (o) Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING

21-52 - Air Cooling System

Continued from the previous page
21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:
- 1) The corresponding pack controller is operative, and
 - 2) The affected pack outlet temperature indication is operative on the BLEED SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that:

- 1) The flight is not pressurized
Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization, and
- 2) The flight is performed with no passengers on board.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-52 - Air Cooling System
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21-52-01	Air Conditioning Pack
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Ident.: MI-21-52-00007502.0010001 / 17 NOV 20

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

21-52-01D With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o)(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The following alerts:
AIR PACK 1(2) REGUL FAULT
AIR COND CTL 1(2)-A FAULT
AIR COND CTL 1(2)-B FAULT
associated with the operative pack are not displayed on the EWD, and
- 3) The affected PACK 1(2) pb-sw is set to OFF, and
- 4) The speedbrakes are operative, and
- 5) The associated pack flow control valve is secured in the closed position.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-52-01D Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

(m) *Refer to AMM Task 21-51-00-040-002*

21-52-01E Limitation to 31 500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o)(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The flight altitude is limited to 31 500 ft (9 600 m), and
- 3) The following alerts:
AIR PACK 1(2) REGUL FAULT
AIR COND CTL 1(2)-A FAULT
AIR COND CTL 1(2)-B FAULT
associated with the operative pack are not displayed on the EWD, and
- 4) The affected PACK 1(2) pb-sw is set to OFF, and
- 5) The associated pack flow control valve is secured in the closed position.

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MEL ITEMS
21 - AIR CONDITIONING
21-52 - Air Cooling System

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 21-52-01E Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)
- (m) Refer to AMM Task 21-51-00-040-002

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:
- 1) The following alerts:
AIR COND CTL 1(2)-A FAULT
AIR COND CTL 1(2)-B FAULT
 associated with the operative pack are not displayed on the EWD, and
 - 2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

- (o) Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that:

- 1) The flight is not pressurized
Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization, and
- 2) The flight is performed with no passengers on board.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-52 - Air Cooling System
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21-52-02	Air Conditioning Pack Ram Air Inlet Flap
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Ident.: MI-21-52-00007503.0002001 / 17 NOV 20

Applicable to: ALL

21-52-02A Flap deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be inoperative provided that the affected flap is deactivated in the open position.

_____ Reference(s) _____

(m) *Refer to AMM Task 21-61-00-040-002*

21-52-02B Only one inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative in the closed position provided that the associated air conditioning pack is considered inoperative.

Refer to Item 21-52-01 Air Conditioning Pack

21-52-02C Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative in the closed position provided that the flight is not pressurized.

Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization

MEL ITEMS

21 - AIR CONDITIONING

21-52 - Air Cooling System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-55 - Emergency Ram Air Inlet
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21-55-01	Emergency Ram Air Inlet
-----------------	--------------------------------

Ident.: MI-21-55-00007505.0001001 / 17 NOV 20

Applicable to: ALL

21-55-01A Ram air inlet deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) The emergency ram air inlet is deactivated in the closed position, and
- 2) Both air conditioning packs are checked operative.

_____ Reference(s) _____

(m) *Refer to AMM Task 21-55-00-040-002*

21-55-01B Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative in the open position provided that:

- 1) ETOPS and extended overwater flight is not conducted, and
- 2) The flight is not pressurized.

Refer to FCOM/PRO-NOR-SUP-MISC-E Flight Without Cabin Pressurization

MEL ITEMS

21 - AIR CONDITIONING

21-55 - Emergency Ram Air Inlet

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-61 - Pack Temperature Control
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21-61-01	Pack Turbine Bypass Valve
-----------------	----------------------------------

Ident.: MI-21-61-00007506.0001001 / 22 MAR 10

Applicable to: **ALL**

21-61-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

21-61-02	Pack Controller Primary Channel
-----------------	--

Ident.: MI-21-61-00007507.0001001 / 22 MAR 10

Applicable to: **AP-BLB, AP-BLC**

21-61-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) One may be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 21-61-02A Pack Controller Primary Channel*

MEL ITEMS

21 - AIR CONDITIONING

21-61 - Pack Temperature Control

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
--	---

21-63-01	Zone Controller Channel
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Ident.: MI-21-63-00007508.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

21-63-01A Primary channel inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) Primary channel may be inoperative provided that the hot air pressure regulating valve is checked closed on the COND SD page.

Note:

1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.
2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

_____ Reference(s) _____

- (o) Refer to OpsProc 21-63-01A Zone Controller Channel (Primary channel inoperative)

21-63-01B Secondary channel inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

Secondary channel may be inoperative provided that the minimum idle on ground is considered inoperative.

Refer to Item 73-20-05A Minimum Idle on Ground

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

Continued from the previous page
21-63-01C Both channels inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o) (m) Primary and secondary channel may be inoperative provided that:

- 1) The hot air pressure regulating valve is secured in the closed position, and
- 2) The minimum idle on ground is considered inoperative.

Refer to Item 73-20-05A Minimum Idle on Ground

Note: 1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.
 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

Reference(s)

(o) Refer to OpsProc 21-63-01C Zone Controller Channel (Both channels inoperative)

(m) Refer to AMM Task 21-63-00-040-004

21-63-02
Cockpit and Cabin Trim Air Valve

Ident.: MI-21-63-00007509.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

Note: 1. Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed.
 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

21-63-02C Hot air pressure valve checked closed

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) One or more may be inoperative provided that:

- 1) The HOT AIR pb-sw is set to OFF, and
- 2) The hot air pressure regulating valve is checked closed on the COND SD page.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
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Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-02C Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)*

21-63-02D Affected valve secured closed

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o)(m) One or more may be inoperative provided that the affected valve is secured in the closed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-02D Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*
- (m) *Refer to AMM Task 21-63-00-040-001*

21-63-02	Cockpit and Cabin Trim Air Valve
-----------------	---

Ident.: MI-21-63-00007509.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

21-63-02A Affected valve checked closed

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o) One or more may be inoperative provided that the affected valve is checked closed on the COND SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-02A Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*

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MEL ITEMS
21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

Continued from the previous page
21-63-02B Hot air pressure valve checked operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o) One or more may be inoperative provided that the hot air pressure regulating valve is checked operative on the COND SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)*

21-63-02E Hot air pressure valve considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative provided that the hot air pressure regulating valve is considered inoperative.

Refer to Item 21-63-03 Hot Air Pressure Regulating Valve

21-63-03	Hot Air Pressure Regulating Valve
-----------------	--

Ident.: MI-21-63-00007510.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

- Note:
1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.
 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

21-63-03A Valve checked closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The HOT AIR pb-sw is set to OFF, and
 - 2) The hot air pressure regulating valve is checked closed on the COND SD page.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
--	--

Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)*

21-63-03C Hot air pressure valve secured closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o)(m) May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*
(m) *Refer to AMM Task 21-63-00-040-002*

21-63-03	Hot Air Pressure Regulating Valve
Ident.: MI-21-63-00007510.0002001 / 22 MAY 19 Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON	

- Note:
1. Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed.
 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

21-63-03A Hot air pressure valve checked closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative in the closed position provided that:
- 1) HOT AIR pb-sw is set to OFF, and
 - 2) Hot Air Pressure Regulating Valve is checked closed on the COND SD page.

Continued on the following page

MEL ITEMS
21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)*

21-63-03B All trim valve checked closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative in the open position provided that:
- 1) HOT AIR pb-sw is set to OFF, and
 - 2) All Trim Air Valves are checked closed on the COND SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-03B Hot Air Pressure Regulating Valve (Trim air valve checked closed)*

21-63-03C Hot air pressure valve secured closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o)(m) May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*

- (m) *Refer to AMM Task 21-63-00-040-002*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
--	---

21-63-04	Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))
-----------------	--

Ident.: MI-21-63-00007511.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

21-63-04A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

One may be inoperative on each side provided that ETOPS is not conducted.

21-63-04B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

For ETOPS, one may be inoperative on each side provided that the AIR COND CTL 1-B FAULT alert is not displayed on the EWD.

21-63-05	Cockpit Heater
-----------------	-----------------------

Ident.: MI-21-63-00018559.0001001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

21-63-05A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 21-63-05A Cockpit Heater*

MEL ITEMS

21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-01 - Overhead Panel 22-01-01 - FLT CTL Overhead Panel
--	--

22-01-01-01	FAC pb-sw FAULT light
--------------------	------------------------------

Ident.: MI-22-01-01-00007527.0001001 / 17 MAY 18

Applicable to: ALL

22-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

22-01-01-02	FAC pb-sw OFF light
--------------------	----------------------------

Ident.: MI-22-01-01-00007528.0001001 / 17 MAY 18

Applicable to: ALL

22-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

MEL ITEMS

22 - AUTO FLIGHT

22-01 - Overhead Panel

22-01-01 - FLT CTL Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-05 - FMA Indications on the PFD
--	---

22-05-01	AP Related Indications on the FMA
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Ident.: MI-22-05-00007577.0001001 / 22 MAY 19

Applicable to: ALL

22-05-01A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

- (o) One or more indications may be inoperative on one FMA.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-05-01A AP/FD Related Indications on the FMA (inoperative on one FMA)*

22-05-01B Inoperative on both FMAs

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

- (o) One or more indications may be inoperative on both FMAs provided that:

- 1) ETOPS is not conducted, and
- 2) The AP is not used.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-05-01B AP/FD Related Indications on the FMA (inoperative on both FMAs)*

22-05-02	A/THR Related Indications on the FMA
-----------------	---

Ident.: MI-22-05-00007578.0001001 / 27 JUN 11

Applicable to: ALL

22-05-02A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more indications may be inoperative on one FMA.

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-05 - FMA Indications on the PFD

Continued from the previous page
22-05-02B Inoperative on both FMAs

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more indications may be inoperative on both FMAs provided that the autothrust (A/THR) is considered inoperative.

Refer to Item 22-30-01 Autothrust (A/THR)

22-05-03	Approach and Landing Capabilities on the FMA
-----------------	---

Ident.: MI-22-05-00007579.0001001 / 22 MAY 19

 Applicable to: **ALL**
22-05-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

- (o) One or more may be inoperative on one or both FMAs.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-05-03A Approach and Landing Capabilities on the FMA*

22-05-04	Special Messages on the FMA
-----------------	------------------------------------

Ident.: MI-22-05-00007580.0001001 / 22 MAR 10

 Applicable to: **ALL**
22-05-04A

Repair interval	Nbr installed	Nbr required	Placard
C	–	1	No

"MAN PITCH TRIM ONLY" is required on one side.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-10 - Autopilot/Flight Director (AP/FD)
--	--

22-10-01	Autopilot (AP)
-----------------	-----------------------

Ident.: MI-22-10-00007529.0002001 / 23 AUG 23

Applicable to: AP-BOK, AP-BOL

22-10-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-01A Autopilot (AP)*

22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) Both may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The AP/FD TCAS function is considered inoperative. *Refer to Item 22-10-08 AP/FD TCAS Mode.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-01B Autopilot (AP)*

22-10-01	Autopilot (AP)
-----------------	-----------------------

Ident.: MI-22-10-00007529.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

22-10-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-01A Autopilot (AP)*

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-10 - Autopilot/Flight Director (AP/FD)

Continued from the previous page
22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) Both may be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-01B Autopilot (AP)*

22-10-02	Flight Director (FD)
----------	----------------------

Ident.: MI-22-10-00007530.0002001 / 23 AUG 23

Applicable to: AP-BOK, AP-BOL

22-10-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-02A Flight Director (FD)*

22-10-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) Both may be inoperative provided that the AP/FD TCAS function is considered inoperative.
Refer to Item 22-10-08 AP/FD TCAS Mode.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-02B Flight Director (FD)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-10 - Autopilot/Flight Director (AP/FD)
--	--

22-10-02	Flight Director (FD)
-----------------	-----------------------------

Ident.: MI-22-10-00007530.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

22-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-10-02A Flight Director (FD)

22-10-03	Take-over pb Priority Function
-----------------	---------------------------------------

Ident.: MI-22-10-00007531.0001001 / 22 MAR 10

Applicable to: ALL

22-10-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

22-10-04	Take-over pb AP Disconnection Function
-----------------	---

Ident.: MI-22-10-00007532.0001001 / 22 MAY 19

Applicable to: ALL

22-10-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-10-04A Take-over pb AP Disconnection Function (One inoperative)

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-10 - Autopilot/Flight Director (AP/FD)

Continued from the previous page
22-10-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) Both may be inoperative provided that the AP is not used for approach.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-04B Take-over pb AP Disconnection Function (Both inoperative)*

22-10-05	AUTO LAND light
-----------------	------------------------

Ident.: MI-22-10-00007533.0001001 / 22 MAY 19

 Applicable to: **ALL**
22-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-05A AUTO LAND light*

22-10-06	AP Disengagement Warning
-----------------	---------------------------------

Ident.: MI-22-10-00007534.0001001 / 22 MAY 19

 Applicable to: **ALL**
22-10-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The AP is not engaged.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-06A AP Disengagement Warning*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-10 - Autopilot/Flight Director (AP/FD)
--	--

22-10-07	Sticks and Rudder Pedals Locking Solenoid in AP Mode
-----------------	---

Ident.: MI-22-10-00007535.0001001 / 22 MAY 19

Applicable to: **ALL**

22-10-07A

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	No

- (o) One or two may be inoperative unlocked provided that no autoland is performed.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode*

22-10-08	AP/FD TCAS Mode
-----------------	------------------------

Ident.: MI-22-10-00014513.0001001 / 18 JUL 12

Applicable to: **AP-BOK, AP-BOL**

22-10-08A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-10-08A AP/FD TCAS Mode*

MEL ITEMS

22 - AUTO FLIGHT

22-10 - Autopilot/Flight Director (AP/FD)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-30 - Autothrust
--	---

22-30-01	Autothrust (A/THR)
-----------------	---------------------------

Ident.: MI-22-30-00007536.0001001 / 22 MAY 19

Applicable to: ALL

22-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the autothrust (A/THR) is disconnected before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-30-01A Autothrust (A/THR)*

22-30-02	Autothrust Instinctive Disconnect pb
-----------------	---

Ident.: MI-22-30-00007537.0001001 / 22 MAY 19

Applicable to: ALL

22-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that the ability to disconnect the autothrust (A/THR) via the remaining Instinctive Disconnect pb and by the FCU A/THR pb is checked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-30-02A Autothrust Instinctive Disconnect pb*

22-30-03
Autothrust Disengagement Warning

Ident.: MI-22-30-00007538.0001001 / 27 JUN 11

 Applicable to: **ALL**
22-30-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

Refer to Item 22-30-01 Autothrust (A/THR)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-60 - Flight Augmentation (FAC)
--	--

22-60-01	FAC 1
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Ident.: MI-22-60-00007539.0001001 / 19 MAY 21

Applicable to: ALL

22-60-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

(m) Must be operative.

Note: The AUTO FLT FAC 1 FAULT alert may be displayed with the associated AUTO FLT/FAC1/28VDC C/B tripped.

This may be due to a short circuit within either rudder trim actuator channel 1 or rudder travel limitation unit channel 1.

In this case, the FAC 1 may be recovered provided that the affected part of the rudder system is deactivated using the associated maintenance procedure.

Refer to AMM 27-22-00-040-001, or

Refer to AMM 27-23-00-040-001.

Refer to Item 27-22-01 Rudder Trim System, or

Refer to Item 27-23-01 Rudder Travel Limiter System

_____ Reference(s) _____

(m) Refer to AMM Task

22-60-02	FAC 2
-----------------	--------------

Ident.: MI-22-60-00007540.0001001 / 22 MAY 19

Applicable to: ALL

22-60-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) All ADIRs, ELACs, SECs, SFCCs, LGCIUs and RAs are operative, and
- 2) The Rudder Travel Limiter System 2 is considered inoperative.

Refer to Item 22-60-04 Yaw Damper System, and

Refer to Item 27-22-01 Rudder Trim System, and

Refer to Item 27-23-01 Rudder Travel Limiter System

Continued on the following page

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 22-60-02A FAC 2

22-60-03
Reactive Windshear Detection Function

Ident.: MI-22-60-00007542.0001001 / 22 MAY 19

Applicable to: ALL

22-60-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) May be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 22-60-03A Reactive Windshear Detection Function

22-60-04
Yaw Damper System

Ident.: MI-22-60-00007543.0001001 / 22 MAY 19

Applicable to: ALL

22-60-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) One may be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 22-60-04A Yaw Damper System

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-70 - Flight Management System (FMS)
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22-70-01	Flight Management System (FMS)
-----------------	---------------------------------------

Ident.: MI-22-70-00007544,0012001 / 22 MAY 19

Applicable to: AP-BMX, AP-BOK, AP-BOL

22-70-01A FMS 1 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) Two MCDUs are operative, and
 - 3) The IR 1 NAV mode or GPS 1  is operative, and
 - 4) The Predictive GPWS Functions are considered inoperative. *Refer to Item 34-40-02 Predictive GPWS Functions*

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01A Flight Management System (FMS)*

22-70-01B FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1  is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01B Flight Management System (FMS)*

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The flight remains within radio nav aids coverage, and
 - 3) The Predictive GPWS Functions are considered inoperative. *Refer to Item 34-40-02 Predictive GPWS Functions*

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)*

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-70 - Flight Management System (FMS)

Continued from the previous page
22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)*

22-70-01	Flight Management System (FMS)
-----------------	---------------------------------------

Ident.: MI-22-70-00007544.0003001 / 22 MAY 19

Applicable to: AP-BLU, AP-BLV, AP-BLW

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The flight remains within radio nav aids coverage, and
 - 3) The Predictive GPWS Functions are considered inoperative. *Refer to Item 34-40-02 Predictive GPWS Functions*

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)*

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-70 - Flight Management System (FMS)
--	---

22-70-01	Flight Management System (FMS)
-----------------	---------------------------------------

Ident.: MI-22-70-00007544.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLY, AP-BLZ

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)

22-70-01	Flight Management System (FMS)
-----------------	---------------------------------------

Ident.: MI-22-70-00007544.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

22-70-01A FMS 1 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) Two MCDUs are operative, and
 - 3) The IR 1 NAV mode or GPS 1 is operative.

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-70 - Flight Management System (FMS)

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01A Flight Management System (FMS)

22-70-01B FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1  is operative.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01B Flight Management System (FMS)

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) The FMS 2 may be inoperative provided that the flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-70 - Flight Management System (FMS)
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22-70-02	Navigation Database
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Ident.: MI-22-70-00007545.0001001 / 23 JUN 22

Applicable to: ALL

22-70-02A

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

- (o) May be out of date for ten consecutive calendar days provided that not required by the airspace of intended route and:
- 1) The procedures of the out-of-date navigation database changed in the current navigation database are not used (the procedures not changed may be used), and
 - 2) The current aeronautical information (e.g. charts) is used to check the database navigation fixes (the coordinates, frequencies, status (as applicable)), and suitability of navigation facilities required for the intended route.
 - 3) The aircraft is not operating in UAE airspace.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-02A Navigation Database*

22-70-03	Performance Information
-----------------	--------------------------------

Ident.: MI-22-70-00007546.0001001 / 19 MAY 21

Applicable to: ALL

22-70-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-70-03A Performance Information*



PAKISTAN
International Airlines
Since Pakistan's Dawn

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ITEMS

22 - AUTO FLIGHT

22-70 - Flight Management System (FMS)

22-70-04

Fuel/Time Prediction

Ident.: MI-22-70-00007547.0001001 / 19 MAY 21

Applicable to: **ALL**

22-70-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o) One or both may be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 22-70-04A Fuel/Time Prediction*

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-01 - Auto Flight Control Panel (FCU)
--	--

22-81-01-01	AP Engagement pb
--------------------	-------------------------

Ident.: MI-22-81-01-00007549.0001001 / 22 MAR 10

Applicable to: ALL

22-81-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated autopilot (AP) is considered inoperative.

Refer to Item 22-10-01 Autopilot (AP)

22-81-01-02	A/THR Arming pb
--------------------	------------------------

Ident.: MI-22-81-01-00007550.0001001 / 22 MAR 10

Applicable to: ALL

22-81-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

Refer to Item 22-30-01 Autothrust (A/THR)

22-81-01-03	Mode Engagement pb (LOC, EXPED, APPR)
--------------------	--

Ident.: MI-22-81-01-00007551.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

22-81-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

- (o) One or more may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-81-01-03A Mode Engagement pb*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
22 - AUTO FLIGHT

 22-81 - Flight Control Unit (FCU)
 22-81-01 - Auto Flight Control Panel (FCU)

22-81-01-03
Mode Engagement pb (LOC, APPR)

Ident.: MI-22-81-01-00007551.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

22-81-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(o) One or both may be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 22-81-01-03A Mode Engagement pb

22-81-01-04
Selection knob (ALT, HDG-TRK, SPD-MACH)

Ident.: MI-22-81-01-00007552.0001001 / 22 MAR 10

Applicable to: ALL

22-81-01-04A

Repair interval	Nbr installed	Nbr required	Placard
–	3	3	No

Must be operative.

22-81-01-05
V/S-FPA Selection knob

Ident.: MI-22-81-01-00007553.0001001 / 22 MAR 10

Applicable to: ALL

22-81-01-05A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

May be inoperative provided that operations do not required its use.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-01 - Auto Flight Control Panel (FCU)
--	--

22-81-01-06	HDG-V/S/TRK-FPA Change Over pb
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Ident.: MI-22-81-01-00007554.0001001 / 22 MAY 19

Applicable to: ALL

22-81-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the HDG-V/S selection is operative.

22-81-01-07	SPD/MACH Change Over pb
--------------------	--------------------------------

Ident.: MI-22-81-01-00007555.0001001 / 22 MAY 19

Applicable to: ALL

22-81-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the SPD selection is operative.

22-81-01-08	METRIC ALT pb
--------------------	----------------------

Ident.: MI-22-81-01-00007556.0001001 / 22 MAR 10

Applicable to: ALL

22-81-01-08A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
22 - AUTO FLIGHT

 22-81 - Flight Control Unit (FCU)
 22-81-01 - Auto Flight Control Panel (FCU)

22-81-01-09
Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA)

Ident.: MI-22-81-01-00007557.0002001 / 22 MAY 19

 Applicable to: **ALL**
22-81-01-09B

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	Yes

One or more may be inoperative provided that the associated indications are operative on both PFDs and both NDs.

22-81-01-10
AP1, AP2 and A/THR pb light Bars

Ident.: MI-22-81-01-00007558.0001001 / 22 MAY 19

 Applicable to: **ALL**
22-81-01-10A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

One or more may be inoperative provided that the associated indication is operative on both PFDs.

22-81-01-11
Mode Engagement (LOC, EXPED, APPR) pb light Bars

Ident.: MI-22-81-01-00007559.0001001 / 15 SEP 10

 Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL**
22-81-01-11A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

One or more may be inoperative.

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-01 - Auto Flight Control Panel (FCU)
--	--

22-81-01-11	Mode Engagement (LOC, APPR) pb light Bars
--------------------	--

Ident.: MI-22-81-01-00007559.0002001 / 15 SEP 10

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

22-81-01-11A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

MEL ITEMS

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)

22-81-01 - Auto Flight Control Panel (FCU)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-02 - EFIS Control Panel (FCU)
--	---

22-81-02-01	Baro Reference Display Window
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Ident.: MI-22-81-02-00007560.0001001 / 22 MAR 10

Applicable to: ALL

22-81-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

22-81-02-02	Baro Reference selector Outer Ring (in Hg/hPa)
--------------------	---

Ident.: MI-22-81-02-00007561.0001001 / 22 MAR 10

Applicable to: ALL

22-81-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the unit required for the intended flight is operative on both EFIS control panels.

22-81-02-03	Baro Reference selector Inner knob
--------------------	---

Ident.: MI-22-81-02-00007562.0001001 / 22 MAR 10

Applicable to: ALL

22-81-02-03A

Repair interval	Nbr installed	Nbr required	Placard
—	2	2	No

Both must be operative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
22 - AUTO FLIGHT

 22-81 - Flight Control Unit (FCU)
 22-81-02 - EFIS Control Panel (FCU)

22-81-02-04
FD pb

Ident.: MI-22-81-02-00007563.0001001 / 22 MAR 10

Applicable to: ALL
22-81-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated FD is considered inoperative.
Refer to Item 22-10-02 Flight Director (FD)

22-81-02-05
LS pb

Ident.: MI-22-81-02-00007564.0002001 / 26 MAR 25

Applicable to: ALL
22-81-02-05A

Repair interval	Nbr installed	Nbr required	Placard
—	2	0	No

One or both may be inoperative provided that the associated ILS, FLS, GLS, MLS are considered inoperative.

*Refer to 00008626 **Not found***

Refer to Item 34-30-04 Instrument Landing System (ILS)

*Refer to 00008628 **Not found***

*Refer to 00014529 **Not found***

22-81-02-06
Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb

Ident.: MI-22-81-02-00007565.0001001 / 22 MAR 10

Applicable to: ALL
22-81-02-06A

Repair interval	Nbr installed	Nbr required	Placard
C	10	0	Yes

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-02 - EFIS Control Panel (FCU)
--	---

22-81-02-07	ND Range selector
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Ident.: MI-22-81-02-00007566.0001001 / 22 MAY 19

Applicable to: ALL

22-81-02-07A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that the ND unit associated with the operative ND range selector is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-81-02-07A ND Range Selector*

22-81-02-08	ND Mode selector
--------------------	-------------------------

Ident.: MI-22-81-02-00007567.0001001 / 22 MAY 19

Applicable to: ALL

22-81-02-08A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that the ND unit associated with the operative ND mode selector is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-81-02-08A ND Mode Selector*



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ITEMS

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)
22-81-02 - EFIS Control Panel (FCU)

22-81-02-09

ADF/VOR sw

Ident.: MI-22-81-02-00007568.0001001 / 15 SEP 10

Applicable to: **ALL**

22-81-02-09A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative provided that the associated ADF/VOR indication on ND is considered inoperative.

Refer to Item 34-06-06 Radio Nav aids Indications on the ND

22-81-02-10

LS and FD pb light Bars

Ident.: MI-22-81-02-00007569.0002001 / 22 MAY 19

Applicable to: **ALL**

22-81-02-10A

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

One or more may be inoperative provided that the associated indication is operative on both PFDs.

22-81-02-11

Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars

Ident.: MI-22-81-02-00007570.0001001 / 15 SEP 10

Applicable to: **ALL**

22-81-02-11A

Repair interval	Nbr installed	Nbr required	Placard
D	10	0	No

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-03 - FCU Channel
--	--

22-81-03-01	FCU Channel
--------------------	--------------------

Ident.: MI-22-81-03-00007571.0002001 / 22 MAY 19

Applicable to: ALL

22-81-03-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One channel may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) Two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the ISIS altitude indication are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-81-03-01A FCU Channel*

22-81-03-01B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

- (o) For ETOPS, one channel may be inoperative for one flight provided that two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the ISIS altitude indication are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 22-81-03-01B FCU Channel*

MEL ITEMS

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)

22-81-03 - FCU Channel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-82 - Multipurpose Control and Display Unit (MCDU)
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22-82-01	MCDU 1
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Ident.: MI-22-82-00007572.0001001 / 22 MAY 19

Applicable to: ALL

22-82-01A Flight within nav aids coverage

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The MCDU 2 is operative, and
 - 3) The flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-82-01A MCDU 1

22-82-02	MCDU 2
-----------------	---------------

Ident.: MI-22-82-00007573.0001001 / 22 MAY 19

Applicable to: ALL

22-82-02A Flight within nav aids coverage

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the flight remains within radio nav aids coverage.

_____ Reference(s) _____

- (o) Refer to OpsProc 22-82-02A MCDU 2

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-82 - Multipurpose Control and Display Unit (MCDU)
---	---

22-82-04	MCDU Annunciator light 
-----------------	---

Ident.: MI-22-82-00007575.0001001 / 22 MAR 10

Applicable to: ALL

22-82-04A

Repair interval	Nbr installed	Nbr required	Placard
C	-	0	Yes

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 22 - AUTO FLIGHT 22-83 - Flight Management and Guidance Computer (FMGC)
--	---

22-83-01	Flight Management and Guidance Computer (FMGC)
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Ident.: MI-22-83-00007576.0001001 / 22 MAY 19

Applicable to: ALL

22-83-01A FMGC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o) FMGC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) FMGC 1 is deactivated, and

3) FMS 1 is considered inoperative,

Refer to Item 22-70-01 Flight Management System (FMS), and

4) AP 1 is considered inoperative,

Refer to Item 22-10-01 Autopilot (AP), and

5) FD 1 is considered inoperative,

Refer to Item 22-10-02 Flight Director (FD).

Note: When FMGC 1 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to Item 27-00-01 F/CTL MAINTENANCE Message.

_____ Reference(s) _____

(o) Refer to OpsProc 22-83-01A Flight Management and Guidance Computer (FMGC)

Continued on the following page

MEL ITEMS
22 - AUTO FLIGHT

22-83 - Flight Management and Guidance Computer (FMGC)

Continued from the previous page
22-83-01B FMGC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o) FMGC 2 may be inoperative provided that:

- 1) FMGC 2 is deactivated, and
- 2) FMS 2 is considered inoperative,
Refer to Item 22-70-01 Flight Management System (FMS), and
- 3) AP 2 is considered inoperative,
Refer to Item 22-10-01 Autopilot (AP), and
- 4) FD 2 is considered inoperative,
Refer to Item 22-10-02 Flight Director (FD).

Note: When FMGC 2 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to Item 27-00-01 F/CTL MAINTENANCE Message.

_____ Reference(s) _____

(o) Refer to OpsProc 22-83-01B Flight Management and Guidance Computer (FMGC)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-00 - MAINTENANCE Message on the STATUS SD page
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23-00-01	CIDS 1(2) MAINTENANCE Message
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Ident.: MI-23-00-00007581.0001001 / 19 NOV 19

Applicable to: ALL

23-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or both CIDS 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

Note: The complete failure of the CIDS function is indicated by ECAM alert COM CIDS 1+2 FAULT. Refer to Item 23-73-01-01 Cabin Intercommunication Data System (CIDS) Function

MEL ITEMS

23 - COMMUNICATIONS

23-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-01 - Overhead Panels 23-01-01 - RCDR Overhead Panel
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23-01-01-32	CVR ERASE pb
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Ident.: MI-23-01-01-00007584.0001001 / 21 NOV 17

Applicable to: ALL

23-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

23-01-01-33	CVR TEST pb
--------------------	--------------------

Ident.: MI-23-01-01-00007585.0001001 / 22 MAR 10

Applicable to: ALL

23-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard
-	1	0	Yes

May be inoperative provided that the Cockpit Voice Recorder (CVR) is considered inoperative.

Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)

MEL ITEMS

23 - COMMUNICATIONS

23-01 - Overhead Panels

23-01-01 - RCDR Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-01 - Overhead Panels 23-01-02 - CALLS Overhead Panel
--	--

23-01-02-31	CALLS ALL ☞ pb
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Ident.: MI-23-01-02-00007586.0001001 / 22 MAR 10

Applicable to: ALL

23-01-02-31A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

23-01-02-32	CALLS EMER pb, CALLS FWD pb, CALLS MID ☞ pb, CALLS EXIT ☞ pb, CALLS PURS ☞ pb, CALLS AFT pb
--------------------	---

Ident.: MI-23-01-02-00007587.0001001 / 23 MAY 24

Applicable to: ALL

23-01-02-32A Use of passenger address system

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that the passenger address system is used for communication between the cockpit and the cabin.

23-01-02-32B Use of cockpit handset interphone

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that the cockpit handset interphone ☞ is used for communication between the cockpit and the cabin.

MEL ITEMS

23 - COMMUNICATIONS

23-01 - Overhead Panels

23-01-02 - CALLS Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-01 - Overhead Panels 23-01-03 - AUDIO SWITCHING Overhead Panel
--	--

23-01-03-31	AUDIO SWITCHING selector
--------------------	---------------------------------

Ident.: MI-23-01-03-00007616.0001001 / 27 JUN 11

Applicable to: ALL

23-01-03-31A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

MEL ITEMS

23 - COMMUNICATIONS

23-01 - Overhead Panels

23-01-03 - AUDIO SWITCHING Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-01 - Overhead Panels 23-01-04 - GND HF pb-sw
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23-01-04-01	GND HF DATALINK pb-sw
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Ident.: MI-23-01-04-00021765.0006001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW

23-01-04-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) May be inoperative provided that:
- 1) The HF1 is set to VOICE mode on ground, and
 - 2) The HF1 is not used during refuel, defuel or ground fuel transfer.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-01-04-01A GND HF DATALINK pb-sw*

23-01-04-02	GND HF DATALINK pb-sw OVRD Light
--------------------	---

Ident.: MI-23-01-04-00021767.0001001 / 21 NOV 17

Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW

23-01-04-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ITEMS

23 - COMMUNICATIONS

23-01 - Overhead Panels

23-01-04 - GND HF pb-sw

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-09 - ECAM Alerts
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23-09-01	<u>COM</u> HF 1(2) EMITTING  Alert
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Ident.: MI-23-09-00007666.0001001 / 22 MAY 19

Applicable to: **ALL**

23-09-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

- (o) One or both may be displayed provided that :
- 1) The alert is confirmed to be false by troubleshooting, and
 - 2) The affected HF is deactivated and considered inoperative.
- Refer to Item 23-10-01 HF Voice*

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-09-01A COM HF 1(2) EMITTING Alert (If Installed)*

23-09-02	<u>COM</u> VHF 1(2)(3) EMITTING Alert (3 VHF's installed)
-----------------	--

Ident.: MI-23-09-00007666.0001001 / 22 MAY 19

Applicable to: **ALL**

23-09-02A

Repair interval	Nbr installed	Nbr required	Placard
–	3	–	No

- (o) One or more may be displayed provided that :
- 1) The alert is confirmed to be false by troubleshooting, and
 - 2) The affected VHF is deactivated and considered inoperative.
- Refer to Item 23-10-02 VHF Voice (3 VHF's installed)*

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHF's installed)*

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-10 - Speech Communication
--	--

23-10-01	HF Voice
-----------------	-----------------

Ident.: MI-23-10-00021776.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-10-01A HF inoperative – Flight within VHF coverage

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is operated within VHF coverage.

23-10-01	HF Voice
-----------------	-----------------

Ident.: MI-23-10-00021776.0002001 / 22 MAY 19

Applicable to: AP-BLY, AP-BLZ

23-10-01A One or both HF inoperative – Flight within VHF coverage

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is operated within VHF coverage.

23-10-01B HF2 inoperative – Flight within VHF coverage

Repair interval	Nbr installed	Nbr required	Placard
D	2	1	No

HF2 Voice may be inoperative provided that the aircraft is operated within VHF coverage.

23-10-01C HF2 inoperative and SATCOM operative – Flight outside VHF coverage

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) HF2 Voice may be inoperative provided that SATCOM Voice or SATCOM Data is operative.

Continued on the following page

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 23-10-01C HF Voice

23-10-01D HF1 inoperative and SATCOM operative – Flight outside VHF coverage

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) HF1 Voice may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) SATCOM Voice or SATCOM Data is operative.

_____ Reference(s) _____

(o) Refer to OpsProc 23-10-01D HF Voice

23-10-02	VHF Voice (2 VHFf)
-----------------	---------------------------

Ident.: MI-23-10-00021949.0001001 / 26 APR 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

23-10-02F

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

23-10-02	VHF Voice (2 VHFf installed)
-----------------	-------------------------------------

Ident.: MI-23-10-00021949.9001002 / 23 JUN 22

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

23-10-02F

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-10 - Speech Communication
--	--

23-10-02	VHF Voice (3 VHF's installed)
-----------------	--------------------------------------

Ident.: MI-23-10-00007589.0002001 / 22 MAY 19

Applicable to: ALL

23-10-02C VHF1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o) VHF1 may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) VHF3  is set to VOICE mode before each flight, and
 - 3) VHF datalink communications  are considered inoperative.
- Refer to Item 23-20-04 VHF Datalink (If Installed)*

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-10-02C VHF Voice*

23-10-02D VHF2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o) VHF2 may be inoperative provided that:
- 1) VHF3  is set to VOICE mode before each flight, and
 - 2) VHF datalink communications  are considered inoperative.
- Refer to Item 23-20-04 VHF Datalink (If Installed)*

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-10-02D VHF Voice*

23-10-02E VHF3 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

VHF3 may be inoperative provided that VHF datalink communications  are considered inoperative.

Refer to Item 23-20-04 VHF Datalink (If Installed)

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-10 - Speech Communication
---	--

23-10-03	SATCOM Voice Mode 
-----------------	--

Ident.: MI-23-10-00007590.0001001 / 15 SEP 10

Applicable to: ALL

23-10-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-13 - Radio Management
--	--

23-13-01	Radio Management Panel (RMP)
-----------------	-------------------------------------

Ident.: MI-23-13-00007591.0001001 / 22 MAR 10

Applicable to: AP-BLY, AP-BLZ

23-13-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

All must be operative.

23-13-01	Radio Management Panel (RMP)
-----------------	-------------------------------------

Ident.: MI-23-13-00007591.0002001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-13-01B

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

RMP 2 or RMP 3 may be inoperative.

23-13-02	RMP Selection Key
-----------------	--------------------------

Ident.: MI-23-13-00007592.0001001 / 23 MAY 24

Applicable to: ALL

23-13-02A

Repair interval	Nbr installed	Nbr required	Placard
C	13	0	Yes

One may be inoperative on each RMP provided that :

- 1) VHF 1 selection key is operative on RMP 1, and
- 2) If HF is required, HF 1 selection key is operative on RMP 1.

MEL ITEMS

23 - COMMUNICATIONS

23-13 - Radio Management

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-20 - Data Transmission and Automatic Calling
--	---

23-20-02	SATCOMData Mode
-----------------	------------------------

Ident.: MI-23-20-00007594.0001001 / 23 JUN 22

Applicable to: ALL

23-20-02A Procedures do not require SATCOM datalink

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT INSTALLED

23-20-03	HF Datalink
-----------------	--------------------

Ident.: MI-23-20-00021744.0001001 / 21 NOV 17

Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW

23-20-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

23-20-04	VHF Datalink
-----------------	---------------------

Ident.: MI-23-20-00021799.0002001 / 26 MAR 25

Applicable to: ALL

23-20-04B Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative provided that procedures do not require ATC datalink.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-20-04B VHF Datalink (If Installed) (procedures do not require ATC datalink)*

Continued on the following page

MEL ITEMS
23 - COMMUNICATIONS

23-20 - Data Transmission and Automatic Calling

Continued from the previous page
23-20-04C Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that alternate procedures defined in Operations Procedure are used for ATC communication.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-20-04C VHF Datalink (If Installed) (procedures require ATC datalink)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-31 - Passenger Address System
--	--

23-31-01	Passenger Address System
-----------------	---------------------------------

Ident.: MI-23-31-00007595.0001001 / 23 JUN 22

Applicable to: ALL

23-31-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

- Note:
1. In the case of partial failure of the passenger address system, refer to the item(s) of the affected system(s).
 2. Total failure of the passenger address system (indicated by the COM CIDS 1+2 FAULT alert displayed on the EWD) is not permitted.

23-31-02	PA IN USE light
-----------------	------------------------

Ident.: MI-23-31-00007596.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BOK, AP-BOL

23-31-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

MEL ITEMS

23 - COMMUNICATIONS

23-31 - Passenger Address System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-40 - Interphone
--	--

23-40-01	Ground External Horn
-----------------	-----------------------------

Ident.: MI-23-40-00007597.0001001 / 27 JUN 11

Applicable to: ALL

23-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-40-01A Ground External Horn*

23-40-02	Flight Crew Interphone System
-----------------	--------------------------------------

Ident.: MI-23-40-00007598.0001001 / 22 MAR 10

Applicable to: ALL

23-40-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative for each person on cockpit duty.

23-40-03	Flight Crew to Ground Communication System
-----------------	---

Ident.: MI-23-40-00007599.0001001 / 22 MAR 10

Applicable to: ALL

23-40-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-40-03A Flight Crew to Ground Communication System*

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-40 - Interphone
---	--

23-40-04	Service Interphone Jack
-----------------	--------------------------------

Ident.: MI-23-40-00007600.0001001 / 23 MAY 24

Applicable to: ALL

23-40-04A

Repair interval	Nbr installed	Nbr required	Placard
D	8	0	No

- (o) One or more may be inoperative.
- Reference(s)
- (o) Refer to OpsProc 23-40-04A Service Interphone Jack

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-51 - Audio Management
--	--

23-51-01	SELCAL Function
-----------------	------------------------

Ident.: MI-23-51-00007601.0001001 / 22 MAR 10

Applicable to: ALL

23-51-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

23-51-02	Headset/Boomset
-----------------	------------------------

Ident.: MI-23-51-00007602.0001001 / 23 MAY 24

Applicable to: ALL

23-51-02A

Repair interval	Nbr installed	Nbr required	Placard
D	3	–	Yes

One boomset (headset with boom microphone) must be operative for each crewmember on duty.

23-51-03	Hand Microphone
-----------------	------------------------

Ident.: MI-23-51-00007603.0001001 / 23 MAY 24

Applicable to: ALL

23-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative, or missing, or removed.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS

23-51 - Audio Management

23-51-04
Cockpit Loudspeaker

Ident.: MI-23-51-00007604.0001001 / 22 MAY 19

 Applicable to: **ALL**
23-51-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

Only F/O loudspeaker may be inoperative provided that at least one crewmember on cockpit duty wears a boomset for the entire flight.

23-51-05
Cockpit Loudspeaker Volume Control

Ident.: MI-23-51-00007605.0001001 / 22 MAY 19

 Applicable to: **ALL**
23-51-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that the affected crewmember on cockpit duty wears a boomset for the entire flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-51-05A Cockpit Loudspeaker Volume Control*

23-51-06
Sidestick PTT sw

Ident.: MI-23-51-00007606.0001001 / 22 MAY 19

 Applicable to: **ALL**
23-51-06B

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (m) One or both may be inoperative in the open position (non transmitting position) provided that the INT/RAD sw on CAPT ACP, on F/O ACP and on ACP 3 are operative.

Note: *Apply the maintenance procedure only when the inoperative sidestick PTT sw is failed in the closed position (transmitting position).*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-51 - Audio Management
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Continued from the previous page

_____ Reference(s) _____

(m) *Refer to AMM Task 23-51-00-040-001*

MEL ITEMS

23 - COMMUNICATIONS

23-51 - Audio Management

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-52 - Audio Control Panel (ACP)
--	---

23-52-01	CAPT and F/O ACP
-----------------	-------------------------

Ident.: MI-23-52-00007609.0001001 / 22 MAY 19

Applicable to: ALL

23-52-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that :
- 1) ACP 3 is operative, and
 - 2) The AUDIO SWITCHING selector is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-52-01A CAPT and F/O ACP*

23-52-02	ACP 3
-----------------	--------------

Ident.: MI-23-52-00007610.0001001 / 22 MAR 10

Applicable to: ALL

23-52-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

23-52-04	ACP in the Avionics Compartment
-----------------	--

Ident.: MI-23-52-00007612.0001001 / 22 MAR 10

Applicable to: AP-BMX

23-52-04A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS

23-52 - Audio Control Panel (ACP)

23-52-05
ACP Transmission Key

Ident.: MI-23-52-00007613.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-52-05A

Repair interval	Nbr installed	Nbr required	Placard
C	10	–	Yes

One may be inoperative on each ACP provided that :

- 1) VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP, and
- 2) If HF is required, HF 1 transmission key is operative either on CAPT ACP or on F/O ACP.

23-52-05
ACP Transmission Key

Ident.: MI-23-52-00007613.9001002 / 23 MAY 24

Applicable to: AP-BMX

23-52-05A

Repair interval	Nbr installed	Nbr required	Placard
C	10	–	Yes

One may be inoperative on each ACP provided that :

- 1) VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP, and
- 2) If HF is required, HF 1 transmission key is operative either on CAPT ACP or on F/O ACP.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-52 - Audio Control Panel (ACP)
--	---

23-52-06	ACP Reception knob
-----------------	---------------------------

Ident.: MI-23-52-00007614.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-52-06A

Repair interval	Nbr installed	Nbr required	Placard
C	15	12	Yes

One may be inoperative on each ACP provided that :

- 1) VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and
- 2) If HF is required, HF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and
- 3) If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

23-52-06	ACP Reception knob
-----------------	---------------------------

Ident.: MI-23-52-00007614.9001002 / 23 MAY 24

Applicable to: AP-BMX

23-52-06A

Repair interval	Nbr installed	Nbr required	Placard
C	16	12	Yes

One may be inoperative on each ACP provided that :

- 1) VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and
- 2) If HF is required, HF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and
- 3) If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS
 23-52 - Audio Control Panel (ACP)

23-52-07
ACP Reception knob light

Ident.: MI-23-52-00007615.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-52-07A

Repair interval	Nbr installed	Nbr required	Placard
D	15	0	No

One or more may be inoperative.

23-52-07
ACP Reception knob light

Ident.: MI-23-52-00007615.9001002 / 23 MAY 24

Applicable to: AP-BMX

23-52-07A

Repair interval	Nbr installed	Nbr required	Placard
D	16	0	No

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-71 - Cockpit Voice Recorder (CVR)
--	--

23-71-01	Cockpit Voice Recorder (CVR)
-----------------	-------------------------------------

Ident.: MI-23-71-00007617.0001001 / 23 MAY 24

Applicable to: ALL

23-71-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be serviceable.

MEL ITEMS

23 - COMMUNICATIONS

23-71 - Cockpit Voice Recorder (CVR)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-72 - Cockpit Door Surveillance System (CDSS)
--	---

23-72-01	Cockpit Door Surveillance System (CDSS)
-----------------	--

Ident.: MI-23-72-00007618.0001001 / 02 MAR 20

Applicable to: ALL

23-72-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) May be inoperative provided peeping through spy hole or use of intercom for visual and audio reference is applied

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-72-01A Cockpit Door Surveillance System (CDSS)*

MEL ITEMS

23 - COMMUNICATIONS

23-72 - Cockpit Door Surveillance System (CDSS)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-01 - Cabin Intercommunication Data System (CIDS)
--	--

23-73-01-01	Cabin Intercommunication Data System (CIDS) Function
--------------------	---

Ident.: MI-23-73-01-00007619.0001001 / 19 NOV 19

Applicable to: AP-BLB, AP-BLC

23-73-01-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

The CIDS function must be operative.

- Note:
1. This MEL item relates to complete failure of the CIDS function (Complete failure of both CIDS Directors).
 2. Partial failure of one or both CIDS Directors is indicated by one or both CIDS 1(2) **MAINTENANCE** messages on the **STATUS** SD page only (ECAM alert **COM CIDS 1+2 FAULT** is not displayed).
Refer to Item 23-00-01 CIDS 1(2) **MAINTENANCE** Message.
 3. In the case of disturbance of the CIDS function, removal of the affected CIDS Director may recover normal operation of the CIDS function.
Refer to AMM TASK 23-73-00-040-001.

MEL ITEMS
23 - COMMUNICATIONS

 23-73 - Cabin Intercommunication Data System
 23-73-01 - Cabin Intercommunication Data System (CIDS)

23-73-01-01
Cabin Intercommunication Data System (CIDS) Function

Ident.: MI-23-73-01-00007619.0002001 / 19 NOV 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-01-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

The CIDS function must be operative.

- Note:
1. This MEL item relates to complete failure of the CIDS function (Complete failure of both CIDS Directors).
 2. Partial failure of one or both CIDS Directors is indicated by one or both CIDS 1(2) **MAINTENANCE** messages on the **STATUS SD** page only (ECAM alert **COM CIDS 1+2 FAULT** is not displayed).
Refer to Item 23-00-01 CIDS 1(2) MAINTENANCE Message.
 3. In the case of disturbance of the CIDS function, deactivation of the affected CIDS Director may recover normal operation of the CIDS function.
Refer to AMM TASK 23-73-00-040-001.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-02 - DEU A
--	--

23-73-02-01	Cabin DEU A
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Ident.: MI-23-73-02-00007620.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-02-01A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard
C	12	0	No

- (o) One or more may be inoperative and affected passenger seat may be occupied provided that :
- 1) The passenger announcement can be heard throughout the cabin during the flight, and
 - 2) The passenger address system is used to alert the passengers when "Return to Seat / Fasten Seat Belt / No Smoking" signs are requested.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-02-01A Cabin DEU A*

23-73-02-01B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	12	0	Yes

One or more may be inoperative provided that the affected seats are blocked and placarded inoperative.

23-73-02-01	Cabin DEU A
--------------------	--------------------

Ident.: MI-23-73-02-00007620.9001002 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

23-73-02-01A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard
C	26	0	No

- (o) One or more may be inoperative and affected passenger seat may be occupied provided that :
- 1) The passenger announcement can be heard throughout the cabin during the flight, and
 - 2) The passenger address system is used to alert the passengers when "Return to Seat / Fasten Seat Belt / No Smoking" signs are requested.

Continued on the following page

MEL ITEMS
23 - COMMUNICATIONS

 23-73 - Cabin Intercommunication Data System
 23-73-02 - DEU A

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 23-73-02-01A Cabin DEU A

23-73-02-01B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	26	0	Yes

One or more may be inoperative provided that the affected seats are blocked and placarded inoperative.

23-73-02-02	Lavatory DEU A
--------------------	-----------------------

Ident.: MI-23-73-02-00007621.0001001 / 23 MAY 24

 Applicable to: **ALL**
23-73-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One or two may be inoperative provided that the affected lavatory is closed and placarded inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-03 - DEU B
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23-73-03-01	Cabin DEU B
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Ident.: MI-23-73-03-00007622.0001001 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

23-73-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be inoperative provided that :
- 1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and
 - 2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day.
Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and
Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed), and
Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed).

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-03-01A Cabin DEU B*

MEL ITEMS
23 - COMMUNICATIONS

 23-73 - Cabin Intercommunication Data System
 23-73-03 - DEU B

23-73-03-01
Cabin DEU B

Ident.: MI-23-73-03-00007622.0004001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-03-01B

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be inoperative provided that:
- 1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and
 - 2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day, and
Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and
Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed), and
Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)
 - 3) The associated lavatory fire extinguisher system is checked operative, and
 - 4) The absence of smoke in the affected lavatory is periodically checked.
Refer to Item 26-17-01 Lavatory Smoke Detection System.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-03-01B Cabin DEU B*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-04 - Cabin Individual Call
--	--

23-73-04-01	Passenger Call
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Ident.: MI-23-73-04-00007623.0001001 / 23 MAY 24

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-04-01A

Repair interval	Nbr installed	Nbr required	Placard
D	116	0	No

One or more may be inoperative.

23-73-04-01	Passenger Call
--------------------	-----------------------

Ident.: MI-23-73-04-00007623.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

23-73-04-01A

Repair interval	Nbr installed	Nbr required	Placard
D	58	0	No

One or more may be inoperative.

23-73-04-02	Lavatory Call
--------------------	----------------------

Ident.: MI-23-73-04-00021165.0001001 / 23 MAY 24

Applicable to: ALL

23-73-04-02A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

One or more may be inoperative.

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-04 - Cabin Individual Call

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-05 - Cabin Loudspeaker
--	--

23-73-05-01	Cabin Loudspeaker
--------------------	--------------------------

Ident.: MI-23-73-05-00007624.0001001 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

23-73-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	38	0	No

- (o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-05-01A Cabin Loudspeaker*

23-73-05-01	Cabin Loudspeaker
--------------------	--------------------------

Ident.: MI-23-73-05-00007624.9001003 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

23-73-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	40	0	No

- (o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-05-01A Cabin Loudspeaker*

23-73-05-01	Cabin Loudspeaker
--------------------	--------------------------

Ident.: MI-23-73-05-00007624.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX

23-73-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	32	0	No

- (o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

Continued on the following page

MEL ITEMS
23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-05 - Cabin Loudspeaker

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 23-73-05-01A Cabin Loudspeaker

23-73-05-02
Lavatory Loudspeaker

Ident.: MI-23-73-05-00007625.0001001 / 23 MAY 24

Applicable to: ALL

23-73-05-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o) One or more may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 23-73-05-02A Lavatory Loudspeaker

23-73-05-03
Galley Loudspeaker

1 Ident.: MI-23-73-05-00028261.0001001 / 20 OCT 25

Applicable to: ALL

23-73-05-03A Announcements audible

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or more may be inoperative provided that cabin crews and passengers announcements are checked and clearly heard in the vicinity of the galley.

_____ Reference(s) _____

- (o) Refer to OpsProc 23-73-05-03A Galley Loudspeaker (if Installed) (Announcements audible)

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-05 - Cabin Loudspeaker
--	--

23-73-05-03B Announcements not audible

Continued from the previous page

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

NOT APPLICABLE

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-05 - Cabin Loudspeaker

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-06 - Handset
--	--

23-73-06-01	Cockpit Handset
--------------------	------------------------

Ident.: MI-23-73-06-00007626.0001001 / 22 MAY 19

Applicable to: ALL

23-73-06-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the cockpit audio control panel (ACP) is used for the communication between the cockpit and the cabin.

23-73-06-02	Cabin Handset
--------------------	----------------------

Ident.: MI-23-73-06-00007627.0001001 / 23 JUN 22

Applicable to: ALL

23-73-06-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	–	Yes

- (o) One or more may be inoperative provided that one handset is operative at each pair of floor level exit doors.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-73-06-02A Cabin Handset*

23-73-06-03	Cabin Handset Key
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Ident.: MI-23-73-06-00007628.0001001 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-06-03A Passenger address and Cabin to cockpit interphone operative

Repair interval	Nbr installed	Nbr required	Placard
C	10	0	Yes

One or more may be inoperative provided that:

- 1) Passenger address from the affected handset is operative, and
- 2) Cabin to cockpit interphone from affected handset is operative.

Continued on the following page

MEL ITEMS
23 - COMMUNICATIONS

 23-73 - Cabin Intercommunication Data System
 23-73-06 - Handset

Continued from the previous page
23-73-06-03B Affected handset considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	10	0	Yes

One or more may be inoperative provided that the affected handset is considered inoperative.

Refer to Item 23-73-06-02 Cabin Handset

23-73-06-03	Cabin Handset Key
--------------------	--------------------------

Ident.: MI-23-73-06-00007628.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

23-73-06-03A Passenger address and Cabin to cockpit interphone operative

Repair interval	Nbr installed	Nbr required	Placard
C	13	0	Yes

One or more may be inoperative provided that:

- 1) Passenger address from the affected handset is operative, and
- 2) Cabin to cockpit interphone from affected handset is operative.

23-73-06-03B Affected handset considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	13	0	Yes

One or more may be inoperative provided that the affected handset is considered inoperative.

Refer to Item 23-73-06-02 Cabin Handset

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-07 - Prerecorded Announcement and Music Reproducer (PRAM)
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23-73-07-01	Prerecorded Announcement and Music Reproducer (PRAM)
--------------------	---

Ident.: MI-23-73-07-00007629.0001001 / 02 MAR 20

Applicable to: ALL

23-73-07-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

Note: Application of the MEL is not necessary if only the music reproducer function of the PRAM is inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 23-73-07-01A Prerecorded Announcement and Music Reproducer (PRAM) (If Installed)

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-07 - Prerecorded Announcement and Music Reproducer (PRAM)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-08 - Cabin Assignment Module (CAM)
--	--

23-73-08-01	Cabin Assignment Module (CAM)
--------------------	--------------------------------------

Ident.: MI-23-73-08-00007630.0001001 / 22 MAR 10

Applicable to: ALL

23-73-08-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative or missing.

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-08 - Cabin Assignment Module (CAM)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-09 - Emergency Cockpit Alerting System (ECAS)
--	---

23-73-09-01	Emergency Cockpit Alerting System (ECAS)
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Ident.: MI-23-73-09-00007631.0001001 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

23-73-09-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

One or more may be inoperative.

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System
23-73-09 - Emergency Cockpit Alerting System (ECAS)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-10 - Smoke Detection Function
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23-73-10-01	Smoke Detection Function (CIDS-SDF)
--------------------	--

Ident.: MI-23-73-10-00007632.0005001 / 27 JUN 11

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-73-10-01B

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the restrictions concerning lavatory smoke detection system and cargo smoke detection system ~~and~~ are applied.

Refer to Item 26-17-01 Lavatory Smoke Detection System, and

Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment (if FWD cargo compartment smoke detection system installed) and

Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments (if AFT cargo compartment smoke detection system installed).

Note: *Failure of a single CIDS-SDF channel is indicated by a MAINTENANCE message on the STATUS SD page.*

Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

MEL ITEMS

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-10 - Smoke Detection Function

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-74 - Cabin Crew Panel
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23-74-01	Forward Attendant Panel
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Ident.: MI-23-74-00007634.0001001 / 27 JUN 11

Applicable to: AP-BLB, AP-BLC

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative.

Refer to Item 23-73-07-01 Prerecorded Announcement and Music Reproducer (PRAM) , and

Refer to Item 23-74-12 CIDS Caution Light of the Forward Attendant Panel, and

Refer to Item 23-74-13 Lighting Module of the Forward Attendant Panel

23-74-01	FAP Display Unit
-----------------	-------------------------

Ident.: MI-23-74-00007634.0004001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the safety related messages on the FAP are considered inoperative.

Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed), and

Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-74-01A FAP Display Unit*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS

23-74 - Cabin Crew Panel

23-74-02
EMER pb on the Hardkey FAP Sub-panel

Ident.: MI-23-74-00007648.0001001 / 27 JUN 11

 Applicable to: **ALL**
23-74-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

23-74-03
Other Controls on the Hardkey FAP Sub-panel

Ident.: MI-23-74-00007649.0001001 / 23 MAY 24

 Applicable to: **ALL**
23-74-03A

Repair interval	Nbr installed	Nbr required	Placard
D	9	0	No

One or more may be inoperative.

23-74-04
PTP Display Unit

Ident.: MI-23-74-00007650.0001001 / 22 MAR 10

 Applicable to: **AP-BLB, AP-BLC**
23-74-04A

Repair interval	Nbr installed	Nbr required	Placard
–	1	0	Yes

May be inoperative provided that the display of the safety related messages on PTP are considered inoperative.

Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed), and
Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and
Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-74 - Cabin Crew Panel
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23-74-05	Door Bottle Pressure Monitoring on the PTP
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Ident.: MI-23-74-00007652.0001001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

23-74-05A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

23-74-06	Door Bottle Pressure Monitoring on the FAP
-----------------	---

Ident.: MI-23-74-00007653.0004001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-74-06A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

23-74-07	Slide Pressure Monitoring on the PTP
-----------------	---

Ident.: MI-23-74-00007655.0001001 / 11 FEB 15

Applicable to: AP-BLB, AP-BLC

23-74-07A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)
and Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS

23-74 - Cabin Crew Panel

23-74-08
Slide Pressure Monitoring on the FAP

Ident.: MI-23-74-00007656.0004001 / 11 FEB 15

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

23-74-08A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed) and Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

23-74-09
Area Call Panel

Ident.: MI-23-74-00007660.0001001 / 23 MAY 24

Applicable to: ALL

23-74-09A

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	Yes

One or more may be inoperative.

23-74-10
Attendant Indication Panel (AIP)

Ident.: MI-23-74-00007661.0001001 / 23 JUN 22

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

23-74-10A

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	Yes

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 23 - COMMUNICATIONS 23-74 - Cabin Crew Panel
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23-74-10	Attendant Indication Panel (AIP)
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Ident.: MI-23-74-00007661.9001002 / 23 JUN 22

Applicable to: AP-BOK, AP-BOL

23-74-10A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	Yes

One or more may be inoperative.

23-74-10	Attendant Indication Panel (AIP)
-----------------	---

Ident.: MI-23-74-00007661.9001003 / 23 JUN 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX

23-74-10A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

One or more may be inoperative.

23-74-11	Additional Attendant Panel (AAP)
-----------------	---

Ident.: MI-23-74-00007663.0001001 / 27 JUL 16

Applicable to: ALL

23-74-11A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
23 - COMMUNICATIONS

23-74 - Cabin Crew Panel

23-74-12
CIDS Caution Light of the Forward Attendant Panel

Ident.: MI-23-74-00013904.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

23-74-12A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that PTP messages are checked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-74-12A CIDS Caution Light of the Forward Attendant Panel*

23-74-13
Lighting Module of the Forward Attendant Panel

Ident.: MI-23-74-00013905.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

23-74-13A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 23-74-13A Lighting Module of the Forward Attendant Panel*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-00 - MAINTENANCE Messages on the STATUS SD page
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24-00-01	DC BUS TIE <u>MAINTENANCE</u> Message
-----------------	--

Ident.: MI-24-00-00008421.0001001 / 22 MAR 10

Applicable to: **ALL**

24-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

DC BUS TIE MAINTENANCE message may be displayed on the STATUS SD page.

24-00-03	AC GEN <u>MAINTENANCE</u> Message
-----------------	--

Ident.: MI-24-00-00008423.0001001 / 22 MAR 10

Applicable to: **ALL**

24-00-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

AC GEN MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

24 - ELECTRICAL POWER

24-00 - MAINTENANCE Messages on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-01 - Overhead Panels 24-01-01 - ELEC Overhead Panel
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24-01-01-01	BAT 1(2) pb-sw FAULT light
--------------------	-----------------------------------

Ident.: MI-24-01-01-00008424.0001001 / 22 MAR 10

Applicable to: ALL

24-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

24-01-01-02	BAT 1(2) pb-sw OFF light
--------------------	---------------------------------

Ident.: MI-24-01-01-00008425.0001001 / 22 MAR 10

Applicable to: ALL

24-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

24-01-01-03	GEN pb-sw FAULT light and APU GEN pb-sw FAULT light
--------------------	--

Ident.: MI-24-01-01-00008426.0001001 / 22 MAY 19

Applicable to: ALL

24-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One GEN pb-sw FAULT light and/or the APU GEN pb-sw FAULT light may be inoperative provided that the associated generator indications are operative on the ELEC SD page.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
24 - ELECTRICAL POWER

 24-01 - Overhead Panels
 24-01-01 - ELEC Overhead Panel

24-01-01-04
GEN pb-sw OFF light and APU GEN pb-sw OFF light

Ident.: MI-24-01-01-00008427.0001001 / 22 MAR 10

 Applicable to: **ALL**
24-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

24-01-01-05
AC ESS FEED pb-sw FAULT light

Ident.: MI-24-01-01-00008428.0001001 / 22 MAY 19

 Applicable to: **ALL**
24-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

 May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.

24-01-01-06
AC ESS FEED pb-sw ALTN light

Ident.: MI-24-01-01-00008429.0001001 / 22 MAY 19

 Applicable to: **ALL**
24-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

 May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.

 PAKISTAN International Airlines <i>since 1946</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-01 - Overhead Panels 24-01-01 - ELEC Overhead Panel
--	---

24-01-01-07	EXT PWR pb AVAIL light
--------------------	-------------------------------

Ident.: MI-24-01-01-00008430.0001001 / 13 MAY 20

Applicable to: ALL

24-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 24-01-01-07A EXT PWR pb AVAIL light

24-01-01-08	EXT PWR pb ON light
--------------------	----------------------------

Ident.: MI-24-01-01-00008431.0001001 / 13 MAY 20

Applicable to: ALL

24-01-01-08A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

24-01-01-09	GALY & CAB pb-sw FAULT light
--------------------	---

Ident.: MI-24-01-01-00008432.0002001 / 22 MAY 19

Applicable to: ALL

24-01-01-09A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) For each generator, the AC load indication is operative on the ELEC SD page, and
 - 2) The GALY & CAB automatic load shed system is checked operative.

_____ Reference(s) _____

- (o) Refer to OpsProc 24-01-01-09A GALLEY/GALY & CAB pb-sw FAULT light

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
24 - ELECTRICAL POWER

 24-01 - Overhead Panels
 24-01-01 - ELEC Overhead Panel

24-01-01-10
GALY & CAB pb-sw OFF light

Ident.: MI-24-01-01-00008433.0002001 / 22 MAR 10

 Applicable to: **ALL**
24-01-01-10A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

24-01-01-11
COMMERCIAL pb-sw OFF light

Ident.: MI-24-01-01-00008434.0004001 / 22 MAR 10

 Applicable to: **ALL**
24-01-01-11A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

24-01-01-12
BUS TIE pb-sw OFF light

Ident.: MI-24-01-01-00008435.0001001 / 22 MAR 10

 Applicable to: **ALL**
24-01-01-12A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-01 - Overhead Panels 24-01-01 - ELEC Overhead Panel
--	---

24-01-01-13	IDG pb-sw FAULT light
--------------------	------------------------------

Ident.: MI-24-01-01-00008436.0001001 / 22 MAY 19

Applicable to: ALL

24-01-01-13A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative provided that the frequency and the temperature indications of the affected generator are operative on the ELEC SD page.

MEL ITEMS

24 - ELECTRICAL POWER

24-01 - Overhead Panels

24-01-01 - ELEC Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-01 - Overhead Panels 24-01-02 - EMER ELEC PWR Overhead Panel
--	--

24-01-02-01	RAT & EMER GEN FAULT light
--------------------	---------------------------------------

Ident.: MI-24-01-02-00008437.0001001 / 22 MAR 10

Applicable to: ALL

24-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

May be inoperative.

MEL ITEMS

24 - ELECTRICAL POWER

24-01 - Overhead Panels

24-01-02 - EMER ELEC PWR Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-07 - Indications on the ELEC SD page
--	---

24-07-01	AC Generation Indications on the <u>ELEC</u> SD page
-----------------	---

Ident.: MI-24-07-00008472.0001001 / 23 AUG 23

Applicable to: ALL

24-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

- (o) One or more indications related to the AC generation may be inoperative provided that:
- 1) The load, voltage, and frequency indications are operative on one engine driven generator, and
 - 2) The GEN 1(2) pb-sw FAULT light is checked operative, and
 - 3) The galley automatic load shed system is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-07-01A AC Generation Indications on the ELEC SD page*

24-07-02	DC Generation Indications on the <u>ELEC</u> SD page
-----------------	---

Ident.: MI-24-07-00008474.0001001 / 22 MAR 10

Applicable to: ALL

24-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more indications related to the DC generation may be inoperative.

24-07-03	AC ESS BUS SHED Indication on the <u>ELEC</u> SD page
-----------------	--

Ident.: MI-24-07-00008475.0001001 / 22 MAR 10

Applicable to: ALL

24-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be displayed.

MEL ITEMS

24 - ELECTRICAL POWER

24-07 - Indications on the ELEC SD page

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-09 - ECAM Alerts
--	---

24-09-01	<u>ELEC</u> AC ESS BUS SHED Alert
-----------------	--

Ident.: MI-24-09-00008477.0002001 / 22 MAY 19

Applicable to: ALL

24-09-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	0	No

- (o) May be displayed provided that:
- 1) The alert is confirmed to be false by troubleshooting, and
 - 2) The AC ESS BUS SHED is checked operative before each flight, and
 - 3) HF 1 is deactivated.

Refer to Item 23-10-01 HF Voice

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-09-01A ELEC AC ESS BUS SHED Alert*

24-09-02	<u>C/B</u> TRIPPED Alert
-----------------	---------------------------------

Ident.: MI-24-09-00008479.0001001 / 22 MAR 10

Applicable to: ALL

24-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (m) May be displayed provided that the alert is confirmed to be false by troubleshooting.

_____ Reference(s) _____

- (m) *Refer to AMM 24-50-00-040-001*

MEL ITEMS

24 - ELECTRICAL POWER

24-09 - ECAM Alerts

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-22 - AC Main Generation
--	--

24-22-01	AC Main Generation (IDG, GCU, Line Contactor)
-----------------	--

Ident.: MI-24-22-00008438.0002001 / 22 MAY 19

Applicable to: ALL

24-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o)(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The flight altitude is limited to 33 500 ft, and
- 3) The APU and AC auxiliary generation are operative and used throughout the flight, and
- 4) The APU fuel pump is operative, and
- 5) The APU oil quantity is checked to be adequate before each flight, and
- 6) All busses have power, and
- 7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and
- 8) The galley automatic load shed system is checked operative.

_____ Reference(s) _____

(o) Refer to OpsProc 24-22-01A AC Main Generation (IDG, GCU, Line Contactor)

(m) Refer to AMM Task 24-20-00-040-001

24-22-02	AC Bus Tie Control Function
-----------------	------------------------------------

Ident.: MI-24-22-00008439.0001001 / 22 MAR 10

Applicable to: ALL

24-22-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

24 - ELECTRICAL POWER

24-22 - AC Main Generation

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-23 - AC Auxiliary Generation
--	---

24-23-01	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor)
-----------------	---

Ident.: MI-24-23-00008440.0002001 / 21 MAY 25

Applicable to: ALL

1

Note: When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.

24-23-01A Non ETOPS flight and APU GEN pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The APU GEN pb-sw is set to OFF.

_____ Reference(s) _____

- (o) Refer to OpsProc 24-23-01A AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)

24-23-01B ETOPS 120 min flight and APU GEN pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

- (o) May be inoperative for four flights provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The APU GEN pb-sw is set to OFF.

_____ Reference(s) _____

- (o) Refer to OpsProc 24-23-01B AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)

Continued on the following page

MEL ITEMS
24 - ELECTRICAL POWER
 24-23 - AC Auxiliary Generation

Continued from the previous page
24-23-01C Non ETOPS flight and AC auxiliary generation deactivated or removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The AC auxiliary generation is deactivated or removed.

_____ Reference(s) _____

(o) *Refer to OpsProc 24-23-01C AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed)*

(m) *Refer to AMM Task*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-24 - AC Emergency Generation
--	---

24-24-01	Emergency Generator
-----------------	----------------------------

Ident.: MI-24-24-00008441.0001001 / 22 MAR 10

Applicable to: ALL

24-24-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

24-24-02	RAT Extension Automatic Control
-----------------	--

Ident.: MI-24-24-00008442.0001001 / 22 MAY 19

Applicable to: ALL

24-24-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The RAT extension manual control is checked operative every day.

_____ Reference(s) _____

(m) Refer to AMM Task 24-20-00-040-002

24-24-03	RAT Extension Manual Control
-----------------	-------------------------------------

Ident.: MI-24-24-00008443.0001001 / 22 MAY 19

Applicable to: ALL

24-24-03A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

May be inoperative provided that ETOPS is not conducted.

MEL ITEMS

24 - ELECTRICAL POWER

24-24 - AC Emergency Generation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-25 - AC Essential Generation Switching
--	---

24-25-01	Manual Transfer to the AC BUS 2 (ALTN Function)
-----------------	--

Ident.: MI-24-25-00008444.0001001 / 22 MAY 19

Applicable to: **ALL**

24-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The AC ESS FEED pb-sw is set to NORM, and
 - 2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and
 - 3) The TR 2 is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-25-01A Manual Transfer to the AC BUS 2 (ALTN Function)*

24-25-02	Automatic Transfer to the AC BUS 2
-----------------	---

Ident.: MI-24-25-00008445.0001001 / 22 MAY 19

Applicable to: **ALL**

24-25-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o) May be inoperative provided that:
- 1) The AC ESS FEED pb-sw is set to NORM, and
 - 2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and
 - 3) The TR 2 is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-25-02A Automatic Transfer to the AC BUS 2*

MEL ITEMS

24 - ELECTRICAL POWER

24-25 - AC Essential Generation Switching

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-26 - Galley and Commercial Supply System
--	---

24-26-01	GALY & CAB Automatic Load Shed System
-----------------	--

Ident.: MI-24-26-00008446.0002001 / 22 MAY 19

Applicable to: ALL

24-26-01A Manual load shed system operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the manual load shed system and the GALY & CAB pb-sw FAULT light are operative.

24-26-01B All GALY & CAB loads disconnected

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

(m) Refer to AMM Task 24-56-00-040-001

24-26-02	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)
-----------------	--

Ident.: MI-24-26-00008448.0004001 / 19 NOV 19

Applicable to: ALL

24-26-02A All GALY & CAB loads disconnected

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

(m) Refer to AMM Task

24-26-02B COMMERCIAL supply system operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o)(m) May be inoperative provided that the COMMERCIAL supply system is checked operative.

Continued on the following page

MEL ITEMS
24 - ELECTRICAL POWER

24-26 - Galley and Commercial Supply System

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 24-26-02B Galley Manual Load Shed System (GALLEY/GALY & CAB pb-sw)
- (m) Refer to AMM Task 24-51-00-040-001

24-26-03
Commercial Supply System

Ident.: MI-24-26-00008449.0001001 / 22 MAY 19

Applicable to: ALL

24-26-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 24-26-03A Commercial Supply System

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-28 - Static Inverter AC Generation
--	---

24-28-01	Static Inverter AC Generation
-----------------	--------------------------------------

Ident.: MI-24-28-00008457.0001001 / 22 MAR 10

Applicable to: ALL

24-28-01A

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

Must be operative.

MEL ITEMS

24 - ELECTRICAL POWER

24-28 - Static Inverter AC Generation

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-32 - DC Main Generation (TR 1, TR 2)
--	---

24-32-01	DC Main Generation (TR 1, TR 2)
-----------------	--

Ident.: MI-24-32-00008458.0002001 / 22 MAY 19

Applicable to: ALL

24-32-01A TR 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) TR 1 may be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-32-01A DC Main Generation (TR 1 inoperative)*

24-32-01B TR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o)(m) TR 2 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The AC ESS FEED control is checked operative every day, and
- 3) The ISIS airspeed indication is operative, and
- 4) The ISIS altitude indication is operative, and
- 5) The ISIS attitude indication is operative, and
- 6) The standby compass is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 24-32-01B DC Main Generation (TR 2 inoperative)*

- (m) *Refer to AMM Task 24-30-00-040-002*

MEL ITEMS

24 - ELECTRICAL POWER

24-32 - DC Main Generation (TR 1, TR 2)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-34 - DC Emergency Generation (ESS TR)
--	--

24-34-01	DC Emergency Generation (ESS TR)
-----------------	---

Ident.: MI-24-34-00008460.0001001 / 22 MAR 10

Applicable to: ALL

24-34-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

24 - ELECTRICAL POWER

24-34 - DC Emergency Generation (ESS TR)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-35 - DC Essential and Normal Generation Switching
--	--

24-35-01	DC TIE Contactor 1PC1 (DC BUS 1-DC BAT BUS), 4PC (DC ESS BUS-DC BAT BUS)
-----------------	---

Ident.: MI-24-35-00008462.0001001 / 22 MAR 10

Applicable to: ALL

24-35-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative in the open position.

24-35-02	DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS)
-----------------	--

Ident.: MI-24-35-00008463.0001001 / 22 MAR 10

Applicable to: ALL

24-35-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

24 - ELECTRICAL POWER

24-35 - DC Essential and Normal Generation Switching

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-38 - DC Battery Generation
--	---

24-38-01	BAT 1(2) Channel
-----------------	-------------------------

Ident.: MI-24-38-00008464.0001001 / 22 MAR 10

Applicable to: **ALL**

24-38-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

24-38-02	Battery Charger Limiter (BCL)
-----------------	--------------------------------------

Ident.: MI-24-38-00008465.0001001 / 22 MAY 19

Applicable to: **ALL**

24-38-02A

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

(o) (m) One may be inoperative for 10 flights provided that:

- 1) ETOPS is not conducted, and
- 2) No APU start is attempted neither on ground nor in flight, and
- 3) Both AC main generations are operative, and
- 4) The refueling is made with an external power unit connected, and
- 5) The battery associated with the inoperative BCL is charged before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 24-38-02A Battery Charger Limiter (BCL)*

(m) *Refer to AMM Task 24-30-00-040-001*

MEL ITEMS
24 - ELECTRICAL POWER
 24-38 - DC Battery Generation

24-38-03
Battery Voltmeter

Ident.: MI-24-38-00008466.0001001 / 22 MAR 10

Applicable to: ALL

24-38-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the associated voltage indication is operative on the ELEC SD page.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 24 - ELECTRICAL POWER 24-41 - AC External Power Control
--	---

24-41-01	Ground Power Control (GPCU or GAPCU Ground Power Control function)
-----------------	---

Ident.: MI-24-41-00008468.0001001 / 18 JUL 12

Applicable to: ALL

24-41-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

Note: When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.

24-41-02	External Power Receptacle
-----------------	----------------------------------

Ident.: MI-24-41-00008471.0001001 / 13 MAY 20

Applicable to: ALL

24-41-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that:

- 1) The receptacle is visually inspected, placarded inoperative and not used, and
- 2) The EXT PWR pb is placarded inoperative.

Note: When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.

_____ Reference(s) _____

(m) Refer to AMM Task 24-41-00-040-001

MEL ITEMS

24 - ELECTRICAL POWER

24-41 - AC External Power Control

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-07 - Indications on the DOOR/OXY SD page
--	--

25-07-01	Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page
-----------------	---

Ident.: MI-25-07-00008583.0001001 / 22 MAY 19

Applicable to: ALL

Note: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

25-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight.

Reference(s)

- (o) Refer to OpsProc 25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page

25-07-02	Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page
-----------------	---

Ident.: MI-25-07-00008584.0001001 / 22 MAY 19

Applicable to: ALL

Note: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

25-07-02A Associated door considered operative

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be permanently indicated in the not armed position provided that:
- 1) The aircraft is not operated at night, and
 - 2) The associated slide is visually checked to be armed before each flight.

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS

25-07 - Indications on the DOOR/OXY SD page

Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page*

25-07-02B Associated door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be permanently indicated in the not armed position for 5 flights provided that the associated door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

25-07-03
**Cabin Overwing Exit Slide Permanently
Indicated Armed on the DOOR/OXY SD page**

Ident.: MI-25-07-00008585.0001001 / 05 APR 18

 Applicable to: **ALL**

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (m) One or both may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before the first flight of the day.

_____ Reference(s) _____

- (m) *Refer to AMM Task 52-70-00-040-008*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-07 - Indications on the DOOR/OXY SD page
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25-07-04	Cabin Overwing Exit Slide Permanently Indicated Not Armed on the <u>DOOR/OXY</u> SD page
-----------------	---

Ident.: MI-25-07-00008586.0001001 / 22 MAY 19

Applicable to: ALL

Note: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

25-07-04A Cabin overwing exits considered operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be permanently indicated in the not armed position provided that:

- 1) The aircraft is not operated at night, and
- 2) The associated slide is visually checked to be armed before the first flight of the day.

_____ Reference(s) _____

(m) Refer to AMM Task 52-70-00-040-009

25-07-04B Cabin overwing exits considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

One may be permanently indicated in the not armed position for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-07 - Indications on the DOOR/OXY SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-11 - Pilot Seats
--	--

25-11-01	Pilot Seat Manual Horizontal Adjustment
-----------------	--

Ident.: MI-25-11-00008481.0001001 / 22 MAR 10

Applicable to: ALL

25-11-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

25-11-02	Pilot Seat Manual Vertical Adjustment
-----------------	--

Ident.: MI-25-11-00008483.0001001 / 22 MAY 19

Applicable to: ALL

25-11-02A Associated electrical control operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated electrical control is operative.

25-11-02B Associated electrical control inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-03	Pilot Seat Recline Adjustment
-----------------	--------------------------------------

Ident.: MI-25-11-00008487.0001001 / 22 MAR 10

Applicable to: ALL

25-11-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be inoperative provided that the seat is secured in an upright position acceptable to the affected crewmember.

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-11 - Pilot Seats

Continued from the previous page

_____ Reference(s) _____

(m) Refer to AMM 25-11-00-040-001

25-11-04
Pilot Seat Other Manual Adjustments

Ident.: MI-25-11-00008507.0001001 / 23 JUN 22

Applicable to: ALL

25-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	6	0	No

One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-05
Pilot Seat Electrical Adjustment

Ident.: MI-25-11-00008508.0001001 / 22 MAY 19

Applicable to: ALL

25-11-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o) One or both may be inoperative provided that the electrical adjustment of the associated seat is deactivated.

_____ Reference(s) _____

(o) Refer to OpsProc 25-11-05A Pilot Seat Electrical Adjustment

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-11 - Pilot Seats
--	--

25-11-06	Pilot Seat Shoulder Harness
-----------------	------------------------------------

Ident.: MI-25-11-00008514.0001001 / 23 AUG 23

Applicable to: ALL

25-11-06A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

25-11-07	Pilot Seat Fifth Strap
-----------------	-------------------------------

Ident.: MI-25-11-00008515.0001001 / 22 MAR 10

Applicable to: ALL

25-11-07A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

(o) One or both may be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 25-11-07A Pilot Seat Fifth Strap*

25-11-08	Pilot Sidestick Armrest Height Adjustment
-----------------	--

Ident.: MI-25-11-00008517.0001001 / 22 MAR 10

Applicable to: ALL

25-11-08A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-11 - Pilot Seats

25-11-09
Pilot Sidestick Armrest Pitch Adjustment

Ident.: MI-25-11-00008518.0001001 / 22 MAR 10

Applicable to: ALL
25-11-09A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

25-11-10
Pilot Sidestick Armrest Memory Position Display

Ident.: MI-25-11-00008519.0001001 / 22 MAR 10

Applicable to: ALL
25-11-10A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

25-11-11
Pilot Inboard Armrest Vertical Adjustment

Ident.: MI-25-11-00008520.0001001 / 22 MAR 10

Applicable to: ALL
25-11-11A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-11 - Pilot Seats
--	--

25-11-12	Pilot Seat Headrest
-----------------	----------------------------

Ident.: MI-25-11-00008522.0001001 / 23 JUN 22

Applicable to: ALL

25-11-12A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-11 - Pilot Seats

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-12 - Third and Fourth Occupant Seats
--	--

25-12-01	Third Occupant Seat
-----------------	----------------------------

Ident.: MI-25-12-00008524.0001001 / 22 MAY 19

Applicable to: ALL

25-12-01A Seat stowed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the seat is in its stowed position.

25-12-01B Seat removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

(m) May be removed.

_____ Reference(s) _____

(m) *Refer to AMM Task 25-11-00-040-003*

25-12-02	Third Occupant Seat Shoulder Harness
-----------------	---

Ident.: MI-25-12-00008525.0001001 / 22 MAY 19

Applicable to: ALL

25-12-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the seat is not occupied during takeoff and landing.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-12 - Third and Fourth Occupant Seats

25-12-03
Third Occupant Seat Abdominal Belt

Ident.: MI-25-12-00008527.0001001 / 17 NOV 20

 Applicable to: **ALL**
25-12-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that:

- 1) The seat is placarded inoperative, and
- 2) The seat is not occupied.

25-12-04
Third Occupant Seat Fifth Strap

Ident.: MI-25-12-00008528.0001001 / 22 MAR 10

 Applicable to: **ALL**
25-12-04A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-12-04A Third Occupant Seat Fifth Strap*

25-12-05
**Third Occupant Seat Armrest **

Ident.: MI-25-12-00024766.0001001 / 19 MAY 21

 Applicable to: **ALL**
25-12-05A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative provided that the armrest position is acceptable to the occupant.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-12 - Third and Fourth Occupant Seats
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25-12-06	Fourth Occupant Seat
-----------------	-----------------------------

Ident.: MI-25-12-00008529.0001001 / 19 MAY 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-12-06A Seat stowed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative provided that the seat is in its stowed position.

25-12-06B Seat removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

(m) May be removed.

_____ Reference(s) _____

(m) Refer to AMM Task 25-11-00-040-004

25-12-07	Fourth Occupant Seat Shoulder Harness
-----------------	--

Ident.: MI-25-12-00008531.0001001 / 19 MAY 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-12-07A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative provided that the seat is not occupied during takeoff and landing.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-12 - Third and Fourth Occupant Seats

25-12-08
Fourth Occupant Seat Abdominal Belt

Ident.: MI-25-12-00008532.0001001 / 19 MAY 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-12-08A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that:

- 1) The seat is placarded inoperative, and
- 2) The seat is not occupied.

25-12-09
Fourth Occupant Seat Fifth Strap

Ident.: MI-25-12-00008533.0002001 / 19 MAY 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-12-09A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-12-09A Fourth Occupant Seat Fifth Strap*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-13 - Lining and Furnishings
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25-13-01	Pilot Sliding Table
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Ident.: MI-25-13-00008535.0001001 / 27 JUN 11

Applicable to: ALL

25-13-01A Table stowed

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative in its stowed position.

25-13-01B Table removed

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

(m) One or both may be removed.

_____ Reference(s) _____

(m) *Refer to AMM 25-13-00-040-001*

25-13-02	Pilot Retractable Footrest
-----------------	-----------------------------------

Ident.: MI-25-13-00008536.0001001 / 27 JUN 11

Applicable to: ALL

25-13-02A Footrest stowed

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

One or more may be inoperative in its stowed position.

25-13-02B Footrest removed

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

(m) One or more may be removed.

_____ Reference(s) _____

(m) *Refer to AMM 25-13-00-040-002*

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-13 - Lining and Furnishings

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-15 - Flight Crew Foot Warmers
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25-15-01	Pilot Foot Warmer
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Ident.: MI-25-15-00008537.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

25-15-01A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o) One or both may be inoperative provided that it is deactivated.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-15-01A Pilot Foot Warmer*

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-15 - Flight Crew Foot Warmers

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
--	--

25-20-01	Passenger Seat
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Ident.: MI-25-20-00008538.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-20-01A

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	Yes

One or more may be inoperative provided that the associated seat is not used.

25-20-01	Passenger Seat
-----------------	-----------------------

Ident.: MI-25-20-00008538.9001002 / 23 JUN 22

Applicable to: AP-BLY, AP-BLZ

25-20-01A

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	Yes

One or more may be inoperative provided that the associated seat is not used.

25-20-02	Passenger Seat Backrest
-----------------	--------------------------------

Ident.: MI-25-20-00021853.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-20-02A Backrest secured in the upright position and affected seat operative

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

(m) One or more may be inoperative provided that:

- 1) The backrest of the associated seat is secured in the upright position, and
- 2) The associated seat recline mechanism is deactivated.

_____ Reference(s) _____

(m) Refer to AMM Task 25-21-00-040-801

Continued on the following page

Continued from the previous page
25-20-02B Backrest secured in the upright position and affected seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

(m) One or more may be inoperative provided that:

- 1) The backrest of the associated seat is secured in the upright position, and
- 2) The seat with the inoperative backrest is considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

(m) *Refer to AMM Task 25-21-00-040-802*

25-20-02C Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

(o) One or more may be inoperative provided that:

- 1) The backrest of the associated seat does not block a cabin door or a cabin overwing exit, and

- 2) The seat with the inoperative backrest is considered inoperative

Refer to Item 25-20-01 Passenger Seat, and

- 3) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-02C Passenger Seat Backrest (Affected Seats Considered Inoperative)*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
--	--

Continued from the previous page

25-20-02D Affected cabin door and cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	174	0	No

- (o) One or more backrest affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:
- 1) The affected cabin door or cabin overwing exit is considered inoperative
Refer to Item 52-10-01 Cabin Door, or
Refer to Item 52-10-02 Cabin Overwing Exit, and
 - 2) The seat with the inoperative backrest is considered inoperative
Refer to Item 25-20-01 Passenger Seat, and
 - 3) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

25-20-02	Passenger Seat Backrest
-----------------	--------------------------------

Ident.: MI-25-20-00021853.9001002 / 23 JUN 22

Applicable to: AP-BLY, AP-BLZ

25-20-02A Backrest secured in the upright position and affected seat operative

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

- (m) One or more may be inoperative provided that:
- 1) The backrest of the associated seat is secured in the upright position, and
 - 2) The associated seat recline mechanism is deactivated.

_____ Reference(s) _____

- (m) *Refer to AMM Task 25-21-00-040-801*

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

Continued from the previous page
25-20-02B Backrest secured in the upright position and affected seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

(m) One or more may be inoperative provided that:

- 1) The backrest of the associated seat is secured in the upright position, and
- 2) The seat with the inoperative backrest is considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

(m) *Refer to AMM Task 25-21-00-040-802*

25-20-02C Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

(o) One or more may be inoperative provided that:

- 1) The backrest of the associated seat does not block a cabin door or a cabin overwing exit, and

- 2) The seat with the inoperative backrest is considered inoperative

Refer to Item 25-20-01 Passenger Seat, and

- 3) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-02C Passenger Seat Backrest (Affected Seats Considered Inoperative)*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
--	--

Continued from the previous page

25-20-02D Affected cabin door and cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	180	0	No

- (o) One or more backrest affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:

- 1) The affected cabin door or cabin overwing exit is considered inoperative

Refer to Item 52-10-01 Cabin Door, or

Refer to Item 52-10-02 Cabin Overwing Exit, and

- 2) The seat with the inoperative backrest is considered inoperative

Refer to Item 25-20-01 Passenger Seat, and

- 3) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

25-20-03	Passenger Seat Belt
-----------------	----------------------------

Ident.: MI-25-20-00021854.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-20-03A

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

One or more may be inoperative provided that the associated seat is considered inoperative.

Refer to Item 25-20-01 Passenger Seat

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

25-20-03
Passenger Seat Belt

Ident.: MI-25-20-00021854.9001002 / 23 JUN 22

Applicable to: AP-BLY, AP-BLZ

25-20-03A

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

One or more may be inoperative provided that the associated seat is considered inoperative.

Refer to Item 25-20-01 Passenger Seat

25-20-04
Passenger Seat Airbag

Ident.: MI-25-20-00021855.0001001 / 02 MAR 20

Applicable to: ALL

25-20-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT INSTALLED

25-20-05
Passenger Seat Armrest

Ident.: MI-25-20-00021856.0001001 / 20 OCT 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

2

3

25-20-05A Affected armrest(s) inoperative in the required position for Taxi, Takeoff, and Landing

Repair interval	Nbr installed	Nbr required	Placard
D	232	0	No

- (o) One or more armrests may be inoperative provided that the affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.

Continued on the following page

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_____ Reference(s) _____

- (o) Refer to OpsProc 25-20-05A Passenger Seat Armrest (Affected Armrest Inoperative in the Required Position for Taxi, Takeoff, and Landing)

4 25-20-05B Affected seat(s) considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	232	0	No

- (o) One or more armrests may be inoperative or missing provided that the seat(s) with the inoperative or missing armrest is considered inoperative.
 Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) Refer to OpsProc 25-20-05B Passenger Seat Armrest (Affected Seat(s) Considered Inoperative)

25-20-05
Passenger Seat Armrest
⁵ Ident.: MI-25-20-00021856.9001002 / 20 OCT 25

⁶ Applicable to: AP-BLY, AP-BLZ

25-20-05A Affected armrest(s) inoperative in the required position for Taxi, Takeoff, and Landing

Repair interval	Nbr installed	Nbr required	Placard
D	240	0	No

- (o) One or more armrests may be inoperative provided that the affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.

_____ Reference(s) _____

- (o) Refer to OpsProc 25-20-05A Passenger Seat Armrest (Affected Armrest Inoperative in the Required Position for Taxi, Takeoff, and Landing)

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

Continued from the previous page
25-20-05B Affected seat(s) considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	240	0	No

- (o) One or more armrests may be inoperative or missing provided that the seat(s) with the inoperative or missing armrest is considered inoperative.

Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-05B Passenger Seat Armrest (Affected Seat(s) Considered Inoperative)*

25-20-06
Underseat Baggage Restraining Bar

Ident.: MI-25-20-00021857.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-20-06A

Repair interval	Nbr installed	Nbr required	Placard
D	58	0	Yes

- (o) One or more may be inoperative provided that:
- 1) Baggage is not stowed under the associated seat, and
 - 2) The associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-06A Underseat Baggage Restraining Bar*

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25-20-06	Underseat Baggage Restraining Bar
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Ident.: MI-25-20-00021857.9001002 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ

25-20-06A

Repair interval	Nbr installed	Nbr required	Placard
D	60	0	Yes

- (o) One or more may be inoperative provided that:
- 1) Baggage is not stowed under the associated seat, and
 - 2) The associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-06A Underseat Baggage Restraining Bar*

25-20-07	Passenger Seat Meal Table
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Ident.: MI-25-20-00022998.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-20-07A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

- (m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

_____ Reference(s) _____

- (m) *Refer to AMM Task*

25-20-07B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

- (o) One or more may be inoperative provided that:
- 1) The meal table of the associated seat does not block the access to a cabin door or a cabin overwing exit, and
 - 2) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-20-01 Passenger Seat

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_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-07B Passenger Seat Meal Table (Affected Seats Considered Inoperative)*

25-20-07C Meal table not stowed and affected cabin door or cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	174	0	No

- (o) One or more meal table affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:
- 1) The affected cabin door or cabin overwing exit is considered inoperative
Refer to Item 52-10-01 Cabin Door, or
Refer to Item 52-10-02 Cabin Overwing Exit, and
 - 2) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

25-20-07	Passenger Seat Meal Table
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Ident.: MI-25-20-00022998.9001002 / 23 JUN 22

Applicable to: AP-BLY, AP-BLZ

25-20-07A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

- (m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

_____ Reference(s) _____

- (m) *Refer to AMM Task*

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25-20-07B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

- (o) One or more may be inoperative provided that:
- 1) The meal table of the associated seat does not block the access to a cabin door or a cabin overwing exit, and
 - 2) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-07B Passenger Seat Meal Table (Affected Seats Considered Inoperative)*

25-20-07C Meal table not stowed and affected cabin door or cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	180	0	No

- (o) One or more meal table affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:
- 1) The affected cabin door or cabin overwing exit is considered inoperative
Refer to Item 52-10-01 Cabin Door, or
Refer to Item 52-10-02 Cabin Overwing Exit, and
 - 2) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-20-01 Passenger Seat

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

25-20-09
Cabin Attendant Seat

Ident.: MI-25-20-00008540.0001001 / 26 MAR 25

Applicable to: AP-BLB, AP-BLC, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

Note: A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.

25-20-09A Non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
D	6	–	Yes

(o)(m) One or more non-required cabin attendant seats may be inoperative or not usable provided that:

- 1) The affected seat is not used, and
- 2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

_____ Reference(s) _____

(o) Refer to OpsProc 25-20-09A Non-required Cabin Attendant Seat

(m) Refer to AMM Task 25-22-00-040-001

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25-20-09B Required cabin attendant seat inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	6	–	Yes

- (o) (m) One required cabin attendant seat may be inoperative or not usable provided that:
- 1) The affected seat is not used, and
 - 2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and
 - 3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and
 - 4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
 - 5) The direct view of passengers by cabin attendants is not impaired, and
 - 6) The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
 - 7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

Reference(s)

(o) Refer to OpsProc 25-20-09B Required Cabin Attendant Seat

(m) Refer to AMM Task 25-22-00-040-001

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MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

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25-20-09C Required cabin attendant seat inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	6	–	Yes

- (o) (m) One required cabin attendant seat may be inoperative or not usable provided that:
- 1) The affected seat is not used, and
 - 2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and
 - 3) The passenger seat to be used by cabin attendant is correctly placarded, and
 - 4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
 - 5) The direct view of passengers by cabin attendants is not impaired, and
 - 6) The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
 - 7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

Reference(s)

(o) Refer to OpsProc 25-20-09C Required Cabin Attendant Seat

(m) Refer to AMM Task 25-22-00-040-001

25-20-09
Cabin Attendant Seat

Ident.: MI-25-20-00008540.9001002 / 26 MAR 25

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BOK, AP-BOL

Note: A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.

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25-20-09A Non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
D	5	–	Yes

(o)(m) One or more non-required cabin attendant seats may be inoperative or not usable provided that:

- 1) The affected seat is not used, and
- 2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-09A Non-required Cabin Attendant Seat*

(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09B Required cabin attendant seat inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	5	–	Yes

(o)(m) One required cabin attendant seat may be inoperative or not usable provided that:

- 1) The affected seat is not used, and
- 2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and
- 3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and
- 4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
- 5) The direct view of passengers by cabin attendants is not impaired, and
- 6) The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
- 7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat*

(m) *Refer to AMM Task 25-22-00-040-001*

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25-20-09C Required cabin attendant seat inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	5	–	Yes

- (o) (m) One required cabin attendant seat may be inoperative or not usable provided that:
- 1) The affected seat is not used, and
 - 2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and
 - 3) The passenger seat to be used by cabin attendant is correctly placarded, and
 - 4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
 - 5) The direct view of passengers by cabin attendants is not impaired, and
 - 6) The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
 - 7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

Reference(s)

(o) Refer to OpsProc 25-20-09C Required Cabin Attendant Seat

(m) Refer to AMM Task 25-22-00-040-001

25-20-09
Cabin Attendant Seat

Ident.: MI-25-20-00008540.9001003 / 26 MAR 25

Applicable to: AP-BLY, AP-BLZ

Note: A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.

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25-20-09A Non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
D	4	–	Yes

(o) (m) One or more non-required cabin attendant seats may be inoperative or not usable provided that:

- 1) The affected seat is not used, and
- 2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-09A Non-required Cabin Attendant Seat*

(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09B Required cabin attendant seat inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	4	–	Yes

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

- 1) The affected seat is not used, and
- 2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and
- 3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and
- 4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
- 5) The direct view of passengers by cabin attendants is not impaired, and
- 6) The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
- 7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

_____ Reference(s) _____

(o) *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat*

(m) *Refer to AMM Task 25-22-00-040-001*

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MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-20 - Cabin Seats

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25-20-09C Required cabin attendant seat inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	4	–	Yes

- (o) (m)** One required cabin attendant seat may be inoperative or not usable provided that:
- 1)** The affected seat is not used, and
 - 2)** The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and
 - 3)** The passenger seat to be used by cabin attendant is correctly placarded, and
 - 4)** The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
 - 5)** The direct view of passengers by cabin attendants is not impaired, and
 - 6)** The alternate procedures are established in Operations Procedure for displaced cabin attendant according to regulations, and
 - 7)** If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed.

Reference(s)

- (o)** Refer to OpsProc 25-20-09C Required Cabin Attendant Seat
(m) Refer to AMM Task 25-22-00-040-001

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25-24-01	Doghouse Compartment
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Ident.: MI-25-24-00024879.0001001 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

25-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

(m) One or both may be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

_____ Reference(s) _____

(m) *Refer to AMM Task 25-27-00-040-802*

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-24 - Cabin Stowage Compartments

25-24-02
Overhead Stowage Compartment (OHSC)

Ident.: MI-25-24-00024880.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMW, AP-BMY

25-24-02A One latch is inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	49	–	Yes

(m) One latch may be inoperative per compartment door provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) If the OHSC has several doors with only one compartment behind, all doors of the compartment are secured closed, and
- 5) The rest of the elements of the affected OHSC are operational, and
- 6) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-24-00-040-801

25-24-02B Bin Removed (for OHSC with Movable Bins)

Repair interval	Nbr installed	Nbr required	Placard
D	49	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment bin is removed, and
- 2) The remaining empty area is covered and placarded "DO NOT USE", and
- 3) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

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_____ Reference(s) _____

(m) Refer to AMM Task 25-24-00-040-803

25-24-02C Door Removed (for OHSC with Fixed Bins ◀▶)

Repair interval	Nbr installed	Nbr required	Placard
D	49	0	Yes

(o)(m) May be inoperative provided that:

- 1) The affected stowage compartment door is removed, and
- 2) The remaining empty area is covered and placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) If the OHSC has several doors with only one compartment behind, remaining doors of the compartment are removed or placarded "DO NOT USE", and
- 5) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and
- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

_____ Reference(s) _____

(o) Refer to OpsProc 25-24-02C Overhead Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-24-00-040-802

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-24 - Cabin Stowage Compartments

25-24-02
Overhead Stowage Compartment (OHSC)

Ident.: MI-25-24-00024880.9001002 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-24-02A One latch is inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	48	–	Yes

(m) One latch may be inoperative per compartment door provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) If the OHSC has several doors with only one compartment behind, all doors of the compartment are secured closed, and
- 5) The rest of the elements of the affected OHSC are operational, and
- 6) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

Reference(s)

(m) Refer to AMM Task 25-24-00-040-801

25-24-02B Bin Removed (for OHSC with Movable Bins)

Repair interval	Nbr installed	Nbr required	Placard
D	48	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment bin is removed, and
- 2) The remaining empty area is covered and placarded "DO NOT USE", and
- 3) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

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_____ Reference(s) _____

(m) Refer to AMM Task 25-24-00-040-803

25-24-02C Door Removed (for OHSC with Fixed Bins ◀▶)

Repair interval	Nbr installed	Nbr required	Placard
D	48	0	Yes

(o)(m) May be inoperative provided that:

- 1) The affected stowage compartment door is removed, and
- 2) The remaining empty area is covered and placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) If the OHSC has several doors with only one compartment behind, remaining doors of the compartment are removed or placarded "DO NOT USE", and
- 5) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and
- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

_____ Reference(s) _____

(o) Refer to OpsProc 25-24-02C Overhead Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-24-00-040-802

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25-24-03	Coat Stowage/Stowage
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Ident.: MI-25-24-00025316.0001001 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

25-24-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

- (m) May be inoperative provided that:
- 1) The affected stowage compartment is secured in the closed position, and
 - 2) The affected stowage compartment is placarded "DO NOT USE", and
 - 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
 - 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.
- Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-27-00-040-804

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25-24-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: *If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.*

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(o) *Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)*

(m) *Refer to AMM Task 25-27-00-040-803*

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25-24-03	Coat Stowage/Stowage 
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Ident.: MI-25-24-00025316.9001002 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

25-24-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (m) May be inoperative provided that:
- 1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.
- Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

Reference(s)

- (m) Refer to AMM Task 25-27-00-040-804

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25-24-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MEL item.

Reference(s)

(o) Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)

(m) Refer to AMM Task 25-27-00-040-803

25-24-04	Stowage Compartment Key Lock
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Ident.: MI-25-24-00024884.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON

25-24-04A Stowage compartment door equipped with an operative latch

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative in the unlocked position provided that affected compartment door is equipped with a latch that is operative.

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MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-24 - Cabin Stowage Compartments

Continued from the previous page
25-24-04B Stowage compartment considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that the affected stowage compartment is considered inoperative.

Refer to Item 25-24-02 Overhead Stowage Compartment (OHSC) or,

Refer to Item 25-35-03 Galley Stowage Compartment (If Installed) or,

Refer to Item 25-40-05 Lavatory Stowage Compartment.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
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25-35-01	Galley Waste Compartment Flapper Door
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Ident.: MI-25-35-00008543.0001001 / 23 MAY 24

Applicable to: ALL

25-35-01A More than one Galley Waste Compartment Flapper Door affected

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o)(m) One or more may be inoperative or missing provided that:

- 1) The associated galley waste compartment is empty, and
- 2) The associated access is secured to prevent waste introduction, and
- 3) Cabin crew ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: Non-safety related galley equipment is not listed in this MEL.

_____ Reference(s) _____

(o) Refer to OpsProc 25-35-01A Galley Waste Compartment Flapper Door (If Installed)

(m) Refer to AMM Task 25-35-00-040-001

25-35-01B One Galley Waste Compartment Flapper Door affected

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

(o)(m) One may be inoperative or missing provided that:

- 1) The associated galley waste compartment is empty, and
- 2) The associated access is secured to prevent waste introduction, and
- 3) Access doors on remaining galley waste compartments are operative, and
- 4) Cabin crew ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: Non-safety related galley equipment is not listed in this MEL.

_____ Reference(s) _____

(o) Refer to OpsProc 25-35-01B Galley Waste Compartment Flapper Door (If Installed)

(m) Refer to AMM Task 25-35-00-040-001

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-35 - Galley Equipment

25-35-02
Galley Waste Compartment Access Door

Ident.: MI-25-35-00021065.0001001 / 23 MAY 24

Applicable to: ALL

25-35-02A More than one Galley Waste Compartment Access Door affected

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) (m) One or more may be inoperative provided that:

- 1) The associated galley waste compartment is empty, and
- 2) The associated flapper and access doors are secured to prevent waste introduction, and
- 3) Cabin crew ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: Non-safety related galley equipment is not listed in this MEL.

_____ Reference(s) _____

(o) Refer to OpsProc 25-35-02A Galley Waste Compartment Access Door (If Installed)

(m) Refer to AMM Task 25-35-00-040-802

25-35-02B One Galley Waste Compartment Access Door affected

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

(o) (m) One may be inoperative provided that:

- 1) The associated galley waste compartment is empty, and
- 2) The associated flapper and access doors are secured to prevent waste introduction, and
- 3) Flapper doors on remaining galley waste compartments are operative, and
- 4) Cabin crew ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: Non-safety related galley equipment is not listed in this MEL.

_____ Reference(s) _____

(o) Refer to OpsProc 25-35-02B Galley Waste Compartment Access Door (If Installed)

(m) Refer to AMM Task 25-35-00-040-802

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
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25-35-03	Galley Stowage Compartment
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Ident.: MI-25-35-00024885.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

Note: For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door (If Installed) and Refer to Item 25-35-02 Galley Waste Compartment Access Door (If Installed).

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	17	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MMEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-35-00-040-804

Continued on the following page

Continued from the previous page
25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	17	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, Refer to associated MMEL item.

Reference(s)

(o) Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-35-00-040-803

25-35-03
Galley Stowage Compartment

Ident.: MI-25-35-00024885.9001002 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

Note: For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door (If Installed) and Refer to Item 25-35-02 Galley Waste Compartment Access Door (If Installed).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

Continued from the previous page

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	11	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MMEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-35-00-040-804

Continued on the following page

Continued from the previous page
25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	11	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, Refer to associated MMEL item.

Reference(s)

(o) Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-35-00-040-803

25-35-03
Galley Stowage Compartment

Ident.: MI-25-35-00024885.9001003 / 23 MAY 24

Applicable to: AP-BMX

Note: For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door (If Installed) and Refer to Item 25-35-02 Galley Waste Compartment Access Door (If Installed).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

Continued from the previous page

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	16	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MMEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-35-00-040-804

Continued on the following page

Continued from the previous page
25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	16	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, Refer to associated MMEL item.

Reference(s)

(o) Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-35-00-040-803

25-35-03
Galley Stowage Compartment

Ident.: MI-25-35-00024885.9001004 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

Note: For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door (If Installed) and Refer to Item 25-35-02 Galley Waste Compartment Access Door (If Installed).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

Continued from the previous page

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	24	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MMEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-35-00-040-804

Continued on the following page

Continued from the previous page
25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	24	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, Refer to associated MMEL item.

Reference(s)

(o) Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)

(m) Refer to AMM Task 25-35-00-040-803

25-35-03
Galley Stowage Compartment

Ident.: MI-25-35-00024885.9001005 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

Note: For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door (If Installed) and Refer to Item 25-35-02 Galley Waste Compartment Access Door (If Installed).

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 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

Continued from the previous page

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	12	0	Yes

(m) May be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- 4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: If associated emergency equipment cannot be relocated, refer to associated MMEL item.

_____ Reference(s) _____

(m) Refer to AMM Task 25-35-00-040-804

Continued on the following page

Continued from the previous page
25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	12	0	Yes

(o) (m) May be inoperative provided that:

- 1) The affected stowage compartment is placarded "DO NOT USE", and
- 2) The affected stowage compartment door is removed, and
- 3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
- 4) The crew members are briefed that the affected stowage compartment is not to be used, and
- 5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: *If associated crow bar or crash axe cannot be relocated, Refer to Item 25-65-03 Crash Axe/Crowbar.*

- 6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, Refer to associated MMEL item.*

Reference(s)

- (o)** *Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)*
(m) *Refer to AMM Task 25-35-00-040-803*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer
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Ident.: MI-25-35-00024886.0001001 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	45	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer
-----------------	---

Ident.: MI-25-35-00024886.9001002 / 23 MAY 24

Applicable to: AP-BMX

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	49	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer
-----------------	---

Ident.: MI-25-35-00024886.9001003 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	50	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-35 - Galley Equipment

25-35-04
Galley Compartment 1/4 Turn Retainer/Kickload Retainer

Ident.: MI-25-35-00024886.9001004 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	51	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

25-35-04
Galley Compartment 1/4 Turn Retainer/Kickload Retainer

Ident.: MI-25-35-00024886.9001005 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	62	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

25-35-04
Galley Compartment 1/4 Turn Retainer/Kickload Retainer

Ident.: MI-25-35-00024886.9001006 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	81	–	Yes

One latch per compartment may be inoperative provided that:

- 1) Remaining latch(es) on the affected compartment operates normally, and
- 2) The trolley, container/standard unit remains empty.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	---

25-35-05	Galley Compartment Intermediate Latch
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Ident.: MI-25-35-00024887.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	16	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

25-35-05	Galley Compartment Intermediate Latch
-----------------	--

Ident.: MI-25-35-00024887.9001002 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	12	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

25-35-05	Galley Compartment Intermediate Latch
-----------------	--

Ident.: MI-25-35-00024887.9001003 / 23 MAY 24

Applicable to: AP-BMX

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	11	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-35 - Galley Equipment

25-35-05
Galley Compartment Intermediate Latch

Ident.: MI-25-35-00024887.9001004 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	10	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

25-35-05
Galley Compartment Intermediate Latch

Ident.: MI-25-35-00024887.9001005 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	9	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

25-35-05
Galley Compartment Intermediate Latch

Ident.: MI-25-35-00024887.9001006 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	6	–	Yes

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: Galley full-size trolleys can be used.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-40 - Lavatories
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25-40-01	Toilet Waste Compartment Flapper Door
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Ident.: MI-25-40-00008544.0001001 / 23 MAY 24

Applicable to: ALL

25-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o)(m) One or more may be inoperative or missing provided that:

- 1) The toilet waste compartment is empty, and
- 2) The associated access is secured in the closed position to prevent waste introduction.

Note: Non-safety related toilet equipment is not listed in this MEL.

_____ Reference(s) _____

(o) Refer to OpsProc 25-40-01A Toilet Waste Compartment Flapper Door

(m) Refer to AMM Task 25-40-00-040-001

25-40-02	Exterior Lavatory Ashtray
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Ident.: MI-25-40-00012606.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

25-40-02A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	Yes

One or more may be damaged or missing provided that the flight is non-smoking.

25-40-02	Exterior Lavatory Ashtray
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Ident.: MI-25-40-00012606.9001002 / 23 JUN 22

Applicable to: AP-BLB, AP-BLC, AP-BOK, AP-BOL

25-40-02A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

One or more may be damaged or missing provided that the flight is non-smoking.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-40 - Lavatories

25-40-03
Interior Lavatory Ashtray

Ident.: MI-25-40-00012607.0001001 / 23 MAY 24

 Applicable to: **ALL**
25-40-03A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	Yes

One or more may be damaged or missing.

25-40-04
Toilet Waste Compartment Access Door

Ident.: MI-25-40-00021074.0001001 / 26 MAR 25

 Applicable to: **ALL**
25-40-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) (m) One or more may be inoperative provided that:

- 1)** The toilet waste compartment is empty, and
- 2)** The associated flapper and access doors are secured to prevent waste introduction, and
- 3)** Door is secured closed.

Note: *Non-safety related toilet equipment is not listed in this MEL.*

Reference(s)

(o) Refer to OpsProc 25-40-04A Toilet Waste Compartment Access Door

(m) Refer to AMM Task 25-40-00-040-802

25-40-05
Lavatory Stowage Compartment

Ident.: MI-25-40-00024878.0001001 / 26 MAR 25

 Applicable to: **ALL**

Note: *For the failure of the Toilet Waste Compartment, Refer to Item 25-40-01 Toilet Waste Compartment Flapper Door and Refer to Item 25-40-04 Toilet Waste Compartment Access Door.*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-40 - Lavatories
--	---

Continued from the previous page

25-40-05A Associated Lavatory Stowage Compartment Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	6	0	Yes

(m) One or more may be inoperative provided that:

- 1) The affected stowage compartment is secured in the closed position, and
- 2) The affected stowage compartment is placarded "DO NOT USE", and
- 3) The affected stowage compartment is empty.

_____ Reference(s) _____

(m) *Refer to AMM Task 25-40-00-040-803*

25-40-05B Lavatory Stowage Compartment Door Missing

Repair interval	Nbr installed	Nbr required	Placard
D	6	–	Yes

May be missing provided that:

- 1) The affected lavatory is locked closed and placarded inoperative provided atleast one lavatory is serviceable, and
- 2) The affected stowage compartment is empty.
- 3) This is to be ensured that PIA Policy on lavatory serviceability is used.

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-40 - Lavatories

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-50 - Cargo Compartments
--	---

25-50-01	Cargo Loading System
-----------------	-----------------------------

Ident.: MI-25-50-00008546.0001001 / 02 MAR 20

Applicable to: ALL

25-50-01A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

25-50-02	Decompression Panels in the FWD Cargo Compartment
-----------------	--

Ident.: MI-25-50-00008548.0001001 / 23 MAY 24

Applicable to: ALL

25-50-02A

Repair interval	Nbr installed	Nbr required	Placard
C	17	0	No

One or more may be damaged or missing provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

25-50-03	Decompression Panels in the AFT and the BULK  Cargo Compartments
-----------------	--

Ident.: MI-25-50-00024536.0001001 / 23 MAY 24

Applicable to: ALL

25-50-03A

Repair interval	Nbr installed	Nbr required	Placard
C	12	0	No

One or more may be damaged or missing provided that the AFT and the BULK  cargo compartments are empty or do not contain flammable or combustible materials.

 PAKISTAN International Airlines Great People. Great Journeys. A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-50 - Cargo Compartments
---	---

25-50-04	Lining Panels in the FWD Lower Deck Cargo Compartment
-----------------	--

Ident.: MI-25-50-00008550.0001001 / 23 MAY 24

Applicable to: ALL

***Note:** The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels, cargo door panels, and actuator panels.*

25-50-04A Damaged Lining Panel

Repair interval	Nbr installed	Nbr required	Placard
C	17	0	No

One or more may be damaged provided that the FWD lower deck cargo compartment is empty or does not contain flammable or combustible materials.

25-50-04B Missing Lining Panel

Repair interval	Nbr installed	Nbr required	Placard
C	17	0	No

One or more may be missing provided that the FWD lower deck cargo compartment is empty.

25-50-05	Lining Panels in the AFT and BULK  Lower Deck Cargo Compartments
-----------------	---

Ident.: MI-25-50-00024538.0001001 / 23 MAY 24

Applicable to: ALL

***Note:** The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels (including tarpaulin), cargo door panels, and actuator panels.*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-50 - Cargo Compartments
--	---

Continued from the previous page

25-50-05A Damaged Lining Panel

Repair interval	Nbr installed	Nbr required	Placard
C	36	0	No

One or more may be damaged provided that the AFT and BULK  lower deck cargo compartments are empty or do not contain flammable or combustible materials.

25-50-05B Missing Lining Panel

Repair interval	Nbr installed	Nbr required	Placard
C	36	0	No

One or more may be missing provided that the AFT and BULK  lower deck cargo compartments are empty.

25-50-06	Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)
-----------------	---

Ident.: MI-25-50-00008551.0001001 / 17 NOV 20

Applicable to: ALL

25-50-06A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Refer to Weight and Balance Manual.

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-50 - Cargo Compartments

25-50-07
**Protection Panels of Decompression Panels at the
FWD Partition Wall of FWD Cargo Compartment**

Ident.: MI-25-50-00014516.0001001 / 23 MAY 24

Applicable to: ALL

25-50-07A

Repair interval	Nbr installed	Nbr required	Placard
C	6	0	No

(m) One or more may be damaged provided that:

- 1) The affected protection panel is removed, and
- 2) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.

_____ Reference(s) _____

(m) *Refer to AMM Task 25-54-00-040-801*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-62 - Cabin Escape Facilities
--	--

25-62-01	Cabin Door Slide or Slide Raft
-----------------	---------------------------------------

Ident.: MI-25-62-00008553.0001001 / 05 APR 18

Applicable to: ALL

25-62-01A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

25-62-01B Slide removed

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

(m) One may be removed for 5 flights provided that the associated door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

_____ Reference(s) _____

(m) *Refer to AMM Task*

25-62-02	Cabin Overwing Exit Slide
-----------------	----------------------------------

Ident.: MI-25-62-00008555.0001001 / 24 FEB 21

Applicable to: ALL

25-62-02A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

One may be inoperative for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-62 - Cabin Escape Facilities

Continued from the previous page
25-62-02B Slide removed

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

(m) One may be removed for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

_____ Reference(s) _____

(m) *Refer to AMM Task 25-62-42-000-002*

25-62-03
SLIDE ARMED light

Ident.: MI-25-62-00008557.0001001 / 05 APR 18

Applicable to: ALL

25-62-03A

Repair interval	Nbr installed	Nbr required	Placard
C	6	0	Yes

One or more may be inoperative.

25-62-05
Survival Kit

Ident.: MI-25-62-00008559.0001001 / 02 MAR 20

Applicable to: ALL

25-62-05A Extended overwater flight not conducted

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-62 - Cabin Escape Facilities
--	--

25-62-06	Cabin Door SLIDE PRESS LOW Message on the FAP
-----------------	--

Ident.: MI-25-62-00008563.0001001 / 23 JUN 22

Applicable to: AP-BLB, AP-BLC

25-62-06A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

- (o) One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-62-06A Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

25-62-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

25-62-06	Cabin Door CHECK SLIDE PRESSURE Message on the FAP 
-----------------	---

Ident.: MI-25-62-00008563.0002001 / 19 NOV 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-62-06A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

- (o) One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-62-06A Cabin Door CHECK SLIDE PRESSURE Message on the FAP*
Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-62 - Cabin Escape Facilities

Continued from the previous page
25-62-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01 Cabin Door*

25-62-07
Cabin Overwing Exit SLIDE PRESS
LOW Message on the PTP STATUS page

Ident.: MI-25-62-00008565.0008001 / 23 JUN 22

Applicable to: AP-BLB, AP-BLC

25-62-07A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

(m) One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM Task 25-62-00-040-001*

25-62-07B Cabin overwing exits considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

One may be inoperative for 5 flights provided that both cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02A Cabin Overwing Exit

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-62 - Cabin Escape Facilities
--	--

25-62-07	Cabin Overwing Exit CHECK SLIDE PRESSURE Message on the FAP 
-----------------	--

Ident.: MI-25-62-00008565.0005001 / 19 NOV 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-62-07A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (m) One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

- (m) *Refer to AMM Task 25-62-00-040-001*

25-62-07B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

One may be inoperative for 5 flights provided that both cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

25-62-08	Overwing Escape Life Line
-----------------	----------------------------------

Ident.: MI-25-62-00008567.0001001 / 02 MAR 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-62-08A Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	No

One or two may be inoperative or missing on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-62 - Cabin Escape Facilities

Continued from the previous page
25-62-08B Non extended overwater flight

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

One or more may be inoperative or missing provided that extended overwater flight is not conducted.

25-62-08	Overwing Escape Life Line
-----------------	----------------------------------

Ident.: MI-25-62-00008567.0002001 / 02 MAR 20

Applicable to: AP-BMX

25-62-08A Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

One may be inoperative or missing for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

25-62-08B Non extended overwater flight

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative or missing provided that extended overwater flight is not conducted.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-63 - Evacuation Signaling Equipment
--	---

25-63-01	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PUS and CAPT sw)
-----------------	--

Ident.: MI-25-63-00008568.0001001 / 02 MAR 20

Applicable to: ALL

25-63-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PUS and CAPT sw) (If Installed)*

MEL ITEMS

25 - EQUIPMENT/FURNISHINGS

25-63 - Evacuation Signaling Equipment

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-64 - First Aid Equipment
--	--

25-64-01	First Aid Kit
-----------------	----------------------

Ident.: MI-25-64-00008569.0001001 / 23 MAY 24

Applicable to: ALL

25-64-01A Non-required First Aid Kits inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

NOT APPLICABLE

25-64-01B Aircraft with more than 100 passenger seats installed

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be serviceable.

25-64-01C Aircraft with less than 101 passenger seats installed

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

NOT APPLICABLE

25-64-02	Emergency Medical Kit
-----------------	------------------------------

Ident.: MI-25-64-00008570.0001001 / 23 JUN 22

Applicable to: ALL

25-64-02A One Emergency Medical Kit operative

Repair interval	Nbr installed	Nbr required	Placard
D	1	1	Yes

One must be operative.

Continued on the following page

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-64 - First Aid Equipment

Continued from the previous page
25-64-02B All Emergency Medical Kit inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

One or more may be incomplete or missing provided that the flight routes permit a landing within one hour at a suitable airport where medical assistance is available.

25-64-03	First Aid Kit Additional Equipment
-----------------	---

Ident.: MI-25-64-00008571.0001001 / 23 MAY 24

 Applicable to: **ALL**
25-64-03A Non-required sets of FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Not Applicable.

25-64-03B One set of required FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Not Applicable.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-65 - Emergency Equipment
--	--

25-65-01	Cockpit Flashlight
-----------------	---------------------------

Ident.: MI-25-65-00008574.0001001 / 26 MAR 25

Applicable to: ALL

25-65-01A

Repair interval	Nbr installed	Nbr required	Placard
–	–	2	No

Each cockpit crew shall carry a torch that is in good working order, readily accessible to crew members when seated at their designated stations.

25-65-02	Cabin Flashlight
-----------------	-------------------------

Ident.: MI-25-65-00008576.0001001 / 26 MAR 25

Applicable to: ALL

25-65-02A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Each cabin crew shall carry a torch that is in good working order, readily accessible to crew members when seated at their designated stations.

25-65-03	Crash Axe/Crowbar
-----------------	--------------------------

Ident.: MI-25-65-00008577.0001001 / 23 MAY 24

Applicable to: ALL

25-65-03A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-65 - Emergency Equipment

25-65-04
Survival Emergency Locator Transmitter

Ident.: MI-25-65-00008578.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

25-65-04B No Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) All may be removed or missing provided that:

- 1) Extended overwater flight is not conducted, and
- 2) Operations over remote areas are not conducted.
- 3) Automatic Emergency Locator Transmitter must be serviceable.

Refer to Item 25-65-05 Automatic Emergency Locator Transmitter

Reference(s)

(o) *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

25-65-04
Survival Emergency Locator Transmitter

Ident.: MI-25-65-00008578.9001002 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

25-65-04B No Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative or missing provided:

- 1) Inoperative equipment and its installed location are placarded inoperative , and
- 2) Inoperative equipment is secured out of sight, and
- 3) The cabin crew is briefed for inoperative or missing equipment.
- 4) Extended overwater flight is not conducted, and
- 5) Operations over remote areas are not conducted.
- 6) Automatic Emergency Locator Transmitter must be serviceable.

Refer to Item 25-65-05 Automatic Emergency Locator Transmitter

Reference(s)

(o) *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-65 - Emergency Equipment
--	--

25-65-05	Automatic Emergency Locator Transmitter
-----------------	--

Ident.: MI-25-65-00021774.0001001 / 23 MAY 24

Applicable to: ALL

25-65-05E No Automatic Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

May be inoperative for 6 flights or 25 flight hours whichever occurs first, provided Survival Emergency Locator Transmitter must be serviceable.

Refer to Item 25-65-04 Survival Emergency Locator Transmitter

25-65-06	Fireproof Gloves
-----------------	-------------------------

Ident.: MI-25-65-00008579.0001001 / 23 JUN 22

Applicable to: ALL

25-65-06A 'C' Repair Interval

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more may be damaged or missing.

25-65-06B 'D' Repair Interval and Procedures do not require their use

Repair interval	Nbr installed	Nbr required	Placard
D	–	0	No

One or more may be damaged or missing provided that the procedures do not require their use.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-65 - Emergency Equipment

25-65-06
Megaphone

Ident.: MI-25-65-00008580.0001001 / 27 JUL 16

Applicable to: ALL

25-65-06A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

25-65-08
Low Frequency - Underwater Locator Beacon (LF-ULB)

Ident.: MI-25-65-00022084.0002001 / 06 FEB 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-65-08A No Overwater Flight

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative or missing provided that operations at a distance of more than 180 NM from the shore are not conducted.

25-65-08B Overwater Flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative or missing provided that an automatic ELT is operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 25 - EQUIPMENT/FURNISHINGS 25-66 - Floatation and Survival Equipment
--	--

25-66-01	Life Vest
-----------------	------------------

Ident.: MI-25-66-00008581.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard
D	174	–	No

One or more may be inoperative or missing provided that:

- 1) One life vest is available for each crewmember and each passenger, and
- 2) The associated seat is considered inoperative.

Refer to Item 25-20-01 Passenger Seat, or

Refer to Item 25-20-09 Cabin Attendant Seat, or

Refer to Item 25-12-01 Third Occupant Seat, or

Refer to Item 25-12-06 Fourth Occupant Seat.

25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard
D	174	0	No

One or more may be inoperative or missing provided that:

- 1) Operations at a distance of more than 50 NM from the shore are not conducted, and
- 2) There is no risk of ditching during takeoff and landing.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
25 - EQUIPMENT/FURNISHINGS
 25-66 - Floatation and Survival Equipment

25-66-01
Life Vest

Ident.: MI-25-66-00008581.9001002 / 23 JUN 22

Applicable to: AP-BLY, AP-BLZ

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard
D	180	–	No

One or more may be inoperative or missing provided that:

- 1) One life vest is available for each crewmember and each passenger, and
- 2) The associated seat is considered inoperative.

Refer to Item 25-20-01 Passenger Seat, or
Refer to Item 25-20-09 Cabin Attendant Seat, or
Refer to Item 25-12-01 Third Occupant Seat, or
Refer to Item 25-12-06 Fourth Occupant Seat.
25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard
D	180	0	No

One or more may be inoperative or missing provided that:

- 1) Operations at a distance of more than 50 NM from the shore are not conducted, and
- 2) There is no risk of ditching during takeoff and landing.

25-66-02
Supplementary Life Raft

Ident.: MI-25-66-00008582.0001001 / 27 JUL 16

Applicable to: ALL

25-66-02A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-00 - MAINTENANCE Message on the STATUS SD page
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26-00-01	SDCU MAINTENANCE Message
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Ident.: MI-26-00-00008419.0001001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

26-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

SDCU MAINTENANCE message may be displayed on the STATUS SD page.

26-00-01	SMOKE MAINTENANCE Message
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Ident.: MI-26-00-00008419.0004001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

26-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

SMOKE MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

26 - FIRE PROTECTION

26-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-01 - Overhead Panels 26-01-01 - FIRE Overhead Panel
--	--

26-01-01-01	Bulb/LED in the ENG FIRE-PUSH pb-sw
--------------------	--

Ident.: MI-26-01-01-00008447.0001001 / 22 MAR 10

Applicable to: ALL

26-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	16	8	No

A maximum of four bulbs or LEDs may be inoperative in each ENG FIRE-PUSH pb-sw.

26-01-01-02	ENG AGENT pb DISCH light
--------------------	---------------------------------

Ident.: MI-26-01-01-00008450.0001001 / 22 MAY 19

Applicable to: ALL

26-01-01-02A One inoperative on each engine

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	Yes

(m) One may be inoperative on each engine provided that the associated fire extinguisher bottle is checked before the first flight of each day.

_____ Reference(s) _____

(m) Refer to AMM Task 26-21-00-040-001

26-01-01-02B Both inoperative on one engine

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	Yes

(m) Both may be inoperative on one engine for four flights or 15 flight hours, whichever occurs first, provided that the associated fire extinguisher bottles are checked before each flight.

_____ Reference(s) _____

(m) Refer to AMM Task 26-21-00-040-001

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
26 - FIRE PROTECTION

26-01 - Overhead Panels

26-01-01 - FIRE Overhead Panel

26-01-01-03
ENG AGENT pb SQUIB light

Ident.: MI-26-01-01-00008451.0001001 / 22 MAR 10

 Applicable to: **ALL**
26-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	Yes

(m) One or more may be inoperative provided that the engine extinguishing system firing circuit is checked operative before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM 26-21-00-040-003*

26-01-01-04
Bulb/LED in the APU FIRE-PUSH pb-sw

Ident.: MI-26-01-01-00008452.0001001 / 22 MAY 19

 Applicable to: **ALL**
26-01-01-04A A maximum of four bulbs or LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	4	No

A maximum of four bulbs or LEDs may be inoperative.

26-01-01-04B Five or more bulbs or LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	0	No

Five or more bulbs or LEDs may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-01 - Overhead Panels 26-01-01 - FIRE Overhead Panel
--	--

26-01-01-05	APU AGENT pb DISCH light
--------------------	---------------------------------

Ident.: MI-26-01-01-00008453.0001001 / 22 MAY 19

Applicable to: ALL

26-01-01-05A Check of bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the APU fire extinguisher bottle is checked before the first flight of each day.

_____ Reference(s) _____

(m) Refer to AMM Task 26-22-00-040-004

26-01-01-05B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-06	APU AGENT pb SQUIB light
--------------------	---------------------------------

Ident.: MI-26-01-01-00008454.0001001 / 22 MAY 19

Applicable to: ALL

26-01-01-06A Check of APU extinguishing system firing circuit

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the APU extinguishing system firing circuit is checked operative before the first flight of each day.

_____ Reference(s) _____

(m) Refer to AMM Task 26-22-00-040-005

Continued on the following page

MEL ITEMS
26 - FIRE PROTECTION

26-01 - Overhead Panels

26-01-01 - FIRE Overhead Panel

Continued from the previous page
26-01-01-06B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-31	ENG FIRE TEST pb
--------------------	-------------------------

Ident.: MI-26-01-01-00008455.0001001 / 22 MAR 10

 Applicable to: **ALL**
26-01-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that the associated engine fire extinguishing and detection systems are checked operative before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM 26-21-00-040-002*

26-01-01-32	APU FIRE TEST pb
--------------------	-------------------------

Ident.: MI-26-01-01-00008456.0001001 / 22 MAY 19

 Applicable to: **ALL**
26-01-01-32A Daily check

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the APU extinguishing system firing circuit and the bottle low pressure detection system are checked operative before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM Task 26-22-00-040-012*

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-01 - Overhead Panels 26-01-01 - FIRE Overhead Panel
--	--

Continued from the previous page

26-01-01-32B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-33	APU FIRE PUSH pb-sw
--------------------	----------------------------

Ident.: MI-26-01-01-00008459.0001001 / 22 MAY 19

Applicable to: ALL

26-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-34	APU AGENT pb
--------------------	---------------------

Ident.: MI-26-01-01-00008461.0001001 / 22 MAY 19

Applicable to: ALL

26-01-01-34A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ITEMS

26 - FIRE PROTECTION

26-01 - Overhead Panels

26-01-01 - FIRE Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-01 - Overhead Panels 26-01-02 - CARGO SMOKE Overhead Panel
--	---

26-01-02-01	CARGO SMOKE DISCH/BTL light
--------------------	------------------------------------

Ident.: MI-26-01-02-00008467.0001001 / 23 MAY 24

Applicable to: ALL

26-01-02-01A Check of bottle weight

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(m) May be inoperative provided that the associated bottle weight is checked before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM Task 26-23-00-040-001*

26-01-02-01B Associated bottle considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

May be inoperative provided that the associated bottle is considered inoperative.

Refer to Item 26-23-01 Cargo Agent Bottle

MEL ITEMS

26 - FIRE PROTECTION

26-01 - Overhead Panels

26-01-02 - CARGO SMOKE Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-12 - Engine Fire and Overheat Detection
--	---

26-12-01	Engine Fire Detection Loop A on the Engine 1
-----------------	---

Ident.: MI-26-12-00008470.0001001 / 17 NOV 20

Applicable to: ALL

26-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The associated detection loop B is operative, and
 - 3) The engine fire test is made before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-12-01A Engine Fire Detection Loop A on the Engine 1*

26-12-02	Engine Fire Detection Loop A on the Engine 2
-----------------	---

Ident.: MI-26-12-00008473.0001001 / 17 NOV 20

Applicable to: ALL

26-12-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) The associated detection loop B is operative, and
 - 2) The engine fire test is made before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-12-02A Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1*

MEL ITEMS
26 - FIRE PROTECTION

26-12 - Engine Fire and Overheat Detection

26-12-03
Engine Fire Detection Loop B on the Engine 1

Ident.: MI-26-12-00008476.0001001 / 17 NOV 20

 Applicable to: **ALL**
26-12-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that the engine fire test is made before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-12-03A Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1*

26-12-04
Engine Fire Detection Loop B on the Engine 2

Ident.: MI-26-12-00008478.0001001 / 17 NOV 20

 Applicable to: **ALL**
26-12-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The engine fire test is made before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-12-04A Engine Fire Detection Loop B on the Engine 2*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-12 - Engine Fire and Overheat Detection
--	---

26-12-05	FIRE light on the ENG MASTER Panel
-----------------	---

Ident.: MI-26-12-00008480.0001001 / 22 MAR 10

Applicable to: ALL

26-12-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

MEL ITEMS

26 - FIRE PROTECTION

26-12 - Engine Fire and Overheat Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-13 - APU Fire and Overheat Detection
--	--

26-13-01	APU Fire Detection Loop
-----------------	--------------------------------

Ident.: MI-26-13-00008482.0001001 / 22 MAY 19

Applicable to: ALL

26-13-01A Loop A inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) APU fire detection loop A may be inoperative provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The APU fire test is made before each APU start, and
 - 3) During APU operations on ground, APU condition is continuously monitored in the cockpit.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-13-01A APU Fire Detection Loop*

26-13-01B Loop B inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) APU fire detection loop B may be inoperative provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The APU fire test is made before each APU start.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-13-01B APU Fire Detection Loop*

26-13-01C Both loops inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both loops may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

MEL ITEMS

26 - FIRE PROTECTION

26-13 - APU Fire and Overheat Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-15 - Avionics Compartment Smoke Detection
--	---

26-15-01	Avionics Smoke Detection System
-----------------	--

Ident.: MI-26-15-00008485.0001001 / 22 MAY 19

Applicable to: **ALL**

26-15-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-15-01A Avionics Smoke Detection System*

MEL ITEMS

26 - FIRE PROTECTION

26-15 - Avionics Compartment Smoke Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-16 - Cargo Compartment Smoke Detection
--	--

26-16-01	Smoke Detector in the FWD Cargo Compartment
-----------------	--

Ident.: MI-26-16-00008486.0003001 / 22 MAY 19

Applicable to: **ALL**

Note: Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page.

Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-01A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

26-16-02	Smoke Detector in the AFT and the BULK Cargo Compartments
-----------------	--

Ident.: MI-26-16-00008488.0003001 / 22 MAY 19

Applicable to: **ALL**

Note: Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page.

Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-02A

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

Both detectors in one or both cavities may be inoperative provided that the AFT and the BULK cargo compartments are empty or do not contain flammable or combustible materials.

MEL ITEMS

26 - FIRE PROTECTION

26-16 - Cargo Compartment Smoke Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-17 - Lavatory Smoke Detection
--	---

26-17-01	Lavatory Smoke Detection System
-----------------	--

Ident.: MI-26-17-00008489.0001001 / 26 MAR 25

Applicable to: ALL

26-17-01A Associated lavatory fire extinguishing system operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o) One or more may be inoperative provided that:
- 1) The associated lavatory fire extinguishing system is operative, and
 - 2) Cabin crew is briefed to periodically check absence of smoke in the associated lavatory.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-17-01A Lavatory Smoke Detection System*

26-17-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One or two may be inoperative provided that:

- 1) The associated lavatory waste receptacle is empty, and
- 2) The associated lavatory door is locked closed and placarded inoperative, and
- 3) The lavatory is not used for storage or for any other purpose, and
- 4) This is to be ensured that PIA Policy on Lavatory Serviceability is used.

MEL ITEMS
26 - FIRE PROTECTION

26-17 - Lavatory Smoke Detection

26-17-02
Smoke Detection Control Unit (SDCU)

Ident.: MI-26-17-00008490.0007001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

26-17-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that:

- 1) The FWD, AFT, and BULK cargo smoke detection systems are considered inoperative, and
- 2) The lavatory smoke detection system is considered inoperative.
*Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment, and
 Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments,
 and
 Refer to Item 26-17-01 Lavatory Smoke Detection System*

Note: Failure of a single SDCU channel is indicated by a MAINTENANCE message on the STATUS SD page.

Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-18 - Auxiliary Areas Smoke Detection
--	--

26-18-01	Video Control Center Standalone Smoke Detection System 
-----------------	---

Ident.: MI-26-18-00020749.0001001 / 22 MAY 19

Applicable to: ALL

26-18-01A Absence of smoke periodically checked in the VCC

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that a procedure is used to check the absence of smoke in the Video Control Center (VCC) every 30 min.

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-18-01A Video Control Center Standalone Smoke Detection System (If Installed)*

26-18-01B VCC deactivated

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (m) May be inoperative provided that the Video Control Center (VCC) is deactivated.

_____ Reference(s) _____

- (m) *Refer to AMM Task 26-18-00-040-801*

MEL ITEMS

26 - FIRE PROTECTION

26-18 - Auxiliary Areas Smoke Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-22 - APU Fire Extinguishing
--	---

26-22-01	APU Automatic Fire Extinguishing Control on Ground
-----------------	---

Ident.: MI-26-22-00008491.0001001 / 22 MAY 19

Applicable to: ALL

26-22-01A APU operations on ground monitored

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the APU condition is continuously monitored in the cockpit during APU operations on ground .

26-22-01B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-02	APU Fire Extinguisher Overpressure Indication (Red Disc)
-----------------	---

Ident.: MI-26-22-00008492.0001001 / 11 AUG 15

Applicable to: ALL

26-22-02A APU Fire extinguisher bottle pressure switch operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be damaged or missing provided that the APU fire extinguisher bottle pressure switch is checked operative before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM Task 26-22-00-040-007*

Continued on the following page

Continued from the previous page
26-22-02B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-03	Squib of the APU Fire Extinguisher Bottle
-----------------	--

Ident.: MI-26-22-00008493.0001001 / 11 AUG 15

Applicable to: **ALL**

26-22-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that the remaining squib is checked operative before the first flight of each day.

_____ Reference(s) _____

(m) *Refer to AMM Task 26-22-00-040-008*

26-22-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

Both may be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-22 - APU Fire Extinguishing
--	---

26-22-04	APU Fire Extinguisher Bottle
-----------------	-------------------------------------

Ident.: MI-26-22-00008494.0001001 / 22 MAR 10

Applicable to: ALL

26-22-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-05	APU AUTO EXTING TEST pb-sw on the Maintenance Panel
-----------------	--

Ident.: MI-26-22-00008495.0001001 / 22 MAR 10

Applicable to: ALL

26-22-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

26-22-06	APU FIRE light on the External Power Panel
-----------------	---

Ident.: MI-26-22-00008496.0001001 / 27 JUN 11

Applicable to: ALL

26-22-06A APU Automatic fire extinguishing control on ground operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.

_____ Reference(s) _____

(m) *Refer to AMM 26-22-00-040-010*

Continued on the following page

MEL ITEMS
26 - FIRE PROTECTION
 26-22 - APU Fire Extinguishing

Continued from the previous page
26-22-06B APU Automatic fire extinguishing control on ground considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

26-22-07	APU SHUT OFF pb on the External Power Panel
-----------------	--

Ident.: MI-26-22-00008497.0001001 / 27 JUN 11

 Applicable to: **ALL**
26-22-07A APU Automatic fire extinguishing control on ground operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.

_____ Reference(s) _____

(m) *Refer to AMM 26-22-00-040-011*

26-22-07B APU Automatic fire extinguishing control on ground considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-23 - Cargo Compartment Fire Extinguishing
--	---

26-23-01	Cargo Agent Bottle
-----------------	---------------------------

Ident.: MI-26-23-00008498.0005001 / 22 MAY 19

Applicable to: ALL

26-23-01A No flammable or combustible materials

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials.

26-23-02	Squib of the FWD Cargo Bottle 1
-----------------	--

Ident.: MI-26-23-00008499.0005001 / 17 NOV 20

Applicable to: ALL

26-23-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

26-23-03	Squib of the AFT/BULK  Cargo Bottle 1
-----------------	---

Ident.: MI-26-23-00024539.0002001 / 17 NOV 20

Applicable to: ALL

26-23-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative provided that the AFT and the BULK  cargo compartments are empty or do not contain flammable or combustible materials.

MEL ITEMS

26 - FIRE PROTECTION

26-23 - Cargo Compartment Fire Extinguishing

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-24 - Portable Fire Extinguisher
--	---

26-24-01	Cabin Portable Fire Extinguisher
-----------------	---

Ident.: MI-26-24-00008501.0001001 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BMX

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	4	3	No

- (o) One non required portable fire extinguisher may be inoperative and removed or missing.

Note: *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

26-24-01	Cabin Portable Fire Extinguisher
-----------------	---

Ident.: MI-26-24-00008501.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	7	3	No

- (o) One or more non required portable fire extinguisher may be inoperative and removed or missing.

Note: *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

MEL ITEMS
26 - FIRE PROTECTION

26-24 - Portable Fire Extinguisher

26-24-01
Cabin Portable Fire Extinguisher

Ident.: MI-26-24-00008501.9001003 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	6	3	No

- (o) One or more non required portable fire extinguisher may be inoperative and removed or missing.

Note: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.

_____ Reference(s) _____

- (o) Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher

26-24-01
Cabin Portable Fire Extinguisher

Ident.: MI-26-24-00008501.9001004 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	5	3	No

- (o) One or two non required portable fire extinguisher may be inoperative and removed or missing.

Note: Inoperative portable fire extinguisher may be subject to dangerous goods requirements.

_____ Reference(s) _____

- (o) Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-24 - Portable Fire Extinguisher
--	---

26-24-01	Cabin Portable Fire Extinguisher
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Ident.: MI-26-24-00008501.9001006 / 23 MAY 24

Applicable to: **AP-BLY, AP-BLZ**

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard
–	3	3	No

Must be serviceable.

26-24-02	Cockpit Portable Fire Extinguisher
-----------------	---

Ident.: MI-26-24-00021762.0001001 / 23 MAY 24

Applicable to: **ALL**

26-24-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

26 - FIRE PROTECTION

26-24 - Portable Fire Extinguisher

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 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 26 - FIRE PROTECTION 26-25 - Lavatory Fire Extinguishing
--	--

26-25-01	Lavatory Waste Bin Fire Extinguishing System
-----------------	---

Ident.: MI-26-25-00008502.0001001 / 23 MAY 24

Applicable to: ALL

26-25-01A			
Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No
One or more may be inoperative.			

MEL ITEMS

26 - FIRE PROTECTION

26-25 - Lavatory Fire Extinguishing

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-00 - MAINTENANCE Messages on the STATUS SD page
--	---

27-00-01	F/CTL MAINTENANCE Message
-----------------	----------------------------------

Ident.: MI-27-00-00008295.0001001 / 22 MAR 10

Applicable to: ALL

27-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

F/CTL MAINTENANCE message may be displayed on the STATUS SD page.

27-00-02	SFCS MAINTENANCE Message
-----------------	---------------------------------

Ident.: MI-27-00-00008296.0001001 / 22 MAR 10

Applicable to: ALL

27-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

SFCS MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

27 - FLIGHT CONTROLS

27-00 - MAINTENANCE Messages on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-01 - Overhead Panels 27-01-01 - FLT CTL Overhead Panel
--	---

27-01-01-01	ELAC pb-sw FAULT light
--------------------	-------------------------------

Ident.: MI-27-01-01-00008297.0001001 / 22 MAR 10

Applicable to: ALL

27-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

27-01-01-02	ELAC pb-sw OFF light
--------------------	-----------------------------

Ident.: MI-27-01-01-00008298.0001001 / 22 MAR 10

Applicable to: ALL

27-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

27-01-01-03	SEC pb-sw FAULT light
--------------------	------------------------------

Ident.: MI-27-01-01-00008300.0001001 / 22 MAR 10

Applicable to: ALL

27-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

One may be inoperative.

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-01 - Overhead Panels 27-01-01 - FLT CTL Overhead Panel
---	---

27-01-01-04	SEC pb-sw OFF light
--------------------	----------------------------

Ident.: MI-27-01-01-00008301.0001001 / 22 MAR 10

Applicable to: ALL

27-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
--	--

27-07-01	Aileron Actuator Indication on the <u>F/CTL</u> SD page
-----------------	--

Ident.: MI-27-07-00008397.0001001 / 22 MAR 10

Applicable to: ALL

27-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

27-07-02	Aileron Position Indication on the <u>F/CTL</u> SD page
-----------------	--

Ident.: MI-27-07-00008398.0001001 / 22 MAY 19

Applicable to: ALL

27-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or more may be inoperative provided that the deflection of the affected aileron through each servo-control is visually checked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-07-02A Aileron Position Indication on the F/CTL SD page*

27-07-03	Elevator Actuator Indication on the <u>F/CTL</u> SD page
-----------------	---

Ident.: MI-27-07-00008399.0001001 / 22 MAR 10

Applicable to: ALL

27-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS
 27-07 - Indications on SD pages

27-07-04
Elevator Position Indication on the F/CTL SD page

Ident.: MI-27-07-00008400.0001001 / 22 MAY 19

Applicable to: ALL

27-07-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that the deflection of the affected elevator is visually checked before each flight.

_____ Reference(s) _____

- (o) Refer to OpsProc 27-07-04A Elevator Position Indication on the F/CTL SD page

27-07-05
Pitch Trim Position Indication on the F/CTL SD page

Ident.: MI-27-07-00008401.0001001 / 22 MAY 19

Applicable to: ALL

27-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that the pitch trim handwheel and the stabilizer are visually checked to synchronously operate before each flight.

_____ Reference(s) _____

- (o) Refer to OpsProc 27-07-05A Pitch Trim Position Indication on the F/CTL SD page

27-07-06
Rudder Position Indication on the F/CTL SD page

Ident.: MI-27-07-00008402.0001001 / 22 MAY 19

Applicable to: ALL

27-07-06A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

- (o) May be inoperative provided that the deflection of the rudder is visually checked before each flight.

Continued on the following page

 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
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Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 27-07-06A Rudder Position Indication on the F/CTL SD page

27-07-07	Rudder Trim Position Indication on the F/CTL SD page
-----------------	---

Ident.: MI-27-07-00008403.0001001 / 22 MAY 19

Applicable to: ALL

27-07-07A Rudder trim position indication operative on the center pedestal

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the rudder trim position indication is operative on the center pedestal .

27-07-07B Rudder position checked at zero

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the rudder position is checked at zero on the F/CTL SD page before takeoff.

27-07-08	Rudder Travel Limiter Position Indication on the F/CTL SD page
-----------------	---

Ident.: MI-27-07-00008405.0003001 / 22 MAR 10

Applicable to: ALL

27-07-08A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS

27-07 - Indications on SD pages

27-07-09
ELAC Indication on the F/CTL SD page

Ident.: MI-27-07-00008407.0001001 / 22 MAR 10

Applicable to: ALL
27-07-09A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

27-07-10
SEC Indication on the F/CTL SD page

Ident.: MI-27-07-00008410.0001001 / 22 MAR 10

Applicable to: ALL
27-07-10A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative.

27-07-11
Spoilers/Speedbrakes Indication on the F/CTL SD page

Ident.: MI-27-07-00008412.0001001 / 22 MAY 19

Applicable to: ALL
27-07-11A

Repair interval	Nbr installed	Nbr required	Placard
C	10	0	No

- (o) One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-07-11A Spoilers/Speedbrakes Indication on the F/CTL SD page*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
--	--

27-07-12	Spoilers/Speedbrakes Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-27-07-00008414.0001001 / 22 MAY 19

Applicable to: **ALL**

27-07-12A

Repair interval	Nbr installed	Nbr required	Placard
C	10	0	No

- (o) One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-07-12A Spoilers/Speedbrakes Indication on the WHEEL SD page*

MEL ITEMS

27 - FLIGHT CONTROLS

27-07 - Indications on SD pages

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-08 - Indications on the EWD
--	---

27-08-01	Flap Position Indication on the EWD
-----------------	--

Ident.: MI-27-08-00008417.0001001 / 22 MAR 10

Applicable to: ALL

27-08-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

27-08-02	Slat Position Indication on the EWD
-----------------	--

Ident.: MI-27-08-00008418.0001001 / 22 MAR 10

Applicable to: ALL

27-08-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

27 - FLIGHT CONTROLS

27-08 - Indications on the EWD

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-14 - Aileron and Hydraulic Actuation
--	--

27-14-01	Left Aileron Blue Servo-Control (Controlled by ELAC 1)
-----------------	---

Ident.: MI-27-14-00008312.0002001 / 22 MAY 19

Applicable to: ALL

27-14-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be inoperative provided that:

- 1) It is electrically disconnected, and
- 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and
- 3) The left aileron green servo-control (controlled by ELAC 2) is operative, and
- 4) The right aileron blue servo-control (controlled by ELAC 2) is operative, and
- 5) All roll spoilers are operative, and
- 6) The TR 1 and TR 2 are operative, and
- 7) The DC TIE contactor 1PC1 is checked closed.

_____ Reference(s) _____

(o) Refer to OpsProc 27-14-01A Left Aileron Blue Servo-Control (Controlled by ELAC 1)

(m) Refer to AMM Task 27-14-00-040-001

27-14-02	Left Aileron Green Servo-Control (Controlled by ELAC 2)
-----------------	--

Ident.: MI-27-14-00008314.0002001 / 22 MAY 19

Applicable to: ALL

27-14-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) It is electrically disconnected, and
- 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and
- 3) All roll spoilers are operative.

_____ Reference(s) _____

(m) Refer to AMM Task 27-14-00-040-001

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS

27-14 - Aileron and Hydraulic Actuation

27-14-03
Right Aileron Green Servo-Control (Controlled by ELAC 1)

Ident.: MI-27-14-00008316.0002001 / 22 MAY 19

 Applicable to: **ALL**
27-14-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) It is electrically disconnected, and
- 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and
- 3) The right aileron blue servo-control (controlled by ELAC 2) is operative, and
- 4) The left aileron green servo-control (controlled by ELAC 2) is operative, and
- 5) All roll spoilers are operative, and
- 6) The TR 1 and TR 2 are operative, and
- 7) The DC TIE contactor 1PC1 is checked closed.

_____ Reference(s) _____

(o) Refer to OpsProc 27-14-03A Right Aileron Green Servo-Control (Controlled by ELAC 1)

(m) Refer to AMM Task 27-14-00-040-001

27-14-04
Right Aileron Blue Servo-Control (Controlled by ELAC 2)

Ident.: MI-27-14-00008318.0002001 / 22 MAY 19

 Applicable to: **ALL**
27-14-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) It is electrically disconnected, and
- 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and
- 3) All roll spoilers are operative.

Continued on the following page

MEL ITEMS**27 - FLIGHT CONTROLS**

27-14 - Aileron and Hydraulic Actuation

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 27-14-04A Right Aileron Blue Servo-Control (Controlled by ELAC 2)
(m) Refer to AMM Task 27-14-00-040-001

MEL ITEMS

27 - FLIGHT CONTROLS

27-14 - Aileron and Hydraulic Actuation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-21 - Rudder Mechanical Control
--	--

27-21-01	Rudder Pedal Adjustment System
-----------------	---------------------------------------

Ident.: MI-27-21-00008322.0001001 / 22 MAY 19

Applicable to: ALL

27-21-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that:
- 1) The rudder pedals can be secured in a position which meets individual pilot requirements, and
 - 2) The full and unrestricted movement of the rudder pedals and brake pedals deflection is possible at both pilot stations.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-21-01A Rudder Pedal Adjustment System*

MEL ITEMS

27 - FLIGHT CONTROLS

27-21 - Rudder Mechanical Control

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-22 - Rudder Trim Actuation
--	--

27-22-01	Rudder Trim System
-----------------	---------------------------

Ident.: MI-27-22-00008324.0001001 / 22 MAY 19

Applicable to: ALL

27-22-01A Rudder trim system 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) Rudder Trim System 1 may be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-22-01A Rudder Trim System*

27-22-01B Rudder trim system 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) Rudder Trim System 2 may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-22-01B Rudder Trim System*

27-22-02	Manual Rudder Trim Reset Function
-----------------	--

Ident.: MI-27-22-00008326.0001001 / 22 MAY 19

Applicable to: ALL

27-22-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that one rudder trim position indication is operative.

MEL ITEMS
27 - FLIGHT CONTROLS
 27-22 - Rudder Trim Actuation

27-22-03
Rudder Trim Position Indication on the Center Pedestal

Ident.: MI-27-22-00008328.0001001 / 22 MAY 19

 Applicable to: **ALL**
27-22-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the rudder trim position is checked centered on the F/CTL SD page before takeoff.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-22-03A Rudder Trim Position Indication on the Center Pedestal*

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-23 - Artificial feel and rudder travel limiting actuation
--	---

27-23-01	Rudder Travel Limiter System
-----------------	-------------------------------------

Ident.: MI-27-23-00008330.0001001 / 16 FEB 16

Applicable to: ALL

27-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

MEL ITEMS

27 - FLIGHT CONTROLS

27-23 - Artificial feel and rudder travel limiting actuation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-34 - Elevator and Hydraulic Actuation
--	---

27-34-01	Elevator Servo-Control
-----------------	-------------------------------

Ident.: MI-27-34-00008332.0001001 / 22 MAR 10

Applicable to: ALL

27-34-01A

Repair interval	Nbr installed	Nbr required	Placard
–	4	4	No

All must be operative.

27-34-02	Elevator Servo-Control Position Transducer
-----------------	---

Ident.: MI-27-34-00008334.0001001 / 01 MAR 23

Applicable to: ALL

27-34-02A

Repair interval	Nbr installed	Nbr required	Placard
C	8	4	No

(m) One transducer per servo-control must be operative.

_____ Reference(s) _____

(m) *Refer to AMM 27-34-00-040-001*

MEL ITEMS

27 - FLIGHT CONTROLS

27-34 - Elevator and Hydraulic Actuation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-40 - Trimmable Horizontal Stabilizer (THS)
--	--

27-40-01	Stabilizer Mechanical Control
-----------------	--------------------------------------

Ident.: MI-27-40-00008336.0001001 / 23 MAY 24

Applicable to: ALL

27-40-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

27-40-02	Stabilizer Actuator Electric Motor
-----------------	---

Ident.: MI-27-40-00008338.0001001 / 22 MAY 19

Applicable to: ALL

27-40-02A Electric motor 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

The stabilizer actuator electric motor 3 may be inoperative.

27-40-02B Electric motor 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

The stabilizer actuator electric motor 2 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) ELAC 1 pitch channel is considered inoperative.

Refer to Item 27-93-01 ELAC 1

MEL ITEMS

27 - FLIGHT CONTROLS

27-40 - Trimmable Horizontal Stabilizer (THS)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-51 - Flaps Electrical Control and Monitoring
--	--

27-51-01	SFCC Flap Channel
-----------------	--------------------------

Ident.: MI-27-51-00008340.0001001 / 23 JUN 22

Applicable to: ALL

27-51-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) SFCC 2 flap channel may be inoperative provided that:

- 1) It is deactivated, and
- 2) The slats and flaps are checked operative on SFCC 1, and
- 3) The SFCC 1 flap WTB is checked operative before the first MEL dispatch and then every day, and
- 4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 5) The minimum idle on ground is considered inoperative.

Refer to Item 73-20-05 Minimum Idle on Ground

_____ Reference(s) _____

(o) *Refer to OpsProc 27-51-01A SFCC Flap Channel*

(m) *Refer to AMM Task 27-51-00-040-001*

27-51-02	Flap Wing Tip Brakes Solenoid
-----------------	--------------------------------------

Ident.: MI-27-51-00009138.0001001 / 23 JUN 22

Applicable to: ALL

27-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(o)(m) One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 flap WTB is checked operative before the first MEL dispatch and then every day.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-51-02A Flap Wing Tip Brakes Solenoid*

(m) *Refer to AMM Task 27-51-00-040-004*

MEL ITEMS

27 - FLIGHT CONTROLS

27-51 - Flaps Electrical Control and Monitoring

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-54 - Flaps Hydraulic Actuation and Power Transmission
--	---

27-54-01	Flap Hydraulic Motor
-----------------	-----------------------------

Ident.: MI-27-54-00008344.0001001 / 27 JUN 11

Applicable to: ALL

27-54-01A Green motor inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

Green motor may be inoperative.

27-54-01B Yellow motor inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

Yellow motor may be inoperative provided that the blue slat motor is operative.

27-54-02	Flap PCU Valve Block
-----------------	-----------------------------

Ident.: MI-27-54-00008345.0001001 / 15 SEP 10

Applicable to: ALL

27-54-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 flap channel is considered inoperative.

Refer to Item 27-51-01 SFCC Flap Channel

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-54 - Flaps Hydraulic Actuation and Power Transmission
---	---

27-54-03	Flap Pressure-Off Brake
-----------------	--------------------------------

Ident.: MI-27-54-00008347.0001001 / 23 MAY 24

Applicable to: ALL

27-54-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-64 - Spoiler Hydraulic Actuation
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27-64-01	Spoiler 5
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Ident.: MI-27-64-00008349.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM

27-64-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o)(m) The pair of spoilers 5 may be inoperative provided that:

- 1) The affected spoiler is deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 2, 3, and 4 are operative.

_____ Reference(s) _____

(o) Refer to OpsProc 27-64-01A Spoiler 5

(m) Refer to AMM Task 27-64-00-040-001

27-64-01	Spoiler 5
-----------------	------------------

Ident.: MI-27-64-00008349.0008001 / 22 MAY 19

Applicable to: AP-BOK, AP-BOL, AP-BON

27-64-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o)(m) The pair of spoilers 5 may be inoperative provided that:

- 1) The affected spoiler is deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 2, 3, and 4 are operative, and
- 3) The MTOW is limited to 76 400 kg (168 430 lb).

_____ Reference(s) _____

(o) Refer to OpsProc 27-64-01A Spoiler 5

(m) Refer to AMM Task 27-64-00-040-001

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS
 27-64 - Spoiler Hydraulic Actuation

27-64-02
Spoiler 1 or 3

Ident.: MI-27-64-00008351.0001001 / 22 NOV 21

 Applicable to: **ALL**
27-64-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(o) (m) One pair of spoilers 1 or 3 may be inoperative provided that:

- 1) The affected spoiler is deactivated in the retracted position, and
- 2) The pairs of spoilers 2, 4, and 5 are operative, and
- 3) The Flight Manual performance penalties are applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-64-02A Spoiler 1 or 3*

(m) *Refer to AMM Task 27-64-00-040-001*

27-64-03
Spoiler 2 or 4

Ident.: MI-27-64-00008354.0002001 / 22 NOV 21

 Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM**
27-64-03A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(o) (m) One pair of spoilers 2 or 4 may be inoperative in the retracted position provided that:

- 1) The affected spoiler is deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 3, and 5 are operative, and
- 3) The SFCC 2 flap channel is operative, and
- 4) The Flight Manual performance penalties are applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-64-03A Spoiler 2 or 4*

(m) *Refer to AMM Task 27-64-00-040-001*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-64 - Spoiler Hydraulic Actuation
--	--

27-64-03	Spoiler 2 or 4
-----------------	-----------------------

Ident.: MI-27-64-00008354.0008001 / 22 NOV 21

Applicable to: AP-BOK, AP-BOL, AP-BON

27-64-03A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(o)(m) One pair of spoilers 2 or 4 may be inoperative in the retracted position provided that:

- 1) The affected spoiler is deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 3, and 5 are operative, and
- 3) The SFCC 2 flap channel is operative, and
- 4) The Flight Manual performance penalties are applied, and
- 5) If the pair of spoilers 4 is inoperative, the MTOW is limited to 76 400 kg (168 430 lb).

_____ Reference(s) _____

(o) *Refer to OpsProc 27-64-03A Spoiler 2 or 4*

(m) *Refer to AMM Task 27-64-00-040-001*

27-64-04	Spoilers 1 and 2
-----------------	-------------------------

Ident.: MI-27-64-00008357.0001001 / 22 NOV 21

Applicable to: ALL

27-64-04A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

(o)(m) The pairs of spoilers 1 and 2 may be inoperative in the retracted position provided that:

- 1) The affected spoilers are deactivated in the retracted position, and
- 2) The pairs of spoilers 3, 4, and 5 are operative, and
- 3) The SFCC 2 flap channel is operative, and
- 4) The Flight Manual performance penalties are applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-64-04A Spoilers 1 and 2*

(m) *Refer to AMM Task 27-64-00-040-002*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS
 27-64 - Spoiler Hydraulic Actuation

27-64-05
Spoilers 3 and 4

Ident.: MI-27-64-00008359.0002001 / 22 NOV 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM

27-64-05A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

(o) (m) The pairs of spoilers 3 and 4 may be inoperative in the retracted position provided that:

- 1) The affected spoilers are deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 2, and 5 are operative, and
- 3) The TR 1 and TR 2 are operative, and
- 4) The DC TIE contactor 1PC1 is checked closed, and
- 5) The SFCC 2 flap channel is operative, and
- 6) The Flight Manual performance penalties are applied.

_____ Reference(s) _____

(o) Refer to OpsProc 27-64-05A Spoilers 3 and 4

(m) Refer to AMM Task 27-64-00-040-001

27-64-05
Spoilers 3 and 4

Ident.: MI-27-64-00008359.0008001 / 22 NOV 21

Applicable to: AP-BOK, AP-BOL, AP-BON

27-64-05A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

(o) (m) The pairs of spoilers 3 and 4 may be inoperative in the retracted position provided that:

- 1) The affected spoilers are deactivated in the retracted position, and
- 2) The pairs of spoilers 1, 2, and 5 are operative, and
- 3) The TR 1 and TR 2 are operative, and
- 4) The DC TIE contactor 1PC1 is checked closed, and
- 5) The SFCC 2 flap channel is operative, and
- 6) The Flight Manual performance penalties are applied, and
- 7) The MTOW is limited to 76 400 kg (168 430 lb).

Continued on the following page

MEL ITEMS**27 - FLIGHT CONTROLS**

27-64 - Spoiler Hydraulic Actuation

Continued from the previous page

Reference(s)

(o) Refer to OpsProc 27-64-05A Spoilers 3 and 4**(m)** Refer to AMM Task 27-64-00-040-001

MEL ITEMS

27 - FLIGHT CONTROLS

27-64 - Spoiler Hydraulic Actuation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-81 - Slats Electrical Control and Monitoring
--	--

27-81-01	SFCC Slat Channel
-----------------	--------------------------

Ident.: MI-27-81-00008341.0001001 / 23 JUN 22

Applicable to: ALL

27-81-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) SFCC 2 slat channel may be inoperative provided that:

- 1) It is deactivated, and
- 2) The slats and flaps are checked operative on SFCC 1, and
- 3) The SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day, and
- 4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 5) Takeoff is not performed in CONF 1+F.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-81-01A SFCC Slat Channel*

(m) *Refer to AMM Task 27-51-00-040-005*

27-81-02	Slat Wing Tip Brakes Solenoid
-----------------	--------------------------------------

Ident.: MI-27-81-00008366.0001001 / 23 JUN 22

Applicable to: ALL

27-81-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(o)(m) One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-81-02A Slat Wing Tip Brakes Solenoid*

(m) *Refer to AMM Task 27-81-00-040-001*

MEL ITEMS

27 - FLIGHT CONTROLS

27-81 - Slats Electrical Control and Monitoring

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-84 - Slats Hydraulic Actuation and Power Transmission
--	---

27-84-01	Slats Hydraulic Motor
-----------------	------------------------------

Ident.: MI-27-84-00008368.0001001 / 22 MAR 10

Applicable to: ALL

27-84-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

27-84-02	Slat PCU Valve Block
-----------------	-----------------------------

Ident.: MI-27-84-00008371.0001001 / 22 MAR 10

Applicable to: ALL

27-84-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 slat channel is considered inoperative.

Refer to Item 27-81-01 SFCC Slat Channel

27-84-03	Slat Pressure-Off Brake
-----------------	--------------------------------

Ident.: MI-27-84-00008373.0001001 / 23 MAY 24

Applicable to: ALL

27-84-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

MEL ITEMS

27 - FLIGHT CONTROLS

27-84 - Slats Hydraulic Actuation and Power Transmission

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-92 - Electrical Flight Control System (EFCS) Control Inputs and Power Supply
--	---

27-92-01	Speedbrake Control System
-----------------	----------------------------------

Ident.: MI-27-92-00008375.0001001 / 21 AUG 24

Applicable to: ALL

27-92-01A Speedbrake control system inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) Speedbrake control system may be inoperative provided that the Flight Manual performance penalties associated with the ground spoiler control system inoperative are applied.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-92-01A Speedbrake Control System (speedbrake control system inoperative)*

27-92-01B Speedbrake 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

- (o) Speedbrake 2 may be inoperative provided that the Flight Manual performance penalties associated with one pair of spoilers inoperative are applied.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-92-01B Speedbrake Control System (speedbrake 2 or speedbrakes 3 and 4 inoperative)*

27-92-01C Speedbrakes 3 and 4 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

- (o) Speedbrakes 3 and 4 may be inoperative provided that the Flight Manual performance penalties associated with two pairs of spoilers inoperative are applied.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-92-01C Speedbrake Control System (speedbrakes 3 and 4 inoperative)*

MEL ITEMS
27 - FLIGHT CONTROLS

 27-92 - Electrical Flight Control System
 (EFCS) Control Inputs and Power Supply

27-92-02
Ground Spoiler Control System

Ident.: MI-27-92-00008377.0001001 / 22 NOV 21

Applicable to: ALL

27-92-02A Ground spoiler control system inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) Both thrust reversers are not taken into account for performance computation, and
- 2) The autobrake function is not used, and
- 3) The Flight Manual performance penalties are applied.

_____ Reference(s) _____

 (o) *Refer to OpsProc 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)*
27-92-02B Spoilers 5 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

(o) The pair of spoilers 5 may be inoperative.

_____ Reference(s) _____

 (o) *Refer to OpsProc 27-92-02B Ground Spoiler Control System (pair of spoilers 5 inoperative)*
27-92-02C Spoilers 1 and 2, or spoilers 3 and 4 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

(o) The pairs of spoilers 1 and 2 or the pairs of spoilers 3 and 4 may be inoperative provided that the Flight Manual performance penalties are applied.

_____ Reference(s) _____

 (o) *Refer to OpsProc 27-92-02C Ground Spoiler Control System (pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-92 - Electrical Flight Control System (EFCS) Control Inputs and Power Supply
--	---

27-92-03	SIDESTICK PRIORITY light
-----------------	---------------------------------

Ident.: MI-27-92-00008380.0001001 / 22 MAR 10

Applicable to: ALL

27-92-03A

Repair interval	Nbr installed	Nbr required	Placard
–	4	4	No

All must be operative.

27-92-04	Sidestick Dual Input Visual Warnings
-----------------	---

Ident.: MI-27-92-00008382.0001001 / 22 MAR 10

Applicable to: ALL

27-92-04A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

27-92-05	Sidestick Dual Input Aural Warning
-----------------	---

Ident.: MI-27-92-00008384.0001001 / 22 MAR 10

Applicable to: ALL

27-92-05A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

27 - FLIGHT CONTROLS

27-92 - Electrical Flight Control System
(EFCS) Control Inputs and Power Supply

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-93 - ELAC System (Elevator Aileron Computer)
--	--

27-93-01	ELAC 1
-----------------	---------------

Ident.: MI-27-93-00008385.0008001 / 28 NOV 23

Applicable to: ALL

27-93-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o)(m) ELAC 1 or any ELAC 1 function may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) All SECs, SFCCs, LGCIUs, RAs, ADIRS and FACs are operative, and
- 3) The pairs of spoilers 2, 3, 4, and 5 are operative, and
- 4) The TR 1 and the TR 2 are operative, and
- 5) Both accelerometers associated with the ELAC 2 are checked operative before each flight, and
- 6) All sidesticks transducers associated with the ELAC 2 and the three SECs are checked operative before each flight, and
- 7) The DC TIE contactor 1PC1 is checked closed, before each flight, and
- 8) The elevators and roll spoilers control is checked operative through the SECs before each flight, and
- 9) The ailerons control is checked operative through the ELAC 2 before each flight.

Note: F/O take-over pb cannot disengage AP 1.

_____ Reference(s) _____

(o) Refer to OpsProc 27-93-01A ELAC 1

(m) Refer to AMM Task 27-93-00-040-001

27-93-02	ELAC 2
-----------------	---------------

Ident.: MI-27-93-00008386.0001001 / 22 MAR 10

Applicable to: ALL

27-93-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-93 - ELAC System (Elevator Aileron Computer)
---	--

27-93-03	Pitch Normal Law
-----------------	-------------------------

Ident.: MI-27-93-00008388.0001001 / 22 MAR 10

Applicable to: ALL

27-93-03A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-94 - SEC System (Spoiler and Elevator Computer)
--	---

27-94-01	SEC 1
-----------------	--------------

Ident.: MI-27-94-00008390.0002001 / 13 MAY 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM

27-94-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o)(m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) It is deactivated, and
- 3) The SEC 2 and the SEC 3 are operative, and
- 4) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 5) The SFCC 2 flap channel is operative, and
- 6) All aileron servo-controls are operative, and
- 7) The TR 1 and TR 2 are operative, and
- 8) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and
- 9) The DC TIE contactor 1PC1 is checked closed, before each flight, and
- 10) The elevators control through the SEC 2 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight, and
- 11) The Flight Manual performance penalties for the pairs of spoilers 3 and 4 inoperative are applied.

_____ Reference(s) _____

(o) Refer to OpsProc 27-94-01A SEC 1

(m) Refer to AMM Task 27-94-00-040-002

MEL ITEMS
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

27-94-01
SEC 1

Ident.: MI-27-94-00008390.0012001 / 13 MAY 20

Applicable to: AP-BOK, AP-BOL, AP-BON

27-94-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) It is deactivated, and
- 3) The SEC 2 and the SEC 3 are operative, and
- 4) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 5) The SFCC 2 flap channel is operative, and
- 6) All aileron servo-controls are operative, and
- 7) The TR 1 and TR 2 are operative, and
- 8) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and
- 9) The DC TIE contactor 1PC1 is checked closed, before each flight, and
- 10) The elevators control through the SEC 2 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight, and
- 11) The Flight Manual performance penalties for the pairs of spoilers 3 and 4 inoperative are applied, and
- 12) The MTOW is limited to 76 400 kg (168 430 lb).

_____ Reference(s) _____

(o) Refer to OpsProc 27-94-01A SEC 1

(m) Refer to AMM Task 27-94-00-040-002

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-94 - SEC System (Spoiler and Elevator Computer)
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27-94-02	SEC 2
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Ident.: MI-27-94-00008392.0002001 / 13 MAY 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM

27-94-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o)(m) May be inoperative provided that:

- 1) It is deactivated, and
- 2) The SEC 1 and the SEC 3 are operative, and
- 3) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 4) All aileron servo-controls are operative, and
- 5) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and
- 6) The elevators control through the SEC 1 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 27-94-02A SEC 2*

(m) *Refer to AMM Task 27-94-00-040-002*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

27-94-02
SEC 2

Ident.: MI-27-94-00008392.0012001 / 13 MAY 20

Applicable to: AP-BOK, AP-BOL, AP-BON

27-94-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) It is deactivated, and
- 2) The SEC 1 and the SEC 3 are operative, and
- 3) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and
- 4) All aileron servo-controls are operative, and
- 5) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and
- 6) The elevators control through the SEC 1 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight.
- 7) The MTOW is limited to 76 400 kg (168 430 lb).

_____ Reference(s) _____

(o) Refer to OpsProc 27-94-02A SEC 2

(m) Refer to AMM Task 27-94-00-040-002

27-94-03
SEC 3

Ident.: MI-27-94-00008394.0001001 / 13 MAY 20

Applicable to: ALL

27-94-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) It is deactivated, and
- 2) The SEC 1 and SEC 2 are operative, and
- 3) The SFCC 2 flap channel is operative, and
- 4) All aileron servo-controls are operative, and
- 5) All roll spoilers associated with the operative SECs are operative, and
- 6) The Flight Manual performance penalties for the pairs of spoilers 1 and 2 inoperative are applied.

Continued on the following page

MEL ITEMS

27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

Continued from the previous page

Reference(s)

(o) Refer to OpsProc 27-94-03A SEC 3

MEL ITEMS

27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 27 - FLIGHT CONTROLS 27-95 - FCDC System (Flight Control Data Concentrator)
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27-95-01	FCDC 1
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Ident.: MI-27-95-00008395.0001001 / 22 MAR 10

Applicable to: **ALL**

27-95-01A

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be operative.

27-95-02	FCDC 2
-----------------	---------------

Ident.: MI-27-95-00008396.0001001 / 22 MAY 19

Applicable to: **ALL**

27-95-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 27-95-02A FCDC 2*

MEL ITEMS

27 - FLIGHT CONTROLS

27-95 - FCDC System (Flight Control Data Concentrator)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-00 - MAINTENANCE Message on the STATUS SD page
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28-00-01	FUEL <u>MAINTENANCE</u> Message
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Ident.: MI-28-00-00008177.0001001 / 22 MAR 10

Applicable to: ALL

28-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

FUEL MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

28 - FUEL

28-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-01 - Overhead Panels 28-01-01 - FUEL Overhead Panel
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28-01-01-01	Wing TK PUMP pb-sw FAULT light
--------------------	---------------------------------------

Ident.: MI-28-01-01-00008178.0001001 / 22 MAY 19

Applicable to: ALL

28-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	Yes

One or more may be inoperative provided that the corresponding pump is set to OFF when the associated tank is empty.

28-01-01-02	Wing TK PUMP pb-sw OFF light
--------------------	-------------------------------------

Ident.: MI-28-01-01-00008179.0001001 / 22 MAY 19

Applicable to: ALL

28-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	Yes

One or more may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

28-01-01-03	X FEED pb-sw ON light
--------------------	------------------------------

Ident.: MI-28-01-01-00008180.0001001 / 22 MAY 19

Applicable to: ALL

28-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
28 - FUEL

 28-01 - Overhead Panels
 28-01-01 - FUEL Overhead Panel

28-01-01-04
X FEED pb-sw OPEN light

Ident.: MI-28-01-01-00008181.0001001 / 22 MAY 19

 Applicable to: **ALL**
28-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

 May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

28-01-01-05
CTR TK PUMP pb-sw FAULT light

Ident.: MI-28-01-01-00008182.0002001 / 22 MAY 19

 Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON**
28-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the corresponding pump is set to OFF when there is no fuel in the center tank.

28-01-01-05
CTR TK XFR pb-sw FAULT light

Ident.: MI-28-01-01-00008182.0005001 / 22 MAY 19

 Applicable to: **AP-BOK, AP-BOL**
28-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the corresponding transfer valve is set to OFF when there is no fuel in the center tank.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-01 - Overhead Panels 28-01-01 - FUEL Overhead Panel
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28-01-01-06	CTR TK PUMP pb-sw OFF light
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Ident.: MI-28-01-01-00008183.0005001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

28-01-01-06	CTR TK XFR pb-sw OFF light
--------------------	-----------------------------------

Ident.: MI-28-01-01-00008183.0005001 / 22 MAY 19

Applicable to: AP-BOK, AP-BOL

28-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the corresponding transfer valve indication is operative on the FUEL SD page.

28-01-01-07	CTR TK MODE SEL pb-sw FAULT light
--------------------	--

Ident.: MI-28-01-01-00008184.0003001 / 19 FEB 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

¹ 28-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that all tank pumps indications are operative on the FUEL SD page.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-01-01-07A CTR TK MODE SEL pb-sw FAULT light

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-01 - Overhead Panels 28-01-01 - FUEL Overhead Panel
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28-01-01-07	CTR TK MODE SEL pb-sw FAULT light
--------------------	--

Ident.: MI-28-01-01-00008184.0002001 / 19 FEB 25

Applicable to: AP-BOK, AP-BOL

2 **28-01-01-07B**

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that all wing tank pumps and center tank transfer valves indications are operative on the FUEL SD page.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-01 - Fuel Quantity Indications on the FUEL SD page
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28-07-01-01	Fuel On Board (FOB) Indication on the <u>FUEL</u> SD page
--------------------	--

Ident.: MI-28-07-01-00008270.0001001 / 22 MAY 19

Applicable to: ALL

28-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-07-01-01A Fuel On Board (FOB) Indication on the FUEL SD page

28-07-01-02	Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-01-00008271.0001001 / 22 MAY 19

Applicable to: ALL

28-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard
D	–	0	No

- (o) One or more FQI may be in the degraded mode (with dashes on the two last digits) provided that the loss of accuracy is taken into account for the fuel planning for each affected tank.

Note: The Fuel On Board indication is also in the degraded mode.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

MEL ITEMS
28 - FUEL

28-07 - Indications on the FUEL SD page
 28-07-01 - Fuel Quantity Indications on the FUEL SD page

28-07-01-03
Outer Tank Fuel Quantity Indication on the FUEL SD page

Ident.: MI-28-07-01-00008272.0001001 / 22 MAY 19

Applicable to: ALL

28-07-01-03A Check of fuel quantity in the associated tank after refueling

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) (m) One may be inoperative provided that:

- 1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on refuel/defuel control panel, and
- 2) The associated fuel used indication is operative, and
- 3) The associated inner tank indication is operative.

_____ Reference(s) _____

(o) Refer to OpsProc 28-07-01-03A Outer Tank Fuel Quantity Indication on the FUEL SD page

(m) Refer to AMM Task 28-40-00-040-003

28-07-01-03B High level fuel detection system checked operative before refueling and associated inner tank indication operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that:

- 1) The high level fuel detection system is checked operative before refueling, and
- 2) The tanks in both wings are full, and
- 3) The associated fuel used indication is operative, and
- 4) The associated inner tank indication is operative.

_____ Reference(s) _____

(m) Refer to AMM Task 28-40-00-040-802

Continued on the following page

MEL ITEMS
28 - FUEL

28-07 - Indications on the FUEL SD page

28-07-01 - Fuel Quantity Indications on the FUEL SD page

Continued from the previous page
28-07-01-03C Check of fuel quantity in the associated wing after refueling/defueling

Repair interval	Nbr installed	Nbr required	Placard
B	2	1	No

(o) (m) One may be inoperative provided that:

- 1) The fuel quantity in the associated wing (inner and outer tanks) is checked after each refueling/defueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and
- 2) The associated fuel used indication is operative.

_____ Reference(s) _____

(o) Refer to OpsProc 28-07-01-03C Outer Tank Fuel Quantity Indication on the FUEL SD page

(m) Refer to AMM Task 28-40-00-040-003

28-07-01-03D High level fuel detection system checked operative before refueling

Repair interval	Nbr installed	Nbr required	Placard
B	2	1	No

(m) One may be inoperative provided that:

- 1) The high level fuel detection system is checked operative before refueling, and
- 2) The tanks in both wings are full, and
- 3) The associated fuel used indication is operative.

_____ Reference(s) _____

(m) Refer to AMM Task 28-40-00-040-802

MEL ITEMS
28 - FUEL

28-07 - Indications on the FUEL SD page
 28-07-01 - Fuel Quantity Indications on the FUEL SD page

28-07-01-04
Inner Tank Fuel Quantity Indication on the FUEL SD page

Ident.: MI-28-07-01-00008273.0001001 / 19 NOV 19

Applicable to: ALL

28-07-01-04A Check of fuel quantity in the associated tank after refueling

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) (m) One may be inoperative provided that:

- 1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and
- 2) The associated fuel used indication is operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 28-07-01-04A Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page*

(m) *Refer to AMM Task 28-40-00-040-005*

28-07-01-04B High level fuel detection system checked operative before refueling

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that:

- 1) The high level fuel detection system is checked operative before refueling, and
- 2) The tanks in both wings are full, and
- 3) The associated fuel used indication is operative.

_____ Reference(s) _____

(m) *Refer to AMM Task*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-01 - Fuel Quantity Indications on the FUEL SD page
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28-07-01-05	Center Tank Fuel Quantity Indication on the <u>FUEL</u> SD page
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Ident.: MI-28-07-01-00008274.0002001 / 22 MAY 19

Applicable to: ALL

28-07-01-05A Check of fuel quantity after refueling

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) The fuel quantity in the center tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and
- 2) All wing tanks fuel quantity indications are operative, and
- 3) Both fuel used indications are operative.

_____ Reference(s) _____

(o) Refer to OpsProc 28-07-01-05A Center Tank Fuel Quantity Indication on the FUEL SD page

(m) Refer to AMM Task 28-40-00-040-006

28-07-01-05B Fuel in the center tank not usable

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that there is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-01 - Fuel Quantity Indications on the FUEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-02 - Fuel Temperature Indications on the FUEL SD page
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28-07-02-01	Fuel Temperature Indication on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-02-00008276.0001001 / 22 MAR 10

Applicable to: ALL

28-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

One in each wing or both in one wing may be inoperative.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page

28-07-02 - Fuel Temperature Indications on the FUEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-03 - Tank Pump Indications on the FUEL SD page
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28-07-03-01	Wing Tank Pump Indication on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-03-00008277.0001001 / 22 MAR 10

Applicable to: ALL

28-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

28-07-03-02	Center Tank Pump Indication on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-03-00008278.0003001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-03 - Tank Pump Indications on the FUEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-04 - Valve Indications on the FUEL SD page
--	---

28-07-04-01	Engine LP Fuel Valve Indication on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-04-00008279.0001001 / 15 JAN 13

Applicable to: ALL

28-07-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be inoperative provided that the associated LP valve is checked operative before each flight.

_____ Reference(s) _____

(m) *Refer to AMM Task 28-40-00-040-009*

28-07-04-02	APU LP Fuel Valve Indication on the <u>FUEL</u> SD page
--------------------	--

Ident.: MI-28-07-04-00008280.0001001 / 10 MAY 16

Applicable to: ALL

28-07-04-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that:

- 1) The APU LP valve is secured in the closed position and,
- 2) The APU is considered inoperative.

Refer to Item 49-10-01 Power Plant (APU)

_____ Reference(s) _____

(m) *Refer to AMM Task 28-40-00-040-001*

MEL ITEMS
28 - FUEL

 28-07 - Indications on the FUEL SD page
 28-07-04 - Valve Indications on the FUEL SD page

28-07-04-03
Crossfeed Valve Indication on the FUEL SD page

Ident.: MI-28-07-04-00008281.0001001 / 22 MAY 19

 Applicable to: **ALL**
28-07-04-03A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) Operation of the crossfeed valve is checked before the first flight of each day.

_____ Reference(s) _____

 (m) *Refer to AMM Task 28-40-00-040-002*
28-07-04-03B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) For ETOPS, may be inoperative provided that the operation of crossfeed valve is checked before each flight.

_____ Reference(s) _____

 (m) *Refer to AMM Task 28-40-00-040-002*
28-07-04-04
Wing Transfer Valve Indication on the FUEL SD page

Ident.: MI-28-07-04-00008282.0001001 / 22 MAY 19

 Applicable to: **ALL**
28-07-04-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o)(m) One or both may be inoperative provided that:

- 1) The fuel quantity indications of the associated inner and outer tanks are operative, and
- 2) The transfer valve operation is checked before each flight and when used in flight.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-04 - Valve Indications on the FUEL SD page
--	---

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 28-07-04-04A Wing Transfer Valve Indication on the FUEL SD page
(m) Refer to AMM Task 28-40-00-040-004

28-07-04-05	Center Tank Transfer Valve Indication on the <u>FUEL</u> SD page
--------------------	---

Ident.: MI-28-07-04-00008283.0001001 / 22 MAR 10

Applicable to: **AP-BOK, AP-BOL**

28-07-04-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-04 - Valve Indications on the FUEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-05 - Fuel Flow Indication on the FUEL SD page
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28-07-05-01	Fuel Flow 1+2 Indication on the <u>FUEL</u> SD page
--------------------	--

Ident.: MI-28-07-05-00015815.0001001 / 12 AUG 14

1 Applicable to: ALL

28-07-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-05 - Fuel Flow Indication on the FUEL SD page

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-06 - Fuel Used Indication on the FUEL SD page
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28-07-06-01	Fuel Used Indication on the <u>FUEL</u> SD page
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Ident.: MI-28-07-06-00015816.0001001 / 12 AUG 14

Applicable to: **ALL**

28-07-06-01A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page

28-07-06-02	Fuel Used 1+2 Indication on the <u>FUEL</u> SD page
--------------------	--

Ident.: MI-28-07-06-00015817.0001001 / 12 AUG 14

Applicable to: **ALL**

28-07-06-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

MEL ITEMS

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-06 - Fuel Used Indication on the FUEL SD page

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-09 - ECAM Alerts
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28-09-01	FUEL L(R) INNER(OUTER) TK HI TEMP Alert
-----------------	--

Ident.: MI-28-09-00008287.0001001 / 23 AUG 23

Applicable to: ALL

28-09-01A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

- (o) One in each wing or both in one wing may be displayed provided that:
- 1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and
 - 2) The fuel temperature is monitored before takeoff and during the flight.

Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-09-01A FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert

28-09-01B One or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be displayed provided that:
- 1) The fuel temperature indications are operative on the FUEL SD page, and
 - 2) The fuel temperature is monitored before takeoff and during the flight.

Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert

28-09-02
FUEL L(R) INNER(OUTER) TK LO TEMP Alert

Ident.: MI-28-09-00008288.0001001 / 23 AUG 23

Applicable to: ALL
28-09-02A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

- (o) One in each wing or both in one wing may be displayed provided that:
- 1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and
 - 2) The fuel temperature is monitored before takeoff and during the flight.

Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-09-02A FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert

28-09-02B One or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be displayed provided that:
- 1) The fuel temperature indications are operative on the FUEL SD page, and
 - 2) The fuel temperature is monitored before takeoff and during the flight.

Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

_____ Reference(s) _____

- (o) Refer to OpsProc 28-09-02B FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-12 - Tank Venting System
--	---

28-12-01	Overpressure Protector between the Inner and the Outer Tank
-----------------	--

Ident.: MI-28-12-00008195.0001001 / 22 MAY 19

Applicable to: ALL

28-12-01A Inner tank temperature monitored

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be broken or missing provided that the fuel temperature of the inner tank is monitored.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-12-01A Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored)*

28-12-01B Transfer valves secured open

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o)(m) One or both may be broken or missing provided that the associated transfer valves are secured in the open position after each refueling, or after each aircraft repowering.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-12-01B Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened)*

- (m) *Refer to AMM Task 28-12-00-040-003*

28-12-02	Overpressure Protector in the Vent Surge Tank
-----------------	--

Ident.: MI-28-12-00008196.0001001 / 22 MAY 19

Applicable to: ALL

28-12-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be broken or missing.

Continued on the following page

MEL ITEMS
28 - FUEL

28-12 - Tank Venting System

Continued from the previous page

Reference(s)

(o) Refer to OpsProc 28-12-02A Overpressure Protector in the Vent Surge Tank

28-12-03
Overpressure Protector in the Inner Tank

Ident.: MI-28-12-00008197.0001001 / 23 MAY 24

Applicable to: ALL

28-12-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

28-12-04
Overpressure Protector between the Center and the Inner Tank

Ident.: MI-28-12-00008198.0002001 / 23 MAY 24

Applicable to: ALL

28-12-04A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-15 - Intercell Transfer System
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28-15-01	LH Wing Transfer Valve
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Ident.: MI-28-15-00008201.0001001 / 22 MAY 19

Applicable to: ALL

28-15-01A One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative in the open position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-01A LH Wing Transfer Valve (At least one transfer valve open)*

28-15-01B One or both inoperative with not usable fuel

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative in the closed position provided that the fuel in the LH outer tank is considered as not usable and as part of the ZFW.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-01B LH Wing Transfer Valve (At least one transfer valve failed closed)*

28-15-01C One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o)(m) One may be inoperative in the closed position provided that the remaining LH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-01C LH Wing Transfer Valve (At least one transfer valve open)*

- (m) *Refer to AMM Task 28-15-00-040-001*

MEL ITEMS
28 - FUEL

28-15 - Intercell Transfer System

28-15-02
RH Wing Transfer Valve

Ident.: MI-28-15-00008202.0001001 / 22 MAY 19

Applicable to: ALL

28-15-02A One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative in the open position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-02A RH Wing Transfer Valve (At least one transfer valve open)*

28-15-02B One or both inoperative with not usable fuel

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative in the closed position provided that the fuel in the RH outer tank is considered as not usable and as part of the ZFW.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-02B RH Wing Transfer Valve (At least one transfer valve failed closed)*

28-15-02C One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o)(m) One may be inoperative in the closed position provided that the remaining RH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-15-02C RH Wing Transfer Valve (At least one transfer valve open)*

- (m) *Refer to AMM Task 28-15-00-040-002*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-20 - Distribution
--	--

28-20-01	Automatic Fuel Feed System
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Ident.: MI-28-20-00008203.0006001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-20-01A Automatic Fuel Feed System*

MEL ITEMS

28 - FUEL

28-20 - Distribution

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-21 - Main Fuel Pump System
--	---

28-21-01	Wing Tank Pump
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Ident.: MI-28-21-00008204.0001001 / 22 MAY 19

Applicable to: ALL

28-21-01A JP4/JET B not used

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	Yes

- (o) One pump may be inoperative provided that JP4/JET B is not used.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-21-01A Wing Tank Pump*

28-21-01B Use of JP4/JET B

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	Yes

- (o)(m) Pump 2 LH or pump 2 RH may be inoperative when JP4/JET B is used provided that:

- 1) The fuel return valve is checked operative before each flight, and
- 2) The fuel temperature is less than 30 °C.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-21-01B Wing Tank Pump*

- (m) *Refer to AMM 28-21-00-040-001*

28-21-02	Center Tank Pump
-----------------	-------------------------

Ident.: MI-28-21-00008205.0006001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-21-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that the flight routes permit a landing at a suitable airport if the remaining center tank pump fails with fuel in the center tank.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-21-02A Center Tank Pump (One inoperative)*

Continued on the following page

MEL ITEMS
28 - FUEL

28-21 - Main Fuel Pump System

Continued from the previous page
28-21-02D Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) Both may be inoperative provided that:
- 1) There is no fuel in the center tank or the fuel in the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, and
 - 2) The center tank pumps are set to OFF.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-21-02D Center Tank Pump (Both inoperative)*

28-21-03
Wing Tank Pump Sequence Valve

Ident.: MI-28-21-00008206.0003001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-21-03A

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	No

One may be inoperative provided that the associated pump is set to OFF when the center tank is feeding.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-22 - APU Fuel Pump System
--	--

28-22-01	APU Fuel Pump
-----------------	----------------------

Ident.: MI-28-22-00008207.0002001 / 22 MAY 19

Applicable to: ALL

28-22-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-22-01A APU Fuel Pump*

28-22-01B ETOPS 120 min flight

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

- (o) May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-22-01B APU Fuel Pump*

MEL ITEMS

28 - FUEL

28-22 - APU Fuel Pump System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-23 - Crossfeed System
--	--

28-23-01	Crossfeed Valve
-----------------	------------------------

Ident.: MI-28-23-00008208.0001001 / 22 MAR 10

Applicable to: ALL

28-23-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

28 - FUEL

28-23 - Crossfeed System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-24 - Engine LP Fuel Shutoff
--	--

28-24-01	Engine LP Fuel Valve Electrical Motor
-----------------	--

Ident.: MI-28-24-00008209.0002001 / 22 MAY 19

Applicable to: ALL

28-24-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	No

(m) One may be inoperative on one engine provided that:

- 1) The affected motor is deactivated, and
- 2) The remaining motor is checked operative.

_____ Reference(s) _____

(m) *Refer to AMM Task 28-24-00-040-002*

MEL ITEMS

28 - FUEL

28-24 - Engine LP Fuel Shutoff

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-25 - Refuel/Defuel System
--	--

28-25-01	Fuel Quantity Preselector
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Ident.: MI-28-25-00008210.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON

28-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or more may be inoperative.

28-25-01	Fuel Quantity Preselector
-----------------	----------------------------------

Ident.: MI-28-25-00008210.9001002 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

28-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

One or more may be inoperative.

28-25-02	Fuel Quantity on the Refuel/Defuel Control Panel
-----------------	---

Ident.: MI-28-25-00008211.0001001 / 23 MAY 24

Applicable to: ALL

28-25-02A

Repair interval	Nbr installed	Nbr required	Placard
C	5	0	Yes

One or more indications may be inoperative provided that the fuel quantity is continuously monitored on the FUEL SD page during refueling and defueling.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
28 - FUEL

28-25 - Refuel/Defuel System

28-25-03
Refuel Valve

Ident.: MI-28-25-00008212.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON

28-25-03A Manual refueling

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

(m) One or more may be inoperative provided that the aircraft is manually refueled.

_____ Reference(s) _____

(m) Refer to AMM Task 28-25-00-040-005

28-25-03B Gravity refueling

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that overwing gravity refueling is performed.

28-25-03
Refuel Valve

Ident.: MI-28-25-00008212.0003001 / 22 MAY 19

Applicable to: AP-BMX, AP-BOK, AP-BOL

28-25-03A Manual refueling

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

(m) One or more may be inoperative provided that the aircraft is manually refueled.

_____ Reference(s) _____

(m) Refer to AMM Task 28-25-00-040-005

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-25 - Refuel/Defuel System
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28-25-04	Transfer Defuel Valve
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Ident.: MI-28-25-00008213.0001001 / 22 MAR 10

Applicable to: ALL

28-25-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the valve is secured in the closed position.

_____ Reference(s) _____

(m) *Refer to AMM 28-25-00-040-004*

28-25-05	Exterior Refuel/Defuel Control Panel
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Ident.: MI-28-25-00008214.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON

28-25-05A Cockpit Fuel Quantity pre-selector operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the cockpit fuel quantity pre-selector is operative.

28-25-05B Cockpit Fuel Quantity pre-selector inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the aircraft is manually refueled.

_____ Reference(s) _____

(m) *Refer to AMM Task 28-25-00-040-008*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
28 - FUEL

28-25 - Refuel/Defuel System

28-25-05
Exterior Refuel/Defuel Control Panel

Ident.: MI-28-25-00008214.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

28-25-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the aircraft is manually refueled.

_____ Reference(s) _____

(m) Refer to AMM Task 28-25-00-040-008

28-25-06
Cockpit Refuel/Defuel Control Panel

Ident.: MI-28-25-00008215.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON

28-25-06A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-26 - Main Transfer System
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28-26-01	Center Tank Transfer Valve
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Ident.: MI-28-26-00013893.0003001 / 22 MAY 19

Applicable to: AP-BOK, AP-BOL

28-26-01B One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative in the closed position provided that the flight routes permit a landing at a suitable airport if the remaining center tank transfer valve fails with fuel in the center tank.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-26-01B Center Tank Transfer Valve*

28-26-01E Both inoperative closed

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

Both may be inoperative in the closed position provided that there is no fuel in the center tank or the fuel in the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

28-26-01F One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative in the open position provided that there is no fuel in the center tank.

MEL ITEMS

28 - FUEL

28-26 - Main Transfer System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-29 - APU LP Fuel Shutoff
--	---

28-29-01	APU LP Fuel Valve
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Ident.: MI-28-29-00008232.0001001 / 22 MAY 19

Applicable to: ALL

28-29-01A Checked closed on FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) It is checked closed on the FUEL SD page, and
 - 2) The APU is not used.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-29-01A APU LP Fuel Valve*

28-29-01B Secured closed

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (m) May be inoperative provided that:
- 1) It is secured in the closed position, and
 - 2) The APU is considered inoperative.
- Refer to Item 49-10-01 Power Plant (APU)*

_____ Reference(s) _____

- (m) *Refer to AMM Task 28-29-00-040-002*

MEL ITEMS

28 - FUEL

28-29 - APU LP Fuel Shutoff

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-43 - Manual Magnetic Indicators
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28-43-01	Manual Magnetic Indicators
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Ident.: MI-28-43-00008233.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard
C	11	0	No

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard
C	11	0	No

(m) One or more may be inoperative provided that:

- 1) The high level fuel detection system is checked operative before refueling, and
- 2) The tanks in both wings are full, and
- 3) The associated fuel used indication is operative.

_____ Reference(s) _____

(m) *Refer to AMM Task 28-40-00-040-012*

28-43-01	Manual Magnetic Indicators
-----------------	-----------------------------------

Ident.: MI-28-43-00008233.0007001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard
C	9	0	No

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

Continued on the following page

MEL ITEMS
28 - FUEL

28-43 - Manual Magnetic Indicators

Continued from the previous page
28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard
C	9	0	No

(m) One or more may be inoperative provided that:

- 1) The high level fuel detection system is checked operative before refueling, and
- 2) The tanks in both wings are full, and
- 3) The associated fuel used indication is operative.

_____ Reference(s) _____

(m) *Refer to AMM Task 28-40-00-040-012*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-46 - Tank Level Sensing
--	--

28-46-01	High Level Detection System in the Inner Tank
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Ident.: MI-28-46-00008235.0001001 / 22 MAY 19

Applicable to: ALL

28-46-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-02	High Level Detection System in the Center Tank
-----------------	---

Ident.: MI-28-46-00008237.0002001 / 22 MAY 19

Applicable to: ALL

28-46-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-04	Low Level Detection System in the Inner Tank
-----------------	---

Ident.: MI-28-46-00008240.0001001 / 22 MAR 10

Applicable to: ALL

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

MEL ITEMS

28 - FUEL

28-46 - Tank Level Sensing

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 28 - FUEL 28-50 - Fuel Management
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28-50-01	Fuel Quantity Indicating Computer (FQIC) Channel
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Ident.: MI-28-50-00008242.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

28-50-01A

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

- (o) One may be inoperative for 10 calendar days provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-50-01A Fuel Quantity Indicating Computer (FQIC) Channel*

28-50-01	Fuel Quantity Indicating Computer (FQIC) Channel
-----------------	---

Ident.: MI-28-50-00008242.0011001 / 22 MAY 19

Applicable to: AP-BOK, AP-BOL

28-50-01A

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

- (o)(m) One may be inoperative for 10 calendar days provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is manually refueled.

_____ Reference(s) _____

- (o) *Refer to OpsProc 28-50-01A Fuel Quantity Indicating Computer (FQIC) Channel*

- (m) *Refer to AMM Task 12-11-28-650-004*

MEL ITEMS

28 - FUEL

28-50 - Fuel Management

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-01 - Overhead Panels 29-01-01 - HYD Overhead Panel
--	---

29-01-01-01	B(Y) ELEC PUMP pb-sw FAULT light
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Ident.: MI-29-01-01-00008031.0001001 / 22 MAY 19

Applicable to: ALL

29-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

29-01-01-02	B ELEC PUMP pb-sw OFF light
--------------------	------------------------------------

Ident.: MI-29-01-01-00008034.0001001 / 22 MAR 10

Applicable to: ALL

29-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

29-01-01-03	Y ELEC PUMP pb-sw ON light
--------------------	-----------------------------------

Ident.: MI-29-01-01-00008042.0001001 / 22 MAR 10

Applicable to: ALL

29-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
29 - HYDRAULIC POWER

29-01 - Overhead Panels

29-01-01 - HYD Overhead Panel

29-01-01-04
G(Y) ENG 1(2) PUMP pb-sw FAULT light

Ident.: MI-29-01-01-00008048.0001001 / 22 MAY 19

Applicable to: ALL
29-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

29-01-01-05
G(Y) ENG 1(2) PUMP pb-sw OFF light

Ident.: MI-29-01-01-00008049.0001001 / 22 MAR 10

Applicable to: ALL
29-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

29-01-01-06
PTU pb-sw FAULT light

Ident.: MI-29-01-01-00008050.0001001 / 22 MAY 19

Applicable to: ALL
29-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the quantity indications of the yellow and green reservoir are operative on the HYD SD page.

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-01 - Overhead Panels 29-01-01 - HYD Overhead Panel
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29-01-01-07	PTU pb-sw OFF light
--------------------	----------------------------

Ident.: MI-29-01-01-00008051.0001001 / 22 MAR 10

Applicable to: ALL

29-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

MEL ITEMS

29 - HYDRAULIC POWER

29-01 - Overhead Panels

29-01-01 - HYD Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-01 - Overhead Panels 29-01-02 - Maintenance HYD Overhead Panel
--	---

29-01-02-01	G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light
--------------------	--

Ident.: MI-29-01-02-00008052.0001001 / 22 MAR 10

Applicable to: ALL

29-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

MEL ITEMS

29 - HYDRAULIC POWER

29-01 - Overhead Panels

29-01-02 - Maintenance HYD Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-07 - Indications on the <u>HYD</u> SD page
--	--

29-07-01	Yellow ELEC Pump Indication on the <u>HYD</u> SD page
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Ident.: MI-29-07-00008078.0001001 / 22 MAR 10

Applicable to: **ALL**

29-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

29-07-02	Pump Indication on the <u>HYD</u> SD page
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Ident.: MI-29-07-00008079.0001001 / 27 JUN 11

Applicable to: **ALL**

29-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative.

29-07-03	Fire Valve Indication on the <u>HYD</u> SD page
-----------------	--

Ident.: MI-29-07-00008080.0001001 / 22 MAR 10

Applicable to: **ALL**

29-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
29 - HYDRAULIC POWER

29-07 - Indications on the HYD SD page

29-07-04
PTU Indication on the HYD SD page

Ident.: MI-29-07-00008081.0001001 / 22 MAR 10

 Applicable to: **ALL**
29-07-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

29-07-05
Reservoir Quantity Indication on the HYD SD page

Ident.: MI-29-07-00008082.0001001 / 22 MAY 19

 Applicable to: **ALL**
29-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

(m) One may be inoperative provided that:

- 1) The associated HYD B(G)(Y) RSVR LO LVL alert is checked operative, and
- 2) The associated reservoir quantity is checked before each flight.

_____ Reference(s) _____

 (m) *Refer to AMM Task*
29-07-06
RAT Indication on the HYD SD page

Ident.: MI-29-07-00008083.0001001 / 22 MAR 10

 Applicable to: **ALL**
29-07-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the RAT is visually checked to be stowed before each flight.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-07 - Indications on the HYD SD page
--	---

29-07-07	System Label Indication on the <u>HYD</u> SD page
-----------------	--

Ident.: MI-29-07-00008084.0001001 / 22 MAY 19

Applicable to: ALL

29-07-07A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

- (o) One or more may be inoperative provided that the associated system pressure is checked available before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-07-07A System Label Indication on the HYD SD page*

29-07-08	System Pressure Indication on the <u>HYD</u> SD page
-----------------	---

Ident.: MI-29-07-00008085.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

29-07-08A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o) One may be inoperative provided that the associated system label indication is checked operative before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-07-08A System Pressure Indication on the HYD SD page*

MEL ITEMS
29 - HYDRAULIC POWER

29-07 - Indications on the HYD SD page

29-07-08
System Pressure Indication on the HYD SD page

Ident.: MI-29-07-00008085.0002001 / 22 MAY 19

 Applicable to: **AP-BLB**
29-07-08A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

(o) (m) One may be inoperative provided that :

- 1) The affected pressure transmitter is deactivated, and
- 2) The associated system label indication is checked operative before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 29-07-08A System Pressure Indication on the HYD SD page*

(m) *Refer to AMM Task 29-30-00-040-802*

29-07-09
Vertical Link Indication (G/B/Y) on the HYD SD page

Ident.: MI-29-07-00018532.0001001 / 16 NOV 22

 Applicable to: **ALL**
29-07-09A

Repair interval	Nbr installed	Nbr required	Placard
C	12	0	No

One or more vertical link indication maybe erroneous or missing.

 PAKISTAN International Airlines since 1945 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-09 - ECAM Alerts
--	--

29-09-01	<u>HYD</u> B(Y) ELEC PUMP LO PR Alert
-----------------	--

Ident.: MI-29-09-00008086.0001001 / 22 MAY 19

Applicable to: ALL

29-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be displayed provided that the associated system pressure indication is operative.

29-09-02	<u>HYD</u> B(Y) ELEC PUMP OVHT Alert
-----------------	---

Ident.: MI-29-09-00008087.0001001 / 22 MAR 10

Applicable to: ALL

29-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be displayed.

29-09-03	<u>HYD</u> G(Y) ENG 1(2) PUMP LO PR Alert
-----------------	--

Ident.: MI-29-09-00008088.0001001 / 22 MAY 19

Applicable to: ALL

29-09-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be displayed provided that:
- 1) The associated system pressure indications are operative, and
 - 2) The engine pumps are checked operative before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-09-03A HYD G(Y) ENG 1(2) PUMP LO PR Alert*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
29 - HYDRAULIC POWER
 29-09 - ECAM Alerts

29-09-04
HYD G(B)(Y) RSVR LO AIR PR Alert

Ident.: MI-29-09-00008090.0001001 / 22 MAR 10

 Applicable to: **ALL**
29-09-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

(m) One may be inoperative provided that the air pressure is checked on the associated reservoir before each flight.

_____ Reference(s) _____

(m) *Refer to AMM*

29-09-05
HYD G(B)(Y) RSVR LO LVL Alert

Ident.: MI-29-09-00008091.0001001 / 22 MAY 19

 Applicable to: **ALL**
29-09-05A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

One may be displayed provided that the associated reservoir quantity is checked on the HYD SD page before each flight.

Note: 1. When the alert is displayed on the EWD, the associated PUMP pb-sw FAULT light and the PTU pb-sw FAULT light (if the green or the yellow system is affected) may simultaneously come on.

*Refer to Item 29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light, and
 Refer to Item 29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light, and
 Refer to Item 29-01-01-06 PTU pb-sw FAULT light*

2. If the blue reservoir is affected, EMER GEN may appear in the INOP SYS column on the STATUS SD page before engine start.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-09 - ECAM Alerts
--	--

29-09-06	<u>HYD</u> G(B)(Y) RSVR OVHT Alert
-----------------	---

Ident.: MI-29-09-00008092.0001001 / 22 MAR 10

Applicable to: ALL

29-09-06A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

The HYD G RSVR OVHT alert or the HYD Y RSVR OVHT alert may be displayed.

29-09-07	<u>HYD</u> PTU FAULT Alert
-----------------	-----------------------------------

Ident.: MI-29-09-00008093.0001001 / 22 MAY 19

Applicable to: ALL

29-09-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be displayed provided that the PTU is checked operative before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-09-07A HYD PTU FAULT Alert*

29-09-08	<u>HYD</u> RAT FAULT Alert
-----------------	-----------------------------------

Ident.: MI-29-09-00008094.0001001 / 22 MAY 19

Applicable to: ALL

29-09-08A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (m) May be displayed provided that the RAT integrity is checked before each flight.

_____ Reference(s) _____

- (m) *Refer to AMM Task 29-30-00-040-001*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
29 - HYDRAULIC POWER
 29-09 - ECAM Alerts

29-09-09
HYD G(B)(Y) SYS LO PR Alert

Ident.: MI-29-09-00008095.0001001 / 20 AUG 19

Applicable to: ALL
29-09-09A

Repair interval	Nbr installed	Nbr required	Placard
–	3	3	No

All must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-10 - Main Hydraulic Power
--	---

29-10-01	Engine Driven Pump
-----------------	---------------------------

Ident.: MI-29-10-00008055.0001001 / 22 MAR 10

Applicable to: ALL

29-10-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

29-10-02	Engine Driven Pump Depressurization Function
-----------------	---

Ident.: MI-29-10-00010628.0001001 / 22 MAR 10

Applicable to: ALL

29-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

29-10-03	Blue System Electric Pump
-----------------	----------------------------------

Ident.: MI-29-10-00008057.0001001 / 22 MAY 19

Applicable to: ALL

29-10-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

- (o) The automatic control may be inoperative provided that the pump is manually operated.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-10-03A Blue System Electric Pump*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
29 - HYDRAULIC POWER
 29-10 - Main Hydraulic Power

29-10-04
Hydraulic System Accumulator

Ident.: MI-29-10-00008061.0002001 / 12 AUG 14

Applicable to: ALL
29-10-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(m) One or more may be inoperative provided that the affected accumulator is deactivated.

_____ Reference(s) _____

(m) *Refer to AMM Task*

29-10-05
Yellow Brake Accumulator

Ident.: MI-29-10-00008063.0001001 / 22 MAR 10

Applicable to: ALL
29-10-05A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

29-10-07
Engine Pump Fire Valve

Ident.: MI-29-10-00008067.0001001 / 22 MAR 10

Applicable to: ALL
29-10-07A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-10 - Main Hydraulic Power
--	---

29-10-08	Hydraulic System Filter
-----------------	--------------------------------

Ident.: MI-29-10-00008069.0001001 / 27 JUN 11

Applicable to: ALL

29-10-08A One LP filter inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	7	No

One LP filter may be inoperative.

29-10-08B Reservoir filling filter inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	7	No

The reservoir filling filter may be inoperative.

29-10-09	Hydraulic Case Drain Filter
-----------------	------------------------------------

Ident.: MI-29-10-00008072.0001001 / 22 MAR 10

Applicable to: ALL

29-10-09A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

(m) One may be inoperative provided that it is removed.

_____ Reference(s) _____

(m) *Refer to AMM*

29-10-10	Hydraulic Reservoir Drain Valve
-----------------	--

Ident.: MI-29-10-00024284.0001001 / 23 JUN 22

Applicable to: ALL

Note: Apply the Hydraulic Reservoir Drain Valve MEL item only in the case of hydraulic fluid leak at the Hydraulic Reservoir Drain Valve without any other structural leaks. For other cases, PIA must request technical support and assistance from AIRBUS.

Continued on the following page

MEL ITEMS
29 - HYDRAULIC POWER
 29-10 - Main Hydraulic Power

Continued from the previous page
29-10-10A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(m) One or more may be inoperative provided that the associated reservoir drain circuit is secured with a cap.

_____ Reference(s) _____

(m) *Refer to AMM Task 29-10-00-040-007*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-22 - Blue Auxiliary Hydraulic Power
--	---

29-22-01	Ram Air Turbine
-----------------	------------------------

Ident.: MI-29-22-00008074.0001001 / 22 MAR 10

Applicable to: ALL

29-22-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

29 - HYDRAULIC POWER

29-22 - Blue Auxiliary Hydraulic Power

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-23 - Power Transfer
--	---

29-23-01	Power Transfer Unit (PTU)
-----------------	----------------------------------

Ident.: MI-29-23-00008076.0001001 / 22 MAY 19

Applicable to: ALL

29-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

- (o) PTU may continuously run when set to AUTO provided that the operation of the PTU in both directions is checked before the first flight of each day.

_____ Reference(s) _____

- (o) *Refer to OpsProc 29-23-01A Power Transfer Unit (PTU)*

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 29 - HYDRAULIC POWER 29-24 - Yellow Auxiliary Hydraulic Power
--	---

29-24-01	Yellow System Electric Pump
-----------------	------------------------------------

Ident.: MI-29-24-00008077.0001001 / 22 MAY 19

Applicable to: ALL

29-24-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the associated pb-sw is set to off.

Note: The AFT and FWD cargo doors must be operated manually.

_____ Reference(s) _____

- (o) Refer to OpsProc 29-24-01A Yellow System Electric Pump

MEL ITEMS

29 - HYDRAULIC POWER

29-24 - Yellow Auxiliary Hydraulic Power

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-00 - MAINTENANCE Message on the STATUS SD page
--	--

30-00-01	ICE DETECT <u>MAINTENANCE</u> Message
-----------------	--

Ident.: MI-30-00-00007863.0002001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

30-00-01A

Repair interval	Nbr installed	Nbr required	Placard
D	–	–	No

ICE DETECT MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-01 - Overhead Panels 30-01-01 - ANTI ICE Overhead Panel
--	--

30-01-01-01	ANTI ICE ENG 1(2) pb-sw FAULT light
--------------------	--

Ident.: MI-30-01-01-00007866.0001001 / 27 NOV 15

Applicable to: ALL

30-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

30-01-01-02	ANTI ICE ENG 1(2) pb-sw ON light
--------------------	---

Ident.: MI-30-01-01-00007870.0001001 / 22 MAR 10

Applicable to: ALL

30-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

30-01-01-03	ANTI ICE WING pb-sw FAULT light
--------------------	--

Ident.: MI-30-01-01-00007882.0001001 / 22 MAY 19

Applicable to: ALL

30-01-01-03A Anti-ice “arrow” symbols operative on the BLEED SD page

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the anti-ice “arrow” symbols are operative on the BLEED SD page .

_____ Reference(s) _____

- (o) Refer to OpsProc 30-01-01-03A ANTI ICE WING pb-sw FAULT light

Continued on the following page

MEL ITEMS
30 - ICE AND RAIN PROTECTION

30-01 - Overhead Panels

30-01-01 - ANTI ICE Overhead Panel

Continued from the previous page
30-01-01-03B Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The wing anti-ice control valves are deactivated in the closed position and considered inoperative.

Refer to Item 30-11-01 Wing Anti-Ice Control Valve

_____ Reference(s) _____

(m) *Refer to AMM Task 30-11-00-040-002*

30-01-01-04
ANTI ICE WING pb-sw ON light

Ident.: MI-30-01-01-00007885.0001001 / 22 MAR 10

 Applicable to: **ALL**
30-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-01 - Overhead Panels 30-01-02 - WIPER Overhead Panel
--	---

30-01-02-01	Wiper High Speed Function (FAST Position)
--------------------	--

Ident.: MI-30-01-02-00007890.0001001 / 22 MAY 19

Applicable to: ALL

30-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the associated low speed function is operative.

30-01-02-02	Wiper Low Speed Function (SLOW Position)
--------------------	---

Ident.: MI-30-01-02-00007893.0001001 / 22 MAR 10

Applicable to: ALL

30-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

30-01-02-03	Wiper Intermittent Speed Function (INTMT Position)
--------------------	---

Ident.: MI-30-01-02-00007896.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

30-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

One or both may be inoperative.

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-01 - Overhead Panels

30-01-02 - WIPER Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-07 - Indications on the BLEED SD page
--	---

30-07-01	ANTI ICE Indication on the <u>BLEED</u> SD page
-----------------	--

Ident.: MI-30-07-00008019.0001001 / 22 MAR 10

Applicable to: **ALL**

30-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

30-07-02	Arrow Indication on the <u>BLEED</u> SD page
-----------------	---

Ident.: MI-30-07-00008020.0001001 / 22 MAR 10

Applicable to: **ALL**

30-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-07 - Indications on the BLEED SD page

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-11 - Wing Ice Protection
--	--

30-11-01	Wing Anti-Ice Control Valve
-----------------	------------------------------------

Ident.: MI-30-11-00007897.0001001 / 22 MAY 19

Applicable to: ALL

30-11-01A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) The RH valve may be inoperative in the open position provided that the associated ECAM procedure is applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 30-11-01A Wing Anti-Ice Control Valve*

(m) *Refer to AMM Task 30-11-00-040-004*

30-11-01B Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(m) One or both may be inoperative in the closed position provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is not operated in known or forecast icing conditions.

_____ Reference(s) _____

(m) *Refer to AMM Task 30-11-00-040-001*

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-11 - Wing Ice Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-21 - Engine Air Intake Ice Protection
--	---

30-21-01	Engine Anti-Ice Valve
-----------------	------------------------------

Ident.: MI-30-21-00007898.0001001 / 22 NOV 21

Applicable to: ALL

30-21-01A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(m) One may be inoperative in the closed position provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is not operated in known or forecast icing conditions.

_____ Reference(s) _____

(m) *Refer to AMM Task*

30-21-01B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(o)(m) One or both may be inoperative in the open position provided that the Flight Manual performance penalties are applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 30-21-01B Engine Anti-Ice Valve*

(m) *Refer to AMM Task 30-21-00-040-002*

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-21 - Engine Air Intake Ice Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
--	---

30-31-01	Probe Heat Computer (PHC)
-----------------	----------------------------------

Ident.: MI-30-31-00007899.0001001 / 22 MAY 19

Applicable to: ALL

30-31-01A Associated probe heating operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o)(m) One may be inoperative provided that the associated probe heating is checked operative before each flight.

_____ Reference(s) _____

(o) Refer to OpsProc 30-31-01A PHC (associated probe heating operative)

(m) Refer to AMM Task 30-31-00-040-001

30-31-01B F/O PHC inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o)(m) The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.

_____ Reference(s) _____

(o) Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)

(m) Refer to AMM Task 30-31-00-040-002

30-31-01C STBY PHC inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o)(m) The STBY PHC may be inoperative provided that:

- 1) The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and
- 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions, and
- 3) The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Continued on the following page

MEL ITEMS
30 - ICE AND RAIN PROTECTION
 30-31 - Probe Ice Protection

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)
 (m) Refer to AMM Task 30-31-00-040-002

30-31-02	Pitot Heater
-----------------	---------------------

Ident.: MI-30-31-00007900.0001001 / 22 MAY 19

Applicable to: ALL

30-31-02A F/O pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o) (m) The F/O pitot heater may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

_____ Reference(s) _____

- (o) Refer to OpsProc 30-31-02A Pitot Heater
 (m) Refer to AMM Task 30-31-00-040-002

30-31-02B CAPT pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (m) The CAPT pitot heater may be inoperative provided that:
- 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and
 - 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.

_____ Reference(s) _____

- (m) Refer to AMM Task 30-31-00-040-002

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
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Continued from the previous page

30-31-02C STBY pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

(m) The STBY pitot heater may be inoperative provided that:

- 1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and
- 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.

_____ Reference(s) _____

(m) *Refer to AMM Task 30-31-00-040-002*

30-31-03	Static Ports Heater
-----------------	----------------------------

Ident.: MI-30-31-00007901.0001001 / 22 MAY 19

Applicable to: ALL

30-31-03A One STBY static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	6	5	No

One STBY static ports heater may be inoperative.

30-31-03B Both STBY static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	6	4	No

(m) Both STBY static ports heaters may be inoperative provided that:

- 1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and
- 2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

_____ Reference(s) _____

(m) *Refer to AMM Task 30-31-00-040-002*

Continued on the following page

MEL ITEMS
30 - ICE AND RAIN PROTECTION
 30-31 - Probe Ice Protection

Continued from the previous page
30-31-03C One or both F/O static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	6	4	No

- (o) (m) One or both F/O static ports heaters may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

_____ Reference(s) _____

(o) Refer to OpsProc 30-31-03C F/O Static Ports Heater

(m) Refer to AMM Task 30-31-00-040-002

30-31-03D One or both CAPT static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	6	4	No

- (o) (m) One or both CAPT static ports heaters may be inoperative provided that:
- 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and
 - 2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

_____ Reference(s) _____

(o) Refer to OpsProc 30-31-03D CAPT Static Ports Heater

(m) Refer to AMM Task 30-31-00-040-002

30-31-04
Angle of Attack (AOA) Probes Heating

Ident.: MI-30-31-00007902.0001001 / 22 MAY 19

Applicable to: ALL

30-31-04A F/O AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o) (m) The F/O AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
--	---

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative)
(m) Refer to AMM Task 30-31-00-040-002

30-31-04B STBY AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o)(m) The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day

_____ Reference(s) _____

- (o) Refer to OpsProc 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative)
(m) Refer to AMM Task 30-31-00-040-002

30-31-04C CAPT AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

- (o)(m) The CAPT AOA probes heating may be inoperative provided that:
- 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and
 - 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions

_____ Reference(s) _____

- (o) Refer to OpsProc 30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative)
(m) Refer to AMM Task 30-31-00-040-002

MEL ITEMS
30 - ICE AND RAIN PROTECTION
 30-31 - Probe Ice Protection

30-31-05
TAT Probes Heating

Ident.: MI-30-31-00007903.0001001 / 22 MAY 19

 Applicable to: **ALL**
30-31-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

30-31-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that the aircraft is not operated in visible moisture or in known or forecast icing conditions.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-42 - Windshield Anti-Icing and Defogging
--	--

30-42-01	Window Heat Computer
-----------------	-----------------------------

Ident.: MI-30-42-00007912.0001001 / 22 MAY 19

Applicable to: ALL

30-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) One may be inoperative provided that:

- 1) The aircraft is not operated in known or forecast icing conditions, and
- 2) All heaters and failure alerts on the front and sliding windows associated with the operative computer are checked operative every day.

_____ Reference(s) _____

(o) Refer to OpsProc 30-42-01A Window Heat Computer

(m) Refer to AMM Task 30-42-00-040-001

30-42-02	Fixed Lateral Window and Sliding Window Heating
-----------------	--

Ident.: MI-30-42-00007913.0001001 / 22 MAR 10

Applicable to: ALL

30-42-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

30-42-03	Windshield Heating
-----------------	---------------------------

Ident.: MI-30-42-00007915.0001001 / 17 NOV 20

Applicable to: ALL

30-42-03A No icing conditions

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) One may be inoperative provided that the aircraft is not operated in known or forecast icing conditions, along the intended route.

Continued on the following page

MEL ITEMS
30 - ICE AND RAIN PROTECTION
30-42 - Windshield Anti-Icing and Defogging
Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 30-42-03A Windshield Heating

30-42-03B For SGS Windshield: ISB (ref. 56-1022 or 56-1023) findings - Degradation out of allowance

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be degraded beyond the passed criteria of the ISB (ref. 56-1022 for CEO or 56-1023 for NEO) provided that the operating altitude is limited to FL230.

30-42-04
PROBES/WINDOW HEAT pb-sw AUTO Control

Ident.: MI-30-42-00007918.0001001 / 22 MAR 10

Applicable to: ALL

30-42-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

Automatic control may be inoperative provided that the PROBES/WINDOW HEAT system is manually selected.

30-42-05
PROBES/WINDOW HEAT pb-sw ON light

Ident.: MI-30-42-00007921.0001001 / 22 MAR 10

Applicable to: ALL

30-42-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-45 - Windshield Rain Protection
--	---

30-45-01	Windshield Wiper
-----------------	-------------------------

Ident.: MI-30-45-00007927.0001001 / 22 MAY 19

Applicable to: ALL

30-45-01A One inoperative on the PM side

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	Yes

One may be inoperative on the PM side for three flights.

30-45-01B One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative provided that:
- 1) The aircraft is not operated in precipitation within departure and arrival areas, and
 - 2) The approach minima do not require their use.

_____ Reference(s) _____

- (o) *Refer to OpsProc 30-45-01B Windshield Wiper*

30-45-01C One or both continuously running

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative provided that:
- 1) The affected wiper is deactivated, and
 - 2) The aircraft is not operated in precipitation within departure and arrival areas, and
 - 3) The approach minima do not require their use.

_____ Reference(s) _____

- (o) *Refer to OpsProc 30-45-01C Windshield Wiper continuously running*

Continued on the following page

MEL ITEMS
30 - ICE AND RAIN PROTECTION
30-45 - Windshield Rain Protection
Continued from the previous page
30-45-01D Rain repellent system operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative provided that the associated rain repellent system is installed and operative.

30-45-02	Windshield Wiper PARK Function
-----------------	---------------------------------------

Ident.: MI-30-45-00007929.0001001 / 23 MAY 24

 Applicable to: **ALL**
30-45-02A One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the associated wipers can be positioned in a location that will not obstruct forward vision.

30-45-02B One or both inoperative and removed

Repair interval	Nbr installed	Nbr required	Placard
–	2	0	No

(m) One or both may be inoperative provided that the associated wipers are removed.

Refer to Item 30-45-01 Windshield Wiper

_____ Reference(s) _____

(m) *Refer to AMM 30-45-00-040-003*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-45 - Windshield Rain Protection
--	---

30-45-03	Rain Repellent System
-----------------	------------------------------

Ident.: MI-30-45-00007931.0001001 / 22 MAR 10

Applicable to: ALL

30-45-03A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

One or both may be inoperative.

Note: No entry in the logbook is required when it is installed but intentionally deactivated.

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-45 - Windshield Rain Protection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-71 - Waste Water Ice Protection
--	---

30-71-01	Waste Water Drain Mast Heating System
-----------------	--

Ident.: MI-30-71-00007934.0001001 / 22 MAY 19

Applicable to: ALL

30-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be inoperative provided that:

- 1) The associated galleys and lavatories are not used, and
- 2) The associated lavatory water supplies are closed.

_____ Reference(s) _____

(m) *Refer to AMM Task 30-71-00-040-001*

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-71 - Waste Water Ice Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 30 - ICE AND RAIN PROTECTION 30-81 - Ice Detection
--	--

30-81-01	Ice Detection System
-----------------	-----------------------------

Ident.: MI-30-81-00008016.0002001 / 13 MAY 14

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

30-81-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 30-81-01A Ice Detection System*

30-81-02	External Visual Icing Indicator
-----------------	--

Ident.: MI-30-81-00008017.0001001 / 23 MAY 24

Applicable to: ALL

30-81-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	No

Refer to AFM/MCDL-30-01 Icing Indicator

30-81-03	Lighting of External Visual Icing Indicator
-----------------	--

Ident.: MI-30-81-00008018.0001001 / 22 MAR 10

Applicable to: ALL

30-81-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 30-81-03A Lighting of External Visual Icing Indicator*

MEL ITEMS

30 - ICE AND RAIN PROTECTION

30-81 - Ice Detection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-00 - MAINTENANCE Message on the STATUS SD page
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31-00-01	QAR
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Ident.: MI-31-00-00007776.0001001 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

31-00-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	–	No

QAR MAINTENANCE message may be displayed on the STATUS SD page .

31-00-02	ACMS <u>MAINTENANCE</u> Message
-----------------	--

Ident.: MI-31-00-00007777.0002001 / 22 MAR 10

Applicable to: **ALL**

31-00-02A

Repair interval	Nbr installed	Nbr required	Placard
D	–	–	No

ACMS MAINTENANCE message may be displayed on the STATUS SD page.

31-00-03	<u>MAINTENANCE</u> MessageDAR
-----------------	--------------------------------------

Ident.: MI-31-00-00007778.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW

31-00-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	–	No

DAR MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-00 - MAINTENANCE Message on the STATUS SD page

31-00-04
CFDIU MAINTENANCE Message

Ident.: MI-31-00-00007779.0001001 / 22 MAR 10

Applicable to: ALL

31-00-04A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

 CFDIU MAINTENANCE message may be displayed on the STATUS SD page.

31-00-05
DMC 1/3 MAINTENANCE Message

Ident.: MI-31-00-00007780.0002001 / 18 JUL 12

Applicable to: ALL

31-00-05A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

 DMC 1/3 MAINTENANCE message may be displayed on the STATUS SD page.

31-00-06
DMC 2/3 MAINTENANCE Message

Ident.: MI-31-00-00007781.0001001 / 22 MAR 10

Applicable to: ALL

31-00-06A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

 DMC 2/3 MAINTENANCE message may be displayed on the STATUS SD page.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-00 - MAINTENANCE Message on the STATUS SD page
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31-00-07	DFDR ACCEL MAINTENANCE Message 
-----------------	---

Ident.: MI-31-00-00015819.0001001 / 27 NOV 15

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

31-00-07A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

DFDR ACCEL MAINTENANCE message may be displayed on the STATUS SD page .

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-01 - Overhead Panels 31-01-01 - RCDR Overhead Panel
--	---

31-01-01-01	RCDR GND CTL pb-sw ON light
--------------------	------------------------------------

Ident.: MI-31-01-01-00007582.0001001 / 21 NOV 17

Applicable to: ALL

31-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

31-01-01-02	RCDR GND CTL pb-sw
--------------------	---------------------------

Ident.: MI-31-01-01-00007583.0001001 / 21 NOV 17

Applicable to: ALL

31-01-01-02A AUTO position

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative in the AUTO position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 31-01-01-02A RCDR GND CTL pb-sw (Inoperative in the AUTO position)*

31-01-01-02B ON position

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative in the ON position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 31-01-01-02B RCDR GND CTL pb-sw (Inoperative in the ON position)*

Continued on the following page

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-01 - Overhead Panels

31-01-01 - RCDR Overhead Panel

Continued from the previous page
31-01-01-02C CVR considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
—	1	0	Yes

May be inoperative provided that the CVR is considered inoperative.

Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-05 - Indications on the Primary Flight Display (PFD)
--	---

31-05-01	AP Related Indications on the FMA
-----------------	--

Ident.: MI-31-05-00007820.0001001 / 22 MAR 10

Applicable to: ALL

31-05-01A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 22-05-01 AP Related Indications on the FMA

31-05-02	A/THR Related Indications on the FMA
-----------------	---

Ident.: MI-31-05-00007821.0001001 / 22 MAR 10

Applicable to: ALL

31-05-02A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 22-05-02 A/THR Related Indications on the FMA

31-05-03	Approach and Landing Capabilities on the FMA
-----------------	---

Ident.: MI-31-05-00007822.0001001 / 22 MAR 10

Applicable to: ALL

31-05-03A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 22-05-03 Approach and Landing Capabilities on the FMA

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-05 - Indications on the Primary Flight Display (PFD)

31-05-04
Special Messages on the FMA

Ident.: MI-31-05-00007823.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-05-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 22-05-04 Special Messages on the FMA
31-05-05
Actual Airspeed Reference Line and Scale Indications on the PFD

Ident.: MI-31-05-00007824.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-05-05A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD
31-05-06
Mach Number Indication on the PFD

Ident.: MI-31-05-00007825.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-05-06A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-05-02 Mach Number Indication on the PFD

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-05 - Indications on the Primary Flight Display (PFD)
--	---

31-05-07	VMO/MMO Characteristic Speed Indication on the PFD
-----------------	---

Ident.: MI-31-05-00007826.0001001 / 22 MAR 10

Applicable to: ALL

31-05-07A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 34-05-03 VMO/MMO Characteristic Speed Indication on the PFD

31-05-08	Altitude Indication on the PFD
-----------------	---------------------------------------

Ident.: MI-31-05-00007827.0001001 / 22 MAR 10

Applicable to: ALL

31-05-08A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 34-05-04 Altitude Indication on the PFD

31-05-09	Vertical Speed Indication on the PFD
-----------------	---

Ident.: MI-31-05-00007828.0001001 / 22 MAR 10

Applicable to: ALL

31-05-09A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 34-05-06 Vertical Speed in Inertial Mode Indication on the PFD

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-05 - Indications on the Primary Flight Display (PFD)

31-05-10
Other Air Data Related Indications on the PFD

Ident.: MI-31-05-00007829.0001001 / 22 MAR 10

Applicable to: ALL
31-05-10A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-05-07 Other Air Data Related Indications on the PFD
31-05-11
Attitude Indication on the PFD

Ident.: MI-31-05-00007830.0001001 / 22 MAR 10

Applicable to: ALL
31-05-11A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-05-08 Attitude Indication on the PFD
31-05-12
Heading Indication on the PFD

Ident.: MI-31-05-00007831.0001001 / 22 MAR 10

Applicable to: ALL
31-05-12A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-05-09 Heading Indication on the PFD

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-06 - Indications on the Navigation Display (ND)
--	--

31-06-01	Ground Speed Indication on the ND
-----------------	--

Ident.: MI-31-06-00007832.0001001 / 22 MAR 10

Applicable to: ALL

31-06-01A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-01 Ground Speed Indication on the ND

31-06-02	True Air Speed Indication on the ND
-----------------	--

Ident.: MI-31-06-00007834.0001001 / 22 MAR 10

Applicable to: ALL

31-06-02A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-02 True Air Speed Indication on the ND

31-06-03	Wind Indication on the ND
-----------------	----------------------------------

Ident.: MI-31-06-00007835.0001001 / 22 MAR 10

Applicable to: ALL

31-06-03A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-03 Wind Indication on the ND

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS
 31-06 - Indications on the Navigation Display (ND)

31-06-04
Heading Indication on the ND

Ident.: MI-31-06-00007836.0001001 / 22 MAR 10

Applicable to: ALL

31-06-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-04 Heading Indication on the ND
31-06-05
Position (Aircraft Symbol) Indication on the ND

Ident.: MI-31-06-00007839.0001001 / 22 MAR 10

Applicable to: ALL

31-06-05A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-05 Position (Aircraft Symbol) Indication on the ND
31-06-06
Navigation Station Information on the ND

Ident.: MI-31-06-00007845.0001001 / 22 MAR 10

Applicable to: ALL

31-06-06A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 34-06-06 Radio Nav aids Indications on the ND

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-06 - Indications on the Navigation Display (ND)
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31-06-07	Chrono Indication on the ND
-----------------	------------------------------------

Ident.: MI-31-06-00007846.0001001 / 22 MAR 10

Applicable to: ALL

31-06-07A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 34-06-07 Chrono Indication on the ND

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-06 - Indications on the Navigation Display (ND)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-07 - Indications on the System Display (SD)
--	--

31-07-01	Indications on the System Display pages
-----------------	--

Ident.: MI-31-07-00007848.0001001 / 22 MAR 10

Applicable to: ALL

31-07-01A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Refer to corresponding item in the associated ATA chapter.

31-07-02	Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD
-----------------	---

Ident.: MI-31-07-00007850.0003001 / 27 JUN 11

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	7	1	No

- (o) TAT indication must be available.

_____ Reference(s) _____

- (o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

31-07-02	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD
-----------------	---

Ident.: MI-31-07-00007850.0004001 / 27 JUN 11

1 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	6	1	No

- (o) TAT indication must be available.

_____ Reference(s) _____

- (o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-07 - Indications on the System Display (SD)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-08 - Indications on the Engine Warning Display (EWD)
--	---

31-08-01	Engine Parameter Indications on the EWD
-----------------	--

Ident.: MI-31-08-00007851.0001001 / 22 MAR 10

Applicable to: ALL

31-08-01A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Refer to 77-08

31-08-02	Fuel On Board (FOB) Indication on the EWD
-----------------	--

Ident.: MI-31-08-00007852.0001001 / 22 MAR 10

Applicable to: ALL

31-08-02A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page

31-08-03	MEMO Messages on the EWD
-----------------	---------------------------------

Ident.: MI-31-08-00007853.0001001 / 13 MAY 20

Applicable to: ALL

31-08-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more may be inoperative provided that the affected MEMO message is confirmed to be false or missing by troubleshooting.

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-08 - Indications on the Engine Warning Display (EWD)

31-08-04
Slats/Flaps Position Indications on the EWD

Ident.: MI-31-08-00007854.0001001 / 11 FEB 15

 Applicable to: **ALL**
31-08-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

*Refer to Item 27-08-01 Flap Position Indication on the EWD
and Refer to Item 27-08-02 Slat Position Indication on the EWD*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-20 - Independent Instruments
--	---

31-20-01	Electrical Clock Indicator
-----------------	-----------------------------------

Ident.: MI-31-20-00007782.0001001 / 22 MAY 19

Applicable to: ALL

31-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The UTC indication from the CFDIU is operative on the permanent data of the SD, and
 - 2) A chrono indication is operative on at least one ND.

Note: The following recommendation is only applicable to aircraft equipped with the Electrical Clock P/N APE5100-1:
During the entire month of February, intermittent erroneous indications (wrong, over-range or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode.
In that case, the flight crew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative.
When the clock is in INT mode, the flight crew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC datalink communication. Refer to FCOM/DSC-31-55-20 Operation in Internal Mode.

_____ Reference(s) _____

- (o) Refer to OpsProc 31-20-01A Electrical Clock Indicator

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-20 - Independent Instruments

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-30 - Centralized Fault Display System (CFDS) and Data Recording System
--	---

31-30-01	Centralized Fault Display System (CFDS)
-----------------	--

Ident.: MI-31-30-00007784.0001001 / 22 MAR 10

Applicable to: ALL

31-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

31-30-02	Digital AIDS Recorder (DAR)
-----------------	------------------------------------

Ident.: MI-31-30-00007785.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW

31-30-02A

Repair interval	Nbr installed	Nbr required	Placard
-	1	-	-

Refer to Item 31-00-03 DAR MAINTENANCE Message (If Installed)

Note: Failure of DAR is indicated by a MAINTENANCE message on the STATUS SD page.

31-30-03	Digital Flight Data Recorder (DFDR)
-----------------	--

Ident.: MI-31-30-00007786.0001001 / 23 MAY 24

Applicable to: ALL

31-30-03A

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

Must be serviceable.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-30 - Centralized Fault Display System (CFDS) and Data Recording System

31-30-04
Data Management (DMU or FDI MU Data Management function)

Ident.: MI-31-30-00007787.0002001 / 23 MAY 24

 Applicable to: **ALL**
31-30-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

31-30-05
Flight Data Interface (FDIU or FDI MU Flight Data Interface function)

Ident.: MI-31-30-00007788.0001001 / 21 NOV 17

 Applicable to: **ALL**
31-30-05A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	No

 May be inoperative provided that the DFDR and the QAR  are considered inoperative.

Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)
Refer to Item 31-30-06 Quick Access Recorder (QAR) (If Installed)
31-30-06
Quick Access Recorder (QAR)

Ident.: MI-31-30-00007789.0001001 / 23 MAY 24

 Applicable to: **AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL**
31-30-06A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	–

Refer to Item 31-00-01 QAR MAINTENANCE Message (If Installed)

Note: Failure of QAR is indicated by a MAINTENANCE message on the STATUS SD page.

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-30 - Centralized Fault Display System (CFDS) and Data Recording System
--	---

31-30-07	Printer 
-----------------	--

Ident.: MI-31-30-00007790.0001001 / 22 MAR 10

Applicable to: ALL

31-30-07A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-30 - Centralized Fault Display System (CFDS) and Data Recording System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-38 - Up and Down Data Loading System Acquisition/Interface and Equipment
--	--

31-38-01	DATA LOADING selector
-----------------	------------------------------

Ident.: MI-31-38-00007791.0001001 / 22 MAR 10

Applicable to: ALL

31-38-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

31-38-02	Data Loading Routing Box (DLRB or eDLRB)
-----------------	---

Ident.: MI-31-38-00007792.0001001 / 16 MAY 23

Applicable to: ALL

31-38-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

31-38-03	Multipurpose Disk Drive Unit (MDDU)
-----------------	--

Ident.: MI-31-38-00007793.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

31-38-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-38 - Up and Down Data Loading System
Acquisition/Interface and Equipment

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-53 - Flight Warning Computer (FWC)
--	---

31-53-01	Flight Warning Computer (FWC)
-----------------	--------------------------------------

Ident.: MI-31-53-00007794.0001001 / 22 MAY 19

Applicable to: ALL

31-53-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) FWC 2 may be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 31-53-01A Flight Warning Computer (FWC)

31-53-02	MASTER CAUT Cancel Function
-----------------	------------------------------------

Ident.: MI-31-53-00007795.0001001 / 13 MAY 15

Applicable to: ALL

31-53-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

31-53-03	MASTER WARN Cancel Function
-----------------	------------------------------------

Ident.: MI-31-53-00007796.0001001 / 13 MAY 15

Applicable to: ALL

31-53-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-53 - Flight Warning Computer (FWC)

31-53-04
MASTER CAUT light

Ident.: MI-31-53-00007797.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-53-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

31-53-05
MASTER WARN light

Ident.: MI-31-53-00007798.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-53-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

31-53-06
Altitude Alert

Ident.: MI-31-53-00007799.0001001 / 22 MAY 19

 Applicable to: **ALL**
31-53-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(o) One or both may be inoperative provided that one autopilot is operative.

_____ Reference(s) _____

 (o) *Refer to OpsProc 31-53-06A Altitude Alert*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-55 - System Data Acquisition Concentrator (SDAC)
--	---

31-55-01	System Data Acquisition Concentrator (SDAC)
-----------------	--

Ident.: MI-31-55-00007800.0001001 / 15 SEP 10

Applicable to: ALL

31-55-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

SDAC 2 may be inoperative.

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-55 - System Data Acquisition Concentrator (SDAC)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-56 - ECAM Control Panel (ECP)
--	--

31-56-01	System Page Manual Call pb on the ECP
-----------------	--

Ident.: MI-31-56-00007801.0001001 / 22 MAR 10

Applicable to: ALL

31-56-01A

Repair interval	Nbr installed	Nbr required	Placard
C	11	0	Yes

One or more may be inoperative.

31-56-02	ALL pb on the ECP
-----------------	--------------------------

Ident.: MI-31-56-00007802.0001001 / 22 MAR 10

Applicable to: ALL

31-56-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

31-56-03	CLR pb on the ECP
-----------------	--------------------------

Ident.: MI-31-56-00007803.0001001 / 22 MAR 10

Applicable to: ALL

31-56-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS
 31-56 - ECAM Control Panel (ECP)

31-56-04
EMER CANC pb on the ECP

Ident.: MI-31-56-00007804.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-56-04A

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be operative.

31-56-05
RCL pb on the ECP

Ident.: MI-31-56-00007805.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-56-05A

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be operative.

31-56-06
STS pb on the ECP

Ident.: MI-31-56-00007806.0001001 / 03 MAY 17

 Applicable to: **ALL**
31-56-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 31-56-06A STS pb on the ECP

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-56 - ECAM Control Panel (ECP)
--	--

31-56-07	T.O CONFIG pb on the ECP
-----------------	---------------------------------

Ident.: MI-31-56-00007807.0001001 / 22 MAY 19

Applicable to: ALL

31-56-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 31-56-07A T.O CONFIG pb on the ECP

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-56 - ECAM Control Panel (ECP)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-62 - Display Management Computer (DMC)
--	---

31-62-01	DMC 1
-----------------	--------------

Ident.: MI-31-62-00007808.0003001 / 22 MAY 19

Applicable to: ALL

31-62-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that:

- 1) The DMC 2 and DMC 3 are operative, and
- 2) The ISIS airspeed indication is operative, and
- 3) The ISIS altitude indication is operative, and
- 4) The ISIS attitude indication is operative, and
- 5) The standby compass is operative, and
- 6) The EIS DMC SWITCHING selector is set to CAPT 3.

31-62-02	DMC 2
-----------------	--------------

Ident.: MI-31-62-00007809.0004001 / 22 MAY 19

Applicable to: ALL

31-62-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) The DMC 1 and DMC 3 are operative, and
- 2) The ISIS airspeed indication is operative, and
- 3) The ISIS altitude indication is operative, and
- 4) The ISIS attitude indication is operative, and
- 5) The standby compass is operative, and
- 6) The EIS DMC SWITCHING selector is set to F/O 3, and
- 7) The AC ESS FEED control is checked operative every day, and
- 8) The AC ESS FEED pb-sw FAULT light is checked operative every day.

_____ Reference(s) _____

(m) Refer to AMM Task 31-68-00-040-005

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS
 31-62 - Display Management Computer (DMC)

31-62-03
DMC 3

Ident.: MI-31-62-00007810.0002001 / 22 MAY 19

Applicable to: ALL

31-62-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that:

- 1) The DMC 1 and DMC 2 are operative, and
- 2) The ISIS airspeed indication is operative, and
- 3) The ISIS altitude indication is operative, and
- 4) The ISIS attitude indication is operative, and
- 5) The standby compass is operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-63 - Display Unit (DU)
--	---

31-63-01	PFDU 1
-----------------	---------------

Ident.: MI-31-63-00009664.0001001 / 22 MAR 10

Applicable to: ALL

31-63-01A

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be operative.

31-63-02	PFDU 2
-----------------	---------------

Ident.: MI-31-63-00007811.0001001 / 22 MAY 19

Applicable to: ALL

31-63-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that PFDU 1, NDU 1, NDU 2, EWDU and SDU are operative.

Reference(s)

- (o) Refer to OpsProc 31-63-02A PFDU 2

31-63-03	NDU 1
-----------------	--------------

Ident.: MI-31-63-00007812.0001001 / 22 MAY 19

Applicable to: ALL

31-63-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that PFDU 1, PFDU 2, NDU 2, EWDU and SDU are operative.

Reference(s)

- (o) Refer to OpsProc 31-63-03A NDU 1

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS

31-63 - Display Unit (DU)

31-63-04
NDU 2

Ident.: MI-31-63-00007813.0001001 / 22 MAY 19

 Applicable to: **ALL**
31-63-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that PFDU 1, PFDU 2, NDU 1, EWDU and SDU are operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 31-63-04A NDU 2*

31-63-05
SDU

Ident.: MI-31-63-00007814.0001001 / 22 MAY 19

 Applicable to: **ALL**
31-63-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

- 1) The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and
- 2) The AC ESS FEED control is checked operative every day, and
- 3) The AC ESS FEED pb-sw FAULT light is checked operative every day.

_____ Reference(s) _____

(o) *Refer to OpsProc 31-63-05A SDU*

(m) *Refer to AMM Task 31-68-00-040-006*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-63 - Display Unit (DU)
--	---

31-63-06	EWDU
-----------------	-------------

Ident.: MI-31-63-00009604.0001001 / 22 MAR 10

Applicable to: ALL

31-63-06A

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

Must be operative.

MEL ITEMS

31 - INDICATING/RECORDING SYSTEMS

31-63 - Display Unit (DU)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 31 - INDICATING/RECORDING SYSTEMS 31-68 - Switching Panel
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31-68-01	AIR DATA SWITCHING selector on the Center Pedestal
-----------------	---

Ident.: MI-31-68-00007815.0001001 / 22 MAR 10

Applicable to: ALL

31-68-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the AIR DATA SWITCHING selector is set to NORM.

31-68-02	ATT HDG SWITCHING selector on the Center Pedestal
-----------------	--

Ident.: MI-31-68-00007816.0001001 / 22 MAR 10

Applicable to: ALL

31-68-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the ATT HDG SWITCHING selector is set to NORM.

31-68-03	ECAM/ND XFR SWITCHING selector on the Center Pedestal
-----------------	--

Ident.: MI-31-68-00007817.0001001 / 22 MAY 19

Applicable to: ALL

31-68-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that:

- 1) Both ECAM DU are operative, and
- 2) The ECAM/ND XFR SWITCHING selector is set to NORM.

A318/A319/A320/A321
 MINIMUM EQUIPMENT LIST

MEL ITEMS
31 - INDICATING/RECORDING SYSTEMS
 31-68 - Switching Panel

31-68-04
EIS DMC SWITCHING selector on the Center Pedestal

Ident.: MI-31-68-00007818.0001001 / 22 MAR 10

 Applicable to: **ALL**
31-68-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the EIS DMC SWITCHING selector is set to NORM.

31-68-05
PFD/ND XFR pb on the Lateral Instrument Panel

Ident.: MI-31-68-00007819.0001001 / 22 MAY 19

 Applicable to: **ALL**
31-68-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative provided that:
- 1) The PFD and ND units are operative, and
 - 2) The PFD to ND automatic switching is checked operative on the PF side before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 31-68-05A PFD/ND XFR pb on the Lateral Instrument Panel*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-07 - Indications on the WHEEL SD page
--	--

32-07-01	Brakes Temperature Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-32-07-00007761.0001001 / 22 MAY 19

Applicable to: ALL

32-07-01A BRAKES HOT alert not displayed

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be inoperative provided that the ground brake cooling time is applied.

_____ Reference(s) _____

- (o) Refer to OpsProc 32-07-01A Brakes Temperature Indication on the WHEEL SD page

32-07-01B BRAKES HOT alert displayed

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o)(m) One or more may be inoperative provided that:

- 1) The associated sensor is deactivated if the BRAKES HOT alert is displayed on the EWD,
and
- 2) The ground brake cooling time is applied.

_____ Reference(s) _____

- (o) Refer to OpsProc 32-07-01B Brakes Temperature Indication on the WHEEL SD page

- (m) Refer to AMM Task 32-47-00-040-001

32-07-02	L/G Position Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-32-07-00007762.0001001 / 22 MAY 19

Applicable to: ALL

32-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	6	0	No

One or more may be inoperative provided that the L/G gear position indications are operative on the LDG GEAR indicator panel.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
32 - LANDING GEAR

 32-07 - Indications on the WHEEL SD page

32-07-03
L/G Doors Position Indication on the WHEEL SD page

Ident.: MI-32-07-00007763.0001001 / 22 MAY 19

Applicable to: ALL
32-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) One or more may be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-07-03A L/G Doors Position Indication on the WHEEL SD page*

32-07-04
L/G CTL Indication on the WHEEL SD page

Ident.: MI-32-07-00007764.0001001 / 22 MAR 10

Applicable to: ALL
32-07-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

32-07-05
UP LOCK Indication on the WHEEL SD page

Ident.: MI-32-07-00007765.0001001 / 22 MAR 10

Applicable to: ALL
32-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-07 - Indications on the <u>WHEEL</u> SD page
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32-07-06	[Y] N/W STEERING Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-32-07-00007766.0002001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-07-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

32-07-07	Tire Pressure Indication  on the <u>WHEEL</u> SD page
-----------------	---

Ident.: MI-32-07-00007767.0001001 / 04 OCT 12

Applicable to: ALL

32-07-07A

Repair interval	Nbr installed	Nbr required	Placard
D	6	0	No

One or more may be inoperative.

32-07-08	ANTI SKID Indication on the <u>WHEEL</u> SD page
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Ident.: MI-32-07-00007768.0001001 / 22 MAR 10

Applicable to: AP-BLB, AP-BLC

32-07-08A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
32 - LANDING GEAR

 32-07 - Indications on the WHEEL SD page

32-07-08
ANTI SKID, [1], [2] Indication on the WHEEL SD page

Ident.: MI-32-07-00007768.0003001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-07-08A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative.

32-07-09
AUTO BRK Indication on the WHEEL SD page

Ident.: MI-32-07-00007769.0001001 / 22 MAR 10

 Applicable to: **ALL**
32-07-09A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

32-07-10
[G] NORM BRK Indication on the WHEEL SD page

Ident.: MI-32-07-00007770.0002001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-07-10A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-07 - Indications on the <u>WHEEL</u> SD page
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32-07-11	Release Brake Indication on the <u>WHEEL</u> SD page
-----------------	---

Ident.: MI-32-07-00007771.0001001 / 22 MAR 10

Applicable to: **ALL**

32-07-11A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

32-07-12	ACCU PRESS/ACCU ONLY Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-32-07-00007772.0002001 / 22 MAR 10

Applicable to: **AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON**

32-07-12A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

32-07-13	[Y] ALTN BRK Indication on the <u>WHEEL</u> SD page
-----------------	--

Ident.: MI-32-07-00007773.0002001 / 22 MAR 10

Applicable to: **AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON**

32-07-13A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

32 - LANDING GEAR

32-07 - Indications on the WHEEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-09 - ECAM Alerts
--	---

32-09-01	<u>BRAKES-N/WS</u> MINOR FAULT Alert
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Ident.: MI-32-09-00007774.0005001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-09-01A Fault on an alternate braking system pressure transducer

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

May be displayed provided that:

- 1) The alert is confirmed to be caused by a fault on an alternate braking system pressure transducer by troubleshooting, and
- 2) The associated BRAKES pressure indicator is considered inoperative.

Refer to Item 32-44-03 BRAKES Pressure Indicator

32-09-01C Both BRAKES pressure indicators operative

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

(o) (m) May be displayed provided that:

- 1) Both BRAKES pressure indicators are operative, and
- 2) The alternate braking system is checked operative before the first flight of each day, and
- 3) It is checked before each flight that the CFDS failure message related to the BRAKES-N/WS MINOR FAULT alert do not report a fault on a normal or an alternate pressure transducer.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative)*

(m) *Refer to AMM Task 32-46-00-040-001*

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-09 - ECAM Alerts
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32-09-02	<u>WHEEL TYRE LO PR ALERT</u>
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Ident.: MI-32-09-00007775.0001001 / 26 APR 19

Applicable to: ALL

32-09-02A Associated monitoring channel deactivated

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	No

NOT APPLICABLE

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-11 - Main Gear
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32-11-01	Main Gear Torque Link Damper
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Ident.: MI-32-11-00007682.0002001 / 22 MAR 10

Applicable to: ALL

32-11-01A

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

One or both may be inoperative for 7 flights.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-12 - Main Gear Doors
--	---

32-12-01	Main Gear Door Ground Opening Cable
-----------------	--

Ident.: MI-32-12-00007686.0001001 / 27 JUN 11

Applicable to: ALL

32-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be broken or missing.

_____ Reference(s) _____

(m) *Refer to AMM 32-12-00-040-006*

MEL ITEMS

32 - LANDING GEAR

32-12 - Main Gear Doors

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-31 - Normal Extension and Retraction
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32-31-01	Landing Gear Control and Interface Unit (LGCIU)
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Ident.: MI-32-31-00007688.0002001 / 22 MAY 19

Applicable to: ALL

32-31-01A

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	No

- (o) The LGCIU 2 may be inoperative for 7 flights provided that:
- 1) All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and
 - 2) Both air conditioning packs are operative, and
 - 3) The FLEX Takeoff Mode is not used, and
 - 4) The operation of avionics equipment is time limited on ground.

_____ Reference(s) _____

- (o) Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU)

32-31-02	Landing Gear Retracting System
-----------------	---------------------------------------

Ident.: MI-32-31-00007690.0001001 / 22 MAY 19

Applicable to: ALL

32-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o)(m) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.

_____ Reference(s) _____

- (o) Refer to OpsProc 32-31-02A Landing Gear Retracting System

- (m) Refer to AMM Task 32-31-00-040-803

MEL ITEMS

32 - LANDING GEAR

32-31 - Normal Extension and Retraction

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-01	LGCIU 1 Proximity Detector
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Ident.: MI-32-32-00007693.0001001 / 22 MAR 10

Applicable to: ALL

32-32-01A

Repair interval	Nbr installed	Nbr required	Placard
–	16	16	No

All must be operative.

32-32-02	LGCIU 2 RH L/G Shock Absorber Proximity Detector
-----------------	---

Ident.: MI-32-32-00007694.0001001 / 22 MAY 19

Applicable to: ALL

32-32-02A

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) Both radio altimeters are operative, and
- 2) The other proximity detectors are operative, and
- 3) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-02A LGCIU 2 RH L/G Shock Absorber Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

32-32-02B

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

MEL ITEMS
32 - LANDING GEAR
 32-32 - Proximity Detector System

32-32-03
LGCIU 2 LH L/G Shock Absorber Proximity Detector

Ident.: MI-32-32-00007695.0001001 / 22 MAY 19

Applicable to: ALL

32-32-03A

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) Both radio altimeters are operative, and
- 2) The other proximity detectors are operative, and
- 3) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-03A LGCIU 2 LH L/G Shock Absorber Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

32-32-03B

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-04
LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: MI-32-32-00007696.0001001 / 22 MAY 19

Applicable to: ALL

32-32-04A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-32 - Proximity Detector System
--	---

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Reference(s)

- (o) Refer to OpsProc 32-32-04A LGCIU 2 Nose L/G Shock Absorber Proximity Detector
(m) Refer to AMM Task 32-31-00-040-003

32-32-04B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.
Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-05	LGCIU 2 RH L/G Down Lock Proximity Detector
-----------------	--

Ident.: MI-32-32-00007699.0001001 / 22 MAY 19

Applicable to: ALL

32-32-05A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o)(m) May be inoperative provided that:
- 1) The other proximity detectors are operative, and
 - 2) The origin of the failure is checked to be electrical.

Reference(s)

- (o) Refer to OpsProc 32-32-05A LGCIU 2 RH L/G Down Lock Proximity Detector
(m) Refer to AMM Task 32-31-00-040-003

32-32-05B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.
Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-06
LGCIU 2 LH L/G Down Lock Proximity Detector

Ident.: MI-32-32-00007700.0001001 / 22 MAY 19

Applicable to: ALL

32-32-06A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-06A LGCIU 2 LH L/G Down Lock Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

32-32-06B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-07
LGCIU 2 Nose L/G Down Lock Proximity Detector

Ident.: MI-32-32-00007701.0001001 / 22 MAY 19

Applicable to: ALL

32-32-07A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be inoperative provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-07A LGCIU 2 Nose L/G Down Lock Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-07B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-08	LGCIU 2 RH L/G Up Lock Proximity Detector
-----------------	--

Ident.: MI-32-32-00007702.0001001 / 22 MAY 19

Applicable to: ALL

32-32-08A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o)(m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector*

(m) *Refer to AMM Task 32-31-00-040-003*

32-32-08B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-09
LGCIU 2 LH L/G Up Lock Proximity Detector

Ident.: MI-32-32-00007712.0001001 / 22 MAY 19

Applicable to: ALL

32-32-09A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

32-32-09B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-10
LGCIU 2 Nose L/G Up Lock Proximity Detector

Ident.: MI-32-32-00007726.0001001 / 22 MAY 19

Applicable to: ALL

32-32-10A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-32 - Proximity Detector System
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Continued from the previous page

32-32-10B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-11	LGCIU 2 RH L/G Doors Open Proximity Detector
-----------------	---

Ident.: MI-32-32-00007727.0001001 / 22 MAY 19

Applicable to: ALL

32-32-11A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o)(m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-32-11A LGCIU 2 RH L/G Doors Open Proximity Detector*

(m) *Refer to AMM Task 32-31-00-040-003*

32-32-11B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

MEL ITEMS
32 - LANDING GEAR
 32-32 - Proximity Detector System

32-32-12
LGCIU 2 LH L/G Doors Open Proximity Detector

Ident.: MI-32-32-00007728.0001001 / 22 MAY 19

Applicable to: ALL

32-32-12A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-12A LGCIU 2 LH L/G Doors Open Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

32-32-12B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-13
LGCIU 2 Nose L/G Doors Open Proximity Detector

Ident.: MI-32-32-00007729.0001001 / 22 MAY 19

Applicable to: ALL

32-32-13A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

(o) (m) One or both may be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) Refer to OpsProc 32-32-13A LGCIU 2 Nose L/G Doors Open Proximity Detector

(m) Refer to AMM Task 32-31-00-040-003

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-13B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

One or both may be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-14	LGCIU 2 RH L/G Doors Closed Proximity Detector
-----------------	---

Ident.: MI-32-32-00007730.0001001 / 22 MAY 19

Applicable to: ALL

32-32-14A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-32-14A LGCIU 2 RH L/G Doors Closed Proximity Detector*

(m) *Refer to AMM Task 32-31-00-040-003*

32-32-14B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

MEL ITEMS
32 - LANDING GEAR
 32-32 - Proximity Detector System

32-32-15

LGCIU 2 LH L/G Doors Closed Proximity Detector

Ident.: MI-32-32-00007731.0001001 / 22 MAY 19

Applicable to: ALL

32-32-15A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-32-15A LGCIU 2 LH L/G Doors Closed Proximity Detector*

(m) *Refer to AMM Task 32-31-00-040-003*

32-32-15B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-16

LGCIU 2 Nose L/G Doors Closed Proximity Detector

Ident.: MI-32-32-00007732.0001001 / 22 MAY 19

Applicable to: ALL

32-32-16A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and
- 2) The origin of the failure is checked to be electrical.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-32-16A LGCIU 2 Nose L/G Doors Closed Proximity Detector*

(m) *Refer to AMM Task 32-31-00-040-003*

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MEL ITEMS
32 - LANDING GEAR

32-32 - Proximity Detector System

Continued from the previous page
32-32-16B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

MEL ITEMS

32 - LANDING GEAR

32-32 - Proximity Detector System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-33 - Free Fall Extension
--	---

32-33-01	Landing Gear Gravity Extension System
-----------------	--

Ident.: MI-32-33-00007734.0001001 / 22 MAY 19

Applicable to: ALL

32-33-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o)(m) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.

_____ Reference(s) _____

(o) Refer to OpsProc 32-33-01A Landing Gear Gravity Extension System

(m) Refer to AMM Task 32-31-00-040-802

MEL ITEMS

32 - LANDING GEAR

32-33 - Free Fall Extension

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-41 - Wheels
--	--

32-41-01	Nose Wheel Tie Bolt
-----------------	----------------------------

Ident.: MI-32-41-00007735.0001001 / 23 MAY 24

Applicable to: **ALL**

32-41-01A

Repair interval	Nbr installed	Nbr required	Placard
A	24	22	No

(m) One tie bolt on one wheel may be broken or missing for 15 flights provided that:

- 1) The affected wheel tie bolt is removed, and
- 2) The affected wheel is checked for absence of damage.

_____ Reference(s) _____

(m) *Refer to AMM 32-41-00-040-002*

32-41-02	Main Wheel Tie Bolt
-----------------	----------------------------

Ident.: MI-32-41-00007736.0001001 / 23 MAY 24

Applicable to: **ALL**

32-41-02A

Repair interval	Nbr installed	Nbr required	Placard
A	72	68	No

(m) One tie bolt on one wheel may be broken or missing for 15 flights provided that:

- 1) The affected wheel tie bolt is removed, and
- 2) The affected wheel and the associated brake are checked for absence of damage.

_____ Reference(s) _____

(m) *Refer to AMM Task 32-41-00-040-003*

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-42 - Normal Braking
--	--

32-42-01	Main Wheel Brake
-----------------	-------------------------

Ident.: MI-32-42-00007737.0001001 / 22 NOV 21

Applicable to: ALL

32-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	No

(o) (m) One may be inoperative provided that:

- 1) The nose wheel steering is operative, and
- 2) Both thrust reversers are operative, and
- 3) The green and yellow systems are operative on operative brakes, and
- 4) The affected brake is deactivated or removed, and
- 5) The runway width at departure and arrival airports is at least 45 m, and
- 6) The Flight Manual performance penalties are applied, and
- 7) The AUTO/BRK function is considered inoperative.

Refer to Item 32-42-05 AUTO/BRK Function

_____ Reference(s) _____

(o) *Refer to OpsProc 32-42-01A Main Wheel Brake*

(m) *Refer to AMM Task 32-42-00-040-003*

32-42-02	Green System Brake
-----------------	---------------------------

Ident.: MI-32-42-00007738.0001001 / 22 MAY 19

Applicable to: ALL

32-42-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

(o) (m) Braking on one wheel may be inoperative provided that:

- 1) The nose wheel steering is operative, and
- 2) Both thrust reversers are operative, and
- 3) The green hydraulic supply of affected brake is deactivated, and
- 4) The runway width at departure and arrival airports is at least 45 m, and
- 5) The Flight Manual performance penalties are applied.

Continued on the following page

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 32-42-02A Green System Brake
 (m) Refer to AMM Task 32-42-00-040-002

32-42-03
Braking/Steering Control Unit (BSCU) System 1

Ident.: MI-32-42-00007739.0002001 / 22 MAY 19

Applicable to: ALL

32-42-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (m) May be inoperative provided that:
- 1) The BSCU system 2 is operative, and
 - 2) The affected system is deactivated, and
 - 3) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and
 - 4) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative.
 Refer to Item 32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light, and
 Refer to Item 32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light

Reference(s)

- (m) Refer to AMM Task 32-42-00-040-007

32-42-04
Braking/Steering Control Unit (BSCU) System 2

Ident.: MI-32-42-00007740.0002001 / 22 MAR 10

Applicable to: ALL

32-42-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (m) May be inoperative provided that:
- 1) The affected system is deactivated, and
 - 2) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight.

Continued on the following page

 PAKISTAN International Airlines Since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-42 - Normal Braking
--	--

Continued from the previous page

Reference(s)

(m) Refer to AMM 32-42-00-040-007

32-42-05	AUTO/BRK Function
-----------------	--------------------------

Ident.: MI-32-42-00007741.0001001 / 22 MAY 19

Applicable to: ALL

32-42-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

Reference(s)

(o) Refer to OpsProc 32-42-05A AUTO/BRK Function

32-42-06	Tachometer
-----------------	-------------------

Ident.: MI-32-42-00007742.0003001 / 18 MAY 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-42-06B BSCU standard L4.9B P/Ns E21327006 / E21327106 installed by interchangeability

Repair interval	Nbr installed	Nbr required	Placard
–	4	4	No

Must be operative.

Continued on the following page

MEL ITEMS
32 - LANDING GEAR

32-42 - Normal Braking

Continued from the previous page
32-42-06C No BSCU standard L4.9B P/Ns E21327006 / E21327106 installed by interchangeability

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	No

- (o) One may be inoperative provided that:
- 1) Both LGCIUs are operative, and
 - 2) All SECs are operative, and
 - 3) All ground spoilers are operative, and
 - 4) The crosswind component is below 10 kt at departure airport and below 15 kt at arrival airport, and
 - 5) The takeoff runway state is no more than wet, and
 - 6) The Flight Manual Performance penalties are applied, and
 - 7) BSCU L4.9B (P/Ns E21327006 / E21327106) has not been installed by interchangeability, and
 - 8) The affected brake is considered inoperative
- Refer to Item 32-42-01 Main Wheel Brake*

Note: The BSCU standard P/N can be checked by AMM TASK 32-46-00-740-003-A BITE Test of the BSCU - LRU Identification.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-42-06C Tachometer*

32-42-06	Tachometer
-----------------	-------------------

Ident.: MI-32-42-00007742.0001001 / 22 MAR 10

Applicable to: AP-BMX

32-42-06B

Repair interval	Nbr installed	Nbr required	Placard
–	4	4	No

Must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-42 - Normal Braking
--	--

32-42-08	AUTO/BRK (LO, MED, MAX) pb-sw DECEL light
-----------------	--

Ident.: MI-32-42-00007744.0001001 / 22 MAR 10

Applicable to: ALL

32-42-08A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

32-42-09	AUTO/BRK (LO, MED, MAX) pb-sw ON light
-----------------	---

Ident.: MI-32-42-00007745.0001001 / 22 MAY 19

Applicable to: ALL

32-42-09A AUTO/BRK mode arming displayed on the WHEEL SD page

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that, when appropriate, the associated AUTO/BRK mode arming is displayed on the WHEEL SD page.

32-42-09B AUTO/BRK function considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that the AUTO/BRK function is considered inoperative.

Refer to Item 32-42-05 AUTO/BRK Function

MEL ITEMS

32 - LANDING GEAR

32-42 - Normal Braking

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-44 - Alternate Braking
--	---

32-44-01	Yellow System Brake
-----------------	----------------------------

Ident.: MI-32-44-00007746.0001001 / 22 MAY 19

Applicable to: ALL

32-44-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	1	No

(m) Braking on one wheel may be inoperative provided that:

- 1) Both thrust reversers are operative, and
- 2) The yellow hydraulic supply of the affected brake is deactivated.

_____ Reference(s) _____

(m) *Refer to AMM Task 32-43-00-040-001*

32-44-02	ACCU PRESS Indicator
-----------------	-----------------------------

Ident.: MI-32-44-00007747.0001001 / 22 MAY 19

Applicable to: AP-BLB, AP-BLC

32-44-02A BRAKES pressure indicator operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative provided that:

- 1) Both BRAKES pressure indicators are operative, and
- 2) The pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-44-02A ACCU PRESS Indicator (with Brakes Pressure Indicator Operative)*

MEL ITEMS
32 - LANDING GEAR
 32-44 - Alternate Braking

32-44-02
ACCU PRESS Indicator

Ident.: MI-32-44-00007747.0002001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-44-02A BRAKES pressure indicator operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) Both BRAKES pressure indicators are operative, and
 - 2) The pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-44-02A ACCU PRESS Indicator (with Brakes Pressure Indicator Operative)*

32-44-02B Checks on WHEEL SD page

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The ACCU PRESS/ACCU ONLY indication is operative on the WHEEL SD page, and
 - 2) The hydraulic pressure of the brake accumulator is checked on the WHEEL SD page before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-44-02B ACCU PRESS Indicator (with WHEEL SD page)*

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-44 - Alternate Braking
--	---

32-44-03	BRAKES Pressure Indicator
-----------------	----------------------------------

Ident.: MI-32-44-00007748.0002001 / 22 MAY 19

Applicable to: ALL

32-44-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that the BSCU system 1 and the BSCU system 2 are operative.

32-44-04	Alternate Braking Control Unit (ABCU)
-----------------	--

Ident.: MI-32-44-00007749.0003001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

32-44-04A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

MEL ITEMS

32 - LANDING GEAR
32-44 - Alternate Braking

Intentionally left blank

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-45 - Parking/Ultimate Emergency Braking
--	--

32-45-01	Parking Brake Control Valve Electrical Motor
-----------------	---

Ident.: MI-32-45-00007750.0001001 / 22 MAY 24

Applicable to: ALL

32-45-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) One may be inoperative provided that:

- 1) Both thrust reversers are operative, and
- 2) The aircraft is not towed if the STBY motor is affected and when the batteries supply the aircraft.

_____ Reference(s) _____

(o) *Refer to OpsProc 32-45-01A Parking Brake Control Valve Electrical Motor*

(m) *Refer to AMM Task 32-45-00-040-001*

MEL ITEMS

32 - LANDING GEAR

32-45 - Parking/Ultimate Emergency Braking

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-47 - Brake Temperature System
--	--

32-47-01	Brake Temperature Monitoring Unit (BTMU)
-----------------	---

Ident.: MI-32-47-00007751.0001001 / 22 MAY 19

Applicable to: ALL

32-47-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that the ground brake cooling time is applied.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-47-01A Brake Temperature Monitoring Unit (BTMU)*

MEL ITEMS

32 - LANDING GEAR

32-47 - Brake Temperature System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-48 - Brake Cooling
--	---

32-48-01	Brake Fan System
-----------------	-------------------------

Ident.: MI-32-48-00007752.0001001 / 28 DEC 16

Applicable to: ALL

32-48-01A Brake Fan System not used

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

32-48-01B Brake Fan System may be used if partially available

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) One or more fans may be inoperative provided that the affected pair of fans is deactivated.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-48-01B Brake Fan System (partially available)*

32-48-02	BRK FAN pb-sw HOT light
-----------------	--------------------------------

Ident.: MI-32-48-00007753.0001001 / 02 MAR 20

Applicable to: ALL

32-48-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.



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MINIMUM EQUIPMENT LIST

MEL ITEMS

32 - LANDING GEAR

32-48 - Brake Cooling

32-48-03

BRK FAN pb-sw ON light

Ident.: MI-32-48-00007754.0001001 / 02 MAR 20

Applicable to: ALL

32-48-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines <i>since 1946</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-51 - Steering
--	--

32-51-01	Nose Wheel Steering Control System
-----------------	---

Ident.: MI-32-51-00007755.0002001 / 16 FEB 22

Applicable to: ALL

32-51-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

Note: For nose wheel steering offset, Refer to FCOM/PRO-NOR-SUP-LG L/G Operation with Nosewheel Steering Offset.

32-51-02	Rudder PEDALS DISC pb
-----------------	------------------------------

Ident.: MI-32-51-00007756.0001001 / 22 MAY 19

Applicable to: ALL

32-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative (no disconnection is possible).

_____ Reference(s) _____

- (o) Refer to OpsProc 32-51-02A Rudder PEDALS DISC pb

32-51-03	NWS Electrical Deactivation Box
-----------------	--

Ident.: MI-32-51-00007757.0001001 / 22 MAY 19

Applicable to: ALL

32-51-03A No towing mode when lever in the TOWING position

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

Note: The towing mode is not available when the lever is in the TOWING position.

Continued on the following page

Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-51-03A NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position)*

32-51-03B NWS electrical deactivation box deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) (m) May be inoperative provided that the NWS electrical deactivation box is deactivated.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-51-03B NWS Electrical Deactivation Box (NWS Electrical Deactivation Box deactivated)*
 (m) *Refer to AMM Task 32-51-00-040-002*

32-51-04	PARKING BRAKE light on the NWS Electrical Deactivation Box
-----------------	---

Ident.: MI-32-51-00007758.0001001 / 22 MAY 19

 Applicable to: **ALL**
32-51-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 32-51-04A PARKING BRAKE light on the NWS Electrical Deactivation Box*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 32 - LANDING GEAR 32-61 - Landing Gear Panel on the Center Instrument Panel
--	---

32-61-01	LDG GEAR Indicator Panel
-----------------	---------------------------------

Ident.: MI-32-61-00007759.0001001 / 22 MAR 10

Applicable to: ALL

32-61-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

32-61-02	DOWN Red Arrow light on the Landing Gear lever
-----------------	---

Ident.: MI-32-61-00007760.0001001 / 15 SEP 10

Applicable to: ALL

32-61-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the L/G GEAR NOT DOWN alert and the L/G GEAR NOT DOWNLOCKED alert are checked operative.

_____ Reference(s) _____

(m) Refer to AMM 32-61-00-040-001

MEL ITEMS

32 - LANDING GEAR

32-61 - Landing Gear Panel on the Center Instrument Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-01 - Overhead Panels 33-01-01 - ANN LT Overhead Panel
--	---

33-01-01-01	TEST Function of ANN LT sw
--------------------	-----------------------------------

Ident.: MI-33-01-01-00007633.0001001 / 22 MAR 10

Applicable to: ALL

33-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

33-01-01-02	DIM Function of ANN LT sw
--------------------	----------------------------------

Ident.: MI-33-01-01-00007635.0001001 / 22 MAY 19

Applicable to: ALL

33-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

Dim lighting may be inoperative provided that the bright lighting is operative.

33-01-01-03	BRT Function of ANN LT sw
--------------------	----------------------------------

Ident.: MI-33-01-01-00007636.0001001 / 22 MAY 19

Applicable to: ALL

33-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

Bright lighting may be inoperative for night operation.

MEL ITEMS

33 - LIGHTS

33-01 - Overhead Panels
33-01-01 - ANN LT Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-01 - Overhead Panels 33-01-02 - SIGNS Overhead Panel
--	--

33-01-02-01	EMER EXIT LT OFF light
--------------------	-------------------------------

Ident.: MI-33-01-02-00007637.0001001 / 18 JUL 12

Applicable to: ALL

33-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

33-01-02-02	AUTO Function of SEAT BELT SIGNS sw
--------------------	--

Ident.: MI-33-01-02-00007638.0001001 / 02 MAR 20

Applicable to: ALL

33-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

(o) May be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 33-01-02-02A AUTO Function of SEAT BELT SIGNS selector (If Installed)

33-01-02-03	AUTO Function of NO SMOKING SIGNS sw
--------------------	---

Ident.: MI-33-01-02-00007639.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

33-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

(o) May be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 33-01-02-03A AUTO Function of NO SMOKING/EXIT/NO PORTABLE SIGNS selector

MEL ITEMS
33 - LIGHTS

 33-01 - Overhead Panels
 33-01-02 - SIGNS Overhead Panel

33-01-02-03
AUTO Function of NO PORTABLE/ELEC DEVICE SIGNS sw

Ident.: MI-33-01-02-00007639.0002001 / 22 MAY 19

Applicable to: AP-BOK, AP-BOL

33-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

(o) May be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 33-01-02-03A AUTO Function of NO SMOKING/EXIT/NO PORTABLE SIGNS selector*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-10 - Cockpit General Illumination
--	--

33-10-01	Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting, Reading Lights)
-----------------	---

Ident.: MI-33-10-00007640.0004001 / 06 FEB 19

Applicable to: ALL

33-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

May be inoperative provided that:

- 1) The lighting is sufficient for all instruments and controls, and
- 2) The RH dome light is operative.

MEL ITEMS

33 - LIGHTS

33-10 - Cockpit General Illumination

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-20 - Cabin General Illumination
--	--

33-20-01	Cabin General Illumination
-----------------	-----------------------------------

Ident.: MI-33-20-00007641.0001001 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC

33-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	86	–	No

- (o) One or more lights may be inoperative provided that:
- 1) The lighting is sufficient for the cabin attendants to perform their duties, and
 - 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System  .

_____ Reference(s) _____

- (o) *Refer to OpsProc 33-20-01A Cabin General Illumination*

33-20-01	Cabin General Illumination
-----------------	-----------------------------------

Ident.: MI-33-20-00007641.9001003 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

33-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	88	–	No

- (o) One or more lights may be inoperative provided that:
- 1) The lighting is sufficient for the cabin attendants to perform their duties, and
 - 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System  .

_____ Reference(s) _____

- (o) *Refer to OpsProc 33-20-01A Cabin General Illumination*

MEL ITEMS
33 - LIGHTS

33-20 - Cabin General Illumination

33-20-01
Cabin General Illumination

Ident.: MI-33-20-00007641.9001002 / 23 MAY 24

Applicable to: AP-BMX

33-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	90	–	No

- (o) One or more lights may be inoperative provided that:
- 1) The lighting is sufficient for the cabin attendants to perform their duties, and
 - 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System  .

_____ Reference(s) _____

- (o) *Refer to OpsProc 33-20-01A Cabin General Illumination*

33-20-02
Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/Return to Seat)

Ident.: MI-33-20-00007642.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX

33-20-02A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard
C	32	0	No

One or more may be inoperative and the affected passenger seat may be occupied provided that:

- 1) The passenger address system is operative, and can be heard throughout the cabin during the flight, and
- 2) The passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened and smoking is prohibited.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-20 - Cabin General Illumination
--	--

Continued from the previous page

33-20-02B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	32	0	Yes

(m) One or more “No Smoking/No Electronic Devices/Fasten Seat Belt” sign may be inoperative provided that:

- 1) No passenger seat is occupied from which a passenger cannot see a readily legible “No smoking/No Electronic Devices/Fasten Seat Belt” sign, and
- 2) The affected seat is blocked and placarded inoperative.

_____ Reference(s) _____

(m) *Refer to AMM Task 33-20-00-040-001*

33-20-02	Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/Return to Seat)
-----------------	---

Ident.: MI-33-20-00007642.9001002 / 23 MAY 24

Applicable to: AP-BOK, AP-BOL

33-20-02A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard
C	38	0	No

One or more may be inoperative and the affected passenger seat may be occupied provided that:

- 1) The passenger address system is operative, and can be heard throughout the cabin during the flight, and
- 2) The passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened and smoking is prohibited.

Continued on the following page

MEL ITEMS
33 - LIGHTS

33-20 - Cabin General Illumination

Continued from the previous page
33-20-02B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	38	0	Yes

(m) One or more “No Smoking/No Electronic Devices/Fasten Seat Belt” sign may be inoperative provided that:

- 1) No passenger seat is occupied from which a passenger cannot see a readily legible “No smoking/No Electronic Devices/Fasten Seat Belt” sign, and
- 2) The affected seat is blocked and placarded inoperative.

_____ Reference(s) _____

(m) Refer to AMM Task 33-20-00-040-001

33-20-02
**Cabin Signs (No Smoking/No Electronic
Devices/Fasten Seat Belt/Return to Seat)**

Ident.: MI-33-20-00007642.9001003 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

33-20-02A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard
C	40	0	No

One or more may be inoperative and the affected passenger seat may be occupied provided that:

- 1) The passenger address system is operative, and can be heard throughout the cabin during the flight, and
- 2) The passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened and smoking is prohibited.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-20 - Cabin General Illumination
--	--

Continued from the previous page

33-20-02B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	40	0	Yes

(m) One or more “No Smoking/No Electronic Devices/Fasten Seat Belt” sign may be inoperative provided that:

- 1) No passenger seat is occupied from which a passenger cannot see a readily legible “No smoking/No Electronic Devices/Fasten Seat Belt” sign, and
- 2) The affected seat is blocked and placarded inoperative.

_____ Reference(s) _____

(m) *Refer to AMM Task 33-20-00-040-001*

33-20-03	Lavatory Sign (Return to seat)
-----------------	---------------------------------------

Ident.: MI-33-20-00007643.0001001 / 26 MAR 25

Applicable to: ALL

33-20-03A Lavatory used

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) One or more may be inoperative provided that cabin crew is briefed to alert the occupant to return to their seat when necessary.

_____ Reference(s) _____

(o) *Refer to OpsProc 33-20-03A Lavatory Sign (Return to seat)*

33-20-03B Lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One or two may be inoperative provided that:

- 1) The affected lavatory is locked closed and is placarded inoperative, and
- 2) This is to be ensured that PIA Policy on Lavatory Serviceability is used.

MEL ITEMS
33 - LIGHTS

33-20 - Cabin General Illumination

33-20-04
Lavatory Lighting

Ident.: MI-33-20-00024985.0001001 / 26 MAR 25

Applicable to: ALL

33-20-04A Affected Lavatory Used

Repair interval	Nbr installed	Nbr required	Placard
D	3	–	No

One or more lights may be inoperative provided that the lighting is sufficient.

33-20-04B Affected Lavatory Not Used

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One or two lights may be inoperative provided that:

- 1) The affected lavatory is locked closed and is placarded inoperative, and
- 2) This is to be ensured that PIA Policy on Lavatory Serviceability is used.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-30 - Cargo and Service Compartment Lighting
--	--

33-30-01	Cargo and Service Compartment Lighting System
-----------------	--

Ident.: MI-33-30-00007644.0001001 / 22 MAR 10

Applicable to: ALL

33-30-01A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

33 - LIGHTS

33-30 - Cargo and Service Compartment Lighting

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-40 - Exterior Lighting
--	---

33-40-01	NAV 1 Light
-----------------	--------------------

Ident.: MI-33-40-00007645.0002001 / 22 MAY 19

Applicable to: ALL

33-40-01A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more NAV 1 lights may be inoperative for daylight operations.

33-40-01B All NAV 2 lights operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more NAV 1 lights may be inoperative provided that all NAV 2 lights are operative.

33-40-02	NAV 2 Light
-----------------	--------------------

Ident.: MI-33-40-00007646.0001001 / 31 JAN 17

Applicable to: ALL

33-40-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more NAV 2 lights may be inoperative.

33-40-03	Landing light
-----------------	----------------------

Ident.: MI-33-40-00007647.0001001 / 22 MAY 19

Applicable to: ALL

33-40-03A Taxi and takeoff lights operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative provided that both taxi and takeoff lights are operative.

Continued on the following page

MEL ITEMS
33 - LIGHTS

33-40 - Exterior Lighting

Continued from the previous page
33-40-03B Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative for daylight operations.

33-40-04	Landing light Extension/Retraction System
-----------------	--

Ident.: MI-33-40-00007651.0001001 / 22 MAY 19

 Applicable to: **ALL**
33-40-04A Inoperative in extended position

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative in the extended position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 33-40-04A Landing light Extension/Retraction System*

33-40-04B Inoperative in retracted position

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative in the retracted position provided that the associated light is considered inoperative.

Refer to Item 33-40-03 Landing light

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-40 - Exterior Lighting
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33-40-05	Runway Turnoff light
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Ident.: MI-33-40-00007654.0001001 / 22 MAR 10

Applicable to: ALL

33-40-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

33-40-06	Taxi and Takeoff light
-----------------	-------------------------------

Ident.: MI-33-40-00007657.0001001 / 22 MAR 10

Applicable to: ALL

33-40-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

33-40-07	Logo light
-----------------	-------------------

Ident.: MI-33-40-00007658.0001001 / 22 MAR 10

Applicable to: ALL

33-40-07A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

One or both may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
33 - LIGHTS

33-40 - Exterior Lighting

33-40-08
Beacon light

Ident.: MI-33-40-00007659.0002001 / 01 MAR 23

 Applicable to: **ALL**
33-40-08A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o) One may be inoperative provided that the Strobe lights are operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 33-40-08A Beacon light*

33-40-09
Wing and Engine Scan light

Ident.: MI-33-40-00007662.0001001 / 23 AUG 23

 Applicable to: **ALL**
33-40-09A One Inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative.

33-40-09B Both Inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

Both may be inoperative for daylight operations.

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-40 - Exterior Lighting
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33-40-10	Strobe light
-----------------	---------------------

Ident.: MI-33-40-00007664.0001001 / 22 MAR 10
Applicable to: ALL

33-40-10A

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	Yes

One or more may be inoperative.

MEL ITEMS

33 - LIGHTS

33-40 - Exterior Lighting

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-51 - Cabin Emergency Lighting
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33-51-01	Exit Marking Sign
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Ident.: MI-33-51-00007667.0004001 / 05 APR 18

Applicable to: ALL

33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	6	6	No

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

33-51-01B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	6	5	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to Item 52-10-01 Cabin Door, or

Refer to Item 52-10-02 Cabin Overwing Exit

Note: *For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative if the associated EXIT marking sign is inoperative.*

33-51-02	Exit Location Sign in the Main Aisle
-----------------	---

Ident.: MI-33-51-00007668.0002001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX

33-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	6	–	No

A maximum of three non-adjacent bulbs or LEDs may be inoperative in one or more signs.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
33 - LIGHTS

33-51 - Cabin Emergency Lighting

33-51-02
Exit Location Sign in the Main Aisle

Ident.: MI-33-51-00007668.9001002 / 23 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

33-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	–	No

A maximum of three non-adjacent bulbs or LEDs may be inoperative in one or more signs.

33-51-03
Overhead Emergency Lighting System in the Main Aisle

Ident.: MI-33-51-00007669.0001001 / 23 MAY 24

Applicable to: ALL

33-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	8	5	No

A maximum of three non-adjacent overhead emergency lights may be inoperative.

33-51-04
Overhead Emergency Lighting System in the Cabin Door Vicinity

Ident.: MI-33-51-00007670.0004001 / 05 APR 18

Applicable to: ALL

33-51-04A

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to Item 52-10-01 Cabin Door

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-51 - Cabin Emergency Lighting
--	--

33-51-05	Floor Proximity Emergency Escape Path Marking System
-----------------	---

Ident.: MI-33-51-00007671.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

33-51-05A Aircraft equipped with Photo Luminescent Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

May be inoperative or missing provided that:

- 1) The length of each affected section does not exceed 0.5 m, and
- 2) The affected sections are not opposite each other, and
- 3) The distance between each affected section is more than 2 m, and
- 4) No more than two sections per cabin zone are affected, and
- 5) The sections marking right angle intersections, including cross-aisles and overwing exits, are operative, and
- 6) All sections within one meter of the strips marking right angle intersections are operative.

33-51-05C Aircraft equipped with incandescent, electroluminescent, or LED Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Not Applicable

33-51-05	Floor Proximity Emergency Escape Path Marking System
-----------------	---

Ident.: MI-33-51-00007671.9001002 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BMV, AP-BMY, AP-BOM, AP-BON

33-51-05A Aircraft equipped with Photo Luminescent Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

May be inoperative or missing provided that:

- 1) The length of each affected section does not exceed 0.25 m, and
- 2) The affected sections are not directly opposite each other, and
- 3) The distance between each affected section is more than 2 m, and
- 4) No more than four sections are affected.

Continued on the following page

MEL ITEMS
33 - LIGHTS

33-51 - Cabin Emergency Lighting

Continued from the previous page
33-51-05C Aircraft equipped with incandescent, electroluminescent, or LED Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

Not Applicable

33-51-07	Floor Proximity Emergency Escape Path Marking System Exit Marker
-----------------	---

Ident.: MI-33-51-00007673.0001001 / 05 APR 18

 Applicable to: **ALL**
33-51-07A Associated cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	8	7	No

One may be inoperative for 5 flights provided that the associated cabin door is considered inoperative.

Refer to Item 52-10-01 Cabin Door
33-51-07B Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	8	6	No

One or two may be inoperative on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

33-51-08	Overwing Emergency light
-----------------	---------------------------------

Ident.: MI-33-51-00007674.0001001 / 22 MAY 19

 Applicable to: **ALL**
33-51-08A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative for daylight operations.

Continued on the following page

 PAKISTAN International Airlines Our Passion is to Fly A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-51 - Cabin Emergency Lighting
---	--

Continued from the previous page

33-51-08B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	No

One or two may be inoperative on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

Note: For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative.

33-51-09	Overwing Exit Handle light
-----------------	-----------------------------------

Ident.: MI-33-51-00007675.0001001 / 23 MAY 24

Applicable to: ALL

33-51-09A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative.

33-51-10	Escape Slide Lighting
-----------------	------------------------------

Ident.: MI-33-51-00007676.0001001 / 22 MAY 19

Applicable to: ALL

33-51-10A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	6	0	No

One or more may be inoperative for daylight operations.

Continued on the following page

MEL ITEMS
33 - LIGHTS
33-51 - Cabin Emergency Lighting
Continued from the previous page
33-51-10B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	6	5	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to Item 52-10-01 Cabin Door, or

Refer to Item 52-10-02 Cabin Overwing Exit

Note: *For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative if the associated escape slide lighting is inoperative.*

33-51-11
Lavatory Auxiliary light

Ident.: MI-33-51-00007677.0001001 / 23 MAY 24

Applicable to: **ALL**

33-51-11A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative.

33-51-12
BAT TEST pb on the PTP

Ident.: MI-33-51-00007678.0001001 / 22 MAR 10

Applicable to: **AP-BLB, AP-BLC**

33-51-12A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the batteries are correctly charged.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 33 - LIGHTS 33-51 - Cabin Emergency Lighting
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33-51-13	SYS TEST pb on the PTP
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Ident.: MI-33-51-00007679.0001001 / 22 MAR 10
Applicable to: AP-BLB, AP-BLC

33-51-13A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that the operational test of the emergency lighting system is performed as an alternative to this test.

_____ Reference(s) _____

(m) *Refer to AMM 33-51-00-040-001*

MEL ITEMS

33 - LIGHTS

33-51 - Cabin Emergency Lighting

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-00 - MAINTENANCE Messages on the STATUS SD page
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34-00-01	ADR MAINTENANCE Message
-----------------	--------------------------------

Ident.: MI-34-00-00008503.0002001 / 26 NOV 13

Applicable to: ALL

34-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

ADR MAINTENANCE message may be displayed on the STATUS SD page.

34-00-02	IR MAINTENANCE Message
-----------------	-------------------------------

Ident.: MI-34-00-00008504.0001001 / 22 MAR 10

Applicable to: ALL

34-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

IR MAINTENANCE message may be displayed on the STATUS SD page.

34-00-03	RA 1(2) MAINTENANCE Message
-----------------	------------------------------------

Ident.: MI-34-00-00015759.0005001 / 12 AUG 14

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

34-00-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

RA 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS
34 - NAVIGATION

34-00 - MAINTENANCE Messages on the STATUS SD page

34-00-03
RA 1(2) MAINTENANCE Message

Ident.: MI-34-00-00015759.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

34-00-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

RA 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

Note: This dispatch condition is applicable only if Radio Altimeter P/N 066-50007-0232 or 066-50007-0432 is installed as a set (both P/N same) or in mixed (both P/N different) configuration.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-01 - Overhead Panels 34-01-01 - ADIRS Overhead Panel
--	--

34-01-01-01	ADR pb-sw FAULT light
--------------------	------------------------------

Ident.: MI-34-01-01-00008505.0001001 / 22 MAR 10

Applicable to: ALL

34-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

34-01-01-02	ADR pb-sw OFF light
--------------------	----------------------------

Ident.: MI-34-01-01-00008506.0001001 / 22 MAR 10

Applicable to: ALL

34-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

34-01-01-03	IR FAULT light
--------------------	-----------------------

Ident.: MI-34-01-01-00008509.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

34-01 - Overhead Panels

34-01-01 - ADIRS Overhead Panel

34-01-01-03
IR pb-sw FAULT light

Ident.: MI-34-01-01-00008509.0002001 / 22 MAR 10

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

34-01-01-04
IR ALIGN light

Ident.: MI-34-01-01-00008510.0001001 / 22 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

34-01-01-04
IR pb-sw OFF light

Ident.: MI-34-01-01-00008510.0002001 / 22 MAR 10

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-01 - Overhead Panels 34-01-01 - ADIRS Overhead Panel
--	--

34-01-01-05	ON BAT light
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Ident.: MI-34-01-01-00008511.0001001 / 22 MAR 10

Applicable to: ALL

34-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

34-01-01-31	ADR pb-sw
--------------------	------------------

Ident.: MI-34-01-01-00008512.0001001 / 22 MAY 19

Applicable to: ALL

34-01-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

- (o) ADR 2 or ADR 3 pb-sw may be inoperative provided that:
- 1) The associated mode selector is operative, and
 - 2) The two ADRs and the two IRs associated with the two operative ADRs pb-sw are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-01-01-31A ADR pb-sw*

34-01-01-32	IR pb-sw
--------------------	-----------------

Ident.: MI-34-01-01-00008513.0001001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

- (o) IR 2 or IR 3 pb-sw may be inoperative provided that:
- 1) The associated mode selector is operative, and
 - 2) The two ADRs and the two IRs associated with the two operative IRs pb-sw are operative.

Continued on the following page

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

34-01 - Overhead Panels

34-01-01 - ADIRS Overhead Panel

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 34-01-01-32A IR pb-sw

34-01-01-33
IR Mode selector

Ident.: MI-34-01-01-00008516.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

- (o) IR 2 or IR 3 mode selector may be inoperative provided that the associated ADIRS is considered inoperative.
 Refer to the associated Items.

Reference(s)

- (o) Refer to OpsProc 34-01-01-33A IR Mode Selector

34-01-01-33
IR Mode selector

Ident.: MI-34-01-01-00008516.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	Yes

- (o) One may be inoperative.

Reference(s)

- (o) Refer to OpsProc 34-01-01-33A IR Mode Selector

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-01 - Overhead Panels 34-01-01 - ADIRS Overhead Panel
--	--

34-01-01-34	DATA DISPLAY selector of ADIRS CDU
--------------------	---

Ident.: MI-34-01-01-00008521.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-34A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

34-01-01-34B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the navigation is not planned on inertial data.

34-01-01-35	SYS DISPLAY selector of ADIRS CDU
--------------------	--

Ident.: MI-34-01-01-00008523.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-35A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that:

- 1) The MCDU 1 and the MCDU 2 are operative, and
- 2) The IRS initialization is available through the FMGC.

34-01-01-35B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the navigation is not planned on inertial data.

MEL ITEMS
34 - NAVIGATION

 34-01 - Overhead Panels
 34-01-01 - ADIRS Overhead Panel

34-01-01-36
Display Unit of ADIRS CDU

Ident.: MI-34-01-01-00008526.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-36A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

34-01-01-36B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the navigation is not planned on inertial data.

34-01-01-37
Keyboard of ADIRS CDU

Ident.: MI-34-01-01-00008530.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-01-01-37A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-01 - Overhead Panels 34-01-02 - GPWS Overhead Panel
--	---

34-01-02-01	GPWS SYS pb-sw FAULT light
--------------------	-----------------------------------

Ident.: MI-34-01-02-00008534.0001001 / 28 NOV 23

Applicable to: ALL

34-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

34-01-02-02	GPWS SYS pb-sw OFF light
--------------------	---------------------------------

Ident.: MI-34-01-02-00024544.0001001 / 23 MAY 24

Applicable to: ALL

34-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	Yes

Must be serviceable

34-01-02-03	GPWS G/S MODE pb-sw OFF light
--------------------	--------------------------------------

Ident.: MI-34-01-02-00024545.0001001 / 23 MAY 24

Applicable to: ALL

34-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	Yes

Must be serviceable.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

 34-01 - Overhead Panels
 34-01-02 - GPWS Overhead Panel

34-01-02-04
GPWS FLAP MODE pb-sw OFF light

Ident.: MI-34-01-02-00024546.0001001 / 28 NOV 23

 Applicable to: **ALL**
34-01-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

34-01-02-05
GPWS LDG FLAP 3 pb-sw ON light

Ident.: MI-34-01-02-00024547.0001001 / 28 NOV 23

 Applicable to: **ALL**
34-01-02-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

34-01-02-06
GPWS TERR pb-sw FAULT light

Ident.: MI-34-01-02-00024548.0002001 / 28 NOV 23

 Applicable to: **ALL**
34-01-02-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-01 - Overhead Panels 34-01-02 - GPWS Overhead Panel
--	---

34-01-02-07	GPWS TERR pb-sw OFF light
--------------------	----------------------------------

Ident.: MI-34-01-02-00024549.0002001 / 28 NOV 23

Applicable to: ALL

34-01-02-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

MEL ITEMS

34 - NAVIGATION

34-01 - Overhead Panels

34-01-02 - GPWS Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-05 - Indications on the Primary Flight Display (PFD)
--	---

34-05-01	Actual Airspeed Reference Line and Scale Indication on the PFD
-----------------	---

Ident.: MI-34-05-00008711.0001001 / 22 MAR 10

Applicable to: ALL

34-05-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

34-05-02	Mach Number Indication on the PFD
-----------------	--

Ident.: MI-34-05-00008712.0002001 / 22 MAY 19

Applicable to: ALL

34-05-02A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

34-05-02B Both indications inoperative - FCU operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that the SPD/MACH selection window on the FCU is operative.

34-05-02C Both indications inoperative - FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that the flight altitude is limited to 25 000 ft.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-05 - Indications on the Primary Flight Display (PFD)

Continued from the previous page
34-05-02D Both indications inoperative - ISIS Mach Number Indication operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that the ISIS Mach Number indication is operative.

34-05-03	VMO/MMO Characteristic Speed Indication on the PFD
-----------------	---

Ident.: MI-34-05-00008713.0001001 / 22 MAR 10

 Applicable to: **ALL**
34-05-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

34-05-04	Altitude Indication on the PFD
-----------------	---------------------------------------

Ident.: MI-34-05-00008714.0001001 / 22 MAR 10

 Applicable to: **ALL**
34-05-04A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

34-05-05	Baro Reference Indication on the PFD
-----------------	---

Ident.: MI-34-05-00008715.0001001 / 27 JUN 11

 Applicable to: **ALL**
34-05-05A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-05 - Indications on the Primary Flight Display (PFD)
--	---

34-05-06	Vertical Speed in Inertial Mode Indication on the PFD
-----------------	--

Ident.: MI-34-05-00008716.0001001 / 23 JUN 22

Applicable to: ALL

34-05-06A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-05-06A Vertical Speed in Inertial Mode Indication on the PFD*

34-05-07	Other Air Data Related Indications on the PFD
-----------------	--

Ident.: MI-34-05-00008717.0001001 / 22 MAY 19

Applicable to: ALL

34-05-07A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

- (o) One or more may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-05-07A Other Air Data Related Indications on the PFD*

34-05-08	Attitude Indication on the PFD
-----------------	---------------------------------------

Ident.: MI-34-05-00008718.0001001 / 22 MAY 19

Applicable to: ALL

34-05-08A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The aircraft is operated in day VMC conditions.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-05 - Indications on the Primary Flight Display (PFD)

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 34-05-08A Attitude Indication on the PFD

34-05-09
Heading Indication on the PFD

Ident.: MI-34-05-00008719.0001001 / 22 MAY 19

Applicable to: ALL

34-05-09A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) One may be inoperative.

_____ Reference(s) _____

(o) Refer to OpsProc 34-05-09A Heading Indication On the PFD

34-05-10
Radio Nav aids Indications on the PFD

Ident.: MI-34-05-00021863.0001001 / 26 MAR 25

Applicable to: ALL

34-05-10A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

May be inoperative provided that the affected system is considered inoperative.

 Refer to MI-34-30 GNSS Landing System (GLS) , or

Refer to Item 34-30-04 Instrument Landing System (ILS), or

 Refer to MI-34-30 FLS , or

Refer to Item 34-50-04 DME, or

Refer to Item 34-50-06 MARKER.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-06 - Indications on the Navigation Display (ND)
--	--

34-06-01	Ground Speed Indication on the ND
-----------------	--

Ident.: MI-34-06-00008720.0001001 / 22 MAY 19

Applicable to: ALL

34-06-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-06-01A Ground Speed Indication on the ND

34-06-02	True Air Speed Indication on the ND
-----------------	--

Ident.: MI-34-06-00008721.0001001 / 22 MAY 19

Applicable to: ALL

34-06-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-06-02A True Air Speed Indication on the ND

34-06-03	Wind Indication on the ND
-----------------	----------------------------------

Ident.: MI-34-06-00008722.0001001 / 22 MAY 19

Applicable to: ALL

34-06-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative.

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MEL ITEMS
34 - NAVIGATION

34-06 - Indications on the Navigation Display (ND)

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 34-06-03A Wind Indication on the ND

34-06-04
Heading Indication on the ND

Ident.: MI-34-06-00008723.0001001 / 22 MAY 19

 Applicable to: **ALL**
34-06-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that the heading indications are operative on both PFDs.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-06-04A Heading Indication on the ND

34-06-05
Position (Aircraft Symbol) Indication on the ND

Ident.: MI-34-06-00008724.0001001 / 22 MAY 19

 Applicable to: **ALL**
34-06-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-06-05A Position (Aircraft Symbol) Indication on the ND

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-06 - Indications on the Navigation Display (ND)
--	--

34-06-06	Radio Nav aids Indications on the ND
-----------------	---

Ident.: MI-34-06-00008725.0001001 / 26 MAR 25

Applicable to: AP-BMX, AP-BOK, AP-BOL

34-06-06A Indication operative on one ND

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more indication may be inoperative on one ND provided that the affected indication is operative on the second ND.

34-06-06B Indication (except VOR, DME and ADF) operative on PFD

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more indication (except VOR, DME and ADF) may be inoperative provided that the affected indication is operative on the PFD.

34-06-06E Affected system considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

One or more indication may be inoperative provided that the affected system is considered inoperative.

Refer to MI-34-30 GNSS Landing System (GLS)  , or

Refer to Item 34-30-04 Instrument Landing System (ILS), or

Refer to MI-34-30 FLS  , or

Refer to Item 34-50-04 DME, or

Refer to Item 34-50-05 VOR, or

Refer to MI-34-50 ADF  , or

Refer to Item 34-50-06 MARKER.

MEL ITEMS
34 - NAVIGATION

34-06 - Indications on the Navigation Display (ND)

34-06-06
Radio Navaids Indications on the ND

Ident.: MI-34-06-00008725.0002001 / 26 MAR 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON

34-06-06A Indication operative on one ND

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more indication may be inoperative on one ND provided that the affected indication is operative on the second ND.

34-06-06B Indication (except VOR, DME and ADF) operative on PFD

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more indication (except VOR, DME and ADF) may be inoperative provided that the affected indication is operative on the PFD.

34-06-06C VOR, DME or ADF indication operative on DDRMI

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

One or more VOR, DME or ADF indication may be inoperative provided that the affected VOR, DME or ADF indication is operative on the DDRMI.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-06 - Indications on the Navigation Display (ND)
--	--

Continued from the previous page

34-06-06E Affected system considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

One or more indication may be inoperative provided that the affected system is considered inoperative.

Refer to MI-34-30 GNSS Landing System (GLS)  , or

Refer to Item 34-30-04 Instrument Landing System (ILS), or

Refer to MI-34-30 FLS  , or

Refer to Item 34-50-04 DME, or

Refer to Item 34-50-05 VOR, or

Refer to MI-34-50 ADF  , or

Refer to Item 34-50-06 MARKER.

34-06-07	Chrono Indication on the ND
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Ident.: MI-34-06-00008726.0001001 / 22 MAR 10

Applicable to: ALL

34-06-07A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

34 - NAVIGATION

34-06 - Indications on the Navigation Display (ND)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
--	--

34-10-01	ADR 1
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Ident.: MI-34-10-00008541.0001001 / 22 MAR 10

Applicable to: ALL

34-10-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

34-10-02	ADR 2
-----------------	--------------

Ident.: MI-34-10-00008542.0001001 / 22 MAY 19

Applicable to: ALL

34-10-02B

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The IR 1, IR 3, ADR 1 and ADR 3 are operative, and
 - 2) The takeoff is not performed in CONF 1+F.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-02B ADR 2*

34-10-03	ADR 3
-----------------	--------------

Ident.: MI-34-10-00008545.0001001 / 22 MAY 19

Applicable to: ALL

34-10-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the IR 1, IR 2, ADR 1 and ADR 2 are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-03A ADR 3*

MEL ITEMS
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

34-10-04
IR 1

Ident.: MI-34-10-00008547.0001001 / 22 MAY 19

 Applicable to: **ALL**
34-10-04B GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) The NAV mode may be inoperative provided that:

- 1) The IR 1 is operated in ATT mode, and
- 2) The IR 2 and IR 3 are operative, and
- 3) The GPS 1 ~~is~~ is operative, and
- 4) The Predictive GPWS Functions are considered inoperative.

Refer to Item 34-40-02 Predictive GPWS Functions

_____ Reference(s) _____

(o) *Refer to OpsProc 34-10-04B IR 1 (only NAV mode of IR 1 inoperative)*

34-10-04C GPS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) The NAV mode may be inoperative provided that:

- 1) The IR 1 is operated in ATT mode, and
- 2) The IR 2 and IR 3 are operative, and
- 3) The Flight remains within radio nav aids coverage, and
- 4) The Predictive GPWS Functions are considered inoperative.

Refer to Item 34-40-02 Predictive GPWS Functions

_____ Reference(s) _____

(o) *Refer to OpsProc 34-10-04C IR 1 (only NAV mode of IR 1 inoperative)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
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34-10-05	IR 2
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Ident.: MI-34-10-00008549.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The IR 2 mode selector is set to OFF, and
 - 2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative, and
 - 3) The takeoff is not performed in CONF 1+F.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

34-10-05C Only NAV mode of IR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) The NAV mode may be inoperative provided that:
- 1) The IR 2 is operated in ATT mode, and
 - 2) The IR 1 and the IR 3 are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

34-10-05	IR 2
-----------------	-------------

Ident.: MI-34-10-00008549.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The IR 2 pb-sw is set to OFF, and
 - 2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)

34-10-05C Only NAV mode of IR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) The NAV mode may be inoperative provided that:
- 1) The IR 2 is operated in ATT mode, and
 - 2) The IR 1 and the IR 3 are operative.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)

34-10-06	IR 3 (for aircraft without Honeywell 10 MCU ADIRU)
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Ident.: MI-34-10-00008552.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

34-10-06A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The IR 3 mode selector is set to OFF, and
 - 2) The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

_____ Reference(s) _____

- (o) Refer to OpsProc 34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Continued on the following page

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
--	--

Continued from the previous page

34-10-06B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) The NAV mode may be inoperative provided that:

- 1) The IR 3 is operated in ATT mode, and
- 2) The IR 1 and the IR 2 are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-06B IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

34-10-06	IR 3 (for aircraft without Honeywell 10 MCU ADIRU)
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Ident.: MI-34-10-00008552.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-10-06A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:

- 1) The IR 3 pb-sw is set to OFF, and
- 2) The IR 1, the IR 2, the ADR 1 and the ADR 2 are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

34-10-06B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) The NAV mode may be inoperative provided that:

- 1) The IR 3 is operated in ATT mode, and
- 2) The IR 1 and the IR 2 are operative.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 34-10-06B IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

34-10-07
IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

Ident.: MI-34-10-00008554.0001001 / 23 JUN 22

 Applicable to: **ALL**
34-10-07A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

34-10-07B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

 PAKISTAN International Airlines <i>where every journey is a gift</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-11 - Sensors
---	---

34-11-01	Angle of Attack (AOA) Sensor
-----------------	-------------------------------------

Ident.: MI-34-11-00008558.0001001 / 22 MAR 10

Applicable to: ALL

34-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

The F/O or the STBY Angle Of Attack sensor may be inoperative provided that the associated ADR is considered inoperative.

Refer to Item 34-10-02 ADR 2, or

Refer to Item 34-10-03 ADR 3

34-11-02	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1
-----------------	---

Ident.: MI-34-11-00008560.0001001 / 22 MAY 19

Applicable to: ALL

34-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) May be inoperative provided that:

- 1) The CAPT sensor element connected to the ADR 3 is operative, and
- 2) The F/O sensor connected to the ADR 2 is operative, and
- 3) The ADR 2 and the ADR 3 are operative, and
- 4) The TAT indication on the SD is checked operative, and
- 5) The TAS indication on the ND 1 is considered inoperative.

Refer to Item 34-06-02 True Air Speed Indication on the ND

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-11-02A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION
 34-11 - Sensors

34-11-03
CAPT Total Air Temperature (TAT)
Sensor Element Connected to the ADR 3

Ident.: MI-34-11-00008561.0001001 / 22 MAY 19

Applicable to: ALL

34-11-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) The CAPT sensor element connected to the ADR 1 is operative, and
 - 2) The F/O sensor connected to the ADR 2 is operative, and
 - 3) The ADR 1 and the ADR 2 are operative, and
 - 4) The TAT indication on the SD is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-11-03A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3*

34-11-04
F/O Total Air Temperature (TAT) Sensor
Element Connected to the ADR 2

Ident.: MI-34-11-00008562.0001001 / 22 MAY 19

Applicable to: ALL

34-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) Both CAPT TAT sensor elements are operative, and
 - 2) The ADR 1 and the ADR 3 are operative, and
 - 3) The TAT indication on the SD is checked operative, and
 - 4) The TAS indications on the ND 2 is considered inoperative.
- Refer to Item 34-06-02 True Air Speed Indication on the ND*

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-11-04A F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-13 - Back Up Speed Scale
--	---

34-13-01	BKUP SPD/ALT pb-sw ON light
-----------------	------------------------------------

Ident.: MI-34-13-00021841.0002001 / 18 AUG 21

Applicable to: AP-BOK, AP-BOL

34-13-01A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

34-13-02	BKUP SPD/ALT pb-sw
-----------------	---------------------------

Ident.: MI-34-13-00021843.0002001 / 18 AUG 21

Applicable to: AP-BOK, AP-BOL

34-13-02A One BKUP SPD/ALT pb-sw inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	2	1	Yes

- (o) One may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-13-02A BKUP SPD/ALT pb-sw (One inoperative)*

34-13-02B One or both BKUP SPD/ALT pb-sw inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	Yes

- (o) One or both may be inoperative provided that the BackUp Speed is not used.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-13-02B BKUP SPD/ALT pb-sw (One or both inoperative)*

MEL ITEMS

34 - NAVIGATION

34-13 - Back Up Speed Scale

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-21 - Altitude and Airspeed Standby Data
--	--

34-21-05	Standby ALT Metric Indicator
-----------------	-------------------------------------

Ident.: MI-34-21-00008614.0001001 / 02 MAR 20

Applicable to: ALL

34-21-05A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

34 - NAVIGATION

34-21 - Altitude and Airspeed Standby Data

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-22 - Attitude and Heading Standby Data
--	---

34-22-01	Standby Compass Indicator
-----------------	----------------------------------

Ident.: MI-34-22-00008615.0004001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON

34-22-01A Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be operative.

34-22-01B Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The three IRs are operative, and
 - 2) The ATT/HDG SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-22-01B Standby Compass Indicator*

34-22-01C Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (Mod 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- May be inoperative provided that:
- 1) The three IRs are operative, and
 - 2) The DDRMI is operative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

34-22 - Attitude and Heading Standby Data

34-22-01
Standby Compass Indicator

Ident.: MI-34-22-00008615.0005001 / 22 MAY 19

Applicable to: AP-BMX, AP-BOK, AP-BOL

34-22-01A Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

34-22-01B Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) The three IRs are operative, and
 - 2) The ATT/HDG SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

_____ Reference(s) _____

(o) Refer to OpsProc 34-22-01B Standby Compass Indicator

34-22-02
Standby Compass Lighting

Ident.: MI-34-22-00008616.0001001 / 22 MAR 10

Applicable to: ALL

34-22-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-23 - Integrated Standby Instrument System (ISIS)
--	---

34-23-01	ISIS Altitude Indication
-----------------	---------------------------------

Ident.: MI-34-23-00008618.0001001 / 22 MAY 19

Applicable to: ALL

34-23-01A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

May be inoperative provided that the aircraft is operated in day VMC conditions.

34-23-02	ISIS Airspeed Indication
-----------------	---------------------------------

Ident.: MI-34-23-00008619.0005001 / 22 MAY 19

Applicable to: ALL

34-23-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that:

- 1) The ISIS attitude indication is operative, and
- 2) The ADRs, DMCs and probe heat computers are operative, and
- 3) The AIR DATA SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are operative.

34-23-03	ISIS Bugs Indication
-----------------	-----------------------------

Ident.: MI-34-23-00008620.0001001 / 27 JUN 11

Applicable to: ALL

34-23-03A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

34-23 - Integrated Standby Instrument System (ISIS)

34-23-04
ISIS Attitude Indication

Ident.: MI-34-23-00008621.0001001 / 23 JUN 22

 Applicable to: **ALL**

34-23-04A Applicable to aircraft fitted with **NORTHROP GRUMMAN (LITTON) ADIRU** except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

NOT APPLICABLE

34-23-04B Applicable to aircraft fitted with **NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316** or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or **HONEYWELL ADIRU**

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

(o) May be inoperative provided that the aircraft is operated in day VMC conditions.

_____ Reference(s) _____

(o) Refer to OpsProc 34-23-04B ISIS Attitude Indication

34-23-05
ISIS ILS Indication

Ident.: MI-34-23-00008622.0001001 / 27 JUN 11

 Applicable to: **ALL**
34-23-05A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-23 - Integrated Standby Instrument System (ISIS)
--	---

34-23-06	ISIS Mach Number Indication
-----------------	------------------------------------

Ident.: MI-34-23-00008623.0001001 / 27 JUN 11

Applicable to: ALL

34-23-06A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

MEL ITEMS

34 - NAVIGATION

34-23 - Integrated Standby Instrument System (ISIS)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-30 - Landing and Taxiing Aid
--	---

34-30-04	Instrument Landing System (ILS)
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Ident.: MI-34-30-00008627.0003001 / 22 MAY 19

Applicable to: ALL

34-30-04A ILS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) ILS 1 may be inoperative provided that:
- 1) ETOPS requiring ILS is not conducted, and
 - 2) The GPWS G/S basic mode (mode 5) is considered inoperative, and
Refer to Item 34-40-01 GPWS Basic Modes
 - 3) ISIS ILS indication is considered inoperative.
Refer to Item 34-23-05 ISIS ILS Indication

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-30-04A Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

34-30-04B ILS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) ILS 2 may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-30-04B Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-30 - Landing and Taxiing Aid

Continued from the previous page
34-30-04C One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that:

- 1) ETOPS requiring ILS is not conducted, and
- 2) Approach and landing procedures are not based on the use of ILS, and
- 3) The GPWS G/S basic mode (mode 5) is considered inoperative, and

Refer to Item 34-40-01 GPWS Basic Modes

- 4) ISIS ILS indication is considered inoperative.

Refer to Item 34-23-05 ISIS ILS Indication

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar
--	--

34-40-01	GPWS basic modes
-----------------	-------------------------

Ident.: MI-34-40-00008697.0001001 / 06 JUL 20

Applicable to: ALL

34-40-01A Predictive GPWS Functions inoperative

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be serviceable

34-40-01B Predictive GPWS Functions operative

Repair interval	Nbr installed	Nbr required	Placard
—	1	1	No

Must be serviceable

34-40-02	Predictive GPWS Functions
-----------------	----------------------------------

Ident.: MI-34-40-00021889.0002001 / 22 MAY 19

Applicable to: ALL

34-40-02A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-40-02A Predictive GPWS Functions*

MEL ITEMS
34 - NAVIGATION

34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar

34-40-03
Radio Altimeter Automatic Callout

Ident.: MI-34-40-00008698.0001001 / 22 MAY 19

 Applicable to: **ALL**
34-40-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-40-03A Radio Altimeter Automatic Callout*

34-40-04
Radio Altimeter System

Ident.: MI-34-40-00008699.0001001 / 22 MAY 19

 Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON**
34-40-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.

Note: *When the radio altimeter 1 is inoperative, the GPWS basic modes are considered inoperative.*

Refer to Item 34-40-01 GPWS Basic Modes

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-40-04A Radio Altimeter System*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar
--	--

34-40-04	Radio Altimeter System
-----------------	-------------------------------

Ident.: MI-34-40-00008699.0004001 / 22 MAY 19

Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

34-40-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-40-04A Radio Altimeter System*

34-40-05	Traffic Collision Avoidance System (TCAS)
-----------------	--

Ident.: MI-34-40-00021890.0001001 / 23 MAY 24

Applicable to: ALL

34-40-05A

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

May be inoperative **to fly back to home base with two enroute landings**. Reference is AIP Pakistan GEN 1.5 para 3.1.2 (a).

34-40-06	Weather Radar System
-----------------	-----------------------------

Ident.: MI-34-40-00008701.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BOK, AP-BOL

34-40-06A Day VMC Conditions

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that:

- 1) The aircraft is operated in day VMC conditions, and
- 2) The Predictive Windshear Detection System  is considered inoperative.

Refer to Item 34-40-07 Predictive Windshear Detection System (if installed).

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar

Continued from the previous page
34-40-06B No Hazardous Weather Conditions Forecasted

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that:

- 1) No hazardous weather conditions (e.g. thunderstorm) are forecasted along the intended route, and
- 2) The Predictive Windshear Detection System <❌> is considered inoperative.
Refer to Item 34-40-07 Predictive Windshear Detection System (if installed).

34-40-06	Weather Radar System
-----------------	-----------------------------

Ident.: MI-34-40-00008701.0002001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

34-40-06A Day VMC Conditions

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that:

- 1) The aircraft is operated in day VMC conditions, and
- 2) The Predictive Windshear Detection System <❌> is considered inoperative.
Refer to Item 34-40-07 Predictive Windshear Detection System (if installed).

34-40-06B No Hazardous Weather Conditions Forecasted

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative provided that:

- 1) No hazardous weather conditions (e.g. thunderstorm) are forecasted along the intended route, and
- 2) The Predictive Windshear Detection System <❌> is considered inoperative.
Refer to Item 34-40-07 Predictive Windshear Detection System (if installed).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar
--	--

Continued from the previous page

34-40-06C One Inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	2	1	Yes

- (o) One may be inoperative provided that the associated Predictive Windshear Detection System  is considered inoperative.

Refer to Item 34-40-07 Predictive Windshear Detection System (if installed).

_____ Reference(s) _____

- (o) *Refer to OpsProc 34-40-06C Weather Radar System*

34-40-07	Predictive Windshear Detection System 
-----------------	--

Ident.: MI-34-40-00007541.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BOK, AP-BOL

34-40-07A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

34-40-07	Predictive Windshear Detection System
-----------------	--

Ident.: MI-34-40-00007541.0002001 / 02 MAR 20

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

34-40-07A Both Inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

34-40-07B One Inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	2	1	Yes

- (o) One may be inoperative.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 34-40-07B Weather Radar System

34-40-08
PULL UP-GPWS pb-sw

Ident.: MI-34-40-00008702.0002001 / 23 MAY 24

Applicable to: ALL

34-40-08A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o) One may be inoperative provided that the aural and visual warnings associated with the GPWS basic modes and the predictive GPWS functions are checked operative.

_____ Reference(s) _____

(o) Refer to OpsProc 34-40-08A GPWS/PULL UP-G/S pb-sw

34-40-08B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

Not Applicable.

34-40-12
TERR on ND pb-sw ON light

Ident.: MI-34-40-00024550.0002001 / 28 NOV 23

Applicable to: ALL

34-40-12A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-50 - ATC and Radio/GPS Navigation Systems
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34-50-01	ATC
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Ident.: MI-34-50-00021892.0001001 / 21 NOV 17

Applicable to: ALL

34-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(o) One may be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 34-50-01A ATC*

34-50-03	ADF
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Ident.: MI-34-50-00008705.0001001 / 26 APR 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

34-50-03A Two ADFs installed and ADF 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

ADF1 may be inoperative provided that ETOPS flight requiring ADF is not conducted.

34-50-03B Two ADFs installed and ADF 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

ADF 2 may be inoperative.

MEL ITEMS
34 - NAVIGATION

34-50 - ATC and Radio/GPS Navigation Systems

34-50-03
ADF

Ident.: MI-34-50-00008705.9001002 / 26 APR 19

Applicable to: AP-BLY, AP-BLZ

34-50-03C One ADF installed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

One may be inoperative provided that navigation and approach procedures are not based on the use of the ADF.

34-50-04
DME

Ident.: MI-34-50-00008706.0001001 / 22 MAY 19

Applicable to: ALL

34-50-04A DME 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

DME 1 may be inoperative provided that ETOPS requiring DME is not conducted.

34-50-04B DME 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

DME 2 may be inoperative.

34-50-04C One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that:

- 1) Two FMS are operative, and
- 2) Departure, navigation and approach procedures are not based on the use of the DME.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-50 - ATC and Radio/GPS Navigation Systems
--	--

34-50-05	VOR
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Ident.: MI-34-50-00008707.0001001 / 13 MAY 20

Applicable to: ALL

34-50-05A VOR 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

VOR 1 may be inoperative provided that:

- 1) ETOPS requiring VOR is not conducted, and
- 2) The MARKER is considered inoperative.

Refer to Item 34-50-06 MARKER.

34-50-05B VOR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

VOR 2 may be inoperative.

34-50-05C One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that:

- 1) Two FMS are operative, and
- 2) Departure, navigation and approach procedures are not based on the use of the VOR, and
- 3) If VOR 1 is inoperative, the MARKER is considered inoperative.

Refer to Item 34-50-06 MARKER.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
34 - NAVIGATION

34-50 - ATC and Radio/GPS Navigation Systems

34-50-06
MARKER

Ident.: MI-34-50-00009155.0001001 / 22 MAY 19

 Applicable to: **ALL**
34-50-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that approach procedures do not require marker fixes.

34-50-07
DDRMI

Ident.: MI-34-50-00008708.0004001 / 15 NOV 18

 Applicable to: **AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOM, AP-BON**
34-50-07A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

May be inoperative.

Note: This item still applies if DDRMI is deactivated by AMM task 34-57-00-040-801-A. AMM task 34-57-00-040-801-A allows cooling down of the DDRMI for maintenance purposes, even if aircraft is in operation.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-50 - ATC and Radio/GPS Navigation Systems
--	--

34-50-09	Global Positioning System (GPS)
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Ident.: MI-34-50-00008710.0002001 / 02 MAR 20

Applicable to: ALL

34-50-09C One inoperative for aircraft with ATC standard including ADS-B OUT function DO260A compliant

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative.

Note: 1. If GPS 1 and FMGC 2 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function
2. If GPS 2 and FMGC 1 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function

Reference(s)

- (o) Refer to OpsProc 34-50-09C Global Positioning System (GPS) (If Installed)

34-50-09D One inoperative for aircraft with ATC standard including ADS-B OUT function DO260 or DO260B compliant

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative.

Reference(s)

- (o) Refer to OpsProc 34-50-09D Global Positioning System (GPS) (If Installed)

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-50 - ATC and Radio/GPS Navigation Systems

Continued from the previous page
34-50-09E One or both inoperative for aircraft with ATC standard including ADS-B OUT function DO260A compliant

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that:
- 1) One DME is operative, and
 - 2) Navigation, departure, approach and landing procedures are not based on the use of GPS.

Note: 1. If GPS 1 and FMGC 2 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function

2. If GPS 2 and FMGC 1 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function

3. If GPS 1 and GPS 2 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function

Reference(s)

- (o) Refer to OpsProc 34-50-09E Global Positioning System (GPS) (If Installed)

34-50-09F One or both inoperative for aircraft with ATC standard including ADS-B OUT function DO260 or DO260B compliant

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that:
- 1) One DME is operative, and
 - 2) Navigation, departure, approach and landing procedures are not based on the use of GPS.

Note: If GPS 1 and GPS 2 are inoperative, the ADS-B OUT Function is considered inoperative. Refer to Item 34-50-10 ADS-B OUT Function

Reference(s)

- (o) Refer to OpsProc 34-50-09F Global Positioning System (GPS) (If Installed)

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 34 - NAVIGATION 34-50 - ATC and Radio/GPS Navigation Systems
--	--

34-50-10	ADS-B OUT Function
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Ident.: MI-34-50-00015320.0001001 / 20 OCT 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

I 1

34-50-10A Not required for the intended route

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative provided that it is not required for the intended route.

34-50-10B Required for the intended route and the subsequent flights are entirely conducted outside of the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be operative.

34-50-10C Required for the intended route and the subsequent flights are partially or entirely conducted inside the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	No

NOT APPLICABLE

FS-34-50-10	ADS-B OUT
--------------------	------------------

Ident.: MI-34-50-00015320.9001002 / 26 MAR 25

Applicable to: AP-BMX

FS-34-50-10A Not required for the intended route

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

Continued on the following page

MEL ITEMS
34 - NAVIGATION

34-50 - ATC and Radio/GPS Navigation Systems

Continued from the previous page
FS-34-50-10B Required for the intended route (1 INOP)

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided operative ATC transponder is selected.

_____ Reference(s) _____

- (o) Refer to OpsProc FS-34-50-10B ADS-B OUT (Required for the intended route (1 INOP))

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-01 - Overhead Panels 35-01-01 - OXYGEN Overhead Panel
--	---

35-01-01-01	CREW SUPPLY pb-sw OFF light
--------------------	------------------------------------

Ident.: MI-35-01-01-00008727.0001001 / 22 MAR 10

Applicable to: ALL

35-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

35-01-01-02	PASSENGER SYS ON light
--------------------	-------------------------------

Ident.: MI-35-01-01-00008729.0001001 / 22 MAR 10

Applicable to: ALL

35-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

35-01-01-31	MANUAL Control of the MASK MAN ON pb
--------------------	---

Ident.: MI-35-01-01-00008731.0001001 / 19 MAY 21

Applicable to: ALL

35-01-01-31A AUTO control function checked operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that the AUTO control function is checked operative.

_____ Reference(s) _____

(m) Refer to AMM Task 35-23-00-040-008

Continued on the following page

MEL ITEMS
35 - OXYGEN

35-01 - Overhead Panels

35-01-01 - OXYGEN Overhead Panel

Continued from the previous page
35-01-01-31B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

35-01-01-32
AUTO Control of the MASK MAN ON pb

Ident.: MI-35-01-01-00008732.0001001 / 22 MAY 19

 Applicable to: **ALL**
35-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative provided that:

- 1) The MANUAL Control of the passengers oxygen masks is checked operative, and
- 2) The operating altitude is limited to FL 300.

_____ Reference(s) _____

(m) Refer to AMM Task 35-23-00-040-802

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-07 - Indications on the DOOR/OXY SD page
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35-07-01	Crew OXY High Pressure Indication on the <u>DOOR/OXY</u> SD page
-----------------	---

Ident.: MI-35-07-00008771.0001001 / 22 MAY 19

Applicable to: **ALL**

35-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be inoperative provided that the oxygen pressure is checked by direct reading before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 35-07-01A Crew OXY High Pressure Indication on the DOOR/OXY SD page*

(m) *Refer to AMM Task 35-10-00-040-001*

35-07-02	Crew Oxygen REGUL LO PR Indication on the <u>DOOR/OXY</u> SD page
-----------------	--

Ident.: MI-35-07-00008773.0001001 / 22 MAR 10

Applicable to: **ALL**

35-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be inoperative provided that the oxygen pressure is checked before the first flight of each day.

_____ Reference(s) _____

(o) *Refer to OpsProc 35-07-02A Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page*

(m) *Refer to AMM 35-10-00-040-002*

MEL ITEMS

35 - OXYGEN

35-07 - Indications on the DOOR/OXY SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-10 - Crew Oxygen
--	---

35-10-01	Crew Oxygen Mask
-----------------	-------------------------

Ident.: MI-35-10-00008748.0001001 / 23 JUN 22

Applicable to: ALL

35-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	–	Yes

Each occupant of the cockpit must have his assigned mask operative.

35-10-02	Crew Oxygen Mask Microphone
-----------------	------------------------------------

Ident.: MI-35-10-00008749.0001001 / 23 JUN 22

Applicable to: ALL

35-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	2	Yes

One must be operative for each pilot.

35-10-03	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)
-----------------	--

Ident.: MI-35-10-00008751.0001001 / 23 JUN 22

Applicable to: ALL

35-10-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be missing or damaged.

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-10-03A Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL ITEMS

35 - OXYGEN

35-10 - Crew Oxygen

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-20 - Passenger Oxygen
--	--

35-20-01	Passenger Oxygen Unit
-----------------	------------------------------

Ident.: MI-35-20-00008753.0001001 / 23 JUN 22

Applicable to: ALL

35-20-01A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	58	–	No

One or more may be inoperative provided that the associated seats are considered inoperative.

Refer to Item 25-20-01 Passenger Seat

35-20-01B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard
C	58	0	Yes

One or more may be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

35-20-02	Cabin Attendant Oxygen Unit
-----------------	------------------------------------

Ident.: MI-35-20-00008755.0001001 / 23 JUN 22

Applicable to: ALL

35-20-02A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	–	No

One or more may be inoperative provided that the associated seats are considered inoperative.

Refer to Item 25-20-09 Cabin Attendant Seat

Continued on the following page

MEL ITEMS
35 - OXYGEN

35-20 - Passenger Oxygen

Continued from the previous page
35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

One or more may be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

35-20-03
Lavatory Oxygen Unit

Ident.: MI-35-20-00008756.0001001 / 26 MAR 25

 Applicable to: **ALL**
35-20-03A

Repair interval	Nbr installed	Nbr required	Placard
C	3	1	Yes

One or two may be inoperative provided that:

- 1) The associated lavatory door is placarded inoperative and locked closed, and
- 2) The lavatory is not used for storage or any other purpose, and
- 3) This is to be ensured that PIA Policy on Lavatory Serviceability is used.

35-20-04
Galley Oxygen Unit

Ident.: MI-35-20-00008757.0001001 / 23 JUN 22

 Applicable to: **ALL**

Note: For an inoperative cabin attendant oxygen unit located within the galley area:
 Refer to Item 35-20-02 Cabin Attendant Oxygen Unit

35-20-04A Adjacent cabin attendant oxygen unit available

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or more may be inoperative and the associated galley area may be occupied provided that an adjacent cabin attendant individual oxygen unit is available for each occupants of the associated galley area.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-20 - Passenger Oxygen
--	--

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 35-20-04A Galley Oxygen Unit (cabin attendant oxygen unit available near the galley)

35-20-04B Portable oxygen available in the associated galley area

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or more may be inoperative and the associated galley area may be occupied provided that a cabin attendant portable oxygen device is available for each occupants of the associated galley area.

Reference(s)

- (o) Refer to OpsProc 35-20-04B Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley)

35-20-04C Altitude limited according to regulations

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or more may be inoperative and the associated galley area may be occupied provided that the operating altitude is limited according to regulations.

35-20-04D Associated galley area not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or more may be inoperative provided that the associated galley area is not occupied.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
35 - OXYGEN

35-20 - Passenger Oxygen

35-20-05
Manual Release Tool

Ident.: MI-35-20-00008758.0001001 / 23 JUN 22

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard
D	5	1	No

One must be available.

35-20-05
Manual Release Tool

Ident.: MI-35-20-00008758.9001002 / 23 JUN 22

Applicable to: AP-BLB, AP-BLC, AP-BOK, AP-BOL

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard
D	4	1	No

One must be available.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-30 - Portable Oxygen
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35-30-01	Portable Oxygen Unit
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Ident.: MI-35-30-00021901.0001001 / 23 MAY 24

Applicable to: AP-BLU, AP-BLV

35-30-01A Non-required Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	9	–	Yes

- (o) One or more may be inoperative and removed, or missing provided that:
- 1) One cabin crew portable oxygen unit is operative for each minimum required cabin crew member , and
 - 2) The required distribution of the operative unit is maintained throughout the cabin.
- Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard
C	9	–	Yes

- (o) One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

MEL ITEMS
35 - OXYGEN

35-30 - Portable Oxygen

35-30-01
Portable Oxygen Unit

Ident.: MI-35-30-00021901.9001002 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLW

35-30-01A Non-required Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	8	–	Yes

- (o) One or more may be inoperative and removed, or missing provided that:
- 1) One cabin crew portable oxygen unit is operative for each minimum required cabin crew member , and
 - 2) The required distribution of the operative unit is maintained throughout the cabin.
- Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard
C	8	–	Yes

- (o) One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-30 - Portable Oxygen
--	---

35-30-01	Portable Oxygen Unit
-----------------	-----------------------------

Ident.: MI-35-30-00021901.9001004 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

35-30-01A Non-required Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	6	–	Yes

- (o) One or more may be inoperative and removed, or missing provided that:
- 1) One cabin crew portable oxygen unit is operative for each minimum required cabin crew member , and
 - 2) The required distribution of the operative unit is maintained throughout the cabin.
- Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard
C	6	–	Yes

- (o) One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

MEL ITEMS
35 - OXYGEN

35-30 - Portable Oxygen

35-30-01
Portable Oxygen Unit

Ident.: MI-35-30-00021901.9001005 / 23 MAY 24

Applicable to: AP-BLY, AP-BLZ, AP-BMX

35-30-01A Non-required Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	5	–	Yes

- (o) One or more may be inoperative and removed, or missing provided that:
- 1) One cabin crew portable oxygen unit is operative for each minimum required cabin crew member , and
 - 2) The required distribution of the operative unit is maintained throughout the cabin.
- Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard
C	5	–	Yes

- (o) One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 35 - OXYGEN 35-30 - Portable Oxygen
--	---

35-30-02	Flight Crew Portable Protective Breathing Equipment
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Ident.: MI-35-30-00021902.0001001 / 23 JUN 22

1 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOM, AP-BON

35-30-02A

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be serviceable.

35-30-02	Flight Crew Portable Protective Breathing Equipment
-----------------	--

Ident.: MI-35-30-00021902.9001002 / 23 MAY 24

2 Applicable to: AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

35-30-02A

Repair interval	Nbr installed	Nbr required	Placard
D	2	1	No

One may be inoperative and removed, or missing provided that one flight crew portable protective breathing equipment is operative.

Note: Inoperative portable protective breathing equipment units may be subject to dangerous goods requirements.

35-30-03	Cabin Crew Portable Protective Breathing Equipment
-----------------	---

Ident.: MI-35-30-00021903.0001001 / 23 MAY 24

3 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

35-30-03A

Repair interval	Nbr installed	Nbr required	Placard
D	5	–	Yes

One or more may be inoperative and removed, or missing provided that one cabin crew portable protective breathing equipment is operative for each minimum operating cabin crew member.

Note: Inoperative portable protective breathing equipment units may be subject to dangerous goods requirement.

MEL ITEMS
35 - OXYGEN

35-30 - Portable Oxygen

35-30-03
Cabin Crew Portable Protective Breathing Equipment
⁴ Ident.: MI-35-30-00021903.9001002 / 20 OCT 25

⁵ Applicable to: AP-BLY, AP-BLZ

35-30-03A

Repair interval	Nbr installed	Nbr required	Placard
D	4	–	Yes

One or more may be inoperative and removed, or missing provided that one cabin crew portable protective breathing equipment is operative for each minimum operating cabin crew member.

Note: *Inoperative portable protective breathing equipment units may be subject to dangerous goods requirement.*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-00 - MAINTENANCE Message on the STATUS SD page
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36-00-01	AIR BLEED MAINTENANCE Message
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Ident.: MI-36-00-00016004.0001001 / 22 NOV 16

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

36-00-01A No fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

- (m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop.

_____ Reference(s) _____

- (m) Refer to AMM Task 36-11-00-040-004

36-00-01B Only RH side affected

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

- (m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

- 1) The CFDS does not report any fault on the BMC 1, on the LH pylon leak detection loop or on the APU leak detection loop, and
- 2) If the CFDS reports a fault on the BMC 2, the BMC 2 is inoperative
Refer to Item 36-11-08 Bleed Monitoring Computer (BMC), and
- 3) If the CFDS reports a fault on the RH pylon leak detection loop, the RH pylon leak detection loop is inoperative.

Refer to Item 36-22-01 Pylon Leak Detection System

_____ Reference(s) _____

- (m) Refer to AMM Task 36-11-00-040-807

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MEL ITEMS
36 - PNEUMATIC

36-00 - MAINTENANCE Message on the STATUS SD page

Continued from the previous page
36-00-01C Only LH side and/or APU leak detection loop affected

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

(m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

1) The CFDS does not report any fault on the BMC 2 or on the RH pylon leak detection loop, and

2) If the CFDS reports a fault on the BMC 1, the BMC 1 is inoperative
Refer to Item 36-11-08 Bleed Monitoring Computer (BMC), and

3) If the CFDS reports a fault on the LH pylon leak detection loop, the LH pylon leak detection loop is inoperative

Refer to Item 36-22-01 Pylon Leak Detection System, and

4) If the CFDS reports a fault on the APU leak detection loop, the APU leak detection loop is inoperative.

Refer to Item 36-22-03 APU Leak Detection Loop

_____ Reference(s) _____

(m) *Refer to AMM Task 36-11-00-040-808*

36-00-01	AIR BLEED MAINTENANCE Message
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Ident.: MI-36-00-00016004.0002001 / 22 NOV 16

Applicable to: **AP-BMX**

36-00-01D No fault on the APU leak detection loop

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

(m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on the APU leak detection loop.

_____ Reference(s) _____

(m) *Refer to AMM Task 36-11-00-040-004*

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36-00-01E APU leak detection loop affected

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that the APU leak detection loop is considered inoperative.

Refer to Item 36-22-03 APU Leak Detection Loop

36-00-01	AIR BLEED MAINTENANCE Message
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Ident.: MI-36-00-00016004.0003001 / 27 NOV 15

Applicable to: AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

36-00-01F

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

36 - PNEUMATIC

36-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-01 - AIR COND Overhead Panel
--	--

36-01-01	ENG BLEED pb-sw FAULT light
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Ident.: MI-36-01-00008778.0001001 / 22 MAR 10

Applicable to: ALL

36-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

36-01-02	ENG BLEED pb-sw OFF light
-----------------	----------------------------------

Ident.: MI-36-01-00008783.0001001 / 22 MAR 10

Applicable to: ALL

36-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

36-01-03	APU BLEED pb-sw FAULT light
-----------------	------------------------------------

Ident.: MI-36-01-00008785.0001001 / 22 MAR 10

Applicable to: ALL

36-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
36 - PNEUMATIC

36-01 - AIR COND Overhead Panel

36-01-04
APU BLEED pb-sw ON light

Ident.: MI-36-01-00008787.0001001 / 22 MAR 10

 Applicable to: **ALL**
36-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-07 - Indications on the BLEED SD page
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36-07-01	APU Bleed Valve Indication on the <u>BLEED</u> SD page
-----------------	---

Ident.: MI-36-07-00008807.0001001 / 13 MAY 15

Applicable to: ALL

36-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the Automatic Control of the X Bleed Valve is considered inoperative.

Refer to Item 36-12-04 Automatic Control of the X Bleed Valve

36-07-02	Engine Bleed Valve Indication on the <u>BLEED</u> SD page
-----------------	--

Ident.: MI-36-07-00008808.0001001 / 22 MAR 10

Applicable to: ALL

36-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

36-07-03	Engine Bleed HP Valve Indication on the <u>BLEED</u> SD page
-----------------	---

Ident.: MI-36-07-00008809.0001001 / 22 MAR 10

Applicable to: ALL

36-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
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36 - PNEUMATIC

 36-07 - Indications on the BLEED SD page

36-07-04
Engine Bleed Precooler Inlet Pressure
Indication on the BLEED SD page

Ident.: MI-36-07-00008810.0001001 / 22 MAR 10

Applicable to: ALL
36-07-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

36-07-05
Engine Bleed Precooler Outlet Temperature
Indication on the BLEED SD page

Ident.: MI-36-07-00008811.0001001 / 22 MAR 10

Applicable to: ALL
36-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

36-07-06
X Bleed Valve Indication on the BLEED SD page

Ident.: MI-36-07-00008812.0001001 / 22 MAR 10

Applicable to: ALL
36-07-06A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-09 - ECAM Alerts
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36-09-01	AIR APU BLEED LEAK Alert
-----------------	---------------------------------

Ident.: MI-36-09-00024448.0001001 / 19 MAY 21

Applicable to: ALL

36-09-01A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be displayed provided that:

- 1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and
- 2) The APU leak detection loop is deactivated, and
- 3) The APU bleed check valve is removed and replaced by a blanking cap, and
- 4) The APU bleed air supply system is considered inoperative.

Refer to Item 36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task*

36-09-01B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be displayed provided that:

- 1) ETOPS is not conducted, and
- 2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and
- 3) The APU leak detection loop is deactivated, and
- 4) The ENG 1 BLEED pb-sw is set to OFF, and
- 5) The PACK 1 pb-sw is set to OFF, and
- 6) The X BLEED selector is set to SHUT, and
- 7) The APU BLEED pb-sw is set to OFF, and
- 8) The aircraft is not operated in known or forecast icing conditions along the intended route, and
- 9) The speedbrakes are operative.

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MEL ITEMS
36 - PNEUMATIC

36-09 - ECAM Alerts

Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 36-09-01B AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)
- (m) Refer to AMM Task

36-09-01C Limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) (m) May be displayed provided that:

- 1) ETOPS is not conducted, and
- 2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and
- 3) The APU leak detection loop is deactivated, and
- 4) The ENG 1 BLEED pb-sw is set to OFF, and
- 5) The PACK 1 pb-sw is set to OFF, and
- 6) The X BLEED selector is set to SHUT, and
- 7) The APU BLEED pb-sw is set to OFF, and
- 8) The aircraft is not operated in known or forecast icing conditions along the intended route, and
- 9) The altitude is limited to 31 500 ft (9 600 m).

Reference(s)

- (o) Refer to OpsProc 36-09-01C AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)
- (m) Refer to AMM Task

36-09-01E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

(o) (m) May be displayed provided that:

- 1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and
- 2) The APU leak detection loop is deactivated, and
- 3) The APU bleed check valve is checked operative, and
- 4) The APU bleed air supply system is considered inoperative.

Refer to Item 36-12-01 APU Bleed Air Supply System

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MEL ITEMS**36 - PNEUMATIC**

36-09 - ECAM Alerts

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Reference(s)

- (o) *Refer to OpsProc 36-09-01E AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*
- (m) *Refer to AMM Task*

MEL ITEMS

36 - PNEUMATIC

36-09 - ECAM Alerts

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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36-11-01	Engine Bleed Air Supply System
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Ident.: MI-36-11-00008788.0002001 / 26 MAR 25

Applicable to: ALL

Note: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.

36-11-01A Non ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The associated ENG BLEED pb-sw is set to OFF, and
 - 3) The X BLEED selector is set to OPEN, and
 - 4) The speedbrakes are operative.
 - 5) If APU is unserviceable, for flight departing from / to Skardu, both bleeds must be serviceable.

Reference(s)

- (o) Refer to OpsProc 36-11-01A Engine Bleed Air Supply System (non-ETOPS flights)

36-11-01B ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	Yes

- (o) For ETOPS, one may be inoperative for one flight provided that:
- 1) The APU bleed air supply system is operative, and
 - 2) The APU is running throughout the flight, and
 - 3) The associated ENG BLEED pb-sw is set to OFF, and
 - 4) The X BLEED selector is set to OPEN, and
 - 5) The speedbrakes are operative.

Reference(s)

- (o) Refer to OpsProc 36-11-01B Engine Bleed Air Supply System (ETOPS flights)

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MEL ITEMS
36 - PNEUMATIC
36-11 - Engine Bleed Air Supply System
Continued from the previous page
36-11-01E Non ETOPS flight - limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The associated ENG BLEED pb-sw is set to OFF, and
 - 3) The X BLEED selector is set to OPEN, and
 - 4) The altitude is limited to 31 500 ft (9 600 m).
 - 5) If APU is unserviceable, for flight departing from / to Skardu, both bleeds must be serviceable.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-11-01E Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01F ETOPS flight - limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	Yes

- (o) For ETOPS, one may be inoperative for one flight provided that:
- 1) The APU bleed air supply system is operative, and
 - 2) The APU is running throughout the flight, and
 - 3) The associated ENG BLEED pb-sw is set to OFF, and
 - 4) The X BLEED selector is set to OPEN, and
 - 5) The altitude is limited to 31 500 ft (9 600 m).

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-11-01F Engine Bleed Air Supply System (ETOPS flights)*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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36-11-02	Engine Bleed Valve (PRV)
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Ident.: MI-36-11-00008790.0001001 / 14 JUN 16

Applicable to: ALL

36-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

(m) One may be inoperative provided that:

- 1) The affected engine bleed valve is secured in the closed position, and
- 2) The associated bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

_____ Reference(s) _____

(m) *Refer to AMM Task*

36-11-03	Engine Bleed Overpressure Valve
-----------------	--

Ident.: MI-36-11-00008792.0001001 / 27 NOV 15

Applicable to: ALL

36-11-03A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative provided that the associated bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

36-11-03B Associated bleed still available

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative provided that the associated AIR ENG 1(2) BLEED FAULT alert or the AIR ENG 1(2) BLEED ABNORM PR alert was not displayed during the previous flight.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
36 - PNEUMATIC

36-11 - Engine Bleed Air Supply System

36-11-04
Engine Bleed Fan Air Valve

Ident.: MI-36-11-00008794.0001001 / 27 JUN 11

Applicable to: ALL

36-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

36-11-05
Engine Bleed Air Precooler

Ident.: MI-36-11-00008796.0001001 / 27 JUN 11

Applicable to: ALL

36-11-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

36-11-06
Engine Bleed IP Check Valve

Ident.: MI-36-11-00008797.0001001 / 22 MAY 19

Applicable to: ALL

36-11-06A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

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 PAKISTAN International Airlines airways & more A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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36-11-06B Associated HP valve secured in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) (m) One may be inoperative in the open position provided that:

- 1) The associated engine bleed HP valve is secured in the closed position, and
- 2) The opposite engine bleed supply system is operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 36-11-06B Engine Bleed IP Check Valve*

(m) *Refer to AMM Task*

36-11-07	Engine Bleed HP Valve
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Ident.: MI-36-11-00008798.0001001 / 22 MAY 19

Applicable to: ALL

36-11-07A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative in the closed position provided that the associated engine bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

36-11-07B HP valve secured in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o) (m) One may be inoperative provided that:

- 1) The affected engine bleed HP valve is secured in the closed position, and
- 2) The opposite engine bleed supply system is operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 36-11-07B Engine Bleed HP Valve*

(m) *Refer to AMM Task*

MEL ITEMS
36 - PNEUMATIC

36-11 - Engine Bleed Air Supply System

36-11-08
Bleed Monitoring Computer (BMC)

Ident.: MI-36-11-00008799.0022001 / 13 MAY 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

36-11-08C No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The associated ENG BLEED pb-sw is set to OFF, and
 - 3) The associated PACK pb-sw is set to OFF, and
 - 4) The X BLEED selector is set to SHUT, and
 - 5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative
Refer to Item 36-22-03 APU Leak Detection Loop, and
 - 6) The aircraft is not operated in known or forecast icing conditions along the intended route, and
 - 7) The speedbrakes are operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

36-11-08D Limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The associated ENG BLEED pb-sw is set to OFF, and
 - 3) The associated PACK pb-sw is set to OFF, and
 - 4) The X BLEED selector is set to SHUT, and
 - 5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative
Refer to Item 36-22-03 APU Leak Detection Loop, and
 - 6) The aircraft is not operated in known or forecast icing conditions along the intended route, and
 - 7) The altitude is limited to 31 500 ft (9 600 m).

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Reference(s)

- (o) Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)

36-11-08	Bleed Monitoring Computer (BMC)
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Ident.: MI-36-11-00008799.0012001 / 22 MAY 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

36-11-08A BMC 1 inoperative with APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard
–	2	1	No

BMC 1 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The engine 1 bleed air supply system is considered inoperative
Refer to Item 36-11-01 Engine Bleed Air Supply System, and
- 3) The APU bleed check valve is replaced by a blanking cap.
Refer to Item 36-22-03A APU bleed check valve replaced by a blanking cap

36-11-08B BMC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
–	2	1	No

BMC 2 may be inoperative provided that the engine 2 bleed air supply system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air Supply System

36-11-08F BMC 1 inoperative with no icing conditions

Repair interval	Nbr installed	Nbr required	Placard
–	2	1	No

BMC 1 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The APU leak detection loop is considered inoperative.
Refer to Item 36-22-03B/C/D

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MEL ITEMS
36 - PNEUMATIC

36-11 - Engine Bleed Air Supply System

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36-11-08G BMC 1 inoperative with APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard
B	2	1	No

BMC 1 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The engine 1 bleed air supply system is considered inoperative
Refer to Item 36-11-01 Engine Bleed Air Supply System, and
- 3) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and
- 4) The APU bleed check valve is checked operative.

Refer to Item 36-22-03E APU bleed check valve checked operative

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-12 - APU Bleed Air Supply and Crossbleed Systems
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36-12-01	APU Bleed Air Supply System
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Ident.: MI-36-12-00008800.0001001 / 22 MAY 19

Applicable to: ALL

36-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the APU BLEED pb-sw is set to OFF.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-01A APU Bleed Air Supply System*

36-12-02	APU Bleed Valve
-----------------	------------------------

Ident.: MI-36-12-00008801.0001001 / 18 MAY 22

Applicable to: ALL

36-12-02A Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o)(m) May be inoperative provided that:

- 1) The APU bleed valve is deactivated in the closed position, and
- 2) The APU BLEED pb-sw is set to OFF.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-02A APU Bleed Valve (Deactivated in the closed position)*

- (m) *Refer to AMM Task*

36-12-02B Inoperative in the open position for non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative in the open position provided that:

- 1) ETOPS is not conducted, and
- 2) The APU is not used in flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-02B APU Bleed Valve (Inoperative in the open position)*

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MEL ITEMS
36 - PNEUMATIC

36-12 - APU Bleed Air Supply and Crossbleed Systems

Continued from the previous page
36-12-02C Inoperative in the open position for ETOPS 120 min flight

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

- (o) May be inoperative in the open position for four flights provided that:
- 1) ETOPS beyond 120 min is not conducted, and
 - 2) The APU is not used in flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-02C APU Bleed Valve (Inoperative in the open position)*

36-12-03
APU Bleed Check Valve

Ident.: MI-36-12-00008802.0001001 / 22 MAR 10

 Applicable to: **ALL**
36-12-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the APU bleed air supply system is considered inoperative.

Refer to Item 36-12-01 APU Bleed Air Supply System

36-12-04
Automatic Control of the X Bleed Valve

Ident.: MI-36-12-00008803.0001001 / 22 MAY 19

 Applicable to: **ALL**
36-12-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the manual control is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-04A Automatic control of the X Bleed Valve*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-12 - APU Bleed Air Supply and Crossbleed Systems
--	--

36-12-05	Manual Control of the X Bleed Valve
-----------------	--

Ident.: MI-36-12-00015756.0001001 / 22 MAY 19

Applicable to: ALL

36-12-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that the automatic control is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-12-05A Manual Control of the X Bleed Valve*

MEL ITEMS

36 - PNEUMATIC

36-12 - APU Bleed Air Supply and Crossbleed Systems

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-22 - Leak Detection Loop
--	--

36-22-01	Pylon Leak Detection System
-----------------	------------------------------------

Ident.: MI-36-22-00008804.0003001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

36-22-01B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The associated pylon leak detection loop is deactivated, and
- 3) The associated ENG BLEED pb-sw is set to OFF, and
- 4) The associated PACK pb-sw is set to OFF, and
- 5) The X BLEED selector is set to SHUT, and
- 6) The APU BLEED pb-sw is set to OFF if LH side is affected, and
- 7) The aircraft is not operated in known or forecast icing conditions, and
- 8) The speedbrakes are operative.

_____ Reference(s) _____

(o) Refer to OpsProc 36-22-01B Pylon Leak Detection System

(m) Refer to AMM Task 36-22-00-040-001

36-22-01C Limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The associated pylon leak detection loop is deactivated, and
- 3) The associated ENG BLEED pb-sw is set to OFF, and
- 4) The associated PACK pb-sw is set to OFF, and
- 5) The X BLEED selector is set to SHUT, and
- 6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and
- 7) The aircraft is not operated in known or forecast icing conditions, and
- 8) The altitude is limited to 31 500 ft (9 600 m).

Continued on the following page

MEL ITEMS
36 - PNEUMATIC
36-22 - Leak Detection Loop
Continued from the previous page

Reference(s)

- (o) Refer to OpsProc 36-22-01C Pylon Leak Detection System
- (m) Refer to AMM Task 36-22-00-040-001

36-22-01
Pylon Leak Detection System

Ident.: MI-36-22-00008804.0008001 / 13 MAY 20

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

36-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (m) One may be inoperative provided that:

- 1) The associated pylon leak detection loop is deactivated, and
- 2) If displayed during the previous flight, the AIR ENG 1(2) BLEED LEAK alert is confirmed to be false by troubleshooting, and
- 3) The associated bleed air supply system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air Supply System

Reference(s)

- (m) Refer to AMM Task 36-22-00-040-001

36-22-02
Wing Leak Detection System

Ident.: MI-36-22-00008805.0001001 / 31 OCT 14

Applicable to: ALL

36-22-02A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

Note: Failure of one loop in one or both wing leading edges is indicated by a MAINTENANCE message displayed on the STATUS SD page.
 Refer to Item 36-00-01 AIR BLEED MAINTENANCE Message

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 36 - PNEUMATIC 36-22 - Leak Detection Loop
--	--

36-22-03	APU Leak Detection Loop
-----------------	--------------------------------

Ident.: MI-36-22-00008806.0003001 / 19 AUG 20

Applicable to: ALL

36-22-03A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(m) May be inoperative provided that:

- 1) The APU bleed check valve is removed and replaced by a blanking cap, and
- 2) The APU bleed air supply system is considered inoperative.

Refer to Item 36-12-01 APU Bleed Air Supply System

_____ Reference(s) _____

(m) *Refer to AMM Task*

36-22-03B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o) May be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and
- 3) The ENG 1 BLEED pb-sw is set to OFF, and
- 4) The PACK 1 pb-sw is set to OFF, and
- 5) The X BLEED selector is set to SHUT, and
- 6) The APU BLEED pb-sw is set to OFF, and
- 7) The aircraft is not operated in known or forecast icing conditions along the intended route, and
- 8) The speedbrakes are operative.

_____ Reference(s) _____

(o) *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

Continued on the following page

MEL ITEMS
36 - PNEUMATIC

36-22 - Leak Detection Loop

Continued from the previous page
36-22-03C Limitation to 31 500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and
 - 3) The ENG 1 BLEED pb-sw is set to OFF, and
 - 4) The PACK 1 pb-sw is set to OFF, and
 - 5) The X BLEED selector is set to SHUT, and
 - 6) The APU BLEED pb-sw is set to OFF, and
 - 7) The aircraft is not operated in known or forecast icing conditions along the intended route, and
 - 8) The altitude is limited to 31 500 ft (9 600 m).

_____ Reference(s) _____

- (o) *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

36-22-03E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

- (m) May be inoperative provided that:
- 1) The APU bleed check valve is checked operative, and
 - 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and
 - 3) The APU bleed air supply system is considered inoperative.

Refer to Item 36-12-01 APU Bleed Air Supply System

_____ Reference(s) _____

- (m) *Refer to AMM Task*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 46 - INFORMATION SYSTEMS 46-11 - Aircraft Information Network Systems
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46-11-01	iPAD
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Ident.: MI-46-11-00008789.0001001 / 23 MAY 24

Applicable to: ALL

46-11-01A iPAD

Repair interval	Nbr installed	Nbr required	Placard
–	–	2	No

Each cockpit crew member is required to keep fully updated iPAD with charged battery bank.

46-11-02	EFB Docking Station
-----------------	----------------------------

Ident.: MI-46-11-00021728.0001001 / 26 APR 19

Applicable to: ALL

46-11-02A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

46-11-03	Data Transfer between EFB AND AVIONICS
-----------------	---

Ident.: MI-46-11-00021734.0001001 / 02 MAR 20

Applicable to: ALL

46-11-03A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
46 - INFORMATION SYSTEMS

46-11 - Aircraft Information Network Systems

46-11-04
EFB Power Connection

Ident.: MI-46-11-00021735.0001001 / 02 MAR 20

 Applicable to: **ALL**
46-11-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

46-11-05
EFB Flight Crew Application

Ident.: MI-46-11-00021736.0001001 / 02 MAR 20

 Applicable to: **ALL**
46-11-05A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

NOT APPLICABLE

46-11-06
iPAD Mounting Stand

Ident.: MI-46-11-00021737.0001001 / 23 JUN 22

 Applicable to: **ALL**
46-11-06A

Repair interval	Nbr installed	Nbr required	Placard
B	2	1	Yes

One may be inoperative, provided U/S side will perform PM duties.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 46 - INFORMATION SYSTEMS 46-21 - Air Traffic and Information Management System
--	--

46-21-01	Air Traffic Service Unit (ATSU)
-----------------	--

Ident.: MI-46-21-00008795.0002001 / 26 MAR 25

Applicable to: ALL

46-21-01A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative provided that procedures do not require the use of the ATC datalink.

_____ Reference(s) _____

- (o) *Refer to OpsProc 46-21-01A Air Traffic Service Unit (procedures do not require ATC datalink)*

46-21-01B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

- (o) May be inoperative provided that defined Operations Procedures are used for ATC communication.

_____ Reference(s) _____

- (o) *Refer to OpsProc 46-21-01B Air Traffic Service Unit (procedures require ATC datalink)*

46-21-02	Datalink Control and Display Unit (DCDU)
-----------------	---

Ident.: MI-46-21-00008791.0002001 / 02 MAR 20

Applicable to: ALL

46-21-02A

Repair interval	Nbr installed	Nbr required	Placard
—	—	—	No

May be inoperative.

Note: DE-ACTIVATED AS NOT USED BY PIAC

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
46 - INFORMATION SYSTEMS

46-21 - Air Traffic and Information Management System

46-21-03
ATC MSG pb

Ident.: MI-46-21-00008793.0002001 / 02 MAR 20

 Applicable to: **ALL**
46-21-03A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	No

DE-ACTIVATED AS NOT USED BY PIAC

46-21-04
ATC Datalink

Ident.: MI-46-21-00021810.0001001 / 02 MAR 20

 Applicable to: **ALL**
46-21-04A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

46-21-05
COMPANY Datalink

Ident.: MI-46-21-00021811.0001001 / 23 MAY 24

 Applicable to: **ALL**
46-21-05A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative provided that voice communication is made through HF or VHF.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 47 - INERT GAS SYSTEM 47-10 - Generation/Storage
--	--

47-10-01	Fuel Tank Inerting System
-----------------	----------------------------------

Ident.: MI-47-10-00014411.0002001 / 18 JUL 12

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

47-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative.

MEL ITEMS

47 - INERT GAS SYSTEM

47-10 - Generation/Storage

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 49 - AIRBORNE AUXILIARY POWER 49-00 - MAINTENANCE Message on the STATUS SD page
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49-00-01	APU MAINTENANCE Message
-----------------	--------------------------------

Ident.: MI-49-00-00008813.0001001 / 22 MAR 10

Applicable to: ALL

49-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

APU MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

49 - AIRBORNE AUXILIARY POWER

49-00 - MAINTENANCE Message on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 49 - AIRBORNE AUXILIARY POWER 49-01 - APU Overhead Panel
--	--

49-01-01	APU MASTER SW pb-sw FAULT light
-----------------	--

Ident.: MI-49-01-00008814.0001001 / 22 MAY 19

Applicable to: ALL

49-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the N and the EGT indications are operative on the APU SD page.

49-01-02	APU MASTER SW pb-sw ON light
-----------------	-------------------------------------

Ident.: MI-49-01-00008816.0001001 / 22 MAR 10

Applicable to: ALL

49-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

49-01-03	APU START pb-sw AVAIL light
-----------------	------------------------------------

Ident.: MI-49-01-00008817.0001001 / 22 MAY 19

Applicable to: ALL

49-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative provided that the N indication is operative on the APU SD page.

 PAKISTAN International Airlines Great Pakistan, Big Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 49 - AIRBORNE AUXILIARY POWER 49-01 - APU Overhead Panel
--	--

49-01-04	APU START pb-sw ON light
-----------------	---------------------------------

Ident.: MI-49-01-00008818.0001001 / 22 MAR 10

Applicable to: ALL

49-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 49 - AIRBORNE AUXILIARY POWER 49-07 - Indications on the APU SD page
--	--

49-07-01	Indications on the <u>APU</u> SD page
-----------------	--

Ident.: MI-49-07-00008821.0001001 / 22 MAR 10

Applicable to: **ALL**

49-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

One or more may be inoperative.

MEL ITEMS

49 - AIRBORNE AUXILIARY POWER

49-07 - Indications on the APU SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 49 - AIRBORNE AUXILIARY POWER 49-10 - Power Plant
--	---

49-10-01	Power Plant (APU)
-----------------	--------------------------

Ident.: MI-49-10-00008819.0002001 / 22 MAY 19

Applicable to: ALL

49-10-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that ETOPS is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 49-10-01A Power Plant (APU)*

49-10-01B ETOPS 120 min flight

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	Yes

- (o) May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

_____ Reference(s) _____

- (o) *Refer to OpsProc 49-10-01B Power Plant (APU)*

49-10-01C APU deactivated or removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

- (o)(m) May be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The APU is deactivated or removed.

_____ Reference(s) _____

- (o) *Refer to OpsProc 49-10-01C Power Plant (APU)*

- (m) *Refer to AMM Task*

MEL ITEMS
49 - AIRBORNE AUXILIARY POWER
 49-10 - Power Plant

49-10-02
APU Air Intake Flap

Ident.: MI-49-10-00008820.0001001 / 22 MAY 19

 Applicable to: **ALL**
49-10-02A APU considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative in the closed position provided that the APU is considered inoperative.
Refer to Item 49-10-01 Power Plant (APU)

49-10-02B APU Air Intake Flap secured open

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

(m) May be inoperative in the open position for 10 days.

_____ Reference(s) _____

(m) *Refer to AMM Task*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-01 - Overhead Panels 52-01-01 - CKPT DOOR CONT Normal Overhead Panel
--	---

52-01-01-01	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel
--------------------	--

Ident.: MI-52-01-01-00008677.0001001 / 23 MAY 24

Applicable to: ALL

52-01-01-01A CKPT DOOR FAULT light operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

- (o) One or both may be inoperative provided that the CKPT DOOR FAULT light indicator is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-01-01-01A CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel*

52-01-01-01B CKPT DOOR FAULT light inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	2	0	Yes

One or both may be inoperative provided that the CDLS Normal System is considered inoperative.

Refer to Item 52-51-01 CDLS Normal System

52-01-01-02	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel
--------------------	---

Ident.: MI-52-01-01-00008678.0001001 / 23 MAY 24

Applicable to: ALL

52-01-01-02A CKPT DOOR FAULT light operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	Yes

- (o) One or more may be inoperative provided that the CKPT DOOR FAULT light indicator on the center pedestal is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-01-01-02A STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel*

Continued on the following page

MEL ITEMS
52 - DOORS

52-01 - Overhead Panels

52-01-01 - CKPT DOOR CONT Normal Overhead Panel

Continued from the previous page
52-01-01-02B CKPT DOOR FAULT light inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	3	0	Yes

One or more may be inoperative provided that the CDLS Normal System is considered inoperative.

Refer to Item 52-51-01 CDLS Normal System

52-01-01-03	Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel
--------------------	--

Ident.: MI-52-01-01-00008679.0001001 / 23 MAY 24

 Applicable to: **ALL**
52-01-01-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	1	Yes

(m) One may be inoperative for 60 consecutive calendar days provided that the remaining pressure rate sensor is checked operative.

_____ Reference(s) _____

(m) *Refer to AMM Task 52-51-00-040-011*

52-01-01-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	2	0	No

Both may be inoperative provided that the CDLS normal system is considered inoperative.

Refer to Item 52-51-01 CDLS Normal System.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
--	--

52-07-01	Cabin Door Permanently Indicated Open on the <u>DOOR/OXY</u> SD page
-----------------	---

Ident.: MI-52-07-00008777.0001001 / 22 MAY 19

Applicable to: ALL

52-07-01A Check of associated door and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be permanently indicated open when actually closed provided that:
- 1) The associated door is visually checked to be closed and locked before each flight, and
 - 2) The white SLIDE ARMED light on the associated door does not come on when the door is closed and locked and the slide arming lever is in the armed position.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-01A Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)*

52-07-01B Check of associated door and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard
B	4	0	No

- (o) One or more may be permanently indicated open when actually closed provided that the associated door is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-01B Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01C No night operations

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be permanently indicated open when actually closed provided that:
- 1) The aircraft is not operated at night, and
 - 2) The associated door is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-01C Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

Continued on the following page

MEL ITEMS
52 - DOORS

52-07 - Indications on the DOOR/OXY SD page

Continued from the previous page
52-07-01D Slide of the associated door not armed

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

- (o) One may be permanently indicated open when actually closed for 5 flights provided that:
- 1) The associated door is visually checked to be closed and locked before each flight, and
 - 2) The slide of the associated door is not armed, and
 - 3) The associated door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-01D Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-02
Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: MI-52-07-00008779.0001001 / 22 MAY 19

Applicable to: ALL

52-07-02A No night operations

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be permanently indicated closed when actually open provided that:
- 1) The aircraft is not operated at night, and
 - 2) The associated door is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-02A Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

Continued on the following page

 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
--	--

Continued from the previous page

52-07-02B Check of associated door

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

- (o) One may be permanently indicated closed when actually open for 5 flights provided that:
- 1) The associated door is visually checked to be closed and locked before each flight, and
 - 2) The associated door is considered inoperative.
- Refer to Item 52-10-01 Cabin Door*

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-02B Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

52-07-03	Cabin Overwing Exit Permanently Indicated Open on the <u>DOOR/OXY</u> SD page
-----------------	--

Ident.: MI-52-07-00008780.0001001 / 22 MAY 19

Applicable to: ALL

52-07-03A Check of associated exit and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o)(m) One or more may be permanently indicated open when actually closed provided that:
- 1) The associated exit is visually checked to be closed and locked before each flight, and
 - 2) The associated SLIDE indication is displayed in white on the DOOR/OXY SD page.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-07-03A Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*

- (m) *Refer to AMM Task 52-70-00-040-010*

52-07-03B Check of associated exit and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard
B	4	0	No

- (o)(m) One or more may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.

Continued on the following page

MEL ITEMS
52 - DOORS

52-07 - Indications on the DOOR/OXY SD page

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 52-07-03B Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page
- (m) Refer to AMM Task 52-70-00-040-010

52-07-03C No night operations

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) (m) One or more may be permanently indicated open when actually closed provided that:
- 1) The aircraft is not operated at night, and
 - 2) The associated exit is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

- (o) Refer to OpsProc 52-07-03C Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page
- (m) Refer to AMM Task 52-70-00-040-010

52-07-03D Both exits on the same side considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	No

- (o) (m) One or two may be permanently indicated open on the same side when actually closed for 5 flights provided that:
- 1) The associated exit is visually checked to be closed and locked before each flight, and
 - 2) Both exits on the same side are considered inoperative.
- Refer to Item 52-10-02 Cabin Overwing Exit*

_____ Reference(s) _____

- (o) Refer to OpsProc 52-07-03D Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page
- (m) Refer to AMM Task 52-70-00-040-010

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
--	--

52-07-04	Cabin Overwing Exit Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page
-----------------	--

Ident.: MI-52-07-00008781.0001001 / 22 MAY 19

Applicable to: ALL

52-07-04A No night operations

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

(o)(m) One or more may be permanently indicated closed when actually open provided that:

- 1) The aircraft is not operated at night, and
- 2) The associated exit is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 52-07-04A Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*

(m) *Refer to AMM Task 52-70-00-040-011*

52-07-04B Both exits on the same side considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	No

(o)(m) One or two may be permanently indicated closed on the same side when actually open for 5 flights provided that:

- 1) The associated exit is visually checked to be closed and locked before each flight, and
- 2) Both exits on the same side are considered inoperative.

Refer to Item 52-10-02 Cabin Overwing Exit

_____ Reference(s) _____

(o) *Refer to OpsProc 52-07-04B Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*

(m) *Refer to AMM Task 52-70-00-040-011*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
52 - DOORS

52-07 - Indications on the DOOR/OXY SD page

52-07-05
Cargo Door Indication on the DOOR/OXY SD page

Ident.: MI-52-07-00008782.0001001 / 22 MAY 19

 Applicable to: **ALL**
52-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

(o) (m) One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 52-07-05A Cargo Door Indication on the DOOR/OXY SD page*

(m) *Refer to AMM Task 52-70-00-040-001*

52-07-06
Avionics Compartment Access Door
Indication on the DOOR/OXY SD page

Ident.: MI-52-07-00008784.0001001 / 22 MAY 19

 Applicable to: **ALL**
52-07-06A

Repair interval	Nbr installed	Nbr required	Placard
C	–	0	No

(o) (m) One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

_____ Reference(s) _____

(o) *Refer to OpsProc 52-07-06A Avionics Compartment Access Door Indication on the DOOR/OXY SD page*

(m) *Refer to AMM Task 52-70-00-040-004*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-10 - Cabin Door
--	---

52-10-01	Cabin Door
-----------------	-------------------

Ident.: MI-52-10-00008689.0007001 / 22 MAY 19

Applicable to: ALL

52-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	Yes

(o)(m) One may be inoperative for 5 flights provided that:

- 1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and
- 2) The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and
- 3) The affected exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, and
- 4) All the EXIT markings, signs and lights associated with the affected exit are obscured, and
- 5) Alternate cabin safety procedures are established and used.

_____ Reference(s) _____

(o) *Refer to OpsProc 52-10-01A Cabin Door*

(m) *Refer to AMM Task 52-10-00-040-803*

52-10-02	Cabin Overwing Exit
-----------------	----------------------------

Ident.: MI-52-10-00008690.0001001 / 22 MAY 19

Applicable to: ALL

52-10-02A

Repair interval	Nbr installed	Nbr required	Placard
A	4	2	Yes

(o)(m) One or two may be inoperative on the same side for 5 flights provided that:

- 1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and
- 2) The affected exit is closed and placarded inoperative, and
- 3) All the EXIT markings, signs and lights associated with the affected exit are obscured, and
- 4) Alternate cabin safety procedures are established and used, and
- 5) All other cabin doors are operative.

Continued on the following page

Continued from the previous page

_____ Reference(s) _____

- (o) Refer to OpsProc 52-10-02A Cabin Overwing Exit
 (m) Refer to AMM Task 52-21-00-040-803

52-10-03
Cabin Door Stop Fitting

Ident.: MI-52-10-00008691.0001001 / 23 MAY 24

 Applicable to: **ALL**
52-10-03A

Repair interval	Nbr installed	Nbr required	Placard
C	56	52	No

A maximum of one per door may be inoperative provided that the flight is not pressurized.

52-10-04
Cabin Door Damper Function

Ident.: MI-52-10-00008692.0001001 / 05 APR 18

 Applicable to: **ALL**
52-10-04A

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

One or more may be inoperative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-10 - Cabin Door
--	---

52-10-05	Cabin Door Emergency Opening Function
-----------------	--

Ident.: MI-52-10-00008693.0001001 / 05 APR 18

Applicable to: ALL

52-10-05A

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

52-10-06	DOOR PRESS LOW Message on the PTP STATUS Page 
-----------------	--

Ident.: MI-52-10-00008694.0001001 / 19 NOV 19

Applicable to: AP-BLB, AP-BLC

52-10-06A Check of the associated door bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

- (o) One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-10-06A DOOR PRESS LOW Message on the PTP STATUS Page*

52-10-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
52 - DOORS
 52-10 - Cabin Door

52-10-06
CHECK DOOR PRESSURE Message on the FAP

Ident.: MI-52-10-00008694.0004001 / 13 MAY 20

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

52-10-06A Check of the associated door bottle pressure

Repair interval	Nbr installed	Nbr required	Placard
D	4	0	No

- (o) One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-10-06A CHECK DOOR PRESSURE Message on the FAP*

52-10-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-07
Cabin Door Stay Mechanism

Ident.: MI-52-10-00008695.0001001 / 05 APR 18

Applicable to: ALL

52-10-07A

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-10 - Cabin Door
--	---

52-10-08	CABIN PRESSURE light (on Cabin Doors)
-----------------	--

Ident.: MI-52-10-00008696.0001001 / 24 FEB 21

Applicable to: ALL

52-10-08A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	Yes

- (o) One or more may be inoperative provided that the absence of differential pressure is confirmed before the opening of the associated cabin door.

Note: The placard should be visible from the inside and from the outside of the aircraft.

_____ Reference(s) _____

- (o) Refer to OpsProc 52-10-08A CABIN PRESSURE light (on Cabin Doors)

52-10-10	Door Residual Differential Pressure Detection
-----------------	--

Ident.: MI-52-10-00024694.0001001 / 24 FEB 21

Applicable to: ALL

52-10-10A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative provided that:
- 1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and
 - 2) The absence of differential pressure is confirmed before the opening of any cabin door.

Note: The placard should be visible from the inside and from the outside of the aircraft.

_____ Reference(s) _____

- (o) Refer to OpsProc 52-10-10A Door Residual Differential Pressure Detection

MEL ITEMS

52 - DOORS

52-10 - Cabin Door

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-30 - Cargo Door
--	---

52-30-01	Cargo Door (FWD, AFT and BULK)
-----------------	---------------------------------------

Ident.: MI-52-30-00008733.0001001 / 23 JUN 22

Applicable to: ALL

52-30-01A Cargo door indicated locked on the DOOR/OXY SD page

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page.

52-30-01B Visual check of the cargo door

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(m) One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.

Reference(s)

(m) Refer to AMM Task 52-30-00-040-001

52-30-02	Cargo Door Actuator
-----------------	----------------------------

Ident.: MI-52-30-00008734.0002001 / 22 MAY 19

Applicable to: ALL

52-30-02A A maximum of one actuator inoperative per cargo door

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

A maximum of one per cargo door may be inoperative provided that:

- 1) The integrity of the yellow hydraulic system is not affected, and
- 2) The wind velocity during loading and unloading operations is below 30 kt, and
- 3) The operation of the door with a single actuator is limited to 100 open/close cycles.

Continued on the following page

Continued from the previous page
52-30-02B A maximum of one actuator inoperative per cargo door, preventing door operation

Repair interval	Nbr installed	Nbr required	Placard
C	4	2	No

(m) A maximum of one actuator per cargo door may be inoperative provided that:

- 1) The affected actuator is deactivated, and
- 2) The integrity of the yellow hydraulic system is not affected, and
- 3) The wind velocity during loading and unloading operations is below 30 kt, and
- 4) The operation of the door with a single actuator is limited to 100 open/close cycles.

_____ Reference(s) _____

(m) *Refer to AMM Task 52-36-00-040-001*

52-30-02C Two actuators inoperative per cargo door

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

(m) One or more may be inoperative provided that:

- 1) The integrity of the yellow hydraulic system is not affected, and
- 2) The associated cargo door is operated with a crane.

_____ Reference(s) _____

(m) *Refer to AMM Task 52-36-00-040-001*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-30 - Cargo Door
--	---

52-30-03	Cargo Door Electrical Control
-----------------	--------------------------------------

Ident.: MI-52-30-00008737.0001001 / 23 JUN 22

Applicable to: ALL

52-30-03A Cargo door operated using hand pump

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or more may be inoperative provided that the associated cargo doors can be operated using the hand pump.

Note: Apply the operational procedure only in the case of continuous operation of the yellow electric pump.

Reference(s)

- (o) Refer to OpsProc 52-30-03A Cargo Door Electrical Control

52-30-03B Cargo door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or more may be inoperative provided that the associated cargo door is considered inoperative.

Refer to Item 52-30-01 Cargo Door (FWD, AFT and BULK (If Installed))

Note: Apply the operational procedure only in the case of continuous operation of the yellow electric pump.

Reference(s)

- (o) Refer to OpsProc 52-30-03B Cargo Door Electrical Control

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
52 - DOORS
 52-30 - Cargo Door

52-30-04
Cargo Door Locking Hooks and Spools (Rollers)

Ident.: MI-52-30-00008739.0001001 / 23 MAY 24

Applicable to: ALL

52-30-04A

Repair interval	Nbr installed	Nbr required	Placard
C	24	21	No

A maximum of one locking hook or one spool per cargo door may be inoperative provided that:

- 1) All the others have no damage, and
- 2) The flight is not pressurized.

52-30-05
Cargo Door Hand Pump

Ident.: MI-52-30-00008741.0001001 / 22 MAR 10

Applicable to: ALL

52-30-05A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

May be inoperative provided that the integrity of the yellow hydraulic system is not affected.

52-30-06
Cargo Door Drift Pin

Ident.: MI-52-30-00008742.0001001 / 22 MAY 19

Applicable to: ALL

52-30-06A

Repair interval	Nbr installed	Nbr required	Placard
A	4	0	No

One or both on each cargo door may be inoperative for one flight.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-30 - Cargo Door
--	---

52-30-07	Cargo Doors Open/Locked Indicator light
-----------------	--

Ident.: MI-52-30-00008743.0001001 / 22 MAY 19

Applicable to: ALL

52-30-07A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

- (o) One or both may be inoperative provided that the associated cargo door is in the fully open position during loading and unloading operations.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-30-07A Cargo Door Open/Locked Indicator light*

MEL ITEMS

52 - DOORS

52-30 - Cargo Door

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-33 - Bulk Cargo Compartment Door
--	--

52-33-01	Cargo Door Balance Mechanism
-----------------	-------------------------------------

Ident.: MI-52-33-00008746.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

52-33-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(m) May be inoperative or damaged provided that:

- 1) A safety hold device is used to maintain the cargo door in the open position during loading and unloading operations, and
- 2) The associated cargo door is visually checked to be closed and locked.

_____ Reference(s) _____

(m) *Refer to AMM Task 52-33-00-040-001*

MEL ITEMS

52 - DOORS

52-33 - Bulk Cargo Compartment Door

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-51 - Reinforced Cockpit Door (CDLS)
--	---

52-51-01	CDLS Normal System
-----------------	---------------------------

Ident.: MI-52-51-00008750.0001001 / 23 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

52-51-01B

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

(o)(m) May be inoperative provided that:

- 1) The CDLS Normal System is deactivated, and
- 2) The cockpit door is secured closed for takeoff and landing, and
- 3) Door deadbolt operates normally, and use it for locking and unlocking the door.

_____ Reference(s) _____

(o) Refer to OpsProc 52-51-01B CDLS Normal System

(m) Refer to AMM Task 52-51-00-040-006

52-51-01	CDLS Normal System
-----------------	---------------------------

Ident.: MI-52-51-00008750.9001002 / 23 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMX

52-51-01B

Repair interval	Nbr installed	Nbr required	Placard
–	1	1	No

Must be serviceable.

52-51-03	CDLS Buzzer
-----------------	--------------------

Ident.: MI-52-51-00008754.0001001 / 26 MAR 25

Applicable to: ALL

52-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

(o)(m) May be inoperative provided that defined Operations Procedures are used.

Note: Apply the maintenance procedure only when the buzzer sounds permanently.

Continued on the following page

MEL ITEMS
52 - DOORS

52-51 - Reinforced Cockpit Door (CDLS)

Continued from the previous page

_____ Reference(s) _____

(o) Refer to OpsProc 52-51-03A CDLS Buzzer

(m) Refer to AMM Task 52-51-00-040-803

52-51-04
CDLS Keypad

Ident.: MI-52-51-00008759.0001001 / 22 MAY 19

Applicable to: ALL

52-51-04A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) (m) May be inoperative provided that:

1) The interphone system between the cabin and the cockpit is operative, and

2) The CDLS keypad is deactivated.

_____ Reference(s) _____

(o) Refer to OpsProc 52-51-04A CDLS Keypad

(m) Refer to AMM Task 52-51-00-040-007

52-51-05
CDLS Keypad LED

Ident.: MI-52-51-00008762.0001001 / 26 MAR 25

Applicable to: ALL

52-51-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(o) One or both may be inoperative provided that defined Operations Procedures are used.

_____ Reference(s) _____

(o) Refer to OpsProc 52-51-05A CDLS Keypad LED

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-51 - Reinforced Cockpit Door (CDLS)
--	---

52-51-06	CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt)
-----------------	---

Ident.: MI-52-51-00008764.0001001 / 21 NOV 17

Applicable to: ALL

52-51-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	3	2	No

(m) One may be inoperative.

Note: Apply the maintenance procedure only when the inoperative door release strike is failed in the locked position. If the center release strike is deactivated, the cockpit door OPEN light is considered inoperative.

Refer to Item 52-53-02 COCKPIT DOOR OPEN light

_____ Reference(s) _____

(m) Refer to AMM Task 52-51-00-040-010

52-51-06B Two or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	3	0	No

(m) Two or more may be inoperative provided that the CDLS Normal System and the BK UP System  are considered inoperative.

Refer to Item 52-51-01 CDLS Normal System

Note: Apply the maintenance procedure only when the inoperative door release strikes are failed in the locked position.

_____ Reference(s) _____

(m) Refer to AMM Task 52-51-00-040-010

MEL ITEMS
52 - DOORS

52-51 - Reinforced Cockpit Door (CDLS)

52-51-07
CDLS Deadbolt

Ident.: MI-52-51-00008766.0001001 / 21 NOV 17

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMW, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

52-51-07A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

May be inoperative.

52-51-08
Cockpit Door Latch Mechanism (Mechanical Latches)

Ident.: MI-52-51-00025904.0002001 / 17 AUG 22

Applicable to: ALL

52-51-08A One door latch inoperative in disengaged/unlocked position

Repair interval	Nbr installed	Nbr required	Placard
D	3	2	No

One may be inoperative in disengaged/unlocked position.

Note: If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.

Refer to Item 52-53-02 COCKPIT DOOR OPEN light

52-51-08B Two or more door latches inoperative in disengaged/unlocked position

Repair interval	Nbr installed	Nbr required	Placard
B	3	0	No

Two or more may be inoperative in disengaged/unlocked position provided that the CDLS Normal System is considered inoperative.

Refer to Item 52-51-01 CDLS Normal System

Note: If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.

Refer to Item 52-53-02 COCKPIT DOOR OPEN light

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-51 - Reinforced Cockpit Door (CDLS)
--	---

Continued from the previous page

52-51-08C One or more door latches inoperative in engaged/locked position

Repair interval	Nbr installed	Nbr required	Placard
D	3	0	No

- (o) One or more may be inoperative in engaged/locked position provided that:

- 1) The CDLS Normal System is operative, and
- 2) The cockpit door OPEN light is not displayed, and
- 3) The UNLOCK Function of the COCKPIT DOOR sw is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches)*

52-51-09	Cockpit Door Handle (including Bellcranks Linkage)
-----------------	---

Ident.: MI-52-51-00026051.0002001 / 17 AUG 22

Applicable to: ALL

52-51-09A Cockpit Door is considered inoperative in the open/unlocked position

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	No

May be inoperative in the open/unlocked position provided that the CDLS Normal System and the cockpit door OPEN light are considered inoperative.

Refer to Item 52-51-01 CDLS Normal System

Refer to Item 52-53-02 COCKPIT DOOR OPEN light

52-51-09B CDLS Normal system operative

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

- (o) May be inoperative in the closed/locked position provided that:

- 1) The CDLS Normal System is operative, and
- 2) The cockpit door OPEN light is not displayed, and
- 3) The UNLOCK Function of the COCKPIT DOOR sw is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 52-51-09B Cockpit Door Handle (including Bellcranks Linkage)*

MEL ITEMS

52 - DOORS

52-51 - Reinforced Cockpit Door (CDLS)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 52 - DOORS 52-53 - COCKPIT DOOR Panel on the Center Pedestal
--	--

52-53-01	COCKPIT DOOR FAULT light
-----------------	---------------------------------

Ident.: MI-52-53-00008768.0001001 / 21 NOV 17

Applicable to: ALL

52-53-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

May be inoperative.

52-53-02	COCKPIT DOOR OPEN light
-----------------	--------------------------------

Ident.: MI-52-53-00008770.0001001 / 21 NOV 17

Applicable to: ALL

52-53-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

_____ Reference(s) _____

(o) *Refer to OpsProc 52-53-02A COCKPIT DOOR OPEN light*

52-53-03	LOCK Function of the COCKPIT DOOR sw
-----------------	---

Ident.: MI-52-53-00008772.0001001 / 21 NOV 17

Applicable to: ALL

52-53-03A

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

May be inoperative provided that the cockpit door keypad is considered inoperative.

Refer to Item 52-51-04 CDLS Keypad

MEL ITEMS**52 - DOORS**

52-53 - COCKPIT DOOR Panel on the Center Pedestal

52-53-04**UNLOCK Function of the COCKPIT DOOR sw**

Ident.: MI-52-53-00008774.0001001 / 21 NOV 17

Applicable to: **ALL****52-53-04A**

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

- (o) May be inoperative.

_____ Reference(s) _____

- (o) Refer to OpsProc 52-53-04A UNLOCK Function of the COCKPIT DOOR sw

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 56 - WINDOWS 56-10 - Cockpit
--	--

56-10-01	Front Windshield
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Ident.: MI-56-10-00008671.0001001 / 16 NOV 22

Applicable to: ALL

Note: A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.

56-10-01A For SGS (Ex SPS) Windshields (Except P/N STA320-1-3-1 and STA320-2-3-1) and for PPG Windshields and for GKN Windshields (Only P/N GKN 06282 & 06283 and P/N GKN 25022 & 25023)

Repair interval	Nbr installed	Nbr required	Placard
A	2	2	No

(o)(m) One front windshield external ply may be cracked for ten flights provided that:

- 1) The other front windshield is not damaged, and
- 2) The associated windshield heating is deactivated, and
- 3) The visibility through the associated front windshield is acceptable to the flight crew, and
- 4) The aircraft is not operated in known or forecast icing conditions.

_____ Reference(s) _____

(o) Refer to OpsProc 56-10-01A Front Windshield

(m) Refer to AMM Task 56-10-00-040-001

56-10-01B For SGS (Ex SPS) Windshields (Except P/N STA320-1-3-1 and STA320-2-3-1) and for PPG Windshields and for GKN Windshields (Only P/N GKN 06282 & 06283 and P/N GKN 25022 & 25023)

Repair interval	Nbr installed	Nbr required	Placard
C	2	2	No

(o)(m) One front windshield may have burn spots in the bus bar area beyond the limits provided that:

- 1) The other front windshield is not damaged, and
- 2) The associated windshield heating is deactivated, and
- 3) The visibility through the associated front windshield is acceptable to the flight crew, and
- 4) The aircraft is not operated in known or forecast icing conditions.

Continued on the following page

Continued from the previous page

_____ Reference(s) _____

- (o) *Refer to OpsProc 56-10-01B Front Windshield*
 (m) *Refer to AMM Task 56-10-00-040-001*

56-10-01C For SGS (Ex SPS) Windshields (only P/N STA320-1-3-1 and STA320-2-3-1)

Repair interval	Nbr installed	Nbr required	Placard
A	2	2	No

- (o) (m) One front windshield external ply may be cracked for one flight provided that:
- 1) The other front windshield is not damaged, and
 - 2) The associated windshield heating is deactivated, and
 - 3) The visibility through the associated front windshield is acceptable to the flight crew, and
 - 4) The aircraft is not operated in known or forecast icing conditions.

_____ Reference(s) _____

- (o) *Refer to OpsProc 56-10-01C Front Windshield*
 (m) *Refer to AMM Task 56-10-00-040-001*

56-10-01D For SGS (Ex SPS) Windshields (only P/N STA320-1-3-1 and STA320-2-3-1)

Repair interval	Nbr installed	Nbr required	Placard
C	2	2	No

- (o) (m) One front windshield may have burn spots in the bus bar area beyond the limits provided that:
- 1) The other front windshield is not damaged, and
 - 2) The associated windshield heating is deactivated, and
 - 3) The visibility through the associated front windshield is acceptable to the flight crew, and
 - 4) The aircraft is not operated in known or forecast icing conditions.

_____ Reference(s) _____

- (o) *Refer to OpsProc 56-10-01D Front Windshield*
 (m) *Refer to AMM Task 56-10-00-040-001*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 56 - WINDOWS 56-10 - Cockpit
--	--

56-10-02	Lateral Fixed/Sliding Window
-----------------	-------------------------------------

Ident.: MI-56-10-00008673.0001001 / 22 MAY 24

Applicable to: ALL

Note: A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.

56-10-02A For Acrylic Window (LUCAS/ACT Supplier, P/N starting with NH)

Repair interval	Nbr installed	Nbr required	Placard
C	4	4	No

(m) One or more lateral windows may have burn spots in the bus bar area provided that:

- 1) The diameter of the mark is less than 10 mm, and
- 2) The associated lateral window heating is deactivated, and
- 3) The visibility through the affected lateral window is acceptable to the flight crew.

_____ Reference(s) _____

(m) Refer to AMM Task 56-10-00-040-002

56-10-02B For Glass Window (SGS (Ex SPS) Supplier (P/N starting with SPS) and PPG Supplier (P/N starting with NP))

Repair interval	Nbr installed	Nbr required	Placard
A	4	4	No

One lateral window outer ply may be cracked for one flight provided that:

- 1) The other lateral windows are not damaged, and
- 2) The visibility through the affected lateral window is acceptable to the flight crew.

Continued on the following page

Continued from the previous page
56-10-02C For Glass Window (SGS (Ex SPS) Supplier (P/N starting with SPS) and PPG Supplier (P/N starting with NP))

Repair interval	Nbr installed	Nbr required	Placard
C	4	4	No

One or more lateral windows may have burn spots in the bus bar area provided that:

- 1) The diameter of the mark is less than 10 mm, and
- 2) The visibility through the affected lateral window is acceptable to the flight crew.

56-10-03	Sliding Window Opening/Closing Mechanism
-----------------	---

Ident.: MI-56-10-00008675.0001001 / 23 MAY 24

 Applicable to: **ALL**
56-10-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 56 - WINDOWS 56-20 - Cabin
--	--

56-20-01	Cabin Window
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Ident.: MI-56-20-00008676.0001001 / 23 JUN 22

Applicable to: **ALL**

Note: A cabin window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative.

56-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	80	0	No

One or more may be cracked provided that the flight is not pressurized.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 70 - ENGINE 70-00 - MAINTENANCE Messages on the STATUS SD page
--	--

70-00-01	ENG FADEC <u>MAINTENANCE</u> Message
-----------------	---

Ident.: MI-70-00-00008668.0001001 / 22 MAR 10

Applicable to: ALL

70-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page.

70-00-02	ENG EIU <u>MAINTENANCE</u> Message
-----------------	---

Ident.: MI-70-00-00008669.0001001 / 22 MAR 10

Applicable to: ALL

70-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

ENG EIU MAINTENANCE message may be displayed on the STATUS SD page.

70-00-03	ENG EVMU <u>MAINTENANCE</u> Message
-----------------	--

Ident.: MI-70-00-00008670.0001001 / 22 MAR 10

Applicable to: ALL

70-00-03A

Repair interval	Nbr installed	Nbr required	Placard
C	–	–	No

ENG EVMU MAINTENANCE message may be displayed on the STATUS SD page.

MEL ITEMS

70 - ENGINE

70-00 - MAINTENANCE Messages on the STATUS SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 73 - ENGINE FUEL AND CONTROL 73-07 - Indications on the ENGINE SD page
--	--

73-07-01	Fuel Used Indication on the <u>ENGINE</u> SD page
-----------------	--

Ident.: MI-73-07-00008664.0002001 / 22 MAY 19

Applicable to: ALL

73-07-01A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative provided that:

- 1) The fuel quantity indication on the associated tanks are operative on the FUEL SD page, and
- 2) The Fuel Used 1+2 Indication is considered inoperative.

Refer to Item 28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page

73-07-01B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

Both may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The fuel quantity indications of the associated tanks are operative on the FUEL SD page, and
- 3) The Fuel Used 1+2 Indication is considered inoperative.

Refer to Item 28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page

73-07-02	Fuel Filter Clog Indication on the <u>ENGINE</u> SD page
-----------------	---

Ident.: MI-73-07-00008665.0001001 / 22 MAR 10

Applicable to: ALL

73-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

MEL ITEMS

73 - ENGINE FUEL AND CONTROL

73-07 - Indications on the ENGINE SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 73 - ENGINE FUEL AND CONTROL 73-08 - Indications on the EWD
--	---

73-08-01	Fuel Flow Indication on the EWD
-----------------	--

Ident.: MI-73-08-00008666.0002001 / 12 AUG 14

1 Applicable to: ALL

73-08-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative provided that the Fuel Flow 1+2 Indication on the FUEL SD page is considered inoperative.

Refer to Item 28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD Page

MEL ITEMS

73 - ENGINE FUEL AND CONTROL

73-08 - Indications on the EWD

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 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 73 - ENGINE FUEL AND CONTROL 73-09 - ECAM Alerts
--	--

73-09-01	ENG 1(2) FUEL FILTER CLOG Alert
-----------------	--

Ident.: MI-73-09-00008667.0001001 / 23 AUG 17

Applicable to: ALL

73-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be displayed provided that:

- 1) The alert is confirmed to be false by troubleshooting, and
- 2) The associated filter is replaced every day.

_____ Reference(s) _____

(m) *Refer to AMM Task*

MEL ITEMS

73 - ENGINE FUEL AND CONTROL

73-09 - ECAM Alerts

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 73 - ENGINE FUEL AND CONTROL 73-10 - Distribution
--	---

73-10-01	Fuel Return Valve
-----------------	--------------------------

Ident.: MI-73-10-00008653.0001001 / 22 MAY 19

Applicable to: **ALL**

73-10-01A Inoperative in closed position

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative in the closed position on one engine provided that the APU and the AC auxiliary generation are operative.

73-10-01B Inoperative in open position

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative in the open position provided that the four wing tank pumps are operative.

73-10-03	Fuel Metering Valve
-----------------	----------------------------

Ident.: MI-73-10-00008655.0001001 / 22 MAR 10

Applicable to: **ALL**

73-10-03A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

MEL ITEMS

73 - ENGINE FUEL AND CONTROL

73-10 - Distribution

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 73 - ENGINE FUEL AND CONTROL 73-20 - Controlling
--	--

73-20-01	Flex Takeoff Mode
-----------------	--------------------------

Ident.: MI-73-20-00008657.0001001 / 22 MAY 19

Applicable to: ALL

73-20-01A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

May be inoperative on one or both engines provided that the maximum thrust is used for takeoff.

73-20-05	Minimum Idle on Ground
-----------------	-------------------------------

Ident.: MI-73-20-00008661.0001001 / 22 NOV 21

Applicable to: ALL

73-20-05A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative provided that the Flight Manual performance penalties are applied.

_____ Reference(s) _____

- (o) *Refer to OpsProc 73-20-05A Minimum Idle on Ground*

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 74 - IGNITION 74-07 - Indications on the ENGINE SD page
--	---

74-07-01	Selected Igniter Indication on the <u>ENGINE</u> SD page
-----------------	---

Ident.: MI-74-07-00008651.0001001 / 22 MAY 19

Applicable to: **ALL**

74-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

- (o) One or more may be inoperative provided that the associated ENG 1(2) IGN A(B)(A+B) FAULT alert is checked operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 74-07-01A Selected Igniter Indication on the ENGINE SD page*

MEL ITEMS

74 - IGNITION

74-07 - Indications on the ENGINE SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 74 - IGNITION 74-09 - ECAM Alert
--	--

74-09-01	ENG 1(2) IGN A(B)(A+B) FAULT Alert
-----------------	---

Ident.: MI-74-09-00008652.0001001 / 19 NOV 19

Applicable to: ALL

74-09-01B One displayed

Repair interval	Nbr installed	Nbr required	Placard
C	6	5	No

(m) One may be displayed provided that the associated engine ignition system is checked operative every day.

_____ Reference(s) _____

(m) *Refer to AMM Task*

74-09-01C Up To Three displayed

Repair interval	Nbr installed	Nbr required	Placard
C	6	3	No

(m) Up to three may be displayed provided that the associated engine ignition systems are checked operative before each flight.

_____ Reference(s) _____

(m) *Refer to AMM Task*

MEL ITEMS

74 - IGNITION

74-09 - ECAM Alert

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 74 - IGNITION 74-31 - Ignition Starting and Continuous Relight
--	--

74-31-01	Ignition System A
-----------------	--------------------------

Ident.: MI-74-31-00008649.0001001 / 22 MAY 19

Applicable to: ALL

74-31-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (o) One may be inoperative provided that:
- 1) ETOPS is not conducted, and
 - 2) The associated engine ignition system B is operative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 74-31-01A Ignition System A*

74-31-02	Ignition System B
-----------------	--------------------------

Ident.: MI-74-31-00008650.0001001 / 22 MAY 19

Applicable to: ALL

74-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be inoperative.

_____ Reference(s) _____

- (o) *Refer to OpsProc 74-31-02A Ignition System B*

MEL ITEMS

74 - IGNITION

74-31 - Ignition Starting and Continuous Relight

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 76 - ENGINE CONTROLS 76-11 - Throttle Control
--	---

76-11-01	Thrust lever Position Sensor
-----------------	-------------------------------------

Ident.: MI-76-11-00008646.0001001 / 22 MAY 19

Applicable to: ALL

76-11-01A

Repair interval	Nbr installed	Nbr required	Placard
A	4	3	No

One may be inoperative on one engine for three days provided that:

- 1) The A/THR is operative, and
- 2) Both LGCIUs are operative, and
- 3) The L/G shock absorbers proximity detectors are operative.

MEL ITEMS

76 - ENGINE CONTROLS

76-11 - Throttle Control

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 77 - ENGINE INDICATING 77-07 - Indications on SD pages 77-07-01 - Indications on the <u>CRUISE</u> SD page
--	---

77-07-01-01	N1 Vibration Indication on the <u>CRUISE</u> SD page
--------------------	---

Ident.: MI-77-07-01-00008609.0001001 / 22 MAR 10

Applicable to: ALL

77-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page

77-07-01-02	N2 Vibration Indication on the <u>CRUISE</u> SD page
--------------------	---

Ident.: MI-77-07-01-00008610.0001001 / 22 MAR 10

Applicable to: ALL

77-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page

77-07-01-03	F. USED (Fuel Used) Indication on the <u>CRUISE</u> SD page
--------------------	--

Ident.: MI-77-07-01-00008611.0001001 / 22 MAR 10

Applicable to: ALL

77-07-01-03A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
77 - ENGINE INDICATING

77-07 - Indications on SD pages

77-07-01 - Indications on the CRUISE SD page

77-07-01-04
OIL QT (Oil Quantity) Indication on the CRUISE SD page

Ident.: MI-77-07-01-00008612.0001001 / 22 MAR 10

Applicable to: ALL
77-07-01-04A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 79-07-03 Oil Quantity Indication on the ENGINE SD page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 77 - ENGINE INDICATING 77-07 - Indications on SD pages 77-07-02 - Indications on the ENGINE SD page
--	--

77-07-02-01	Engine Bleed Pressure Indication on the <u>ENGINE</u> SD page
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Ident.: MI-77-07-02-00008629.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page

77-07-02-02	Fuel Filter Clog Indication on the <u>ENGINE</u> SD page
--------------------	---

Ident.: MI-77-07-02-00008630.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 73-07-02 Fuel Filter CLOG Indication on the ENGINE SD page

77-07-02-03	Fuel Used Indication on the <u>ENGINE</u> SD page
--------------------	--

Ident.: MI-77-07-02-00008631.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST
MEL ITEMS
77 - ENGINE INDICATING

77-07 - Indications on SD pages

77-07-02 - Indications on the ENGINE SD page

77-07-02-04
Nacelle Temperature Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008632.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

77-07-02-05
N1 Vibration Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008633.0001001 / 22 MAY 19

Applicable to: ALL

77-07-02-05A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

77-07-02-05B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

Both may be inoperative for three flights provided that:

- 1) ETOPS is not conducted, and
- 2) No vibration advisory was displayed during the previous flight.

77-07-02-06
N2 Vibration Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008634.0001001 / 22 MAY 19

Applicable to: ALL

77-07-02-06A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative.

Continued on the following page

 PAKISTAN International Airlines Since November 19, 1979 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 77 - ENGINE INDICATING 77-07 - Indications on SD pages 77-07-02 - Indications on the ENGINE SD page
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Continued from the previous page

77-07-02-06B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

Both may be inoperative for three flights provided that:

- 1) ETOPS is not conducted, and
- 2) No vibration advisory was displayed during the previous flight.

77-07-02-07	Oil Filter Clog Indication on the <u>ENGINE</u> SD page
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Ident.: MI-77-07-02-00008635.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-07A

Repair interval	Nbr installed	Nbr required	Placard
—	—	—	—

Refer to Item 79-07-01 CLOG Indication on the ENGINE SD page

77-07-02-08	Oil Pressure Indication on the <u>ENGINE</u> SD page
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Ident.: MI-77-07-02-00008636.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-08A

Repair interval	Nbr installed	Nbr required	Placard
—	—	—	—

Refer to Item 79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page

MEL ITEMS
77 - ENGINE INDICATING

77-07 - Indications on SD pages

 77-07-02 - Indications on the ENGINE SD page

77-07-02-09
Oil Quantity Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008637.0001001 / 22 MAR 10

 Applicable to: **ALL**
77-07-02-09A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 79-07-03 Oil Quantity Indication on the ENGINE SD page
77-07-02-10
Oil Temperature Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008638.0001001 / 22 MAR 10

 Applicable to: **ALL**
77-07-02-10A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 79-07-04 Oil Temperature Indication on the ENGINE SD page
77-07-02-11
Selected Igniter Indication on the ENGINE SD page

Ident.: MI-77-07-02-00008639.0001001 / 22 MAR 10

 Applicable to: **ALL**
77-07-02-11A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 74-07-01 Selected Igniter Indication on the ENGINE SD page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 77 - ENGINE INDICATING 77-07 - Indications on SD pages 77-07-02 - Indications on the ENGINE SD page
--	--

77-07-02-12	Start Valve Position Indication on the <u>ENGINE</u> SD page
--------------------	---

Ident.: MI-77-07-02-00008640.0001001 / 22 MAR 10

Applicable to: ALL

77-07-02-12A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	-

Refer to Item 80-07-01 Start Valve Position Indication on the ENGINE SD page

MEL ITEMS

77 - ENGINE INDICATING

77-07 - Indications on SD pages

77-07-02 - Indications on the ENGINE SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 77 - ENGINE INDICATING 77-08 - Indications on the EWD
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77-08-01	EGT Indication on the EWD
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Ident.: MI-77-08-00008641.0001001 / 22 MAR 10

Applicable to: ALL

77-08-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

77-08-03	Fuel Flow Indication on the EWD
-----------------	--

Ident.: MI-77-08-00008643.0001001 / 27 JUN 11

Applicable to: ALL

77-08-03A

Repair interval	Nbr installed	Nbr required	Placard
–	–	–	–

Refer to Item 73-08-01 Fuel Flow Indication on the EWD

77-08-04	N1 Indication on the EWD
-----------------	---------------------------------

Ident.: MI-77-08-00008644.0001001 / 22 MAR 10

Applicable to: ALL

77-08-04A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

MEL ITEMS
77 - ENGINE INDICATING
 77-08 - Indications on the EWD

77-08-05
N2 Indication on the EWD

Ident.: MI-77-08-00008645.0001001 / 22 MAR 10

 Applicable to: **ALL**
77-08-05A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 78 - EXHAUST 78-08 - Indications on the EWD
--	---

78-08-01	REV Indication on the EWD
-----------------	----------------------------------

Ident.: MI-78-08-00008608.0001001 / 22 MAR 10

Applicable to: ALL

78-08-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Both must be operative.

MEL ITEMS

78 - EXHAUST

78-08 - Indications on the EWD

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 78 - EXHAUST 78-30 - Thrust Reversers
--	---

78-30-01	Thrust Reverser
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Ident.: MI-78-30-00008603.0001001 / 22 NOV 21

Applicable to: ALL

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

(o)(m) One or both may be inoperative provided that:

- 1) The inoperative thrust reverser is deactivated and secured in the stowed position, and
- 2) All stow and deploy switches circuits on the inoperative thrust reverser are checked operative, and
- 3) The ENG 1(2) REV PRESSURIZED alert is not displayed on the EWD after deactivation, and
- 4) The appropriate performance adjustments are applied.

_____ Reference(s) _____

(o) *Refer to OpsProc 78-30-01A Thrust Reverser*

(m) *Refer to AMM Task 78-30-00-040-040*

78-30-02	Thrust Reverser Inhibition Relay sw
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Ident.: MI-78-30-00008604.0001001 / 22 MAR 10

Applicable to: ALL

78-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	4	0	No

One or more may be inoperative provided that the associated thrust reverser is considered inoperative.

Refer to Item 78-30-01 Thrust Reverser

MEL ITEMS
78 - EXHAUST

78-30 - Thrust Reversers

78-30-03
Thrust Reverser Shutoff Valve

Ident.: MI-78-30-00008605.0001001 / 22 MAR 10

 Applicable to: **ALL**
78-30-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative in the open position.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 79 - OIL 79-07 - Indications on the ENGINE SD page
--	--

79-07-01	CLOG Indication on the <u>ENGINE</u> SD page
-----------------	---

Ident.: MI-79-07-00008596.0001001 / 22 MAR 10

Applicable to: **ALL**

79-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

One or both may be inoperative.

79-07-02	Oil Pressure Indication and Advisory on the <u>ENGINE</u> SD page
-----------------	--

Ident.: MI-79-07-00008597.0002001 / 22 MAY 19

Applicable to: **ALL**

Note: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.
Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

79-07-02A Associated thrust reverser checked operative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The associated ENG 1(2) OIL LO PR alert is operative, and
- 3) The associated oil quantity indication is operative on the ENGINE SD page, and
- 4) The associated thrust reverser is checked operative.

_____ Reference(s) _____

(m) Refer to AMM Task

Continued on the following page

MEL ITEMS
79 - OIL

79-07 - Indications on the ENGINE SD page

Continued from the previous page
79-07-02B Associated thrust reverser considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The associated ENG 1(2) OIL LO PR alert is operative, and
- 3) The associated oil quantity indication is operative on the ENGINE SD page, and
- 4) The associated thrust reverser is considered inoperative.

Refer to Item 78-30-01 Thrust Reverser
79-07-03
Oil Quantity Indication on the ENGINE SD page

Ident.: MI-79-07-00008598.0001001 / 23 AUG 17

 Applicable to: **ALL**
79-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be inoperative provided that the associated oil quantity is checked before each flight.

_____ Reference(s) _____

(m) *Refer to AMM Task*

79-07-04
Oil Temperature Indication on the ENGINE SD page

Ident.: MI-79-07-00008599.0001001 / 22 MAR 10

 Applicable to: **ALL**
79-07-04A

Repair interval	Nbr installed	Nbr required	Placard
–	2	2	No

Must be operative.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 79 - OIL 79-09 - ECAM Alerts
--	--

79-09-01	ENG 1(2) OIL LO PR Alert
-----------------	---------------------------------

Ident.: MI-79-09-00008600.0001001 / 03 MAY 17

Applicable to: ALL

Note: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative, not displayed and dispatch is not possible.

79-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

- (o) One or both may be displayed.

_____ Reference(s) _____

- (o) Refer to OpsProc 79-09-01A ENG 1(2) OIL LO PR Alert

79-09-02	ENG 1(2) OIL FILTER CLOG Alert
-----------------	---------------------------------------

Ident.: MI-79-09-00008601.0002001 / 23 JUN 22

Applicable to: ALL

79-09-02B Inspection of the visual indicator (pop-out) of the electrical master chip detector

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

- (m) One may be displayed provided that:

- 1) The associated filter is replaced every day, and
- 2) The visual indicator (pop-out) of the electrical master chip detector is checked operative before the first MEL dispatch, and
- 3) The visual indicator (pop-out) of the electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.

_____ Reference(s) _____

- (m) Refer to AMM Task 79-35-00-040-042

Continued on the following page

Continued from the previous page
79-09-02C Inspection of the electrical master chip detector

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(m) One may be displayed provided that:

- 1) The associated filter is replaced every day, and
- 2) The electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.

_____ Reference(s) _____

(m) *Refer to AMM Task 79-35-00-040-044*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 79 - OIL 79-20 - Distribution
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79-20-02	EMCD Visual Pop-Out Indicator
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Ident.: MI-79-20-00008593.0001001 / 22 MAR 10

Applicable to: ALL

79-20-02A

Repair interval	Nbr installed	Nbr required	Placard
D	2	0	No

One or both may be inoperative.

MEL ITEMS

79 - OIL

79-20 - Distribution

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 79 - OIL 79-40 - IDG Oil Cooling System
--	---

79-40-01	Fuel Return Valve
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Ident.: MI-79-40-00008595.0001001 / 23 MAY 24

Applicable to: ALL

79-40-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	–

Refer to Item 73-10-01 Fuel Return Valve

MEL ITEMS

79 - OIL

79-40 - IDG Oil Cooling System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 80 - STARTING 80-01 - ENG MAN START Overhead Panel
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80-01-31	ENG MAN START pb-sw
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Ident.: MI-80-01-00008588.0001001 / 22 MAR 10

Applicable to: ALL

80-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

MEL ITEMS

80 - STARTING

80-01 - ENG MAN START Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 80 - STARTING 80-07 - Indication on the ENGINE SD page
--	--

80-07-01	Start Valve Position Indication on the <u>ENGINE</u> SD page
-----------------	---

Ident.: MI-80-07-00008591.0001001 / 19 NOV 19

Applicable to: **ALL**

80-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	No

(m) One or both may be inoperative provided that the associated start valve is checked closed after the start of the affected engine.

_____ Reference(s) _____

(m) *Refer to AMM Task*

MEL ITEMS

80 - STARTING

80-07 - Indication on the ENGINE SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 80 - STARTING 80-11 - Pneumatic Starter and Valve System
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80-11-01	Start Valve
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Ident.: MI-80-11-00008589.0001001 / 22 MAY 19

Applicable to: ALL

80-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

(o)(m) One may be inoperative provided that the start valve is manually closed after the start of the affected engine.

_____ Reference(s) _____

(o) *Refer to OpsProc 80-11-01A Start Valve*

(m) *Refer to AMM Task*

MEL ITEMS

80 - STARTING

80-11 - Pneumatic Starter and Valve System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL ITEMS 80 - STARTING 80-12 - ENG MASTER Panel on the Center Pedestal
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80-12-01	FAULT light on the ENG MASTER Panel
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Ident.: MI-80-12-00008590.0001001 / 22 MAR 10

Applicable to: ALL

80-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

One or both may be inoperative.

MEL ITEMS

80 - STARTING

80-12 - ENG MASTER Panel on the Center Pedestal

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MEL OPERATIONAL PROCEDURES

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MO-21 Air Conditioning

MO-21-09 ECAM Alerts

21-09-01A VENT BLOWER FAULT Alert.....	A
21-09-02A VENT EXTRACT FAULT Alert.....	B

MO-21-21 Air Distribution and Recirculation

21-21-01A Cabin Fan.....	A
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MO-21-23 Lavatory and Galley Ventilation

21-23-01B Lavatory and Galley Extraction Fan.....	A
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MO-21-26 Avionics Equipment Ventilation

21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed).....	A
21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight).....	B
21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight).....	C
21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed).....	D
21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight).....	E
21-26-02C Avionics Extract Fan (Avionics ventilation system checked before each flight).....	F
21-26-03A Avionics Skin Exchanger Inlet Bypass Valve.....	G
21-26-04A Avionics Skin Air Outlet Valve.....	H
21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground).....	I
21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position).....	J
21-26-06A(B) Avionics Skin Exchanger Isolation Valve.....	K
21-26-08A Avionics Air Conditioning Inlet Valve.....	L
21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed).....	M
21-26-09B Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight).....	N
21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight).....	O
21-26-10A Avionics Equipment Ventilation Computer (AEVC).....	P

MO-21-28 Cargo Compartment Ventilation

21-28-01A FWD Cargo Extraction Fan.....	A
21-28-02A FWD Cargo Isolation Valve (Valves checked closed).....	B
21-28-02B FWD Cargo Isolation Valve (Valves deactivated closed).....	C
21-28-03A AFT Cargo Extraction Fan.....	D
21-28-04A AFT Cargo Isolation Valve (Valves checked closed).....	E
21-28-04B AFT Cargo Isolation Valve (Valves deactivated closed).....	F

MO-21-31 Pressure Control and Monitoring

21-31-01A(B) Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel).....	A
21-31-04A Landing Elevation Selection AUTO Function.....	B
21-31-05A Landing Elevation Selection MAN Function.....	C

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A318/A319/A320/A321 MINIMUM EQUIPMENT LIST

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MO-21-43 Cargo Compartment Heating

21-43-01A FWD Cargo Compartment Heating (Associated trim air valve or hot air pressure regulating valve secured in the closed position).....	A
21-43-01B(C) FWD Cargo Compartment Heating (Heating system set to OFF).....	B
21-43-01D FWD Cargo Compartment Heating (FWD cargo compartment ventilation set to OFF).....	C
21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF).....	D
21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position).....	E

MO-21-51 Pack Flow Control

21-51-03A Pack Flow Sensor.....	A
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MO-21-52 Air Cooling System

21-52-01A(B)(D)(E) Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval).....	A
21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only).....	B

MO-21-61 Pack Temperature Control

21-61-02A Pack Controller Primary Channel.....	A
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MO-21-63 Cockpit and Cabin Temperature Control

21-63-01A Zone Controller Channel (Primary Channel Inoperative).....	A
21-63-01C Zone Controller Channel (Both channels inoperative).....	B
21-63-02A(D) Cockpit and Cabin Trim Air Valve (Affected valve secured in the closed position).....	C
21-63-02A(D) Cockpit and Cabin Trim Air Valve (Affected valve checked closed).....	D
21-63-02B(C) Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed).....	E
21-63-02B(C) Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked operative).....	F
21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed).....	G
21-63-03B Hot Air Pressure Regulating Valve (Trim air valve checked closed).....	H
21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position).....	I
21-63-05A Cockpit Heater.....	J

MO-22 Auto Flight

MO-22-05 FMA Indications on the PFD

22-05-01A AP Related Indications on the FMA (inoperative on one FMA).....	A
22-05-01B AP Related Indications on the FMA (inoperative on both FMAs).....	B
22-05-03A Approach and Landing Capabilities on the FMA.....	C

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MO-22-10 Autopilot/Flight Director (AP/FD)

22-10-01A(B) Autopilot (AP).....	A
22-10-02A(B) Flight Director (FD).....	B
22-10-04A Take-over pb AP Disconnection Function (One inoperative).....	C
22-10-04B Take-over pb AP Disconnection Function (Both inoperative).....	D
22-10-05A AUTO LAND light.....	E
22-10-06A AP Disengagement Warning.....	F
22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode.....	G
22-10-08A AP/FD TCAS Mode.....	H

MO-22-30 Autothrust

22-30-01A Autothrust (A/THR).....	A
22-30-02A Autothrust Instinctive Disconnect pb.....	B

MO-22-60 Flight Augmentation (FAC)

22-60-02A FAC 2.....	A
22-60-03A Reactive Windshear Detection Function.....	B
22-60-04A Yaw Damper System.....	C

MO-22-70 Flight Management System (FMS)

22-70-01A(B) Flight Management System (FMS).....	A
22-70-01C(D) Flight Management System (FMS) (Flight within radio navaids).....	B
22-70-02A Navigation Database.....	C
22-70-03A Performance Information.....	D
22-70-04A Fuel/Time Prediction.....	E

MO-22-81 Flight Control Unit (FCU)

MO-22-81-01 Auto Flight Control Panel (FCU)

22-81-01-03A Mode Engagement pb (LOC, APPR).....	A
22-81-01-03A Mode Engagement pb (LOC, EXPED, APPR).....	B

MO-22-81-02 EFIS Control Panel (FCU)

22-81-02-07A ND Range Selector.....	A
22-81-02-08A ND Mode Selector.....	B

MO-22-81-03 FCU Channel

22-81-03-01A(B) FCU Channel.....	A
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MO-22-82 Multipurpose Control and Display Unit (MCDU)

22-82-01A MCDU 1.....	A
22-82-02A MCDU 2.....	B

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 MINIMUM EQUIPMENT LIST**
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MO-22-83 Flight Management and Guidance Computer (FMGC)	
22-83-01A(B) Flight Management and Guidance Computer (FMGC).....	A

MO-23 Communications
MO-23-01 Overhead Panels
MO-23-01-04 GND HF pb-sw

23-01-04-01A GND HF DATALINK pb-sw.....	A
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MO-23-09 ECAM Alerts

23-09-01A COM HF 1(2) EMITTING  Alert.....	A
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23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHF's installed).....	B
---	---

MO-23-10 Speech Communication

23-10-01C(D) HF Voice.....	A
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23-10-02C(D) VHF Voice.....	B
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MO-23-20 Data Transmission and Automatic Calling

SATCOM Data mode  (procedures do not require SATCOM datalink).....	A
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SATCOM Data Mode  (procedures require SATCOM datalink).....	B
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23-20-04B VHF Datalink  (procedures do not require ATC datalink).....	C
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23-20-04C VHF Datalink  (procedures require ATC datalink).....	D
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MO-23-40 Interphone

23-40-01A Ground External Horn.....	A
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23-40-03A Flight Crew to Ground Communication System.....	B
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23-40-04A Service Interphone Jack.....	C
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MO-23-51 Audio Management

23-51-05A Cockpit Loudspeaker Volume Control.....	A
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MO-23-52 Audio Control Panel (ACP)

23-52-01A CAPT and F/O ACP.....	A
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MO-23-72 Cockpit Door Surveillance System (CDSS)

23-72-01A Cockpit Door Surveillance System (CDSS).....	A
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MO-23-73 Cabin Intercommunication Data System
MO-23-73-02 DEU A

23-73-02-01A Cabin DEU A.....	A
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MO-23-73-03 DEU B

23-73-03-01A(B) Cabin DEU B.....	A
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MO-23-73-05 Cabin Loudspeaker

23-73-05-01A Cabin Loudspeaker.....	A
23-73-05-02A Lavatory Loudspeaker.....	B
23-73-05-03A Galley Loudspeaker (Announcements audible).....	C

MO-23-73-06 Handset

23-73-06-02A Cabin Handset.....	A
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MO-23-73-07 Prerecorded Announcement and Music Reproducer (PRAM)

23-73-07-01A Prerecorded Announcement and Music Reproducer (PRAM).....	A
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MO-23-74 Cabin Crew Panel

23-74-01A FAP Display Unit.....	A
23-74-12A CIDS Caution Light of the Forward Attendant Panel.....	B
23-74-13A Lighting Module of the Forward Attendant Panel.....	C

MO-24 Electrical Power
MO-24-01 Overhead Panels
MO-24-01-01 ELEC Overhead Panel

24-01-01-07A EXT PWR pb AVAIL light.....	A
24-01-01-09A GALY & CAB pb-sw FAULT light.....	B

MO-24-07 Indications on the ELEC SD page

24-07-01A AC Generation Indications on the ELEC SD page.....	A
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MO-24-09 ECAM Alerts

24-09-01A ELEC AC ESS BUS SHED Alert.....	A
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MO-24-22 AC Main Generation

24-22-01A AC Main Generation (IDG, GCU, Line Contactor).....	A
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MO-24-23 AC Auxiliary Generation

24-23-01A(B) AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF).....	A
24-23-01C AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed).....	B

MO-24-25 AC Essential Generation Switching

24-25-01A Manual Transfer to the AC BUS 2 (ALTN Function).....	A
24-25-02A Automatic Transfer to the AC BUS 2.....	B

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A318/A319/A320/A321 MINIMUM EQUIPMENT LIST

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MO-24-26 Galley and Commercial Supply System

24-26-02B GALY & CAB Manual Load Shed System (GALY & CAB pb-sw).....	A
24-26-03A Commercial Supply System.....	B

MO-24-32 DC Main Generation (TR 1, TR 2)

24-32-01A DC Main Generation (TR 1 inoperative).....	A
24-32-01B DC Main Generation (TR 2 inoperative).....	B

MO-24-38 DC Battery Generation

24-38-02A Battery Charger Limiter (BCL).....	A
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MO-25 Equipment/Furnishings

MO-25-07 Indications on the DOOR/OXY SD page

25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page.....	A
25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page.....	B

MO-25-11 Pilot Seats

25-11-05A Pilot Seat Electrical Adjustment.....	A
25-11-07A Pilot Seat Fifth Strap.....	B

MO-25-12 Third and Fourth Occupant Seats

25-12-04A Third Occupant Seat Fifth Strap.....	A
25-12-09A Fourth Occupant Seat Fifth Strap.....	B

MO-25-15 Flight Crew Foot Warmers

25-15-01A Pilot Foot Warmer.....	A
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MO-25-20 Cabin Seats

25-20-02C Passenger Seat Backrest (Affected seats considered inoperative).....	A
25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative).....	B
25-20-05A Passenger Seat Armrest (Affected Armrest Inoperative in the Required Position for Taxi, Takeoff, and Landing).....	C
25-20-05B Passenger Seat Armrest (Affected Seats Considered Inoperative).....	D
Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative).....	E
25-20-06A Underseat Baggage Restraining Bar.....	F
25-20-07B Passenger Seat Meal Table (Affected seats considered inoperative).....	G
25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)...	H
Passenger Seat Meal Table (Backseat Mounted Meal Table Missing).....	I
25-20-09A Non-Required Cabin Attendant Seat.....	J
25-20-09B(C) Required Cabin Attendant Seat.....	K

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MO-25-35 Galley Equipment

25-35-01A(B) Galley Waste Compartment Flapper Door.....	A
25-35-02A(B) Galley Waste Compartment Access Door.....	B
25-35-03B Galley Stowage Compartment (Door Removed).....	C

MO-25-40 Lavatories

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30-21-01B Engine Anti-Ice Valve.....	A
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30-31-01C PHC (STBY PHC inoperative).....	C
30-31-02A Pitot Heater.....	D
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32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative).....	A
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32-31-01A Landing Gear Control and Interface Unit (LGCIU).....	A
32-31-02A Landing Gear Retracting System.....	B

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32-32-07A LGCIU 2 Nose L/G Down Lock Proximity Detector.....	F
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33-01-02-02A AUTO Function of SEAT BELTS SIGNS selector A

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MO-33-20 Cabin General Illumination

33-20-01A Cabin General Illumination..... A

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33-40-04A Landing light Extension/Retraction System..... A

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MO-34-01 Overhead Panels

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34-10-05B IR 2 (IR 2 totally inoperative).....	D
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34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative).....	F
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MO-34-11 Sensors

34-11-02A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1.....	A
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MO-34-22 Attitude and Heading Standby Data

34-22-01B Standby Compass Indicator.....	A
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34-23-04B ISIS Attitude Indication.....	A
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34-30-04A(B) Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative).....	A
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34-40-03A Radio Altimeter Automatic Callout.....	B
34-40-04A Radio Altimeter System.....	C
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34-40-08A PULL UP-GPWS pb-sw.....	E

MO-34-50 ATC and Radio/GPS Navigation Systems

34-50-01A ATC.....	A
34-50-09C(E) Global Positioning System (GPS) <A> (ADS-B OUT function DO260A compliant).....	B
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FS-34-50-10B ADS-B OUT (Required for the intended route (1 INOP)).....	D

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35-07-01A Crew OXY High Pressure Indication on the DOOR/OXY SD page	A
35-07-02A Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page.....	B

MO-35-10 Crew Oxygen

35-10-03A Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc).....	A
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35-20-04A Galley Oxygen Unit (cabin attendant oxygen unit available near the galley).....	A
35-20-04B Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley).....	B

MO-35-30 Portable Oxygen

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35-30-01B Portable Oxygen Units (partially filled).....	B

MO-36 Pneumatic

MO-36-09 ECAM Alerts

36-09-01A(E) AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative).....	A
36-09-01B(C) AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT).....	B

MO-36-11 Engine Bleed Air Supply System

36-11-01A(E) Engine Bleed Air Supply System (non-ETOPS flights).....	A
36-11-01B(F) Engine Bleed Air Supply System (ETOPS flights).....	B
36-11-06B Engine Bleed IP Check Valve.....	C
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36-12-02B(C) APU Bleed Valve (Inoperative in the open position).....	C
36-12-04A Automatic control of the X Bleed Valve.....	D
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MO-36-22 Leak Detection Loop

36-22-01B(C) Pylon Leak Detection System.....	A
36-22-03B(C) APU Leak Detection Loop.....	B

MO-46 Information Systems
MO-46-11 Aircraft Information Network Systems

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MO-46-21 Air Traffic and Information Management System

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Datalink Control and Display Unit (DCDU)  (procedures require ATC datalink).....	D
ATC MSG pb 	E
ATC Datalink  (procedures do not require ATC datalink).....	F
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MO-49 Airborne Auxiliary Power
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49-10-01A(B)(C) Power Plant (APU).....	A
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MO-52-01 Overhead Panels
MO-52-01-01 CKPT DOOR CONT Overhead Panel

52-01-01-01A CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel.....	A
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52-07-02A(B) Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page.....	C
52-07-03A(B)(C)(D) Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page.....	D
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52-10-06A Cabin Door CHECK DOOR PRESSURE Message on the FAP 	D
52-10-08A CABIN PRESSURE light (on Cabin Doors).....	E
52-10-10A Door Residual Differential Pressure Detection.....	F

MO-52-30 Cargo Door

52-30-03A(B) Cargo Door Electrical Control.....	A
52-30-07A Cargo Door Open/Locked Indicator light.....	B

MO-52-51 Reinforced Cockpit Door (CDLS)

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52-51-03A CDLS Buzzer.....	B
52-51-04A CDLS Keypad.....	C
52-51-05A CDLS Keypad LED.....	D
52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches)	E
52-51-09B Cockpit Door Handle (including bellcranks linkage).....	F

MO-52-53 COCKPIT DOOR Panel on the Center Pedestal

52-53-02A COCKPIT DOOR OPEN light.....	A
52-53-04A UNLOCK Function of the COCKPIT DOOR sw.....	B

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MO-56-10 Cockpit

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MO-73-20 Controlling

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78-30-01A Thrust Reverser.....A

MO-79 Oil

MO-79-09 ECAM Alerts

79-09-01A ENG 1(2) OIL LO PR Alert.....A

MO-80 Starting

MO-80-11 Pneumatic Starter and Valve System

80-11-01A Start Valve.....A

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Localization Title	Toc Index	ID	Reason
MO-PLP-TOC Indications on the System Display (SD)		1	Documentation update: Deletion of "Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD (00009041.0003001)".
			Documentation update: Deletion of "Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD (00009041.0002001)".
			Documentation update: Deletion of "Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD (00009041.0004001)".
MO-PLP-TOC GPWS, Radio Altimeter, TCAS, Weather Radar		2	Documentation update: Deletion of "Radio Altimeter System (00008947.0003001)".
MO-22-70 22-70-01A(B) Flight Management System (FMS)	A	1	Update of the FCOM reference.
MO-23-73-05 23-73-05-03A Galley Loudspeaker (Announcements audible)	C	1	09 December 2025 : Modification of content of the element 00028263.0001001 Documentation update: Addition of "Galley Loudspeaker (Announcements audible)" documentary unit
MO-23-73-05 23-73-05-03A Galley Loudspeaker (Announcements audible)	C	1	09 December 2025 : Modification of content of the element 00028263.0001001 Documentation update: Addition of "Galley Loudspeaker (Announcements audible)" documentary unit
MO-25-20 Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)	I	1	Documentation update: Addition of "Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)" documentary unit
MO-28-01-01 28-01-01-07A CTR TK MODE SEL pb-sw FAULT light	A	1	Correction of the name of the pb-sw from "FUEL MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
MO-28-20 28-20-01A Automatic Fuel Feed System	A	1	Correction of the name of the pb-sw from "MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
MO-28-26 28-26-01B Center Tank Transfer Valve	A	1	Correction of the name of the pb-sw from "MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	1	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	2	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.

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MEL OPERATIONAL PROCEDURES

PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

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Localization Title	Toc Index	ID	Reason
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	3	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	4	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	5	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	6	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	7	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	8	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	9	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	10	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	11	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-30-11 30-11-01A Wing Anti-Ice Control Valve	A	12	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
MO-32-09 32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative)	A	1	Wording enhancement. No technical change. Update of the comment related to the brake pedals release action in order to indicate that residual pressure remains.
MO-34-40 34-40-04A Radio Altimeter System	C	1	Documentation update: Addition of "Radio Altimeter System" documentary unit
MO-36-11 36-11-07B Engine Bleed HP Valve	D	1	Documentation update: Deletion of information. Replacing "Refer to OpsProc 36-11-06B Engine Bleed IP Check Valve" by the operational procedure in order to include one engine taxi limitation that applies as well when HPV is inoperative closed.

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Localization Title	Toc Index	ID	Reason
MO-52-10 52-10-08A CABIN PRESSURE light (on Cabin Doors)	E	1	12 November 2025 : Modification of content of the element 00024692.0001001
MO-52-10 52-10-08A CABIN PRESSURE light (on Cabin Doors)	E	2	Addition of sliding window opening action for excessive residual pressure check in order to homogenize with FCOM DSC.52.70.Temporary Abnormal Behaviors (erroneous activation of the cabin pressure warning lights without residual differential pressure).
MO-52-10 52-10-10A Door Residual Differential Pressure Detection	F	3	Addition of sliding window opening action for excessive residual pressure check in order to homogenize with FCOM DSC.52.70.Temporary Abnormal Behaviors (erroneous activation of the cabin pressure warning lights without residual differential pressure).
MO-31-07 31-07-02A Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD	B	1	Effectivity update: The information now also applies to AP-BLB, AP-BLC.

A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-09 - ECAM Alerts
--	--

21-09-01A	<u>VENT</u> BLOWER FAULT Alert
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Ident.: MO-21-09-00008895.0001001 / 28 JUN 11

Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard the VENT BLOWER FAULT alert displayed on the EWD.

Disregard the BLOWER pb-sw FAULT light illuminated on the VENTILATION Overhead panel.

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-09-02A	<u>VENT</u> EXTRACT FAULT Alert
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Ident.: MO-21-09-00008896.0001001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard the VENT EXTRACT FAULT alert displayed on the EWD.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-21 - Air Distribution and Recirculation
--	---

21-21-01A	Cabin Fan
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Ident.: MO-21-21-00021125.0001001 / 31 JAN 17
Applicable to: ALL

- DURING COCKPIT PREPARATION**
- **If LH cabin fan is affected:**
AIR COND/RECIRC FAN/L/SPLY (122VU X18) C/B..... Pull
 - **If RH cabin fan is affected:**
AIR COND/RECIRC FAN/R/SPLY (122VU W18) C/B..... Pull

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-23 - Lavatory and Galley Ventilation
--	--

21-23-01B	Lavatory and Galley Extraction Fan
------------------	---

Ident.: MO-21-23-00008830.0002001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to Item 21-07-03-01 Indications on the COND SD page

The INOP SYS column on the STATUS SD page may display the LAV DET message.

The cabin zone temperature regulation is lost.

The Zone Controller commands fixed FWD and AFT cabin ducts temperature (set to 15 °C or 59 °F).

To recover the cockpit temperature regulation:

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- To control cockpit temperature, use the COCKPIT selector on the AIR COND overhead panel.

DURING COCKPIT PREPARATION

In the case of continuous operation of the lavatory and galley extraction fan, or in the case of "burning smell" associated with the inoperative lavatory and galley extraction fan:

- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/CTL (122VU U21) C/B Pull
- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/SPLY (122VU U19) C/B Pull

21-23-01B	Lavatory and Galley Extraction Fan
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Ident.: MO-21-23-00008830.0005001 / 15 NOV 18

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to Item 21-07-03-01 Indications on the COND SD page

The INOP SYS column on the STATUS SD page may display the LAV DET message.

The cabin zone temperature regulation is lost.

The Air Conditioning System Controller commands FWD and AFT cabin ducts temperature using the position of the FWD CABIN selector and the AFT CABIN selector on the AIR COND overhead panel.

Slight effect on cabin comfort may occur.

The cockpit temperature regulation is still operative.

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MEL OPERATIONAL PROCEDURES
21 - AIR CONDITIONING

21-23 - Lavatory and Galley Ventilation

Continued from the previous page
DURING COCKPIT PREPARATION

In the case of continuous operation of the lavatory and galley extraction fan, or in the case of "burning smell" associated with the inoperative lavatory and galley extraction fan:

- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/CTL (122VU U21) C/BPull
- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/SPLY (122VU U19) C/BPull

21-23-01B
Lavatory and Galley Extraction Fan

Ident.: MO-21-23-00008830.0010001 / 15 NOV 18

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to Item 21-07-03-01 Indications on the COND SD page

The INOP SYS column on the STATUS SD page may display the LAV DET message.

The cabin zone temperature regulation is lost.

The Air Conditioning System Controller commands FWD and AFT cabin ducts temperature using the position of the FWD CABIN selector and the AFT CABIN selector on the AIR COND overhead panel.

Slight effect on cabin comfort may occur.

The cockpit temperature regulation is still operative.

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

In the case of continuous operation of the lavatory and galley extraction fan, or in the case of "burning smell" associated with the inoperative lavatory and galley extraction fan:

- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/CTL (122VU U21) C/BPull
- AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/SPLY (122VU U19) C/BPull

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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21-26-01A	Avionics Blower Fan (<u>VENT</u> AVNCS SYS FAULT Alert not displayed)
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Ident.: MO-21-26-00008831.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-swOVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/BPull
- Check that the VENT AVNCS SYS FAULT and VENT EXTRACT FAULT alerts are not displayed on the EWD.

● If the VENT EXTRACT FAULT alert is displayed on the EWD, the blower fan may be seized. In that case:

- Contact the maintenance personnel to exchange the blower fan and the extract fan.
Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
- When the blower and extract fans are exchanged, *Refer to Item 21-26-02 Avionics Extract Fan*

21-26-01B	Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)
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Ident.: MO-21-26-00009179.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-swOVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/BPull
- Check that the VENT EXTRACT FAULT alert is not displayed on the EWD

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 PAKISTAN International Airlines Since February 25, 1973 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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- If the VENT EXTRACT FAULT alert is displayed on the EWD, the blower fan may be seized. In that case:
 - Contact the maintenance personnel to exchange the blower fan and the extract fan.
Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
 - When the blower and extract fans are exchanged, *Refer to Item 21-26-02 Avionics Extract Fan*

21-26-01C	Avionics Blower Fan (Avionics ventilation system checked before each flight)
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Ident.: MO-21-26-00009180.0001001 / 15 FEB 18

Applicable to: ALL

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-swOVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/BPull
- Check that the VENT EXTRACT FAULT alert is not displayed on the EWD
- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing
- If the VENT EXTRACT FAULT alert is displayed on the EWD, the blower fan may be seized. In that case:
 - Contact the maintenance personnel to exchange the blower fan and the extract fan.
Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
 - When the blower and extract fans are exchanged, *Refer to Item 21-26-02 Avionics Extract Fan*

21-26-02A	Avionics Extract Fan (<u>VENT</u> AVNCS SYS FAULT Alert not displayed)
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Ident.: MO-21-26-00009184.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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OAT (°C)	≤ 38	≤ 45	≤ 55
Max time	No limit	3 h	35 min

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AE2) C/B..... Pull
- Check that the VENT AVNCS SYS FAULT alert is not displayed on the EWD.

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02B	Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)
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Ident.: MO-21-26-00009185.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

OAT (°C)	≤ 38	≤ 45	≤ 55
Max time	No limit	3 h	35 min

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AE2) C/B..... Pull

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MEL OPERATIONAL PROCEDURES
21 - AIR CONDITIONING

21-26 - Avionics Equipment Ventilation

Continued from the previous page

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02C
Avionics Extract Fan (Avionics ventilation system checked before each flight)

Ident.: MO-21-26-00008853.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

OAT (°C)	≤ 38	≤ 45	≤ 55
Max time	No limit	3 h	35 min

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw..... OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AE2) C/B..... Pull

● After application of the maintenance procedure:

Clear the VENT AVNCS SYS FAULT alert using the CLR pb.

The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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21-26-03A	Avionics Skin Exchanger Inlet Bypass Valve
------------------	---

Ident.: MO-21-26-00008855.0001001 / 11 MAR 10

Applicable to: ALL

ON GROUND

- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

21-26-04A	Avionics Skin Air Outlet Valve
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Ident.: MO-21-26-00008856.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

ON GROUND

- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.
- Note: Avionics smoke may be not perceptible from the cockpit due to the opening of the internal flap of the valve.*
- In the case of AVIONICS SMOKE alert:*
- Apply the ECAM procedure even if the smoke is not perceptible.*

21-26-05A	Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground)
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Ident.: MO-21-26-00009186.0001001 / 13 MAY 20

Applicable to: ALL

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with one or two air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

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 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Note: With only one air conditioning pack operative, operating time on ground is limited to 1 h.

AFTER TAKEOFF

EXTRACT pb-sw.....AUTO

AFTER LANDING

EXTRACT pb-sw..... OVRD

Note: Due to temporary low-pressure conditions, the VENT BLOWER FAULT alert may appear when the EXTRACT pb-sw is not set to the OVRD position.
The flight crew should disregard the associated ECAM procedure.
The VENT BLOWER FAULT alert disappears when the EXTRACT pb-sw is set to the OVRD position.

21-26-05B	Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position)
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Ident.: MO-21-26-00008857.0001001 / 08 AUG 13
Applicable to: ALL

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
 - Check that the air conditioning is operating with one or two air conditioning packs set to on.
 - EXTRACT pb-sw..... OVRD
- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: With only one air conditioning pack operative, operating time on ground is limited to 1 h.

AFTER TAKEOFF

EXTRACT pb-sw.....AUTO

AFTER LANDING

EXTRACT pb-sw..... OVRD

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
--	---

21-26-06A 21-26-06B	Avionics Skin Exchanger Isolation Valve
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Ident.: MO-21-26-00008859.0001001 / 11 MAR 10

Applicable to: ALL

ON GROUND

- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

21-26-08A	Avionics Air Conditioning Inlet Valve
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Ident.: MO-21-26-00008860.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

ON GROUND

- **After application of the maintenance procedure:**
Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

21-26-09A	Avionics Ventilation Filter (<u>VENT</u> AVNCS SYS FAULT Alert not displayed)
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Ident.: MO-21-26-00008861.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Check that the VENT AVNCS SYS FAULT alert is not displayed on the EWD.

 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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21-26-09B	Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight)
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Ident.: MO-21-26-00009187.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD

21-26-09C	Avionics Ventilation Filter (Avionics ventilation system checked before each flight)
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Ident.: MO-21-26-00009188.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD

● **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

The VENT AVNCS SYS FAULT alert will be displayed after landing.

21-26-10A	Avionics Equipment Ventilation Computer (AEVC)
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Ident.: MO-21-26-00008862.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-26 - Avionics Equipment Ventilation
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Continued from the previous page

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- BLOWER pb-sw.....OVRD
- EXTRACT pb-sw.....OVRD

Note: *If the ground horn sounds:*
 EIS/HORN/SPLY (121VU P09) C/B..... Pull
 The C/B must be closed again after first engine start

 If the ground horn sounds after landing when engines are off, it can be silenced again. In
 this case, the ADIRS must be set to OFF before leaving the aircraft.

Note: *In the case of a low pressure in the avionics compartment ventilation ducts, the weather radar image may not be displayed on the ND on ground.*

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb

IN FLIGHT

- **In the case of an air conditioning pack failure:**
 - The cabin altitude may reach about 9 700 ft (3 000 m), and
 - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

MEL OPERATIONAL PROCEDURES

21 - AIR CONDITIONING

21-26 - Avionics Equipment Ventilation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-28 - Cargo Compartment Ventilation
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21-28-01A	FWD Cargo Extraction Fan
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Ident.: MO-21-28-00008865.0001001 / 17 NOV 20

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

FWD ISOL VALVE pb-sw.....OFF

21-28-02A	FWD Cargo Isolation Valve (Valves checked closed)
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Ident.: MO-21-28-00008867.0001001 / 10 AUG 16

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

The FWD Cargo Heating  and the ventilation in the FWD cargo compartment are not available. Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

ANN LT selectorTEST

Check that the FWD ISOL VALVE pb-sw FAULT light comes on.

ANN LT selector BRT or DIM

FWD ISOL VALVE pb-sw OFF

Check that the FWD ISOL VALVE pb-sw FAULT light does not come on.

● **If the FWD ISOL VALVE pb-sw FAULT light comes on:**

The FWD cargo isolation valves must be secured in the closed position. *Refer to Item*

21-28-02B FWD Cargo Isolation Valve

Disregard the COND FWD CRG ISOL VALVE alert displayed on the EWD.

 PAKISTAN International Airlines One Nation One Dream A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-28 - Cargo Compartment Ventilation
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21-28-02B	FWD Cargo Isolation Valve (Valves deactivated closed)
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Ident.: MO-21-28-00012795.0001001 / 10 AUG 16

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

GENERAL INFORMATION

When the FWD cargo isolation valve is deactivated in the closed position, the COND SD page displays the FWD cargo isolation valve in the green open position.

FLIGHT PREPARATION/LIMITATIONS

The FWD Cargo Heating  and the ventilation in the FWD cargo compartment are not available. Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- Disregard the FWD ISOL VALVE pb-sw FAULT light.
- Disregard the COND FWD CRG ISOL VALVE alert displayed on the EWD.

21-28-03A	AFT Cargo Extraction Fan
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Ident.: MO-21-28-00008871.0001001 / 17 NOV 20

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

AFT ISOL VALVE pb-sw..... OFF

21-28-04A	AFT Cargo Isolation Valve (Valves checked closed)
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Ident.: MO-21-28-00008874.0001001 / 10 AUG 16

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL

FLIGHT PREPARATION/LIMITATIONS

The AFT Cargo Heating  and the ventilation in the AFT cargo compartment are not available. Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-28 - Cargo Compartment Ventilation
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Continued from the previous page

DURING COCKPIT PREPARATION

ANN LT selector TEST
 Check that the AFT ISOL VALVE pb-sw FAULT light comes on.
 ANN LT selector BRT or DIM
 AFT ISOL VALVE pb-sw OFF
 Check that the AFT ISOL VALVE pb-sw FAULT light does not come on.

● **If the AFT ISOL VALVE pb-sw FAULT light comes on:**

The AFT cargo isolation valves must be secured in the closed position. *Refer to Item 21-28-04B AFT Cargo Isolation Valve*

Disregard the COND AFT CRG ISOL VALVE alert displayed on the EWD.

21-28-04B	AFT Cargo Isolation Valve (Valves deactivated closed)
Ident.: MO-21-28-00012797.0001001 / 10 AUG 16 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX, AP-BOK, AP-BOL	

GENERAL INFORMATION

When the AFT cargo isolation valve is deactivated in the closed position, the COND SD page displays the AFT cargo isolation valve in the green open position.

FLIGHT PREPARATION/LIMITATIONS

The AFT Cargo Heating  and the ventilation in the AFT cargo compartment are not available. Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

Disregard the AFT ISOL VALVE pb-sw FAULT light.

Disregard the COND AFT CRG ISOL VALVE alert displayed on the EWD.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-31 - Pressure Control and Monitoring
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21-31-01A 21-31-01B	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)
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Ident.: MO-21-31-00008875.0001001 / 11 MAR 10

Applicable to: AP-BLB, AP-BLC

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**
AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B..... Pull
- **If CPC 2 is affected:**
AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B..... Pull
- MODE SEL pb-sw..... MAN
- On the CAB PRESS SD page, check that the cabin differential pressure, the cabin vertical speed, the cabin altitude, and the outflow valve position are available.
- MAN V/S CTL sw..... DN
- On the CAB PRESS SD page, check outflow valve movement.
- MODE SEL pb-sw..... AUTO

21-31-01A 21-31-01B	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)
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Ident.: MO-21-31-00008875.0002001 / 11 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**
AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B..... Pull
- **If CPC 2 is affected:**
AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B..... Pull
- RPCU (122VU X23) C/B..... Pull
- MODE SEL pb-sw..... MAN
- On the CAB PRESS SD page, check that the cabin differential pressure, the cabin vertical speed, the cabin altitude, and the outflow valve position are available.
- MAN V/S CTL sw..... DN
- On the CAB PRESS SD page, check outflow valve movement.
- RPCU (122VU X23) C/B..... Push
- MODE SEL pb-sw..... AUTO

MEL OPERATIONAL PROCEDURES**21 - AIR CONDITIONING**

21-31 - Pressure Control and Monitoring

21-31-04A**Landing Elevation Selection AUTO Function**

Ident.: MO-21-31-00008876.0001001 / 11 MAR 10

Applicable to: ALL**BEFORE TAKEOFF**

- Set the LDG ELEV selector on the CABIN PRESS panel at the destination airport altitude.
- On the CAB PRESS SD page, check that the LDG ELEV MAN message is displayed .

21-31-05A**Landing Elevation Selection MAN Function**

Ident.: MO-21-31-00008877.0001001 / 11 MAR 10

Applicable to: ALL**DURING COCKPIT PREPARATION**

On the CAB PRESS SD page, check that the LDG ELEV AUTO message is displayed to confirm correct position of the LDG ELEV selector.

Note: The landing field elevation of the destination airport may not be correctly displayed on the CAB PRESS SD page. It is automatically corrected after first engine start.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-43 - Cargo Compartment Heating
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21-43-01A	FWD Cargo Compartment Heating (Associated trim air valve or hot air pressure regulating valve secured in the closed position)
------------------	--

Ident.: MO-21-43-00008880.0001001 / 28 JUN 11

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

21-43-01B 21-43-01C	FWD Cargo Compartment Heating (Heating system set to OFF)
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Ident.: MO-21-43-00009190.0001001 / 28 JUN 11

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that the hot air pressure regulating valve is indicated closed.

21-43-01D	FWD Cargo Compartment Heating (FWD cargo compartment ventilation set to OFF)
------------------	---

Ident.: MO-21-43-00024555.0001001 / 17 NOV 20

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

The FWD Cargo Heating and the ventilation in the FWD cargo compartment are not available. Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- FWD ISOL VALVE pb-sw..... OFF
- On the COND SD page, check that the FWD cargo compartment trim air valve is indicated fully closed.

MEL OPERATIONAL PROCEDURES
21 - AIR CONDITIONING

21-43 - Cargo Compartment Heating

21-43-02A
AFT Cargo Compartment Heating (Heating system set to OFF)

Ident.: MO-21-43-00009191.0001001 / 28 JUN 11

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the CARGO HEAT overhead panel)..... OFF
- On the COND SD page, check that the operative valve (either the hot air pressure regulating valve or the trim air valve) is indicated closed.

21-43-02B
**AFT Cargo Compartment Heating (Inoperative
valve secured in the closed position)**

Ident.: MO-21-43-00008883.0001001 / 28 JUN 11

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-51 - Pack Flow Control
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21-51-03A	Pack Flow Sensor
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Ident.: MO-21-51-00008886.0001001 / 04 OCT 12

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

GENERAL INFORMATION

The hot air pressure regulating valve automatically closes.

The Flow Control Valve on the affected side operates in pneumatic backup mode.

FLIGHT PREPARATION/LIMITATIONS

● If the FWD cargo heating is installed:

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

AIR COND HOT AIR pb-sw..... OFF

- Note:
- Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.
 - The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

MEL OPERATIONAL PROCEDURES

21 - AIR CONDITIONING

21-51 - Pack Flow Control

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-52 - Air Cooling System
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21-52-01A 21-52-01B 21-52-01D 21-52-01E	Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)
--	--

Ident.: MO-21-52-00008889.0005001 / 22 MAY 24
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**
One engine taxi is not permitted.

DURING COCKPIT PREPARATION

PACK FLOW selector..... HI

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
 - The cabin altitude may reach about 9 700 ft, and
 - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

21-52-01G	Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)
------------------	--

Ident.: MO-21-52-00009193.0001001 / 22 MAY 24
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**
One engine taxi is not permitted.

DURING COCKPIT PREPARATION

PACK 1(2) pb-sw in "heat exchanger cooling only"..... OFF

IN FLIGHT

- **When the TAT is equal to or less than 12°C:**
PACK 1(2) pb-sw in "heat exchanger cooling only"..... On
- **If the non affected air conditioning pack fails:**
Maximum flight altitude..... 31 500 ft (9 600 m)

Continued on the following page

MEL OPERATIONAL PROCEDURES**21 - AIR CONDITIONING**

21-52 - Air Cooling System

*Continued from the previous page***DURING DESCENT**● **If the TAT is above 12°C:**

PACK 1(2) pb-sw in "heat exchanger cooling only" OFF

AT THE END OF THE DESCENT, BEFORE LANDING

PACK 1(2) pb-sw in "heat exchanger cooling only" OFF

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-61 - Pack Temperature Control
--	---

21-61-02A	Pack Controller Primary Channel
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Ident.: MO-21-61-00008891.0001001 / 11 MAR 10

Applicable to: AP-BLB, AP-BLC

GENERAL INFORMATION

- **If primary channel is failed:**

Pack flow is fixed at the value reached at the time of failure.

- **If primary and secondary channels are failed:**

The air conditioning pack outlet temperature is controlled by the anti-ice valve to a nominal value of 15°C.

MEL OPERATIONAL PROCEDURES

21 - AIR CONDITIONING

21-61 - Pack Temperature Control

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
--	--

21-63-01A	Zone Controller Channel (Primary Channel Inoperative)
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Ident.: MO-21-63-00008892.0001001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that the hot air pressure regulating valve is closed.

21-63-01C	Zone Controller Channel (Both channels inoperative)
------------------	--

Ident.: MO-21-63-00014514.0001001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC

DURING COCKPIT PREPARATION

HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF

21-63-02A 21-63-02D	Cockpit and Cabin Trim Air Valve (Affected valve secured in the closed position)
--------------------------------------	---

Ident.: MO-21-63-00008893.0001001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC

DURING COCKPIT PREPARATION

● **When one trim air valve is secured in the closed position:**

The zone controller closes all trim air valves and the hot air pressure regulating valve at each power up.

To recover normal operation of the operative valves, apply the following procedure after air conditioning pack start:

- **If the COND HOT AIR FAULT alert is displayed on the EWD, reset the following C/Bs:**
 - AIR COND/ZONE TEMP CTL/115 VAC/SYS 1 (122VU V17) C/B
 - AIR COND/ZONE TEMP CTL/115 VAC/SYS 2 (122VU V18) C/B
 - AIR COND/ZONE TEMP CTL/28 VDC/SYS 1 (122VU V19) C/B
 - AIR COND/ZONE TEMP CTL/28 VDC/SYS 2 (122VU V20) C/B
- **If the COND HOT AIR FAULT alert is still displayed on the EWD:**

Refer to Item 21-63-03 Hot Air Pressure Regulating Valve

Continued on the following page

MEL OPERATIONAL PROCEDURES
21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

Continued from the previous page
IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**

HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF

21-63-02A
21-63-02D
Cockpit and Cabin Trim Air Valve (Affected valve checked closed)

Ident.: MO-21-63-00008893.0002001 / 22 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

 On the COND SD page, check that the affected trim air valve is closed.

IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**

HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF

21-63-02B
21-63-02C
Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed)

Ident.: MO-21-63-00009194.0001001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that the hot air pressure regulating valve is closed amber.

21-63-02B
21-63-02C
Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked operative)

Ident.: MO-21-63-00009194.0003001 / 22 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF then on
- On the COND SD page, check that the hot air pressure regulating valve follows the HOT AIR pb-sw command.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
--	--

Continued from the previous page

IN FLIGHT

- **If affected zone temperature becomes uncomfortable:**

HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF

21-63-03A	Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)
------------------	--

Ident.: MO-21-63-00009195.0001001 / 22 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that the hot air pressure regulating valve is closed amber.

21-63-03A	Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)
------------------	--

Ident.: MO-21-63-00009195.0002001 / 22 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation in the forward cargo compartment, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that the hot air pressure regulating valve is closed amber.

21-63-03B	Hot Air Pressure Regulating Valve (Trim air valve checked closed)
------------------	--

Ident.: MO-21-63-00009196.0002001 / 22 MAY 24

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

GENERAL INFORMATION

On the COND SD page, the hot air pressure regulating valve is displayed amber open.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that all the trim air valves are closed.

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21-63-03B	Hot Air Pressure Regulating Valve (Trim air valve checked closed)
------------------	--

Ident.: MO-21-63-00009196.0003001 / 22 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

GENERAL INFORMATION

On the COND SD page, the hot air pressure regulating valve is displayed amber open.

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation in the forward cargo compartment, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw (on the AIR COND overhead panel)..... OFF
- On the COND SD page, check that all the trim air valves are closed.

21-63-03C	Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)
------------------	--

Ident.: MO-21-63-00008894.0001001 / 22 MAY 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

DURING COCKPIT PREPARATION

HOT AIR pb-sw (on the AIR COND overhead panel).....OFF

21-63-03C	Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)
------------------	--

Ident.: MO-21-63-00008894.0002001 / 22 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

GENERAL INFORMATION

For live animal transportation in the forward cargo compartment, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

HOT AIR pb-sw (on the AIR COND overhead panel).....OFF

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 21 - AIR CONDITIONING 21-63 - Cockpit and Cabin Temperature Control
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21-63-05A	Cockpit Heater
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Ident.: MO-21-63-00018560.0001001 / 10 MAY 16
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

DURING COCKPIT PREPARATION
Associated COCKPIT HEATER selector..... OFF

MEL OPERATIONAL PROCEDURES

21 - AIR CONDITIONING

21-63 - Cockpit and Cabin Temperature Control

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-05 - FMA Indications on the PFD
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22-05-01A	AP Related Indications on the FMA (inoperative on one FMA)
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Ident.: MO-22-05-00020781.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations strictly below 0.3 NM are not permitted.

22-05-01B	AP Related Indications on the FMA (inoperative on both FMAs)
------------------	---

Ident.: MO-22-05-00008922.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
RVSM operations are not permitted.
Maximum landing capability is CAT 1.

22-05-03A	Approach and Landing Capabilities on the FMA
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Ident.: MO-22-05-00008923.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When one FMA is affected:**
Maximum landing capability is CAT 2.
- **When both FMAs are affected:**
Maximum landing capability is CAT 1.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-10 - Autopilot/Flight Director (AP/FD)
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22-10-01A 22-10-01B	Autopilot (AP)
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Ident.: MO-22-10-00008897.0001001 / 13 MAY 20

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

■ When one AP is inoperative:

For aircraft with the RNP AR capability, the following RNP AR operations are not permitted:

- RNP AR operations strictly below 0.3 NM
- RNP AR operations with a missed approach with an RNP value below 1 NM.

Maximum landing capability is CAT 3 SINGLE.

■ When both APs are inoperative:

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

22-10-02A 22-10-02B	Flight Director (FD)
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Ident.: MO-22-10-00008898.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● If both sides are affected:

RNAV 1 / RNAV 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

● If the PF side is affected:

RNP APCH operations are not permitted.

FOR TAKEOFF

● For a takeoff without FDs:

Refer to FCOM/PRO-NOR-SRP-01-30 No Flight Director Takeoff.

MEL OPERATIONAL PROCEDURES
22 - AUTO FLIGHT

22-10 - Autopilot/Flight Director (AP/FD)

22-10-04A
Take-over pb AP Disconnection Function (One inoperative)

Ident.: MO-22-10-00008899.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

BEFORE ENGINE START

- AP 1..... On
- Operative take-over pb..... Press
- Check that the red AP OFF message is displayed on the EWD.
- AP 2..... On
- Operative take-over pb..... Press
- Check that the red AP OFF message is displayed on the EWD.

BEFORE APPROACH

- **If the AP is used for approach:**

The operative AP disconnect pb must be assigned to the PF.

22-10-04B
Take-over pb AP Disconnection Function (Both inoperative)

Ident.: MO-22-10-00008900.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 1.

22-10-05A
AUTO LAND light

Ident.: MO-22-10-00008901.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When both lights are inoperative:**

Maximum landing capability is CAT 1.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-10 - Autopilot/Flight Director (AP/FD)
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22-10-06A	AP Disengagement Warning
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Ident.: MO-22-10-00008902.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

22-10-07A	Sticks and Rudder Pedals Locking Solenoid in AP Mode
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Ident.: MO-22-10-00008903.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

22-10-08A	AP/FD TCAS Mode
------------------	------------------------

Ident.: MO-22-10-00014564.0001001 / 18 JUL 12

Applicable to: AP-BOK, AP-BOL

IN FLIGHT

In the case of a TCAS Resolution Advisory, the flight crew must apply the basic TCAS procedure.

Refer to FCOM/PRO-ABN-SURV [MEM] TCAS WARNINGS

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-10 - Autopilot/Flight Director (AP/FD)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-30 - Autothrust
--	--

22-30-01A	Autothrust (A/THR)
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Ident.: MO-22-30-00008904.0001001 / 11 MAR 10
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2.

AFTER ENGINE START

- Press and hold either autothrust instinctive disconnect pb for at least 15 s.
The A/THR system is permanently disconnected for the entire flight.
 - Check that A/THR INOP SYS is displayed on the STATUS SD page.
- All A/THR functions including ALPHA FLOOR protection are lost.

22-30-02A	Autothrust Instinctive Disconnect pb
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Ident.: MO-22-30-00008905.0002001 / 12 NOV 20
Applicable to: ALL

The purpose of the procedure is to check the A/THR disconnection via the remaining Instinctive Disconnect pb and via the A/THR pb on the FCU.

AFTER IRS ALIGNMENT

Note: *Disregard alerts during the test. Use the EMER CANCEL pb on the ECAM control panel as necessary.*

Aircraft configuration for the check via the FMS 1:

- ENG/FADEC GND PWR 1 and 2.....ON
- Both thrust levers..... MCT
- FD..... Off
- AUTO FLT/FMGC/2 (121 VU M17) C/B..... Pull
- A/THR..... On
- Check that green SPEED and white A/THR indications appear on the PFD.
- Check that A/THR pb light bars are ON.

Continued on the following page

Continued from the previous page

Check of the A/THR disconnection via the remaining Instinctive Disconnect pb:

- A/THR instinctive disconnect pb (non affected autothrust).....Push
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR..... On
- Check that the A/THR pb light bars are ON.
- Check that green SPEED and white A/THR indications are displayed on the PFD.

Check of the A/THR disconnection via the A/THR pb on the FCU:

- A/THR pb (on the FCU)..... Off
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR..... On

Aircraft configuration for the check via the FMS 2:

- AUTO FLT/FMGC/2 (121VU M17) C/B..... Push
- Wait 2 min.
- AUTO FLT/FMGC/1 (49VU B02) C/B..... Pull

Check of the A/THR disconnection via the remaining Instinctive Disconnect pb:

- A/THR instinctive disconnect pb (non affected autothrust).....Push
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR..... On
- Check that the A/THR pb light bars are ON.
- Check that green SPEED and white A/THR indications are displayed on the PFD.

Check of the A/THR disconnection via the A/THR pb on the FCU:

- A/THR pb (on the FCU)..... Off
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR..... On

Continued on the following page

Continued from the previous page
Restore normal aircraft configuration:

- A/THR..... Off
- AUTO FLT/FMGC/1 (49VU B02) C/B..... Push
- ENG/FADEC GND PWR 1 and 2..... Off
- Both thrust levers..... IDLE
- RCL pb (on the ECAM control panel)..... Push
- Wait 2 min before using the MCDU and the FD.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-60 - Flight Augmentation (FAC)
--	---

22-60-02A	FAC 2
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Ident.: MO-22-60-00008906.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

ON GROUND

- If the **AUTO FLT FAC 2 FAULT** alert is displayed on the EWD

or

If erroneous speeds are displayed:

- AUTO FLT/FAC 2/28VDC (121VU M19) C/B.....Pull
- FAC 2 pb-sw.....OFF

22-60-03A	Reactive Windshear Detection Function
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Ident.: MO-22-60-00021669.0001001 / 21 NOV 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The flight crew must ensure that windshear conditions are not likely to be encountered at departure, destination or alternate airfields, having regard to actual and forecast weather conditions.

IN FLIGHT

In the case of perceivable windshear:

Apply memory actions associated to a windshear event. *Refer to FCOM/PRO-ABN-SURV [MEM] WINDSHEAR WARNING - REACTIVE WINDSHEAR.*

22-60-04A	Yaw Damper System
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Ident.: MO-22-60-00008907.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-60 - Flight Augmentation (FAC)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-70 - Flight Management System (FMS)
--	--

22-70-01A 22-70-01B	Flight Management System (FMS)
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Ident.: MO-22-70-00008913.0001001 / 21 MAY 25

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

1 IN FLIGHT

● In the case of FMS 1+2 failure:

MCDU NAV B/UP Use

Refer to FCOM/DSC-22-20-40-30 MCDU Back Up Navigation.

22-70-01C 22-70-01D	Flight Management System (FMS) (Flight within radio nav aids)
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Ident.: MO-22-70-00021668.0002001 / 03 MAY 17

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

● If the NAV BACK/UP function is inoperative:

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations in oceanic and remote continental area are not permitted.

22-70-01C 22-70-01D	Flight Management System (FMS) (Flight within radio nav aids)
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Ident.: MO-22-70-00021668.0001001 / 03 MAY 17

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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Continued from the previous page

RNP 2 operations in oceanic and remote continental area are not permitted.

22-70-02A
Navigation Database

Ident.: MO-22-70-00021670.0001001 / 02 MAR 20

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

CREW should check the out-of-date navigation database with the current navigation database. The flight crew must crosscheck, as applicable, procedures (for SID, Airways, STAR, APPR) with the current aeronautical information (charts).

■ **If the navigation database procedure intended to be flown is identical to the current aeronautical information (charts):**

Use the procedure of the out of date navigation database.

■ **If the navigation database procedure intended to be flown is not identical to the current aeronautical information (charts):**

- RNP APCH, RNP AR, RNAV 1 SID, RNAV 1 STAR, RNP 1 SID, RNP 1 STAR procedures are not permitted.
- For conventional SID, STAR, APPR procedures, use the procedure intended to be flown by manually tuning the radio navigation aids (VOR, DME, ADF, ILS), or request the assistance of the Air Navigation Service Providers.
- For En route operations, insert new routings according to the current airways.

22-70-03A
Performance Information

Ident.: MO-22-70-00024761.0001001 / 19 MAY 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

● **If inoperative on both FMS:**

For aircraft with the 4D Operations capability, 4D Operations are not permitted.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-70 - Flight Management System (FMS)
--	--

22-70-04A	Fuel/Time Prediction
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Ident.: MO-22-70-00024762.0001001 / 19 MAY 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If inoperative on both FMS:**

For aircraft with the 4D Operations capability, 4D Operations are not permitted.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-01 - Auto Flight Control Panel (FCU)
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22-81-01-03A	Mode Engagement pb (LOC, APPR)
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Ident.: MO-22-81-01-00021852.0002001 / 22 MAY 19

Applicable to: AP-BMW, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

● **If APPR pb is inoperative:**

RNP APCH operations down to LNAV/VNAV minima are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 1.

The following modes remain available for approach:

- NAV/FPA
- TRK/FPA
- LOC/FPA (if LOC pb is available)
- The manual mode in RAW data.

22-81-01-03A	Mode Engagement pb (LOC, EXPED, APPR)
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Ident.: MO-22-81-01-00021852.0001001 / 22 MAY 19

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMX, AP-BOK, AP-BOL

FLIGHT PREPARATION/LIMITATIONS

● **If APPR pb is inoperative:**

RNP APCH operations down to LNAV/VNAV minima are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 1.

The following modes remain available for approach:

- NAV/FPA
- TRK/FPA
- LOC/FPA (if LOC pb is available)
- The manual mode in RAW data.

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)

22-81-01 - Auto Flight Control Panel (FCU)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-02 - EFIS Control Panel (FCU)
--	--

22-81-02-07A	ND Range Selector
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Ident.: MO-22-81-02-00020723.0001001 / 22 MAY 19

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If range 10 NM and range 20 NM are not available on one side:**

RNP APCH operations are not permitted.

- **If the PF side is affected:**

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

22-81-02-08A	ND Mode Selector
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Ident.: MO-22-81-02-00020727.0001001 / 22 MAY 19

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If ROSE NAV and ARC modes are not available on one side:**

RNP APCH operations are not permitted.

- **If the PF side is affected:**

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)
22-81-02 - EFIS Control Panel (FCU)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-81 - Flight Control Unit (FCU) 22-81-03 - FCU Channel
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22-81-03-01A 22-81-03-01B	FCU Channel
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Ident.: MO-22-81-03-00020730.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP APCH operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-81 - Flight Control Unit (FCU)

22-81-03 - FCU Channel

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-82 - Multipurpose Control and Display Unit (MCDU)
--	--

22-82-01A	MCDU 1
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Ident.: MO-22-82-00020731.0001001 / 03 MAY 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- RNAV 10 operations are not permitted.
- RNP 4 operations are not permitted.
- RNP 2 operations in oceanic and remote continental area are not permitted.
- For aircraft with the RNP AR capability, RNP AR operations are not permitted.

22-82-02A	MCDU 2
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Ident.: MO-22-82-00020732.0001001 / 03 MAY 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- RNAV 10 operations are not permitted.
- RNP 4 operations are not permitted.
- RNP 2 operations in oceanic and remote continental area are not permitted.
- For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES

22 - AUTO FLIGHT

22-82 - Multipurpose Control and Display Unit (MCDU)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 22 - AUTO FLIGHT 22-83 - Flight Management and Guidance Computer (FMGC)
--	--

22-83-01A 22-83-01B	Flight Management and Guidance Computer (FMGC)
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Ident.: MO-22-83-00008919.0001001 / 15 FEB 18

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● **If the BACK/UP NAV function is inoperative:**

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations in oceanic and remote continental area are not permitted.

DURING COCKPIT PREPARATION

■ **If FMGC 1 is affected:**

AUTO FLT/FMGC/1 (49VU B02 or 121VU M16) C/B.....Pull

● **If ADS-B or EHS is required for the intended flight:**

ATC selector..... 2

■ **If FMGC 2 is affected:**

AUTO FLT/FMGC/2 (121VU M17) C/B.....Pull

Note: During IR alignment, when the FMGC 2 is deactivated, IRS IN ALIGN memo cannot be displayed until the FD 1 is engaged.

● **If ADS-B or EHS is required for the intended flight:**

ATC selector..... 1

22-83-01A 22-83-01B	Flight Management and Guidance Computer (FMGC)
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Ident.: MO-22-83-00008919.0002001 / 15 FEB 18

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations in oceanic and remote continental area are not permitted.

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Continued from the previous page
DURING COCKPIT PREPARATION
■ If FMGC 1 is affected:

AUTO FLT/FMGC/1 (49VU B02 or 121VU M16) C/B.....Pull

● If ADS-B or EHS is required for the intended flight:

ATC selector..... 2

■ If FMGC 2 is affected:

AUTO FLT/FMGC/2 (121VU M17) C/B.....Pull

Note: During IR alignment, when the FMGC 2 is deactivated, IRS IN ALIGN memo cannot be displayed until the FD 1 is engaged.

● If ADS-B or EHS is required for the intended flight:

ATC selector..... 1

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-01 - Overhead Panels 23-01-04 - GND HF pb-sw
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23-01-04-01A	GND HF DATALINK pb-sw
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Ident.: MO-23-01-04-00021766.0011001 / 21 NOV 17

Applicable to: AP-BLB, AP-BLC, AP-BLU, AP-BLV, AP-BLW

BEFORE REFUEL, DEFUEL OR GROUND FUEL TRANSFER

HF1.....Set to VOICE mode

HF1.....Do not use until refuel is completed

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-01 - Overhead Panels

23-01-04 - GND HF pb-sw

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-09 - ECAM Alerts
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23-09-01A	COM HF 1(2) EMITTING  Alert
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Ident.: MO-23-09-00008969.0001001 / 10 AUG 16

Applicable to: ALL

GENERAL INFORMATION

To make troubleshooting easier, *Refer to FCOM/PRO-ABN-COM COM VHF 1(2)(3)/HF 1(2) EMITTING (If Installed).*

DURING COCKPIT PREPARATION

- **To deactivate the HF1 system, apply:**
COM HF1 (49 VU HA14) C/BPULL
or
COM NAV/HF1 (121 VU L10) C/B PULL
- **To deactivate the HF2 system, apply:**
COM NAV/HF2 (121 VU L13) C/B PULL

23-09-02A	COM VHF 1(2)(3) EMITTING Alert (3 VHF installed)
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Ident.: MO-23-09-00008970.0001001 / 15 FEB 18

Applicable to: ALL

GENERAL INFORMATION

To make troubleshooting easier, *Refer to FCOM/PRO-ABN-COM COM VHF 1(2)(3)/HF 1(2) EMITTING (If Installed).*

DURING COCKPIT PREPARATION

- **To deactivate the VHF1 system, apply:**
COM/VHF/1 (49 VU G09) C/BPULL
- **To deactivate the VHF2 system, apply:**
COM NAV/VHF/2 (121 VU L04) C/B PULL
- **To deactivate the VHF3 system, apply:**
COM NAV/VHF/3 (121 VU L05) C/B PULL

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-10 - Speech Communication
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23-10-01C 23-10-01D	HF Voice
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Ident.: MO-23-10-00021777.0004001 / 02 MAR 20

Applicable to: AP-BLY, AP-BLZ

PIA PROCEDURE

Ensure that:

- SATCOM is authorized by ATC, and
- SATCOM Voice or SATCOM Datalink will be available for the entire route.

23-10-02C 23-10-02D	VHF Voice
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Ident.: MO-23-10-00008952.0002001 / 21 NOV 17

Applicable to: ALL

DURING COCKPIT PREPARATION

Prior to each flight, set VHF3  to VOICE mode if VHF1 or VHF2 is inoperative.
A "VHF3 VOICE" memo is displayed on the ECAM.

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SATCOM Data mode (procedures do not require SATCOM datalink)

Ident.: MO-23-20-00021764.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS
● Outside VHF coverage:

ATC datalink applications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) over ACARS are not available.

Associated ATC datalink Required Communication / Surveillance Performance (RCP 240 and above for CPDLC and RSP 180 and above for ADS-C) capabilities are lost.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*

SATCOM Data Mode (procedures require SATCOM datalink)

Ident.: MO-23-20-00021739.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS
● Outside VHF coverage:

- ATC datalink applications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) over ACARS are not available.

Associated ATC datalink Required Communication / Surveillance Performance (RCP 240 and above for CPDLC and RSP 180 and above for ADS-C) capabilities are lost.

- As an alternate procedure, ATC may permit the use of SATCOM or HF voice communication on alternate route that does not require FANS A aircraft capability.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*

23-20-04B
VHF Datalink  (procedures do not require ATC datalink)

Ident.: MO-23-20-00021801.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

● **For operations that use FANS A aircraft capability:**

● **If SATCOM datalink is operative:**

Within VHF coverage, if SATCOM datalink is not permitted as an alternate subnetwork:

- CPDLC over ACARS is lost
- RCP 130, RCP 240 and above for CPDLC over ACARS is lost.

● **If SATCOM datalink is inoperative:**

- ATC datalink applications (ADS-C, CPDLC, DCL, OCL and D-ATIS) over ACARS are lost
- Required Communication / Surveillance Performance (RCP 130, RCP 240 and above for CPDLC and RSP 160, RSP 180 and above for ADS-C) capabilities are lost.

● **For operations that use FANS B aircraft capability:**

● **If SATCOM datalink is operative:**

- CPDLC over ATN is lost
- Required Communication Performance (Initial continental Performance, RCP 130 for CPDLC) capability is lost.

● **If SATCOM datalink is inoperative:**

- CPDLC over ATN is lost
- ATC datalink applications (DCL, OCL, and D-ATIS) over ACARS are lost
- Required Communication Performance (Initial Continental Performance, RCP 130 for CPDLC) capability is lost.

● **For operations that use FANS C aircraft capability:**

● **If SATCOM datalink is operative:**

- ATC datalink applications (CPDLC and ADS-C) over ATN are lost
- Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-20 - Data Transmission and Automatic Calling
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● **If SATCOM datalink is inoperative:**

- ATC datalink applications (CPDLC and ADS-C) over ATN are lost
- ATC datalink applications (DCL, OCL and D-ATIS) over ACARS are lost
- Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

For aircraft equipped with the 4D Operations capability, 4D Operations are not permitted.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*

23-20-04C	VHF Datalink  (procedures require ATC datalink)
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Ident.: MO-23-20-00021800.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

● **For operations that use FANS A aircraft capability:**

● **If SATCOM datalink is operative:**

Within VHF coverage, if SATCOM datalink is not permitted as an alternate subnetwork:

- CPDLC over ACARS is lost
- RCP 130, RCP 240 and above for CPDLC over ACARS is lost
- Alternate procedures for ATC communications: ATC may permit the use of alternate communication means for operations that require FANS A aircraft capability via VHF datalink.

● **If SATCOM datalink is inoperative:**

- ATC datalink applications (ADS-C, CPDLC, DCL, OCL and D-ATIS) over ACARS are lost
- Required Communication / Surveillance Performance (RCP 130, RCP 240 and above for CPDLC and RSP 160, RSP 180 and above for ADS-C) capabilities are lost
- Alternate procedures for ATC communications: ATC may permit the use of alternate communication means for operations that require FANS A aircraft capability via VHF datalink.

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● **For operations that use FANS B aircraft capability:**

● **If SATCOM datalink is operative:**

- CPDLC over ATN is lost
- Required Communication Performance (Initial continental Performance, RCP 130 for CPDLC) capability is lost
- Alternate procedures for ATC communications: ATC permits the use of voice communication for operations that require FANS B aircraft capability.

● **If SATCOM datalink is inoperative:**

- CPDLC over ATN is lost
- ATC datalink applications (DCL, OCL and D-ATIS) over ACARS are lost
- Required Communication Performance (Initial Continental Performance, RCP 130 for CPDLC) capability is lost
- Alternate procedures for ATC communications: ATC permits the use of voice communication for operations that require FANS B aircraft capability.

● **For operations that use FANS C aircraft capability:**

● **If SATCOM datalink is operative:**

- ATC datalink applications (CPDLC, and ADS-C) over ATN are lost
- Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

● **If SATCOM datalink is inoperative:**

- ATC datalink applications (CPDLC, ADS-C) over ATN are lost
- ATC datalink applications (DCL, OCL, and D-ATIS) over ACARS are lost
- Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

For aircraft equipped with the 4D Operations capability, 4D Operations are not permitted.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-40 - Interphone
--	---

23-40-01A	Ground External Horn
------------------	-----------------------------

Ident.: MO-23-40-00008960.0001001 / 28 JUN 11

Applicable to: ALL

ON GROUND

- **When the aircraft electrical network is supplied:**

Monitor the avionics equipment ventilation in the cockpit.

BEFORE LEAVING THE AIRCRAFT

Set the three ADIRS Mode selectors to OFF.

23-40-03A	Flight Crew to Ground Communication System
------------------	---

Ident.: MO-23-40-00008961.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

In the event of Flight Crew to Ground Communication System being inoperative standard ground handling signals must be used as defined in Jeppesen Manual.

23-40-04A	Service Interphone Jack
------------------	--------------------------------

Ident.: MO-23-40-00008962.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

In the event of the service interphone jack being inoperative standard ground handling signals must be used as defined in Jeppesen Manual.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-51 - Audio Management
--	---

23-51-05A	Cockpit Loudspeaker Volume Control
------------------	---

Ident.: MO-23-51-00008963.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Affected crew member must wear a boom set compatible for use with quick donning oxygen masks and monitor the communications during the flight.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-52 - Audio Control Panel (ACP)
--	--

23-52-01A	CAPT and F/O ACP
------------------	-------------------------

Ident.: MO-23-52-00008964.0001001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

To recover the audio channel on the affected side:

AUDIO SWITCHING selector.....CAPT 3 (F/O 3)

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-72 - Cockpit Door Surveillance System (CDSS)
--	--

23-72-01A	Cockpit Door Surveillance System (CDSS)
------------------	--

Ident.: MO-23-72-00021790.0001001 / 26 APR 19

Applicable to: ALL

PIAC PROCEDURE

Cabin crew use cabin interphone to communicate with cockpit crew. Request for access to the cockpit is made through interphone. At the discretion of the captain, the flight crew may unlock the door using the cockpit door toggle switch.

The cockpit crew must brief the cabin crew that the surveillance system is inoperative.

IN FLIGHT

At least two crew members must always be present in the cockpit throughout the entire flight.

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-02 - DEU A
--	---

23-73-02-01A	Cabin DEU A
---------------------	--------------------

Ident.: MO-23-73-02-00009538.0001001 / 11 MAR 10

Applicable to: ALL

GENERAL INFORMATION

On the affected cabin area:

- general cabin illumination is set to full brightness,
- Passenger Call is not available,
- The (No Smoking/Fasten Seat Belt/No Portable Electric Device) Signs are not available.

IN FLIGHT

- **When return to seat is requested,**
or
When seat belts should be fasten,
or
When smoking is prohibited,
or
When portable electric device use is prohibited,

Use the passenger address system to alert cabin attendants and passengers.

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-02 - DEU A

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-03 - DEU B
--	---

23-73-03-01A 23-73-03-01B	Cabin DEU B
--	--------------------

Ident.: MO-23-73-03-00009539.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Alternate normal procedures and alternate emergency procedures must be established prior to departure for the use of one cabin handset per pair of floor level exit doors, if necessary. Define the cabin handset location to be used by the purser, if necessary.

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-03 - DEU B

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-05 - Cabin Loudspeaker
--	---

23-73-05-01A	Cabin Loudspeaker
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Ident.: MO-23-73-05-00021662.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE

Ensure that the passengers occupying the affected seats can clearly hear the passenger address announcements.

Otherwise, the affected seat must not be occupied and must be placarded inoperative. *Refer to Item 25-20-01 Passenger Seat.*

Note: *When one loudspeaker adjacent to the inoperative loudspeaker is operative, it ensures that passengers can hear passenger announcements.*

23-73-05-02A	Lavatory Loudspeaker
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Ident.: MO-23-73-05-00008965.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

BEFORE DEPARTURE : The PIC must inform the Flight Attendants of each inoperative loudspeaker's location.

IN FLIGHT : Flight Attendants must alert passengers who may be in these lavatories when any safety or emergency announcements, such as the need to return to the seat during turbulence, are made over the PA.

23-73-05-03A	Galley Loudspeaker (Announcements audible)
---------------------	---

¹ Ident.: MO-23-73-05-00028263.0001001 / 20 OCT 25

Applicable to: ALL

PIAC PROCEDURE:

BEFORE DEPARTURE: The PIC must inform the flight attendants of each inoperative loudspeaker's location.

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-05 - Cabin Loudspeaker

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-06 - Handset
--	---

23-73-06-02A	Cabin Handset
---------------------	----------------------

Ident.: MO-23-73-06-00008966.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Alternate normal procedures and alternate emergency procedures must be established prior to departure for the use of one cabin handset per pair of floor level exit doors, if necessary. Define the location of the cabin handset to be used by the purser, if necessary.

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-06 - Handset

Intentionally left blank

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-73 - Cabin Intercommunication Data System 23-73-07 - Prerecorded Announcement and Music Reproducer (PRAM)
--	--

23-73-07-01A	Prerecorded Announcement and Music Reproducer (PRAM)
---------------------	---

Ident.: MO-23-73-07-00008967.0002001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Cabin crew to make verbal announcement using the PA system as part of the their normal procedures. Necessary demonstration equipment is provided onboard the aircraft for practical demonstration by the cabin crew.



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-73 - Cabin Intercommunication Data System

23-73-07 - Prerecorded Announcement and Music Reproducer (PRAM)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 23 - COMMUNICATIONS 23-74 - Cabin Crew Panel
--	---

23-74-01A	FAP Display Unit
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Ident.: MO-23-74-00008968.0001001 / 28 JUN 11

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

GENERAL INFORMATION

The cabin lighting may be dimmed through the Additional Attendant Panel (AAP) (If available).

23-74-12A	CIDS Caution Light of the Forward Attendant Panel
------------------	--

Ident.: MO-23-74-00013898.0001001 / 28 JUN 11

Applicable to: AP-BLB, AP-BLC

ON GROUND

- If the **DOOR PRESS LOW** message  is displayed on the PTP status page:
Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)
- If the **Passenger Door SLIDE PRESS LOW** message  is displayed on the PTP status page:
Refer to Item 25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)
- If the **Emergency Exit SLIDE PRESS LOW** message  is displayed on the PTP status page:
Refer to Item 25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

23-74-13A	Lighting Module of the Forward Attendant Panel
------------------	---

Ident.: MO-23-74-00013897.0001001 / 28 JUN 11

Applicable to: AP-BLB, AP-BLC

GENERAL INFORMATION

The cabin lighting may be dimmed through the Additional Attendant Panel (AAP) (If available).



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL OPERATIONAL PROCEDURES

23 - COMMUNICATIONS

23-74 - Cabin Crew Panel

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-01 - Overhead Panels 24-01-01 - ELEC Overhead Panel
--	--

24-01-01-07A	EXT PWR pb AVAIL light
---------------------	-------------------------------

Ident.: MO-24-01-01-00008971.0001001 / 13 MAY 20

Applicable to: ALL

BEFORE PUSHBACK

Confirm the external power disconnection either on the ELEC SD page or with the ground crew.

PARKING

● **If the APU is not available:**

- EXT PWR pb.....ON
- Confirm the external power connection either on the ELEC SD page or with the ground crew before engine shutdown.

24-01-01-09A	GALY & CAB pb-sw FAULT light
---------------------	---

Ident.: MO-24-01-01-00008972.0002001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

- Supply the electrical network from the APU or the external power.
- GALY & CAB pb-sw.....AUTO
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B..... Pull
- Check that a part of the operative galley equipment does not operate.
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: *Disregard this procedure if main galleys are not connected.*

MEL OPERATIONAL PROCEDURES

24 - ELECTRICAL POWER

24-01 - Overhead Panels

24-01-01 - ELEC Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-07 - Indications on the ELEC SD page
--	--

24-07-01A	AC Generation Indications on the <u>ELEC</u> SD page
------------------	---

Ident.: MO-24-07-00008983.0002001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

- Check that GEN 1(2) pb-sw FAULT light is on (with the GEN 1(2) pb-sw in the on position).
- Check of the galley automatic load shed system:
- Supply the electrical network from the APU or the external power.
 - GALY & CAB pb-sw.....AUTO
 - ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Pull
 - Check that a part of the operative galley equipment does not operate.
 - ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: *Disregard this procedure if main galleys are not connected.*

Intentionally left blank

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-09 - ECAM Alerts
--	--

24-09-01A	<u>ELEC AC ESS BUS SHED</u> Alert
------------------	--

Ident.: MO-24-09-00008984.0003001 / 18 MAR 10

Applicable to: ALL

GENERAL INFORMATION

When the ELEC AC ESS BUS SHED alert is displayed on the EWD:

- The AC ESS BUS SHED message may appear on the ELEC SD page,
- The CAPT AOA message may be displayed in the INOP SYS column on the STATUS SD page,
- The ELEC/AC BUS/8XP/MONG (49VU H11) C/B may trip.

DURING COCKPIT PREPARATION

COM/HF1 (49VU HA14) C/B..... Pull

Check of the AC ESS BUS SHED:

- Supply the electrical network from the APU or the external power.
- Check that the CAPT right DU is operative.

IN FLIGHT

- If either the ANTI ICE F/O AOA alert or the ANTI ICE F/O PROBES alert is displayed on the EWD, and icing conditions cannot be avoided:

- ADR 2 pb-sw..... OFF
- AIR DATA sw..... F/O 3

Note: If the ADR 2 pb-sw is set to OFF, takeoff in CONF 1+F is not permitted.

- If either the ANTI ICE STBY AOA alert or the ANTI ICE STBY PROBES alert is displayed on the EWD, and icing conditions cannot be avoided:

ADR 3 pb-sw..... OFF

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-22 - AC Main Generation
--	---

24-22-01A	AC Main Generation (IDG, GCU, Line Contactor)
------------------	--

Ident.: MO-24-22-00008973.0048001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

FL	GND	200	250	300	335	390
KG/H	100	63	57	54	49	42
LB/H	220	139	126	119	108	93

Note: When the External Power is disconnected, the IFE is lost until the APU supplies the electrical network.

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

- PAX SYS pb-sw  (in the VCC).....OFF
- Supply the electrical network from the APU or the external power.
- GALY & CAB pb-sw.....AUTO
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Pull
- Check that a part of the operative galley equipment does not operate.
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: Disregard this procedure if main galleys are not connected.

TWO ENGINE TAXI AT DEPARTURE

● Before engine start:

- If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:

Check that the DISC message is displayed on the ELEC SD page.

CAUTION	For economical reason, the IDG should not operate for more than 50 flight hours in the disconnected mode.
----------------	---

Continued on the following page

Continued from the previous page
● After engine start:

Check that the electrical busses have power:

- APU MASTER SW pb-sw..... ON
- APU GEN pb-sw..... ON
- GEN 1 pb-sw..... OFF
- GEN 2 pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- GEN pb-sw (operative)..... ON
- APU GEN pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- APU GEN pb-sw..... ON
- PAX SYS pb-sw  (in the VCC)..... ON

ONE ENGINE TAXI AT DEPARTURE
● Before engine 1 start:

- If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:

Check that the DISC message is displayed on the ELEC SD page.

CAUTION	For economical reason, the IDG should not operate for more than 50 flight hours in the disconnected mode.
----------------	---

■ If AC main generation 2 is inoperative:
● After engine 1 start:

- APU MASTER SW pb-sw..... ON
- APU GEN pb-sw..... ON
- GEN 1 pb-sw..... OFF
- GEN 2 pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- GEN 1 pb-sw..... ON
- APU GEN pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- APU GEN pb-sw..... ON
- PAX SYS pb-sw  (in the VCC)..... ON

Continued on the following page

Continued from the previous page
■ If AC main generation 1 is inoperative:
● After engine 1 start:

- APU MASTER SW pb-sw.....ON
- APU GEN pb-sw.....ON
- GEN 1 pb-sw..... OFF
- GEN 2 pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.

● After engine 2 start:

- GEN 2 pb-sw..... ON
- APU GEN pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- APU GEN pb-sw.....ON
- PAX SYS pb-sw  (in the VCC)..... ON

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-23 - AC Auxiliary Generation
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24-23-01A 24-23-01B	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)
--------------------------------------	--

Ident.: MO-24-23-00021922.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

APU GEN pb-sw Off

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

24-23-01C	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed)
------------------	--

Ident.: MO-24-23-00021923.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

MEL OPERATIONAL PROCEDURES

24 - ELECTRICAL POWER

24-23 - AC Auxiliary Generation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-25 - AC Essential Generation Switching
--	--

24-25-01A	Manual Transfer to the AC BUS 2 (ALTN Function)
------------------	--

Ident.: MO-24-25-00008974.0001001 / 11 MAR 10

Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

On the ELEC SD page, check that the AC BUS 1 supplies the AC ESS BUS.

24-25-02A	Automatic Transfer to the AC BUS 2
------------------	---

Ident.: MO-24-25-00008976.0001001 / 11 MAR 10

Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

On the ELEC SD page, check that the AC BUS 1 supplies the AC ESS BUS.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-26 - Galley and Commercial Supply System
--	--

24-26-02B	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)
------------------	--

Ident.: MO-24-26-00008979.0002001 / 12 NOV 20

Applicable to: ALL

ON GROUND OR IN FLIGHT

- If the SMOKE / FUMES / AVNCS SMOKE QRH procedure is applied, replace the action to set the GALY & CAB pb-sw to OFF by the following actions:
 - EMER EXIT LT selector.....As required
 - COMMERCIAL pb-sw.....OFF

Note: When the COMMERCIAL pb-sw is set to OFF, the normal cabin lighting goes off.
Minimum cabin lighting is recovered when the EMER EXIT LT selector is set to ON.

24-26-03A	Commercial Supply System
------------------	---------------------------------

Ident.: MO-24-26-00008980.0001001 / 13 MAY 20

Applicable to: ALL

ON GROUND OR IN FLIGHT

- If the SMOKE / FUMES / AVNCS SMOKE QRH procedure is applied, replace the action to set the COMMERCIAL pb-sw to OFF by the following actions:
 - BUS TIE pb.....OFF
 - GEN 2 pb-sw.....OFF

The F/O PFDU, the F/O NDU, and the ECAM lower display are lost.

- If the smoke persists:
 - GEN 2 pb-sw.....On
When the GEN 2 pb-sw is set to on, all the electrical busses are recovered but the TR 2 remains inoperative
 - BUS TIE pb.....AUTO

Before the landing gear extension:

- GEN 2 pb-sw.....On
When the GEN 2 pb-sw is set to on, all the electrical busses are recovered but the TR 2 remains inoperative
- BUS TIE pb.....AUTO

MEL OPERATIONAL PROCEDURES

24 - ELECTRICAL POWER

24-26 - Galley and Commercial Supply System

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-32 - DC Main Generation (TR 1, TR 2)
--	--

24-32-01A	DC Main Generation (TR 1 inoperative)
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Ident.: MO-24-32-00008981.0001001 / 04 FEB 14

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

DURING PRELIMINARY COCKPIT PREPARATION

TR 1/CNTOR/SPLY (125VU CF01) C/B.....Pull

On the ELEC SD page, disregard the indications related to the deactivated TR 1.

On the ELEC SD page, check that the TR 2 and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

24-32-01B	DC Main Generation (TR 2 inoperative)
------------------	--

Ident.: MO-24-32-00009495.0001001 / 12 MAY 14

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

DURING PRELIMINARY COCKPIT PREPARATION

TR 2/CNTOR/SPLY (124VU BC01) C/B..... Pull

On the ELEC SD page, disregard the indications related to the deactivated TR 2.

On the ELEC SD page, check that the TR 1 and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

AC ESS FEED pb-sw.....ALTN

IN FLIGHT

- **In the case of failure of the AC BUS 2, all DUs are lost. In this case:**

AC ESS FEED pb-sw.....Norm

- **In the case of failure of the AC BUS 1:**

RAT MAN ON pb-sw (on HYD overhead panel)..... Set

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 24 - ELECTRICAL POWER 24-38 - DC Battery Generation
--	--

24-38-02A	Battery Charger Limiter (BCL)
------------------	--------------------------------------

Ident.: MO-24-38-00008982.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Do not start the APU.

Use a ground power unit to start the engines on ground.

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

■ If BAT 1 is affected:

BAT 1 pb-sw..... OFF

■ If BAT 2 is affected:

BAT 2 pb-sw..... OFF

MEL OPERATIONAL PROCEDURES

24 - ELECTRICAL POWER

24-38 - DC Battery Generation

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-07 - Indications on the DOOR/OXY SD page
--	---

25-07-01A	Cabin Door Slide Permanently Indicated Armed on the <u>DOOR/OXY</u> SD page
------------------	--

Ident.: MO-25-07-00009021.0001001 / 05 APR 18

Applicable to: ALL

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

25-07-02A	Cabin Door Slide Permanently Indicated Not Armed on the <u>DOOR/OXY</u> SD page
------------------	--

Ident.: MO-25-07-00009022.0001001 / 05 APR 18

Applicable to: ALL

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-11 - Pilot Seats
--	---

25-11-05A	Pilot Seat Electrical Adjustment
------------------	---

Ident.: MO-25-11-00021905.0001001 / 23 AUG 17

Applicable to: ALL

DURING COCKPIT PREPARATION

- **If the CAPT seat is affected:**
COCKPIT SEATS/SEAT CTL/CAPT (122VU U11) C/B.....Pull
- **If the F/O seat is affected:**
COCKPIT SEATS/SEAT CTL/F/O (122VU U14) C/B..... Pull

25-11-07A	Pilot Seat Fifth Strap
------------------	-------------------------------

Ident.: MO-25-11-00008986.0001001 / 11 MAR 10

Applicable to: ALL

DURING FLIGHT

To cope with any potential turbulence situation:

The crewmember of the affected seat must tightly fasten the operative harness straps.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-12 - Third and Fourth Occupant Seats
--	---

25-12-04A	Third Occupant Seat Fifth Strap
------------------	--

Ident.: MO-25-12-00008987.0001001 / 11 MAR 10

Applicable to: ALL

DURING FLIGHT

To cope with any potential turbulence situation:

The third occupant must tightly fasten the operative harness straps.

25-12-09A	Fourth Occupant Seat Fifth Strap
------------------	---

Ident.: MO-25-12-00009015.0002001 / 11 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING FLIGHT

To cope with any potential turbulence situation:

The fourth occupant must tightly fasten the operative harness straps.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-15 - Flight Crew Foot Warmers
--	--

25-15-01A	Pilot Foot Warmer
------------------	--------------------------

Ident.: MO-25-15-00009016.0001001 / 11 MAR 10
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW

- DURING COCKPIT PREPARATION**

- FOOT WARMER selector..... OFF

- FOOT WARMER (122VU X15) C/B.....PULL

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25-20-02C
Passenger Seat Backrest (Affected seats considered inoperative)

Ident.: MO-25-20-00021862.0001001 / 26 APR 19

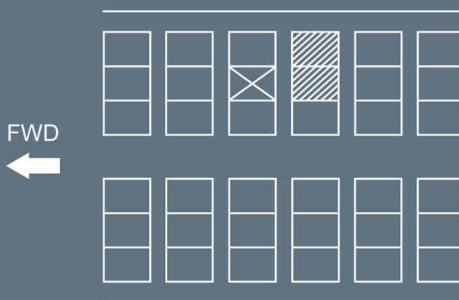
Applicable to: ALL

PIAC PROCEDURE

ensure that:

- The seat with the inoperative backrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

Example



-  Seat with the inoperative backrest that must be considered inoperative
-  Seats with restricted access to the main aisle that must be considered inoperative

MEL OPERATIONAL PROCEDURES
25 - EQUIPMENT/FURNISHINGS

25-20 - Cabin Seats

25-20-02D
**Passenger Seat Backrest (Affected Cabin Door
and Cabin Overwing Exit Considered Inoperative)**

Ident.: MO-25-20-00021865.0001001 / 26 APR 19

Applicable to: ALL

PIAC PROCEDURE

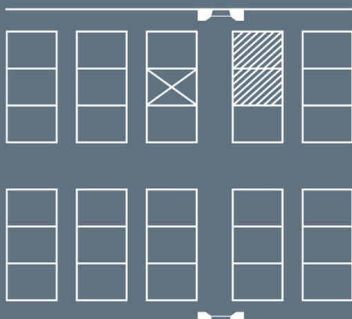
ensure that:

- The seat with the inoperative backrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

Example

 Cabin overwing exit R
to be considered
inoperative

FWD



Cabin overwing exit L



Seat with the inoperative backrest that must be considered inoperative



Seats with restricted access to the main aisle that must be considered inoperative

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
--	---

25-20-05A	Passenger Seat Armrest (Affected Armrest Inoperative in the Required Position for Taxi, Takeoff, and Landing)
------------------	--

Ident.: MO-25-20-00023964.0001001 / 13 MAY 20

Applicable to: ALL

GENERAL INFORMATION

The required position by default for Taxi, Takeoff and Landing is the horizontal position. The seats for which the armrest must be in a different position for Taxi, Takeoff and Landing are identified with a placard visible from the associated seat.

25-20-05B	Passenger Seat Armrest (Affected Seats Considered Inoperative)
------------------	---

Ident.: MO-25-20-00021866.0001001 / 02 MAR 20

Applicable to: ALL

PIAC PROCEDURE

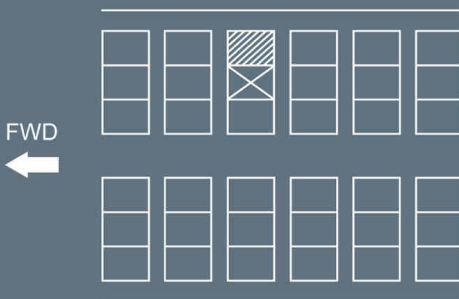
Following procedure must be applied:

- The seat with the inoperative armrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

Continued on the following page

Continued from the previous page

Example



Seat with the inoperative armrest that must be considered inoperative



Seats with restricted access to the main aisle that must be considered inoperative

Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative)

Ident.: MO-25-20-00021867.0001001 / 26 APR 19

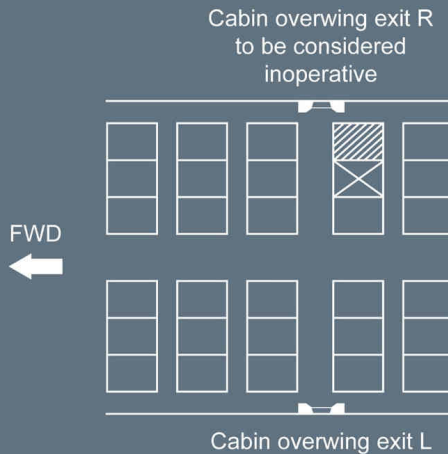
Applicable to: ALL

PIAC PROCEDURE

Ensure that:

- The seat with the inoperative armrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

Continued on the following page

Continued from the previous page
Example


-  Seat with the inoperative armrest that must be considered inoperative
-  Seats with restricted access to the main aisle that must be considered inoperative

25-20-06A
Underseat Baggage Restraining Bar

Ident.: MO-25-20-00021868.0001001 / 21 NOV 17

Applicable to: ALL

Procedures must be established to ensure cabin crewmembers are briefed about affected seats position.

 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
---	--

25-20-07B	Passenger Seat Meal Table (Affected seats considered inoperative)
-----------	---

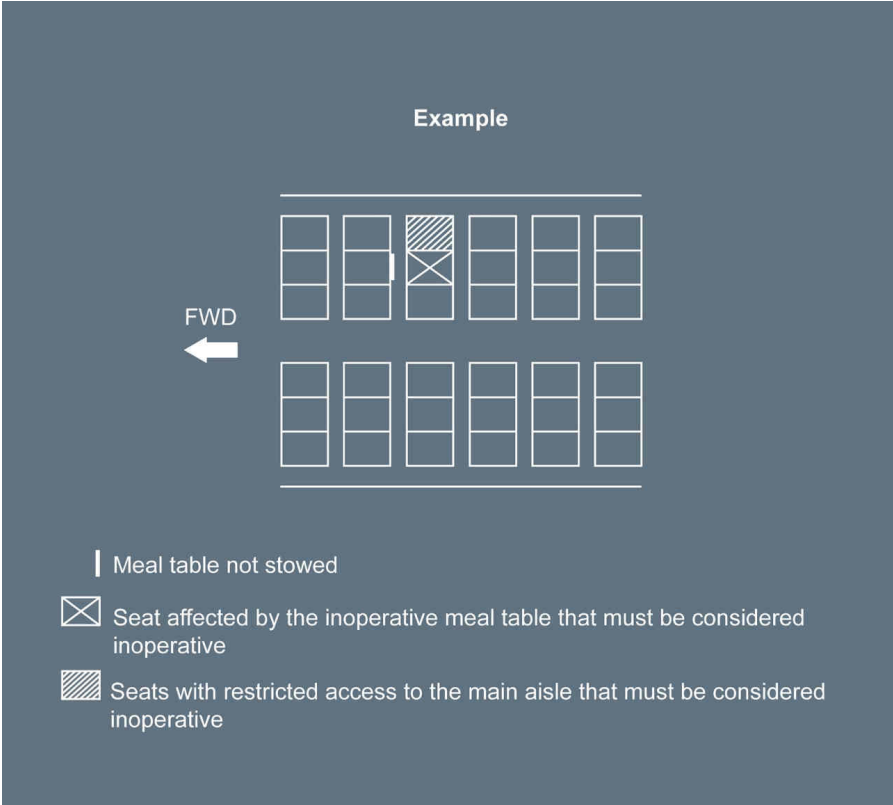
Ident.: MO-25-20-00022999.0001001 / 02 MAR 20

Applicable to: ALL

PIAC PROCEDURE

Following procedure must be followed:

- The seat affected by the inoperative meal table is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.



25-20-07C
**Passenger Seat Meal Table (Affected Cabin Door
and Cabin Overwing Exit Considered Inoperative)**

Ident.: MO-25-20-00023001.0001001 / 02 MAR 20

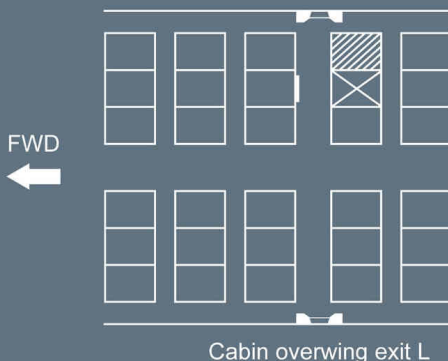
Applicable to: ALL

PIAC PROCEDURE

Following procedure must be followed:

- The seat affected by the inoperative meal table is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.

Example

 Cabin overwing exit R
to be considered
inoperative


| Meal table not stowed



Seat affected by the inoperative meal table that must be considered inoperative



Seats with restricted access to the main aisle that must be considered inoperative

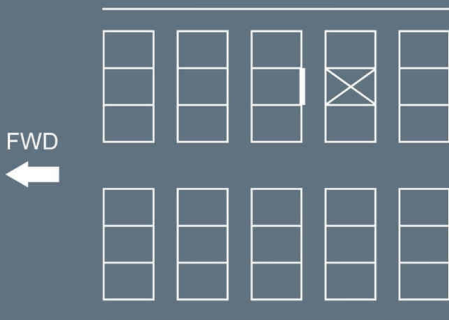
Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)

Ident.: MO-25-20-00028505.0001001 / 19 FEB 25

 Applicable to: **ALL**
PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Procedures must be established to ensure that the seat affected by the missing meal table is placarded inoperative and not used.

Example



Missing meal table



Seat affected by the missing meal table that must be considered inoperative

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-20 - Cabin Seats
--	---

25-20-09A	Non-Required Cabin Attendant Seat
------------------	--

Ident.: MO-25-20-00009017.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Cabin Attendant Seat (single or dual) may be inoperative, it must be secured in the stowed position. The cabin crew assigned to the affected seat must occupy a passenger seat as close to the associated exit. The Cabin Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned seat.

25-20-09B 25-20-09C	Required Cabin Attendant Seat
--------------------------------------	--------------------------------------

Ident.: MO-25-20-00016377.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Should Cabin Attendant Seat (single or dual) be inoperative, it must be secured in the stowed position. The cabin crew assigned to the affected seat must occupy a passenger seat as close to the associated exit. The Cabin Attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned seat.

GENERAL INFORMATION

The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. it is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL OPERATIONAL PROCEDURES

25 - EQUIPMENT/FURNISHINGS

25-20 - Cabin Seats

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-35 - Galley Equipment
--	--

25-35-01A 25-35-01B	Galley Waste Compartment Flapper Door
--------------------------------------	--

Ident.: MO-25-35-00009018.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Cabin crew must ensure that sufficient galley waste receptacles are available to accommodate all anticipated waste that may be generated on the intended flight, and report any discrepancies to the flight crew.

25-35-02A 25-35-02B	Galley Waste Compartment Access Door
--------------------------------------	---

Ident.: MO-25-35-00021066.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE

Cabin crew must ensure that sufficient galley waste receptacles are available to accommodate all anticipated waste that may be generated on the intended flight, and report any discrepancies to the flight crew.

25-35-03B	Galley Stowage Compartment (Door Removed)
------------------	--

Ident.: MO-25-35-00024883.0001001 / 23 MAY 24

Applicable to: ALL

PIA PROCEDURE

Flight Crew must ensure that cabin crew is briefed to not use the associated stowage compartment.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-40 - Lavatories
--	--

25-40-01A	Toilet Waste Compartment Flapper Door
------------------	--

Ident.: MO-25-40-00009019.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Flight Crew must ensure that cabin crew members are aware that the toilet waste compartment in the associated toilet is unusable. Cabin crew must ensure that sufficient waste receptacles are available to accommodate all anticipated waste that may be generated on the intended flight, and report any discrepancies to the flight crew.

25-40-04A	Toilet Waste Compartment Access Door
------------------	---

Ident.: MO-25-40-00021075.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDUREMEL

Cabin crew must aware that the toilet waste compartment is not usable.

MEL OPERATIONAL PROCEDURES

25 - EQUIPMENT/FURNISHINGS

25-40 - Lavatories

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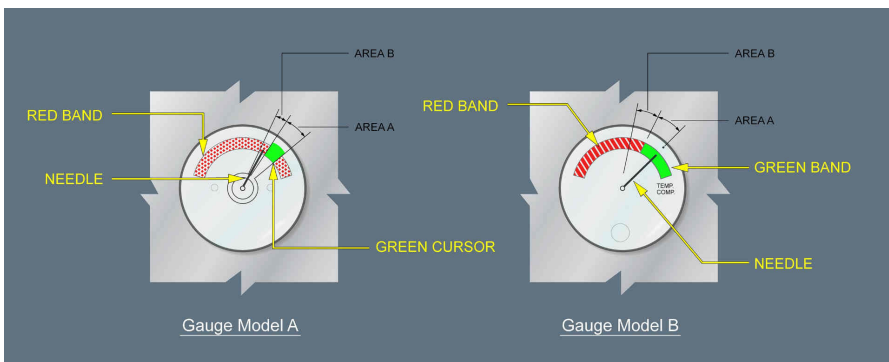
25-62-06A
Cabin Door CHECK SLIDE PRESSURE Message on the FAP 

Ident.: MO-25-62-00023732.0004001 / 19 MAY 21

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

BEFORE PASSENGER BOARDING

Check of the pressure of the slide bottle by direct reading on the gauge:



- If the pointer is located in the area A (for Gauge Model A) or in the green band (for Gauge Model B):

The slide bottle pressure is acceptable

- If the pointer is located in the area B (which is half the range of area A for Gauge Model A, or a range equal to area A for Gauge Model B), and

If the escape slide/raft pack assembly has been exposed to positive temperature changes (moving from a cold to a warm environment):

The slide bottle pressure is still acceptable but the maintenance must be notified and the slide bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

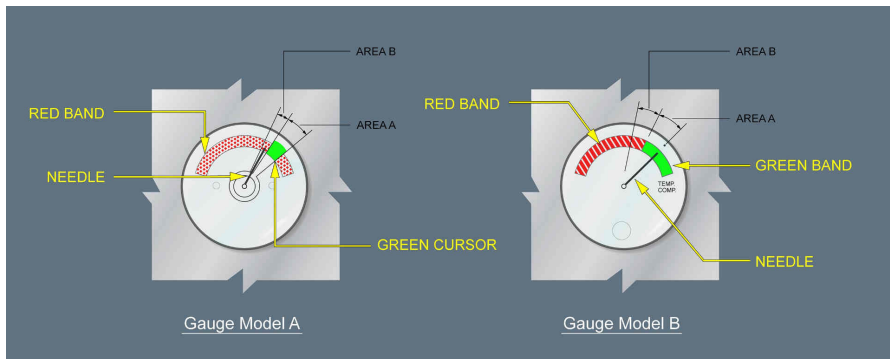
- In all other cases:

Servicing is mandatory, or

The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

BEFORE PASSENGER BOARDING

Check of the pressure of the slide bottle by direct reading on the gauge:



- **If the pointer is located in the area A (for Gauge Model A) or in the green band (for Gauge Model B):**

The slide bottle pressure is acceptable

- **If the pointer is located in the area B (which is half the range of area A for Gauge Model A, or a range equal to area A for Gauge Model B), and**

If the escape slide/raft pack assembly has been exposed to positive temperature changes (moving from a cold to a warm environment):

The slide bottle pressure is still acceptable but the maintenance must be notified and the slide bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

Servicing is mandatory, or

The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-63 - Evacuation Signaling Equipment
---	--

25-63-01A	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) 
------------------	---

Ident.: MO-25-63-00009020.0001001 / 11 MAR 10

Applicable to: ALL

GENERAL INFORMATION

If necessary, the information will be given through the passenger address system or the cabin interphone system.

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 PAKISTAN International Airlines <i>where heaven is on your way</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-64 - First Aid Equipment
---	---

First Aid Kit

Ident.: MO-25-64-00021772.0001001 / 21 NOV 17

Applicable to: ALL

FLIGHT PREPARATION

Depending on the number of passenger seats installed, the number of required First Aid Kits is as follows:

Number of passenger seats installed	Number of First Aid Kits required
0 to 100	1
101 to 200	2
201 to 300	3

First Aid Kit Additional Equipment

Ident.: MO-25-64-00025081.0001001 / 23 MAY 24

Applicable to: ALL

NOT APPLICABLE.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-65 - Emergency Equipment
--	---

25-65-04B	Survival Emergency Locator Transmitter
------------------	---

Ident.: MO-25-65-00021773.0001001 / 02 MAR 20

Applicable to: ALL

PIAC PROCEDURE

Inform cabin crewmembers of the location of the removed / missing survival ELT.

Megaphone

Ident.: MO-25-65-00022214.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION

Depending on the number of passenger seats installed, the number of required megaphones is as follows:

Number of passenger seats installed	Number of megaphones required
0 to 60	0
61 to 99	1
100 or more	2

Intentionally left blank



A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL OPERATIONAL PROCEDURES

25 - EQUIPMENT/FURNISHINGS

25-66 - Floatation and Survival Equipment

Supplementary Life Raft

Ident.: MO-25-66-00021775.0001001 / 02 MAR 20

Applicable to: ALL

NOT APPLICABLE

NOT APPLICABLE

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 25 - EQUIPMENT/FURNISHINGS 25-24 - Cabin Stowage Compartments
--	--

25-24-02C	Overhead Stowage Compartment (Door Removed)
------------------	--

Ident.: MO-25-24-00024882.0001001 / 23 MAY 24

Applicable to: ALL

PIAC PROCEDURE

Flight Crew must ensure that cabin crew is briefed for crew members and passengers to not use the associated stowage compartment.

25-24-03B	Coat Stowage/Stowage (Door Removed)
------------------	--

Ident.: MO-25-24-00025317.0001001 / 23 MAY 24

Applicable to: ALL

PIAC PROCEDURE

Flight Crew must ensure that cabin crew is briefed for crew members and passengers to not use the associated stowage compartment.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-12 - Engine Fire and Overheat Detection
--	--

26-12-01A	Engine Fire Detection Loop A on the Engine 1
------------------	---

Ident.: MO-26-12-00015645.0001001 / 23 AUG 17

Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

Note: Disregard the FIRE light 1 located on the ENG MASTER panel (pedestal)

26-12-02A 26-12-03A	Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1
--------------------------------------	---

Ident.: MO-26-12-00021873.0001001 / 23 AUG 17

Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

26-12-04A	Engine Fire Detection Loop B on the Engine 2
------------------	---

Ident.: MO-26-12-00021874.0001001 / 23 AUG 17

Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

Note: Disregard the FIRE light 2 located on the ENG MASTER panel (pedestal)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-13 - APU Fire and Overheat Detection
---	---

26-13-01A 26-13-01B	APU Fire Detection Loop
--------------------------------------	--------------------------------

Ident.: MO-26-13-00015646.0001001 / 12 AUG 14

Applicable to: ALL

ON GROUND

The APU fire test is made before each APU start.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-15 - Avionics Compartment Smoke Detection
--	--

26-15-01A	Avionics Smoke Detection System
------------------	--

Ident.: MO-26-15-00009025.0001001 / 03 MAY 17

Applicable to: ALL

ON GROUND OR IN FLIGHT

Disregard:

- on the VENTILATION overhead panel: the BLOWER pb-sw FAULT light and the EXTRACT pb-sw FAULT light
- on the EMER ELEC PWR overhead panel: the GEN 1 LINE pb-sw SMOKE light

IN FLIGHT

● **In the case of an electrical smoke:**

Apply the AVNCS SMOKE emergency procedure. *Refer to QRH/ABN-27 Smoke / Fumes / AVNCS Smoke - General.*

MEL OPERATIONAL PROCEDURES

26 - FIRE PROTECTION

26-15 - Avionics Compartment Smoke Detection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-17 - Lavatory Smoke Detection
--	--

26-17-01A	Lavatory Smoke Detection System
------------------	--

Ident.: MO-26-17-00009028.0001001 / 27 JUL 16

Applicable to: ALL

PIAC PROCEDURE

Cabin crew must inspect the lavatory in flight at intervals not to exceed thirty (30) minutes.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-18 - Auxiliary Areas Smoke Detection
--	---

26-18-01A	Video Control Center Standalone Smoke Detection System
------------------	---

Ident.: MO-26-18-00020775.0001001 / 26 APR 19

Applicable to: ALL

PIAC PROCEDUREMEL

Advise cabin crew to check every 30 min the absence of smell of burning or smoke in the VCC, and the absence of failure message on the IFE control panel.

CAUTION	● If cabin crew or passengers report anomalies like video/audio distribution problems: The VCC must be checked immediately to ensure that no smoke exists. ● If smell of burning or smoke is suspected, or if a failure message is displayed on the IFE control panel: The VCC must be set to off.
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Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 26 - FIRE PROTECTION 26-24 - Cabin Portable Fire Extinguisher
--	--

26-24-01A	Cabin Portable Fire Extinguisher
------------------	---

Ident.: MO-26-24-00021763.0001001 / 21 NOV 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Depending on the number of passenger seats installed, the number of required cabin portable fire extinguisher is as follows:

Number of passenger seats installed	Number of cabin portable fire extinguishers required
7 to 30	1
31 to 60	2
61 to 200	3
201 to 300	4

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
--	---

27-07-02A	Aileron Position Indication on the F/CTL SD page
------------------	---

Ident.: MO-27-07-00009073.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

- Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
 - Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the aileron control through the ELACs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On

Check of the aileron control through the ELAC 1:

- Move the CAPT stick from right stop to left stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.
----------------	--

Check of the aileron control through the ELAC 2:

- ELAC 1 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.
----------------	--

Return to normal configuration:

Continued on the following page

Continued from the previous page

- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On

27-07-04A
Elevator Position Indication on the F/CTL SD page

Ident.: MO-27-07-00009074.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the elevator control:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- Establish communication with the ground crew.
- Move the CAPT or the F/O stick to the maximum nose down position.
- Visually check that both elevators move down.
- Move the CAPT or the F/O stick to the maximum nose up position.
- Visually check that both elevators move up.
- Move the CAPT or the F/O stick to the neutral position.
- Visually check that both elevators go back to the neutral position.
- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw..... Off

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
--	---

27-07-05A	Pitch Trim Position Indication on the F/CTL SD page
------------------	--

Ident.: MO-27-07-00009075.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the stabilizer control:

- YELLOW ELEC PUMP pb-sw..... ON
- Establish communication with the ground crew.
- Move the pitch trim handwheel to the full DN position.
- Visually check that the stabilizer moves to the full down position.
- Move the pitch trim handwheel to the full UP position.
- Visually check that the stabilizer moves to the full up position.
- Move the pitch trim handwheel to the required position.
- YELLOW ELEC PUMP pb-sw..... Off

27-07-06A	Rudder Position Indication on the F/CTL SD page
------------------	--

Ident.: MO-27-07-00009076.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Continued on the following page

Continued from the previous page
Check of the rudder control:

- YELLOW ELEC PUMP pb-sw..... ON
- Establish communication with the ground crew.
- On the CAPT or the F/O side, apply left rudder.
- Visually check that the rudder moves to the left.
- On the CAPT or the F/O side, apply right rudder.
- Visually check that the rudder moves to the right.
- On the CAPT or the F/O side, release the pedals.
- Visually check that the rudder moves to the neutral position.
- YELLOW ELEC PUMP pb-sw..... Off

27-07-11A
Spoilers/Speedbrakes Indication on the F/CTL SD page

Ident.: MO-27-07-00009077.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

● If surface 1 indication is inoperative:

CAUTION	The aircraft must be stopped during the check.
----------------	--

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw..... AUTO
- SPEEDBRAKES lever..... FULL
- Visually check that surface 1 slightly extends (approximately 6°).
- YELLOW ELEC PUMP pb-sw..... Off

● If surface 3 indication is inoperative:

- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb-sw..... ON
- Move the stick from left stop to right stop.
- Visually check the correct movement of surface 3.
- BLUE PUMP OVRD pb-sw..... Off

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-07 - Indications on SD pages
--	---

Continued from the previous page

- **If surface 2, 4, or 5 indication is inoperative:**
 - YELLOW ELEC PUMP pb-sw.....ON
 - PTU pb-sw..... AUTO
 - Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
 - YELLOW ELEC PUMP pb-sw..... Off

27-07-12A	Spoilers/Speedbrakes Indication on the <u>WHEEL</u> SD page
------------------	--

Ident.: MO-27-07-00009078.0001001 / 17 SEP 10

Applicable to: **ALL**

DURING COCKPIT PREPARATION

- Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
 - Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- **If surface 1 indication is inoperative:**

CAUTION	The aircraft must be stopped during the check.
----------------	--

- YELLOW ELEC PUMP pb-sw.....ON
 - PTU pb-sw..... AUTO
 - SPEEDBRAKES lever.....FULL
 - Visually check that surface 1 slightly extends (approximately 6°).
 - YELLOW ELEC PUMP pb-sw..... Off
- **If surface 3 indication is inoperative:**
 - BLUE ELEC PUMP pb-sw.....AUTO
 - BLUE PUMP OVRD pb-sw..... ON
 - Move the stick from left stop to right stop.
 - Visually check the correct movement of surface 3.
 - BLUE PUMP OVRD pb-sw.....Off

Continued on the following page

Continued from the previous page

● **If surface 2, 4, or 5 indication is inoperative:**

- YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
- YELLOW ELEC PUMP pb-sw..... Off

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-14 - Aileron and Hydraulic Actuation
--	---

27-14-01A	Left Aileron Blue Servo-Control (Controlled by ELAC 1)
------------------	---

Ident.: MO-27-14-00009029.0001001 / 11 MAR 10

Applicable to: **ALL**

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

27-14-03A	Right Aileron Green Servo-Control (Controlled by ELAC 1)
------------------	---

Ident.: MO-27-14-00009030.0001001 / 11 MAR 10

Applicable to: **ALL**

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

27-14-04A	Right Aileron Blue Servo-Control (Controlled by ELAC 2)
------------------	--

Ident.: MO-27-14-00020452.0001001 / 22 NOV 16

Applicable to: **ALL**

DURING ENGINE START

- The F/CTL ELAC2 FAULT alert may be/is displayed on the EWD after the first engine start.
- Check that the F/CTL ELAC2 FAULT alert disappear after the second engine start.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-21 - Rudder Mechanical Control
--	---

27-21-01A	Rudder Pedal Adjustment System
------------------	---------------------------------------

Ident.: MO-27-21-00009040.0001001 / 20 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Simultaneously apply loads on both pedals (in rudder control movement direction) to make sure that the secured position is reached. For that purpose, the effort shall be equivalent to a full rudder deflection.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-22 - Rudder Trim Actuation
--	---

27-22-01A 27-22-01B	Rudder Trim System
--------------------------------------	---------------------------

Ident.: MO-27-22-00009043.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

27-22-03A	Rudder Trim Position Indication on the Center Pedestal
------------------	---

Ident.: MO-27-22-00017455.0001001 / 04 NOV 15

Applicable to: ALL

DURING COCKPIT PREPARATION

RUD TRIM position indication..... CHECK CENTERED
● **If the RUD TRIM position indication is not centered:**
RESET pb..... PRESS

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-51 - Flaps Electrical Control and Monitoring
--	---

27-51-01A	SFCC Flap Channel
------------------	--------------------------

Ident.: MO-27-51-00009044.0001001 / 21 AUG 24

Applicable to: ALL

GENERAL INFORMATION

The F/CTL MAINTENANCE message and SFCS MAINTENANCE message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

Disregard and clear the F/CTL FLAP SYS 2 FAULT alert displayed on the EWD.

AFTER ENGINE START

ENG 2 APPR IDLE ONLY message is displayed on the STATUS SD page.

FLAPS SLOW message is displayed on the STATUS SD page.

27-51-02A	Flap Wing Tip Brakes Solenoid
------------------	--------------------------------------

Ident.: MO-27-51-00020759.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-64 - Spoiler Hydraulic Actuation
--	---

27-64-01A	Spoiler 5
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Ident.: MO-27-64-00009046.0001001 / 12 MAR 10

Applicable to: ALL

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

Note: No performance penalty applies when the pair of spoilers 5 is inoperative.

27-64-02A	Spoiler 1 or 3
------------------	-----------------------

Ident.: MO-27-64-00022753.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 1 PAIR INOPERATIVE".

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

27-64-03A	Spoiler 2 or 4
------------------	-----------------------

Ident.: MO-27-64-00022754.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 1 PAIR INOPERATIVE".

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-64 - Spoiler Hydraulic Actuation

27-64-04A
Spoilers 1 and 2

Ident.: MO-27-64-00022755.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".

DURING COCKPIT PREPARATION

- SEC 3 pb-sw..... OFF
- FLIGHT CONTROLS/SEC3/SPLY (121VU Q19) C/B..... Pull

IN FLIGHT
● In the case of further failure of SEC 1 and SEC 2:

- Autoland is not permitted.
- Disengage the AP at 500 ft RA before landing in direct law. As soon as the AP is disengaged when the three SECs are failed, it cannot be engaged again.
- Maximum landing capability is CAT 1

27-64-05A
Spoilers 3 and 4

Ident.: MO-27-64-00022756.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".

DURING COCKPIT PREPARATION

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speedbrakes.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-81 - Slats Electrical Control and Monitoring
--	---

27-81-01A	SFCC Slat Channel
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Ident.: MO-27-81-00009045.0001001 / 21 AUG 24

Applicable to: ALL

GENERAL INFORMATION

The F/CTL MAINTENANCE message and SFCS MAINTENANCE message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

Disregard and clear the F/CTL SLAT SYS 2 FAULT alert displayed on the EWD.

AFTER ENGINE START

SLATS SLOW message is displayed on the STATUS SD page.

Note: *The Slats retract at half speed. The flight crew must take into account the slats retraction speed to avoid transitory VFE exceedance.*

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: *When the SFCC 2 Slat channel is deactivated, and if the aircraft is in CONF 1+F, the SFCS 2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS 2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the SFCC 2 Slat channel is deactivated.*

27-81-02A	Slat Wing Tip Brakes Solenoid
------------------	--------------------------------------

Ident.: MO-27-81-00023256.0001001 / 22 MAY 19

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-92 - Electrical Flight Control System (EFCS) Control Inputs and Power Supply
--	--

27-92-01A	Speedbrake Control System (speedbrake control system inoperative)
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Ident.: MO-27-92-00009063.0001001 / 22 NOV 21

Applicable to: ALL

Refer to OpsProc 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)

27-92-01B	Speedbrake Control System (speedbrake 2 inoperative)
------------------	---

Ident.: MO-27-92-00009064.0001001 / 21 AUG 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 1 PAIR INOPERATIVE".*

27-92-01C	Speedbrake Control System (speedbrakes 3 and 4 inoperative)
------------------	--

Ident.: MO-27-92-00027869.0001001 / 21 AUG 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".*

IN FLIGHT

Do not use the speedbrakes.

27-92-02A	Ground Spoiler Control System
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Ident.: MO-27-92-00022735.0001001 / 18 NOV 21

Applicable to: ALL

GENERAL INFORMATION

The autobrake function is not available. *Refer to OpsProc 32-42-05A AUTO/BRK Function*

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

 27-92 - Electrical Flight Control System
 (EFCS) Control Inputs and Power Supply

Continued from the previous page
CAUTION

One or both thrust reversers may not deploy at landing. Consequently, for performance determination, do not take into account the credit of the thrust reversers.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ALL INOPERATIVE".
27-92-02B
Ground Spoiler Control System (Pair of spoilers 5 inoperative)

Ident.: MO-27-92-00009066.0001001 / 11 MAR 10

Applicable to: ALL
FLIGHT PREPARATION/LIMITATIONS

 For performance penalties, *Refer to OpsProc 27-64-01A Spoiler 5*
27-92-02C
Ground Spoiler Control System (Pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative)

Ident.: MO-27-92-00009067.0001001 / 22 NOV 21

Applicable to: ALL
FLIGHT PREPARATION/LIMITATIONS

- **If the pairs of spoilers 1 and 2 are inoperative:**
 For performance penalties, *Refer to OpsProc 27-64-04A Spoilers 1 and 2*
- **If the pairs of spoilers 3 and 4 are inoperative:**
 For performance penalties, *Refer to OpsProc 27-64-05A Spoilers 3 and 4*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-93 - ELAC System (Elevator Aileron Computer)
--	---

27-93-01A	ELAC 1
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Ident.: MO-27-93-00009068.0002001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

■ **If the AP 1 is engaged for landing:**

Maximum landing capability is CAT 1.

■ **If the AP 2 is engaged for landing:**

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - Both Yellow and Green Engines Hydraulic Pumps with both Engines running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.

■ **If the F/CTL ELAC 1 FAULT alert is displayed on the EWD:**

- Note:
1. After application of the maintenance procedure, the following ECAM alerts remain displayed on the EWD :
 - C/B TRIPPED R ELEC BAY alert , and
 - C/B TRIPPED ON OVHD PNL alert, and
 - F/CTL ELAC 1 FAULT alert.
 2. After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed. It normally disappears after second engine start.

Check of the elevator and the roll spoilers control through the SECs:

Put the aircraft in the test configuration:

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

- YELLOW ELEC PUMP pb-sw.....ON

Note: If the Yellow Electric Pump is not available, pressurize the Yellow Hydraulic System with a Ground Cart or with both Green and Yellow Engines Hydraulic Pumps with both Engines running.

- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb.....ON
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- SEC 2 pb-sw..... On
- SEC 3 pb-sw..... On
- Wait 5 s

Check of the elevator control through the SEC 1 and the spoilers control through the SEC 1 and the SEC 3:

- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- ELAC 2 pb-sw..... OFF
- SEC 2 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION

If an expected spoiler or elevator movement does not occur, do not attempt any reset.
Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

- ELAC 2 pb-sw..... On
- SEC 2 pb-sw..... On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... ON
- ELAC 2 pb-sw..... OFF
- SEC 1 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION

If an expected spoiler or elevator movement does not occur, do not attempt any reset.
 Contact the maintenance.

Check of the ailerons control through the ELAC 2:

- SEC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- BLUE PUMP OVRD pb-sw..... Off
- YELLOW ELEC PUMP pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the blue and the green ailerons actuators symbols become amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- YELLOW ELEC PUMP pb-sw..... ON
- Move the CAPT stick from right stop to left stop.
- On the F/CTL SD page, check the full travel of the ailerons.
- Move the F/O stick from right stop to left stop.
- On the F/CTL SD page, check full travel of ailerons.

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

CAUTION	If an expected ailerons movement does not occur, do not attempt any reset. Contact the maintenance.
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Return to normal configuration:

- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC1 pb-sw..... Check Off

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

■ If the F/CTL ELAC 1 PITCH FAULT alert is displayed on the EWD:

Note: After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed on the EWD. It normally disappears after second engine start.

Check of the elevator and the roll spoilers control through the SECs:
Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- SEC 2 pb-sw..... On
- SEC 3 pb-sw..... On
- Wait 5 s

Check of the elevator control through the SEC 1 and of the spoilers control through the SEC 1 and the SEC 3:
Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw..... OFF
- SEC 2 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION

If an expected spoiler or elevator movement does not occur, do not attempt any reset.
 Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 2 pb-sw..... On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... ON
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw..... OFF
- SEC 1 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.
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Return to normal configuration:

- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

APPROACH
● If the AP 1 is used for the approach:

The captain must be the PF.

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MEL OPERATIONAL PROCEDURES**27 - FLIGHT CONTROLS**

27-93 - ELAC System (Elevator Aileron Computer)

Continued from the previous page

Note: Due to the fact that the ELAC 1 is not electrically supplied, the F/O take-over pb cannot disengage the AP 1.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-94 - SEC System (Spoiler and Elevator Computer)
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27-94-01A	SEC 1
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Ident.: MO-27-94-00009069.0001001 / 22 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc 27-64-05A Spoilers 3 and 4.*

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - Both Yellow and Green Engine Hydraulic Pumps with both Engines running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.

Note: After application of the maintenance procedure, the C/B TRIPPED R ELEC BAY and the C/B TRIPPED ON OVHD PNL alerts are displayed on the EWD.

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw ON
- PTU pb-sw AUTO
- BLUE ELEC PUMP pb-sw AUTO
- BLUE PUMP OVRD pb ON
- ELAC 1 pb-sw On
- ELAC 2 pb-sw On
- SEC 2 pb-sw On
- SEC 3 pb-sw On
- Wait 5 s

Check of the elevator control through the ELAC 1:

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

Continued from the previous page

- BLUE PUMP OVRD pb-sw Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw ON
- ELAC 2 pb-swOFF
- SEC 2 pb-sw OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION

If an expected elevator movement does not occur, do not attempt any reset.
 Contact the maintenance.

Check of the elevator control through the SEC 2:

- ELAC 2 pb-sw On
- SEC 2 pb-sw On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw ON
- ELAC 1 pb-swOFF
- ELAC 2 pb-swOFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION

If an expected spoiler or elevator movement does not occur, do not attempt any reset.
 Contact the maintenance.

Continued on the following page

 PAKISTAN International Airlines Since November 25, 1979 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-94 - SEC System (Spoiler and Elevator Computer)
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Continued from the previous page

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw Off
- BLUE PUMP OVRD pb-sw Off
- ELAC 1 pb-sw On
- ELAC 2 pb-sw On
- SEC 1 pb-sw Off

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speedbrakes.

● **If the SEC 2 and the SEC 3 fail during the flight:**

Autoland is not permitted.

Maximum landing capability is CAT 1

Disengage the AP at 500 ft RA before landing in direct law.

When the AP is disengaged with the three SECs failed, it cannot be engaged again.

27-94-02A	SEC 2
------------------	--------------

Ident.: MO-27-94-00009070.0001001 / 17 MAY 18

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - Both Yellow and Green Engine Hydraulic Pumps with both Engines running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.

Note: *After application of the maintenance procedure, the C/B TRIPPED REAR PNL N-R alert is displayed on the EWD.*

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

Continued from the previous page

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- SEC 3 pb-sw..... On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- ELAC 2 pb-sw..... OFF
- SEC 1 pb-sw..... OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION

 If an expected elevator movement does not occur, do not attempt any reset.
 Contact the maintenance.

Check of the elevator control through the SEC 1:
Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

Continued from the previous page

- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the blue elevator actuator symbols becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw.....ON
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.
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Return to normal configuration:

- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 2 pb-sw..... Off

AFTER ENGINE START

Note: The F/CTL ELEV SERVO FAULT alert may be displayed on the EWD if the PTU is inhibited and only one engine is operating. This alert must disappear when the PTU or the second engine is started.

IN FLIGHT

- If the SEC 1 and the SEC 3 fail during the flight:

Autoland is not permitted.

Continued on the following page

MEL OPERATIONAL PROCEDURES
27 - FLIGHT CONTROLS

27-94 - SEC System (Spoiler and Elevator Computer)

Continued from the previous page

Maximum landing capability is CAT 1

Disengage the AP at 500 ft RA before landing in direct law.

When the AP is disengaged with the three SECs failed, it cannot be engaged again.
27-94-03A
SEC 3

Ident.: MO-27-94-00009071.0001001 / 22 NOV 21

 Applicable to: **ALL**
FLIGHT PREPARATION/LIMITATIONS

 For performance penalties, *Refer to OpsProc 27-64-04A Spoilers 1 and 2.*
DURING COCKPIT PREPARATION
Deactivation of the SEC 3:

- SEC 3 pb-swOFF
- FLIGHT CONTROLS/SEC 3/SPLY (121VU Q19) C/B Pull

IN FLIGHT
● If the SEC 1 and the SEC 2 fail during the flight:

Autoland is not permitted.

Maximum landing capability is CAT 1

Disengage the AP at 500 ft RA before landing in direct law.

When the AP is disengaged with the three SECs failed, it cannot be engaged again.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 27 - FLIGHT CONTROLS 27-95 - FCDC System (Flight Control Data Concentrator)
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27-95-02A	FCDC 2
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Ident.: MO-27-95-00009072.0001001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

FLIGHT CONTROLS/FCDC2/SPLY (121VU Q20) C/B.....Pull

MEL OPERATIONAL PROCEDURES

27 - FLIGHT CONTROLS

27-95 - FCDC System (Flight Control Data Concentrator)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-01 - Overhead Panels 28-01-01 - FUEL Overhead Panel
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28-01-01-07A	CTR TK MODE SEL pb-sw FAULT light
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Ident.: MO-28-01-01-00009079.0003001 / 28 FEB 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

1

AFTER ENGINE START

- **If there is fuel in the center tank and with the slats retracted:**
On the FUEL SD page, check that the center tank pumps indications are in line.
- **With the slats extended:**
On the FUEL SD page, check that the center tank pumps indications are cross line.

AFTER TAKEOFF

- **If there is fuel in the center tank and with the slats retracted:**
On the FUEL SD page, check that the center tank pumps indications are in line.

MEL OPERATIONAL PROCEDURES

28 - FUEL

28-01 - Overhead Panels

28-01-01 - FUEL Overhead Panel

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-01 - Fuel Quantity Indications on the FUEL SD page
--	--

28-07-01-01A	Fuel On Board (FOB) Indication on the <u>FUEL</u> SD page
---------------------	--

Ident.: MO-28-07-01-00009109.0001001 / 17 AUG 22

Applicable to: ALL

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

● **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): Refer to FCOM/EFB-LOD-FUL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI).

28-07-01-02A	Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page
---------------------	---

Ident.: MO-28-07-01-00009110.0001001 / 22 NOV 16

Applicable to: ALL

ON GROUND

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

● **When the FQI is in degraded mode:**

On the FUEL SD page, determine which tank is affected.

The resulting loss of accuracy must be taken into account by using the two following parameters:

1. Fq : The extra fuel quantity to be loaded.
2. W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters are given as follows :

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg)		
	Fq (kg)	W (kg)
OUTER TANK	20	200
INNER TANK	110	110
CENTER TANK	130	130
ALL TANKS	390	750

Continued on the following page

MEL OPERATIONAL PROCEDURES
28 - FUEL

28-07 - Indications on the FUEL SD page
 28-07-01 - Fuel Quantity Indications on the FUEL SD page

Continued from the previous page
LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE
(Values in lb - If applicable)

	Fq (lb)	W (lb)
OUTER TANK	45	450
INNER TANK	240	240
CENTER TANK	290	290
ALL TANKS	860	1 670

Note: At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. $F_m + F_q$, $F_m + F_q + W$, and/or $F_m + F_q^* + W$), to next 50 or 100 kg (lb).

Preselect the fuel quantity required for the mission : F_m

● **When the refuel stops:**

- Enter the table and determine Fq and W values for the affected tank.
- Start again the refuel with the new preselected quantity which corresponds to the total FOB : $F_m + F_q$

Note: If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

● **When the refuel stops again:**

The FOB value to be considered for TOW calculation is: $FOB = F_m + F_q + W$

● **If all tanks reach high level before having loaded Fq value:**

- The extra fuel quantity known to be onboard is F_q^* with: $F_q^* < F_q$
- The FOB value to be considered for TOW calculation is: $FOB = F_m + F_q^* + W$

● **If the resulting TOW is higher than the MTOW:**

The aircraft load must be reduced.

 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-01 - Fuel Quantity Indications on the FUEL SD page
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28-07-01-03A 28-07-01-03C	Outer Tank Fuel Quantity Indication on the <u>FUEL</u> SD page
--	---

Ident.: MO-28-07-01-00009111.0001001 / 04 NOV 15

Applicable to: ALL

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI)*

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

28-07-01-04A	Inner Tank Fuel Quantity Indication on the <u>FUEL</u> SD page
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Ident.: MO-28-07-01-00009112.0001001 / 04 NOV 15

Applicable to: ALL

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI)*

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

28-07-01-05A	Center Tank Fuel Quantity Indication on the <u>FUEL</u> SD page
----------------------------	--

Ident.: MO-28-07-01-00009113.0002001 / 04 NOV 15

Applicable to: ALL

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI)*.

Continued on the following page

MEL OPERATIONAL PROCEDURES**28 - FUEL**

28-07 - Indications on the FUEL SD page

28-07-01 - Fuel Quantity Indications on the FUEL SD page

*Continued from the previous page***AFTER ENGINE START**

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-07 - Indications on the FUEL SD page 28-07-04 - Valve Indications on the FUEL SD page
--	--

28-07-04-04A	Wing Transfer Valve Indication on the <u>FUEL</u> SD page
---------------------	--

Ident.: MO-28-07-04-00009115.0001001 / 17 SEP 10

Applicable to: **ALL**

IN FLIGHT

- **When any inner tank fuel quantity reaches 750 kg (1 650 lb) of fuel:**
On the FUEL SD page, check the associated outer tank transfer.

MEL OPERATIONAL PROCEDURES

28 - FUEL

28-07 - Indications on the FUEL SD page
28-07-04 - Valve Indications on the FUEL SD page

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-09 - ECAM Alerts
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28-09-01B	FUEL L(R) INNER(OUTER) TK HI TEMP Alert (One or more inoperative)
------------------	--

Ident.: MO-28-09-00009116.0001001 / 23 AUG 23

Applicable to: ALL

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

● **If fuel temperature reaches limits:**

● **Before takeoff:**

Delay takeoff and shut down the engine on the affected side.

● **In flight:**

- Increase the engine fuel flow on the affected side.
- If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-02B	FUEL L(R) INNER(OUTER) TK LO TEMP Alert (One or more inoperative)
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Ident.: MO-28-09-00009117.0001001 / 23 AUG 23

Applicable to: ALL

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

● **If fuel temperature reaches limits:**

● **Before takeoff:**

Delay takeoff.

● **In flight:**

Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

MEL OPERATIONAL PROCEDURES
28 - FUEL

28-09 - ECAM Alerts

28-09-01A
FUEL L(R) INNER(OUTER) TK HI TEMP Alert (One or two inoperative)

Ident.: MO-28-09-00026924.0001001 / 23 AUG 23

Applicable to: ALL

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the non affected tanks, before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

● **If fuel temperature reaches limits:**

● **Before takeoff:**

Delay takeoff and shut down the engine on the affected side.

● **In flight:**

- Increase the engine fuel flow on the affected side.
- If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-02A
FUEL L(R) INNER(OUTER) TK LO TEMP Alert (One or two inoperative)

Ident.: MO-28-09-00026925.0001001 / 23 AUG 23

Applicable to: ALL

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the non affected tanks, before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

● **If fuel temperature reaches limits:**

● **Before takeoff:**

Delay takeoff.

● **In flight:**

Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-12 - Tank Venting System
--	--

28-12-01A	Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored)
------------------	--

Ident.: MO-28-12-00009085.0001001 / 21 MAR 10

Applicable to: ALL

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the outer tank of the affected wing will be partially empty with the transfer valves normally closed.

FLIGHT PREPARATION/LIMITATIONS

Fuel management should be performed with care.

ON GROUND AND IN FLIGHT

- **After a long taxi or if the outside air temperature is high, with the outer tank of the affected wing empty:**

The FUEL L(R) OUTER TK HI TEMP alert may be displayed on the EWD.

- **If the FUEL L(R) OUTER TK HI TEMP alert is displayed on the EWD:**

- Disregard the FUEL L(R) OUTER TK HI TEMP alert.
- Monitor the inner tank fuel temperature during taxi and in flight to ensure that it decreases and remains within the temperature limitations.

Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

- If the inner tank fuel temperature exceeds the temperature limitations, apply the FUEL L(R) INNER TK HI TEMP procedure: Refer to OpsProc 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert.

28-12-01B	Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened)
------------------	---

Ident.: MO-28-12-00009086.0001001 / 02 APR 13

Applicable to: ALL

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty.

ON GROUND

Check that the associated wing transfer valves are indicated open on the FUEL SD page.

MEL OPERATIONAL PROCEDURES**28 - FUEL****28-12 - Tank Venting System****28-12-02A****Overpressure Protector in the Vent Surge Tank**

Ident.: MO-28-12-00009087.0001001 / 11 MAR 10

Applicable to: ALL**ON GROUND AND IN FLIGHT**

- Avoid lateral accelerations in order to reduce the possibility of fuel spill during taxi and climb out.
- In cruise check that no fuel spillage occurred.
- Check that the FOB is sufficient to reach the destination with the adequate reserve.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-15 - Intercell Transfer System
--	--

28-15-01A 28-15-01C	LH Wing Transfer Valve (At least one transfer valve open)
--------------------------------------	--

Ident.: MO-28-15-00009088.0001001 / 22 MAY 19

Applicable to: ALL

GENERAL INFORMATION

■ **If one or both wing transfer valves are inoperative in the open position:**

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty. The FCOM Maximum Fuel Imbalance does not apply if one or both wing transfer valves are inoperative in the open position.

■ **If one wing transfer valve is secured in the open position:**

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty. The FCOM Maximum Fuel Imbalance does not apply if one wing transfer valve is secured in the open position.

ON GROUND

● **If one wing transfer valve is secured in the open position:**

Check that the wing transfer valve is indicated open on the FUEL SD page.

28-15-01B	LH Wing Transfer Valve (At least one transfer valve failed closed)
------------------	---

Ident.: MO-28-15-00009089.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

MEL OPERATIONAL PROCEDURES
28 - FUEL

28-15 - Intercell Transfer System

28-15-02A
28-15-02C
RH Wing Transfer Valve (At least one transfer valve open)

Ident.: MO-28-15-000090901.0001001 / 22 MAY 19

Applicable to: ALL

GENERAL INFORMATION
■ If one or both wing transfer valves are inoperative in the open position:

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty. The FCOM Maximum Fuel Imbalance does not apply if one or both wing transfer valves are inoperative in the open position.

■ If one wing transfer valve is secured in the open position:

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty. The FCOM Maximum Fuel Imbalance does not apply if one wing transfer valve is secured in the open position.

ON GROUND
● If one wing transfer valve is secured in the open position:

Check that the wing transfer valve is indicated open on the FUEL SD page.

28-15-02B
RH Wing Transfer Valve (At least one transfer valve failed closed)

Ident.: MO-28-15-00009091.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-20 - Distribution
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28-20-01A	Automatic Fuel Feed System
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Ident.: MO-28-20-00009092.0004001 / 28 FEB 25

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

ON GROUND

- If the center tank is empty for the flight:

CTR TK MODE SEL pb-sw.....MAN

CTR TK PUMP 1 and 2 pb-sw..... OFF

■ If the center tank is not empty for the flight:

● Before engine start:

CTR TK MODE SEL pb-sw..... MAN

● 3 min after engine start:

CTR TK PUMP 1 and 2 pb-sw.....OFF
- IN FLIGHT**
- If the center tank is not empty for the flight:

● After slat retraction and when the fuel in one wing is less than 5 000 kg (11 000 lb):

CTR TK PUMP 1 and 2 pb-sw..... ON

● If the FUEL CTR TK PUMPS LO PR alert is displayed on the EWD, or if the center tank is not empty at slat extension:

CTR TK PUMP 1 and 2 pb-sw.....OFF
- PIA A318/A319/A320/A321 FLEET

MEL

A

MO-28-20 P 1/2

20 OCT 25

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-21 - Main Fuel Pump System
--	--

28-21-01A 28-21-01B	Wing Tank Pump
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Ident.: MO-28-21-00020953.0001001 / 31 JAN 17

Applicable to: ALL

DURING COCKPIT PREPARATION

TK PUMP (AFFECTED) OFF

28-21-02A	Center Tank Pump (One inoperative)
------------------	---

Ident.: MO-28-21-00009096.0003001 / 29 NOV 11

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

In the case of dispatch with fuel in the center tank, the remaining center tank pump failure must be considered for the flight planning. Operator has to ensure that, from any point of the first part of the route where the center tank is not empty the aircraft may reach a suitable airport considering the fuel quantity (FQ) contained in the center tank as definitely not usable for the flight planning (as a consequence of the failure of the remaining center tank pump).

DURING COCKPIT PREPARATION

- X FEED pb-sw.....CHECK Off
- Affected CTR TK PUMP pb-sw..... OFF
- Operative CTR TK PUMP pb-sw..... OFF

IN FLIGHT

■ If the fuel quantity in the center tank is less than 200 kg (440 lb):

Operative CTR TK PUMP pb-sw..... Maintain OFF

■ If the fuel quantity in the center tank is more than 200 kg (440 lb):

The fuel in the center tank can be completely used if the operative center tank pump does not fail before the center tank is empty. If the operative center tank pump fails before the center tank is empty, consider the fuel quantity remaining and the time to destination to decide either to continue the flight or to divert.

● When the fuel quantity in one wing inner tank is less than 4 500 kg (10 000 lb):

Operative CTR TK PUMP pb-sw.....On

X FEED pb-sw.....ON

Continued on the following page

 PAKISTAN International Airlines Since Pakistan's Dawn A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-21 - Main Fuel Pump System
--	---

Continued from the previous page

- When the fuel quantity in one wing inner tank increases above 5 500 kg (12 000 lb):
X FEED pb-sw..... Off
Operative CTR TK PUMP pb-sw.....OFF

Note: Repeat the previous two steps as many times as necessary until the center tank is empty. The operative center tank pump will switch off automatically

- When the fuel quantity in the center tank is less than 250 kg (550 lb):
X FEED pb-sw..... Off

28-21-02D	Center Tank Pump (Both inoperative)
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Ident.: MO-28-21-00009095.0003001 / 11 MAR 10

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

CTR TK PUMP 1 and 2 pb-sw..... OFF

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-22 - APU Fuel Pump System
---	---

28-22-01A 28-22-01B	APU Fuel Pump
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Ident.: MO-28-22-00009097.0001001 / 21 NOV 17

Applicable to: ALL

FOR APU START AND FOR APU OPERATION

Pressurize the LH fuel manifold with at least one fuel tank pump.

MEL OPERATIONAL PROCEDURES

28 - FUEL

28-22 - APU Fuel Pump System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-26 - Main Transfer System
--	---

28-26-01B	Center Tank Transfer Valve
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Ident.: MO-28-26-00013913.0005001 / 28 FEB 25
Applicable to: AP-BOK, AP-BOL

IN FLIGHT

- Disregard the FUEL CTR L(R) XFR FAULT alert displayed on the EWD.
 - CTR TK MODE SEL pb-swAuto
 - Operative CTR TK L(R) XFR pb-sw On
 - Affected CTR TK L(R) XFR pb-sw OFF
- **When differences between fuel quantities in two wings is above 1 500 kg (3 300 lb):**
Monitor the fuel imbalance.

Note: *Apply the FUEL IMBALANCE FCOM procedure as required provided that no fuel leak is suspected. Refer to FCOM/PRO-ABN-FUEL [QRH] FUEL IMBALANCE.*

MEL OPERATIONAL PROCEDURES

28 - FUEL

28-26 - Main Transfer System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-29 - APU LP Fuel Shutoff
--	--

28-29-01A	APU LP Fuel Valve
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Ident.: MO-28-29-00009107.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-swOff

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with an Air Start Unit.*

On the FUEL SD page, check that the APU LP valve is indicated closed: *Refer to FCOM/DSC-28-20 ECAM Fuel Page.*

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

MEL OPERATIONAL PROCEDURES

28 - FUEL

28-29 - APU LP Fuel Shutoff

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 28 - FUEL 28-50 - Fuel Management
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28-50-01A	Fuel Quantity Indicating Computer (FQIC) Channel
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Ident.: MO-28-50-00009108.0003001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

1. Ensure that correct weights are entered in the FMGC associated with the affected FQIC channel.
2. In the case of failure in-flight of the remaining FQIC channel, all fuel quantities indications on the EWD are lost.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 29 - HYDRAULIC POWER 29-07 - Indications on the HYD SD page
--	--

29-07-07A	System Label Indication on the <u>HYD</u> SD page
------------------	--

Ident.: MO-29-07-00009122.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

- Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
 - Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.
- YELLOW ELEC PUMP pb-sw..... ON
 - BLUE ELEC PUMP pb-sw..... AUTO
 - BLUE PUMP OVRD pb-sw..... ON
 - PTU pb-sw..... AUTO
 - Move the CAPT stick left or right.
 - On the F/CTL SD page, check the pairs of spoilers movement.
 - YELLOW ELEC PUMP pb-sw..... Off
 - BLUE PUMP OVRD pb-sw..... OFF

29-07-08A	System Pressure Indication on the <u>HYD</u> SD page
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Ident.: MO-29-07-00009123.0001001 / 13 MAY 15

Applicable to: ALL

DURING COCKPIT PREPARATION

- Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
 - Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Continued on the following page

Continued from the previous page
■ If the blue system pressure indication is inoperative:
Check of the system label:

- On the HYD SD page, check that the BLUE system label is amber.
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb-sw..... ON
- On the HYD SD page, check that the BLUE system label is white and that the arrow is green.
- BLUE PUMP OVRD pb-sw..... Off

■ If the yellow system pressure indication is inoperative:
Check of the system label:

- YELLOW ELEC PUMP pb-sw..... Off
- On the HYD SD page, check that the YELLOW system label is amber.
- YELLOW ELEC PUMP pb-sw..... ON
- On the HYD SD page, check that the YELLOW system label is white and that the arrow is green.
- YELLOW ELEC PUMP pb-sw..... Off

■ If the green system pressure indication is inoperative:
Check of the system label:

- On the HYD SD page, check that the GREEN system label is amber.
- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw..... AUTO
- On the HYD SD page, check that the GREEN system label is white and that the arrow is green.
- YELLOW ELEC PUMP pb-sw..... Off

AFTER ENGINES START
Note: The HYD PTU FAULT ECAM alert may be triggered.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 29 - HYDRAULIC POWER 29-09 - ECAM Alerts
--	---

29-09-03A	HYD G(Y) ENG 1(2) PUMP LO PR Alert
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Ident.: MO-29-09-00009124.0002001 / 30 JUN 11

Applicable to: ALL

AFTER ENGINE START

Check of the engines pumps:

- PTU pb-sw.....OFF
- On the HYD SD page, check that the green and the yellow hydraulic systems pressures are correct.
A correct pressure is 3 000 PSI (± 200 PSI).
- PTU pb-sw.....AUTO

Note: On the HYD SD page, the PTU remains indicated running .

TAXI

Note: Due to a false HYD G(Y) ENG 1(2) PUMP LO PR alert displayed on the EWD, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO.

Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.

CAUTION	The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert except a false <u>HYD</u> G(Y) ENG 1(2) PUMP LO PR alert.
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29-09-07A	HYD PTU FAULT Alert
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Ident.: MO-29-09-00009125.0001001 / 17 SEP 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- Pressurize the Yellow Hydraulic System with:
 - A Ground cart, or with
 - The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Continued on the following page

Continued from the previous page

Check of the PTU:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- On the HYD SD page, check that the green hydraulic system pressure indication is green.
If the green hydraulic system pressure indication is not available, check on the HYD SD page that the GREEN system label is white and the arrow is green.
- YELLOW ELEC PUMP pb-sw.....Off

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 29 - HYDRAULIC POWER 29-10 - Main Hydraulic Power
--	--

29-10-03A	Blue System Electric Pump
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Ident.: MO-29-10-00009119.0001001 / 20 MAR 10

Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

- If the blue electric pump continuously runs:

At electrical power supply application:

BLUE ELEC PUMP pb-sw..... OFF

AFTER ENGINE START

BLUE ELEC PUMP pb-sw.....AUTO

- If the blue electric pump does not automatically start:
 - BLUE PUMP OVRD pb-sw..... ON
 - On the HYD SD page, check that the blue hydraulic circuit pressure is available.

AFTER ENGINE SHUTDOWN

BLUE ELEC PUMP pb-sw.....OFF

MEL OPERATIONAL PROCEDURES

29 - HYDRAULIC POWER

29-10 - Main Hydraulic Power

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 29 - HYDRAULIC POWER 29-23 - Power Transfer
--	--

29-23-01A	Power Transfer Unit (PTU)
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Ident.: MO-29-23-00009120.0001001 / 21 NOV 17

Applicable to: ALL

AFTER ENGINE START

Check of the PTU operation:

- GREEN ENG 1 PUMP pb-sw..... OFF
- On the HYD SD page, check that the green system pressure is correct.
A correct pressure is 3 000 PSI (± 200 PSI).
- GREEN ENG 1 PUMP pb-sw..... On
- YELLOW ENG 2 PUMP pb-sw..... OFF
- YELLOW ELEC PUMP pb-sw..... Off
- On the HYD SD page, check that the yellow system pressure is correct.
A correct pressure is 3 000 PSI (± 200 PSI).
- YELLOW ENG 2 PUMP pb-sw..... On

Note:

1. The PTU pressurizes the system to a nominal value of 3 000 PSI (± 200 PSI), but if no consumers are operated the pressure is not constant. The PTU operates in a cycle which keeps the pressure in the hydraulic systems between 2 100 PSI and 3 200 PSI.
2. For passengers comfort, the PTU may be set to OFF during the taxi after landing provided that both engines hydraulic pumps are operative and running. The PTU must be set back to AUTO before leaving the aircraft.

MEL OPERATIONAL PROCEDURES

29 - HYDRAULIC POWER

29-23 - Power Transfer

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 29 - HYDRAULIC POWER 29-24 - Yellow Auxiliary Hydraulic Power
--	--

29-24-01A	Yellow System Electric Pump
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Ident.: MO-29-24-00009121.0001001 / 22 MAY 24

Applicable to: ALL

ONE ENGINE TAXI

During one engine taxi, the PTU pressurizes the yellow hydraulic system and generates noise in the cockpit and the cabin.

ON GROUND

- **If the pump continuously runs and does not stop when set to off:**
DOORS/CARGO (T12 on 122 VU) C/B.....Pull
 - **If unsuccessful:**
 - Y HYD/ELEC PUMP/NORM (AB 03 on 123 VU) C/B.....Pull
 - Y HYD/ELEC/PUMP (AB 06 on 123 VU) C/B..... Pull
- Note: 1. If the pump continuously runs on the ground, there is a potential overheat situation.*
- 2. The reset of the C/Bs must be limited to the time required to open or close the cargo doors.*

MEL OPERATIONAL PROCEDURES

29 - HYDRAULIC POWER

29-24 - Yellow Auxiliary Hydraulic Power

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-01 - Overhead Panels 30-01-01 - ANTI ICE Overhead Panel
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30-01-01-03A	ANTI ICE WING pb-sw FAULT light
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Ident.: MO-30-01-01-00009042.0001001 / 12 NOV 20

Applicable to: ALL

- DURING COCKPIT PREPARATION**
- Check of the anti-ice "arrow" symbol:

 - Make sure that a bleed air supply system is available.
 - ANTI ICE WING pb-sw.....ON
 - On the BLEED SD page, check that the anti-ice "arrow" symbols are displayed amber and disappear after 30 s.
 - ANTI ICE WING pb-sw..... Off

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-01 - Overhead Panels

30-01-01 - ANTI ICE Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-11 - Wing Ice Protection
--	---

30-11-01A	Wing Anti-Ice Control Valve
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Ident.: MO-30-11-00009047.0018001 / 20 NOV 24

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOM

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5 000	10 000	15 000	20 000	25 000	30 000	35 000	40 000
Fuel penalties	4.5 %	4.5 %	6.0 %	4.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

1 100 ft when OAT ≤ ISA

4 500 ft when OAT > ISA

Approach climb performance:

■ When the engine bleed air supply system is closed:

No penalty.

■ When the engine bleed air supply system is open:

Decrease maximum climb limiting weight by:

800 kg (1 800 lb) when OAT ≤ ISA + 5 °C

4 900 kg (10 900 lb) when OAT > ISA + 5 °C

¹ DURING COCKPIT PREPARATION

● After application of the maintenance procedure:

On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

The anti-ice arrow symbol may be displayed amber or green.

The WING A.ICE L(R) HI PR alert must not be displayed on the EWD.

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Continued from the previous page

2 BEFORE ENGINE START

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.
Maintain the X BLEED selector at SHUT during the start of engine 1.
- Use the CROSS BLEED ENGINE START (*Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
- Apply the procedure associated with the WING A.ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

● When above 1 500 ft:

Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

3 IN FLIGHT

If the wing anti ice is operated in flight, WING A.ICE R HI PR alert may be displayed on the EWD.

● In the case of failure of a Bleed Air Supply System:

● If both PACKs are operative:

PACK (affected side) pb-sw OFF

AFTER LANDING

Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A

Wing Anti-Ice Control Valve

Ident.: MO-30-11-00009047.0022001 / 20 NOV 24

Applicable to: AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5 000	10 000	15 000	20 000	25 000	30 000	35 000	40 000
Fuel penalties	4.5 %	4.5 %	3.5 %	3.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

1 000 ft when OAT ≤ ISA

Continued on the following page

 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-11 - Wing Ice Protection
--	---

Continued from the previous page

3 400 ft when OAT > ISA

Approach climb performance:

■ **When the engine bleed air supply system is closed:**

No penalty.

■ **When the engine bleed air supply system is open:**

Decrease maximum climb limiting weight by:

700 kg (1 600 lb) when OAT ≤ ISA + 20 °C

4 200 kg (9 300 lb) when OAT > ISA + 20 °C

4 **DURING COCKPIT PREPARATION**

● **After application of the maintenance procedure:**

On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

The anti-ice arrow symbol may be displayed amber or green.

The WING A.ICE L(R) HI PR alert must not be displayed on the EWD.

5 **BEFORE ENGINE START**

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

- Use the CROSS BLEED ENGINE START (*Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
- Apply the procedure associated with the WING A.ICE R VALVE OPEN alert displayed on the EWD.

6 **AFTER TAKEOFF**

● **When above 1 500 ft:**

Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

7 **IN FLIGHT**

If the wing anti ice is operated in flight, WING A.ICE R HI PR alert may be displayed on the EWD.

● **In the case of failure of a Bleed Air Supply System:**

● **If both PACKs are operative:**

PACK (affected side) pb-sw OFF

Continued on the following page

MEL OPERATIONAL PROCEDURES
30 - ICE AND RAIN PROTECTION

30-11 - Wing Ice Protection

Continued from the previous page
AFTER LANDING

 Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A
Wing Anti-Ice Control Valve

Ident.: MO-30-11-00009047.0024001 / 20 NOV 24

Applicable to: AP-BOK, AP-BOL, AP-BON

FLIGHT PREPARATION/LIMITATIONS
Flight planning:

Increase fuel consumption by:

Zp (ft)	5 000	10 000	15 000	20 000	25 000	30 000	35 000	40 000
Fuel penalties	7 %	6.5 %	5.5 %	4 %	4 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

1 400 ft when OAT ≤ ISA

4 600 ft when OAT > ISA

Approach climb performance:
■ When the engine bleed air supply system is closed:

No penalty.

■ When the engine bleed air supply system is open:

Decrease maximum climb limiting weight by:

800 kg (1 800 lb) when OAT ≤ ISA + 5 °C

4 900 kg (10 900 lb) when OAT > ISA + 5 °C

8 DURING COCKPIT PREPARATION
● After application of the maintenance procedure:

 On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

The anti-ice arrow symbol may be displayed amber or green.

 The WING A.ICE L(R) HI PR alert must not be displayed on the EWD.

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 PAKISTAN International Airlines Since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-11 - Wing Ice Protection
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9 **BEFORE ENGINE START**

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.
Maintain the X BLEED selector at SHUT during the start of engine 1.
- Use the CROSS BLEED ENGINE START (*Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
- Apply the procedure associated with the WING A.ICE R VALVE OPEN alert displayed on the EWD.

10 **AFTER TAKEOFF**

● **When above 1 500 ft:**

Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

11 **IN FLIGHT**

If the wing anti ice is operated in flight, WING A.ICE R HI PR alert may be displayed on the EWD.

● **In the case of failure of a Bleed Air Supply System:**

● **If both PACKs are operative:**

PACK (affected side) pb-sw OFF

12 **AFTER LANDING**

Apply the automatic recall of the WING A.ICE R VALVE OPEN procedure displayed on the EWD.

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-11 - Wing Ice Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-21 - Engine Air Intake Ice Protection
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30-21-01B	Engine Anti-Ice Valve
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Ident.: MO-30-21-00022740.0025001 / 18 NOV 21

Applicable to: AP-BOK, AP-BOL, AP-BON

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	15.0 %	8.0 %
10 000	12.0 %	6.0 %
15 000	7.0 %	3.5 %
20 000	5.0 %	2.5 %
25 000	4.0 %	2.0 %
30 000	2.5 %	1.5 %
35 000	2.5 %	1.5 %
40 000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

600 ft when OAT ≤ ISA + 5 °C

4 200 ft when OAT > ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

MEL OPERATIONAL PROCEDURES
30 - ICE AND RAIN PROTECTION
30-21 - Engine Air Intake Ice Protection
30-21-01B
Engine Anti-Ice Valve

Ident.: MO-30-21-00022740.0023001 / 18 NOV 21

Applicable to: AP-BLY, AP-BLZ

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	6.0 %	3.0 %
10 000	5.0 %	2.5 %
15 000	5.0 %	2.5 %
20 000	5.0 %	2.5 %
25 000	4.0 %	2.0 %
30 000	2.5 %	1.5 %
35 000	2.5 %	1.5 %
40 000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

200 ft when $OAT \leq ISA + 5^{\circ}C$

2 300 ft when $OAT > ISA + 5^{\circ}C$

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-21 - Engine Air Intake Ice Protection
--	--

30-21-01B	Engine Anti-Ice Valve
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Ident.: MO-30-21-00022740.0001001 / 18 NOV 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMX, AP-BMY, AP-BOM

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	5.5 %	3.0 %
10 000	4.5 %	2.5 %
15 000	4.0 %	2.0 %
20 000	3.0 %	1.5 %
25 000	3.0 %	1.5 %
30 000	2.0 %	1.0 %
35 000	2.0 %	1.0 %
40 000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

400 ft when OAT ≤ ISA + 5 °C

3 700 ft when OAT > ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-21 - Engine Air Intake Ice Protection

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
--	--

30-31-01A	PHC (associated probe heating operative)
------------------	---

Ident.: MO-30-31-00021166.0001001 / 03 MAY 17

Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard and clear the **ANTI ICE CAPT(F/O)(STBY) PROBES** alert associated with the CAPT(F/O)(STBY) probe heating, as long as the CAPT(F/O)(STBY) probe heating is well checked operative before the flight.

30-31-01B	PHC (F/O PHC inoperative)
------------------	----------------------------------

Ident.: MO-30-31-00009050.0002001 / 03 MAY 17

Applicable to: ALL

DURING COCKPIT PREPARATION

AIR DATA selector F/O 3

IN FLIGHT

● If icing conditions are encountered:

ADR 2 pb-sw OFF

CAUTION	When ADR 2 is set to OFF, - takeoff in CONF 1+F is not permitted, and - maximum landing capability is CAT 3 SINGLE.
----------------	---

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE.*

30-31-01C	PHC (STBY PHC inoperative)
------------------	-----------------------------------

Ident.: MO-30-31-00021168.0001001 / 03 MAY 17

Applicable to: ALL

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE.*

 PAKISTAN International Airlines One Nation One Dream A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
--	--

30-31-02A	Pitot Heater
------------------	---------------------

Ident.: MO-30-31-00009052.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)

30-31-03C	F/O Static Ports Heater
------------------	--------------------------------

Ident.: MO-30-31-00009053.0001001 / 13 MAY 14

Applicable to: ALL

Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)

30-31-03D	CAPT Static Ports Heater
------------------	---------------------------------

Ident.: MO-30-31-00015607.0001001 / 13 MAY 14

Applicable to: ALL

ON GROUND OR IN FLIGHT

Disregard and clear the ANTI ICE CAPT L(R) STAT alert associated with the CAPT static ports heater(s) inoperative for the dispatch.

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)
------------------	---

Ident.: MO-30-31-00009054.0002001 / 03 MAY 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- If icing conditions are encountered during the flight:
Maximum landing capability may be downgraded to CAT 3 SINGLE.

DURING COCKPIT PREPARATION

AIR DATA selectorF/O 3

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE.*

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-31 - Probe Ice Protection
--	--

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)
------------------	--

Ident.: MO-30-31-00009198.0001001 / 03 MAY 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- If icing conditions are encountered during the flight:

Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE.*

30-31-04C	Angle of Attack (AOA) Probes Heating (CAPT inoperative)
------------------	--

Ident.: MO-30-31-00021169.0001001 / 03 MAY 17

Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE.*

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-31 - Probe Ice Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-42 - Windshield Anti-Icing and Defogging
--	---

30-42-01A	Window Heat Computer
------------------	-----------------------------

Ident.: MO-30-42-00009056.0001001 / 11 FEB 15

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**
Maximum landing capability is CAT 1.
- **When the PM side is inoperative:**
Maximum landing capability is CAT 3 DUAL.

30-42-03A	Windshield Heating
------------------	---------------------------

Ident.: MO-30-42-00009057.0001001 / 11 FEB 15

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**
Maximum landing capability is CAT 1.
- **When the PM side is inoperative:**
Maximum landing capability is CAT 3 DUAL.

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-42 - Windshield Anti-Icing and Defogging

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-45 - Windshield Rain Protection
--	--

30-45-01B	Windshield Wiper
------------------	-------------------------

Ident.: MO-30-45-00009059.0001001 / 28 JUN 11

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- When the wiper and the rain repellent are inoperative or deactivated on the PF side:
Maximum landing capability is CAT 1.

30-45-01C	Windshield Wiper continuously running
------------------	--

Ident.: MO-30-45-00018697.0001001 / 18 FEB 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- If the windshield wiper on the CAPT side is continuously running:
ANTI ICE/WIPER/CAPT (122VU X12) C/B.....PULL
Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.
- If the windshield wiper on the F/O side is continuously running:
ANTI ICE/F/O/WIPER (122VU W12) C/B..... PULL
Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.
- On the PF side, when the wiper is deactivated and the rain repellent is inoperative or not installed :
Maximum landing capability is CAT 1.

MEL OPERATIONAL PROCEDURES

30 - ICE AND RAIN PROTECTION

30-45 - Windshield Rain Protection

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 30 - ICE AND RAIN PROTECTION 30-81 - Ice Detection
--	---

30-81-01A	Ice Detection System
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Ident.: MO-30-81-00009060.0002001 / 11 MAR 10

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMX

IN FLIGHT

The presence of ice in the vicinity of the windshield and on the wipers is periodically checked.

30-81-03A	Lighting of External Visual Icing Indicator
------------------	--

Ident.: MO-30-81-00009062.0001001 / 11 MAR 10

Applicable to: ALL

IN FLIGHT

- If icing conditions are expected during night operations:

Refer to AFM/LIM-70 Operations in Icing Conditions

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-01 - Overhead Panels 31-01-01 - RCDR Overhead Panel
--	--

31-01-01-02A	RCDR-GND CTL pb-sw (Inoperative in the AUTO position)
---------------------	--

Ident.: MO-31-01-01-00008925.0001001 / 17 MAY 18

Applicable to: ALL

- ON GROUND
- Within 5 min after the aircraft is electrically supplied
or
After the first engine start:
CVR TEST pb..... PRESS

31-01-01-02B	RCDR-GND CTL pb-sw (Inoperative in the ON position)
---------------------	--

Ident.: MO-31-01-01-00009178.0001001 / 11 MAR 10

Applicable to: ALL

- AFTER LANDING
- To stop CVR recording, if needed:
COM/CVR/SPLY (49 VU E14) C/B..... PULL

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-07 - Indications on the System Display (SD)
--	---

31-07-02A	Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD
------------------	---

Ident.: MO-31-07-00009041.0003001 / 28 JUN 11

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

Check that the TAT value is available through the ADR 3.

Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**

The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

31-07-02A	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD
------------------	---

Ident.: MO-31-07-00009041.0004001 / 28 JUN 11

1 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLY, AP-BLZ

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

Check that the TAT value is available through the ADR 3.

Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**

The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

MEL OPERATIONAL PROCEDURES

31 - INDICATING/RECORDING SYSTEMS

31-07 - Indications on the System Display (SD)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-20 - Independent Instruments
--	--

31-20-01A	Electrical Clock Indicator
------------------	-----------------------------------

Ident.: MO-31-20-00009031.0001001 / 28 JUN 11

Applicable to: ALL

ON GROUND OR IN FLIGHT

- **After any electrical power interruption resulting in the loss of the UTC on the SD:**
Initialize the UTC and the date using the MCDU: *Refer to FCOM/DSC-45-20 GMT/Date Initialization.*

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-53 - Flight Warning Computer (FWC)
--	--

31-53-01A	FLIGHT WARNING COMPUTER (FWC)
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Ident.: MO-31-53-00009032.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

31-53-06A	Altitude Alert
------------------	-----------------------

Ident.: MO-31-53-00009462.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When both altitude alert functions are inoperative:**
RVSM operations are not permitted.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-56 - ECAM Control Panel (ECP)
--	---

31-56-06A	STS pb on the ECP
------------------	--------------------------

Ident.: MO-31-56-00018574.0001001 / 03 MAY 17

Applicable to: ALL

ON GROUND OR IN FLIGHT

- When the STS reminder appears at the bottom of the E/WD, or whenever the flight crew wants to check the **STATUS SD** page:
 1. Press the RCL pb to display the cleared alerts
 2. Press the CLR pb as many times as necessary in order to automatically display the **STATUS SD** page
 3. Press the CLR pb when the **STATUS SD** page is checked to clear the **STATUS SD** page.

31-56-07A	T.O CONFIG pb on the ECP
------------------	---------------------------------

Ident.: MO-31-56-00009033.0001001 / 18 JUL 12

Applicable to: ALL

BEFORE TAKEOFF

Check that the aircraft is in the correct takeoff configuration:

- FLAPS/SLATS.....CHECK
- On EWD, check that the FLAPS position corresponds to the position inserted in the MCDU PERF TAKE OFF Page.
- PITCH TRIM..... CHECK
- Check that the selected pitch trim is in the green band of the pitch trim wheel and corresponds to the value inserted in the MCDU PERF TAKE OFF Page.
- RUDDER TRIM.....CHECK ZERO
- GROUND SPOILERS.....CHECK ARMED
- SIDESTICK PRIORITY light.....CHECK NO RED
- On the **WHEEL SD** page, check that the brakes temperature is below 300 °C.
- DOORS..... CHECK
- On the **DOOR/OXY SD** page, check that all doors are indicated closed.
- Deselect the **DOOR/OXY SD** page after the check.

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 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-62 - Display Management Computer (DMC)
---	--

DMC 1

Ident.: MO-31-62-00010598.0002001 / 22 NOV 16

Applicable to: AP-BLB, AP-BLC

ON GROUND OR IN FLIGHT

- In the case of multiple undue ECAM alerts concerning **ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT**

or

ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY

or

NAV ATT(ALT1)(HDG) DISCREPANCY

or

NAV FM/GPS POS DISAGREE

or

FUEL F.USED/FOB DISAGREE

or

MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:

- Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are undue.
- EIS DMC SWITCHING selector..... NORM

Note: CAPT PFD and ND are lost when EIS DMC SWITCHING selector is set to NORM.

■ **If the undue ECAM alerts stop:**

- Pull EIS/DMC3/SPLY (121 VU Q09) C/B and EIS/DMC3/STBY/SPLY (49 VU E10) C/B for more than 5 s and push them back.
- EIS DMC SWITCHING selectorCAPT 3

■ **If the undue ECAM alerts continue:**

- EIS DMC SWITCHING selector..... CAPT 3
- Wait for CAPT PFD and ND recovery.
- Pull EIS/DMC2/SPLY (121 VU Q08) C/B for more than 5 s and push it back.

DMC 2

Ident.: MO-31-62-00009034.0004001 / 28 JUN 11

Applicable to: AP-BLB, AP-BLC

ON GROUND OR IN FLIGHT

● **In the case of multiple undue ECAM alerts concerning ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT**

or

ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY

or

NAV ATT(ALT1)(HDG) DISCREPANCY

or

NAV FM/GPS POS DISAGREE

or

FUEL F.USED/FOB DISAGREE

or

MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:

- Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are undue.
- EIS DMC SWITCHING selector..... NORM

Note: F/O PFD and ND are lost when EIS DMC SWITCHING selector is set to NORM.

■ **If the undue ECAM alerts stop:**

- Pull EIS/DMC3/SPLY (121 VU Q09) C/B and EIS/DMC3/STBY/SPLY (49 VU E10) C/B for more than 5 s and push them back.
- EIS DMC SWITCHING selector F/O 3

■ **If the undue ECAM alerts continue:**

- EIS DMC SWITCHING selector.....F/O 3
- Wait for F/O PFD and ND recovery.
- Pull EIS/DMC1/SPLY (49 VU E11) C/B for more than 5 s and push it back.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-62 - Display Management Computer (DMC)
--	--

DMC 3

Ident.: MO-31-62-00010599.0001001 / 05 APR 18

Applicable to: AP-BLB, AP-BLC

ON GROUND OR IN FLIGHT

- In the case of multiple undue ECAM alerts concerning **ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT**
or
ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY
or
NAV ATT(ALT1)(HDG) DISCREPANCY
or
NAV FM/GPS POS DISAGREE
or
FUEL F.USED/FOB DISAGREE
or
MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:
 - Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are undue.
 - EIS DMC SWITCHING selector.....CAPT 3

Note: CAPT PFD and ND are lost when EIS DMC SWITCHING selector is set to CAPT 3.
- If the undue ECAM alerts stop:
 - Pull EIS/DMC1/SPLY (49 VU E11) C/B for more than 5 s and push it back.
 - EIS DMC SWITCHING selectorNORM
- If the undue ECAM alerts continue:
 - EIS DMC SWITCHING selector.....NORM
 - Wait for CAPT PFD and ND recovery.
 - Pull EIS/DMC2/SPLY (121 VU Q08) C/B for more than 5 s and push it back.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-63 - Display Unit (DU)
--	--

31-63-02A	PFDU 2
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Ident.: MO-31-63-00009035.0001001 / 13 MAY 20

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● **If the PM side is affected:**

To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

● **If the PF side is affected:**

RNP APCH operations are not permitted.
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

PFDU 2 knob..... OFF

31-63-03A	NDU 1
------------------	--------------

Ident.: MO-31-63-00009036.0001001 / 13 MAY 20

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● **If the PM side is affected:**

To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

● **If the PF side is affected:**

RNP APCH operations are not permitted.

Continued on the following page

Continued from the previous page

- RNAV 10 operations are not permitted.
- RNAV 5 operations are not permitted.
- RNAV 1 / RNAV 2 operations are not permitted.
- RNP 4 operations are not permitted.
- RNP 2 operations are not permitted.
- RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 1 knob..... OFF

31-63-04A
NDU 2

Ident.: MO-31-63-00009037.0001001 / 13 MAY 20

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● If the PM side is affected:

To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

● If the PF side is affected:

- RNP APCH operations are not permitted.
- RNAV 10 operations are not permitted.
- RNAV 5 operations are not permitted.
- RNAV 1 / RNAV 2 operations are not permitted.
- RNP 4 operations are not permitted.
- RNP 2 operations are not permitted.
- RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 2 knob..... OFF

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-63 - Display Unit (DU)
--	--

31-63-05A	SDU
------------------	------------

Ident.: MO-31-63-00009038.0001001 / 15 FEB 18

Applicable to: ALL

ON GROUND OR IN FLIGHT

SDU knob OFF

- In the case of alerts being displayed on the EWD:**
Use the ECAM/ND SWITCHING selector to display the system page on the selected NDU.
- In the case of failure of the AC BUS 1:**
 - If all the Display Units are lost:**
Apply the ELEC AC ESS BUS FAULT alert procedure: *Refer to FCOM/PRO-ABN-ELEC-ELEC AC ESS BUS FAULT.*

Note: *The AC ESS BUS is recovered when the AC ESS FEED pb-sw is set to ALTN.*

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 31 - INDICATING/RECORDING SYSTEMS 31-68 - Switching Panel
--	--

31-68-05A	PFD/ND XFR pb on the Lateral Instrument Panel
------------------	--

Ident.: MO-31-68-00009039.0001001 / 11 MAR 10
Applicable to: ALL

DURING COCKPIT PREPARATION

- **On the side where the PFD/ND XFR pb is inoperative:**
 - PFD brightness control knob..... OFF
 - Check that the PFD image is automatically displayed on the NDU.
 - PFD brightness control knob..... On
- **If the PFD image is not automatically displayed on the NDU:**

The affected side cannot be used by the Pilot Flying.
- **On the side where the PFD to ND automatic switching is inoperative:**
 - PFD brightness control knob..... OFF
 - EIS DMC SWITCHING selector (Affected side)..... CAPT 3 (F/O 3)
 - Check that the PFD image is displayed on the associated NDU.
 - PFD brightness control knob..... On
 - EIS DMC SWITCHING knob (Affected side)..... NORM

IN FLIGHT

- **If a PFDU fails with no automatic transfer to the associated NDU:**
 - PFD brightness control knob..... OFF
 - EIS DMC SWITCHING selector (Affected side)..... CAPT 3 (F/O 3)
 - Check that the PFD image is displayed on the associated NDU.

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-07 - Indications on the <u>WHEEL</u> SD page
--	--

32-07-01A 32-07-01B	Brakes Temperature Indication on the <u>WHEEL</u> SD page
--------------------------------------	--

Ident.: MO-32-07-00009012.0003001 / 28 JUN 11

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

■ **If MAX reverser thrust was selected for all reversers during the braking phase:**

Enter the brake energy graph: WITH THRUST REVERSERS USE.

■ **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

- Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS).
- Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING :

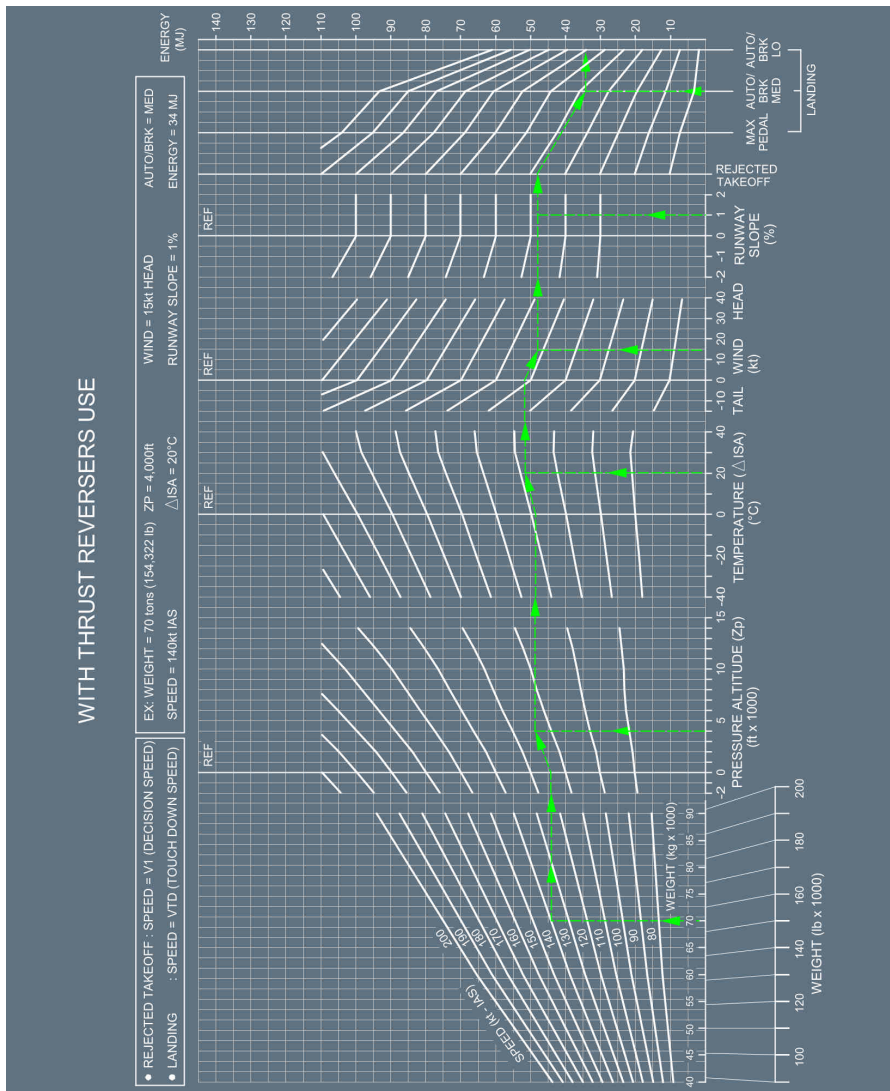
- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

Note: *In the case of a dispatch with one brake inoperative (Refer to Item 32-42-01 Main Wheel Brake or Refer to Item 32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

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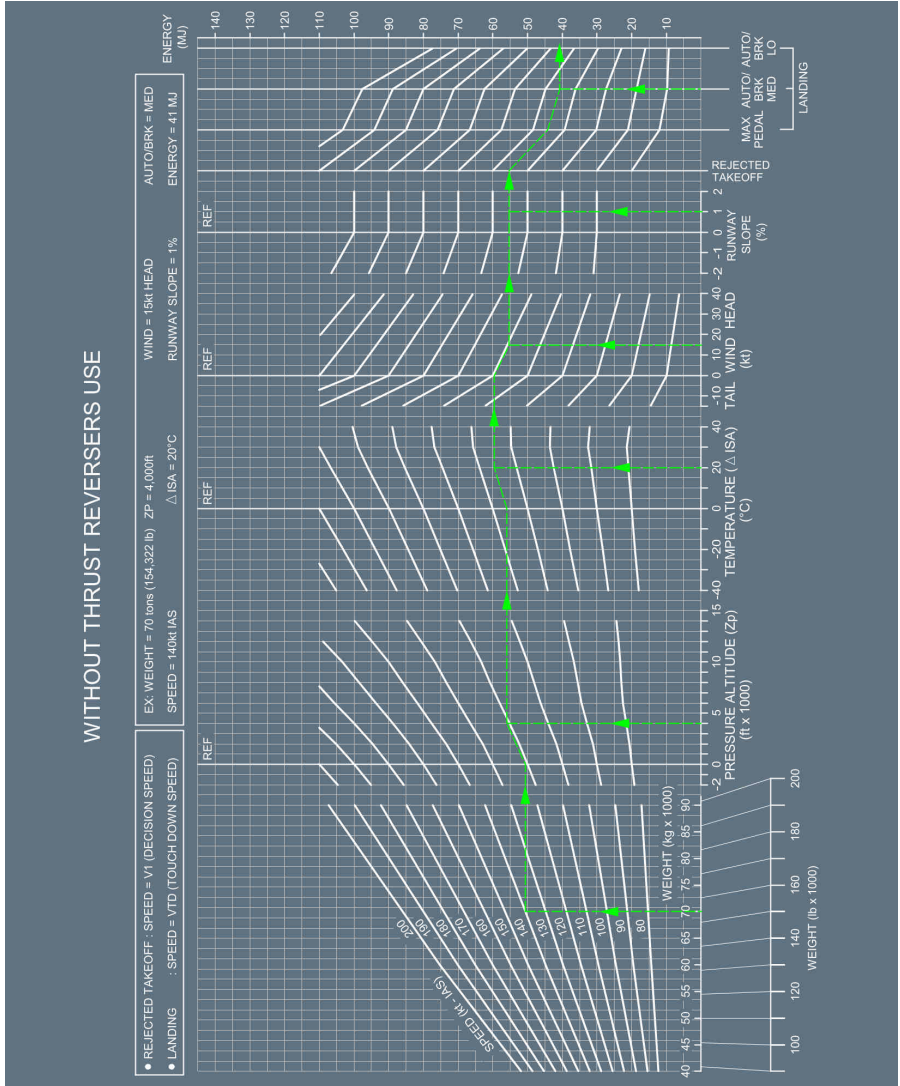
Brake Energy with Thrust Reverser Use



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Brake Energy without Thrust Reverser Use



Continued on the following page

MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR

32-07 - Indications on the WHEEL SD page

Continued from the previous page
BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

55	152 46	153 46	154 46	155 46	155 47	====> TIME (min) WITHOUT BRAKE COOLING FAN
						====> TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:

- Without brake cooling fan: 189 min
- With brake cooling fan: 57 min

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
10	0 0	0 0	0 0	4 1	9 3	14 4	19 6	23 7	27 8	31 9	35 10	37 11
15	31 9	35 10	38 11	42 12	45 13	48 14	51 15	54 16	57 17	60 18	62 19	64 19
20	59 18	62 19	65 19	67 20	70 21	72 22	74 22	77 23	79 24	81 24	83 25	84 25
25	81 24	83 25	85 25	87 26	89 27	91 27	92 28	94 28	96 29	98 29	99 30	100 30
30	98 29	99 30	101 30	103 31	104 31	106 32	107 32	109 33	110 33	112 34	113 34	114 34
35	112 34	113 34	115 34	116 35	117 35	119 36	120 36	121 36	123 37	124 37	125 38	126 38
40	124 37	125 37	126 38	127 38	129 39	130 39	131 39	132 40	133 40	134 40	135 41	136 41
45	134 40	135 41	136 41	137 41	139 42	140 42	141 42	142 42	143 43	144 43	145 43	145 44
50	144 43	145 43	146 44	146 44	147 44	148 45	149 45	150 45	151 45	152 46	153 46	153 46

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MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR

32-07 - Indications on the WHEEL SD page

Continued from the previous page

ENERGY (MJ)	GROUND BRAKE COOLING TIME (min)											
	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
55	152	153	154	155	155	156	157	158	159	160	160	161
	46	46	46	46	47	47	47	47	48	48	48	48
60	160	160	161	162	163	164	164	165	166	167	167	168
	48	48	48	49	49	49	49	50	50	50	50	50
65	167	167	168	169	170	170	171	172	172	173	174	174
	50	50	50	51	51	51	51	52	52	52	52	52
70	173	174	174	175	176	176	177	178	178	179	180	180
	52	52	52	53	53	53	53	53	54	54	54	54
75	179	180	180	181	182	182	183	183	184	185	185	186
	54	54	54	54	54	55	55	55	55	55	56	56
80	185	185	186	186	187	188	188	189	189	190	190	191
	55	56	56	56	56	56	56	57	57	57	57	57
85	190	190	191	191	192	193	193	194	194	195	195	196
	57	57	57	57	58	58	58	58	58	58	59	59
90	195	195	196	196	197	197	198	198	199	199	200	200
	58	59	59	59	59	59	59	60	60	60	60	60
95	199	200	200	201	201	202	202	203	203	204	204	205
	60	60	60	60	60	61	61	61	61	61	61	61
100	204	204	205	205	206	206	207	207	208	208	208	209
	61	61	61	62	62	62	62	62	62	62	63	63
105	208	208	209	209	210	210	211	211	212	212	212	213
	62	63	63	63	63	63	63	63	63	64	64	64
110	212	212	213	213	214	214	215	215	215	216	216	216
	64	64	64	64	64	64	64	64	65	65	65	65
115	216	216	217	217	217	218	218	219	219	219	220	220
	65	65	65	65	65	65	65	66	66	66	66	66
120	219	220	220	221	221	221	222	222	222	223	223	223
	66	66	66	66	66	66	67	67	67	67	67	67

A320

Messier/Goodrich - 03.01.05 - F476021.txt

AFTER ENGINE START

- In the case of a false **BRAKES HOT** alert displayed on the EWD:

EMER CANC pb Press

*Note: In the case of a false **BRAKES HOT** alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

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 PAKISTAN International Airlines Since Pakistan Is Born A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-07 - Indications on the WHEEL SD page
---	---

Continued from the previous page

CAUTION	<i>The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.</i>
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32-07-03A	L/G Doors Position Indication on the <u>WHEEL</u> SD page
------------------	--

Ident.: MO-32-07-00009013.0001001 / 28 JUN 11

Applicable to: ALL

IN FLIGHT

MAX SPEED.....250 kt or M 0.60

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-09 - ECAM Alerts
--	--

32-09-01C	<u>BRAKES-N/WS MINOR FAULT Alert</u> (Alternate braking checked operative)
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Ident.: MO-32-09-00009197.0001001 / 21 MAY 25
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

1
DURING COCKPIT PREPARATION

The ACCU PRESS indication must be in the green band.

●
If ACCU PRESS indication not in the green band:

- Y ELEC PUMP pb-sw..... ON then OFF
- CHOCKS.....CHECK IN PLACE
- PARKING BRAKE handle..... OFF
- BRAKE PEDALS..... PRESS
Apply maximum pressure on both pedals.
- BRAKE PRESSURE (on BRAKES pressure indicators)..... CHECK
Pressure must increase without delay symmetrically on left and right sides for the same application simultaneously applied on left and right pedals. With full pedal deflection, the pressure must be between 900 PSI and 1 100 PSI.
- BRAKE PEDALS.....RELEASE
Residual pressure (approximately 220 PSI) will remain after the brake pedals are released.
- PARKING BRAKE handle.....ON

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-09 - ECAM Alerts

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-31 - Normal Extension and Retraction
--	--

32-31-01A	Landing Gear Control and Interface Unit (LGCIU)
------------------	--

Ident.: MO-32-31-00008975.0002001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B PULL
- LGCIU/BAT SPLY/SYS2 (121VU R33) C/B PULL

The following table gives the consequences on the systems affected when the LGCIU 2 is inoperative and above mentioned C/B are pulled.

SYSTEMS	CONSEQUENCES	PROCEDURE
AVNCS VENT (on ground)	- The system remains in closed circuit configuration. - The ground cooling system  is inoperative.	- Time limitations on ground for ELEC PWR supply: - OAT ≤ 43 °C: No Limitation - 44 °C ≤ OAT ≤ 52 °C: 3 h - OAT ≥ 53 °C: 30 min - Check that the air conditioning system is operative.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS 	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS	The strobe lights  are not inhibited on ground when set to AUTO.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, logo lights do not come on.	
	The taxi light, the runway turn-off light, and the takeoff light are inoperative on ground and in flight.	
ELEC (on ground)	When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied.	

Continued on the following page

MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR

32-31 - Normal Extension and Retraction

Continued from the previous page

SYSTEMS	CONSEQUENCES	PROCEDURE
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure
	The minimum idle is inoperative when slats/flaps are extended.	Refer to OpsProc 73-20-05A Minimum Idle on Ground
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	Refer to OpsProc 78-30-01A Thrust Reverser
	The BUMP function  is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
AIR COND (on ground)	Both air conditioning packs ram air inlet do not close.	
WING ANTI-ICE (on ground)	On ground, when set to ON, the wing anti-ice valve do not close at the end of the test sequence (30 s). The WING A.I.CE OPEN ON GND alert will be displayed on the EWD.	
ADIRU and AVNCS VENT alert	The horn and the light are inoperative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
CARGO DOOR (FWD and AFT)	Only the manual control is operative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
BRAKES (on ground)	The brakes cooling  is inoperative.	
AIRSTAIRS 	The airstairs  cannot be extended.	
WEIGHT AND BALANCE SYSTEM 	The WBS  is inoperative.	

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-31 - Normal Extension and Retraction
--	--

Continued from the previous page

SYSTEMS	CONSEQUENCES	PROCEDURE
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The L/G LGCIU 2 FAULT alert is displayed on the EWD.	
FTIS 	FTIS  is inoperative.	
NAV PRED W/S System 	The Predictive Windshear Detection System  is inoperative.	

IN FLIGHT

● **In the case of loss of the LGCIU 1:**

AP and FD are lost.

Maximum landing capability is CAT 1.

32-31-02A	Landing Gear Retracting System
------------------	---------------------------------------

Ident.: MO-32-31-00008977.0001001 / 18 NOV 21

Applicable to: ALL

Refer to FCOM/PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN and determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: *In the Airbus EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".*

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-31 - Normal Extension and Retraction

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-02A	LGCIU 2 RH L/G Shock Absorber Proximity Detector
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Ident.: MO-32-32-00008978.0002001 / 22 NOV 21

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The F/O pitot is set to high heating level when the EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until the engine start.
AVNCS VENT (on ground)	- The system remains in the closed circuit configuration. - The ground cooling system  is inoperative.	- Time limitations on ground for ELEC PWR supply: - OAT ≤ 43 °C: No limitation - OAT = 52 °C: 3 h - OAT = 61 °C: 30 min - Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
WING A/ICE (on ground)	The wing anti-ice is not inhibited.	On ground, do not set the WING ANTI ICE pb-sw to ON for more that 30 s. If required, set it to ON just before takeoff.
TPIS  (on ground)	The <u>WHEEL</u> TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS (on ground)	The strobe lights  are not inhibited. On ground, with flaps retracted, the logo lights do not come on.	On ground, set the STROBE sw to OFF.
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	

Continued on the following page

MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR

32-32 - Proximity Detector System

Continued from the previous page

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. <i>Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure</i>
	The minimum idle is inoperative.	<i>Refer to OpsProc 73-20-05A Minimum Idle on Ground</i>
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust Reverser is inoperative.	<i>Refer to OpsProc 78-30-01A Thrust Reverser</i>
	The BUMP function  is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
CARGO DOOR (on ground)	Only the manual control is operative.	
AIR COND (on ground)	The air conditioning pack 2 ram air inlet does not close.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
AIRSTAIRS  (on ground)	The airstairs cannot be extended.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G</u> LGCIU 2 FAULT alert is displayed on the EWD.	

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-03A	LGCIU 2 LH L/G Shock Absorber Proximity Detector
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Ident.: MO-32-32-00008988.0016001 / 22 NOV 21

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The CAPT pitot is set to the high heating level when the EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until engine start.
AVNCS VENT (on ground)	- The system remains in the closed circuit configuration - The ground cooling system  is inoperative.	- Time limitations on ground for ELEC PWR supply: - OAT ≤ 42 °C: No limitation - OAT = 53 °C: 3 h - OAT = 61 °C: 30 min - Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS  (on ground)	The <u>WHEEL</u> TYRE LO PR alert threshold is set to flight level.	
LIGHTS (on ground)	The strobe lights  are not inhibited. On ground, with flaps retracted, the logo lights do not come on.	On ground, set the STROBE sw to OFF.
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. <i>Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure</i>
	The minimum idle is inoperative.	<i>Refer to OpsProc 73-20-05A Minimum Idle on Ground</i>
	When FLX TO selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	<i>Refer to OpsProc 78-30-01A Thrust Reverser</i>
SLATS (on ground)	The BUMP function  is inoperative.	Do not use the BUMP function.
	The slats are slow from 1 to 0.	

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MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR
32-32 - Proximity Detector System
Continued from the previous page

SYSTEMS	CONSEQUENCES	PROCEDURES
AIR COND (on ground)	The air conditioning pack 1 ram air inlet does not close.	
CARGO DOOR	Only the manual control is operative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G</u> LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-04A
LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: MO-32-32-00008989.0001001 / 13 MAY 20

 Applicable to: **ALL**
GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The STBY pitot is set to the high heating level when the EXT PWR pb is set to OFF. If displayed, disregard the ANTI ICE CAPT(F/O) PITOT alert on the EWD when EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until the engine start.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
ENG 2 (on ground)	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc 32-32-03A LGCIU 2 LH L/G Shock Absorber Proximity Detector</i> "ECAM" line.	

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-05A	LGCIU 2 RH L/G Down Lock Proximity Detector
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Ident.: MO-32-32-00008990.0004001 / 06 MAY 14

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G</u> LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-06A	LGCIU 2 LH L/G Down Lock Proximity Detector
------------------	--

Ident.: MO-32-32-00008991.0010001 / 06 MAY 14

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
BRAKES	The brakes cooling  is inoperative.	
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G</u> LGCIU 2 FAULT alert is displayed on the EWD.	

MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR
32-32 - Proximity Detector System
32-32-07A
LGCIU 2 Nose L/G Down Lock Proximity Detector

Ident.: MO-32-32-00008992.0001001 / 16 NOV 22

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES
WBS  (in flight and on ground)	The WBS  is inoperative.
LIGHTS (in flight and on ground)	The Taxi light and the takeoff light are inoperative.
ECAM (in flight and on ground)	For <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.</i>

32-32-08A
LGCIU 2 RH L/G Up Lock Proximity Detector

Ident.: MO-32-32-00008993.0004001 / 16 NOV 22

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.</i>	

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-32 - Proximity Detector System
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32-32-09A	LGCIU 2 LH L/G Up Lock Proximity Detector
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Ident.: MO-32-32-00008994.0004001 / 16 NOV 22

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For <u>WHEEL</u> SD page and ECAM alert Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.	

32-32-10A	LGCIU 2 Nose L/G Up Lock Proximity Detector
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Ident.: MO-32-32-00009002.0004001 / 16 NOV 22

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For <u>WHEEL</u> SD page and ECAM alert Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.	

32-32-11A	LGCIU 2 RH L/G Doors Open Proximity Detector
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Ident.: MO-32-32-00008995.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector



PAKISTAN
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A318/A319/A320/A321
MINIMUM EQUIPMENT LIST

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-32 - Proximity Detector System

32-32-12A

LGCIU 2 LH L/G Doors Open Proximity Detector

Ident.: MO-32-32-00008996.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector

32-32-13A

LGCIU 2 Nose L/G Doors Open Proximity Detector

Ident.: MO-32-32-00008997.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector

32-32-14A

LGCIU 2 RH L/G Doors Closed Proximity Detector

Ident.: MO-32-32-00008998.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector

32-32-15A

LGCIU 2 LH L/G Doors Closed Proximity Detector

Ident.: MO-32-32-00008999.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector

32-32-16A

LGCIU 2 Nose L/G Doors Closed Proximity Detector

Ident.: MO-32-32-00009000.0001001 / 11 MAR 10

Applicable to: ALL

Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-33 - Free Fall Extension
--	--

32-33-01A	Landing Gear Gravity Extension System
------------------	--

Ident.: MO-32-33-00009003.0001001 / 18 NOV 21

Applicable to: ALL

Refer to FCOM/PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN and determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: *In the Airbus EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".*

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-33 - Free Fall Extension

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-42 - Normal Braking
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32-42-01A	Main Wheel Brake (One Brake Inop)
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Ident.: MO-32-42-00022743.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 Single.

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".

FOR TAKEOFF

The autobrake function, even if available, must not be used.

- **In the case of engine failure at takeoff:**

Retract the landing gear when positive climb.

Vibrations may occur during 1 or 2 min after the retraction of the landing gear.

- **If both engines are operative:**

Keep the landing gear down for 1 min.

FOR LANDING

The autobrake function, even if available, must not be used.

32-42-02A	Green System Brake
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Ident.: MO-32-42-00009005.0001001 / 22 NOV 21

Applicable to: ALL

Refer to OpsProc 32-42-01A Main Wheel Brake

32-42-05A	AUTO/BRK Function
------------------	--------------------------

Ident.: MO-32-42-00009006.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

BEFORE TAKEOFF

When T.O MEMO is displayed on the EWD, disregard the line:

AUTO BRK..... MAX (blue)

MEL OPERATIONAL PROCEDURES
32 - LANDING GEAR
32-42 - Normal Braking
32-42-06C
Tachometer

Ident.: MO-32-42-00022744.0003001 / 18 NOV 21

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

GENERAL INFORMATION

For performance computation, select in PEP the tachometer inoperative item only. Do not select additionally the brake inoperative item in PEP as brake inoperative performance impact is already part of tachometer inoperative performance impact.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "WHEEL TACHOMETERS 1 TACHOMETER INOPERATIVE".

BEFORE TAKEOFF

Check that no other amber brake released indication is displayed on the WHEEL SD page.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-44 - ACCU PRESS Indicator
--	---

32-44-02A	ACCU PRESS Indicator (with BRAKES Pressure Indicator Operative)
------------------	--

Ident.: MO-32-44-00017831.0001001 / 03 NOV 15

Applicable to: ALL

DURING COCKPIT PREPARATION

- YELLOW ENG 2 PUMP pb-sw..... OFF
- YELLOW ELEC PUMP pb-sw..... Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle..... ON
- BRAKES pressure..... CHECK

On both BRAKES pressure indicators, check that the BRAKES indication is in the upper part of the white zone (around 2 500 PSI). If required use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING

Yellow and green hydraulics systems are pressurized from yellow electric pump.
Get ground crew clearance before using the electric pump.

- Restore normal settings.

 PAKISTAN International Airlines Great Pakistan, Fly PIA A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-44 - ACCU PRESS Indicator
--	--

32-44-02B	ACCU PRESS Indicator (with WHEEL SD page)
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Ident.: MO-32-44-00017833.0001001 / 03 NOV 15
Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

- YELLOW ENG 2 PUMP pb-sw.....OFF
- YELLOW ELEC PUMP pb-sw.....Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle..... ON
- BRAKES pressure..... CHECK

On the WHEEL SD page, check that the ACCU PRESS or ACCU ONLY indication is displayed in green. If required, use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING	<i>Yellow and green hydraulics systems are pressurized from yellow electric pump.</i> <i>Get ground crew clearance before using the electric pump.</i>
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- Restore normal settings.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-45 - Parking/Ultimate Emergency Braking
--	---

32-45-01A	Parking Brake Control Valve Electrical Motor
------------------	---

Ident.: MO-32-45-00027917.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

In case of one engine taxi, the APU generator must be used.

AFTER START

- If one engine taxi at departure:
 - After engine 1 start:
 APU.....KEEP ON
 The APU generator must be used.
 - After engine 2 start:
 APU.....AS RQRD

ONE ENGINE TAXI AT ARRIVAL

- Before engine 2 shutdown:
 APU.....ON
 The APU generator must be used.
- After engine 1 shutdown:
 APU.....AS RQRD

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-45 - Parking/Ultimate Emergency Braking

Intentionally left blank

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-47 - Brake Temperature System
--	---

32-47-01A	Brake Temperature Monitoring Unit (BTMU)
------------------	---

Ident.: MO-32-47-00009008.0001001 / 17 AUG 22

Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

HYDRAULIC/BRK/TEMP/DET/UNIT (121VU M37) C/BPULL

Determine brake cooling time (*Refer to OpsProc 32-07-01A(B) Brakes Temperature Indication on the WHEEL SD page*).

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-47 - Brake Temperature System

Intentionally left blank

 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-48 - Brake Fan System
---	---

32-48-01B	Brake Fan System (partially available)
------------------	---

Ident.: MO-32-48-00018054.0001001 / 18 FEB 16
Applicable to: ALL

ON GROUND

- **To deactivate the Brake Fans 1 and 2, apply:**
HYDRAULIC/BRK FAN/WHEELS/1 AND 2 (121VU L32) C/B.....PULL
- **To deactivate the Brake Fans 3 and 4, apply:**
HYDRAULIC/BRK FAN/WHEELS/3 AND 4 (121VU L35) C/B.....PULL

MEL OPERATIONAL PROCEDURES

32 - LANDING GEAR

32-48 - Brake Fan System

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-51 - Steering
--	---

32-51-02A	Rudder PEDALS DISC pb
------------------	------------------------------

Ident.: MO-32-51-00012799.0001001 / 17 SEP 10

Applicable to: ALL

The purpose of the procedure is to explain how to perform the flight control check with one or both PEDALS DISC pb failed in the released position.

GENERAL INFORMATION

■ **When the disconnection is not possible on one side:**

The flight control check can be performed on the operative side.

■ **When the disconnection is not possible on both sides:**

The flight control check must be performed while aircraft is stopped.

Note: it is not necessary to set the A/SKID & N/W STRG sw to OFF.

32-51-03A	NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position)
------------------	--

Ident.: MO-32-51-00009010.0001001 / 03 MAY 17

Applicable to: ALL

BEFORE PUSHBACK

A/SKID & N/W STRG selector..... OFF

AFTER PUSHBACK

A/SKID & N/W STRG selector..... ON

32-51-03B	NWS Electrical Deactivation Box (NWS Electrical Deactivation Box deactivated)
------------------	--

Ident.: MO-32-51-00012592.0001001 / 03 MAY 17

Applicable to: ALL

DURING COCKPIT PREPARATION

● **After application of the maintenance procedure:**

Check that the WHEEL N/W STRG FAULT or WHEEL N.W STEER FAULT alert is not displayed anymore on the EWD.

If the ECAM alert is still displayed, consider the nosewheel steering inoperative. *Refer to Item 32-51-01 Nose Wheel Steering Control System.*

Continued on the following page

 PAKISTAN International Airlines Since Pakistan Is Born A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 32 - LANDING GEAR 32-51 - Steering
--	--

Continued from the previous page

BEFORE PUSHBACK

A/SKID & N/W STRG selector OFF

As a result of the NWS electrical box deactivation, the parking brake light on that box will not be available.

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel before pushback.

AFTER PUSHBACK

A/SKID & N/W STRG selector ON

32-51-04A	PARKING BRAKE light on the NWS Electrical Deactivation Box
------------------	---

Ident.: MO-32-51-00009011.0001001 / 17 SEP 10

Applicable to: ALL

BEFORE PUSHBACK

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 33 - LIGHTS 33-01 - Overhead Panels 33-01-02 - SIGNS Overhead Panel
--	---

33-01-02-02A	AUTO Function of SEAT BELTS SIGNS selector 
---------------------	---

Ident.: MO-33-01-02-00008954.0001001 / 22 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

SEAT BELTS selector..... ON

AFTER TAKEOFF

SEAT BELTS selector.....As required

DURING APPROACH

SEAT BELTS selector..... ON

33-01-02-03A	AUTO Function of NO SMOKING SIGNS sw
---------------------	---

Ident.: MO-33-01-02-00008955.0001001 / 18 MAY 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

ON GROUND OR IN FLIGHT

Set the NO SMOKING sw ON as required.

33-01-02-03A	AUTO Function of NO PORTABLE/ELEC DEVICE signs selector
---------------------	--

Ident.: MO-33-01-02-00008955.0003001 / 11 MAR 10

Applicable to: AP-BOK, AP-BOL

ON GROUND OR IN FLIGHT

Set the NO PORTABLE/ELEC DEVICE selector ON as required.

MEL OPERATIONAL PROCEDURES

33 - LIGHTS

33-01 - Overhead Panels

33-01-02 - SIGNS Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 33 - LIGHTS 33-20 - Cabin General Illumination
--	---

33-20-01A	Cabin General Illumination
------------------	-----------------------------------

Ident.: MO-33-20-00021658.0001001 / 03 MAY 17

Applicable to: ALL

GENERAL INFORMATION

- For aircraft equipped with photoluminescent Floor Path Marking System  :
To ensure the correct charge of the photoluminescent Floor Path Marking System  , a minimum of 50 % of the cabin lighting at 50 % of brightness is required.

33-20-03A	Lavatory Sign (Return to seat)
------------------	---------------------------------------

Ident.: MO-33-20-00008956.0001001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the passenger address function is operative in the affected lavatory with the door closed.

MEL OPERATIONAL PROCEDURES

33 - LIGHTS

33-20 - Cabin General Illumination

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 33 - LIGHTS 33-40 - Exterior Lighting
--	--

33-40-04A	Landing light Extension/Retraction System
------------------	--

Ident.: MO-33-40-00008957.0001001 / 11 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The fuel consumption is increased by 1 % per landing light extended.

33-40-08A	Beacon light
------------------	---------------------

Ident.: MO-33-40-00008958.0001001 / 01 MAR 23

Applicable to: ALL

BEFORE ENGINE START

- If the lower beacon light is inoperative,
and
If this light is used to alert the ground personnel of the engine start:
Strobe Lights shall be switched ON to alert the ground personnel of the engine start.

PARKING

- If the lower beacon light is inoperative,
and
If this light is used to alert the ground personnel of the engine spool down:
Strobe lights shall be kept ON to alert the ground personnel till all engines have spooled down.

MEL OPERATIONAL PROCEDURES

33 - LIGHTS

33-40 - Exterior Lighting

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 33 - LIGHTS 33-51 - Cabin Emergency Lighting
---	---

Floor Proximity Emergency Escape Path Marking System in the Main Aisle

Ident.: MO-33-51-00022720.0001001 / 23 MAY 24 Applicable to: ALL

Not Applicable

MEL OPERATIONAL PROCEDURES

33 - LIGHTS

33-51 - Cabin Emergency Lighting

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-01 - Overhead Panels 34-01-01 - ADIRS Overhead Panel
--	---

34-01-01-31A	ADR pb-sw
---------------------	------------------

Ident.: MO-34-01-01-00008926.0001001 / 17 SEP 10

Applicable to: ALL

IN FLIGHT

If needed, the associated ADR can be set to OFF through the associated mode selector.

Note: ● **If the ADR is set to OFF:**

The associated IR is also set to OFF.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

34-01-01-32A	IR pb-sw
---------------------	-----------------

Ident.: MO-34-01-01-00008927.0001001 / 17 SEP 10

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

IN FLIGHT

If needed, the associated IR can be set to OFF through the associated mode selector.

Note: ● **If the IR is set to OFF:**

The associated ADR is also set to OFF.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

34-01-01-33A	IR Mode Selector
---------------------	-------------------------

Ident.: MO-34-01-01-00020760.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-01 - Overhead Panels

34-01-01 - ADIRS Overhead Panel

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-05 - Indications on the Primary Flight Display (PFD)
--	--

34-05-06A	Vertical Speed in Inertial Mode Indication on the PFD
------------------	--

Ident.: MO-34-05-00020762.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

34-05-07A	Other Air Data Related Indications on the PFD
------------------	--

Ident.: MO-34-05-00008951.0001001 / 18 NOV 21

Applicable to: ALL

GENERAL INFORMATION

For F, S, Green Dot determination, *Refer to QRH/OPS Operating Speeds.*

For VAPP determination, use the EFB performance application.

For VFE or VLE determination, refer to the corresponding placard in the cockpit.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

34-05-08A	Attitude Indication on the PFD
------------------	---------------------------------------

Ident.: MO-34-05-00008953.0001001 / 22 NOV 16

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 1.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

34-05-09A	Heading Indication On the PFD
------------------	--------------------------------------

Ident.: MO-34-05-00020764.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-05 - Indications on the Primary Flight Display (PFD)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-06 - Indications on the Navigation Display (ND)
--	---

34-06-01A	Ground Speed Indication on the ND
------------------	--

Ident.: MO-34-06-00020765.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
- **If indication is inoperative on both sides:**
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.
RNP APCH operations are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

34-06-02A	True Air Speed Indication on the ND
------------------	--

Ident.: MO-34-06-00020766.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
- **If indication is inoperative on both sides:**
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.
RNP APCH operations are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-06 - Indications on the Navigation Display (ND)

34-06-03A
Wind Indication on the ND

Ident.: MO-34-06-00020767.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS
● If indication is inoperative on one side:

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

● If indication is inoperative on both sides:

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

34-06-04A
Heading Indication on the ND

Ident.: MO-34-06-00020768.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

34-06-05A
Position (Aircraft Symbol) Indication on the ND

Ident.: MO-34-06-00020769.0001001 / 15 FEB 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-06 - Indications on the Navigation Display (ND)
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Continued from the previous page

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-06 - Indications on the Navigation Display (ND)

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
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34-10-02B	ADR 2
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Ident.: MO-34-10-00008928.0003001 / 16 MAY 23

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

ADR 2 pb-sw OFF

The F/CTL MAINTENANCE and the SFCS MAINTENANCE message are displayed on the STATUS SD page.

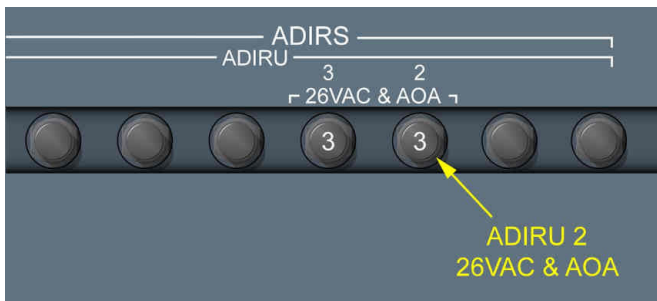
● **If the ADR 2 pb OFF light does not come ON, or the IR 2 is also inoperative:**

Set the IR 2 Mode selector to OFF. MMEL item 34-10-05 is also applied. *Refer to Item 34-10-05 IR 2.*

AIR DATA SWITCHING selector F/O 3

ADIRU 2 (26VAC & AOA) C/B Pull

The ADIRU 2 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/2/26VAC & AOA.



AFTER ENGINE START

- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 2 FAULT alert.
- On the EWD, check that the ADR 2...OFF procedure is not displayed.

Continued on the following page

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

Continued from the previous page
FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.

34-10-03A
ADR 3

Ident.: MO-34-10-00008929.0001001 / 23 JUN 22

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

ADR 3 pb-sw OFF

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

● If the ADR 3 pb OFF light does not come ON, or the IR 3 is also inoperative:

Set the IR 3 Mode selector to OFF. MEL item 34-10-06/07 is also applied. Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU).

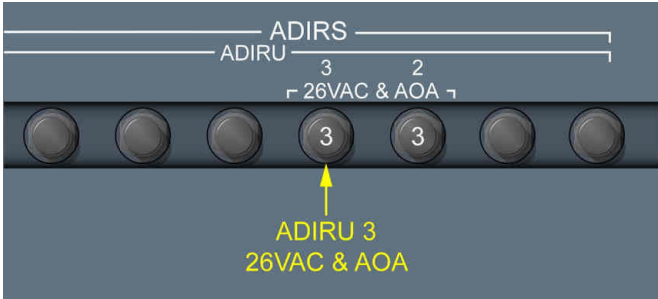
ADIRU 3 (26VAC & AOA) C/B Pull

The ADIRU 3 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/3/26VAC & AOA.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
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Continued from the previous page



AFTER ENGINE START

- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 3 FAULT alert.
- On the EWD, check that the ADR 3...OFF procedure is not displayed.

34-10-04B 34-10-04C	IR 1 (only NAV mode of IR 1 inoperative)
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Ident.: MO-34-10-00008930.0001001 / 31 JAN 17
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector CAPT 3
- IR 1 mode selector ATT
- The heading must be entered through the CDU keyboard for the IR 1 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 2

34-10-04B 34-10-04C	IR 1 (only NAV mode of IR 1 inoperative)
--------------------------------------	---

Ident.: MO-34-10-00008930.0002001 / 31 JAN 17
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Continued on the following page

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

Continued from the previous page

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector CAPT 3
- IR 1 mode selector ATT
- The heading must be entered through the MCDU for the IR 1 and has to be frequently reset
(Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE).
- ATC/XPDR..... SYS 2

34-10-05B
IR 2 (IR 2 totally inoperative)

Ident.: MO-34-10-00008931.0004001 / 23 JUN 22

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 2 pb-sw OFF

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.
● If the IR 2 pb OFF light does not come ON, or the ADR 2 is also inoperative:

 Set the IR 2 Mode selector to OFF. MEL item 34-10-02 is also applied. *Refer to Item 34-10-02 ADR 2.*

- ATT HDG SWITCHING selector F/O 3
- AIR DATA SWITCHING selector F/O 3
- ATC/XPDR..... SYS 1

34-10-05B
IR 2 (IR 2 totally inoperative)

Ident.: MO-34-10-00008931.0003001 / 23 AUG 17

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
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Continued from the previous page

DURING COCKPIT PREPARATION

- IR 2 mode selector..... OFF

Note: 1. ADR 2 is consequently set to OFF.
2. The F/CTL MAINTENANCE message and SFCS MAINTENANCE message are displayed on the STATUS SD page.

- ATT HDG SWITCHING selector..... F/O 3
- AIR DATA SWITCHING selector..... F/O 3
- ATC/XPDR..... SYS 1

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: When the ADR 2 is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 is set to OFF.

34-10-05C	IR 2 (only NAV mode of IR 2 inoperative)
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Ident.: MO-34-10-00008932.0001001 / 31 JAN 17

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector F/O 3
- IR 2 mode selector ATT
- The heading must be entered through the CDU keyboard for the IR 2 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 1

 PAKISTAN International Airlines One Nation One Dream A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
--	--

34-10-05C	IR 2 (only NAV mode of IR 2 inoperative)
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Ident.: MO-34-10-00008932.0002001 / 31 JAN 17
 Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
 Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selectorF/O 3
- IR 2 mode selector ATT
- The heading must be entered through the MCDU keyboard for the IR 2 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 1

34-10-06A	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)
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Ident.: MO-34-10-00008933.0001001 / 22 NOV 16
 Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
 Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector..... OFF
- Note:* 1. The ADR 3 is consequently set to OFF.
 2. The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

34-10-06A	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)
-----------	--

Ident.: MO-34-10-00008933.0002001 / 23 JUN 22
 Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
 Maximum landing capability is CAT 3 SINGLE.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
--	---

Continued from the previous page

DURING COCKPIT PREPARATION

IR 3 pb-sw OFF

The F/CTL MAINTENANCE is displayed on the STATUS SD page.

- **If the IR 3 pb OFF light does not come ON, or the ADR 3 is also inoperative:**

Set the IR 3 Mode selector to OFF. MEL item 34-10-03 is also applied. *Refer to Item 34-10-03 ADR 3.*

34-10-06B	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)
------------------	--

Ident.: MO-34-10-00008934.0001001 / 03 MAY 17

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector ATT

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

- The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

34-10-06B	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)
------------------	--

Ident.: MO-34-10-00008934.0002001 / 03 MAY 17

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector ATT

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

- The heading must be entered through the MCDU for the IR 3 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-10 - Air Data/Inertial Reference System (ADIRS)

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: MO-34-10-00008935.0001001 / 22 NOV 16

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

GENERAL INFORMATION

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (Vls, F, S, Green Dot) displayed on the PFD. For characteristic speeds (Vls, F, S, Green Dot) determination, *Refer to QRH/OPS Operating Speeds*. The "CHECK GW" (or "CHECK WEIGHT") message may be displayed on the MCDU.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
 Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 mode selectorOFF

- Note:
1. The ADR 3 is consequently set to OFF.
 2. The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: MO-34-10-00008935.0002001 / 23 JUN 22

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

GENERAL INFORMATION

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (Vls, F, S, Green Dot) displayed on the PFD. For characteristic speeds (Vls, F, S, Green Dot) determination, *Refer to QRH/OPS Operating Speeds*. The "CHECK GW" (or "CHECK WEIGHT") message may be displayed on the MCDU.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
 Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 pb-sw OFF

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-10 - Air Data/Inertial Reference System (ADIRS)
--	---

Continued from the previous page

- If the IR 3 pb OFF light does not come ON, or the ADR 3 is also inoperative:
Set the IR 3 Mode selector to OFF. MEL item 34-10-03 is also applied. *Refer to Item 34-10-03 ADR 3.*

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: MO-34-10-00008936.0001001 / 22 NOV 16
Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector ATT
The F/CTL MAINTENANCE is displayed on the STATUS SD page.
- The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: MO-34-10-00008936.0002001 / 22 NOV 16
Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector ATT
The F/CTL MAINTENANCE is displayed on the STATUS SD page.
- The heading must be entered through the MCDU for the IR 3 and has to be frequently reset (*Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-11 - Sensors
--	--

34-11-02A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1
------------------	---

Ident.: MO-34-11-00008937.0001001 / 28 JUN 11

Applicable to: ALL

Refer to OpsProc 31-07-02A Permanent Data Indications on the SD

34-11-03A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3
------------------	---

Ident.: MO-34-11-00008938.0001001 / 28 JUN 11

Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the TAT is displayed on the SD permanent data.

34-11-04A	F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2
------------------	--

Ident.: MO-34-11-00008939.0001001 / 28 JUN 11

Applicable to: ALL

Refer to OpsProc 31-07-02A Permanent Data Indications on the SD

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-13 - Back Up Speed Scale
--	--

34-13-02A	BKUP SPD/ALT pb-sw (One inoperative)
------------------	---

Ident.: MO-34-13-00021847.0002001 / 23 AUG 17

Applicable to: AP-BOK, AP-BOL

- In the case of Unreliable Airspeed Indications situation or NAV ADR 1+2+3 FAULT ,
BKUP SPD/ALT pb-sw on the affected side..... DO NOT USE

34-13-02B	BKUP SPD/ALT pb-sw (One or both inoperative)
------------------	---

Ident.: MO-34-13-00021848.0002001 / 23 AUG 17

Applicable to: AP-BOK, AP-BOL

- In the case of Unreliable Airspeed indications situation or NAV ADR1+2+3 FAULT,
BKUP SPD/ALT pb-swDO NOT USE
PITCH/THRUST TABLE..... APPLY

Refer to QRH/ABN-26 Unreliable Speed Indication - Pitch/Thrust Tables

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-13 - Back Up Speed Scale

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-22 - Attitude and Heading Standby Data
--	--

34-22-01B	Standby Compass Indicator
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Ident.: MO-34-22-00008941.0001001 / 22 MAY 19
Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the ATT HDG, PFD/ND, and EIS DMC switching:

- ATT HDG SWITCHING selector..... CAPT 3
- Check that the display is normal on the CAPT PFD and the CAPT ND.
- ATT HDG SWITCHING selector..... F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- ATT HDG SWITCHING selector..... NORM
- EIS DMC SWITCHING selector..... CAPT 3
- Check that the display is normal on the CAPT PFD and the CAPT ND.
- EIS DMC SWITCHING selector..... F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- EIS DMC SWITCHING selector..... NORM
- CAPT PFD/ND XFR pb..... Press
- Check that the CAPT PFD and the CAPT ND images are exchanged.
- CAPT PFD/ND XFR pb..... Press
- F/O PFD/ND XFR pb..... Press
- Check that the F/O PFD and the F/O ND images are exchanged.
- F/O PFD/ND XFR pb..... Press

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-23 - Integrated Standby Instrument System (ISIS)
--	--

34-23-04B	ISIS Attitude Indication
------------------	---------------------------------

Ident.: MO-34-23-00008943.0002001 / 28 JUN 11

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-23 - Integrated Standby Instrument System (ISIS)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-30 - Landing and Taxiing Aid
--	--

34-30-04A 34-30-04B	Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)
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Ident.: MO-34-30-00008944.0001001 / 21 NOV 17

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is ILS CAT 1.

MEL OPERATIONAL PROCEDURES

34 - NAVIGATION

34-30 - Landing and Taxiing Aid

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar
--	---

34-40-02A	Predictive GPWS Functions
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Ident.: MO-34-40-00020721.0001001 / 19 NOV 19

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

TERR pb-sw.....OFF

34-40-03A	Radio Altimeter Automatic Callout
------------------	--

Ident.: MO-34-40-00008946.0001001 / 17 SEP 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

34-40-04A	Radio Altimeter System
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¹ Ident.: MO-34-40-00008947.0009001 / 15 FEB 23

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

Maximum landing capability is CAT 2.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

DURING COCKPIT PREPARATION

■ If RA 1 is inoperative:

COM NAV/RAD ALTM/1 (121VU K11) C/B..... Pull

■ If RA 2 is inoperative:

COM NAV/RAD ALTM/2 (121VU K12) C/B..... Pull

DURING DESCENT

● If RA 1 is inoperative:

GPWS basic mode 4 "TOO LOW TERRAIN", or "TOO LOW GEAR", or "TOO LOW FLAPS"
alert may be unduly activated above 5 500 ft AGL.

Continued on the following page

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-40 - GPWS, Radio Altimeter, TCAS, Weather Radar

Continued from the previous page

Disregard "TOO LOW TERRAIN", or "TOO LOW GEAR", or "TOO LOW FLAPS" alert above this height.

DURING APPROACH

During an ILS (or MLS, or GLS) approach with AP engaged, the flight crew must closely monitor all primary flight parameters and FMA indications. An early/untimely FLARE and THR IDLE mode engagement may occur in the case of an erroneous RA height indication from the remaining RA.

In the event of an early/untimely FLARE and THR IDLE mode engagement:

- Perform a go-around (thrust levers set to TOGA), or
- Disconnect AP, set both FDs to OFF and continue the approach using raw data or external visual references.

34-40-06C
34-40-07B
Weather Radar System

Ident.: MO-34-40-00021891.0001001 / 19 NOV 19

Applicable to: AP-BMV, AP-BMX, AP-BMY, AP-BOM, AP-BON

DURING TAXI

RADAR sw.....SYS (operative side)

34-40-08A
PULL UP-GPWS pb-sw

Ident.: MO-34-40-00008949.0002001 / 21 NOV 17

Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the aural and visual warnings associated with the GPWS basic modes and the Predictive GPWS functions:

- PULL UP – GPWS pb-sw (operative).....Press
- Check that the GPWS (or the TAWS) aural and visual warnings are operative. .

Note: On ground, the GPWS can be tested by pressing this pushbutton. If the pushbutton is pressed briefly, some of the aural warnings sound and pushbutton captions, related to the GPWS, come on. If the pushbutton is pressed continuously, then all the aural warnings sound.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 34 - NAVIGATION 34-50 - ATC and Radio/GPS Navigation Systems
--	---

34-50-01A	ATC
------------------	------------

Ident.: MO-34-50-00008950.0001001 / 21 NOV 17
Applicable to: ALL

DURING COCKPIT PREPARATION
ATC.....SYS (operative side)

34-50-09C 34-50-09E	Global Positioning System (GPS)  (ADS-B OUT function DO260A compliant)
--------------------------------------	--

Ident.: MO-34-50-00023760.0001001 / 19 NOV 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If one GPS is inoperative:**
For aircraft with RNP AR capability, RNP AR operations are not permitted.
- **If both GPS are inoperative:**
RNAV 10 operations requiring one GPS are not permitted.
RNAV 5 operations are permitted provided that one DME receiver is operative.
RNAV 1 / RNAV 2 operations are permitted provided that one DME receiver is operative.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.
RNP APCH operations are not permitted.
For aircraft with RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

- **If ADS-B OUT is required for the intended route:**
 - **When GPS 1  is inoperative:**
ATC selector..... 2
 - **When GPS 2  is inoperative:**
ATC selector..... 1

MEL OPERATIONAL PROCEDURES
34 - NAVIGATION

34-50 - ATC and Radio/GPS Navigation Systems

34-50-09D
34-50-09F
**Global Positioning System (GPS)  (ADS-B
 OUT function DO260 or DO260B compliant)**

Ident.: MO-34-50-00023743.0004001 / 19 NOV 19

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS
● If one GPS is inoperative:

For aircraft with RNP AR capability, RNP AR operations are not permitted.

● If both GPS are inoperative:

RNAV 10 operations requiring one GPS are not permitted.

RNAV 5 operations are permitted provided that one DME receiver is operative.

RNAV 1 / RNAV 2 operations are permitted provided that one DME receiver is operative.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNP APCH operations are not permitted.

For aircraft with RNP AR capability, RNP AR operations are not permitted.

FS-34-50-10B
ADS-B OUT (Required for the intended route (1 INOP))

Ident.: MO-34-50-00015322.0001001 / 26 MAR 25

Applicable to: AP-BMX

Select operative ATC panel.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 35 - OXYGEN 35-07 - Indications on the DOOR/OXY SD page
--	--

35-07-01A	Crew OXY High Pressure Indication on the <u>DOOR/OXY</u> SD page
------------------	---

Ident.: MO-35-07-00008921.0001001 / 03 MAY 17

Applicable to: ALL

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**

Check that the oxygen pressure is sufficient for the intended flight. *Refer to FCOM/LIM-OXY Minimum Flight Crew Oxygen Pressure.*

35-07-02A	Crew Oxygen REGUL LO PR Indication on the <u>DOOR/OXY</u> SD page
------------------	--

Ident.: MO-35-07-00008924.0001001 / 11 MAR 10

Applicable to: ALL

GENERAL INFORMATION

On the DOOR/OXY SD page, disregard the REGUL LO PR indication and the associated OXY indication.

MEL OPERATIONAL PROCEDURES

35 - OXYGEN

35-07 - Indications on the DOOR/OXY SD page

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 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 35 - OXYGEN 35-10 - Crew Oxygen
--	--

35-10-03A	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)
------------------	--

Ident.: MO-35-10-00008910.0001001 / 11 MAR 10

Applicable to: ALL

DURING COCKPIT PREPARATION

Before the first flight of each day, check that the oxygen pressure does not decrease:

On the DOOR/OXY SD page, check the OXY pressure indication twice.

A 15 min interval must be applied between both checks.

MEL OPERATIONAL PROCEDURES

35 - OXYGEN

35-10 - Crew Oxygen

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 35 - OXYGEN 35-20 - Passenger Oxygen
--	---

35-20-04A	Galley Oxygen Unit (cabin attendant oxygen unit available near the galley)
------------------	---

Ident.: MO-35-20-00008914.0001001 / 11 MAR 10

Applicable to: ALL

IN FLIGHT

The number of galley area occupants must be in accordance with the available adjacent cabin attendant oxygen units.

35-20-04B	Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley)
------------------	--

Ident.: MO-35-20-00008915.0001001 / 18 MAR 10

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Before the flight, the flight crew shall brief the cabin crew that the galley oxygen unit is inoperative and that the cabin attendant portable oxygen device should be used instead.

MEL OPERATIONAL PROCEDURES

35 - OXYGEN

35-20 - Passenger Oxygen

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 35 - OXYGEN 35-30 - Portable Oxygen
--	--

35-30-01A	Portable Oxygen Unit (non-required units inoperative or missing)
------------------	---

Ident.: MO-35-30-00021899.9001005 / 23 JUN 22

Applicable to: ALL

PIAC PROCEDURE

- Ensure that the required distribution of the oxygen units is maintained (one portable oxygen unit must be available at each cabin crew station), and
- Inform the cabin crew on the location of the operative oxygen units.

35-30-01B	Portable Oxygen Units (partially filled)
------------------	---

Ident.: MO-35-30-00021900.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE

Following procedure must be followed:

- Inform the cabin crew on the location and filling status of the portable oxygen unit, and
- Determine that the oxygen quantity in the portable oxygen units remains in accordance with local operational regulations.

MEL OPERATIONAL PROCEDURES

35 - OXYGEN

35-30 - Portable Oxygen

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-09 - ECAM Alerts
--	---

36-09-01A 36-09-01E	<u>AIR</u> APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)
--------------------------------------	--

Ident.: MO-36-09-00024629.0001001 / 21 AUG 24
Applicable to: AP-BLA, AP-BMX

DURING COCKPIT PREPARATION

- After application of the maintenance procedure:**
Disregard the AIR BLEED MAINTENANCE message displayed on the EWD, only if the message is due to the deactivation of the APU leak detection loop.

36-09-01A 36-09-01E	<u>AIR</u> APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)
--------------------------------------	--

Ident.: MO-36-09-00024629.0002001 / 19 MAY 21
Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

DURING COCKPIT PREPARATION

- After application of the maintenance procedure:**
Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

36-09-01B 36-09-01C	<u>AIR</u> APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)
--------------------------------------	--

Ident.: MO-36-09-00024450.0001001 / 22 MAY 24
Applicable to: AP-BLA, AP-BMX

FLIGHT PREPARATION/LIMITATIONS
One engine taxi is not permitted.
DURING COCKPIT PREPARATION

- After application of the maintenance procedure:**
Disregard the AIR BLEED MAINTENANCE message displayed on the EWD, only if the message is due to the deactivation of the APU leak detection loop.

ENG 1 BLEED pb-sw OFF
PACK 1 pb-sw OFF
X BLEED selector SHUT
APU BLEED pb-sw OFF

Continued on the following page

Continued from the previous page
BEFORE ENGINE START

X BLEED selector OPEN
 APU BLEED pb-sw AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector SHUT
 APU BLEED pb-sw OFF

IN FLIGHT

- In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:
 - Apply the associated ECAM procedure, then
 - Refer to *QRH/ABN-11 AIR ENG 1+2 BLEED FAULT*.

36-09-01B
36-09-01C
**AIR APU BLEED LEAK Alert (ENG 1 BLEED
 pb-sw OFF and X BLEED selector SHUT)**

Ident.: MO-36-09-00024450.0008001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- After application of the maintenance procedure:
 Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

ENG 1 BLEED pb-sw OFF
 PACK 1 pb-sw OFF
 X BLEED selector SHUT
 APU BLEED pb-sw OFF

BEFORE ENGINE START

X BLEED selector OPEN
 APU BLEED pb-sw AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

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Continued from the previous page

AFTER ENGINE START

X BLEED selector..... SHUT
APU BLEED pb-sw..... OFF

IN FLIGHT

- In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:
Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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36-11-01A 36-11-01E	Engine Bleed Air Supply System (non-ETOPS flights)
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Ident.: MO-36-11-00008868.0001001 / 22 MAY 24

Applicable to: AP-BLA, AP-BMX

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

● **If ENG 1 bleed is affected:**

One engine taxi is not permitted.

AFTER ENGINE START

■ **If two engine taxi at departure:**

- ENG BLEED (AFFECTED) pb-sw OFF
- X BLEED rotary selector OPEN

■ **If both PACKs are operative:**

■ **If Wing Anti-Ice is not required:**

PACK FLOW selector LO

The PACK FLOW selector must be set to LO due to precooler performance.

■ **If Wing Anti-Ice is required:**

PACK (AFFECTED) pb-sw OFF

■ **If one PACK is inoperative:**

PACK FLOW selector HI

■ **If one engine taxi at departure:**

● **If ENG 2 bleed is affected:**

● **After engine 2 start:**

ENG BLEED 2 pb-sw OFF

X BLEED rotary selector OPEN

■ **If both PACKs are operative:**

■ **If Wing Anti-Ice is not required:**

PACK FLOW selector LO

The PACK FLOW selector must be set to LO due to precooler performance.

■ **If Wing Anti-Ice is required:**

PACK 2 pb-sw OFF

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MEL OPERATIONAL PROCEDURES
36 - PNEUMATIC

36-11 - Engine Bleed Air Supply System

Continued from the previous page
■ If one PACK is inoperative:

PACK FLOW selectorHI

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF
● If the APU has been used to supply the air conditioning during the takeoff:

APU BLEED pb-sw OFF

IN FLIGHT
● If Wing Anti-Ice is required and both PACKs are operative:

PACK (affected side) pb-sw OFF

● In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:

- Apply the associated ECAM procedure, then
- Refer to QRH/ABN-11 AIR ENG 1+2 BLEED FAULT.

 36-11-01A
 36-11-01E

Engine Bleed Air Supply System (non-ETOPS flights)

Ident.: MO-36-11-00008868.0010001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BOK, AP-BOL

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

● If ENG 1 bleed is affected:

One engine taxi is not permitted.

AFTER ENGINE START
■ If two engine taxi at departure:

- ENG BLEED (AFFECTED) pb-sw.....OFF
- X BLEED rotary selector..... OPEN

■ If both PACKs are operative:
■ If Wing Anti-Ice is not required:

PACK FLOW selector.....LO

The PACK FLOW selector must be set to LO due to precooler performance.
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Continued from the previous page

■ **If Wing Anti-Ice is required:**

PACK (AFFECTED) pb-sw..... OFF

■ **If one PACK is inoperative:**

PACK FLOW selector..... HI

■ **If one engine taxi at departure:**

● **If ENG 2 bleed is affected:**

● **After engine 2 start:**

ENG BLEED 2 pb-sw..... OFF

X BLEED rotary selector..... OPEN

■ **If both PACKs are operative:**

■ **If Wing Anti-Ice is not required:**

PACK FLOW selector..... LO

The PACK FLOW selector must be set to LO due to precooler performance.

■ **If Wing Anti-Ice is required:**

PACK 2 pb-sw..... OFF

■ **If one PACK is inoperative:**

PACK FLOW selector..... HI

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

● **If the APU has been used to supply the air conditioning during the takeoff:**

APU BLEED pb-sw..... OFF

IN FLIGHT

● **If Wing Anti-Ice is required and both PACKs are operative:**

PACK (affected side) pb-sw..... OFF

● **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

 Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION

Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MMEL 36-11-01.

 PAKISTAN International Airlines One Pakistan Sky A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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36-11-01A 36-11-01E	Engine Bleed Air Supply System (non-ETOPS flights)
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Ident.: MO-36-11-00008868.0013001 / 22 MAY 24
Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.
If forecast icing conditions during cruise, use of wing anti-ice may request to switch off the FWD cargo ventilation. For live animal transportation, use the Live Animal Transportation Calculation Tool.

- **If ENG 1 bleed is affected:**
One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
 - ENG BLEED (AFFECTED) pb-sw.....OFF
 - X BLEED rotary selector..... OPEN
- **If both PACKs are operative:**
 - **If Wing Anti-Ice is not required:**
PACK FLOW selector.....LO
The PACK FLOW selector must be set to LO due to precooler performance.
 - **If Wing Anti-Ice is required:**
PACK (AFFECTED) pb-sw..... OFF
- **If one PACK is inoperative:**
PACK FLOW selector..... HI
- **If one engine taxi at departure:**
 - **If ENG 2 bleed is affected:**
 - **After engine 2 start:**
ENG BLEED 2 pb-sw.....OFF
X BLEED rotary selector..... OPEN
 - **If both PACKs are operative:**
 - **If Wing Anti-Ice is not required:**
PACK FLOW selector.....LO
The PACK FLOW selector must be set to LO due to precooler performance.
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Continued from the previous page

■ **If Wing Anti-Ice is required:**

PACK 2 pb-sw.....OFF

■ **If one PACK is inoperative:**

PACK FLOW selector..... HI

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

● **If the APU has been used to supply the air conditioning during the takeoff:**

APU BLEED pb-sw..... OFF

IN FLIGHT

● **If Wing Anti-Ice is required and both PACKs are operative:**

PACK (affected side) pb-sw.....OFF

● **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MMEL 36-11-01.
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36-11-01B 36-11-01F	Engine Bleed Air Supply System (ETOPS flights)
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Ident.: MO-36-11-00008869.0003001 / 22 MAY 24

Applicable to: AP-BLA, AP-BMX

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APU GEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

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● **If ENG 1 bleed is affected:**

One engine taxi is not permitted.

AFTER ENGINE START

■ **If two engine taxi at departure:**

- ENG BLEED (AFFECTED) pb-sw OFF
- X BLEED rotary selector OPEN

■ **If both PACKs are operative:**

■ **If Wing Anti-Ice is not required:**

PACK FLOW selector LO

The PACK FLOW selector must be set to LO due to precooler performance.

■ **If Wing Anti-Ice is required:**

PACK (AFFECTED) pb-sw OFF

■ **If one PACK is inoperative:**

PACK FLOW selector HI

■ **If one engine taxi at departure:**

● **If ENG 2 bleed is affected:**

● **After engine 2 start:**

ENG BLEED 2 pb-sw OFF

X BLEED rotary selector OPEN

■ **If both PACKs are operative:**

■ **If Wing Anti-Ice is not required:**

PACK FLOW selector LO

The PACK FLOW selector must be set to LO due to precooler performance.

■ **If Wing Anti-Ice is required:**

PACK 2 pb-sw OFF

■ **If one PACK is inoperative:**

PACK FLOW selector HI

BEFORE TAKEOFF

APU MASTER SW pb-sw ON

APU START pb-sw ON

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-11 - Engine Bleed Air Supply System
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FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- If the APU has been used to supply the air conditioning during the takeoff:

APU BLEED pb-sw OFF

IN FLIGHT

- If Wing Anti-Ice is required and both PACKs are operative:

PACK (affected side) pb-sw OFF

- In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:

- Apply the associated ECAM procedure, then
- Refer to QRRH/ABN-11 AIR ENG 1+2 BLEED FAULT.

36-11-01B 36-11-01F	Engine Bleed Air Supply System (ETOPS flights)
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Ident.: MO-36-11-00008869.0008001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BOK, AP-BOL

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APU GEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- If ENG 1 bleed is affected:

One engine taxi is not permitted.

AFTER ENGINE START

- If two engine taxi at departure:

- ENG BLEED (AFFECTED) pb-sw..... OFF
- X BLEED rotary selector..... OPEN

Continued on the following page

Continued from the previous page
■ If both PACKs are operative:
■ If Wing Anti-Ice is not required:

PACK FLOW selector.....LO

The PACK FLOW selector must be set to LO due to precooler performance.
■ If Wing Anti-Ice is required:

PACK (AFFECTED) pb-sw..... OFF

■ If one PACK is inoperative:

PACK FLOW selector..... HI

■ If one engine taxi at departure:
● If ENG 2 bleed is affected:
● After engine 2 start:

ENG BLEED 2 pb-sw.....OFF

X BLEED rotary selector..... OPEN

■ If both PACKs are operative:
■ If Wing Anti-Ice is not required:

PACK FLOW selector.....LO

The PACK FLOW selector must be set to LO due to precooler performance.
■ If Wing Anti-Ice is required:

PACK 2 pb-sw.....OFF

■ If one PACK is inoperative:

PACK FLOW selector..... HI

BEFORE TAKEOFF

APU MASTER SW pb-sw..... ON

APU START pb-sw..... ON

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF
● If the APU has been used to supply the air conditioning during the takeoff:

APU BLEED pb-sw..... OFF

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IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

PACK (affected side) pb-sw.....OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MMEL 36-11-01.
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36-11-01B 36-11-01F	Engine Bleed Air Supply System (ETOPS flights)
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Ident.: MO-36-11-00008869.0012001 / 22 MAY 24

Applicable to: AP-BMV, AP-BMY, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APU GEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

If forecast icing conditions during cruise, use of wing anti-ice may request to switch off the FWD cargo ventilation. For live animal transportation, use the Live Animal Transportation Calculation Tool.

- **If ENG 1 bleed is affected:**

One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**

- ENG BLEED (AFFECTED) pb-sw.....OFF
- X BLEED rotary selector.....OPEN

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MEL OPERATIONAL PROCEDURES
36 - PNEUMATIC

36-11 - Engine Bleed Air Supply System

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■ If both PACKs are operative:
■ If Wing Anti-Ice is not required:

PACK FLOW selector.....LO

The PACK FLOW selector must be set to LO due to precooler performance.
■ If Wing Anti-Ice is required:

PACK (AFFECTED) pb-sw..... OFF

■ If one PACK is inoperative:

PACK FLOW selector..... HI

■ If one engine taxi at departure:
● If ENG 2 bleed is affected:
● After engine 2 start:

ENG BLEED 2 pb-sw.....OFF

X BLEED rotary selector..... OPEN

■ If both PACKs are operative:
■ If Wing Anti-Ice is not required:

PACK FLOW selector.....LO

The PACK FLOW selector must be set to LO due to precooler performance.
■ If Wing Anti-Ice is required:

PACK 2 pb-sw.....OFF

■ If one PACK is inoperative:

PACK FLOW selector..... HI

BEFORE TAKEOFF

APU MASTER SW pb-sw..... ON

APU START pb-sw..... ON

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF
● If the APU has been used to supply the air conditioning during the takeoff:

APU BLEED pb-sw..... OFF

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IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**
PACK (affected side) pb-sw.....OFF
- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MMEL 36-11-01.
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36-11-06B	Engine Bleed IP Check Valve
Ident.: MO-36-11-00008870.0001001 / 22 MAY 24 Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed IP Check Valve is affected:**
One engine taxi is not permitted.

DURING TAXI

- **If two engine taxi at departure:**
When the engines operate in idle thrust:
 - ENG (affected side) BLEED pb-sw..... OFF
 - X BLEED selector.....OPEN
- **If wing anti-ice is required:**
One PACK pb-sw..... OFF
- **If one engine taxi at departure:**
After engine 2 start, when engine 2 operates in idle thrust:
 - ENG 2 BLEED pb-sw..... OFF
 - X BLEED selector.....OPEN

Continued on the following page

Continued from the previous page

- **If wing anti-ice is required:**
One PACK pb-sw..... OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

- ENG (affected side) BLEED pb-sw..... On
- X BLEED selector..... AUTO

- **If one PACK has been selected OFF during TAXI:**
PACK pb-sw..... ON

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw.....OFF
- X BLEED selector..... OPEN

- **If wing anti-ice is required:**
One PACK pb-sw..... OFF

36-11-07B	Engine Bleed HP Valve
Ident.: MO-36-11-00008872.0001001 / 21 MAY 25	
Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed HP Valve is affected:**
One engine taxi is not permitted.

DURING TAXI

- **If two engine taxi at departure:**
When the engines operate in idle thrust:
 - ENG (affected side) BLEED pb-sw..... OFF
 - X BLEED selector..... OPEN

Continued on the following page

Continued from the previous page

● **If wing anti-ice is required:**

One PACK pb-sw..... OFF

■ **If one engine taxi at departure:**

After engine 2 start, when engine 2 operates in idle thrust:

- ENG 2 BLEED pb-sw..... OFF
- X BLEED selector..... OPEN

● **If wing anti-ice is required:**

One PACK pb-sw..... OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust:

- ENG (affected side) BLEED pb-sw..... On
- X BLEED selector..... AUTO

L2 *If the ENG 1(2) BLEED pb-sw is set to On too early before takeoff power is set, the AIR ENG 1(2) BLEED FAULT alert may trigger on the Warning Display.*

L1 ● **If one PACK has been selected OFF after engines start:**

PACK pb-sw..... On

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw..... OFF
- X BLEED selector..... OPEN

● **If wing anti-ice is required:**

One PACK pb-sw..... OFF

36-11-08C
36-11-08D
Bleed Monitoring Computer (BMC)

Ident.: MO-36-11-00008873.0006001 / 22 MAY 24

Applicable to: AP-BLA

FLIGHT PREPARATION/LIMITATIONS

● **If the BMC 1 is affected:**

One engine taxi is not permitted.

Continued on the following page

Continued from the previous page
DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw OFF
 PACK (affected side) pb-sw OFF
 X BLEED selector SHUT

● **If the BMC 1 is affected:**

APU BLEED pb-sw OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

● **Before engine start:**

- X BLEED selector OPEN
 - APU BLEED pb-sw AS RQRD

● **After engine start:**

X BLEED selector SHUT

● **If the BMC 1 is affected:**

APU BLEED pb-sw OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

● **Before engine 1 start:**

- X BLEED selector OPEN
 - APU BLEED pb-sw AS RQRD

● **After engine 1 start:**

X BLEED selector SHUT

● **Before engine 2 start:**

- X BLEED selector OPEN
 - APU BLEED pb-sw AS RQRD

● **After engine 2 start:**

X BLEED selector SHUT

IN FLIGHT

● **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

- Apply the associated ECAM procedure, then
- *Refer to QRH/ABN-11 AIR ENG 1+2 BLEED FAULT.*

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36-11-08C 36-11-08D	Bleed Monitoring Computer (BMC)
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Ident.: MO-36-11-00008873.0010001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

- **If the BMC 1 is affected:**
One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- ENG (affected side) BLEED pb-sw..... OFF
- PACK (affected side) pb-sw..... OFF
- X BLEED selector..... SHUT
- **If the BMC 1 is affected:**
APU BLEED pb-sw..... OFF

TWO ENGINE TAXI AT DEPARTURE

- The use of the APU bleed air supply system is permitted for Main Engine Start:
- **Before engine start:**
 - X BLEED selector..... OPEN
 - APU BLEED pb-sw..... AS RQRD
 - **After engine start:**
X BLEED selector..... SHUT
 - **If the BMC 1 is affected:**
APU BLEED pb-sw..... OFF

ONE ENGINE TAXI AT DEPARTURE

- The use of the APU bleed air supply system is permitted for Main Engine Start:
- **Before engine 1 start:**
 - X BLEED selector..... OPEN
 - APU BLEED pb-sw..... AS RQRD
 - **After engine 1 start:**
X BLEED selector..... SHUT
 - **Before engine 2 start:**
 - X BLEED selector..... OPEN
 - APU BLEED pb-sw..... AS RQRD

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36-11 - Engine Bleed Air Supply System

Continued from the previous page
● After engine 2 start:

X BLEED selector.....SHUT

IN FLIGHT
● In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:

 Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-12 - APU Bleed Air Supply and Crossbleed Systems
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36-12-01A	APU Bleed Air Supply System
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Ident.: MO-36-12-00021637.0001001 / 22 MAY 24

Applicable to: ALL

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with an Air Start Unit.*

ONE ENGINE TAXI AT DEPARTURE

● **For ENG 2 start:**

CROSSBLEED ENGINE START..... PERFORM

Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start.

36-12-02A	APU Bleed Valve (Deactivated in the closed position)
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Ident.: MO-36-12-00008878.0001001 / 22 MAY 24

Applicable to: ALL

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with an Air Start Unit.*

On the APU SD page and BLEED SD page, disregard the position of the APU bleed air valve.

ONE ENGINE TAXI AT DEPARTURE

● **For ENG 2 start:**

CROSSBLEED ENGINE START..... PERFORM

Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start.

36-12-02B 36-12-02C	APU Bleed Valve (Inoperative in the open position)
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Ident.: MO-36-12-00018564.0001001 / 16 NOV 22

Applicable to: ALL

GENERAL INFORMATION

APU bleed air will be available for Main Engine Start (MES) or air conditioning only on GROUND.

ON GROUND

To prevent the ECAM alert AIR APU BLEED FAULT from triggering, the APU BLEED pb-sw must be selected in accordance with the APU state:

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- **When the APU runs:**
APU BLEED pb-sw..... ON
- **When the APU shuts down:**
APU BLEED pb-sw..... OFF

BEFORE TAKEOFF

- APU BLEED pb-sw.....OFF
- APU MASTER pb-sw.....OFF

36-12-04A	Automatic control of the X Bleed Valve
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Ident.: MO-36-12-00008879.0001001 / 13 MAY 15
 Applicable to: ALL

GENERAL INFORMATION

When the APU BLEED pb-sw is ON, or for engine start:

- X BLEED selector..... OPEN
- Select SHUT in all other cases.

DURING COCKPIT PREPARATION

Check of the manual control of the X BLEED valve:

- X BLEED selector..... OPEN
- On the BLEED SD page, check that the cross bleed valve is indicated open.
- X BLEED selector.....SHUT
- On the BLEED SD page, check that the cross bleed valve is indicated closed.
- X BLEED selector.....AS RQRD

36-12-05A	Manual Control of the X Bleed Valve
------------------	--

Ident.: MO-36-12-00015757.0001001 / 11 AUG 15
 Applicable to: ALL

DURING COCKPIT PREPARATION

- X BLEED selector.....AUTO

Continued on the following page

Continued from the previous page
Check of the automatic control of the X BLEED valve:

- Check that the APU is started.
- APU BLEED pb-sw.....Off
- On the BLEED SD page, check that the cross bleed valve is indicated closed.
- APU BLEED pb-sw.....ON
- On the BLEED SD page, check that the cross bleed valve is indicated open.

MEL OPERATIONAL PROCEDURES

36 - PNEUMATIC

36-12 - APU Bleed Air Supply and Crossbleed Systems

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-22 - Leak Detection Loop
--	---

36-22-01B 36-22-01C	Pylon Leak Detection System
--------------------------------------	------------------------------------

Ident.: MO-36-22-00008881.0001001 / 22 MAY 24

Applicable to: AP-BLA

FLIGHT PREPARATION/LIMITATIONS

● **If the LH side is affected:**

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw OFF

PACK (affected side) pb-sw OFF

X BLEED selector SHUT

● **If the LH side is affected:**

APU BLEED pb-sw OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

● **Before engine start:**

- X BLEED selector OPEN

- APU BLEED pb-sw AS RQRD

● **After engine start:**

X BLEED selector SHUT

● **If the LH side is affected:**

APU BLEED pb-sw OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

● **Before engine 1 start:**

- X BLEED selector OPEN

- APU BLEED pb-sw AS RQRD

● **After engine 1 start:**

X BLEED selector SHUT

● **Before engine 2 start:**

- X BLEED selector OPEN

- APU BLEED pb-sw AS RQRD

Continued on the following page

 PAKISTAN International Airlines Since February 25, 1979 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-22 - Leak Detection Loop
---	--

Continued from the previous page

- **After engine 2 start:**
X BLEED selector SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
 - Apply the associated ECAM procedure, then
 - Refer to *QRH/ABN-11 AIR ENG 1+2 BLEED FAULT*.

36-22-01B 36-22-01C	Pylon Leak Detection System
------------------------	-----------------------------

Ident.: MO-36-22-00008881.0005001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ

FLIGHT PREPARATION/LIMITATIONS

- **If the LH side is affected:**
One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- ENG (affected side) BLEED pb-sw..... OFF
PACK (affected side) pb-sw..... OFF
X BLEED selector..... SHUT
- **If the LH side is affected:**
APU BLEED pb-sw..... OFF

TWO ENGINE TAXI AT DEPARTURE

- The use of the APU bleed air supply system is permitted for Main Engine Start:
- **Before engine start:**
 - X BLEED selector.....OPEN
 - APU BLEED pb-sw..... AS RQRD
 - **After engine start:**
X BLEED selector.....SHUT
 - **If the LH side is affected:**
APU BLEED pb-sw.....OFF

Continued on the following page

 PAKISTAN International Airlines Since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 36 - PNEUMATIC 36-22 - Leak Detection Loop
--	---

Continued from the previous page

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
 - X BLEED selector..... OPEN
 - APU BLEED pb-sw..... AS RQRD
- **After engine 1 start:**
 - X BLEED selector..... SHUT
- **Before engine 2 start:**
 - X BLEED selector..... OPEN
 - APU BLEED pb-sw..... AS RQRD
- **After engine 2 start:**
 - X BLEED selector..... SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-22-03B 36-22-03C	APU Leak Detection Loop
--------------------------------------	--------------------------------

Ident.: MO-36-22-00016005.0001001 / 22 MAY 24
Applicable to: AP-BLA, AP-BMX

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- ENG 1 BLEED pb-sw OFF
- PACK 1 pb-sw OFF
- X BLEED selector SHUT
- APU BLEED pb-sw OFF

Continued on the following page

MEL OPERATIONAL PROCEDURES
36 - PNEUMATIC
36-22 - Leak Detection Loop
Continued from the previous page
BEFORE ENGINE START

X BLEED selector OPEN

APU BLEED pb-sw AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.
AFTER ENGINE START

X BLEED selector SHUT

APU BLEED pb-sw OFF

IN FLIGHT

- In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:

- Apply the associated ECAM procedure, then
- Refer to *QRH/ABN-11 AIR ENG 1+2 BLEED FAULT*.

36-22-03B
36-22-03C
APU Leak Detection Loop

Ident.: MO-36-22-00016005.0003001 / 22 MAY 24

Applicable to: AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG 1 BLEED pb-sw OFF

PACK 1 pb-sw OFF

X BLEED selector SHUT

APU BLEED pb-sw OFF

BEFORE ENGINE START

X BLEED selector OPEN

APU BLEED pb-sw AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.
Continued on the following page

*Continued from the previous page***AFTER ENGINE START**

X BLEED selector..... SHUT
APU BLEED pb-sw..... OFF

IN FLIGHT

- In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:
Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

MEL OPERATIONAL PROCEDURES

36 - PNEUMATIC

36-22 - Leak Detection Loop

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EFB Docking Station

Ident.: MO-46-11-00021729.0001001 / 23 JUN 22

Applicable to: ALL**GENERAL INFORMATION**

The EFB is not available on the affected side.

The onside laptop or any other acceptable mitigation means may be used to recover the EFB availability.

Data Transfer between EFB and avionics

Ident.: MO-46-11-00021730.0001001 / 21 NOV 17

Applicable to: ALL**PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL**

Alternate procedures must be established and used due to the loss of the communication between the EFB applications and the aircraft avionics.

EFB Power Outlet

Ident.: MO-46-11-00021731.0001001 / 16 NOV 20

Applicable to: ALL**PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL**

Alternate procedures must be established and used due to the unavailability of the EFB Power Outlet in order to ensure that:

- The affected EFB will be charged, or
- Alternate procedures are available due to EFB unavailability.

EFB Flight Crew Application

Ident.: MO-46-11-00021732.0001001 / 21 NOV 17

Applicable to: ALL**PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL**

One or several applications hosted on the EFB may be lost.

Alternate procedures must be established and used for the unavailability of the affected flight crew application.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 46 - INFORMATION SYSTEMS 46-21 - Air Traffic and Information Management System
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46-21-01A	Air Traffic Service Unit (procedures do not require ATC datalink)
------------------	--

Ident.: MO-46-21-00021803.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost. For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- COMPANY Datalink transmissions may be inoperative, *Refer to Item 46-21-05 COMPANY Datalink.*
- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-01B	Air Traffic Service Unit (procedures require ATC datalink)
------------------	---

Ident.: MO-46-21-00021802.0001001 / 01 AUG 18

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost. For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.
- ATC permits the use of the voice communication for operations that require FANS B aircraft capability.

COMPANY Datalink transmissions may be inoperative. *Refer to Item 46-21-05 COMPANY Datalink*

- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

MEL OPERATIONAL PROCEDURES**46 - INFORMATION SYSTEMS**

46-21 - Air Traffic and Information Management System

Datalink Control and Display Unit (DCDU) (procedures do not require ATC datalink)

Ident.: MO-46-21-00021813.0001001 / 01 AUG 18

Applicable to: ALL**FLIGHT PREPARATION/LIMITATIONS**

- ATC datalink communications (CPDLC, DCL, and OCL) are not available.
Associated ATC datalink Required Communication Performance (RCP / Initial Continental Performance for CPDLC) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

Datalink Control and Display Unit (DCDU) (procedures require ATC datalink)

Ident.: MO-46-21-00021812.0001001 / 01 AUG 18

Applicable to: ALL**FLIGHT PREPARATION/LIMITATIONS**

- ATC datalink communications (CPDLC, DCL, and OCL) are not available.
Associated ATC datalink Required Communication Performance (RCP / Initial Continental Performance for CPDLC) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.
- ATC permits the use of the voice communication for operations that require FANS B aircraft capability.
- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

ATC MSG pb

Ident.: MO-46-21-00021809.0001001 / 21 NOV 17

Applicable to: ALL
FLIGHT PREPARATION/LIMITATIONS

- ATC datalink can be used.
- When an ATC datalink message is received:
Any action on the DCDU for this message enables the flight crew to stop the associated alerts (aural alert and ATC MSG pb light flashing, if any).

ATC Datalink (procedures do not require ATC datalink)

Ident.: MO-46-21-00021805.0001001 / 01 AUG 18

Applicable to: ALL
FLIGHT PREPARATION/LIMITATIONS

- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost. For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

ATC Datalink (procedures require ATC datalink)

Ident.: MO-46-21-00021804.0001001 / 01 AUG 18

Applicable to: ALL
FLIGHT PREPARATION/LIMITATIONS

- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost. For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/DSC-46-10-10 Overview.*
- As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

Continued on the following page

MEL OPERATIONAL PROCEDURES**46 - INFORMATION SYSTEMS**

46-21 - Air Traffic and Information Management System

Continued from the previous page

- ATC permits the use of the voice communication for operations that require FANS B aircraft capability.
- For aircraft with the 4D Operations capability, 4D Operations are not permitted.

COMPANY Datalink

Ident.: MO-46-21-00021806.0001001 / 02 MAR 20

Applicable to: ALL**PIA PROCEDURE**

The voice communication is made through HF and VHF.

 PAKISTAN International Airlines www.pia.com.pk A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 49 - AIRBORNE AUXILIARY POWER 49-10 - Power Plant
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49-10-01A 49-10-01B 49-10-01C	Power Plant (APU)
--	--------------------------

Ident.: MO-49-10-00008864.0001001 / 22 MAY 24

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi operations are not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-swOff

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with an Air Start Unit.*

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-01 - Overhead Panels 52-01-01 - CKPT DOOR CONT Overhead Panel
--	---

52-01-01-01A	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel
---------------------	--

Ident.: MO-52-01-01-00021883.0001001 / 21 NOV 17

Applicable to: ALL

DURING COCKPIT PREPARATION

- ANN LT selector.....TEST
- Check that the associated OPEN/FAULT light of the cockpit door comes on.

52-01-01-02A	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel
---------------------	---

Ident.: MO-52-01-01-00021884.0001001 / 21 NOV 17

Applicable to: ALL

DURING COCKPIT PREPARATION

- ANN LT selector.....TEST
- Check that the associated OPEN/FAULT light of the cockpit door comes on.

MEL OPERATIONAL PROCEDURES

52 - DOORS

52-01 - Overhead Panels

52-01-01 - CKPT DOOR CONT Overhead Panel

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 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
---	---

52-07-01A	Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)
-----------	---

Ident.: MO-52-07-00008846.0001001 / 05 APR 18

Applicable to: ALL

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP  may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

AFTER ENGINE START

● In the case of false door alert:

EMER CANC pb..... Press

Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb..... Press
In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.
- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-01B 52-07-01C 52-07-01D	Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)
-------------------------------------	--

Ident.: MO-52-07-00008847.0001001 / 05 APR 18

Applicable to: ALL

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP  may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

The SLIDE ARMED light on cabin doors may be permanently illuminated.

Continued on the following page

 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
---	---

Continued from the previous page

AFTER ENGINE START

- **In the case of false door alert:**
EMER CANC pb..... Press
Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

- | | |
|----------------|---|
| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|----------------|---|
- T.O CONFIG pb..... Press
In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.
 - Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-02A 52-07-02B	Cabin Door Permanently Indicated Closed on the <u>DOOR/OXY SD</u> page
------------------------	--

Ident.: MO-52-07-00008848.0001001 / 05 APR 18

Applicable to: ALL

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP  may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

52-07-03A 52-07-03B 52-07-03C 52-07-03D	Cabin Overwing Exit Permanently Indicated Open on the <u>DOOR/OXY SD</u> page
--	---

Ident.: MO-52-07-00008849.0001001 / 05 APR 18

Applicable to: ALL

GENERAL INFORMATION

Indications on the PTP or the FAP  may be affected.

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-07 - Indications on the DOOR/OXY SD page
--	---

Continued from the previous page

AFTER ENGINE START

● **In the case of false door alert:**

EMER CANC pb..... Press

Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.
----------------	---

- T.O CONFIG pb..... Press
In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.
- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-04A 52-07-04B	Cabin Overwing Exit Permanently Indicated Closed on the <u>DOOR/OXY SD</u> page
--------------------------------------	--

Ident.: MO-52-07-00008850.0001001 / 05 APR 18

Applicable to: ALL

GENERAL INFORMATION

Indications on the PTP or the FAP  may be affected.

52-07-05A	Cargo Door Indication on the <u>DOOR/OXY SD</u> page
------------------	---

Ident.: MO-52-07-00008851.0001001 / 12 AUG 14

Applicable to: ALL

GENERAL INFORMATION

If the cargo doors are affected, the time recorded in the ACARS movement report may be wrong.

● **If cargo indication is inoperative due to a proximity switch failure:**

The relevant cargo heating  is inhibited. For live animal transportation, use the Live Animal Transportation Calculation Tool.

Continued on the following page

Continued from the previous page

AFTER ENGINE START

- **In the case of false door alert:**
EMER CANC pb..... Press
Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

- | | |
|----------------|---|
| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|----------------|---|
- T.O CONFIG pb..... Press
In the T.O MEMO, the "T.O CONFIG NORMAL " line will not replace the "T.O CONFIG . . TEST" line.
 - Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-06A	Avionics Compartment Access Door Indication on the <u>DOOR/OXY SD</u> page
-----------	---

Ident.: MO-52-07-00008852.0001001 / 12 AUG 14
Applicable to: ALL

AFTER ENGINE START

- **In the case of false door alert:**
EMER CANC pb..... Press
Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

- | | |
|----------------|---|
| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|----------------|---|
- T.O CONFIG pb..... Press
In the T.O MEMO, the "T.O CONFIG NORMAL " line will not replace the "T.O CONFIG . . TEST" line.
 - Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

 PAKISTAN International Airlines <i>where every journey is a gift</i> A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-10 - Cabin Door
---	--

52-10-01A	Cabin Door
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Ident.: MO-52-10-00021929.0001001 / 01 MAR 23

Applicable to: ALL

PIAC PROCEDURE

Ensure that:

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

52-10-02A	Cabin Overwing Exit
------------------	----------------------------

Ident.: MO-52-10-00021930.0001001 / 23 JUN 22

Applicable to: ALL

PIAC PROCEDURE

Ensure that:

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

52-10-06A	Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page 
------------------	---

Ident.: MO-52-10-00023733.0001001 / 18 MAY 22

Applicable to: AP-BLB, AP-BLC

BEFORE PASSENGER BOARDING

CAUTION	● Before opening the door: Ensure that the door is in disarmed position.
----------------	--

Check of the pressure of the door bottle by direct reading on the emergency opening pressure gauge:

Continued on the following page

Continued from the previous page

- If the installed door bottle pressure gauge is type A:

Gauge type A



Table for the ambient temperature

Indication		Status of the Door Damper / Cylinder
TEMP (°C)	PRESSURE (PSI ±5%)	
+50	1950	Operative
+40	1880	
+30	1810	
+20	1740	
+10	1660	
0	1610	
-10	1540	
-20	1465	
-30	1395	
-40	1325	
The displayed pressure deviates from the above values.		Inoperative

Note: To get a correct pressure, the air bottle must be stable at ambient temperature before the check.

- If the pressure value shown on the pressure gauge is in line with the value on the table for the ambient temperature:

The door bottle pressure is acceptable.

- If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:

Servicing is mandatory, or

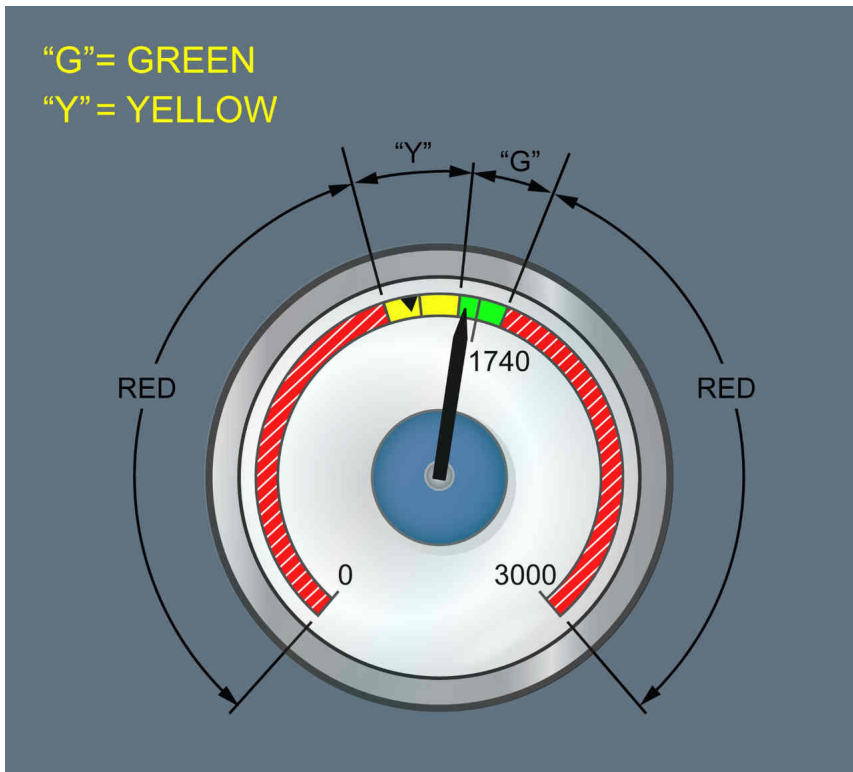
The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

Continued on the following page

Continued from the previous page

- If the installed door bottle pressure gauge is type B:

Gauge type B



- If the pointer is located in the green zone:

The door bottle pressure is acceptable.

- If the pointer is located in the yellow zone:

The door bottle pressure is still acceptable but the maintenance must be notified and the door bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

Continued on the following page

Continued from the previous page

■ **In all other cases:**

Servicing is mandatory, or

The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-06A
Cabin Door CHECK DOOR PRESSURE Message on the FAP 

Ident.: MO-52-10-00023734.0004001 / 18 MAY 22

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

BEFORE PASSENGER BOARDING

CAUTION

● **Before opening the door:**

Ensure that the door is in disarmed position.

Check of the pressure of the door bottle by direct reading on the emergency opening pressure gauge:

● **If the installed door bottle pressure gauge is type A:**

Gauge type A



Table for the ambient temperature

Continued on the following page

Continued from the previous page

Indication		Status of the Door Damper / Cylinder
TEMP (°C)	PRESSURE (PSI ±5%)	
+50	1950	Operative
+40	1880	
+30	1810	
+20	1740	
+10	1660	
0	1610	
-10	1540	
-20	1465	
-30	1395	
-40	1325	
The displayed pressure deviates from the above values.		Inoperative

Note: To get a correct pressure, the air bottle must be stable at ambient temperature before the check.

- If the pressure value shown on the pressure gauge is in line with the value on the table for the ambient temperature:

The door bottle pressure is acceptable.

- If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:

Servicing is mandatory, or

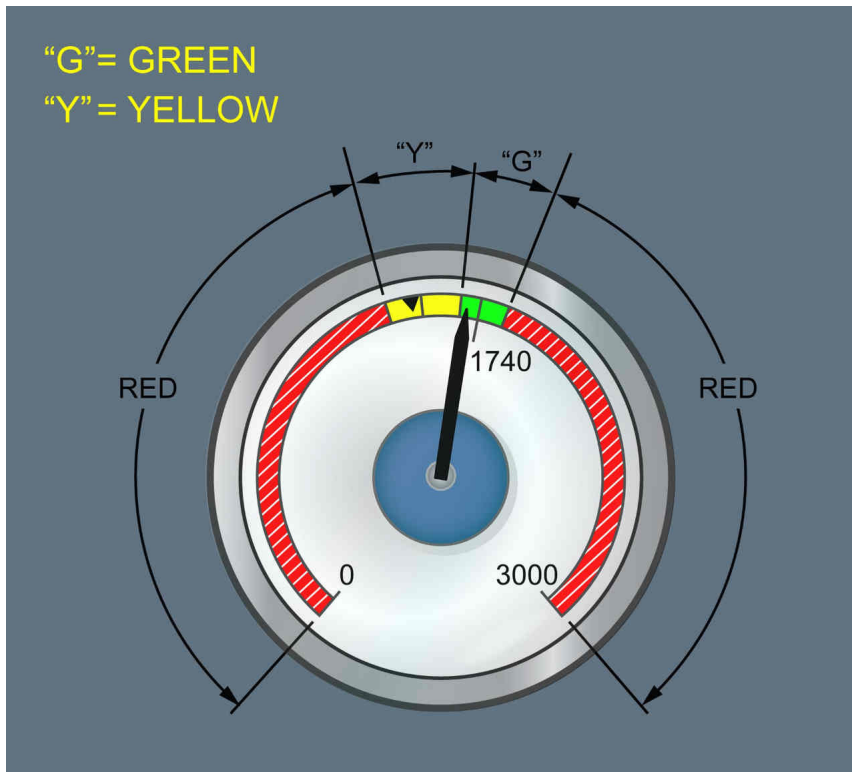
The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

Continued on the following page

Continued from the previous page

- If the installed door bottle pressure gauge is type B:

Gauge type B



- If the pointer is located in the green zone:

The door bottle pressure is acceptable.

- If the pointer is located in the yellow zone:

The door bottle pressure is still acceptable but the maintenance must be notified and the door bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

Continued on the following page

 PAKISTAN International Airlines Since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-10 - Cabin Door
--	--

Continued from the previous page

■ **In all other cases:**

Servicing is mandatory, or

The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-08A	CABIN PRESSURE light (on Cabin Doors)
------------------	--

Ident.: MO-52-10-00024692.0001001 / 20 OCT 25

Applicable to: ALL

I 1

PIAC PROCEDURE

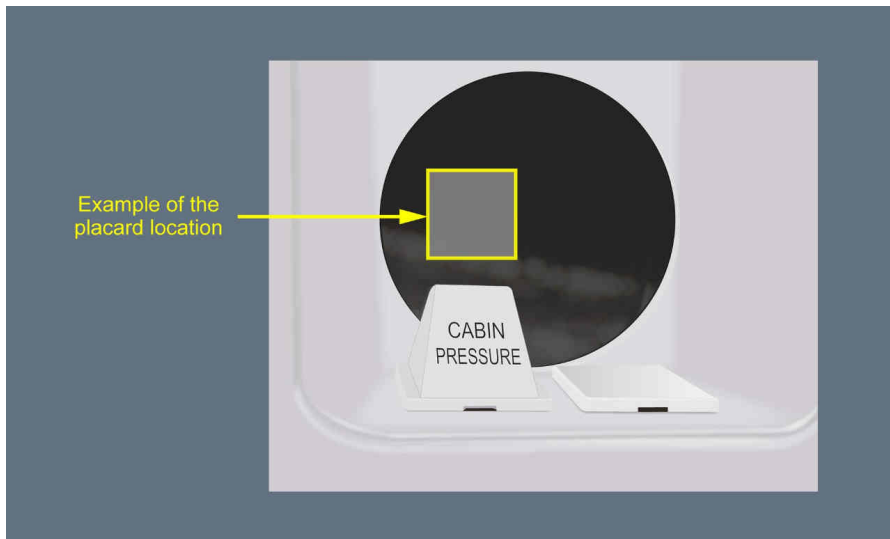
Flight crew, in team work with respective ground engineer and cabin crew, must ensure that:

- The cabin door affected by the inoperative cabin pressure light must be placarded, and
- The placard should be visible from the inside and from the outside of the aircraft.

Example of the placard location



Continued on the following page

Continued from the previous page
Observation window

ON GROUND

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

2
AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

- PACK 1 pb-sw OFF
- PACK 2 pb-sw OFF

On the CAB PRESS SD page check:

- $\Delta P = 0.0$ PSI
- Outflow valve position is fully open

Continued on the following page

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-10 - Cabin Door
--	--

Continued from the previous page

SLIDING WINDOW.....OPEN

*If the flight crew cannot open one of the cockpit sliding windows, it means that residual pressure remains. Therefore, the cabin doors **MUST NOT BE OPENED**. In this case, the flight crew may regularly try to open the cockpit sliding window, to confirm the absence of residual pressure.*

WARNING	DO NOT OPEN any cabin door if all the above conditions are not fulfilled. Residual pressure remains.
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Once the above conditions are fulfilled:

- The flight crew can order the cabin crew to open the cabin doors.

52-10-10A	Door Residual Differential Pressure Detection
------------------	--

Ident.: MO-52-10-00024693.0001001 / 20 NOV 24
Applicable to: ALL

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

- A procedure must be established and used to ensure that:
- All the CABIN PRESSURE lights on all cabin doors must be placarded, and
 - The placard should be visible from the inside and from the outside of the aircraft.

Continued on the following page

MEL OPERATIONAL PROCEDURES

52 - DOORS

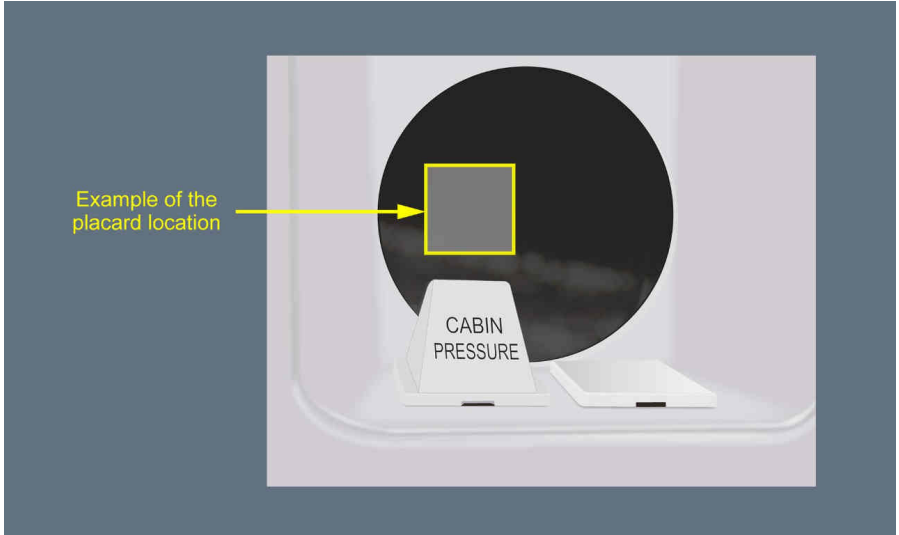
52-10 - Cabin Door

Continued from the previous page

Example of the placard location



Continued on the following page

Continued from the previous page
Observation window

ON GROUND

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

- PACK 1 pb-sw.....OFF
- PACK 2 pb-sw.....OFF

On the CAB PRESS SD page check:

- $\Delta P = 0.0$ PSI
- Outflow valve position is fully open

Continued on the following page

MEL OPERATIONAL PROCEDURES
52 - DOORS
 52-10 - Cabin Door

Continued from the previous page

SLIDING WINDOW..... OPEN

*If the flight crew cannot open one of the cockpit sliding windows, it means that residual pressure remains. Therefore, the cabin doors **MUST NOT BE OPENED**. In this case, the flight crew may regularly try to open the cockpit sliding window, to confirm the absence of residual pressure.*

WARNING

DO NOT OPEN any cabin door if all the above conditions are not fulfilled.
 Residual pressure remains.

Once the above conditions are fulfilled:

- If triggered, disregard and clear the CAB PR EXCES RESIDUAL PR alert.
- The flight crew can order the cabin crew to open the cabin doors.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-30 - Cargo Door
--	--

52-30-03A 52-30-03B	Cargo Door Electrical Control
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Ident.: MO-52-30-00021155.0001001 / 31 JAN 17

Applicable to: ALL

DURING COCKPIT PREPARATION

DOORS/CARGO (122VU T12) C/B.....Pull

52-30-07A	Cargo Door Open/Locked Indicator light
------------------	---

Ident.: MO-52-30-00009614.0001001 / 11 MAR 10

Applicable to: ALL

ON GROUND

- **When the Cargo Door Open/Locked Indicator light is inoperative, it is necessary to inform the ground personnel:**
 - To visually check that the affected cargo door is in the fully open position, with no downward movement after releasing the lever of the manual selector valve.
 - To visually check that the lever of the manual selector valve stays in the neutral position.

MEL OPERATIONAL PROCEDURES

52 - DOORS

52-30 - Cargo Door

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-51 - Reinforced Cockpit Door (CDLS)
--	--

52-51-01B	CDLS Normal System
------------------	---------------------------

Ident.: MO-52-51-00021893.0001001 / 23 JUN 22

Applicable to: AP-BLB, AP-BLC, AP-BLY, AP-BLZ, AP-BMX

PIAC PROCEDURE

Since the CDLS Normal system is deactivated, the keypad becomes inoperative.

The flight crew must brief the cabin crew that the CDLS keypad is inoperative.

For a request access to the cockpit, use the cabin interphone.

IN FLIGHT

At least two crewmembers must be present in the cockpit at all times during the flight.

52-51-01B	CDLS Normal System
------------------	---------------------------

Ident.: MO-52-51-00021893.0002001 / 17 MAY 18

Applicable to: AP-BLA, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BMV, AP-BMY, AP-BOK, AP-BOL, AP-BOM, AP-BON

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Alternate procedure must be established and used to secure the cockpit and to access to the cockpit in accordance with the Operator's security policy.

This alternate procedure may consider the use of deadbolt or any other acceptable means approved by the National Aviation Authority.

***Note:** In the case of rapid decompression in the cockpit, the use of the deadbolt prevents the automatic opening of the cockpit door.*

GENERAL INFORMATION

Since the CDLS Normal system is deactivated, the keypad becomes inoperative.

The flight crew must brief the cabin crew that the CDLS keypad is inoperative.

For a request access to the cockpit, use the cabin interphone.

IN FLIGHT

At least two crewmembers must be present in the cockpit at all times during the flight.

● If the deadbolt is used:

The flight crew has to manually open the cockpit door. Therefore, the access to the cockpit should be limited to the minimum necessary.

MEL OPERATIONAL PROCEDURES**52 - DOORS**

52-51 - Reinforced Cockpit Door (CDLS)

52-51-03A**CDLS Buzzer**

Ident.: MO-52-51-00022211.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE

cabin crew to use the cabin interphone to communicate with cockpit crew to request access to the cockpit.

52-51-04A**CDLS Keypad**

Ident.: MO-52-51-00008845.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE

The cockpit crew must brief the cabin crew that the CDLS keypad is inoperative.

IN FLIGHT

At least two people must always be present in the cockpit throughout the entire flight.

52-51-05A**CDLS Keypad LED**

Ident.: MO-52-51-00021880.0001001 / 02 MAR 20

Applicable to: ALL

PIA PROCEDURE**● When the green or red LEDs is inoperative:**

Cabin crew should push the door manually to confirm that the cockpit door is locked or unlocked.

52-51-08C**Cockpit Door Latch Mechanism (Mechanical Latches)**

Ident.: MO-52-51-00025905.0002001 / 17 AUG 22

Applicable to: ALL

GENERAL INFORMATION

When one or more door latches are inoperative in engaged/locked position, the flight crew cannot open the cockpit door via the handle from the cockpit side.

In order to unlock the cockpit door, the flight crew has to open the cockpit door by using the COCKPIT DOOR sw that is located on the COCKPIT DOOR panel (central pedestal).

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-51 - Reinforced Cockpit Door (CDLS)
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52-51-09B	Cockpit Door Handle (including bellcranks linkage)
------------------	---

Ident.: MO-52-51-00026052.0002001 / 17 AUG 22

Applicable to: ALL

GENERAL INFORMATION

When the cockpit door handle and/or bellcranks linkage fails, the flight crew cannot open the cockpit door via the handle from the cockpit side.

In order to unlock the cockpit door, the flight crew has to open the cockpit door by using the COCKPIT DOOR sw that is located on the COCKPIT DOOR panel (central pedestal).

MEL OPERATIONAL PROCEDURES

52 - DOORS

52-51 - Reinforced Cockpit Door (CDLS)

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 52 - DOORS 52-53 - COCKPIT DOOR Panel on the Center Pedestal
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52-53-02A	COCKPIT DOOR OPEN light
------------------	--------------------------------

Ident.: MO-52-53-00021881.0001001 / 21 NOV 17

Applicable to: ALL

ON GROUND AND IN FLIGHT

Check that the cockpit door is closed and locked.

52-53-04A	UNLOCK Function of the COCKPIT DOOR sw
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Ident.: MO-52-53-00021882.0001001 / 21 NOV 17

Applicable to: ALL

GENERAL INFORMATION

The flight crew has to manually open the door. Therefore, the access to the cockpit should be limited to the strict necessary.

MEL OPERATIONAL PROCEDURES

52 - DOORS

52-53 - COCKPIT DOOR Panel on the Center Pedestal

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 56 - WINDOWS 56-10 - Cockpit
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56-10-01A 56-10-01B 56-10-01C 56-10-01D	Front Windshield
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Ident.: MO-56-10-00008835.0001001 / 11 FEB 15

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When PF side is affected:**
Maximum landing capability is CAT 1
- **When PM side is affected:**
Maximum landing capability is not affected and is still CAT 3 DUAL.

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 PAKISTAN International Airlines since 1955 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 73 - ENGINE FUEL AND CONTROL 73-20 - Controlling
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73-20-05A	Minimum Idle on Ground
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Ident.: MO-73-20-00022747.0001001 / 18 NOV 21

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item “GROUND IDLE INOPERATIVE (ALL ENGINES)”.

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 74 - IGNITION 74-07 - Indications on the ENGINE SD page
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74-07-01A	Selected Igniter Indication on the <u>ENGINE</u> SD page
------------------	---

Ident.: MO-74-07-00008832.0001001 / 18 MAR 10

Applicable to: ALL

AFTER ENGINE START

- **If engine 1 is affected:**
 - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PULL
 - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B..... PULL
 - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B..... PULL
- **If engine 2 is affected:**
 - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PULL
 - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B..... PULL
 - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B..... PULL

On the EWD, check that the ENG 1(2) A+B IGN FAULT alert is displayed.

- **If engine 1 is affected:**
 - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PUSH
 - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B..... PUSH
 - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B..... PUSH
- **If engine 2 is affected:**
 - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PUSH
 - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B..... PUSH
 - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B..... PUSH

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 74 - IGNITION 74-31 - Ignition Starting and Continuous Relight
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74-31-01A	Ignition System A
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Ident.: MO-74-31-00008828.0008001 / 03 MAY 17
Applicable to: ALL

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System A during an automatic start, the engine fails to start and the alert related to the failure of the Ignition System A appears on the EWD. Then, the FADEC automatically initiates an additional engine start attempt with both ignition systems selected.

To maximize the probability to start the engine at the first attempt, the Ignition System B must be selected by the FADEC. Perform one of the following engine starts:

- An automatic engine start:**
 - Before engine start:**
ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B PULL
 - After engine start:**
ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B PUSH
- A manual engine start:**
Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure.

It remains possible to perform an automatic engine start without pulling the circuit breakers of the Ignition System A. The first start attempt may be successful because the FADEC may select the Ignition System B. However, the first start attempt may fail because the FADEC may select the Ignition System A.

74-31-02A	Ignition System B
------------------	--------------------------

Ident.: MO-74-31-00008829.0008001 / 03 MAY 17
Applicable to: ALL

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System B during an automatic start, the engine fails to start and the alert related to the failure of the Ignition System B appears on the EWD. Then, the FADEC automatically initiates an additional engine start attempt with both ignition systems selected.

To maximize the probability to start the engine at the first attempt, the Ignition System A must be selected by the FADEC. Perform one of the following engine starts:

Continued on the following page

MEL OPERATIONAL PROCEDURES
74 - IGNITION

74-31 - Ignition Starting and Continuous Relight

Continued from the previous page
● An automatic engine start:
● Before engine start:

ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/BPULL

● After engine start:

ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/B PUSH

● A manual engine start:
Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure.

It remains possible to perform an automatic engine start without pulling the circuit breakers of the Ignition System B. The first start attempt may be successful because the FADEC may select the Ignition System A. However, the first start attempt may fail because the FADEC may select the Ignition System B.

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 78 - EXHAUST 78-30 - Thrust Reversers
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78-30-01A	Thrust Reverser
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Ident.: MO-78-30-00022748.0018001 / 17 AUG 22

Applicable to: AP-BLA, AP-BLB, AP-BLC, AP-BLS, AP-BLU, AP-BLV, AP-BLW, AP-BLY, AP-BLZ, AP-BMV, AP-BMX, AP-BMY, AP-BOM

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications:

- If one engine reverser is inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ONE REVERSER INOPERATIVE"
- If both engine reversers are inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ALL REVERSERS INOPERATIVE".

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure**
and

When the FADEC have power:

Check that the ENG (AFFECTED SIDE) REV INHIBITED alert is displayed on the EWD.

FOR TAKEOFF

During the takeoff briefing, the flight crew must review:

- The status of the thrust reversers, and
- The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**
Use both thrust levers when applying reverse thrust.
- **If both thrust reversers are inoperative:**
Do not move the thrust levers to reverse.

DURING APPROACH

During the approach briefing, the flight crew must review:

- The status of the thrust reversers, and
- The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

Continued on the following page

MEL OPERATIONAL PROCEDURES
78 - EXHAUST
78-30 - Thrust Reversers
Continued from the previous page

- **After touchdown, if one thrust reverser is inoperative:**
Use both thrust levers when applying reverse thrust.
- **After touchdown, if both thrust reversers are inoperative:**
Do not move the thrust levers to reverse.

78-30-01A
Thrust Reverser

Ident.: MO-78-30-00022748.0007001 / 18 NOV 21

Applicable to: AP-BOK, AP-BOL, AP-BON

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications:

- If one engine reverser is inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ONE REVERSER INOPERATIVE"
- If both engine reversers are inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ALL REVERSERS INOPERATIVE".

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure**
and

When the FADEC have power:

 Check that the ENG (AFFECTED SIDE) REV INHIBITED alert is displayed on the EWD.

FOR TAKEOFF
During the takeoff briefing, the flight crew must review:

- The status of the thrust reversers, and
- The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**
Use both thrust levers when applying reverse thrust.
- **If both thrust reversers are inoperative:**
Do not move the thrust levers to reverse.

Continued on the following page

*Continued from the previous page***DURING APPROACH****During the approach briefing, the flight crew must review:**

- The status of the thrust reversers, and
- The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

● After touchdown, if one thrust reverser is inoperative:

Use both thrust levers when applying reverse thrust.

For automatic roll-out with one thrust reverser inoperative, *Refer to AFM/LIM-22-FGS CAT II / CAT III Operations.*

● After touchdown, if both thrust reversers are inoperative:

Do not move the thrust levers to reverse.

MEL OPERATIONAL PROCEDURES

78 - EXHAUST

78-30 - Thrust Reversers

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 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 79 - OIL 79-09 - ECAM Alerts
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79-09-01A	ENG 1(2) OIL LO PR Alert
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Ident.: MO-79-09-00008824.0001001 / 11 MAR 10
Applicable to: ALL

AFTER ENGINE START

- **If both engines are affected:**
RCDR GND CTL pb-sw.....CHECK ON

Intentionally left blank

 PAKISTAN International Airlines since 1946 A318/A319/A320/A321 MINIMUM EQUIPMENT LIST	MEL OPERATIONAL PROCEDURES 80 - STARTING 80-11 - Pneumatic Starter and Valve System
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80-11-01A	Start Valve
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Ident.: MO-80-11-00008815.0001001 / 03 MAY 17

Applicable to: ALL

BEFORE ENGINE START

Refer to FCOM/PRO-NOR-SUP-ENG Engine Start Valve Manual Operation

IN FLIGHT

If the affected engine shuts down, attempt to restart it only using windmilling relight.

MEL OPERATIONAL PROCEDURES

80 - STARTING

80-11 - Pneumatic Starter and Valve System

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