

AIRBUS

A318/A319/A320/A321

AIRPLANE FLIGHT MANUAL

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A320

MODEL : 320 - 214

FLIGHT MANUAL

ALL FLIGHTS MUST BE DONE IN ACCORDANCE
WITH THE LIMITATIONS INCLUDED IN THIS MANUAL

APPROVED BY D.G.A.C.

[Signature]
Ingénieur Principal de l'Aviation Civile

J. ANDRE



10 MARS 1995

Airbus Industrie
FLIGHT DIVISION
31707 Blagnac Cedex
FRANCE

Reference : Airbus Industrie AI / EV - O 10000

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A320

MODEL: 320- 216

FLIGHT MANUAL

ALL FLIGHTS MUST BE DONE IN ACCORDANCE
WITH THE LIMITATIONS INCLUDED IN THIS MANUAL

APPROVED BY EASA UNDER
REFERENCE **EASA.A.C.02681**
ON **14-JUN-06**

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Reference: Airbus STL 10000

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	TRANSMITTAL LETTER
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Issue date: 06 MAY 26

This is the AIRPLANE FLIGHT MANUAL at issue date 06 MAY 26 for the A318/A319/A320/A321 and replacing last issue dated 02 APR 26

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A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

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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	06 MAY 26
PLP-LEDU LIST OF EFFECTIVE DOCUMENTARY UNITS	ALL	06 MAY 26
PLP-LAR LIST OF APPROVAL REFERENCES	ALL	06 MAY 26
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MCDL-54-01 Nacelle Strake	ALL	06 MAY 26

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

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
R	PLP-LEDU		List of Effective Documentary Units Approved by Airbus under the authority of DOA ref. EASA. 21J.031		06 MAY 26
	APPRO-HEAD Approval reference: . Criteria: 320-214 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		Heading Approbation A320-214 Approved by	00007334.0016001	10 MAR 95
	APPRO-HEAD Approval reference: . Criteria: 320-216 Applicable to: MSN 02926, 02944		Heading Approbation A320-216 Approved by	00007334.0018001	14 JUN 06
	APPRO-TR Approval reference: 10027686 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Impacted DU: NONE	x	(TR 4.02.00/41) - ENG Compressor vane/ENG STALL on ground Approved by EASA	00009728.0001001	21 OCT 09
	APPRO-TR Approval reference: 10027986 Criteria: SA Applicable to: MSN 02155, 02212, 02926, 02944 Impacted DU: NONE	x	(TR 2.05.00/47) - Non Precision Approaches with OEI Approved by EASA	00009667.0001001	23 NOV 09
	GEN-INTR Approval reference: 10087016 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		Introduction Approved by EASA	00007010.0001001	05 MAY 25
	GEN-INTR Approval reference: 00S101AC002/C01 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		Airbus Copyright Approved by Airbus under the authority of DOA ref. EASA.21J.031	00024301.0001001	27 JUN 23
	GEN-DESC Approval reference: 10060714 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		Approved AFM Format Approved by EASA	00015195.0001001	02 DEC 13

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	Approval reference: 00D101AC490/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-DESC		Organization of the Manual	00007015.0001001	23 NOV 09
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	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-DESC		Documentary Unit (DU)	00007016.0001001	16 JAN 17
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
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	GEN-DESC		AFM Revision	00007366.0001001	16 JAN 17
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-DESC		Temporary Revision (TR)	00007018.0001001	16 JAN 17
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-DEF		Warning Definition	00007020.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	GEN-DEF		Caution Definition	00007021.0001001	23 NOV 09
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	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-DEF		Note Definition	00006982.0001001	23 NOV 09
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	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
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	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
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	Approval reference: 10084938 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
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	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	GEN-VIEW		3-View Drawing	00006880.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: 320-200 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	GEN-VIEW		3-View Drawing	00006880.0007001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A320 and (160080 or 160500)) Applicable to: MSN 05746, 07784, 07792				
	LIM-GEN		Introduction	00006957.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-GEN		Kind of Operations	00006958.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-GEN		Minimum Flight Crew	00006959.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-GEN		Maximum Operating Altitude	00006960.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 30748) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-GEN		Maneuver Limit Load Factors	00006961.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-GEN		Icing Conditions Definition	00009165.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-WGHT		General	00016450.0011001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292)) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	LIM-WGHT		Establishment of Aircraft Noise Certificate	00021337.0007001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292)) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060				

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PRELIMINARY PAGES LIST OF EFFECTIVE DOCUMENTARY UNITS
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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	LIM-WGHT		Weight Limitations	00006860.0041001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and (23264 and 23900))				
	Applicable to: MSN 07784, 07792				
	LIM-WGHT		Weight Limitations	00006860.0044001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 30479)				
	Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746				
	LIM-WGHT		Weight Limitations	00006860.0119001	11 AUG 17
	Approval reference: D01FM1703037 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (150960 or 153317 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31839 or 33212 or 34251 or 35426 or 35735 or 36290 or 36438 or 36584 or 37310 or 38237 or 38238 or 38948 or 39281))				
	Applicable to: MSN 02926, 02944				
	LIM-WGHT		Weight Limitations	00006860.0120001	11 AUG 17
	Approval reference: D01FM1703037 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (33713 or 35311 or 35325 or 36331 or 37259 or 38519))				
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		Center of Gravity Envelope	00006861.0044001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-214 or 320-233) and (23264 and 23900))				
	Applicable to: MSN 07784, 07792				
	LIM-WGHT		Center of Gravity Envelope	00006861.0050001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-214 or 320-233) and 30479)				
	Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746				
	LIM-WGHT		OW1 - Weight Limitations	00006862.0019001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311)				
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		OW1 - Weight Limitations	00006862.0021001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-211 or 320-212 or 320-214 or 320-216 or 320-231 or 320-232 or 320-233) and 35735)				
	Applicable to: MSN 02926, 02944				
	LIM-WGHT		OW1 - Center of Gravity Envelope	00006863.0065001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-214 or 320-233) and 35311)				
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	LIM-WGHT		OW1 - Center of Gravity Envelope	00006863.0075001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-214 or 320-216 or 320-233) and 35735) Applicable to: MSN 02926, 02944				
	LIM-WGHT		OW2 - Weight Limitations	00006864.0019001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311) Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		OW2 - Weight Limitations	00006864.0021001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-211 or 320-212 or 320-214 or 320-216 or 320-231 or 320-232 or 320-233) and 35735) Applicable to: MSN 02926, 02944				
	LIM-WGHT		OW2 - Center of Gravity Envelope	00006865.0065001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-214 or 320-233) and 35311) Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		OW2 - Center of Gravity Envelope	00006865.0075001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-214 or 320-216 or 320-233) and 35735) Applicable to: MSN 02926, 02944				
	LIM-WGHT		OW3 - Weight Limitations	00006866.0007001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311) Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		OW3 - Center of Gravity Envelope	00006867.0023001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((320-214 or 320-233) and 35311) Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-WGHT		Performance Limitations	00006962.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-WGHT		Loading	00006963.0001001	04 JUL 19
	Approval reference: 00D101AC363/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-WGHT		Landing Gear Limitation	00006964.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and (23264 or 30479)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-SPD	VMO/MMO		00007065.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-SPD	VA		00007319.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-200 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-SPD	VFE		00006883.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-100) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-SPD	VLO and VLE/MLE		00007317.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-OPS	Environmental Envelope		00006919.0003001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 or 320-232 or 320-233) and 30748) Applicable to: MSN 02155, 02212				
	LIM-OPS	Environmental Envelope		00006919.0007001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 and (30748 and 33323)) or (320-215 or 320-216)) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-OPS	Tailwind		00007309.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-OPS	Runway Slope		00007310.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-09		Maneuvers on Ground	00007357.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-09		Towbarless Operations	00007358.0001001	23 OCT 18
	Approval reference: 00D101AC321/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-21		Cabin Pressurization	00007261.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FMS		General	00009567.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FMS		Airworthiness Standards Compliance	00009568.0016001	13 MAR 17
	Approval reference: 10061213		Approved by EASA		
	Criteria: (((A319 or A320 or A321) and ((31896 or 31897) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))) or ((A319 or A320 or A321) and ((32401 or 32402 or 32475 or 32929) and (26485 or 26999 or 28382 or 30241 or 30631 or 30635)))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FMS		Navigation Performance	00009569.0003001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (((A319 or A320 or A321) and ((31896 or 31897 or 32475 or 32929) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))) or ((A319 or A320 or A321) and ((32401 or 32402) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FMS		Use of NAV Mode	00009570.0003001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))				

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PRELIMINARY PAGES LIST OF EFFECTIVE DOCUMENTARY UNITS
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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FMS	x	Non Precision Approaches with OEI	00009620.0001001	23 NOV 09
	Approval reference: 10027986		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02926, 02944 Impacted DU: NONE				
	LIM-22-FMS		Approaches	00009571.0002001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and (31896 or 31897 or 32401 or 32402 or 32475 or 32929))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FGS		Automatic landing and Rollout with Outdated MagVar	00028712.0001001	23 SEP 25
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FGS		Airworthiness Standards Compliance	00009235.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FGS		Autoland	00009238.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A320 or A321) Applicable to: MSN 02155, 02212, 02926, 02944, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FGS		Autoland	00009238.0003001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-211 or 320-212 or 320-214) and 24617) Applicable to: MSN 02719, 02758, 02789, 03031, 03060				
	LIM-22-FGS		AUTOLAND with OEI	00015319.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-22-FGS		Minimum Height for Use of the Autopilot	00009242.0001001	05 JUL 18
	Approval reference: 00D101AC272/C01		Approved by EASA		
	Criteria: (A318 or A319 or A320) Applicable to: MSN 04392, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	LIM-22-FGS		Minimum Height for Use of the Autopilot	00009242.0006001	05 JUL 18
	Approval reference: 00D101AC272/C01 Approved by EASA Criteria: ((318-111 or 318-112 or A319 or A320) and 30096) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746				
	LIM-22-FGS		CAT II / CAT III Operations	00009243.0004001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	LIM-22-FGS		CAT II / CAT III Operations	00009243.0009001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (A320 and (160080 or 160500)) Applicable to: MSN 05746, 07784, 07792				
	LIM-23		CVR - ATC Datalink Recording Function	00015714.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 151943) Applicable to: MSN 07784, 07792				
	LIM-24		Electrical	00007263.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-25		In-Seat Power Supply System (ISPSS)	00007265.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and (27230 or 28777 or 30339 or 31090 or 32228)) Applicable to: MSN 04392, 05152, 05162, 05253, 05746				
	LIM-28		Fuel and Additive Specifications	00007246.0001001	20 OCT 20
	Approval reference: 10074600 Approved by EASA Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-28		Usable Fuel	00007248.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A318 or A319 or 320-200) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	LIM-28		Usable Fuel	00007248.0016001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 37331)				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 04392, 05152, 05162, 05253				
	LIM-28		Usable Fuel	00007248.0025001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and (160001 and 37331))				
	Applicable to: MSN 05746, 07784, 07792				
	LIM-28		Fuel Imbalance	00007254.0015001	11 AUG 17
	Approval reference: D01FM1703948		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	LIM-28		Fuel Imbalance	00007254.0006001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320) and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	LIM-28		Fuel Temperature Limits	00007259.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-111 and 20024) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-29		Hydraulics Fluid	00007262.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-32		Tire Speed	00011074.0001001	03 AUG 10
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-34		Weather Radar	00013480.0001001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((SA and 150982) or (SA and (151179 or 153877 or 154609)))				
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746				
	LIM-34		Inertial Reference System (IRS)	00007264.0001001	10 NOV 17
	Approval reference: SA03D17036154		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (A318 or A320)				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-34		Inertial Reference System (IRS)	00007264.0002001	10 NOV 17
	Approval reference: SA03D17036154		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (SA and (155995 or 35517))				
	Applicable to: MSN 02926, 02944				
	LIM-34		Reduced Vertical Separation Minimum (RVSM)	00007359.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and (25861 or 25910 or 25952 or 31039 or 31528))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-34		Mode S - EHS Enhanced Surveillance	00006966.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and (35240 and 37153))				
	Applicable to: MSN 04392				
	LIM-34		Mode S - EHS Enhanced Surveillance	00006966.0006001	23 MAY 17
	Approval reference: 10061990		Approved by EASA		
	Criteria: ((SA and 159693) or (SA and 158775))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-34		Mode S - ADS-B Out Enhanced Surveillance	00006968.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 37153)				
	Applicable to: MSN 04392				
	LIM-34		Mode S - ADS-B Out Enhanced Surveillance	00006968.0002001	28 SEP 18
	Approval reference: 00D101AC305/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (SA and 156083)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-44		Cabin Instructions and Limitations	00022804.0001001	26 APR 19
	Approval reference: 10069739		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-46		Airline Operation Control Applications	00006965.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		

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Criteria: (SA and 27522) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792					
LIM-46 FANS - ATC Datalink Application 00006967.0006001 05 OCT 17 Approval reference: SA46D17033443 Approved by Airbus under the authority of DOA ref. EASA.21J.031					
Criteria: (SA and 39622) Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792					
LIM-49 Auxiliary Power Unit (APU) 00007260.0002001 23 NOV 09 Approval reference: 10060714 Approved by EASA					
Criteria: (SA and (22562 or 35864)) Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746					
LIM-49 Auxiliary Power Unit (APU) 00007260.0003001 23 NOV 09 Approval reference: 10060714 Approved by EASA					
Criteria: (SA and (25888 or 37987)) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 07784, 07792					
LIM-70 Main Engines 00007233.0003001 03 AUG 10 Approval reference: 10060714 Approved by EASA					
Criteria: 320-214 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792					
LIM-70 Main Engines 00007233.0010001 03 AUG 10 Approval reference: 10060714 Approved by EASA					
Criteria: 320-216 Applicable to: MSN 02926, 02944					
LIM-70 Engine Parameters 00007235.0002001 11 MAY 17 Approval reference: 10061833 Approved by EASA					
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792					
LIM-70 Reverse Thrust 00007236.0001001 23 NOV 09 Approval reference: 10060714 Approved by EASA					
Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792					
LIM-70 Oil 00007232.0002001 23 NOV 09 Approval reference: 10060714 Approved by EASA					
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)					

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-70		Reduced Thrust Takeoff	00007239.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (319-112 or 319-115 or 319-133 or 320-214) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	LIM-70		Reduced Thrust Takeoff	00007239.0004001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (((319-112 or 319-115 or 319-132 or 320-214 or 321-131 or 321-232) and 36750) or 320-216) Applicable to: MSN 02926, 02944				
	LIM-70		Operations in Icing Conditions	00006881.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-GEN		INTRODUCTION	00007037.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-GEN		LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE	00015177.0001001	24 JUN 25
	Approval reference: 10087399 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-21		CAB PR - EXCESS CAB ALT	00007053.0004001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 37871) Applicable to: MSN 03031				
	EMER-21		CAB PR - EXCESS CAB ALT	00007053.0007001	15 DEC 16
	Approval reference: 10060714 Approved by EASA				
	Criteria: (321-200N or (SA and 161365)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-21		CAB PR - EXCESS RESIDUAL PR	00009326.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 35220) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	EMER-24		ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED)	00006884.0003001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (A320 and 28160) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-24		ELEC - ESS BUSES ON BAT	00027250.0001001	05 MAY 25
	Approval reference: 10087016 Approved by EASA Criteria: ((A318 or A319 or A321) or (A320 and 28160)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		GENERAL	00007038.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		ENG 1 (2) FIRE (In Flight)	00007041.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		ENG 1 (2) FIRE (On Ground)	00007042.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and ((20067 or 20069) and (36847 or 37871))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		APU FIRE	00007043.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		SMOKE - FWD or AFT CARGO SMOKE	00009335.0004001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and (37871 and (20067 or 20069))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-26		SMOKE/FUMES/AVNCS SMOKE	00007044.0006001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: ((A319 or A320 or A321) and (31276 and 37871)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	EMER-26		REMOVAL OF SMOKE/FUMES	00007045.0001001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-27		F/CTL - L + R ELEV FAULT	00007051.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A319 or A320 or A321)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	EMER-27		F/CTL - L + R ELEV FAULT	00007051.0011001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	EMER-27		F/CTL - FLAP LVR NOT ZERO	00009325.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and (28479 or 28916))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-29		HYD - G + B SYS LO PR	00007048.0026001	18 SEP 17
	Approval reference: SA03D17030708		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A319 and (161397 and 26925)) or (A320 and (161397 and 26925)))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 07784				
	EMER-29		HYD - G + B SYS LO PR	00007048.0047001	08 FEB 19
	Approval reference: 00D101AC346/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (A320 and 162159)				
	Applicable to: MSN 02155, 02212				
	EMER-29		HYD - G + B SYS LO PR	00007048.0003001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A320 and (26925 and 35220))				
	Applicable to: MSN 03031				
	EMER-29		HYD - G + B SYS LO PR	00007048.0045001	08 FEB 19
	Approval reference: 00D101AC346/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (A320 and (162159 and 26925))				
	Applicable to: MSN 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	EMER-29		HYD - B + Y SYS LO PR	00007049.0039001	08 FEB 19
	Approval reference: 00D101AC346/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A319 or A320) and 162159)				

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	Applicable to: MSN 02155, 02212				
	EMER-29		HYD - B + Y SYS LO PR	00007049.0003001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320) and 26925)				
	Applicable to: MSN 03031				
	EMER-29		HYD - B + Y SYS LO PR	00007049.0038001	08 FEB 19
	Approval reference: 00D101AC346/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A319 or A320) and (162159 and 26925))				
	Applicable to: MSN 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	EMER-29		HYD - B + Y SYS LO PR	00007049.0018001	18 SEP 17
	Approval reference: SA03D17030708		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A318 and 161397) or ((A319 or A320) and (161397 and 26925)))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 07784				
	EMER-29		HYD - G + Y SYS LO PR	00007050.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A319 or A320)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	EMER-29		HYD - G + Y SYS LO PR	00007050.0017001	08 FEB 19
	Approval reference: 00D101AC346/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A319 or A320) and 162159)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	EMER-32		L/G - GEAR NOT DOWNLOCKED	00007052.0001001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-32		LOSS OF BRAKING	00009809.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-34		NAV - ADR 1+2+3 FAULT	00007047.0005001	02 MAR 17
	Approval reference: 10061144		Approved by EASA		
	Criteria: (SA and ((154033 or 35871) and 151269))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	EMER-34		NAV - ADR 1+2+3 FAULT	00007047.0012001	07 APR 17
	Approval reference: 10061509		Approved by EASA		
	Criteria: (SA and 159281)				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 07784, 07792				
	EMER-70		ALL ENGINES FAILURE	00016762.0008001	18 SEP 17
	Approval reference: SA03D17030708		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((320-215 or 320-216) and 161365)				
	Applicable to: MSN 02926				
	EMER-70		ALL ENGINES FAILURE	00016762.0023001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: ((320-215 or 320-216) and 163413)				
	Applicable to: MSN 02944				
	EMER-70		ALL ENGINES FAILURE	00016762.0007001	18 SEP 17
	Approval reference: SA03D17030708		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 161365)				
	Applicable to: MSN 02719, 02758, 02789, 07784				
	EMER-70		ALL ENGINES FAILURE	00016762.0024001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 163413)				
	Applicable to: MSN 02155, 02212, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	EMER-70		DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)	00007039.0006001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 or 320-215 or 320-216) and 28160)				
	Applicable to: MSN 03031				
	EMER-70		ENG - 1(2) OIL LO PR	00007040.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		STALL RECOVERY	00013505.0001001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		EMER DESCENT	00006626.0001001	23 OCT 18
	Approval reference: 00D101AC321/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		EMERGENCY EVACUATION	00006625.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		DITCHING	00006622.0002001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and 31276)				
	Applicable to: MSN 03031				
	EMER-90		DITCHING	00006622.0005001	24 NOV 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-200N or ((A319 or A320 or A321) and (161365 and 31276)))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		FORCED LANDING	00006621.0002001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and 31276)				
	Applicable to: MSN 03031				
	EMER-90		FORCED LANDING	00006621.0005001	24 NOV 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-200N or ((A319 or A320 or A321) and (161365 and 31276)))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	EMER-90		Emergency Landing (All Engines Failure)	00021836.0002001	11 AUG 17
	Approval reference: D01FM1703948		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (A319 or A320 or A321)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	EMER-90		EMERGENCY LANDING (ALL ENGINES FAILURE)	00021836.0004001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-GEN		INTRODUCTION	00007087.0001001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	ABN-GEN		LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE	00015178.0001001	24 JUN 25
	Approval reference: 10087399 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-TO		ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)	00007100.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-TO		ENGINE FAILURE BETWEEN V1 AND V2	00007102.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-TO		ENGINE FAILURE DURING INITIAL CLIMB OUT	00007103.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-LDG		APPROACH AND LANDING	00007104.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-LDG		MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)	00007105.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-OEI-LDG		BALKED LANDING	00007106.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-21		AIR - PACK 1 + 2 FAULT	00007161.0001001	04 APR 11
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 03031				
	ABN-21		AIR - PACK 1 + 2 FAULT	00007161.0002001	15 DEC 16
	Approval reference: 10060714 Approved by EASA				
	Criteria: (321-200N or (SA and 161365)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-21		CAB PR - SYS 1 + 2 FAULT	00006672.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-21		CAB PR - SAFETY VALVE OPEN	00007162.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 35220) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-21		COND - HOT AIR FAULT	00007164.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-21		VENT - SKIN VALVE FAULT	00007165.0001001	04 APR 11
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 03031				
	ABN-21		VENT - SKIN VALVE FAULT	00007165.0002001	15 DEC 16
	Approval reference: 10060714 Approved by EASA				
	Criteria: (321-200N or (SA and 161365)) Applicable to: MSN 02719, 02758, 02789, 02926, 07784				
	ABN-21		VENT - SKIN VALVE FAULT	00007165.0006001	20 DEC 21
	Approval reference: 10078029 Approved by EASA				
	Criteria: (SA and 166490) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-22-AUTOFLT		AUTO FLT - FCU 1(2) FAULT	00009309.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	ABN-22-AUTOFLT		AUTO FLT - RUD TRV LIM SYS	00006936.0004001	03 AUG 10
	Approval reference: 10060714 Approved by EASA Criteria: ((A320 or A321) and 37871) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-22-AUTOFLT		AUTO FLT - RUD TRV LIM SYS	00006936.0011001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: ((A320 or A321) and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-22-AUTOFLT		AUTO FLT - FAC 1+2 FAULT	00009311.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (318-111 or 318-112 or A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	ABN-22-AUTOFLT		AUTO FLT - FAC 1+2 FAULT	00009311.0008001	03 MAR 23
	Approval reference: 10081389 Approved by EASA Criteria: ((320-200 or 321-200) and (160023 or 160080 or 160500)) Applicable to: MSN 05746, 07784, 07792				
	ABN-22-AUTOFLT		AUTO FLT - YAW DAMPER SYS	00009310.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02719, 02758, 02789, 02926, 03031				
	ABN-22-AUTOFLT		AUTO FLT - YAW DAMPER SYS	00009310.0002001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: (SA and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253				
	ABN-22-AUTOFLT		AUTO FLT - YAW DAMPER SYS	00009310.0003001	03 MAR 23
	Approval reference: 10081389 Approved by EASA Criteria: ((320-200 or 321-200) and (160023 or 160080 or 160500)) Applicable to: MSN 07784				
	ABN-22-AUTOFLT		AUTO FLT - YAW DAMPER SYS	00009310.0005001	03 MAR 23
	Approval reference: 10081389 Approved by EASA Criteria: ((320-200 or 321-200) and ((160023 or 160080 or 160500) and 163413)) Applicable to: MSN 05746, 07792				
	ABN-22-CATII		Multiple Failures or Warnings (CAT II)	00009313.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Altitude Loss with Autopilot Malfunction (CAT II)	00009795.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Failure Leading to Slats/Flaps less than FLAPS 3 (CAT II)	00009315.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Antiskid System and/or Nosewheel Steering Failure (CAT II)	00009338.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Alpha Floor Activation (CAT II)	00009342.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		One Engine Failure (CAT II)	00009343.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Red "RA" Flag on two PFDs (CAT II)	00009344.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Amber "CHECK ATT" Flag on two PFDs (CAT II)	00009349.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Red "ATT" Flag on one PFD (CAT II)	00009350.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	ABN-22-CATII		Diagonal Line or "INVALID DATA" on one PFD and one ND (CAT II)	00009351.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Amber "CHECK HDG" Flag on two PFDs and on two NDs (CAT II)	00009352.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Red "HDG" Flag on one PFD and one ND (CAT II)	00009353.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Red "SPD" Flag on one PFD (CAT II)	00009354.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		"AP OFF" Warning (CAT II)	00009355.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Loss of "CAT 2" Capability (CAT II)	00009314.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		LOC or G/S Excessive Deviation on PFD (CAT II)	00009356.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		"AUTOLAND" Light (CAT II)	00009357.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		A/THR Fault (CAT II)	00009358.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		No "LAND" at 350 ft (CAT II)	00009359.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		Incorrect Selected Course at 350 ft > 5 deg (CAT II)	00009360.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATII		No "FLARE" at 30 ft (CAT II)	00009361.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Multiples Failures or Warnings (CAT III with DH)	00009366.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Failure Leading to Slats/Flaps less than CONF 3 (CAT III with DH)	00009383.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Nosewheel Steering Failure (CAT III with DH)	00009382.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Antiskid Failure (CAT III with DH)	00009381.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Alpha Floor Activation (CAT III with DH)	00009380.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		One Engine Failure (CAT III with DH)	00009379.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: A320				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Auto Callout RA Failure (CAT III with DH)	00009378.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Red "RA" Flag on two PFDs (CAT III with DH)	00009377.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Amber "CHECK ATT" Flag on two PFDs (CAT III with DH)	00009386.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIDH		Red "ATT" Flag on one PFD (CAT III with DH)	00009385.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	ABN-22-CATIIIDH		Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III with DH)	00009376.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Red "HDG" Flag on one PFD and one ND (CAT III with DH)	00009375.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Red "SPD" Flag on one PFD (CAT III with DH)	00009374.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		"AP OFF" Warning (CAT III with DH)	00009373.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Capability Decrease (Except if due to A/THR Loss) (CAT III with DH)	00009372.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III with DH)	00009384.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIIIDH		LOC or G/S Excessive Deviation on PFD (CAT III with DH)	00009371.0001001	23 NOV 09
	Approval reference: 10060714 Criteria: SA Approved by EASA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-22-CATI IIDH		"AUTOLAND" Light (CAT III with DH)	00009370.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IIDH		No "LAND" at 350 ft (CAT III with DH)	00009369.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IIDH		Incorrect Selected Course at 350 ft > 5 deg (CAT III with DH)	00009368.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IIDH		No "FLARE" at 30 ft (CAT III with DH)	00009367.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IInoDH		Multiple Failures or Warnings (CAT III no DH)	00009393.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IInoDH		Failure Leading to Slats/Flaps less than CONF 3 (CAT III no DH)	00009394.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IInoDH		Nosewheel Steering Failure (CAT III no DH)	00009395.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATI IInoDH		Antiskid Failure (CAT III no DH)	00009396.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Alpha Floor Activation (CAT III no DH)	00009397.0001001	09 NOV 20
	Approval reference: 10074776 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		One Engine Failure (CAT III no DH)	00009413.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Auto Callout RA Failure (CAT III no DH)	00009398.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Red "RA" Flag on two PFDs (CAT III no DH)	00009399.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Amber "CHECK ATT" Flag on two PFDs (CAT III no DH)	00009400.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Red "ATT" Flag on one PFD (CAT III no DH)	00009401.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III no DH)	00009402.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Red "HDG" Flag on one PFD and one ND (CAT III no DH)	00009403.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Red "SPD" Flag on one PFD (CAT III no DH)	00009404.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		"AP OFF" Warnings (CAT III no DH)	00009405.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Capability Decrease (Except if due to A/THR Loss) (CAT III no DH)	00009406.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III no DH)	00009407.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		LOC or G/S Excessive Deviation on PFD (CAT III no DH)	00009408.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		"AUTOLAND" Light (CAT III no DH)	00009409.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		No "LAND" at 350 ft (CAT III no DH)	00009410.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		Incorrect Selected Course at 350 ft > 5 deg (CAT III no DH)	00009411.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-22-CATIII no DH		No "FLARE" at 30 ft (CAT III no DH)	00009412.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - AC ESS BUS FAULT	00007139.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 37871) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - AC ESS BUS SHED	00027264.0002001	05 MAY 25
	Approval reference: 10087016 Approved by EASA				
	Criteria: (SA and 37871) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - AC BUS 1 FAULT	00007140.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - AC BUS 2 FAULT	00007141.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - DC ESS BUS FAULT	00007143.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - DC BUS 1 FAULT	00007148.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 151269)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-24		ELEC - DC BUS 1 FAULT	00007148.0007001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and (163413 and 21678))				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-24		ELEC - DC BUS 2 FAULT	00007150.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - DC EMER CONFIG	00007152.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-24		ELEC - DC EMER CONFIG	00007152.0009001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-24		ELEC - DC BUS 1 + 2 FAULT	00007154.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A320 or A321) and 21678)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-24		ELEC - DC ESS BUS SHED	00007159.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 151269)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-24		ELEC - DC ESS BUS SHED	00007159.0007001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and (163413 and 21678))				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-27		F/CTL - FLAPS FAULT	00007108.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-27		F/CTL - FLAPS LOCKED	00006637.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-27		F/CTL - FLAPS LOCKED	00006637.0002001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-27		F/CTL - SLATS FAULT	00007109.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - SLATS LOCKED	00006638.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A321 or 320-100) or ((A319 or A320) and 154327))				
	Applicable to: MSN 07784				
	ABN-27		F/CTL - SLATS LOCKED	00006638.0003001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (((A321 or 320-100) and 163413) or ((A319 or A320) and (154327 and 163413)))				
	Applicable to: MSN 07792				
	ABN-27		F/CTL - SLATS LOCKED	00006638.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A318 or A319 or A320) and 20024)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031				
	ABN-27		F/CTL - SLATS LOCKED	00006638.0004001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: ((A318 or A319 or A320) and (20024 and 163413))				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-27		APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR	00006879.0001001	11 APR 25
	Approval reference: 10086902 Approved by EASA				
	Criteria: A320				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION	00007110.0010001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (320-214 or 320-215 or 320-216)				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - SPLR FAULT	00006639.0001001	16 MAY 25
	Approval reference: 10087124		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - GND SPLR FAULT	00007114.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - SPD BRK DISAGREE	00007117.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - SPD BRK FAULT	00007118.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - RUDDER JAM	00007119.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - STOP RUDDER INPUT	00015241.0001001	18 JAN 24
	Approval reference: 10083714		Approved by EASA		
	Criteria: (SA and 154473) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - L (R) ELEV FAULT	00007120.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A320 or A321) Applicable to: MSN 03031				
	ABN-27		F/CTL - L (R) ELEV FAULT	00007120.0008001	18 SEP 17
	Approval reference: SA03D17030708		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((A320 or A321) and 161397) Applicable to: MSN 02719, 02758, 02789, 02926, 07784				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-27		F/CTL - L (R) ELEV FAULT	00007120.0019001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: ((A320 or A321) and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-27		F/CTL - ELAC 1(2) FAULT	00007121.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - SEC FAULT	00006640.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - FCDC 1 + 2 FAULT	00007131.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-27		F/CTL - STABILIZER JAM	00007132.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-27		F/CTL - STABILIZER JAM	00007132.0003001	08 FEB 19
	Approval reference: 00D101AC346/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (SA and 162159) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-27		F/CTL - ATL N LAW (PROT LOST)	00006618.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02719, 02758, 02789, 02926, 03031				
	ABN-27		F/CTL - ALTN LAW (PROT LOST)	00006618.0015001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: ((A319 or A320 or A321) and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253				
	ABN-27		F/CTL - ALTN LAW (PROT LOST)	00006618.0006001	15 MAY 17
	Approval reference: SA01D17016179 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (A320 and (160080 or 160500)) Applicable to: MSN 07784				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-27		F/CTL - ALTN LAW (PROT LOST)	00006618.0019001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: (A320 and ((160080 or 160500) and 163413)) Applicable to: MSN 05746, 07792				
	ABN-27		F/CTL - DIRECT LAW (PROT LOST)	00006671.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-27		F/CTL - DIRECT LAW (PROT LOST)	00006671.0011001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: ((A319 or A320 or A321) and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-28		FUEL - CTR L(R) XFR FAULT	00027657.0002001	16 MAY 25
	Approval reference: 10087124 Approved by EASA Criteria: ((A321 and 153741) or ((A318 or A319 or A320) and (153741 and 154327))) Applicable to: MSN 07784, 07792				
	ABN-28		FUEL - L(R) WING TK OVERFLOW	00027716.0005001	16 MAY 25
	Approval reference: 10087124 Approved by EASA Criteria: ((A318 or A319 or A320) and (151269 and 154427)) Applicable to: MSN 05152, 05162, 05253, 05746				
	ABN-28		FUEL - L(R) WING TK OVERFLOW	00027716.0009001	16 MAY 25
	Approval reference: 10087124 Approved by EASA Criteria: ((A318 or A319 or A320) and (151269 and 154327 and 154427)) Applicable to: MSN 07784, 07792				
	ABN-28		FUEL - L(R) TK PUMP 1+2 LO PR	00007194.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A321 or (A320 and 154327)) Applicable to: MSN 07784, 07792				
	ABN-28		FUEL - L(R) TK PUMP 1+2 LO PR	00007194.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((A319 or A320) and 20024) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-28		FUEL - L(R) WING TK LO LVL	00007198.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((A319 or A320) and 20024) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-28		FUEL - L(R) WING TK LO LVL	00007198.0004001	23 MAY 18
	Approval reference: 10065485 Approved by EASA Criteria: ((A319 or A320) and (162159 and 20024)) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-28		FUEL - L+R WING TK LO LVL	00007200.0004001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 151269) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-28		FUEL - CTR TK PUMPS LO PR	00009364.0003001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: ((A318 or A319 or A320) and 151269) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-28		FUEL GRAVITY FEEDING	00006624.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-28		FUEL - L INNER (R INNER) (L OUTER) (R OUTER) TK HI TEMP	00007201.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-28		FUEL IMBALANCE	00007203.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 20024) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-28		FUEL IMBALANCE	00007203.0004001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A321 or (A320 and 154327)) Applicable to: MSN 07784, 07792				
	ABN-28		FUEL LEAK	00006692.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (((320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233 or A318 or A319) and 20024) or (320-215 or 320-216)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-28		FUEL LEAK	00006692.0006001	23 OCT 18
	Approval reference: 00D101AC321/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: (A320 and 154327) Applicable to: MSN 07784, 07792				
	ABN-29		HYD - G SYS LO PR	00006656.0005001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-29		HYD - Y SYS LO PR	00006657.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212				
	ABN-29		HYD - Y SYS LO PR	00006657.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A319 or A320 or A321) and 26925) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-29		HYD - B SYS LO PR	00006658.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-29		HYD - RSVR LO AIR PR	00009203.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-29		HYD - RSVR OVHT	00009204.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-29		HYD - RSVR LO LVL	00009205.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-30		ANTI ICE - CAPT AOA	00023780.0001001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-30		ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) AOA HEAT FAULT	00022237.0001001	22 MAR 18
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 162159)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-30		ANTI ICE - CAPT (F/O) PROBES HEAT FAULT	00007178.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
N	ABN-30		ANTI ICE - ICE DETECTED	00027115.0001001	04 MAY 26
	Approval reference: 00D101AC651/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (321-200NY or (SA and 22875))				
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392				
N	ABN-30		SEVERE ICE - SEVERE ICE DETECTED	00027116.0001001	04 MAY 26
	Approval reference: 00D101AC651/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (321-200NY or (SA and 22875))				
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392				
	ABN-30		DOUBLE AOA HEAT FAILURE	00007179.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 31283)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-30		WING A.ICE - L(R) WING LO PR	00023113.0001001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-30		WING A.ICE - SYS FAULT or OFF	00006619.0012001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 37871)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-30		WING A.ICE - SYS FAULT or OFF	00006619.0019001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-30		ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT	00009388.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 35220)				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-30		ANTI ICE - ALL PITOT HEAT FAULT	00009389.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 35220)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-31		FWS - FWC 1 + 2 FAULT	00007209.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-31		FWS - SDAC 1 + 2 FAULT	00007210.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-31		DISPLAY UNIT FAILURE	00007211.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-31		DISPLAY UNIT FAILURE	00007211.0002001	22 AUG 23
	Approval reference: 00D101AC576/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and 151188)				
	Applicable to: MSN 07784, 07792				
	ABN-32		L/G GRAVITY EXTENSION	00006663.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A319 or A320 or A321)				
	Applicable to: MSN 02155, 02212				
	ABN-32		L/G GRAVITY EXTENSION	00006663.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A319 or A320 or A321) and 26925)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		L/G - GEAR NOT UNLOCKED	00007168.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-32		L/G - GEAR UPLOCK FAULT	00007169.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		L/G - SHOCK ABSORBER FAULT	00007170.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 37871)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		L/G - DOORS NOT CLOSED	00007171.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		BRAKES - A-SKID N-WS FAULT or OFF	00006623.0005001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		BRAKES - AUTO BRK FAULT	00007175.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A319 or A320 or A321)				
	Applicable to: MSN 02155, 02212				
	ABN-32		BRAKES - HOT	00007176.0004001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 153741)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		AUTOBRAKE	00007177.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		BRAKES - NORM BRK FAULT	00009339.0006001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A318 or ((A319 or A320 or A321) and 26925))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		BRAKES - NORM + ALTN FAULT	00009340.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: ((A319 or A320 or A321) and 26925) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-32		BRAKES - RELEASED	00009341.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A319 or A320 or A321) and 26925) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV - RA 1+2 FAULT	00007212.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV - IR 1+2 (1+3) (2+3) FAULT	00007213.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV IR DISAGREE	00007214.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV - ADR 1+2 FAULT	00007186.0001001	15 MAY 17
	Approval reference: SA01D17016179 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV - ADR 1+3 FAULT	00007187.0002001	15 MAY 17
	Approval reference: SA01D17016179 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and 37871) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		NAV - ADR 2+3 FAULT	00009566.0002001	15 MAY 17
	Approval reference: SA01D17016179 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and 37871) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-34		NAV - ADR 2+3 FAULT	00009566.0008001	03 APR 20
	Approval reference: 10072963 Approved by EASA				
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-34		ADR 1+2+3 FAULT	00006691.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212				
	ABN-34		NAV ADR DISAGREE	00007192.0001001	20 DEC 21
	Approval reference: 10078029 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-34		UNRELIABLE AIRSPEED INDICATION	00006690.0008001	23 OCT 18
	Approval reference: 00D101AC321/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)				
	Applicable to: MSN 02155, 02212				
	ABN-34		UNRELIABLE AIRSPEED INDICATION	00006690.0002001	23 OCT 18
	Approval reference: 00D101AC321/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (154033 or 35871))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-34		UNRELIABLE AIRSPEED INDICATION	00006690.0005001	07 APR 17
	Approval reference: 10061509 Approved by EASA				
	Criteria: (SA and 159281)				
	Applicable to: MSN 07784, 07792				
	ABN-36		AIR - ENG 1(2) BLEED HI TEMP	00015197.0001001	16 AUG 21
	Approval reference: 00D101AC478/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and 151269)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-36		AIR - ENG 1(2) BLEED FAULT	00007180.0004001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A319 or A320) and 151269)				
	Applicable to: MSN 03031				
	ABN-36		AIR - ENG 1(2) BLEED FAULT	00007180.0011001	18 SEP 17
	Approval reference: SA03D17030708 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: ((A319 or A320) and 161397)				

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	Applicable to: MSN 02719, 02758, 02789, 02926, 07784				
	ABN-36		AIR - ENG 1(2) BLEED FAULT	00007180.0014001	23 MAY 18
	Approval reference: 10065485 Approved by EASA				
	Criteria: ((A319 or A320) and 162159)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-36		AIR - ENG 1+2 BLEED FAULT	00020309.0001001	15 DEC 16
	Approval reference: 10060714 Approved by EASA				
	Criteria: (321-200N or (SA and 161365))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-36		AIR - ENG 1(2) BLEED ABNORM PR	00007181.0004001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A319 or A320) and 151269)				
	Applicable to: MSN 03031				
	ABN-36		AIR - ENG 1(2) BLEED ABNORM PR	00007181.0011001	28 SEP 17
	Approval reference: SA03D17030708 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: ((A319 or A320) and 161397)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-36		AIR - X BLEED FAULT	00007184.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-36		AIR - L (R) WING LEAK	00007188.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-36		AIR - L (R) WING LEAK	00007188.0003001	20 DEC 21
	Approval reference: 10078029 Approved by EASA				
	Criteria: (SA and 166490)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-36		AIR - ENG 1(2) BLEED LEAK	00007190.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-36		AIR - ENG 1(2) BLEED LEAK	00007190.0003001	20 DEC 21
	Approval reference: 10078029 Approved by EASA				
	Criteria: (SA and 166490)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-36 Approval reference: 10060714 Criteria: (A321 or ((A318 or A319 or A320) and 21566)) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784		AIR - ENG 1(2) BLEED LO TEMP Approved by EASA	00009345.0001001	23 NOV 09
	ABN-36 Approval reference: 10074348 Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or A318 or A320 or A321) and 165706) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792		AIR - ENG 1(2) BLEED LO TEMP Approved by EASA	00009345.0003001	25 SEP 20
	ABN-36 Approval reference: 10060714 Criteria: (A321 or ((A318 or A319 or A320) and 21566)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		AIR - ENG 1 + 2 BLEED LO TEMP Approved by EASA	00009346.0001001	23 NOV 09
	ABN-36 Approval reference: 10060714 Criteria: (320-200N or (SA and 162159)) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792		AIR - APU BLEED LEAK Approved by EASA	00016595.0001001	24 NOV 15
	ABN-52 Approval reference: 10060714 Criteria: SA Applicable to: MSN 03031		DOOR - DOOR NOT CLOSED Approved by EASA	00010780.0001001	04 APR 11
	ABN-52 Approval reference: 10060714 Criteria: (321-200N or (SA and 161365)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		DOOR - DOOR NOT CLOSED Approved by EASA	00010780.0002001	15 DEC 16
	ABN-70 Approval reference: 00D101AC321/C01 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792		ENG - STALL Approved by Airbus under the authority of DOA ref. EASA.21J.031	00019277.0007001	23 OCT 18
	ABN-70 Approval reference: 10027686 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 <i>Impacted DU: NONE</i>	x	ENG COMPRESSOR VANE/ENG STALL on ground Approved by EASA	00009732.0001001	21 OCT 09

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	ABN-70		ENG - FAIL	00006885.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-70		ENG - FAIL	00006885.0007001	20 DEC 21
	Approval reference: 10078029 Approved by EASA Criteria: (SA and 166490) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-70		ENG - SHUTDOWN	00007091.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-70		ENG - SHUTDOWN	00007091.0006001	20 DEC 21
	Approval reference: 10078029 Approved by EASA Criteria: (SA and 166490) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-70		ENG - REV PRESSURIZED	00007092.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70		ENG - REVERSE UNLOCKED	00007093.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: ((A319 or A320 or A321) and 30660) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-70		ENG - REVERSE UNLOCKED	00007093.0019001	03 APR 20
	Approval reference: 10072963 Approved by EASA Criteria: ((A319 or A320 or A321) and 163413) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-70		ENG - REVERSER FAULT	00009156.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 30660) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70		ENG - THR LEVER FAULT	00009157.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 30660) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70		ENG - THR LEVER DISAGREE	00009158.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: (SA and 30660) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70	ENG - OIL HI TEMP		00007095.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70	ENG - FADEC FAULT		00007096.0004001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871)) Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-70	ENG - FADEC FAULT		00007096.0012001	22 MAR 18
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((321-251NX or 321-252NX or 321-253NX) or ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-251N or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or 321-251N or 321-253N) and 162159)) Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-70	ENG - FADEC HI TEMP (FADEC OVHT)		00007097.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70	ENG - N1 (N2) (EGT) OVERLIMIT		00007098.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70	ENG RELIGHT IN FLIGHT		00006620.0009001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	ABN-70	ENG RELIGHT IN FLIGHT		00006620.0011001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 37147)				

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	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-70		ENG - FUEL CONTAMINATED	00023112.0002001	16 MAY 25
	Approval reference: 10087124		Approved by EASA		
	Criteria: ((318-100 or 319-100 or 320-200) and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746				
	ABN-70		ENG - FUEL CONTAMINATED	00023112.0003001	16 MAY 25
	Approval reference: 10087124		Approved by EASA		
	Criteria: ((318-100 or 319-100 or 319-100N or 320-200 or 320-200N) and (154327 and 163413))				
	Applicable to: MSN 07792				
	ABN-70		ENG - HIGH VIBRATION	00025144.0007001	20 DEC 21
	Approval reference: 10078029		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-90		BOMB ON BOARD	00007024.0002001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and 31276)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-90		OVERWEIGHT LANDING	00007107.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784				
	ABN-90		OVERWEIGHT LANDING	00007107.0002001	03 APR 20
	Approval reference: 10072963		Approved by EASA		
	Criteria: (SA and 163413)				
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792				
	ABN-90		REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE	00007183.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	ABN-90		COCKPIT WINDSHIELD / WINDOW CRACKED	00022912.0001001	13 MAR 19
	Approval reference: 10068986		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-GEN		Introduction	00009222.0001001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		

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	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-PFLT		Electrical	00007056.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A318 or A319 or A321) or (A320 and 24701)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-PFLT		Cockpit Door	00007057.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-PFLT		Braking Efficiency Test	00007058.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-TO		Takeoff Procedure	00007059.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA				
	Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or A318) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-FLT		Buffet Onset	00007063.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA				
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-FLT		Flight in Severe Turbulence	00007066.0002001	14 FEB 17
	Approval reference: FM1700589 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-FLT		Flight in Severe Turbulence	00007066.0009001	14 FEB 17
	Approval reference: FM1700589 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (320-215 or 320-216) Applicable to: MSN 02926, 02944				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	NORM-LDG		Normal Landing	00007067.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-LDG		Balked Landing (All Engines Operating)	00007068.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-LDG		Reverse Thrust	00007069.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-LDG		Autobrake	00007070.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		AP/FD, Speed modes, Autothrust	00009463.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		Takeoff	00009464.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		Climb, Cruise, Descent	00009465.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 07784, 07792				
	NORM-22-CONF		Climb, Cruise, Descent	00009465.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 24414) Applicable to: MSN 05152, 05162, 05253, 05746				
	NORM-22-CONF		Non Precision Approach	00009466.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	NORM-22-CONF		Non Precision Approach	00009466.0003001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 152037)				
	Applicable to: MSN 07784, 07792				
	NORM-22-CONF		CAT I ILS Approach	00009467.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		CAT II ILS Approach	00009468.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		CAT II/III ILS Approach and Automatic Approach	00009469.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-CONF		Precision Approach Radar (PAR)	00009603.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 30096)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746				
	NORM-22-CONF		Go-around	00009470.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-NPA		General	00009575.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-NPA		Instrument Approach Using NAV Mode	00009576.0004001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and 150110))				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-PA		CAT II and CAT III Approach and/or Automatic Landing	00009482.0003001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A320 and 25225) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-22-PA		Required Equipment for CAT II and CAT III Approach and Landing	00009476.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-28		Fuel System	00009172.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A320 and 20024) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-30		Operations in Icing Conditions	00007071.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02926, 02944, 05152, 05162, 05253, 05746, 07784, 07792				
E	NORM-30		Operations in Icing Conditions	00007071.0003001	04 MAY 26
N	Approval reference: 00D101AC651/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (SA and 22875) Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392				
	NORM-30		Rain Repellent (If Activated)	00007080.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-34		Terrain Awareness and Warning System - Enhanced Ground Proximity Warning System (TAWS-EGPWS)	00028705.0001001	05 MAY 25
	Approval reference: 10087016 Approved by EASA Criteria: ((SA and (26526 or (28244 and 30170))) or (SA and 34825)) Applicable to: MSN 02155, 02212, 03031, 03060, 05152, 05162, 05253, 05746				

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	NORM-34		Terrain Awareness and Warning System - Enhanced Ground Proximity Warning System (TAWS-EGPWS)	00028705.0002001	05 MAY 25
	Approval reference: 10087016 Approved by EASA				
	Criteria: (SA and 28244) Applicable to: MSN 02719, 02758, 02789				
	NORM-34		Terrain Awareness and Warning System - Enhanced Ground Proximity Warning System (TAWS-EGPWS)	00028705.0005001	05 MAY 25
	Approval reference: 10087016 Approved by EASA				
	Criteria: (SA and ((34637 or 39146) and 35350)) Applicable to: MSN 02926, 02944, 04392, 07784, 07792				
	NORM-34		Inertial Reference System (IRS)	00009174.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-34		Reduced Vertical Separation Minimum (RVSM)	00009175.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A318 or ((A319 or A320 or A321) and (31039 or 31528))) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-34		Windshear Warning and Guidance System	00009761.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 22249) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-34		Integrated Standby Instrument System (ISIS)	00010642.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 27620) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	NORM-34		Traffic Alert and Collision Avoidance System (TCAS)	00028703.0002001	05 MAY 25
	Approval reference: 10087016 Approved by EASA				
	Criteria: (SA and (26877 or 27698 or 27740 or 27753 or 28738 or 28739 or 30163)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	NORM-34		Traffic Alert and Collision Avoidance System (TCAS)	00028703.0003001	05 MAY 25
	Approval reference: 10087016 Approved by EASA Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 152037) Applicable to: MSN 07784, 07792				
	NORM-49		Auxiliary Power Unit (APU)	00006923.0009001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 25888) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 07784, 07792				
	NORM-49		Auxiliary Power Unit (APU)	00006923.0011001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A320 and (22562 or 35864)) Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746				
	PERF-GEN		Introduction	00006988.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-GEN		Aircraft Configuration	00007266.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-GEN		Maximum Demonstrated Crosswind at Takeoff and Landing	00007267.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-TO		Speed Corrections in Ground Effect	00007268.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-TO		Speed Corrections out of Ground Effect	00007269.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-TO		Altitude Corrections	00007270.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				

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	Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-CRU		Speed and Mach Corrections	00007271.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((A320 or A321) and (25490 or 25570)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-CRU		Altitude Corrections	00007272.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: ((A320 or A321) and (25490 or 25570)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-LDG		Speed Corrections in Ground Effect	00007273.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-LDG		Speed Corrections Out of Ground Effect	00007274.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-CAL-LDG		Altitude Corrections	00007275.0001001	03 AUG 10
	Approval reference: 10060714 Approved by EASA Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-TO		Speeds Definitions	00006991.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-TO		Distances Definitions	00006992.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-TO		Takeoff Performance	00006904.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-TO		Takeoff Flight Path	00006935.0001001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-FLT		In-Flight Performance	00006995.0002001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253				
	PERF-FLT		In-Flight Performance	00006995.0007001	04 APR 11
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-215 or 320-216)				
	Applicable to: MSN 02926, 02944				
	PERF-FLT		In-Flight Performance	00006995.0009001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-214 and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	PERF-LDG		Approach Climb and Landing Climb	00006909.0002001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253				
	PERF-LDG		Approach Climb and Landing Climb	00006909.0005001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-215 or 320-216)				
	Applicable to: MSN 02926, 02944				
	PERF-LDG		Approach Climb and Landing Climb	00006909.0008001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 or 320-215 or 320-216) and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	PERF-LDG		Approach and Landing Speeds Definition	00006996.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-LDG		Landing Distance Definitions	00006997.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				

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	PERF-LDG		Landing Performance	00006910.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-LDG		Autoland Landing Distance Increments	00006998.0011001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-214 or 320-215 or 320-216)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	PERF-LDG		Autoland Landing Distance Increments	00006998.0025001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 or 320-215 or 320-216) and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	PERF-OCTO		General	00021844.0001001	11 AUG 17
	Approval reference: D01FM1703948		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-111 or 321-112 or 321-131 or 321-211 or 321-212 or 321-213 or 321-231 or 321-232)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-OCTO		Performance Database	00006895.0050001	14 JAN 15
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-214 and (32619 or 33239))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253				
	PERF-OCTO		Performance Database	00006895.0074001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (320-214 and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	PERF-OCTO		Performance Database	00006895.0052001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	PERF-OCTO		Complementary Performance Data File	00021722.0005001	22 OCT 25
	Approval reference: 10088399		Approved by EASA		
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-ENG		Takeoff Thrust	00006989.0027001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-214				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-ENG		Takeoff Thrust	00006989.0029001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	PERF-ENG		Maximum Continuous Thrust	00007420.0021001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-214 and (32619 or 33239))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-ENG		Maximum Continuous Thrust	00007420.0022001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (320-215 or 320-216)				
	Applicable to: MSN 02926, 02944				
	PERF-ENG		Go-Around Thrust	00007455.0018001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-214				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-ENG		Go-Around Thrust	00007455.0020001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	PERF-FLEX		Reduced Thrust Takeoff	00006990.0016001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-214				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	PERF-FLEX		Reduced Thrust Takeoff	00006990.0019001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	APP-NOI		General	00007036.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (321-111 or 321-112 or 321-131 or 321-231 or 321-232 or A318 or A319 or A320)				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	APP-NOI	General		00007036.0024001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: ((320-214 or 320-216 or 320-232 or 320-233) and (160080 or 160500))				
	Applicable to: MSN 05746, 07784, 07792				
	APP-NOI	Takeoff and Landing Noise Levels		00009234.0001001	11 AUG 17
	Approval reference: D01FM1703037		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292))				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	APP-NOI	External Noise		00006882.0073001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((320-214 and (25800 and 27772)) or (320-214 and (27772 and 37147)))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253				
	APP-NOI	External Noise		00006882.0144001	11 AUG 17
	Approval reference: D01FM1703948		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: (320-214 and ((160080 or 160500) or (152138 and 160500 and 27772 and 37147)))				
	Applicable to: MSN 05746, 07784, 07792				
	APP-NOI	External Noise		00006882.0018001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	APP-TCAS	General		00007060.0005001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: ((SA and (150842 or 152353 or 153870 or 39146)) or (SA and 152830))				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INOP	General		00006946.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INOP	Performance		00007064.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-GEN	General		00007074.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-LIM	Limitations		00007075.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A320 and 28160) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-EMER	ENG DUAL FAILURE		00007079.0006001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((320-214 or 320-215 or 320-216) and 28160) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-ABN	F/CTL FLIGHT CONTROLS FAILURE		00007078.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-ABN	One Engine Inoperative Procedures		00025321.0001001	22 APR 22
	Approval reference: 10079087 Approved by EASA				
	Criteria: (A319 or A320 or 321-200N or 321-200NX) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-NORM	Preflight Check		00007076.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-LGDN-PERF	Performance		00007354.0002001	14 JUN 23
	Approval reference: 10082125 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	APP-LGDN-APP		Appendices and Supplements	00009236.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INTX-GEN		General	00007085.0007001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INTX-LIM		Limitations	00009744.0004001	03 AUG 10
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-214				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INTX-LIM		Limitations	00009744.0011001	03 AUG 10
	Approval reference: 10060714		Approved by EASA		
	Criteria: 320-216				
	Applicable to: MSN 02926, 02944				
	APP-INTX-ABN		ENG RELIGHT IN FLIGHT in case of SAC/DAC intermix	00007089.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: (319-112 or 320-214 or 321-111 or 321-211 or 321-212)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INTX-ABN		ENG RELIGHT IN FLIGHT in case of SAC-TI intermix	00009652.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-INTX-NORM		Takeoff Procedure	00007088.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-TLWD		General	00007146.0004001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Criteria: ((A318 or 319-100 or 320-200 or 321-100 or 321-200) and ((23222 and 26398) or (26057 and 26398))) Applicable to: MSN 02926, 02944				
	APP-TLWD	Limitations		00007147.0007001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A318 or 319-100 or 320-200 or 321-200) and ((23222 and 26398) or (26057 and 26398))) Applicable to: MSN 02926, 02944				
	APP-TLWD	Normal Procedures		00009244.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and 26398) Applicable to: MSN 02926, 02944				
	APP-TAWS	General		00007228.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and (26526 or 28244 or 34637 or 39146)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-TAWS	Limitations		00007229.0001001	10 DEC 19
	Approval reference: 00D101AC385/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (26526 or 28244)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 05152, 05162, 05253, 05746				
	APP-TAWS	Limitations		00007229.0002001	10 DEC 19
	Approval reference: 00D101AC385/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (34637 or 39146)) Applicable to: MSN 02926, 02944, 04392, 07784, 07792				
	APP-NRWY	General		00006985.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-NRWY	General		00006985.0002001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 30397) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392				
	APP-NRWY	Limitations		00006987.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and 30397) Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392				
	APP-NRWY	Procedures		00007014.0002001	02 MAR 20
	Approval reference: 00D101AC410/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and (26925 and 30397))				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392				
	APP-NRWY		Performance	00006986.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-NRWY		Performance	00006986.0002001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (SA and 30397)				
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392				
	APP-PFC		General	00007028.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	APP-PFC		Performance	00007029.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-GEN-INTR		Introduction	00006202.0001001	02 OCT 17
	Approval reference: SA03D17033085		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-GEN-LIM		Limitations	00006203.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-GEN-PERF		Performance Determination Method	00006204.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-GEN-PERF		Performance Penalties published in the Airplane Flight Manual MCDL Chapter	00006205.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-GEN-PERF		Performance Penalties calculated with AFM_OCTO Software	00006206.0001001	11 APR 25
	Approval reference: 10086902 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-21-01		Ram Air Inlet Flap	00006207.0002001	30 SEP 24
	Approval reference: 00S101AC004/C00 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (SA and ((26363 and A319) or (26363 and A320) or (26363 and A321) or A318)) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-21-01		Illustration Ram Air Inlet Flap	00006213.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-21-03		Ram Air Inlet Leading Edge	00006216.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-21-03		Illustration Ram Air Inlet Leading Edge	00006219.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-23-01		Static Discharger	00006220.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	MCDL-23-01		Static Discharger	00006220.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (SA and (160080 or 160500)) Applicable to: MSN 05746, 07784, 07792				
	MCDL-23-01		Illustration Static Discharger	00006221.0001001	12 JUN 14
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	MCDL-23-01		Illustration Static Discharger	00006221.0002001	05 SEP 23
	Criteria: (SA and (160080 or 160500)) Applicable to: MSN 05746, 07784, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-23-02		Landscape Camera	00006231.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (SA and (26899 or 27550 or 31079 or 31086)) Applicable to: MSN 07784, 07792				
	MCDL-23-02		Illustration Landscape Camera	00006232.0001001	30 NOV 09
	Criteria: (SA and (26899 or 27550 or 31079 or 31086)) Applicable to: MSN 07784, 07792				
	MCDL-25-01		ELT Antenna	00026377.0001001	05 DEC 23
	Approval reference: 10083427 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-25-01		Illustration ELT Antenna	00026378.0001001	05 DEC 23
	Approval reference: 10083427 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-01		Flap Track Fairing	00006235.0001001	04 JUL 19
	Approval reference: 00D101AC363/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-01		Illustration Flap track fairing	00006236.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-03		Slat Track Closing Plate	00006239.0001001	29 NOV 17
	Approval reference: 10063916 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-03		Illustration Slat track closing plate	00006240.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-05		Access Panel for Bearings at Elevator	00006243.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-27-05		Illustration Access panel for bearings at elevator	00006244.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-06		Flap Track Fairing Rear Top Cover and Tail Cone	00006245.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-06		Illustration Flap track fairing rear top cover and tail cone	00006246.0001001	25 NOV 24
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-07		Rubber Seal under Slat	00006247.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-07		Illustration Rubber seal under slat	00006248.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-08		Seal Between Inboard and Outboard Flap	00006250.0001001	29 NOV 17
	Approval reference: 10063916 Approved by EASA Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-08		Illustration Seal Between Inboard and Outboard Flap	00006251.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-09		Inboard Aileron Edge to Wing Seal	00006252.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-27-09		Illustration Inboard Aileron to Wing Seal	00006253.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-10		Slat End Seal and Weather Seal	00006254.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-10		Illustration Slat End Seal and Weather Seal	00006255.0001001	19 FEB 10
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-11		Slat Track Filler Block	00006256.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-11		Illustration Slat track filler block	00006257.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-12		Slat Track Sealing Packer	00006258.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-12		Illustration Slat track sealing packer	00006259.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-13		Inter-flap Cushion Seal	00006249.0001001	04 JUL 19
	Approval reference: 00D101AC363/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-13		Illustration Inter-flap cushion seal	00006260.0001001	30 NOV 09
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-14		Flap Track Moveable Fairing Seal	00006261.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
R	MCDL-27-14		Illustration Moveable Flap Track Fairing Seal	00006262.0001001	05 MAY 26
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-15		Flap Track Fixed Fairing seal	00006263.0001001	16 MAY 25
	Approval reference: 10087123 Approved by EASA				
	Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
R	MCDL-27-15		Illustration Fixed Flap Track Fairing Seal	00006264.0001001	05 MAY 26
	Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-27-16		Flap Track Moveable Fairing Pivot Cover	00006265.0001001	29 NOV 17
	Approval reference: 10063916 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
R	MCDL-27-16		Illustration Moveable Flap Track Fairing Pivot Cover	00006266.0001001	05 MAY 26
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-28-01		Refuel/Defuel Coupling Cap 101 QM Or 41 QM	00006282.0001001	07 JAN 25
	Approval reference: 00D101AC683/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-28-01		Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM	00006283.0001001	30 NOV 09
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-28-02		Refuel Panel Door	00006285.0001001	29 NOV 17
	Approval reference: 10063916		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
N	MCDL-28-02		Illustration Refuel Panel Door 192MB	00006286.0002001	05 MAY 26
	Criteria: (SA and 32361)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-30-01		Icing Indicator	00006287.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-30-01		Illustration Icing Indicator	00006288.0001001	30 NOV 09
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-32-03		Nose Wheel Hubcap	00006297.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-32-03		Illustration Nose Wheel Hubcap	00006298.0001001	30 NOV 09
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-32-04		Nose Fitting Towing	00006299.0001001	02 DEC 13
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-32-04		Illustration Nose Fitting Towing	00006300.0001001	30 NOV 09
	Criteria: SA				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-01		Wing/Engine Scan Light Cover 3LX, 4LX	00006301.0001001	04 JUL 19
	Approval reference: 10070391		Approved by EASA		
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-01		Illustration Wing/Engine Scan light Cover 3LX, 4LX	00006302.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-02		Taxi Light Lamp 8LR	00006303.0001001	09 JAN 23
	Approval reference: 10081013 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-02		Illustration Taxi Light Lamp 8LR	00006304.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-03		Rear Light Lens 15LA, 16LA	00006305.0001001	12 JUN 18
	Approval reference: 00D101AC234/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-03		Illustration Rear Light Lens 15LA, 16LA	00006306.0001001	08 AUG 25
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-04		Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover	00006307.0001001	04 JUL 19
	Approval reference: 10070391 Approved by EASA				
E	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	MCDL-33-04		Illustration Upper and Lower Anti-Collision (Beacon) Light Cover	00006308.0001001	25 JUN 19
E	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746				
	MCDL-33-05		Logo Light Lens (Cover) 3LY, 4LY	00006309.0001001	04 JUL 19
	Approval reference: 10070391 Approved by EASA				
	Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-05		Illustration Logo Light Lens (Cover) 3LY, 4LY	00006310.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-07		Landing Light Lamp 7LB, 8LB	00006321.0001001	09 JAN 23
	Approval reference: 10081013 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-07		Illustration Landing Light LAMP 7LB, 8LB	00006322.0001001	11 JAN 23
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-08		Turn OFF Light Lamp 3LC1, 3LC2	00006324.0001001	09 APR 18
	Approval reference: SA01D18014979 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-08		Illustration Turn OFF Light Lamp 3LC1, 3LC2	00006325.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-09		Takeoff light lamp 7LR	00006327.0001001	09 JAN 23
	Approval reference: 10081013 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-33-09		Illustration Takeoff Light Lamp 7LR	00006328.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-49-01		APU Overpressure Release Door	00006329.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-49-01		Illustration APU Overpressure Release Door	00006330.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-02		Passenger Door Scuff Plate	00006333.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-02		Illustration Passenger Door Scuff Plate	00006334.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-03		Bulk Cargo Door Scuff Plate	00006335.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: ((A320 or A321) and 20029) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-03		Illustration Bulk Cargo Door Scuff Plate	00009710.0001001	30 NOV 09
	Criteria: ((A320 or A321) and 20029) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-04		Fairing Aft Safety Stay Point 311 AL	00006338.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-51-04		Illustration Fairing Aft Safety Stay Point 311AL	00006339.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-01		Toilet Servicing and Drainage Door 172 AR	00006441.0003001	23 JAN 17
	Approval reference: SA52D17001991 Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: ((A319 or A320 or A321) and 20109)				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-01		Illustration Toilet Servicing and Drainage Door	00006442.0002001	30 NOV 09
	Criteria: (SA and 20109) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-02		Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB Approval reference: SA52FM1703062	00006447.0001001 Approved by Airbus under the authority of DOA ref. EASA.21J.031	16 JUN 17
	Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-02		Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB	00006449.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-03		Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB Approval reference: 10074032	00006452.0001001 Approved by EASA	14 AUG 20
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-03		Illustration Access Door to Potable Water Filling and Drainage	00006453.0001001	30 NOV 09
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-04		Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB Approval reference: 10060714	00006455.0001001 Approved by EASA	14 JAN 15
	Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	MCDL-52-04		Illustration Access door to opening control of landing gear doors on ground 195 BB - 196 BB	00006456.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-05		Access Door To Air Conditioning Ground Supply 191 CB	00006457.0001001	29 NOV 17
	Approval reference: 10063916 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-05		Illustration Access door to air conditioning ground supply 191 CB	00006458.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-07		External Power Ground Connection Access Door Assy 121 AL	00006461.0001001	02 OCT 17
	Approval reference: SA03D17033085 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-07		Illustration External Power Ground Connection Access Door Assy 121 AL	00006462.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-08		Access Door Of Cargo Opening System 134 AR - 154 AR	00006463.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-08		Illustration Access Door of Cargo Opening System 134 AR - 154 AR	00006464.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	MCDL-52-09		Nose Landing Gear Main Door (713, 714)	00006465.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-09		Illustration Nose Landing Gear Main Door (713, 714)	00006466.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-10		Nose Landing Gear Aft Door (715, 716)	00006467.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-10		Illustration Nose Landing Gear Aft Door (715, 716)	00006468.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-11		Nose Landing Gear Leg Door (712)	00006471.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-11		Illustration Nose Landing Gear Leg Door (712)	00006472.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-12		Main Landing Gear Door (732, 742) (flight with gear up)	00006473.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-12		Illustration Main Landing Gear Door (732, 742)	00006474.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-52-13		Main Landing Gear Door (733, 743) (flight with gear up)	00006487.0001001	02 DEC 13
	Approval reference: 10060714 Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Approved by EASA				
	MCDL-52-13		Illustration Main Landing Gear Door (733, 743)	00006488.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-14		Main Landing Gear Door (732, 742) (Flight with gear down)	00006475.0001001	02 DEC 13
	Approval reference: 10060714 Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Approved by EASA				
	MCDL-52-14		Illustration Main Landing Gear Door (732, 742)	00006476.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-15		Main Landing Gear Door (733, 743) (Flight with gear down)	00006489.0001001	02 DEC 13
	Approval reference: 10060714 Criteria: (A319 or A320 or A321) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Approved by EASA				
	MCDL-52-15		Illustration Main Landing Gear Door (733, 743)	00006490.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-16		Main Landing Gear Door (734, 744) (Flight with gear down)	00006491.0001001	02 DEC 13
	Approval reference: 10060714 Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Approved by EASA				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-52-16		Illustration Main Landing Gear Door (734, 744)	00006492.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-18		Main Landing Gear Door : Seal On Secondary Hinged Fairing	00006479.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-18		Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing	00006480.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-19		Pax Door Upper Cover Plate	00006481.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: (A318 or A319 or A320) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-19		Illustration Pax Door Upper Cover Plate	00006482.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-20		Access Door To HP Air Ground Connector 191 DB	00006483.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-52-20		Access Door to HP Air Ground Connector 191 DB	00006483.0002001	14 JAN 15
	Approval reference: 10060714 Approved by EASA Criteria: (SA and 38062) Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-20		Illustration Access Door to HP Air Ground Connector 191 DB	00006484.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-52-20		Illustration Access Door to HP Air Ground Connector 191 DB	00006484.0002001	06 AUG 10
	Criteria: (SA and 38062) Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-21		Blue Hydraulic Access Door 197 FB	00007449.0001001	29 NOV 17
	Approval reference: 10063916 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-21		Illustration Blue Hydraulic Access Door 197 FB	00007450.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-22		Forward Cargo Door Access Cover Panel 825 AR	00007451.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-22		Illustration Forward Cargo Door Access Cover Panel 825 AR	00007452.0001001	25 JUN 19
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-23		Aft Cargo Door Access Cover Panel 826 AR	00007453.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-52-23		Illustration Aft Cargo Door Access Cover Panel 826 AR	00007454.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-53-01		Belly Fairing Vent Louver Vane	00006512.0001001	14 JAN 15
	Approval reference: 10060714 Approved by EASA				
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽⁷⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	MCDL-53-01		Illustration Belly Fairing Vent Louver Vane	00006513.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-53-03		Root Fillet Fairing	00011063.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-53-03		Illustration Root Fillet Fairing	00011064.0001001	06 AUG 10
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
N	MCDL-54-01		Nacelle Strake	00006516.0022001	04 MAY 26
	Approval reference: 00D101AC651/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-01		Illustration Nacelle Strake	00006517.0001001	30 NOV 09
	Criteria: 320-200 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-03		Pylon Pressure Relief Door 413(423) BL - 414(424) BR	00006540.0002001	30 SEP 24
	Approval reference: 00S101AC004/C00 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-03		Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR	00006541.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-04		Pylon Access Door 415(425) AL - 415(425) AR	00006543.0001001	05 APR 22
	Approval reference: 00D101AC546/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: SA				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-04		Illustration Pylon Access Door 415(425) AL - 415(425) AR	00006544.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-05		Pylon Fairing seal	00006545.0001001	09 NOV 18
	Approval reference: 00D101AC329/C01			Approved by Airbus under the authority of DOA ref. EASA.21J.031	
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-05		Illustration Pylon Fairing Seal	00006546.0001001	09 NOV 18
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-06		Aerodynamic Seal	00006547.0001001	02 DEC 13
	Approval reference: 10060714			Approved by EASA	
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-54-06		Illustration Aerodynamic Seal	00006548.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-57-01		Wing Tip Fence	00006549.0002001	30 SEP 24
	Approval reference: 00S101AC004/C00			Approved by Airbus under the authority of DOA ref. EASA.21J.031	
	Criteria: A320 Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	MCDL-57-01		Illustration Wing Tip Fence	00006550.0001001	30 NOV 09
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253				
	MCDL-57-02		Belly Fairing Sliding Panel	00006551.0002001	09 JAN 18
	Approval reference: SA01D18000231			Approved by Airbus under the authority of DOA ref. EASA.21J.031	
	Criteria: (SA and 26495)				

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	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-57-02		Illustration Belly Fairing Sliding Panel	00006552.0002001	30 NOV 09
	Criteria: (SA and 26495)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-57-02		Illustration Belly Fairing Sliding Panel	00006552.0003001	09 JAN 18
	Criteria: (SA and (150004 or 38211))				
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-57-03		Outboard Flap Rubbing Strip Items 10, 15, 20, 40	00006564.0001001	23 NOV 09
	Approval reference: 10060714				
	Approved by EASA				
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-57-03		Illustration Outboard Flap Rubbing Strip	00006565.0001001	30 NOV 09
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-57-04		Inboard Flap Rubbing Strip items 1, 5, 10, 30	00006567.0001001	23 NOV 09
	Approval reference: 10060714				
	Approved by EASA				
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-57-04		Illustration Inboard Flap Rubbing Strip	00006568.0001001	05 DEC 13
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060				
	MCDL-57-05		Vortex Generator	00021895.0003001	18 MAR 19
	Approval reference: 00D101AC315/C01				
	Approved by Airbus under the authority of DOA ref. EASA.21J.031				
	Criteria: (SA and ((160023 or 160080 or 160500) and 155613))				
	Applicable to: MSN 07784, 07792				
	MCDL-57-05		Illustration Vortex Generator	00021941.0001001	08 SEP 17
	Criteria: ((SA and 155613) or (SA and ((160023 or 160080 or 160500) and 155613)))				
	Applicable to: MSN 07784, 07792				
	MCDL-57-06		Outer Flap Blade Seal	00021897.0001001	29 NOV 17
	Approval reference: 10063916				
	Approved by EASA				
	Criteria: (A318 or A319 or A320 or A321)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-57-06		Illustration Outer Flap Blade Seal	00021942.0001001	08 SEP 17
	Criteria: (A318 or A319 or A320)				
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M⁽¹⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-71-01		Frangible Drain Mast	00006569.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-71-01		Illustration Frangible Drain Mast	00006570.0001001	15 NOV 19
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-71-06		NAI Hoisting Point Plug	00006581.0012001	04 JUL 19
	Approval reference: 00D101AC363/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-71-06		Illustration NAI Hoisting Point Plug	00006582.0012001	25 JUN 19
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-71-09		Fan Cowl Hold Open Rod	00006587.0002001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-71-09		Illustration Fan Cowl Hold Open Rod	00006588.0003001	12 JAN 16
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-78-01		Thrust Reverser Opening Actuator	00006592.0011001	16 AUG 21
	Approval reference: 00D101AC478/C01 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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APPROVED

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M⁽⁷⁾	Localization	T⁽²⁾	DU Title	DU identification	DU date
	MCDL-78-01		Illustration Thrust Reverser Opening Actuator	00006593.0011001	18 MAR 19
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-78-09		Thrust Reverser 11 and 1 O'clock Struts	00006596.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-78-09		Illustration Thrust Reverser 11 and 1 O'clock Struts	00006597.0001001	05 DEC 13
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-78-11		Thrust Reverser Lockout Fairing	00014886.0001001	30 SEP 24
	Approval reference: 00S101AC004/C00 Approved by Airbus under the authority of DOA ref. EASA.21J.031 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	MCDL-78-11		Illustration of the Thrust Reverser Lockout Fairing	00014887.0001001	02 DEC 13
	Approval reference: 10060714 Approved by EASA Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-GEN		General	00009415.0001001	23 NOV 09
	Approval reference: 10060714 Approved by EASA Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-GEN		Description of Contaminated Runway States	00023070.0001001	12 MAR 19
	Approval reference: 10069188 Approved by EASA Criteria: SA				

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M ⁽¹⁾	Localization	T ⁽²⁾	DU Title	DU identification	DU date
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-LIM	Limitations		00009416.0001001	12 MAR 19
	Approval reference: 10069188		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-PERF	Introduction		00009417.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-PERF	Aircraft Configuration		00009441.0001001	04 JUL 19
	Approval reference: 00D101AC363/C01		Approved by Airbus under the authority of DOA ref. EASA.21J.031		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	SPERF-CONT-PERF	Takeoff and Landing Performance		00009429.0001001	23 NOV 09
	Approval reference: 10060714		Approved by EASA		
	Criteria: SA Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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

(2) Temporary information

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PRELIMINARY PAGES LIST OF EFFECTIVE TEMPORARY REVISIONS
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APPROVED

M ⁽¹⁾	TR identification	TR approval date	TR Title	Deleted by
	TR1 issue 1	23 NOV 09	(TR 2.05.00/47) - Non Precision Approaches with OEI	Mod 37665 for A318/A320 or Mod 153286 for A321
	Approval reference: 10027986 Criteria: SA			
	Applicable to: MSN 02155, 02212, 02926, 02944 Approved by EASA			
	TR34 issue 1	21 OCT 09	(TR 4.02.00/41) - ENG Compressor vane/ENG STALL on ground	
	Approval reference: 10027686 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)			
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792 Approved by EASA			

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

AIRBUS

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PRELIMINARY PAGES

LIST OF EFFECTIVE TEMPORARY REVISIONS

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Approval Date	Approval Reference	Approved By
04 MAY 26	00D101AC651/C01	Airbus under the authority of DOA ref. EASA.21J.031
22 OCT 25	10088399	EASA
24 JUN 25	10087399	EASA
16 MAY 25	10087124	EASA
16 MAY 25	10087123	EASA
05 MAY 25	10087016	EASA
11 APR 25	10086902	EASA
07 JAN 25	00D101AC683/C01	Airbus under the authority of DOA ref. EASA.21J.031
01 OCT 24	00D101AC616/C01	Airbus under the authority of DOA ref. EASA.21J.031
30 SEP 24	00S101AC004/C00	Airbus under the authority of DOA ref. EASA.21J.031
17 JUL 24	10084938	EASA
18 JAN 24	10083714	EASA
05 DEC 23	10083427	EASA
05 SEP 23	00D101AC598/C01	Airbus under the authority of DOA ref. EASA.21J.031
22 AUG 23	00D101AC576/C01	Airbus under the authority of DOA ref. EASA.21J.031
27 JUN 23	00S101AC002/C01	Airbus under the authority of DOA ref. EASA.21J.031
14 JUN 23	10082125	EASA
03 MAR 23	10081389	EASA
09 JAN 23	10081013	EASA
22 APR 22	10079087	EASA
05 APR 22	00D101AC546/C01	Airbus under the authority of DOA ref. EASA.21J.031
20 DEC 21	10078029	EASA
16 AUG 21	00D101AC478/C01	Airbus under the authority of DOA ref. EASA.21J.031
16 JUN 21	00D101AC490/C01	Airbus under the authority of DOA ref. EASA.21J.031
09 NOV 20	10074776	EASA
20 OCT 20	10074600	EASA
25 SEP 20	10074348	EASA
14 AUG 20	10074032	EASA
03 APR 20	10072963	EASA
02 MAR 20	00D101AC410/C01	Airbus under the authority of DOA ref. EASA.21J.031

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Approval Date	Approval Reference	Approved By
10 DEC 19	00D101AC385/C01	Airbus under the authority of DOA ref. EASA.21J.031
04 JUL 19	10070391	EASA
04 JUL 19	00D101AC363/C01	Airbus under the authority of DOA ref. EASA.21J.031
25 JUN 19	00D101AC191/C21	Airbus under the authority of DOA ref. EASA.21J.031
26 APR 19	10069739	EASA
18 MAR 19	00D101AC315/C01	Airbus under the authority of DOA ref. EASA.21J.031
13 MAR 19	10068986	EASA
12 MAR 19	10069188	EASA
08 FEB 19	00D101AC346/C01	Airbus under the authority of DOA ref. EASA.21J.031
09 NOV 18	00D101AC329/C01	Airbus under the authority of DOA ref. EASA.21J.031
23 OCT 18	00D101AC321/C01	Airbus under the authority of DOA ref. EASA.21J.031
28 SEP 18	00D101AC305/C01	Airbus under the authority of DOA ref. EASA.21J.031
05 JUL 18	00D101AC272/C01	EASA
12 JUN 18	00D101AC234/C01	Airbus under the authority of DOA ref. EASA.21J.031
23 MAY 18	10065485	EASA
09 APR 18	SA01D18014979	Airbus under the authority of DOA ref. EASA.21J.031
09 JAN 18	SA01D18000231	Airbus under the authority of DOA ref. EASA.21J.031
29 NOV 17	10063916	EASA
10 NOV 17	SA03D17036154	Airbus under the authority of DOA ref. EASA.21J.031
05 OCT 17	SA46D17033443	Airbus under the authority of DOA ref. EASA.21J.031
02 OCT 17	SA03D17033085	Airbus under the authority of DOA ref. EASA.21J.031
28 SEP 17	SA03D17030708	Airbus under the authority of DOA ref. EASA.21J.031
18 SEP 17	SA03D17030708	Airbus under the authority of DOA ref. EASA.21J.031
07 SEP 17	D03D17028536	Airbus under the authority of DOA ref. EASA.21J.031

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Approval Date	Approval Reference	Approved By
11 AUG 17	D01FM1703037	Airbus under the authority of DOA ref. EASA.21J.031
11 AUG 17	D01FM1703948	Airbus under the authority of DOA ref. EASA.21J.031
16 JUN 17	SA52FM1703062	Airbus under the authority of DOA ref. EASA.21J.031
23 MAY 17	10061990	EASA
15 MAY 17	SA01D17016179	Airbus under the authority of DOA ref. EASA.21J.031
11 MAY 17	10061833	EASA
07 APR 17	10061509	EASA
13 MAR 17	10061213	EASA
02 MAR 17	10061144	EASA
14 FEB 17	FM1700589	Airbus under the authority of DOA ref. EASA.21J.031
23 JAN 17	SA52D17001991	Airbus under the authority of DOA ref. EASA.21J.031
16 JAN 17	10060714	EASA
16 JAN 17	10060714	EASA

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

- The Manufacturing Serial Number (MSN).
- The aircraft model.

M⁽¹⁾	MSN	Model
	02155	320-214
	02212	320-214
	02719	320-214
	02758	320-214
	02789	320-214
	02926	320-216
	02944	320-216
	03031	320-214
	03060	320-214
	04392	320-214
	05152	320-214
	05162	320-214
	05253	320-214
	05746	320-214
	07784	320-214
	07792	320-214

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



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AIRPLANE FLIGHT MANUAL

PRELIMINARY PAGES
AIRCRAFT ALLOCATION TABLE

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PRELIMINARY PAGES LIST OF MODIFICATIONS
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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	20024		22 MAR 19	FUEL- INSTALL A CENTRE TANK SYSTEM-
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	20029		22 MAR 19	DOORS- BULK CARGO COMPARTMENT- INSTALL AN ADDITIONAL DOOR AT FR 60/62-
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	20067		22 MAR 19	FIRE PROTECTION - FWD CARGO COMPARTMENT - INSTALL SMOKE DETECTION SYSTEM -
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	20069		22 MAR 19	FIRE PROTECTION - AFT CARGO COMPARTMENT - INSTALL SMOKE DETECTION SYSTEM -
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	20109		22 MAR 19	WATER/WASTE- INSTALL VACUUM TOILET SYSTEM -
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	20516		22 MAR 19	MAIN LANDING GEAR-GROUND DOOR OPENING MECHANISM
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	21566		22 MAR 19	ICE AND RAIN PROTECTION - MODIFY AIR BLEED SYSTEM TO PROVIDE LOW TEMPERATURE WARNING-
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	21678		22 MAR 19	ELECTRICAL POWER-AC/DC ESSENTIAL POWER DISTRIBUTION-PROVIDE PROVISIONS FOR ETOPS-
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	22249		22 MAR 19	AUTO FLIGHT - ACTIVATE WINDSHEAR FUNCTION
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	22562		22 MAR 19	AIRBORNE AUXILIARY POWER UNIT - INTRODUCE APIC APS-3200
	Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746			
N	22875		06 MAY 26	ICE AND RAIN PROTECTION - ICE DETECTION - INSTALL DUAL ADVISORY ICE DETECTION SYSTEM
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	23222		22 MAR 19	CERTIFICATION DOCUMENTS - GENERAL - CERTIFICATION FOR TAKE-OFF WITH 15 KNOT TAILWIND
	Applicable to: MSN 02926, 02944			
	23264		22 MAR 19	GENERAL - INCREASE DESIGN WEIGHT TO 77T MTOW
	Applicable to: MSN 07784, 07792			
	23900		22 MAR 19	GENERAL - INCREASE DESIGN WEIGHT TO 61T MZFW
	Applicable to: MSN 07784, 07792			
	24414		17 JAN 22	AUTO FLIGHT - FLIGHT CONTROL UNIT (FCU) DELETE "EXPEDITE" FUNCTION FROM FCU
	Applicable to: MSN 05152, 05162, 05253, 05746			
	24617		22 MAR 19	AUTO FLIGHT - GENERAL - EXTEND CAT III B AUTOMATIC LANDING CAPABILITY (FOR CFM ENGINES)
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060			
	24701		22 MAR 19	HYDRAULIC POWER-AUXILIARY HYDRAULIC POWER-RAT-INTRODUCE MODIFIED RAT (NEW BEARING)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	25225		22 MAR 19	AUTO FLIGHT-FMGC-REDUCE VAPP FOR A320 CFM/IAE
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	25570		22 MAR 19	NAVIGATION-SENSORS-POWER SUPPLY AND SWITCHING MODIFY CAPTAIN PITOT POSITION
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	25800		22 MAR 19	POWER PLANT-GENERAL-INTRODUCE CFM56-5B/P
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253			
	25861		22 MAR 19	NAVIGATION-REDUCED VERTICAL SEPARATION MINIMUM (RVSM) (CERTIFICATION APPLICABLE ON A319/A320 ONLY)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	25888		22 MAR 19	A.P.U.-POWER PLANT-INTRODUCE ALLIED SIGNAL APU 131-9(A)
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 07784, 07792			

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PRELIMINARY PAGES LIST OF MODIFICATIONS
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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	26363		22 MAR 19	AIR CONDITIONING-AIR COOLING SYSTEM- INTRODUCE MODIFIED RAM AIR OUTLET
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	26398		22 MAR 19	ADDITIONAL CERTIFICATION ITEMS - LANDING WITH A 15 KNOT TAILWIND
	Applicable to: MSN 02926, 02944			
	26495		22 MAR 19	WINGS-INBOARD FLAP-MODIFY SLIDING PANEL DRIVING MECHANISM
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	26526		22 MAR 19	NAVIGATION - GPWS - ACTIVATE ENHANCED FUNCTIONS OF THE EGPWS
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	26925		22 MAR 19	LANDING GEAR-ALTERNATE BRAKING- INTRODUCE MODIFIED ALTERNATE BRAKING SYSTEM
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	26934		10 NOV 20	NAVIGATION-SENSORS-INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	Applicable to: MSN 02155, 02212, 04392, 05152, 05162, 05253, 05746			
	26999		22 MAR 19	NAVIGATION - MMR - INSTALL COLLINS MMR PROVIDING ILS AND GPS FUNCTION
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	27037		22 MAR 19	DOORS -BULK CARGO COMPARTMENT DOOR- INTRODUCE MODIFIED BULK CARGO DOOR (ADVANCED TECHNOLOGY)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	27522		22 MAR 19	INFORMATION SYSTEM - AIR TRAFFIC AND INFORMATION SYSTEM (ATIMS) - INSTALL ATSU COMPUTER FOR ACARS
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	27550		13 JUL 21	COMMUNICATIONS - INSTALL A LANDSCAPE CAMERA FROM VENDOR LATECOERE
	Applicable to: MSN 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	27620		22 MAR 19	NAVIGATION-STANDBY DATA : ALTITUDE AND HEADING - INSTALL INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	27698		22 MAR 19	NAVIGATION - TCAS - INSTALL ALLIED SIGNAL TCAS COMPUTER P/N 066-50000-2220 (WITH CHANGE 7.0)
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 05152, 05162, 05253, 05746			
	27753		22 MAR 19	NAVIGATION - TCAS - INSTALL COLLINS TCAS TTR921 WITH COLLINS ATC TPR901
	Applicable to: MSN 02155, 02212			
	27772		22 MAR 19	ENGINES-CFM56-5B-FAN FRAME ASSY- INTRODUCE QC1 PANEL KIT (ACOUSTIC TREATMENT)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	28157		22 MAR 19	NAVIGATION-SENSORS-INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291 AA
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	28160		22 MAR 19	ELEC PWR-AC EMERGENCY GENERATION-ACTIVATE A319/A321 ELECTRICAL EMERGENCY CONFIGURATION ON A320 A/C
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	28195		22 MAR 19	DOORS - BULK CARGO COMPARTMENT DOOR - DEACTIVATE BULK CARGO DOOR
	Applicable to: MSN 02155, 02212			
	28244		22 MAR 19	NAVIGATION-GPWS-INTRODUCE EGPWS P/N 206-206 AND INHIBIT AUTOMATIC DEACTIVATION ENHANCED FUNCTIONS
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	28382		22 MAR 19	NAVIGATION - MMR - ACTIVATE GPS PRIMARY FUNCTION (HYBRID) IN SEXTANT MMR (WITH HONEYWELL OR LITTON ADIRU)
	Applicable to: MSN 02155, 02212			
	28479		22 MAR 19	INDICATING RECORDING SYSTEM-FWC-INTRODUCE FWC STANDARD H2/E3P
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	28738		22 MAR 19	NAVIGATION - TCAS - INSTALL HONEYWELL COMPUTER TCAS 2000 CHANGE 7.0 WITH HONEYWELL ATC
	Applicable to: MSN 02926, 02944, 04392, 07784, 07792			
	28916		22 MAR 19	INDICATING RECORDING SYSTEM-FWS INTRODUCE FWC STANDARD H1PE3P
	Applicable to: MSN 02155, 02212			
	30096		22 MAR 19	AUTO-FLIGHT-DEFINE "GUIDED RADAR APPROACH WITH AUTOPILOT ENGAGED" PROCEDURE (MUH 250 FT)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746			
	30397		22 MAR 19	CERTIFICATION DOCUMENTS - GENERAL - CERTIFY AIRCRAFT FOR OPERATION ON RUNWAYS LESS THAN 45M WIDTH
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392			
	30479		22 MAR 19	GENERAL - DESIGN WEIGHT - INCREASE A320 DESIGN WEIGHTS TO 77.0 MTOW, 66.0T MLW AND 62.5T MZFW (WV 012)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746			
	30660		22 MAR 19	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2E4
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	30748		22 MAR 19	GENERAL-FLIGHT ENVIRONMENTAL ENVELOPE- EXTENSION TO 12100 M (39800 FT)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	30861		22 MAR 19	FUEL-MAIN FUEL PUMP SYSTEM-ENGINE FEED PUMP HARNESS AND FAIRING REDESIGN
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	31079		13 JUL 21	COMMUNICATIONS - PAX ENTERTAINMENT (VIDEO) - REPLACE LANDSCAPE CAMERA P/N 1179-14-211-101 BY 1179-14-212-101
	Applicable to: MSN 07784, 07792			
	31152		22 MAR 19	LANDING GEAR-STEERING-SUPPLY NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC POWER
	Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	31276		22 MAR 19	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	31283		22 MAR 19	INDICATING RECORDING SYSTEM-FWC-INTRODUCE FWC STANDARD H2 F1
	Applicable to: MSN 02719, 02758, 02789, 02926, 03031, 07784			
	31528		22 MAR 19	NAVIGATION-ADIRU-RESTORE RVSM 3 CIRCUIT CAPABILITIES (SERIAL SOLUTION)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	31612		22 MAR 19	FUEL-MAIN FUEL PUMP SYSTEM- ENGINE FEED PUMP HARNESS-REDESIGN CABLE GUIDE AND BRACKET
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	31896		22 MAR 19	AUTOFLIGHT-FMGC-INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2) HONEYWELL
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	32228		08 OCT 19	EQUIPMENT/FURNISHINGS-PASSENGER COMPART SEATS - INTRODUCE ISPSS IN CONJUNCTION WITH INTEGRATED IFE/SPSS
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746			
N	32361		06 MAY 26	FUSELAGE - GENERAL - MODIFY FUEL PANEL ACCESS DOOR OPENING DIRECTION
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	32402		22 MAR 19	AUTOFLIGHT - FMGC DEFINE AND INSTALL FMGC CFM C13043AA01 THALES(EQUIPPED WITH FMS2 THALES/SMITH)
	Applicable to: MSN 02926, 02944, 04392, 07784, 07792			
	32619		22 MAR 19	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE NEW FADEC SOFTWARE "5BK" ON SAC CFM56-5B ENGINES
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	32997		08 OCT 19	AUTO FLIGHT - FMGC - INSTALL FMGC CFM C13043AA02 THALES (EQUIPPED WITH FMS2 THALES/SMITH)
	Applicable to: MSN 04392, 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	33239		22 MAR 19	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INSTALL "5BL" STANDARD ECU SOFTWARE FOR CFM56-5B ENGINES (A318 CAPABLE)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	33323		22 MAR 19	CERTIFICATION DOCUMENTS - GENERAL - EXTEND OPERATING FLIGHT ENVELOPE TO MINUS 2000FT PRESSURE ALTITUDE
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	34325		08 OCT 19	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER - INSTALL FMGC STD S2C11 ON S/A A/C WITH CFM ENGINES
	Applicable to: MSN 04392, 07784, 07792			
	34573		22 MAR 19	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC)-INSTALL FMS2 HONEYWELL P1C11 ON A/C WITH CFMI PPS
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	34637		22 MAR 19	NAVIGATION- T2CAS- INSTALL ACSS TRAFFIC AND TERRAIN COLLISION AVOIDANCE SYSTEM (T2CAS)
	Applicable to: MSN 02926, 02944, 04392			
	34825		22 MAR 19	NAVIGATION- GPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION
	Applicable to: MSN 02155, 02212, 03031, 03060, 05152, 05162, 05253, 05746			
	35220		22 MAR 19	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2F3
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	35240		22 MAR 19	NAVIGATION - ATC/MODE S (SELECT) - CERTIFY EHS FUNCTION
	Applicable to: MSN 04392			
	35311		22 MAR 19	GENERAL - DESIGN WEIGHTS- MULTIPLE WEIGHT VARIANT CAPABILITY - MTOW 73.5T, 75.5T & 77T
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060			
	35350		22 MAR 19	NAVIGATION-T2CAS (TRAFFIC 2 COLLISION AVOIDANCE SYST) - ACTIVATE AUTOMATIC DEACTIVATION OF T2CAS-TAWS
	Applicable to: MSN 02926, 02944, 04392, 07784, 07792			
	35517		22 MAR 19	NAVIGATION - ADIRU - INSTALL NORTHROP GRUMMAN ADIRU P/N 465020-0303-0316
	Applicable to: MSN 02926, 02944			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	35735		22 MAR 19	GENERAL - DESIGN WEIGHTS- DUAL WEIGHT VARIANT CERTIFICATION- WV011 (75.5T/ /66T/62.5T) AND WV016(73.5T/66T/62.5T)
Applicable to: MSN 02926, 02944				
	35864		08 OCT 19	AIRBORNE AUXILIARY POWER - GENERAL - INSTALL APIC APS3200 APU AS STANDARD (REPLACES HONEYWELL GTCP36-300)
Applicable to: MSN 04392, 05152, 05162, 05253, 05746				
	35871		22 MAR 19	NAVIGATION-AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE AIR DATA MONITORING FUNCTION
Applicable to: MSN 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	36562		22 MAR 19	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMS2 THALES S4 (REV2+) STD ON CFM A/C
Applicable to: MSN 02926, 02944, 04392, 07784, 07792				
	37147		08 OCT 19	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	37153		22 MAR 19	NAVIGATION - ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
Applicable to: MSN 04392				
	37331		08 OCT 19	WINGS - FIXED PARTITION - INTRODUCE A STANDARD OF BOX WITHOUT DRY BAY
Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	37508		22 MAR 19	FUEL - MAIN FUEL PUMP SYSTEM - INSPECT AND ADMINISTER CORRECT TORQUE AND SCREW LOCKING ON FIXING BOLTS
Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	37665		22 MAR 19	AUTO FLIGHT - GENERAL - REMOVE AFM LIMITATION ON NON-PRECISION APPROACHES WITH ONE ENGINE OUT ON A320/A318 A/C
Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	37871		22 MAR 19	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	38062		08 OCT 19	INERT GAS SYSTEM - CERTIFY FUEL TANK INERTING SYSTEM AND ACTIVATE MONITORING
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	38211		08 OCT 19	WINGS - INBOARD FLAP - INSTALL TRUNNION SLIDING PANEL WITH NEW ATTACHMENT
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	38973		22 MAR 19	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD "L4.9 B" (EM2)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	39146		13 JUL 21	NAVIGATION - T3CAS - INSTALL T3CAS COMPUTER WITH TRANSPONDER FUNCTION INACTIVE
	Applicable to: MSN 07784, 07792			
	39622		22 MAR 19	INFORMATION SYSTEMS - GENERAL - CERTIFY FANS B+ CONFIGURATION (OVERALL MODIFICATION)
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792			
	150006		22 MAR 19	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB
	Applicable to: MSN 02719, 02789, 02926, 02944, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	150110		22 MAR 19	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM- ACTIVATE BARO RADIO SETTING FUNCTION
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	150842		22 MAR 19	NAVIGATION - TCAS - INSTALL TCAS HONEYWELL TPA-100B CHANGE 7.1 CAPABLE OF ATSAW
	Applicable to: MSN 02719, 02758, 02789, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792			
	151076		08 OCT 19	WINGS - TRAILING EDGE AND TRAILING EDGE DEVICES - INSTALL WEAR RESISTANT PAINT FOR FLAPS
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	151179		17 JAN 22	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL DUAL WEATHER RADAR RDR 4000 HONEYWELL
	Applicable to: MSN 05152, 05162, 05253, 05746			
	151188		13 JUL 21	INDICATING/RECORDING SYSTEMS - EIS - INSTALL ENHANCED DISPLAY UNIT INSTEAD OF EIS2 LIQUID CRISTAL DISPLAY UNIT
	Applicable to: MSN 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	151269		22 MAR 19	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	151575		13 JUL 21	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU EMM WITH NEW INTEL MICROPROCESSOR
	Applicable to: MSN 05152, 05162, 05253, 05746, 07784, 07792			
	151943		16 NOV 21	COMMUNICATIONS-CVR-CONNECT THE DATALINK RECORDING FUNCTION AND ACTIVATE THE DATALINK FUNCTION ON ATSU BY HARD PP
	Applicable to: MSN 07784, 07792			
	152037		13 JUL 21	AUTO FLIGHT - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)- ACTIVATE AP/FD TCAS FUNCTION
	Applicable to: MSN 07784, 07792			
	152138		13 JUL 21	POWER PLANT - GENERAL - INSTALL TECHINSERTION PERFORMANCE IMPROVMENT PACKAGE (PIP) ON CFM56-5B ENGINES
	Applicable to: MSN 05746, 07784, 07792			
	152830		22 MAR 19	NAVIGATION-TRAFFIC COLLISION AVOIDANCE SYSTEM (TCAS) - INSTALL TCAS COLLINS TTR-921 CHANGE 7.1
	Applicable to: MSN 02155, 02212			
	153655		22 MAR 19	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	153741		22 MAR 19	INDICATING RECORDING SYSTEMS-FWC-INTRODUCE FWC STANDARD H2-F7
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	153870		22 MAR 19	NAVIGATION-T2CAS-INSTALL ACSS T2CAS STD3.5 WITH TCAS CHANGE 7.1 ALGORITHM
	Applicable to: MSN 02926, 02944, 04392			
	153877		08 OCT 19	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL DUAL WEATHER RADAR HONEYWELL RDR-4000 (BY SB)
	Applicable to: MSN 04392			

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	154327		13 JUL 21	FUEL - MAIN TRANSFER SYSTEM - INTRODUCE THE A321 CENTRE TANK FUEL TRANSFER SYSTEM ONTO A319 AND A320 VARIANTS
	Applicable to: MSN 07784, 07792			
	154427		07 JUL 25	FUEL - TANK LEVEL SENSING - ACTIVATE FUEL OVERFLOW CAUTION ON A318/A319/A320
	Applicable to: MSN 05152, 05162, 05253, 05746, 07784, 07792			
	154473		22 MAR 19	AUTO FLIGHT-FLIGHT AUGMENTATION (FAC) DEFINE STOP RUDDER INPUT WARNING FUNCTION ON AIRCRAFT
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	154862		22 MAR 19	NAVIGATION-GENERAL-REVERT FROM CONIC TO AOA FLAT PLATES (SB ONLY)
	Applicable to: MSN 02926, 02944, 05152, 05162, 05253			
	154896		08 OCT 19	F/CTL-ELEVATOR AILERON COMPUTER SYSTEM (ELAC)-INSTALL L97 STANDARD ON ELAC B WITH DATA LOADING CAPABILITY
	Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792			
	155613		13 JUL 21	WINGS - OUTER WING - INTRODUCE VORTEX GENERATORS ON MANHOLE DOOR APERTURES
	Applicable to: MSN 07784, 07792			
	155746		22 MAR 19	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY - SB ONLY
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060			
	156083		10 DEC 19	NAVIGATION - ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792			
N	156278		06 MAY 26	LIGHTS - ANTI-COLLISION/STROBE LIGHTING - INTRODUCE LED TECHNOLOGY ON BEACON LIGHTS.
	Applicable to: MSN 07784, 07792			
	157591		22 MAR 19	LANDING GEAR - NORMAL BRAKING - INTRODUCE NEW BSCU SOFTWARE STANDARD (L4.10)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792			

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	158740		13 JUL 21	FUEL - FUEL RECIRCULATION - COOLING - ESTABLISH MISSING GRND CONNECTION TO INHIBIT RECIRC DURING GRAVITY FEED
Applicable to: MSN 07784, 07792				
	158775		13 JUL 21	NAVIGATION - ATC/MODE S (SELECT) - INSTALL ACSS DO-260B XPDR NXT-800
Applicable to: MSN 07784, 07792				
	159281		13 JUL 21	NAVIGATION - AIR DATA - INSTALL AND DEFINE REVERSIBLE BACK-UP SPEED SCALE FUNCTION THROUGH PUSH BUTTON (UAMM 1.1)
Applicable to: MSN 07784, 07792				
	159693		10 DEC 19	NAVIGATION - ATC/MODE S (SELECT) - INSTALL HONEYWELL ATC TRA-100B COMPLIANT WITH DO-260B MANDATE
Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 05152, 05162, 05253, 05746, 07784, 07792				
	160001		13 JUL 21	WINGS-GENERAL-DEFINE AND CERTIFY STRUCTURAL PROVISIONS FOR SHARKLET FOR A320/A319/A318
Applicable to: MSN 05746, 07784, 07792				
	160500		13 JUL 21	WINGS-GENERAL-CERTIFY SHARKLET INSTALLATION FOR A320/A319/A318
Applicable to: MSN 05746, 07784, 07792				
	160577		19 JAN 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC L101 STANDARD WITH DATA LOADING CAPABILITY
Applicable to: MSN 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	161208		13 JUL 21	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSTALL STANDARD SEC C 126
Applicable to: MSN 05746, 07784, 07792				
	161365		22 MAR 19	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F8 FOR NEO EIS
Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				
	161397		22 MAR 19	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC H2-F9 STANDARD FOR NEO CONFIGURATION
Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07784, 07792				

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	161931		13 JUL 21	AUTO-FLIGHT - FAC - INSTALL FAC CAA06 COMPATIBLE A321 NEO AIRCRAFT FITTED WITH PW ENGINES
	Applicable to: MSN 07784, 07792			
	162042		11 AUG 20	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC L101 WITHOUT DATALOADING CAPABILITY (SB ONLY)
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060			
	162159		04 FEB 26	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F10
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792			
	163413		04 FEB 26	INDICATING/RECORDING SYSTEMS -FWC - ACQUISITION/INTERFACE - Install F12 "supporting safety beyond standard step 1 functions
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792			
	165706		04 FEB 26	INDICATING/RECORDING SYSTEMS -FWC - ACQUISITION/INTERFACE - Install F12B
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792			
	166490		04 FEB 26	INDICATING RECORDING - FLIGHT WARNING COMPUTER (FWC) - INTRODUCE FWS S/W STANDARD F13
	Applicable to: MSN 02155, 02212, 02944, 03060, 04392, 05152, 05162, 05253, 05746, 07792			
	27-1257 01		22 MAR 19	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	Applicable to: MSN 02155, 02212, 02719, 02758, 02789, 02926, 02944, 03031, 03060, 04392, 05152, 05162, 05253			

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

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TR34 Issue 1 (TR 4.02.00/41) - ENG COMPRESSOR VANE/ENG STALL ON GROUND

Ident.: TDU / APPRO-TR-00009728.0001001 / 21 OCT 09 Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) Impacted DU: NONE	APPROVED
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APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 21 OCT 09 Approval reference: 10027686

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR is issued in digital format to provide the content of TR 4.02.00/41 and in order to be approved further by the EASA. .
 This Temporary Revision requests the flight crew to monitor the potential occurrence of symptoms in order to prevent stalls during takeoff and climb.

Applicable to: A318 or A319 or A320 or A321 aircraft fitted with CFM 56-5B engines.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00009728.0001001/21 OCT 09

ABN-70-00009732.0001001/21 OCT 09

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APPROVAL DATA TEMPORARY REVISIONS

TR1 Issue 1 (TR 2.05.00/47) - NON PRECISION APPROACHES WITH OEI

Ident.: TDU / APPRO-TR-00009667.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Impacted DU: NONE

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 23 NOV 09

Approval reference: 10027986

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This TR is issued in digital format to provide the content of TR 2.05.00/47 approved by the DGAC on June 21st, 2001.

Applicable to: SA.

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00009667.0001001/23 NOV 09

LIM-22-FMS-00009620.0001001/23 NOV 09

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INTRODUCTION

Ident.: GEN-INTR-00007010.0001001 / 05 MAY 25 Criteria: SA	APPROVED
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The Airplane Flight Manual (AFM) is an approved document that contains information (limitations, operating procedures, performance information, etc.) necessary to operate the airplane at the level of safety established by the airplane's certification basis. It is not established as an operational document to be used directly by the crew in flight.

Flight crew documents available in flight must include an Operational Manual, with appropriate contents and language as required by the National Regulations.

Note: Any Flight Crew Operating Manual (FCOM) reference within the AFM must be considered as advisory information, the FCOM being a non approved document.

This AFM is specific to a given certified aircraft model, which is specified in the Heading Approbation Documentary Unit (*Refer to APPRO-HEAD Heading Approbation*).

It was approved by the Direction Générale de l'Aviation Civile (DGAC) prior to 28 September 2003 and is since approved by the European Aviation Safety Agency (EASA), or by Airbus under Design Organisation Approval (DOA) reference EASA.21J.031 for AFM minor changes. When applicable, it is approved by the EASA on behalf and according to the requirements of the importing Authority, e.g. the US Federal Aviation Administration (FAA) for US registered aircraft.

AIRBUS COPYRIGHT

Ident.: GEN-INTR-00024301.0001001 / 27 JUN 23 Criteria: SA	APPROVED
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This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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

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APPROVED AFM FORMAT

Ident.: GEN-DESC-00015195.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

The AFM is approved in both PDF and Ops Library Browser (OLB) formats.

Note: OLB version 5.1 or higher must be used to consult the AFM in OLB format.

CUSTOMIZED AFM

Ident.: GEN-DESC-00007013.0001001 / 16 JUN 21	<u>APPROVED</u>
Criteria: SA	

The customized airline AFM:

- Is extracted from a non customized aircraft model envelope AFM
- Is an approved document related to an operator's/owner's fleet
- Takes into account the specific configuration of each aircraft of the concerned fleet.

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.031.

Airbus will provide a manual which reflects the aircraft configuration at delivery, and the necessary revisions to reflect configuration changes due to Airbus approved modifications.

The operator/owner must inform Airbus without delay of the effective changes to the aircraft delivery configuration made through Airbus Service Bulletin (SB). This allows Airbus to provide AFM revisions/updates to the operator/owner.

Airbus will not provide revisions, and thus will not assume the responsibility of any effect on the AFM:

- Due to modifications installed by third parties without an Airbus SB, and/or
- Due to modifications installed through an Airbus SB, if Airbus is not informed of the SB embodiment.

ORGANIZATION OF THE MANUAL

Ident.: GEN-DESC-00007015.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The AFM is divided into 11 chapters:

- Approval data
- General
- Limitations
- Emergency procedures
- Abnormal procedures
- Normal procedures
- Performance (dry and wet runway)
- Appendices and supplements

- Master Configuration Deviation List (MCDL)
- Supplementary performance (contaminated runway)
- Regulatory differences (when applicable).

DOCUMENTARY UNIT (DU)

Ident.: GEN-DESC-00007016.0001001 / 16 JAN 17
Criteria: SA

APPROVED

The AFM is made of Documentary Units (DU). The DU is the smallest part of information with a technical content.

The DUs are listed on a separate "List of Effective Documentary Unit" (LEDU).

The LEDU is produced and approved by Airbus under the authority of DOA reference EASA.21J.031.

IDENTIFICATION STRIP

Ident.: GEN-DESC-00007017.0001001 / 23 NOV 09
Criteria: SA

APPROVED

Below the title of the DU, an identification strip is provided with each DU and consists of:

- Ident.: Each DU is identified by its own unique identification number
- The approval date of the DU
- The approval marking

Note: For non approved DU, this field is replaced by the label: FOR INFORMATION ONLY.

- Criteria: This field provides the type of aircraft and associated configuration for which the DU is applicable

Note: SA stands for Single Aisle meaning that this DU is applicable to all A318/A319/A320/A321 family.

- Specific: When necessary, this field provides the code of the specific regulation applicable to the DU
- Impacted by TDU: When applicable, this field provides the identification number and the title of the Temporary Documentary Unit (TDU) impacting the DU
- Belonging to: When applicable, this field provides the number of TR to which the TDU belongs
- Impacted DU: When applicable, this field provides the identification number and the title of the DU impacted by the TDU.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL AFM DESCRIPTION
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APPROVAL INFORMATION

Ident.: GEN-DESC-00020434.0001001 / 16 JAN 17 Criteria: SA	APPROVED
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For each DU, the following information is provided in the LEDU:

- The approval reference of the DU
- The authority/organization that approved the DU
- The approval date of the DU.

AFM REVISION

Ident.: GEN-DESC-00007366.0001001 / 16 JAN 17 Criteria: SA	APPROVED
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For each revision, a new LEDU is issued.

The LEDU contains:

- The DU identification and title
- The approval information (*Refer to GEN-DESC Approval Information*)
- The "M" field that may provide the following Evolution Code:
 - The "R" letter indicates a revised DU: The content of the DU is updated by the revision. A vertical line in the margin of the DU locates the modified part
 - The "N" letter indicates a new DU introduced by the revision
 - The "E" letter indicates an aircraft validity change for the DU: The list of MSNs for which the DU is effective has been changed compared to the previous LEDU, by addition or deletion of one or several MSN.
- The "T" field (Temporary Information) that contains a cross if the associated DU is a TDU
- Other fields that contain the list of MSNs to which the DU applies.

The holder of the AFM must check that the manual is in accordance with the LEDU of the latest approved revision.

The aircraft model envelope AFM is continuously updated with new or revised technical information. A revision of the operator/owner AFM is issued based on the latest approved aircraft model envelope AFM.

In addition, an operator/owner AFM revision may be issued following a fleet modification or an SB embodiment.

TEMPORARY REVISION (TR)

Ident.: GEN-DESC-00007018.0001001 / 16 JAN 17 Criteria: SA	APPROVED
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A Temporary Revision (TR) is related to amendments to be quickly approved and introduced in the AFM. A TR is made of Temporary Documentary Units (TDU).

The TRs are indicated with a dedicated layout and are listed on a separate "List of Effective Temporary Revisions" (LETR).

A TR always has priority over the AFM content modified by the TR (a TDU always has priority over the content of the impacted DU).

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL WORDING DEFINITIONS
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WARNING DEFINITION

Ident.: GEN-DEF-00007020.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The following is the official definition of a WARNING, taken directly from the CS-25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

WARNING	An operating procedure, technique, etc... which may result in personal injury or loss of life if not carefully followed.
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CAUTION DEFINITION

Ident.: GEN-DEF-00007021.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The following is the official definition of a CAUTION, taken directly from the CS-25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

CAUTION	An operating procedure, technique, etc... which may result in damage to equipment if not carefully followed.
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NOTE DEFINITION

Ident.: GEN-DEF-00006982.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The following is the official definition of a NOTE, taken directly from the CS-25 (Chapter AMC 25.1581, paragraph 3-e) and applicable to Airbus flight operational documentation:

Note: *An operating procedure, technique etc... considered essential to emphasize. Information contained in notes may also be safety related.*

LAND ASAP DEFINITION

Ident.: GEN-DEF-00007322.0001001 / 14 JAN 15	<u>APPROVED</u>
Criteria: SA	

LAND ASAP (red)

Land as soon as possible at the nearest airport at which a safe landing can be made.

Note: *LAND ASAP (red) information is applicable to a time-critical situation.*

LAND ASAP (amber)

Consider landing at the nearest suitable airport.

Note: *The suitability criteria should be defined in accordance with the Operator's policy.*

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL ABBREVIATIONS
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ABBREVIATIONS

Ident.: GEN-ABB-00006976.0001001 / 17 JUL 24	APPROVED
Criteria: SA	

A

Abbreviation	Term
A/C	Aircraft
AC	Advisory Circular
	Alternative Current
ACARS	Aircraft Communication Addressing and Reporting System
ACD	Airworthiness Compliance Document
ACJ	Advisory Circular-Joint
ACL	ATC Clearance
ACM	ATC Communication Management
ACNS	Airborne Communications, Navigation and Surveillance
ACT	Additional Center Tank
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance-Contract
AEO	All Engines Operative
AFM	Airplane Flight Manual
AGL	Above Ground Level
AIME	Autonomous Integrity Monitoring Extrapolation
ALD	Actual Landing Distance
AMC	ATC Microphone Check
	Acceptable Means of Compliance
AMJ	Advisory Material-Joint
AMM	Aircraft Maintenance Manual
AOA	Angle of Attack
AOC	Airlines Operational Control
AP	Autopilot
APU	Auxiliary Power Unit
AR	Authorization Required
ARINC	Aeronautical Radio INC
ASD	Accelerate Stop Distance
ASDA	Accelerate Stop Distance Available
ASI	Air Speed Indicator
ATA	Air Transport Association
ATC	Air Traffic Control
ATS	Air Traffic Service
ATSA-AIRB	Air Traffic Situational Awareness - Airborne

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Abbreviation	Term
ATSA-ITP	Air Traffic Situational Awareness - In Trail Procedures
ATSA-VSA	Air Traffic Situational Awareness - Visual Separation on Approach
ATSAW	Airborne Traffic Situational Awareness
ATSU	Air Traffic Service Unit
AWO	All Weather Operations

B

Abbreviation	Term
BC	Back Course
BSCU	Braking and Steering Control Unit

C

Abbreviation	Term
C/B	Circuit Breaker
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Calibrated Airspeed
CCOM	Cabin Crew Operating Manual
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CFR	Code of Federal Regulations
CG	Center of Gravity
CIS	Commonwealth of Independent States
CJ	Corporate Jet
CLD	Certified Landing Distance
CM	Context Management
CML	Consumable Material List
CMP	Configuration, Maintenance and Procedures
CONF	Configuration
CPDLC	Controller Pilot Datalink Communication
CS	Certification Specifications
CSMG	Constant Speed Motor Generator
CVR	Cockpit Voice Recorder
CWY	Clearway

D

Abbreviation	Term
DA	Decision Altitude
DAC	Dual Annular Combustor
D-ATIS	Digital Automatic Terminal Information Service

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Abbreviation	Term
DBUS	Digital Backup Speed
DC	Direct Current
DCL	Departure Clearance
DGAC	Direction Générale de l'Aviation Civile
DH	Decision Height
DLIC	Data Link Initiation Capability
DMC	Display Management Computer
DME	Distance Measuring Equipment
DNA	Dirección Nacional de Aeronavegabilidad
DO	Document Order (RTCA)
DOA	Design Organisation Approval
DU	Display Unit
	Documentary Unit

E

Abbreviation	Term
EASA	European Aviation Safety Agency
ECAM	Electronic Centralized Aircraft Monitoring Computer
ED	EUROCAE Document
EDTO	Extended Diversion Time Operations
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning System
EGT	Exhaust Gas Temperature
EHS	Enhanced Surveillance
EIS	Electronic Instrument System
ELAC	Elevator Aileron Computer
ELT	Electronic Locator Transmitter
EMER	Emergency
ENG	Engine
EPR	Engine Pressure Ratio
ESS	Essential
ETOC	Enhanced Takeoff Configuration
ETOPS	Extended range operations for two engine aeroplanes (EASA)
	Extended operations (FAA)
ETSO	European Technical Standard Order
EWD	Engine Warning Display

F

Abbreviation	Term
F	Fuel
F/CTL	Flight Controls
F-PLN	Flight Plan
FAA	Federal Aviation Administration
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control System
FAF	Final Approach Fix
FANS	Future Air Navigation System
FAP	Final Approach Point
FAR	Federal Aviation Regulations
FCDC	Flight Control Data Concentrator
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
FD	Flight Director
FI	Filling Instructions
FLS	FMS Landing System
FLX	Flex
FM	Flight Management
FMA	Flight Mode Annunciator
FMGC	Flight Management and Guidance Computer
FMGS	Flight Management and Guidance System
FMS	Flight Management System
FOB	Fuel on Board
FPA	Flight Path Angle
FPV	Flight Path Vector
FQI	Fuel Quantity Indication
FU	Fuel Used
FWC	Flight Warning Computer

G

Abbreviation	Term
G/S	Glideslope
GAST	GBAS Approach Service Type
GBAS	Ground-Based Augmentation System
GEN	Generator
GLS	GBAS Landing System
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GSM	Global System for Mobile Communication

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL ABBREVIATIONS
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H

Abbreviation	Term
HF	High Frequency
HKCAD	Hong Kong Civil Aviation Department
HPC	High Pressure Compressor
HUD	Head Up Display

I

Abbreviation	Term
IAC	Instrução de Aviação Civil (Civil Aviation Instruction)
IAC AR	Interstate Aviation Committee Aviation Register
IAS	Indicated Airspeed
ICAO	International Civil Aviation Organization
IDG	Integrated Drive Generator
IFR	Instrument Flight Rules
IGN	Ignition
IL	Information Leaflet
ILS	Instrument Landing System
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISIS	Integrated Standby Instrument System
ISPSS	In-Seat Power Supply System

J

Abbreviation	Term
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
JCAB	Japan Civil Aviation Bureau

K

Abbreviation	Term
KOZ	Keep Out Zone

L

Abbreviation	Term
L/G	Landing Gear
LD	Landing Distance
LDA	Localizer Directional Aid
	Landing Distances Available
LDG	Landing

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Abbreviation	Term
LEDU	List of Effective Documentary Units
LETR	List of Effective Temporary Revision
LGCIU	Landing Gear Control and Interface Unit
LH	Left Hand
LIP	Lift Improvement Package
LNAV	Lateral Navigation
LOC	Localizer
LOC-BC	Localizer Back Course
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LRBL	Least Risk Bomb Location
LS	Landing System

M

Abbreviation	Term
MAC	Mean Aerodynamic Chord
MAP	Missed Approach Point
MAPSC	Maximum Approved Passenger Seating Configuration
MCDL	Master Configuration Deviation List
MCDU	Multipurpose Control & Display Unit
MCPSC	Maximum Certificated Passenger Seating Capacity
MCT	Maximum Continuous Thrust
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MEA	Minimum En route Altitude
MLE	Maximum Landing Gear Extended Mach
MLS	Microwave Landing Distance
MLW	Maximum Landing Weight
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MMR	Multi-Mode Receiver
MOPS	Minimum Operational Performance Standards
MORA	Minimum Off Route Altitude
MSN	Manufacturer Serial Number
MTOW	Maximum Takeoff Weight
MZFW	Maximum Zero Fuel Weight

N

Abbreviation	Term
N1	Low Pressure Rotor Speed
N2	High Pressure Rotor Speed
NAI	Nose Air Intake
NDB	Non-Directional Beacon
NAV	Navigation
ND	Navigation Display
NPA	Non Precision Approach
NSA	Norme Sud Aviation

O

Abbreviation	Term
OANS	On-board Airport Navigation System
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OEI	One Engine Inoperative
OEW	Operational Empty Weight
OLB	Ops Library Browser
OLD	Operational Landing Distance
OVHT	Overheat
OW	Operational Weight

P

Abbreviation	Term
P/B	Pushbutton
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PC	Personal Computer
PED	Portable Electronic Devices
PF	Pilot Flying
PFC	Porous Friction Course
PFD	Primary Flight Display
PM	Pilot Monitoring
PTU	Power Transfer Unit
PVI	Paraviscual Indicator

Q

Abbreviation	Term
QFE	Field Elevation Atmosphere Pressure
QFU	Runway Heading
QNH	Sea Level Atmosphere Pressure

R

Abbreviation	Term
RA	Radio Altimeter Resolution Advisory
RAT	Ram Air Turbine
RCT	Rear Center Tank
RBS	Radio Beacon System
RF	Radius to Fix
RH	Right Hand
RLD	Required Landing Distance
RNAV	Area Navigation
RNP	Required Navigation Performance
ROP	Runway Overrun Protection
ROPS	Runway Overrun Prevention System
ROW	Runway Overrun Warning
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum

S

Abbreviation	Term
SA	Single Aisle
SAAAR	Special Aircraft and Aircrew Authorization Required
SAC	Single Annular Combustor
SAC-TI	Single Annular Combustor- Tech Insertion
SAL	Steep Approach Landing
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SBAS	Satellite Based Augmentation System
SD	System Display
SDF	Simplified Directional Facility
SEC	Spoiler Elevator Computer
SES	Single European Sky
SFCC	Slat Flap Control Computer
SIL	Service Information Letter
SLS	SBAS Landing System
SRS	Speed Reference System
STAT INV	Static Inverter
SWY	Stopway

T

Abbreviation	Term
TA	Traffic Advisory
TAB	Tabulation and Interpolation Program
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TDU	Temporary Documentary Unit
TGL	Temporary Guidance Leaflet
TI	Tech Insertion
TO	Takeoff
TOD	Takeoff Distance
TODA	Takeoff Distance Available
TOGA	Takeoff - Go-Around
TOR	Takeoff Run
TORA	Takeoff Run Available
TR	Temporary Revision
TRU	Transformer Rectifier Unit
TSO	Technical Standard Order

V

Abbreviation	Term
V1	Takeoff Decision Speed
V2	Takeoff Safety Speed
VA	Maximum Design Maneuvering Speed
VALPHAMAX	Speed at Alpha-Max
VAPP	Final Approach Speed
VC	Design Cruise Speed
V/DEV	Vertical Deviation
VDL	VHF Data Link
VFE	Maximum Flap Extended Speed
VFR	Visual Flight Rules
VHF	Very High Frequency
VLE	Max L/G Extended Speed
VLO	Max L/G Operating Speed
VLOF	Lift-Off Speed
VLS	Lowest Selectable Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Airspeed
VMCG	Minimum Control Speed Ground
VMIN	Minimum Operating Speed

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Abbreviation	Term
VMIN 1G	Minimum Operating Speed under 1g Load Factor
VMO	Maximum Operating Speed
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
VR	Rotation Speed
VREF	Landing Reference Speed
VS1G	Stall Speed under 1g Load Factor
VSW	Stall Warning Speed

W

Abbreviation	Term
WBM	Weight and Balance Manual
WV	Weight Variant
WX	Weather mode (ND)

X

Abbreviation	Term
XPDR	Transponder

Z

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

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL UNITS
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CORRESPONDENCE BETWEEN UNITS

Ident.: GEN-UNIT-00006979.0001001 / 23 NOV 09

Criteria: SA

APPROVED

METRIC TO US

	METRIC	US
LENGTH	1 mm	0.0394 in
	1 m	3.281 ft
	1 m	1.094 yd
	1 km	0.540 NM
SPEED	1 m/s	3.281 ft/s
	1 km/h	0.540 kt
WEIGHT	1 g	0.0353 oz
	1 kg	2.204623 lb
	1 t	2 204.623 lb
FORCE	1 N	0.2248 lb
	1 daN	2.248 lb
PRESSURE	1 bar	14.505 PSI
	1 mbar	0.0145 PSI
VOLUME	1 l	0.2642 US Gal
	1 m³	264.2 US Gal
MOMENTUM	1 daN.m	88.50 lb.in
TEMPERATURE	$t(^{\circ}\text{F}) = t(^{\circ}\text{C}) \times 1.8 + 32$	

US TO METRIC

	US	METRIC
LENGTH	1 in	25.4 mm
	1 ft	0.3048 m
	1 yd	0.914 m
	1 NM	1.852 km
SPEED	1 ft/s	0.3048 m/s
	1 kt	1.852 km/h
WEIGHT	1 oz	28.35 g
	1 lb	0.45359 kg
	1 lb	0.0004536 t
FORCE	1 lb	4.448 N
	1 lb	0.4448 daN
PRESSURE	1 PSI	0.0689 bar
	1 PSI	68.947 mbar
VOLUME	1 US Gal	3.785 l
	1 US Gal	0.003785 m³

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL UNITS
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	US	METRIC
MOMENTUM	1 lb.in	0.0113 daN.m
TEMPERATURE	$t(^{\circ}\text{C}) = \left(\frac{5}{9}\right) \times \{t(^{\circ}\text{F}) - 32\}$	

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

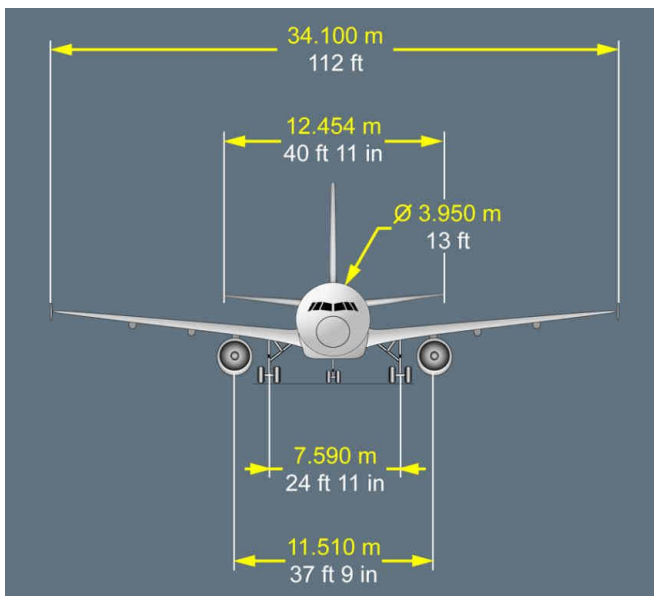
GENERAL 3-VIEW DRAWING

3-VIEW DRAWING

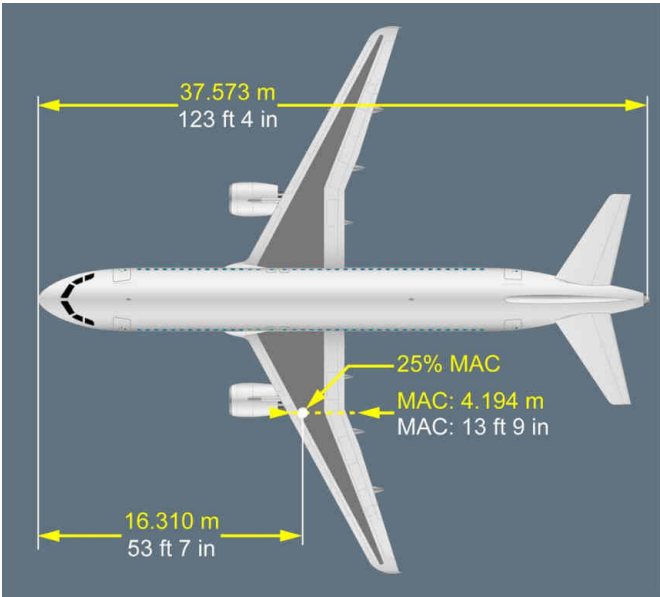
Ident.: GEN-VIEW-00006880.0002001 / 23 NOV 09
Criteria: 320-200

APPROVED

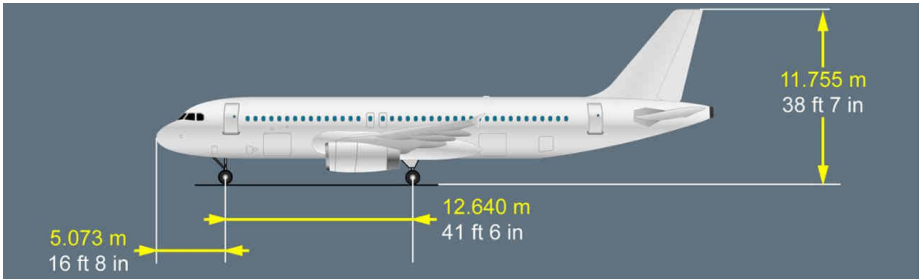
Front View



Top View



Side View



	WING	
Reference area	122.4 m ²	1 317 ft ² 72 in ²
Root chord	6.074 m	19 ft 11 in
MAC (LA)	4.194 m	13 ft 9 in
Aspect ratio	9.396	

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL 3-VIEW DRAWING
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	HORIZONTAL TAIL PLANE	
Reference area	31 m²	333 ft² 98 in²
MAC (LH)	2.701 m	8 ft 10 in
Aspect ratio	5	
Distance from 25 %LA to 25 % LH	17.588 m	57 ft 8 in

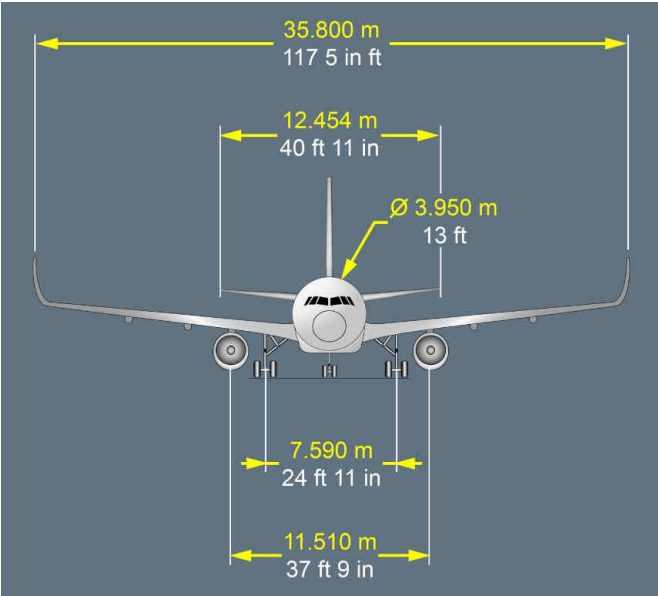
	VERTICAL TAIL PLANE	
Reference area	21.51 m²	231 ft² 77 in²
MAC (LV)	3.948 m	12 ft 11 in
Aspect ratio	1.6	
Distance from 25 %LA to 25 % LV	16.723 m	54 ft 10 in

3-VIEW DRAWING

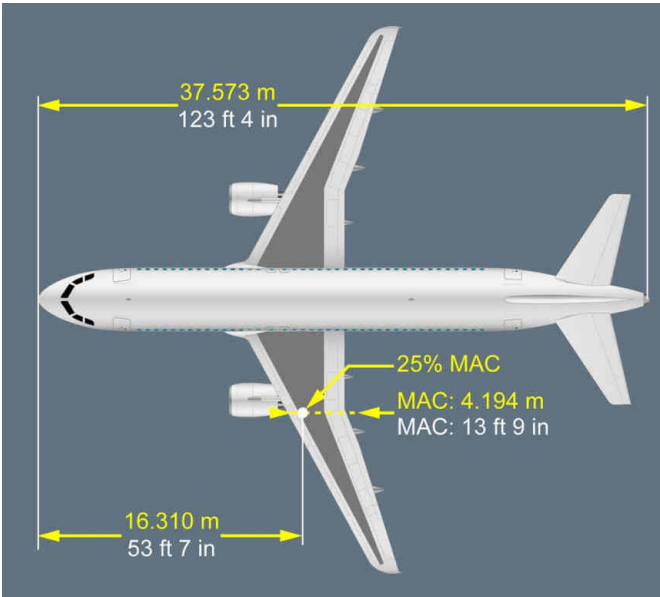
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Criteria: (A320 and (160080 or 160500))

APPROVED

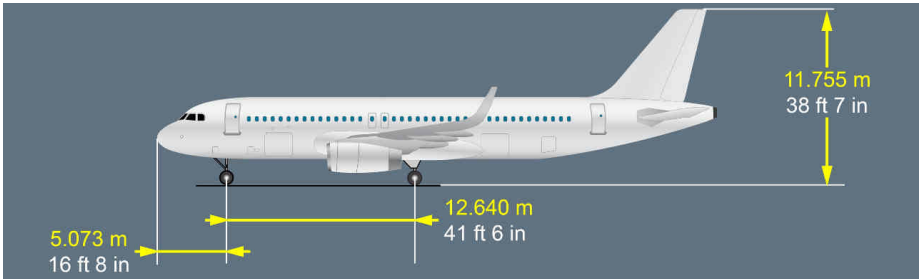
Front View



Top View



Side View



	WING	
Reference area	122.4 m ²	1 317 ft ² 72 in ²
Root chord	6.074 m	19 ft 11 in
MAC (LA)	4.194 m	13 ft 9 in
Aspect ratio	9.396	

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	GENERAL 3-VIEW DRAWING
---	---

	HORIZONTAL TAIL PLANE	
Reference area	31 m ²	333 ft ² 98 in ²
MAC (LH)	2.701 m	8 ft 10 in
Aspect ratio	5	
Distance from 25 %LA to 25 % LH	17.588 m	57 ft 8 in

	VERTICAL TAIL PLANE	
Reference area	21.51 m ²	231 ft ² 77 in ²
MAC (LV)	3.948 m	12 ft 11 in
Aspect ratio	1.6	
Distance from 25 %LA to 25 % LV	16.723 m	54 ft 10 in

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

GENERAL

3-VIEW DRAWING

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LIMITATIONS

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS PRELIMINARY PAGES TABLE OF CONTENTS
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A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

LIMITATIONS

PRELIMINARY PAGES

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS GENERAL
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INTRODUCTION

Ident.: LIM-GEN-00006957.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

This aircraft must be operated in compliance with the limitations given in this chapter. When operating in accordance with an approved appendix or supplement to this AFM, these limitations apply, unless amended by such appendix or supplement.

KIND OF OPERATIONS

Ident.: LIM-GEN-00006958.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The aircraft is certified in the public transport category (passengers and freight) for day and night operations, in the following conditions, when the appropriate equipment and instruments required by the airworthiness and operating regulations are approved, installed and in an operable condition:

- VFR and IFR
- Extended overwater flight
- Flight in icing conditions.

MINIMUM FLIGHT CREW

Ident.: LIM-GEN-00006959.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

Minimum flight crew: 2 pilots.

MAXIMUM OPERATING ALTITUDE

Ident.: LIM-GEN-00006960.0002001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (SA and 30748)	

Slats and flaps retracted: 39 800 ft.

This is the maximum altitude at which it is possible to maintain cabin pressure altitude below 8 000 ft.

Slats and/or flaps extended: 20 000 ft.

MANEUVER LIMIT LOAD FACTORS

Ident.: LIM-GEN-00006961.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

Slats and flaps retracted: -1 to +2.5 g.

Slats and/or flaps extended: 0 to +2.0 g.

ICING CONDITIONS DEFINITION

Ident.: LIM-GEN-00009165.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Icing conditions exist when the OAT on the ground and for takeoff, or when TAT in flight, is 10 °C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).

Icing conditions also exist on the ground and for takeoff when the OAT is 10 °C or below when operating on ramps, taxiways, or runways where surface snow, standing water, or slush may be ingested by the engines or freeze on engines, nacelles, or engine sensor probes.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS WEIGHTS AND LOADING
--	--

GENERAL

Ident.: LIM-WGHT-00016450.0011001 / 11 AUG 17	APPROVED
Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292))	

The aircraft is certified with multiple weight variants. This certification is not an operational approval for the Operators. The Operators must obtain the operational approval from the appropriate local authorities.

The aircraft is operated with only one weight configuration. The applicable Maximum Takeoff Weight (MTOW) and Maximum Landing Weight (MLW) are indicated on the placard located on the center pedestal or indicated by any other means approved by the authorities.

ESTABLISHMENT OF AIRCRAFT NOISE CERTIFICATE
--

Ident.: LIM-WGHT-00021337.0007001 / 11 AUG 17	APPROVED
Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292))	

To establish the aircraft noise certificate:

- The weights which must be taken into account for the determination of the certified regulatory noise levels are determined by the appropriate authority of the state of registration.
- The certified regulatory noise levels can be found in the noise certification documentation (e.g. EASA Form 45 noise certificate) issued by the appropriate authority of the state of registration. The APPENDICES AND SUPPLEMENTS chapter of this AFM (*Refer to APP-NOI General*) provides also data on the approved external noise levels.

WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006860.0041001 / 23 NOV 09	APPROVED
Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and (23264 and 23900))	

Weight Variant : WV 10		
Maximum Taxi Weight	77 400 kg	170 637 lb
Maximum Takeoff Weight (MTOW)	77 000 kg	169 755 lb
Maximum Landing Weight (MLW)	64 500 kg	142 198 lb
Maximum Zero Fuel Weight (MZFW)	61 000 kg	134 481 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:
1. Refer to LIM-WGHT Center of Gravity Envelope.
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

LIMITATIONS

WEIGHTS AND LOADING

WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006860.0044001 / 23 NOV 09

APPROVED

Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 30479)

Weight Variant : WV 12		
Maximum Taxi Weight	77 400 kg	170 637 lb
Maximum Takeoff Weight (MTOW)	77 000 kg	169 755 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:**
1. Refer to LIM-WGHT Center of Gravity Envelope.
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006860.0119001 / 11 AUG 17

APPROVED

Criteria: (SA and (150960 or 153317 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31839 or 33212 or 34251 or 35426 or 35735 or 36290 or 36438 or 36584 or 37310 or 38237 or 38238 or 38948 or 39281))

The aircraft is certified for operations with one of the following weight configurations:

Operational Weight Designation	Weight Limitations
Operational Weight 1 (OW1)	Refer to LIM-WGHT OW1 - Weight Limitations
Operational Weight 2 (OW2)	Refer to LIM-WGHT OW2 - Weight Limitations

WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006860.0120001 / 11 AUG 17

APPROVED

Criteria: (SA and (33713 or 35311 or 35325 or 36331 or 37259 or 38519))

The aircraft is certified for operations with one of the following weight configurations:

Operational Weight Designation	Weight Limitations
Operational Weight 1 (OW1)	Refer to LIM-WGHT OW1 - Weight Limitations
Operational Weight 2 (OW2)	Refer to LIM-WGHT OW2 - Weight Limitations
Operational Weight 3 (OW3)	Refer to LIM-WGHT OW3 - Weight Limitations

CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00006861.0044001 / 23 NOV 09

APPROVED

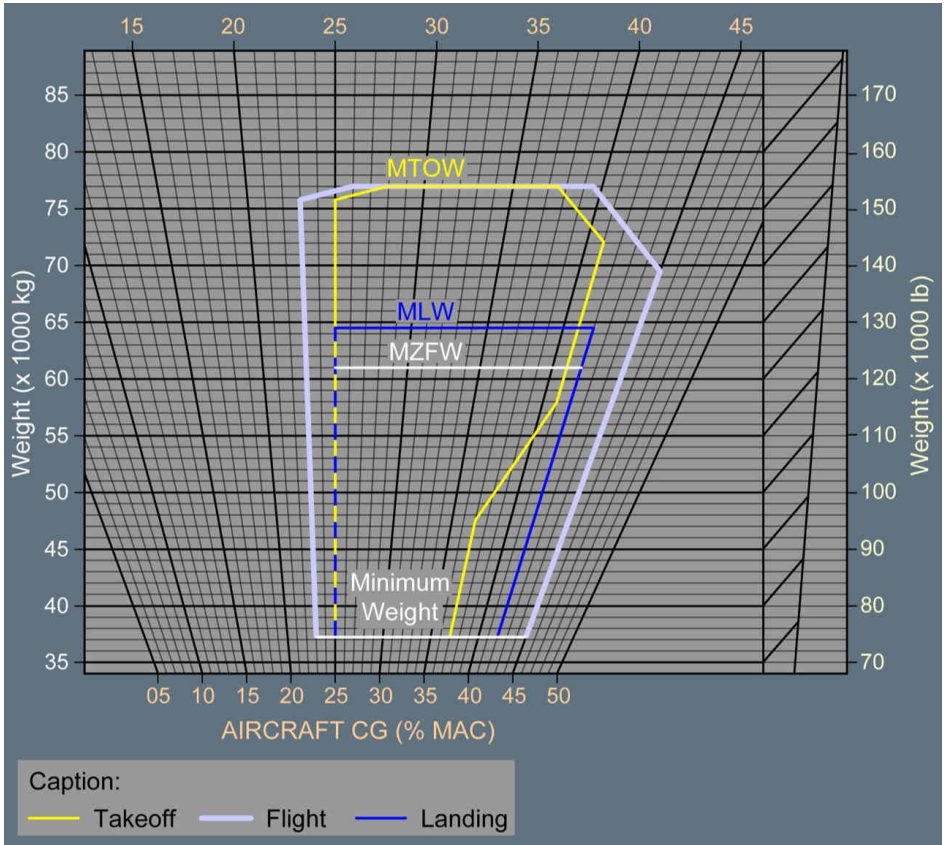
Criteria: ((320-214 or 320-233) and (23264 and 23900))

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

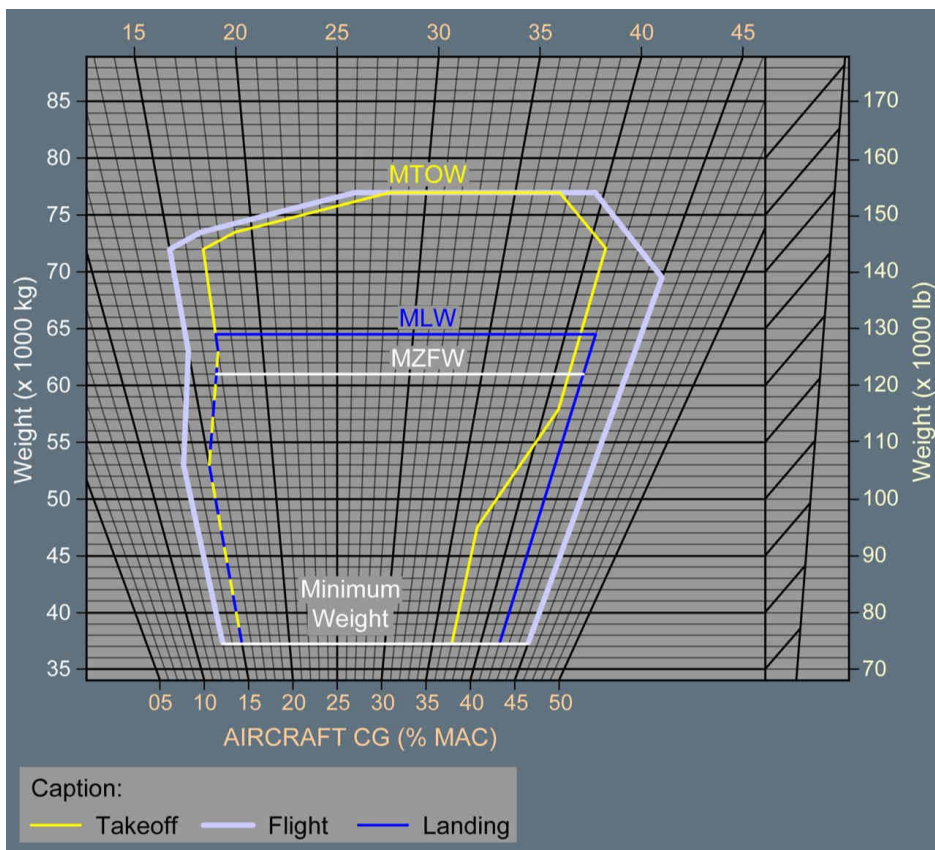
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 10



Extended Forward CG Envelope WV 10



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00006861.0050001 / 23 NOV 09

APPROVED

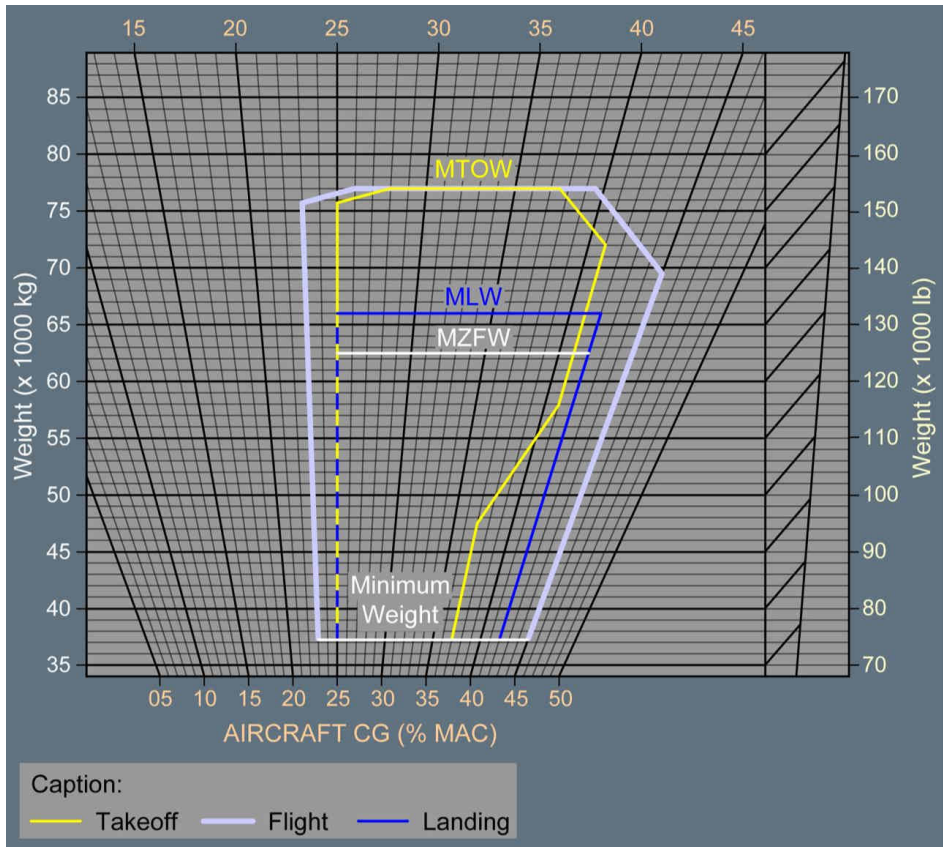
Criteria: ((320-214 or 320-233) and 30479)

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

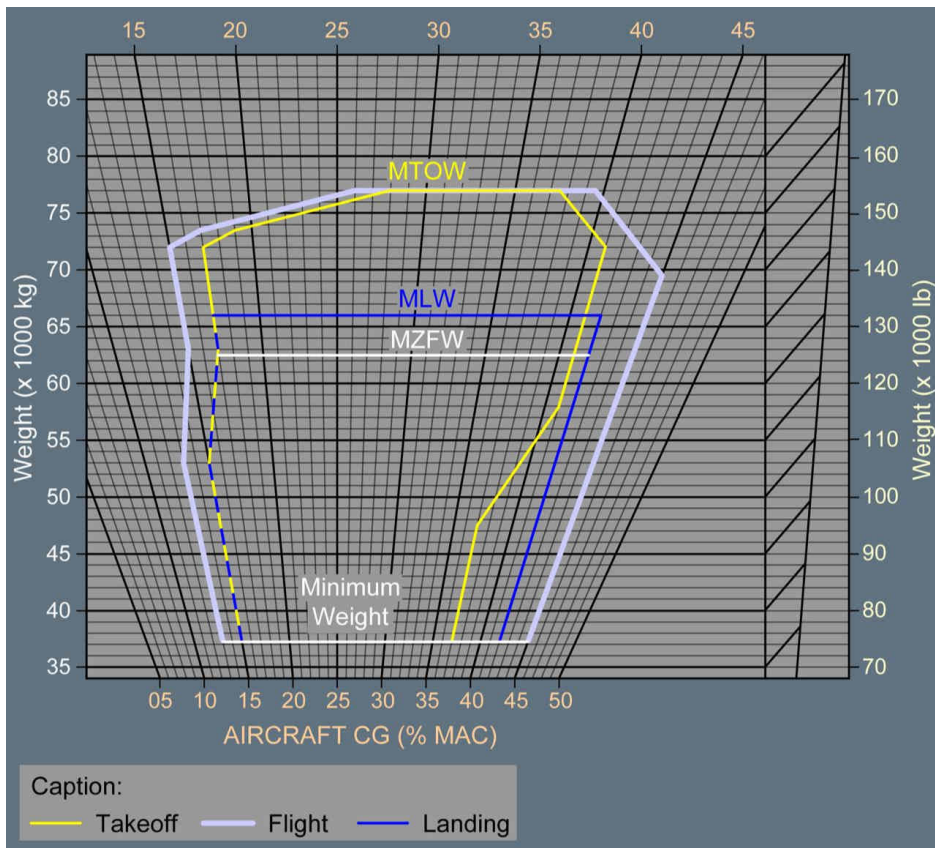
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 12



Extended Forward CG Envelope WV 12



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. Refer to PERF-OCTO Performance Database

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS WEIGHTS AND LOADING
--	--

OW1 - WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006862.0019001 / 23 NOV 09	APPROVED
Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311)	

Weight Variant : WV 16		
Maximum Taxi Weight	73 900 kg	162 921 lb
Maximum Takeoff Weight (MTOW)	73 500 kg	162 039 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:
1. Refer to LIM-WGHT OW1 - Center of Gravity Envelope
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

OW1 - WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006862.0021001 / 23 NOV 09	APPROVED
Criteria: ((320-211 or 320-212 or 320-214 or 320-216 or 320-231 or 320-232 or 320-233) and 35735)	

Weight Variant : WV 16		
Maximum Taxi Weight	73 900 kg	162 921 lb
Maximum Takeoff Weight (MTOW)	73 500 kg	162 039 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:
1. Refer to LIM-WGHT OW1 - Center of Gravity Envelope
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

OW1 - CENTER OF GRAVITY ENVELOPE

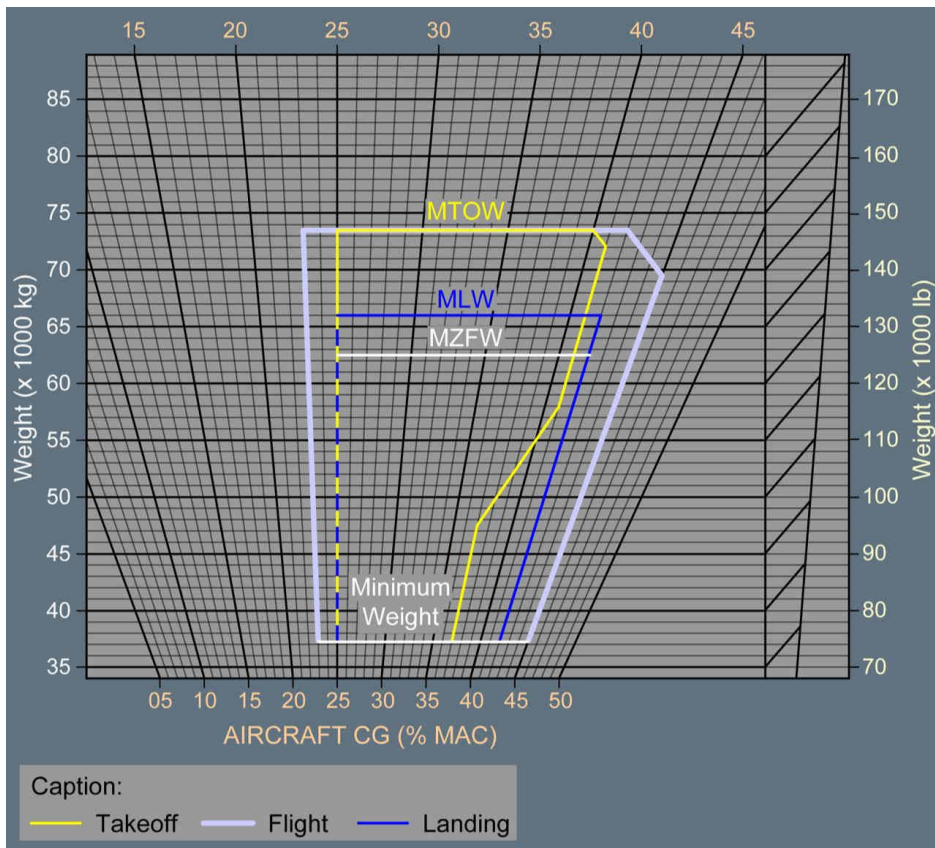
Ident.: LIM-WGHT-00006863.0065001 / 23 NOV 09	APPROVED
Criteria: ((320-214 or 320-233) and 35311)	

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

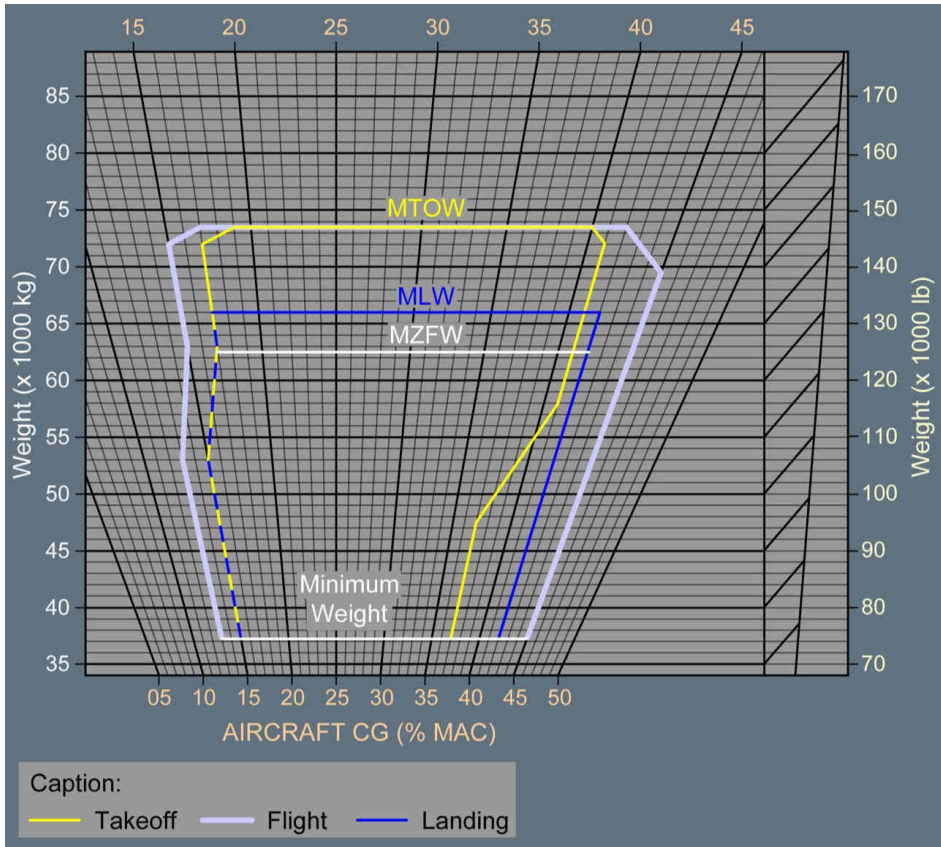
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 16



Extended Forward CG Envelope WV 16



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

OW1 - CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00006863.0075001 / 23 NOV 09
Criteria: ((320-214 or 320-216 or 320-233) and 35735)

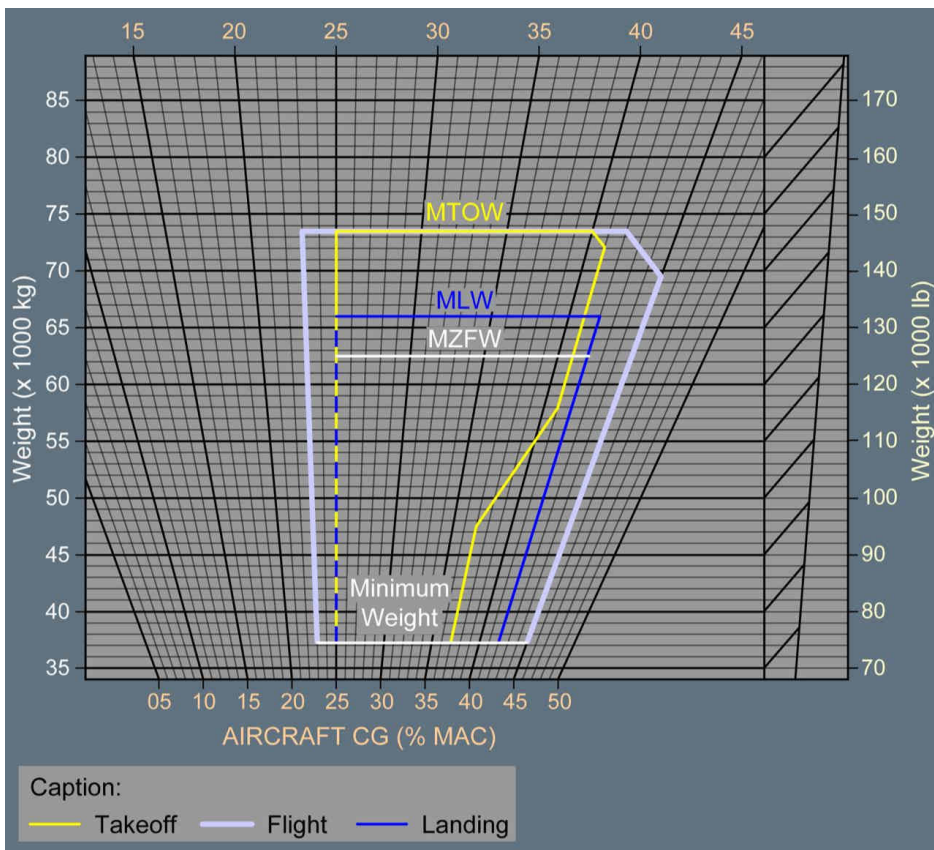
APPROVED

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

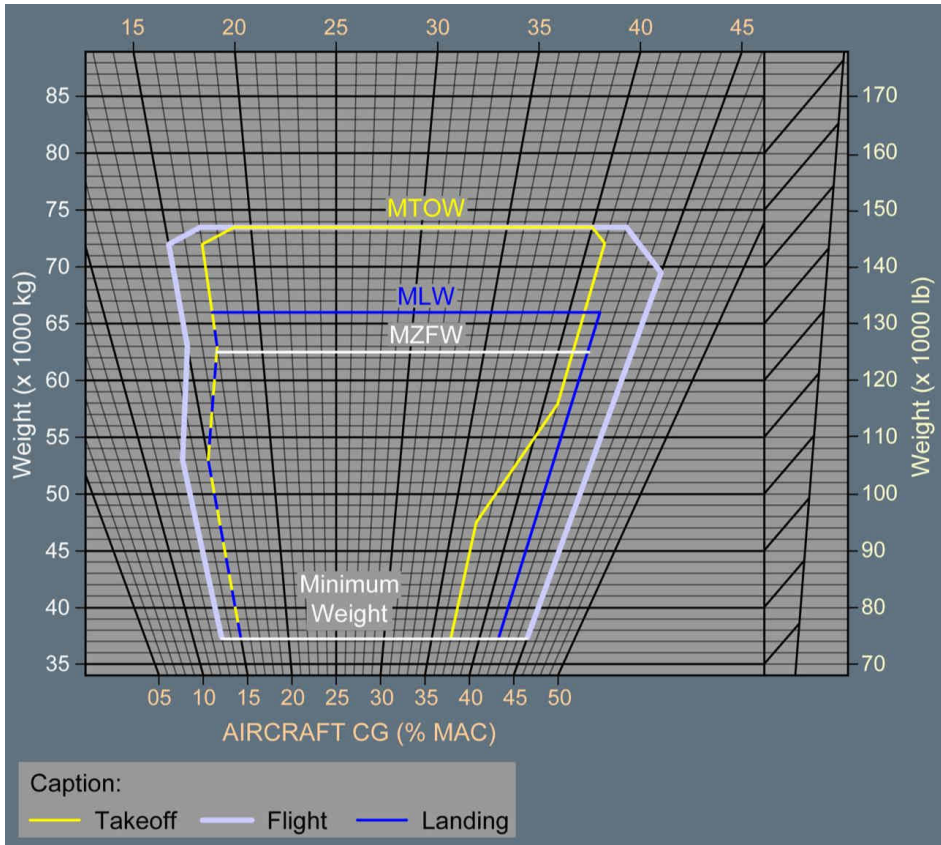
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 16



Extended Forward CG Envelope WV 16



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

LIMITATIONS WEIGHTS AND LOADING

OW2 - WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006864.0019001 / 23 NOV 09

APPROVED

Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311)

Weight Variant : WV 11		
Maximum Taxi Weight	75 900 kg	167 330 lb
Maximum Takeoff Weight (MTOW)	75 500 kg	166 448 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:
1. Refer to LIM-WGHT OW2 - Center of Gravity Envelope
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

OW2 - WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006864.0021001 / 23 NOV 09

APPROVED

Criteria: ((320-211 or 320-212 or 320-214 or 320-216 or 320-231 or 320-232 or 320-233) and 35735)

Weight Variant : WV 11		
Maximum Taxi Weight	75 900 kg	167 330 lb
Maximum Takeoff Weight (MTOW)	75 500 kg	166 448 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

- Note:
1. Refer to LIM-WGHT OW2 - Center of Gravity Envelope
 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

OW2 - CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00006865.0065001 / 23 NOV 09

APPROVED

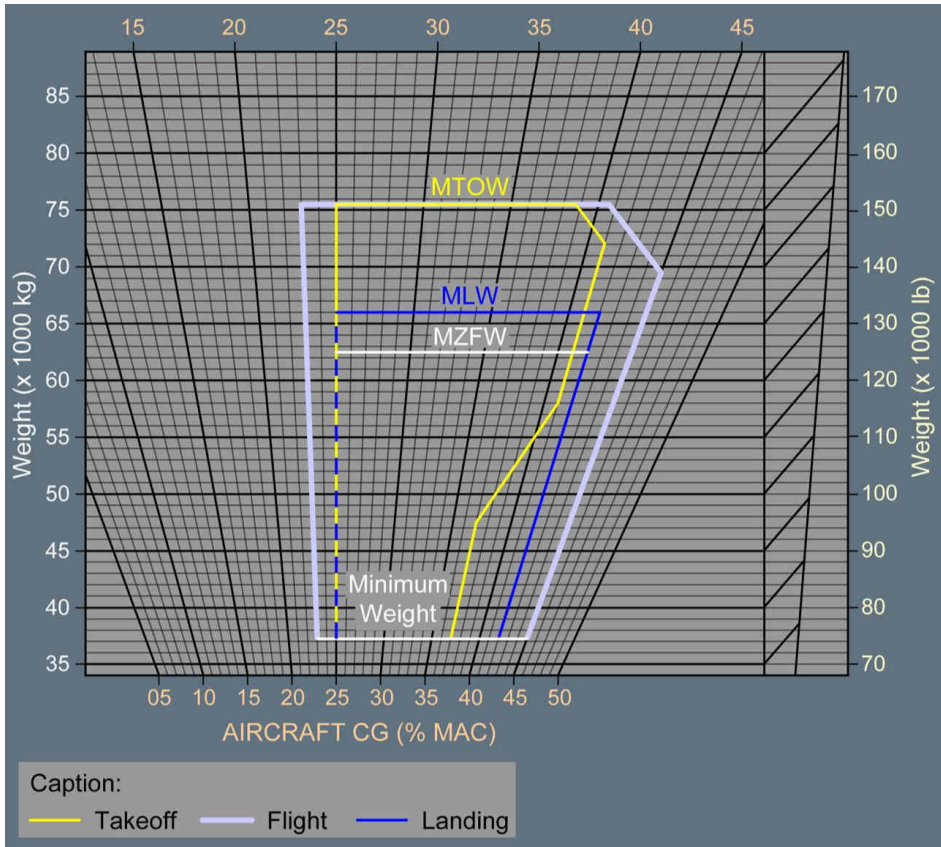
Criteria: ((320-214 or 320-233) and 35311)

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

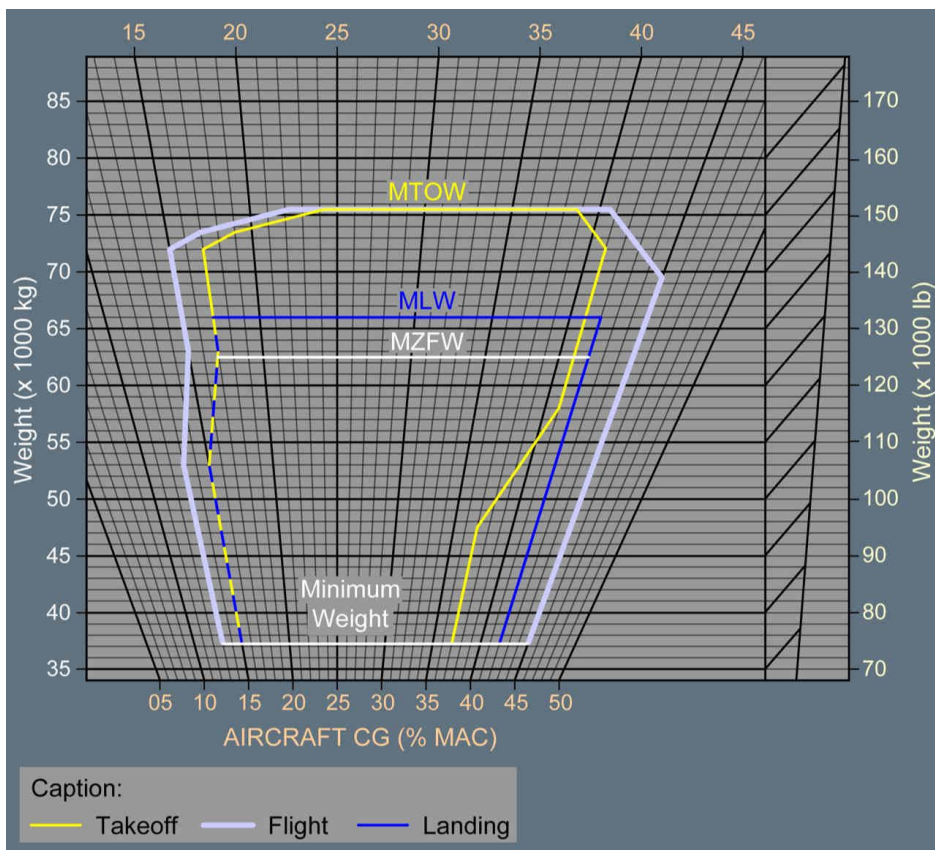
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 11



Extended Forward CG Envelope WV 11



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

OW2 - CENTER OF GRAVITY ENVELOPE

Ident.: LIM-WGHT-00006865.0075001 / 23 NOV 09
Criteria: ((320-214 or 320-216 or 320-233) and 35735)

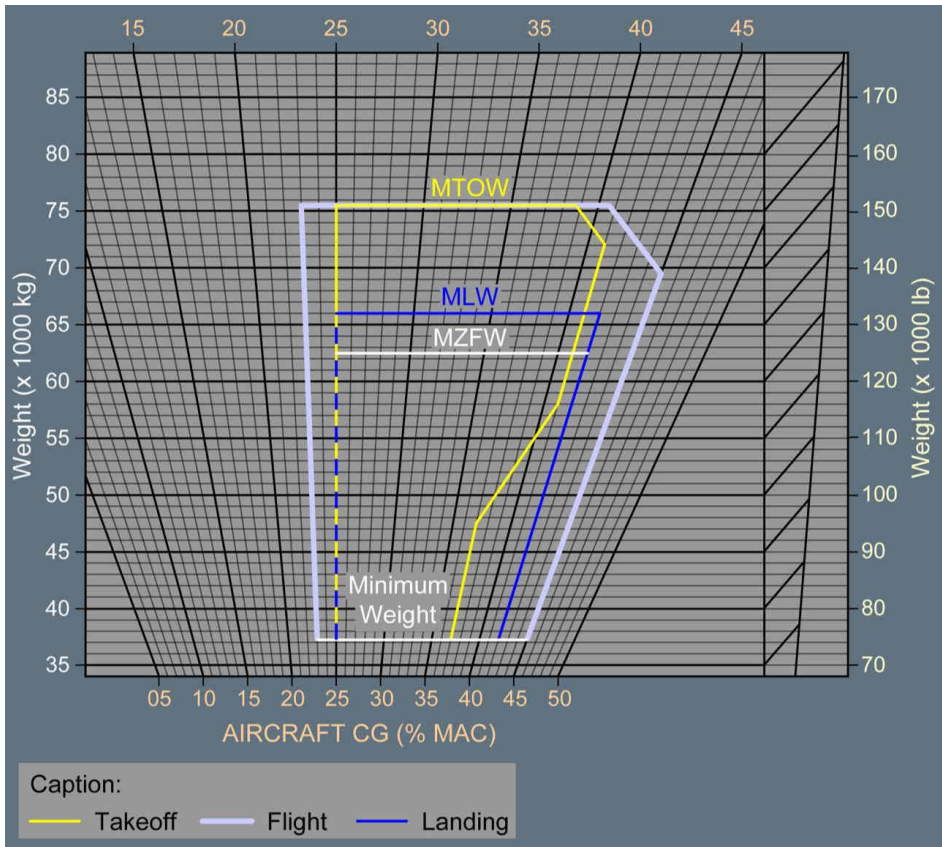
APPROVED

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

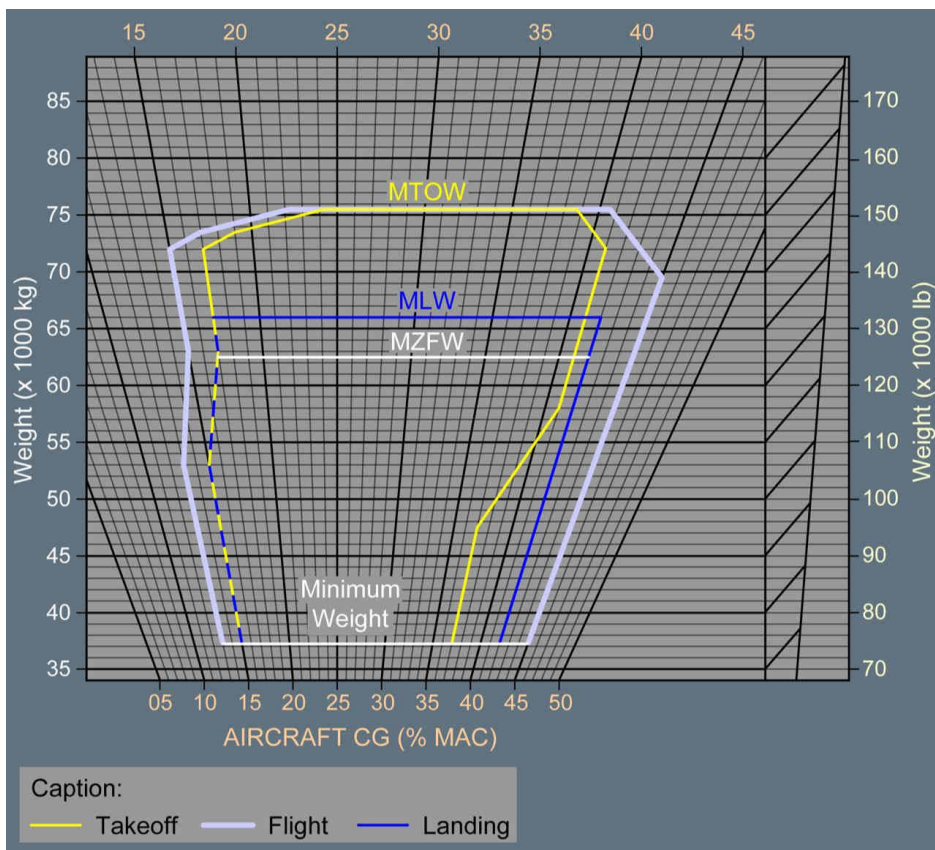
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 11



Extended Forward CG Envelope WV 11



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS WEIGHTS AND LOADING
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OW3 - WEIGHT LIMITATIONS

Ident.: LIM-WGHT-00006866.0007001 / 23 NOV 09	APPROVED
Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and 35311)	

Weight Variant : WV 12		
Maximum Taxi Weight	77 400 kg	170 637 lb
Maximum Takeoff Weight (MTOW)	77 000 kg	169 755 lb
Maximum Landing Weight (MLW)	66 000 kg	145 505 lb
Maximum Zero Fuel Weight (MZFW)	62 500 kg	137 788 lb
Minimum Weight	37 230 kg	82 079 lb

Note: 1. Refer to LIM-WGHT OW3 - Center of Gravity Envelope

 2. The maximum weight limits also depend on the center of gravity and may be lower than the values given in the above table.

OW3 - CENTER OF GRAVITY ENVELOPE

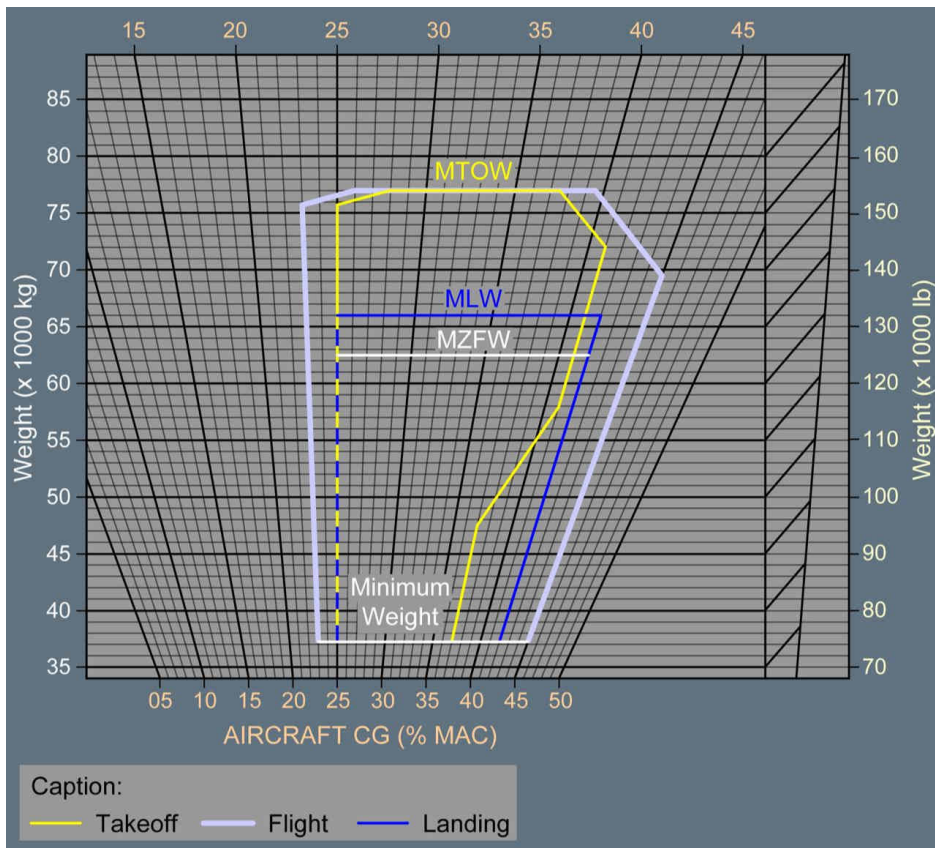
Ident.: LIM-WGHT-00006867.0023001 / 23 NOV 09	APPROVED
Criteria: ((320-214 or 320-233) and 35311)	

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*

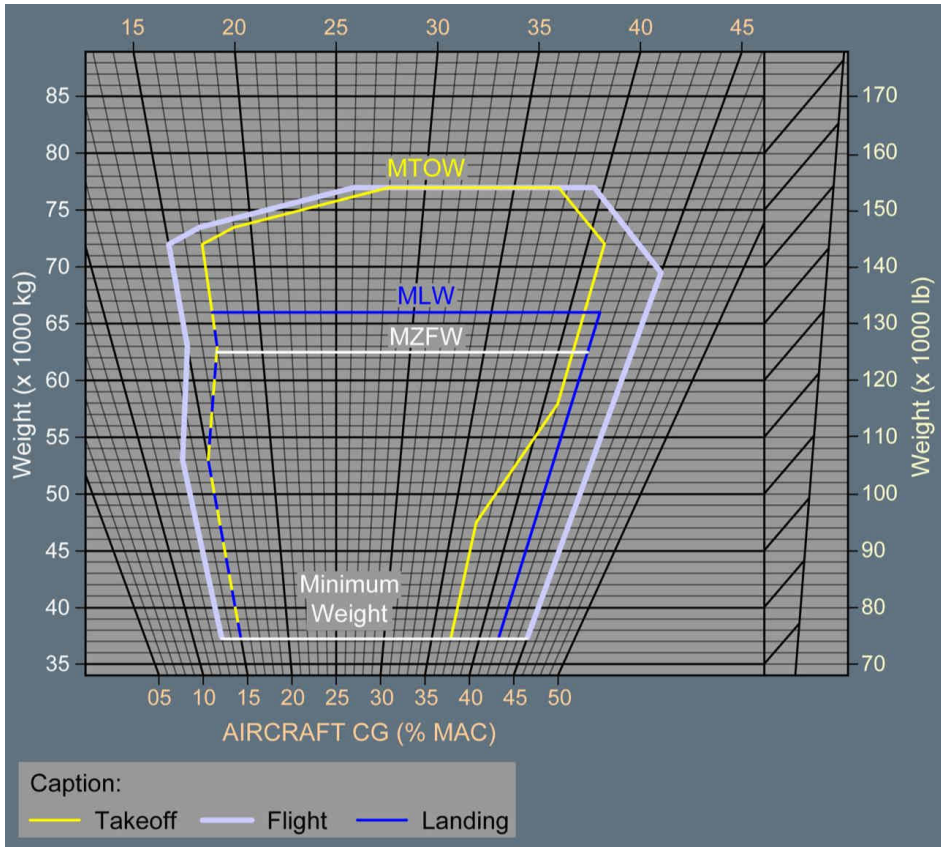
Takeoff and landing CG limits are given for landing gear down configuration.

Flight CG limits are given for landing gear up configuration.

Basic CG Envelope WV 12



Extended Forward CG Envelope WV 12



When the CG is outside of the basic CG envelope, but within the Extended forward CG envelope, the corresponding performance data is obtained by selecting EXTENDED FORWARD CG in the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision. *Refer to PERF-OCTO Performance Database*

PERFORMANCE LIMITATIONS

Ident.: LIM-WGHT-00006962.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Maximum Takeoff Weight (MTOW) and Maximum Landing Weight (MLW) may be reduced by performance requirements of PERFORMANCE and or SUPPLEMENTARY PERFORMANCE chapters of this AFM related to :

- Climb performance (first and second segment, final takeoff, en route, approach and landing)
- Available runway length (takeoff and landing)
- Obstacle clearance (takeoff and en route)
- Brake energy limit (observe brake temperature warning (300 °C))
- Tire speed.

LOADING

Ident.: LIM-WGHT-00006963.0001001 / 04 JUL 19

APPROVED

Criteria: SA

The aircraft must be loaded in accordance with the loading instructions given in the Weight and Balance Manual (WBM). *Refer to WBM/CTL-LIM-INT Introduction.*

LANDING GEAR LIMITATION

Ident.: LIM-WGHT-00006964.0001001 / 23 NOV 09

APPROVED

Criteria: ((320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233) and (23264 or 30479))

- **When the takeoff weight is higher than 76 000 kg (167 549 lb) :**

Do not exceed a maximum taxiing speed of 20 kt during a turn.

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AIRSPEEDS
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VMO/MMO

Ident.: LIM-SPD-00007065.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

MAXIMUM OPERATING LIMIT SPEED (VMO/MMO)

VMO = 350 kt IAS

MMO = M 0.82

This limit must not be intentionally exceeded in any flight regime.

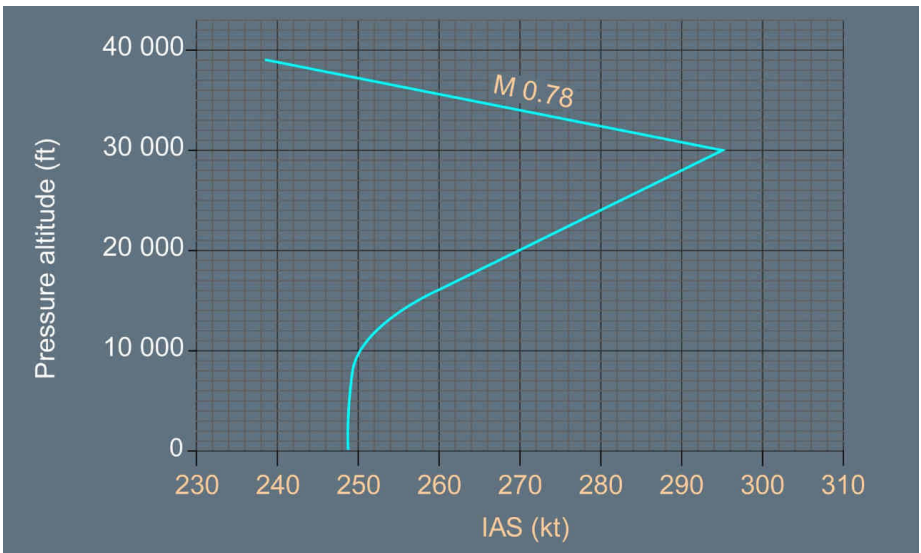
VA

Ident.: LIM-SPD-00007319.0002001 / 23 NOV 09	<u>APPROVED</u>
Criteria: 320-200	

MAXIMUM DESIGN MANEUVERING SPEED (VA)

Note: This limitation only applies in alternate or direct flight control laws.

VA



If alternate or direct law is active:

- Full ailerons and rudder application should be confined to speeds below VA
- Manoeuvres involving angle of attack near stall should be confined to speeds below VA.

CAUTION

Rapid and large alternating control inputs, especially in combination with large changes in pitch, roll or yaw (e.g. large sideslip angles) may result in structural failures at any speed, even below VA.

VFE

Ident.: LIM-SPD-00006883.0001001 / 23 NOV 09

APPROVED

Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-100)

MAXIMUM SLATS/FLAPS EXTENDED SPEEDS OR OPERATING SPEEDS (VFE)

Flight Phase	Slats Position	Flaps Position	Flaps Lever Position	VFE
Intermediate approach	18 °	0 °	1	230 kt IAS
Takeoff 1+F	18 °	10 °	1	215 kt IAS
Approach and takeoff	22 °	15 °	2	200 kt IAS
Approach, takeoff and landing	22 °	20 °	3	185 kt IAS
Landing	27 °	35 °	FULL	177 kt IAS

VLO AND VLE/MLE

Ident.: LIM-SPD-00007317.0001001 / 23 NOV 09

APPROVED

Criteria: SA

MAXIMUM SPEED DURING LANDING GEAR EXTENSION

VLO = 250 kt IAS

MAXIMUM SPEED DURING LANDING GEAR RETRACTION

VLO = 220 kt IAS

MAXIMUM SPEED WITH LANDING GEAR LOCKED DOWN

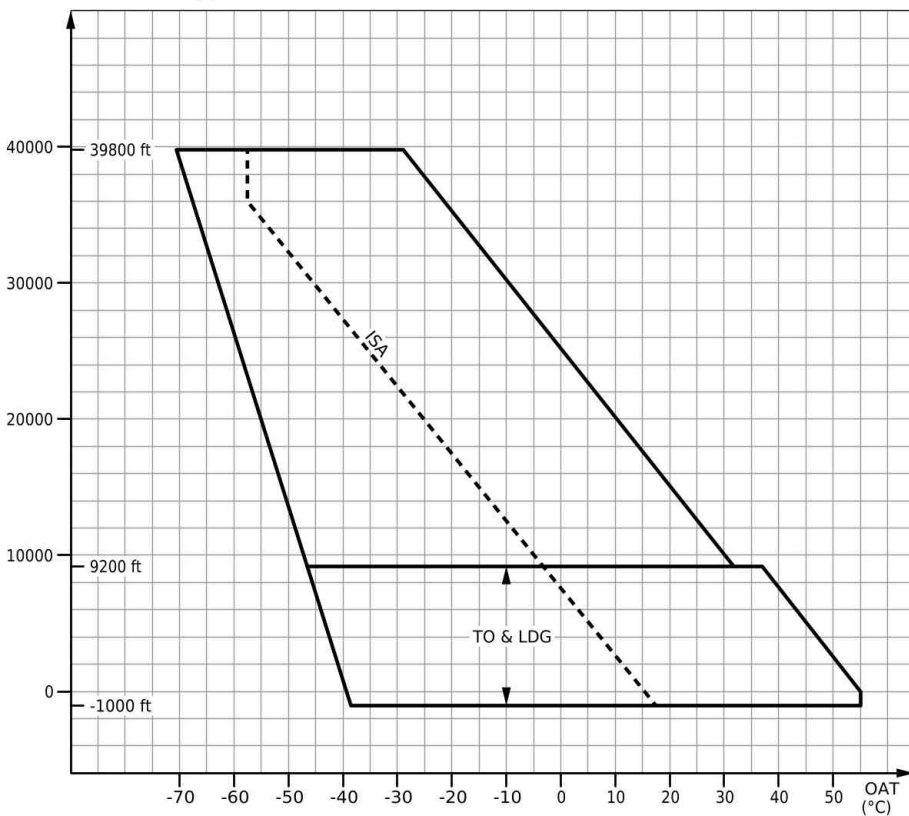
VLE/MLE = 280 kt IAS / M 0.67

ENVIRONMENTAL ENVELOPE

Ident.: LIM-OPS-00006919.0003001 / 23 NOV 09
Criteria: ((320-214 or 320-232 or 320-233) and 30748)

APPROVED

PRESSURE ALTITUDE (ft)



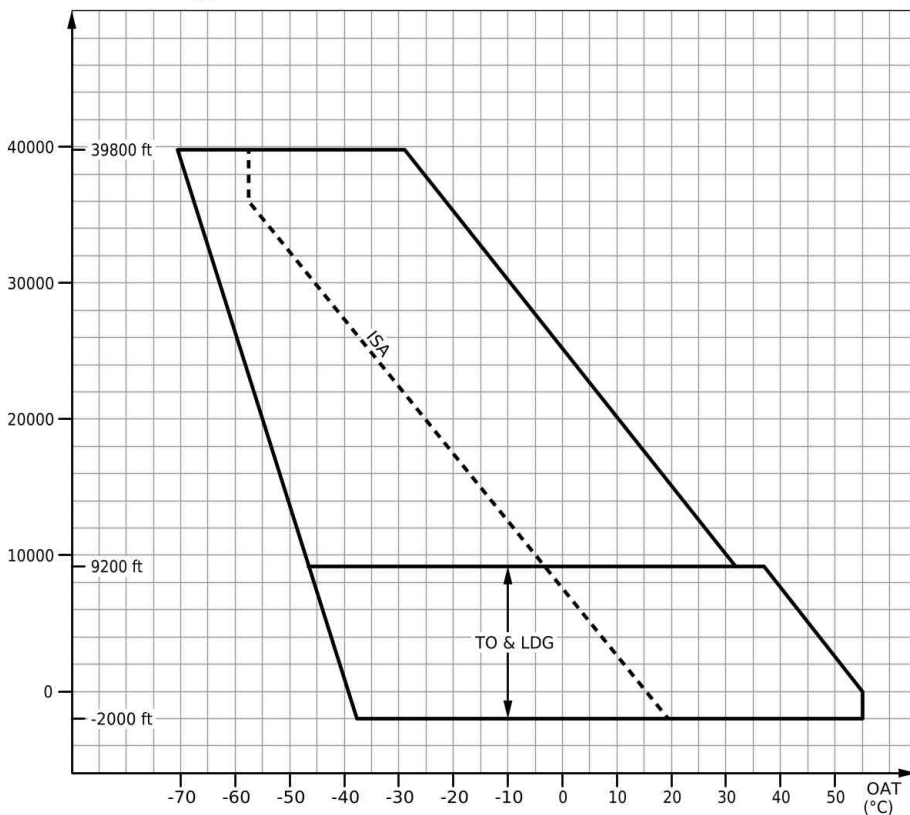
ENVIRONMENTAL ENVELOPE

Ident.: LIM-OPS-00006919.0007001 / 23 NOV 09

Criteria: ((320-214 and (30748 and 33323)) or (320-215 or 320-216))

APPROVED

PRESSURE ALTITUDE (ft)



TAILWIND

Ident.: LIM-OPS-00007309.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Maximum tailwind for takeoff and landing: 10 kt

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS OPERATIONAL PARAMETERS
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RUNWAY SLOPE

Ident.: LIM-OPS-00007310.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
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Maximum mean runway slope: $\pm 2 \%$

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS TOWING AND TAXIING
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MANEUVERS ON GROUND

Ident.: LIM-09-00007357.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

During towing, $\pm 85^\circ$ of nosewheel travel must not be exceeded.

Note: *Mechanical stop is designed at $\pm 95^\circ$ of nosewheel travel.*

TOWBARLESS OPERATIONS

Ident.: LIM-09-00007358.0001001 / 23 OCT 18	<u>APPROVED</u>
Criteria: SA	

Towbarless operations on nose landing gear (towing and pushback) are approved provided the towbarless towing operations are performed in compliance with appropriate operational requirements, using towbarless towing vehicles that are qualified and operated to preclude damage to the aircraft nosewheel steering system, or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for the Airbus A318/A319/A320/A321 aircraft are listed in Airbus WISE In-Service Information ISI 09.11.00001.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AIR COND/PRESS/VENT
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CABIN PRESSURIZATION

Ident.: LIM-21-00007261.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

Maximum safety relief differential pressure: 8.6 PSI (600 hPa).

Maximum negative differential pressure: -1 PSI (-70 hPa).

Note: *The ram air inlet must only be opened when the cabin differential pressure is less than +1 PSI (70 hPa).*

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

LIMITATIONS

AIR COND/PRESS/VENT

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AUTO FLIGHT SYSTEM FLIGHT MANAGEMENT SYSTEM
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GENERAL

Ident.: LIM-22-FMS-00009567.0002001 / 23 NOV 09	APPROVED
Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))	

The FMGS lateral and vertical navigation has been certified for after takeoff, en route and terminal area operations, and for instrument approach procedures (except ILS, LOC, LOC-BC, LDA, SDF, GLS and MLS) and missed approach procedures.

Approval of the FMGS is based on the assumption that the navigation database has been validated for intended use. The airworthiness approval does not account for database accuracy or compatibility.

Obstacle clearance and adherence to airspace constraints remains a flight crew responsibility.

Fuel, time predictions/performance information is provided for advisory purpose only.

For instrument procedures not coded in the WGS-84 coordinate system, the GPS must be deselected, unless the shift between the local coordinate system and the WGS-84 is found acceptable for the intended operation.

Note: 1. *The assessment of this shift can be done:*

- *In flight, monitoring the navaid raw data in non RNAV procedures*
- *On ground, performing a GPS survey of the procedure waypoints.*

2. *RNAV (GPS) and RNP RNAV approach procedures require WGS-84 coordinates and GPS PRIMARY.*

AIRWORTHINESS STANDARDS COMPLIANCE

Ident.: LIM-22-FMS-00009568.0016001 / 13 MAR 17	APPROVED
Criteria: (((A319 or A320 or A321) and ((31896 or 31897) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))) or ((A319 or A320 or A321) and ((32401 or 32402 or 32475 or 32929) and (26485 or 26999 or 28382 or 30241 or 30631 or 30635))))	

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

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

The FMGS also complies with the airworthiness part of:

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

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

NAVIGATION PERFORMANCE

Ident.: LIM-22-FMS-00009569.0003001 / 23 NOV 09

APPROVED

Criteria: (((A319 or A320 or A321) and ((31896 or 31897 or 32475 or 32929) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)))) or ((A319 or A320 or A321) and ((32401 or 32402) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))))

● With GPS PRIMARY:

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

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

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

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AUTO FLIGHT SYSTEM FLIGHT MANAGEMENT SYSTEM
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● **Without GPS PRIMARY:**

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

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

USE OF NAV MODE

Ident.: LIM-22-FMS-00009570.0003001 / 02 DEC 13

APPROVED

Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))

NAV mode may be used:

- After takeoff provided:
 - GPS PRIMARY is available, or
 - FMGS takeoff updating has been checked.
- In terminal area provided:
 - GPS PRIMARY is available, or
 - HIGH accuracy is displayed and the appropriate RNP is checked or entered on the MCDU, or
 - FMS navigation is cross-checked with Navaid raw data.

NAV, or NAV and APP NAV and FINAL APP mode may be used for VOR, VOR/DME, NDB, NDB/DME or RNAV(GNSS) approach but not for ILS, LOC, LOC-BC, LDA, SDF, GLS or MLS final approach.

NON PRECISION APPROACHES WITH OEI
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Ident.: TDU / LIM-22-FMS-00009620.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Impacted DU: NONE

Belongs to TR1 Issue 1

In the case of One Engine Inoperative, the use of autopilot is not allowed to perform Non Precision Approaches in the following flight modes:

- FINAL APP
- NAV/VS
- NAV/FPA.

Note: *The use of FD in NAV mode remains authorized.*

APPROACHES

Ident.: LIM-22-FMS-00009571.0002001 / 02 DEC 13

APPROVED

Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and (31896 or 31897 or 32401 or 32402 or 32475 or 32929)))

VOR, VOR/DME, NDB or NDB/DME approach procedures may be performed, in NAV, or NAV and APP NAV and FINAL APP mode, provided AP or FD is used and:

- GPS PRIMARY is available. In this case, the reference navaid may be unserviceable, or the airborne radio equipment may be inoperative, or not installed, provided an operational approval is obtained.
- GPS PRIMARY is not available. In this case, the reference navaid and the corresponding airborne equipment are serviceable, tuned and monitored during the approach.

RNAV(GNSS) approaches may be performed, in NAV, or NAV and APP NAV and FINAL APP mode provided GPS PRIMARY is available and with AP or FD engaged.

RNAV(GNSS) approaches with LNAV/VNAV Minimum must be performed in FINAL APP mode.

Note: *The RNAV(GNSS) approach limitations and procedures must be used to fly a RNAV approach where the GPS is not required.*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AUTO FLIGHT SYSTEM FLIGHT GUIDANCE SYSTEM
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AUTOMATIC LANDING AND ROLLOUT WITH OUTDATED MAGVAR

Ident.: LIM-22-FGS-00028712.0001001 / 23 SEP 25	APPROVED
Criteria: SA	

Automatic landing and rollout operations are not permitted when the difference between the magnetic variation at a given airport, and the magnetic variation of the ADIRU installed on the aircraft is more than 3 °.

Note: The magnetic variation to be taken into account for a given airport is the most recent value provided by the local Aeronautical Information Publication (AIP).

CAT II approaches without AUTOLAND are still allowed.

AIRWORTHINESS STANDARDS COMPLIANCE

Ident.: LIM-22-FGS-00009235.0001001 / 23 NOV 09	APPROVED
Criteria: SA	

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

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

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

AUTOLAND

Ident.: LIM-22-FGS-00009238.0001001 / 02 DEC 13	APPROVED
Criteria: (A320 or A321)	

Autoland has been demonstrated:

- With CAT II and CAT III ILS beam, with ILS slope angle inside a range of -2.5 ° and -3.15 °
- For an airport that has an elevation between -1 000 ft and 2 500 ft.

Performance of ROLL OUT mode has been demonstrated on dry and wet runways.

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

AUTOLAND

Ident.: LIM-22-FGS-00009238.0003001 / 02 DEC 13
Criteria: ((320-211 or 320-212 or 320-214) and 24617)

APPROVED

Autoland has been demonstrated:

- With CAT II and CAT III ILS beam, with ILS slope angle inside a range of -2.5 ° and -3.15 °
- For an airport that has an elevation between -1 000 ft and 9 200 ft.

Performance of ROLL OUT mode has been demonstrated on dry and wet runways.

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

AUTOLAND WITH OEI

Ident.: LIM-22-FGS-00015319.0001001 / 02 DEC 13
Criteria: A320

APPROVED

Autoland with OEI is demonstrated in CONF FULL only.

MINIMUM HEIGHT FOR USE OF THE AUTOPILOT

Ident.: LIM-22-FGS-00009242.0001001 / 05 JUL 18
Criteria: (A318 or A319 or A320)

APPROVED

The autopilot can be used with the following minimum values:

At takeoff	100 ft AGL and at least 5 seconds after liftoff
In approach with FINAL APP, V/S or FPA mode	250 ft AGL
In circling approach	500 ft AGL
In ILS approach if CAT 2 or CAT 3 capability is not displayed on FMA	160 ft AGL
In ILS approach when CAT 2 or CAT 3 capability is displayed on FMA	<i>Refer to LIM-22-FGS CAT II / CAT III Operations</i>
After a manual go-around	100 ft AGL
In all other flight phases	500 ft AGL

The use of AP or FD in OPEN DES or DES mode is not permitted if FCU altitude is set below MDA/MDH or 500 ft AGL, whichever is higher.

MINIMUM HEIGHT FOR USE OF THE AUTOPILOT

Ident.: LIM-22-FGS-00009242.0006001 / 05 JUL 18
Criteria: ((318-111 or 318-112 or A319 or A320) and 30096)

APPROVED

The autopilot can be used with the following minimum values:

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS AUTO FLIGHT SYSTEM FLIGHT GUIDANCE SYSTEM
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At takeoff	100 ft AGL and at least 5 seconds after liftoff
In approach with FINAL APP, V/S or FPA mode	250 ft AGL
In circling approach	500 ft AGL
In ILS approach if CAT 2 or CAT 3 capability is not displayed on FMA	160 ft AGL
In ILS approach when CAT 2 or CAT 3 capability is displayed on FMA	<i>Refer to LIM-22-FGS CAT II / CAT III Operations</i>
In PAR approach or equivalent	250 ft AGL
After a manual go-around	100 ft AGL
In all other flight phases	500 ft AGL

The use of AP or FD in OPEN DES or DES mode is not permitted if FCU altitude is set below MDA/MDH or 500 ft AGL, whichever is higher.

CAT II / CAT III OPERATIONS

Ident.: LIM-22-FGS-00009243.0004001 / 23 NOV 09

APPROVED

Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216)

CATEGORY II AUTOMATIC APPROACH WITHOUT AUTOMATIC LANDING

Minimum decision height: 100 ft

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

Minimum height for AP disconnection: 80 ft

CATEGORY II AUTOMATIC APPROACH WITH AUTOMATIC LANDING

Minimum decision height: 100 ft

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL PASSIVE (SINGLE) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Minimum decision height: 50 ft

One autopilot at least must be engaged in APPR mode and CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL OPERATIONAL (DUAL) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Alert height: 100 ft

■ CAT III with DH:

Minimum Approach Break-off Height: 20 ft AGL based on a demonstrated height loss from when TOGA is selected in a go-around and windspeeds of 5 kt tail, 15 kt head or below.

Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

■ CAT III without DH:

Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

Minimum Runway Visual Range (RVR): 75 m

MAXIMUM WIND CONDITIONS FOR CAT II OR CAT III AUTOMATIC APPROACH OR AUTOMATIC LANDING AND AUTOMATIC ROLLOUT

Headwind: 30 kt

Tailwind: 10 kt

Crosswind: 20 kt

CAT II / CAT III OPERATIONS

Ident.: LIM-22-FGS-00009243.0009001 / 02 DEC 13

APPROVED

Criteria: (A320 and (160080 or 160500))

CATEGORY II AUTOMATIC APPROACH WITHOUT AUTOMATIC LANDING

Minimum decision height: 100 ft

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

Minimum height for AP disconnection: 80 ft

CATEGORY II AUTOMATIC APPROACH WITH AUTOMATIC LANDING

Minimum decision height: 100 ft

One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL PASSIVE (SINGLE) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Minimum decision height: 50 ft

One autopilot at least must be engaged in APPR mode and CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

CATEGORY III FAIL OPERATIONAL (DUAL) AUTOMATIC APPROACH AND AUTOMATIC LANDING

Alert height: 100 ft

■ CAT III with DH:

Minimum Approach Break-off Height: 22 ft AGL based on a demonstrated height loss from when TOGA is selected in a go-around and windspeeds of 5 kt tail, 15 kt head or below.

Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

■ **CAT III without DH:**

Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.

Minimum Runway Visual Range (RVR): 75 m

MAXIMUM WIND CONDITIONS FOR CAT II OR CAT III AUTOMATIC APPROACH OR AUTOMATIC LANDING WITHOUT AUTOMATIC ROLLOUT

Headwind: 30 kt

Tailwind: 10 kt

Crosswind: 20 kt

MAXIMUM WIND CONDITIONS FOR AUTOMATIC ROLLOUT

Headwind: 30 kt

Tailwind: 10 kt

Crosswind: 15 kt

AUTOMATIC ROLLOUT LIMITATION: USE OF REVERSE

With one engine inoperative or one thrust reverser inoperative, the use of the remaining thrust reverser is permitted provided:

- No more than idle reverser thrust is used, and
- Maximum wind conditions for automatic rollout are applied.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS COMMUNICATIONS
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CVR - ATC DATALINK RECORDING FUNCTION
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Ident.: LIM-23-00015714.0001001 / 14 JAN 15 Criteria: (SA and 151943)	<u>APPROVED</u>
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The datalink recording function of the Cockpit Voice Recorder (CVR) system has been demonstrated to comply with:

- EASA and FAA airworthiness requirements (Certification Basis as applicable to this Aircraft Type),
- EU OPS COMMISSION REGULATION No 965/2012 by applying the EASA AMC1 CAT.IDE.A.195, and
- FAR Parts 121, 125, 129 and 135 by applying FAA AC 20-160.

All above regulations require the recording function of the ATC datalink applications as given in LIMITATIONS chapter of this manual (*Refer to LIM-46 FANS - ATC Datalink Application System*).

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LIMITATIONS
COMMUNICATIONS

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS ELECTRICAL POWER
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ELECTRICAL

Ident.: LIM-24-00007263.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
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Maximum continuous load per generator (100 %): 90 KVA
Maximum continuous load per TRU: 200 A

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS EQUIPMENT FURNISHING
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IN-SEAT POWER SUPPLY SYSTEM (ISPSS)
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Ident.: LIM-25-00007265.0001001 / 23 NOV 09 Criteria: (SA and (27230 or 28777 or 30339 or 31090 or 32228))	<u>APPROVED</u>
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The In-Seat Power Supply System (ISPSS) for Portable Electronic Devices (PED carried by the passengers) must be turned off during takeoff and landing. The airworthiness approval of the ISPSS for PED does not constitute an operational approval to connect a PED to the system. Such authorization must be obtained by the operator from the appropriate authorities.

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LIMITATIONS
EQUIPMENT FURNISHING

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS FUEL
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FUEL AND ADDITIVE SPECIFICATIONS

Ident.: LIM-28-00007246.0001001 / 20 OCT 20	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

The fuel system has been certified with: JET A1, JET B, JP4, JET A, JP5, JP8, RT, TS-1 and N° 3 JET.

Note: See Airbus Consumable Material List (CML) Part 1 / S01-Fuels at the latest issue for approved fuel specifications.

USABLE FUEL

Ident.: LIM-28-00007246.0003001 / 23 NOV 09	APPROVED
Criteria: (A318 or A319 or 320-200)	

Fuel loading varies with specific fuel gravity without any fuel weight limitation.

Tanks	Fuel Quantity	
2 Wing Tanks	15 609 l	4 123 US Gal
1 Center Tank	8 250 l	2 179 US Gal
Total	23 859 l	6 303 US Gal

Tanks	Fuel Specific Gravity	
	0.80 kg/l	6.676 lb/US Gal
	Fuel Weight	
2 Wing Tanks	12 487 kg	27 525 lb
1 Center Tank	6 600 kg	14 547 lb
Total	19 087 kg	42 078 lb

Note: When the quantity indications reach "zero" the remaining fuel cannot safely be used.

WARNING Takeoff on center tank feeding is prohibited.
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USABLE FUEL

Ident.: LIM-28-00007246.0016001 / 23 NOV 09	APPROVED
Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 37331)	

Fuel loading varies with specific fuel gravity without any fuel weight limitation.

Tanks	Fuel Quantity	
2 Wing Tanks	15 959 l	4 216 US Gal
1 Center Tank	8 250 l	2 179 US Gal
Total	24 209 l	6 396 US Gal

LIMITATIONS

FUEL

Tanks	Fuel Specific Gravity	
	0.80 kg/l	6.676 lb/US Gal
	Fuel Weight	
2 Wing Tanks	12 767 kg	28 148 lb
1 Center Tank	6 600 kg	14 547 lb
Total	19 367 kg	42 699 lb

Note: When the quantity indications reach "zero" the remaining fuel cannot safely be used.

WARNING Takeoff on center tank feeding is prohibited.

USABLE FUEL

Ident.: LIM-28-00007248.0025001 / 02 DEC 13

APPROVED

Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and (160001 and 37331))

Fuel loading varies with specific fuel gravity without any fuel weight limitation.

Tanks	Fuel Quantity	
2 Wing Tanks	15 918 l	4 205 US Gal
1 Center Tank	8 248 l	2 179 US Gal
Total	24 166 l	6 384 US Gal

Tanks	Fuel Specific Gravity	
	0.80 kg/l	6.676 lb/US Gal
	Fuel Weight	
2 Wing Tanks	12 734 kg	28 072 lb
1 Center Tank	6 598 kg	14 547 lb
Total	19 332 kg	42 619 lb

Note: When the quantity indications reach "zero" the remaining fuel cannot safely be used.

WARNING Takeoff on center tank feeding is prohibited.

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS FUEL
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FUEL IMBALANCE

Ident.: LIM-28-00007254.0015001 / 11 AUG 17

APPROVED

Criteria: (A319 or A320)

FUEL IMBALANCE AT TAKEOFF

INNER TANKS (OUTER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	500 kg (1 102 lb)
3 000 kg (6 613 lb)	1 050 kg (2 314 lb)
1 450 kg (3 196 lb)	1 450 kg (3 196 lb)

With linear interpolation between these values.

OUTER TANKS (INNER BALANCED)

Maximum Asymmetry	370 kg (815 lb)
--------------------------	-----------------

FUEL IMBALANCE IN FLIGHT AND AT LANDING

INNER TANKS (OUTER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	1 500 kg (3 306 lb)
4 300 kg (9 479 lb)	1 600 kg (3 527 lb)
2 250 kg (4 960 lb)	2 250 kg (4 960 lb)

With linear interpolation between these values (No limitation below 2 250 kg / 4 960 lb).

OUTER TANKS (INNER BALANCED)

Maximum Asymmetry	690 kg (1 521 lb)
--------------------------	-------------------

Higher outer wing tank asymmetry (up to the max outer tank quantity: one full/one empty) is allowed provided:

- Fuel content of one side (outer + inner) is equal to the fuel content of the other side (outer + inner), or
- Inner tank fuel quantity on the empty outer tank side is equal or higher, up to 3 t higher, than the opposite inner tank.

FUEL IMBALANCE

Ident.: LIM-28-00007254.0006001 / 02 DEC 13
Criteria: ((A319 or A320) and (160080 or 160500))

APPROVED

FUEL IMBALANCE AT TAKEOFF

INNER TANKS (OUTER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	500 kg (1 102 lb)
3 000 kg (6 613 lb)	1 050 kg (2 314 lb)
1 450 kg (3 196 lb)	1 450 kg (3 196 lb)

With linear interpolation between these values.

OUTER TANKS (INNER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	370 kg (815 lb)
370 kg (815 lb)	370 kg (815 lb)

FUEL IMBALANCE IN FLIGHT AND AT LANDING

INNER TANKS (OUTER BALANCED)

Tank Fuel Quantity (Heavier Tank)	Maximum Asymmetry
Full	1 500 kg (3 306 lb)
4 300 kg (9 479 lb)	1 600 kg (3 527 lb)
2 250 kg (4 960 lb)	2 250 kg (4 960 lb)

With linear interpolation between these values (No limitation below 2 250 kg / 4 960 lb).

OUTER TANKS (INNER BALANCED)

Maximum Asymmetry	690 kg (1 521 lb)
-------------------	-------------------

Higher outer wing tank asymmetry (up to the max outer tank quantity: one full/one empty) is allowed provided:

- Fuel content of one side (outer + inner) is equal to the fuel content of the other side (outer + inner), or
- Inner tank fuel quantity on the empty outer tank side is equal or higher, up to 3 t higher, than the opposite inner tank.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS FUEL
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FUEL TEMPERATURE LIMITS

Ident.: LIM-28-00007259.0002001 / 23 NOV 09

APPROVED

Criteria: ((320-111 and 20024) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216))

MINIMUM:

Fuel temperature must not be less than:

JET A: -36 °C

JP5: -42 °C

JET A1, JP8, N° 3 JET: -43 °C

JET B: -46 °C

JP4: -54 °C

RT, TS-1: -45 °C

● **When using JET A:**

If TAT reaches -34 °C, call ECAM fuel page and monitor that fuel temperature remains higher than -36 °C.

MAXIMUM:

JET A1, JET A, JP5, JP8, RT, TS-1, N° 3 JET: +54 °C

JET B or JP4: +49 °C

● **When using JP4 or JET B :**

Fuel in center tank is to be regarded as unusable if the wing fuel temperature exceeds the following values before engine start and if the given flight level is exceeded before the center tank fuel has been used :

+30 °C not above FL 350

+40 °C not above FL 300

+49 °C not above FL 250

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS HYDRAULIC
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HYDRAULICS FLUID

Ident.: LIM-29-00007262.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
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FLUID SPECIFICATIONS :

Refer to NSA 307-110

MAX OPERATING PRESSURE (AT ZERO DELIVERY) :

3 000 PSI ± 200 PSI (207 bar ± 14 bar)

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS LANDING GEAR
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TIRE SPEED

Ident.: LIM-32-00011074.0001001 / 03 AUG 10 Criteria: SA	<u>APPROVED</u>
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Maximum tire speed: 195 kt (ground speed).

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LANDING GEAR

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS NAVIGATION
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WEATHER RADAR

Ident.: LIM-34-00013480.0001001 / 04 APR 11 Criteria: ((SA and 150982) or (SA and (151179 or 153877 or 154609)))	APPROVED
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Airworthiness approval of RDR-4000 weather radar is based on the assumption that RDR-4000 terrain database is compliant with DO-200A DPAL2.

INERTIAL REFERENCE SYSTEM (IRS)
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Ident.: LIM-34-00007264.0001001 / 10 NOV 17 Criteria: (A318 or A320)	APPROVED
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The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

The ground alignment of the IRS has been demonstrated to be acceptable between 73 ° North and 73 ° South.

■ **If all ADIRUs have the same magnetic variation table:**

Flights using the NAV mode are prohibited:

- North of 73 ° North, and
- South of 60 ° South.

■ **If one ADIRU has a different magnetic variation table:**

Flights using the NAV mode are prohibited:

- North of 60 ° North, between 30 ° West and 160 ° West, and
- North of 73 ° North, and
- South of 55 ° South.

INERTIAL REFERENCE SYSTEM (IRS)
--

Ident.: LIM-34-00007264.0002001 / 10 NOV 17 Criteria: (SA and (155995 or 35517))	APPROVED
---	-----------------

The IRS are compliant with the position accuracy criteria of AC 25-4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

The ground alignment of the IRS has been demonstrated to be acceptable between 82 ° North and 82 ° South.

■ **If all ADIRUs have the same magnetic variation table:**

Flights using the NAV mode are prohibited:

- North of 73 ° North, between 90 ° West and 120 ° West (magnetic polar region), and
- North of 82 ° North, and
- South of 60 ° South.

■ If one ADIRU has a different magnetic variation table:

Flights using the NAV mode are prohibited:

- North of 60 ° North, between 30 ° West and 160 ° West, and
- North of 75 ° North, and
- South of 55 ° South.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: LIM-34-00007359.0001001 / 23 NOV 09

APPROVED

Criteria: (SA and (25861 or 25910 or 25952 or 31039 or 31528))

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

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

MODE S - EHS ENHANCED SURVEILLANCE

Ident.: LIM-34-00006966.0002001 / 23 NOV 09

APPROVED

Criteria: (SA and (35240 and 37153))

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

MODE S - EHS ENHANCED SURVEILLANCE

Ident.: LIM-34-00006966.0006001 / 23 MAY 17

APPROVED

Criteria: ((SA and 159693) or (SA and 158775))

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

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Ident.: LIM-34-00006968.0001001 / 23 NOV 09

APPROVED

Criteria: (SA and 37153)

The transponder mode S extended squitter, Automatic Dependent Surveillance – Broadcast (ADS-B) Out function, has been demonstrated to comply with airworthiness requirements for ADS-B Out in Non-Radar Areas contained in AMC 20-24. This approval is based on standards, descriptions, operational procedures and limitations contained in “ADS-B Out Capability Declaration” document certification reference 00D340P5203/C0S at the latest issue.

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

MODE S - ADS-B OUT ENHANCED SURVEILLANCE
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Ident.: LIM-34-00006968.0002001 / 28 SEP 18

APPROVED

Criteria: (SA and 156083)

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

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

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS CABIN SYSTEM
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CABIN INSTRUCTIONS AND LIMITATIONS

Ident.: LIM-44-00022804.0001001 / 26 APR 19 Criteria: SA	<u>APPROVED</u>
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The aircraft must be operated in accordance with the cabin instructions and limitations given in the Cabin Crew Operating Manual (CCOM) chapter 00A Cabin Instructions and Limitations (*Refer to CCOM/00A-010 GENERAL*).

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS INFORMATION SYSTEMS
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AIRLINE OPERATION CONTROL APPLICATIONS

Ident.: LIM-46-00006965.0001001 / 23 NOV 09	APPROVED
Criteria: (SA and 27522)	

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

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

FANS - ATC DATALINK APPLICATION SYSTEM

Ident.: LIM-46-00006967.0006001 / 05 OCT 17	APPROVED
Criteria: (SA and 39622)	

The ATC datalink communication system and its applications have been demonstrated to comply with airworthiness requirements contained in:

- FAA AC 20-140A
- EASA AMC 20-11
- COMMISSION REGULATION (EC) No 29/2009.

Each application has been demonstrated to comply with airworthiness requirements as follows:

Network	ICAO designator of aircraft datalink system	Applications	Demonstrated compliance with	Limitations
ATN	ATN B1	CM	- ED 110B/DO 280B, completed by Eurocontrol Specification on Datalink Services (EUROCONTROL SPEC 0116) - ED 120/DO 290 (and its Changes 1 & 2) As requested by AMC 20-11 and COMMISSION REGULATION (EC) No 29/2009	(1)
		CPDLC		

(1) *In environments where CM and CPDLC are operable with ATN:*

- *Voice communication remains the primary means of communication*
- *The CPDLC is only available when flying in an airspace with a VDL (VHF Data Link) Mode 2 coverage and where the ATC centers within the airspace are capable of ATN datalink.*

CPDLC applications have been demonstrated to comply with aircraft-allocated performance requirements as follows:

Network	ICAO designator of aircraft datalink system	Applications	Subnetwork used	ATC datalink performance
ATN	ATN B1	CPDLC	VDL Mode 2 ⁽¹⁾	Initial Continental Performance ⁽²⁾

⁽¹⁾ The VDL Mode 2 supports the multiple frequency capability.

⁽²⁾ Initial Continental Performance corresponds to performance requirements as defined by ED 120.

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

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

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

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AUXILIARY POWER UNIT (APU)

Ident.: LIM-49-00007260.0002001 / 23 NOV 09 Criteria: (SA and (22562 or 35864))	<u>APPROVED</u>
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One APIC APS 3200.

APU PARAMETERS:

Maximum EGT: 742 °C

Maximum for start:

- 900 °C at altitudes below 25 000 ft
- 982 °C at altitudes at or above 25 000 ft

Maximum rotor speed: 107 %

OIL SPECIFICATIONS:

See APIC maintenance manual.

AUXILIARY POWER UNIT (APU)

Ident.: LIM-49-00007260.0003001 / 23 NOV 09 Criteria: (SA and (25888 or 37987))	<u>APPROVED</u>
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One Allied Signal APU 131-9[A].

APU PARAMETERS:

Maximum EGT: 675 °C

Maximum for start:

- 1 090 °C at altitudes below 35 000 ft
- 1 120 °C at altitudes at or above 35 000 ft

Maximum rotor speed: 107 %

OIL SPECIFICATIONS:

Model Specification 31-12048A-3A.

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	LIMITATIONS POWER PLANT
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MAIN ENGINES

Ident.: LIM-70-00007233.0003001 / 03 AUG 10	APPROVED
Criteria: 320-214	

Two CFM 56-5B4 or two CFM 56-5B4/P or two CFM 56-5B4/3 or two CFM 56-5B4/P with "TI HPC Kit".

MAIN ENGINES

Ident.: LIM-70-00007233.0010001 / 03 AUG 10	APPROVED
Criteria: 320-216	

Two CFM 56-5B6/P or two CFM 56-5B6/3 or two CFM 56-5B6/P with "TI HPC Kit".

ENGINE PARAMETERS

Ident.: LIM-70-00007235.0002001 / 11 MAY 17	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

Operating Condition		Time Limit	ENG Indicated EGT Limit	Maximum Rotor Speed	
				N1	N2
Starting		(1)	725 °C	----	----
Maximum Continuous		CONT.	915 °C	----	----
Takeoff and Go-around	Normal	5 min	950 °C	104 %	105 %
	One ENG OUT	10 min	950 °C	104 %	105 %

(1) For ground starts (automatic or manual), a 20 s pause is required between successive cycles. A 15 min cooling period is required, subsequent to four failed cycles.

Note: The N1 value is dependent upon ambient conditions and engine air bleed configuration, these may limit the N1 to a value lower than that given in this table (see performance chapter of this AFM).

REVERSE THRUST

Ident.: LIM-70-00007236.0001001 / 23 NOV 09	APPROVED
Criteria: SA	

The selection of the thrust reversers in flight or their preselection before touchdown is prohibited. On ground, backing the aircraft with use of reverse thrust is not permitted.

OIL

Ident.: LIM-70-00007232.0002001 / 23 NOV 09

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

SPECIFICATION:

Service Bulletin CFMI 56-5B N° 79-001.

MINIMUM PRESSURE:

13 PSI

MAXIMUM TEMPERATURE:

- 140 °C for continuous operation
- 155 °C for transient operation (limited to 15 min).

REDUCED THRUST TAKEOFF

Ident.: LIM-70-00007239.0003001 / 23 NOV 09

APPROVED

Criteria: (319-112 or 319-115 or 319-133 or 320-214)

Takeoff at reduced thrust is allowed only if the aircraft meets all performance requirements at the takeoff weight, with the operating engines at the thrust available for the flex temperature.
Takeoff at reduced thrust is allowed with any inoperative item affecting the performance only if the associated performance shortfall has been applied to meet above requirements.

Note: *Allowed inoperative items may be identified through DISPATCH WITH INOPERATIVE ITEMS chapter of this AFM (Refer to APP-INOP General) or through MMEL.*

Takeoff at reduced thrust is not allowed on contaminated runways.

The flex temperature must not be:

- Higher than ISA + 53 (in order that the amount of thrust reduction does not exceed 25 % of the full rated takeoff thrust)
- Lower than the flat rating temperature or actual OAT.

Takeoff at reduced thrust is not allowed unless the operator establishes a means to verify the availability of takeoff thrust, to ensure that engine deterioration does not exceed authorized limits.

REDUCED THRUST TAKEOFF

Ident.: LIM-70-00007239.0004001 / 23 NOV 09

APPROVED

Criteria: (((319-112 or 319-115 or 319-132 or 320-214 or 321-131 or 321-232) and 36750) or 320-216)

Takeoff at reduced thrust is allowed only if the aircraft meets all performance requirements at the takeoff weight, with the operating engines at the thrust available for the flex temperature.

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Takeoff at reduced thrust is allowed with any inoperative item affecting the performance only if the associated performance shortfall has been applied to meet above requirements.

Note: *Allowed inoperative items may be identified through DISPATCH WITH INOPERATIVE ITEMS chapter of this AFM (Refer to APP-INOP General) or through MMEL.*

Takeoff at reduced thrust is not allowed on contaminated runways.

The flex temperature must not be:

- Higher than ISA + 70
- Lower than the flat rating temperature or actual OAT.

Takeoff at reduced thrust is not allowed unless the operator establishes a means to verify the availability of takeoff thrust, to ensure that engine deterioration does not exceed authorized limits.

OPERATIONS IN ICING CONDITIONS	
Ident.: LIM-70-00006881.0001001 / 23 NOV 09 Criteria: SA	APPROVED

The engine anti-ice must be ON during all ground and flight operations when icing conditions exist or are anticipated, except during climb and cruise when the temperature is below -40 °C SAT.

The engine anti-ice must be ON prior to and during descent in icing conditions, including temperatures below -40 °C SAT.

Note: *Do not rely on airframe visual icing cues to turn engine anti-ice on. Use the temperature and visual moisture criteria specified the icing conditions definition (Refer to LIM-GEN Icing Conditions Definition).*

Delaying the use of engine anti-ice until buildup is visible from the cockpit may result in severe engine damage and/or flameout.

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INTRODUCTION

Ident.: EMER-GEN-00007037.0001001 / 14 JAN 15	<u>APPROVED</u>
Criteria: SA	

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer for application in the event of a serious failure.

The following important remarks apply:

1. It is assumed that, in general, all failures are indicated by the operation of specific system warnings and/or by direct observation.
2. The actions recommended may result in the loss of certain systems not associated with the failure.
3. For a definition of LAND ASAP, *Refer to GEN-DEF LAND ASAP Definition.*

When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures, for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate Operational Authorities.

In case of discrepancy between procedures displayed on the ECAM and procedures stated in the AFM, the AFM procedures always have precedence.

Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

Note: *VLS, when mentioned in a procedure, is the one corresponding to the configuration requested by the procedure (e.g. if the procedure requests to use FLAPS 2, take VLS of CONF 2).*

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE
--

Ident.: EMER-GEN-00015177.0001001 / 24 JUN 25	<u>APPROVED</u>
Criteria: SA	

RUNWAY CONDITION DETERMINATION

The flight crew shall obtain the runway condition and/or the depth and type of runway contaminant to make the basic assessment of actual condition. Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information may be used in addition.

Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM

Continued on the following page

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Runway Condition	Max Reported Braking Action
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice (Cold and Dry)	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in the case of failure is the Operational Landing Distance (OLD).

The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with LSAE13.fail file using the AFM_OCTO approved FM module at revision 36 or higher.

CAB PR - EXCESS CAB ALT

Ident.: EMER-21-00007053.0004001 / 02 DEC 13

APPROVED

Criteria: (SA and 37871)

● **If above FL 100:**

Use crew oxygen masks.

■ **If below FL 160:**

Initiate descent to the higher one of: FL 100 or MEA.

■ **If above FL 160:**

Turn on cabin signs.

Initiate emergency descent to the higher one of: FL 100 or MEA. *Refer to EMER-90 EMER DESCENT*● **If cabin altitude above 14 000 ft:**

Manually confirm passengers oxygen masks on.

CAB PR - EXCESS CAB ALT

Ident.: EMER-21-00007053.0007001 / 15 DEC 16

APPROVED

Criteria: (321-200N or (SA and 161365))

● **If above FL 100:**

Use crew oxygen masks.

■ **If below FL 160:**

Initiate descent to the higher one of: FL 100 or MEA-MORA.

Notify the cabin crew.

■ **If above FL 160:**

Turn on cabin signs.

Initiate emergency descent to the higher one of: FL 100 or MEA-MORA. *Refer to EMER-90 EMER DESCENT*● **If cabin altitude above 14 000 ft:**

Manually confirm passengers oxygen masks on.

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CAB PR - EXCESS RESIDUAL PR

Ident.: **EMER-21-00009326.0001001 / 23 NOV 09**

APPROVED

Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 35220)

Turn off both packs.

Alert cabin crew.

ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED)

Ident.: EMER-24-00006884.0003001 / 02 DEC 13

APPROVED

Criteria: (A320 and 28160)

LAND ASAP

Minimum RAT speed: 140 kt

Turn off then on all generators one after the other.

● If no generator reset successful:

Set BUS TIE to OFF.

Attempt a further all generators reset.

● If any generator reset is successful:

Turn off then on both FACs one after the other.

● If generator reset still unsuccessful:

- Note:
1. For communications, only VHF 1 and ATC 1 are available.
 2. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
 3. Engines are fed by gravity. Refer to ABN-28 FUEL GRAVITY FEEDING.
 4. The Cockpit Door Locking System (CDLS) is inoperative (if installed).

Manually confirm emergency electrical power on.

Set ENG MODE selector to IGN START.

Turn off then on FAC 1.

Set BUS TIE to AUTO.

Start APU if available.

Set ventilation blower and extract to OVRD.

● For approach and landing:

Note: Slats and flaps extend slowly.

Apply necessary landing performance corrections.

- Note:
1. Antiskid is inoperative. Refer to ABN-32 BRAKES - A-SKID N-WS FAULT or OFF.
 2. Half spoilers are inoperative.

ELEC - ESS BUSES ON BAT

Ident.: EMER-24-00027250.0001001 / 05 MAY 25

Criteria: ((A318 or A319 or A321) or (A320 and 28160))

APPROVED

LAND ASAP

Minimum RAT speed: 140 kt

Manually confirm emergency electrical power on.

GENERAL

Ident.: EMER-26-00007038.0001001 / 14 JAN 15

APPROVED

Criteria: SA

Whenever fire is encountered on the aircraft, landing at the nearest airport is recommended. After conducting any fire suppression/smoke evacuation procedure, even though smoke has dissipated, if it has not or cannot be visibly verified that the fire has been put out, immediately land at the nearest airport.

The flight crew should always go to 100 % oxygen whenever a hand held fire extinguisher is to be discharged in the cockpit or when required because of smoke accumulation.

ENG 1 (2) FIRE (IN FLIGHT)

Ident.: EMER-26-00007041.0001001 / 23 NOV 09

APPROVED

Criteria: SA

LAND ASAP

Shut down affected engine and push relevant FIRE pushbutton.

Discharge AGENT 1 after 10 s.

Notify ATC.

● **If fire not extinguished after 30 s:**

Discharge AGENT 2.

ENG 1 (2) FIRE (ON GROUND)

Ident.: EMER-26-00007042.0002001 / 23 NOV 09

APPROVED

Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and ((20067 or 20069) and (36847 or 37871)))

Set all thrust levers to idle.

Note: Full thrust reversers may be used to stop the aircraft.

- **When aircraft stopped:**

Set parking brake to ON.

Notify ATC.

Alert cabin crew.

Shut down affected engine and push relevant FIRE pushbutton.

Discharge all fire agents of affected engine.

Shut down other engine.

- **If evacuation required:**

Initiate evacuation.

Shut down APU.

APU FIRE

Ident.: EMER-26-00007043.0001001 / 23 NOV 09

APPROVED

Criteria: SA

LAND ASAP

Push APU FIRE pushbutton.

Discharge agent after 10 s.

Shut down APU.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

FIRE/SMOKE

SMOKE - FWD OR AFT CARGO SMOKE

Ident.: EMER-26-00009335.0004001 / 23 NOV 09

APPROVED

Criteria: (SA and (37871 and (20067 or 20069)))

LAND ASAP

Turn off affected cargo compartment isolation valves (as installed).

Turn off cabin fans (if installed).

Discharge affected cargo compartment agent (as installed).

- **After landing:**

- **When aircraft stopped:**

- Disembark passengers before opening cargo doors.

SMOKE/FUMES/AVNCS SMOKE

Ident.: EMER-26-00007044.0006001 / 02 DEC 13

Criteria: ((A319 or A320 or A321) and (31276 and 37871))

APPROVED

- **If perceptible smoke is confirmed:**

- LAND ASAP**

- Use crew oxygen masks, if required.

- Set ventilation blower and extract to OVRD.

- Turn off cabin fans and galleys.

- Turn on cabin signs.

- Establish communication between cockpit and cabin.

- Try to identify and isolate faulty equipment.

- **If smoke source not immediately isolated:**

- Initiate a diversion.

- Initiate a descent to the higher one of: FL 100 or MEA-MORA.

- **At any time of the procedure, if smoke/fumes becomes the greatest threat:**

- Consider applying the removal of smoke/fumes procedure and setting Elec Emer Config.

- Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

Note: To set Elec Emer Config, turn off EMER ELEC GEN 1 LINE and set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 2 and APU GEN.

Apply the Elec Emer Config procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED).

Before landing gear extension, restore normal electrical supply for landing: turn on GEN 2 and EMER ELEC GEN 1 LINE.

- **At any time of the procedure, if the situation becomes unmanageable:**

- Consider landing immediately.

- **If air conditioning smoke suspected:**

- Turn off APU bleed.

- Set ventilation blower and extract to AUTO.

- Close all cargo isolation valves.

- Turn off pack 1.

- **If smoke continues:**

- Turn on pack 1.

Continued on the following page

Continued from the previous page SMOKE/FUMES/AVNCS SMOKE

Turn off pack 2.

- **If smoke still continues:**

Turn on pack 2.

Set ventilation blower and extract to OVRD.

Consider removal of smoke/fumes procedure. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

- **If cabin equipment smoke suspected:**

- **If smoke continues:**

Turn on emergency exit lights.

Turn off COMMERCIAL.

Check smoke dissipation and try to identify and isolate faulty equipment.

- **If smoke still continues or when faulty equipment confirmed isolated:**

Turn on COMMERCIAL.

Consider removal of smoke/fumes procedure. *Refer to EMER-26 REMOVAL OF SMOKE/FUMES.*

- **If smoke source cannot be determined and still continues or avionics/electrical smoke suspected:**

Consider setting Elec Emer Config.

Note: To set Elec Emer Config, turn off EMER ELEC GEN 1 LINE and set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 2 and APU GEN.

Apply the Elec Emer Config procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED).

3 min before landing or 2 000 ft above airport altitude, restore normal electrical supply for landing: turn on GEN 2 and EMER ELEC GEN 1 LINE.

- **If smoke disappears within 5 min:**

Restore normal ventilation.

REMOVAL OF SMOKE/FUMES

Ident.: EMER-26-00007045.0001001 / 14 JAN 15

Criteria: (A319 or A320)

APPROVED

Turn on emergency exit lights.

■ **If fuel vapors:**

Turn on CAB FANS.

Turn off both packs.

■ **If no fuel vapors:**

Turn off CAB FANS.

Set PACK FLOW to HI.

Set landing elevation to the higher one of: 10 000 ft or MEA-MORA.

Descend to the higher one of: FL 100 or MEA-MORA.

Notify ATC.

While descending, continue applying the appropriate steps of the smoke/fumes/avnics smoke procedure.

● **When at FL 100 or MEA-MORA:**

● **If electrical emergency configuration:**

Set APU master switch to ON.

Turn off both packs.

Use manual pressurization mode.

Maintain the cabin vertical speed switch in the UP position.

Turn on RAM AIR when cabin differential pressure below 1 PSI.

Set APU master switch to OFF.

● **If smoke persists and PM cockpit window opening required:**

Maximum speed: 200 kt

Open cockpit door.

Put headsets on.

Open PM cockpit window.

● **When window open:**

Turn on non affected pack(s) and continue applying the appropriate steps of the smoke/fumes/avnics smoke procedure.

Continued on the following page

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES FIRE/SMOKE
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Continued from the previous page REMOVAL OF SMOKE/FUMES

CAUTION	Due to the increased noise level pay particular attention to visual warnings.
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AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

FIRE/SMOKE

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F/CTL - L + R ELEV FAULT

Ident.: EMER-27-00007051.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

Note: 1. *Pitch mechanical back up.*
2. *Roll is in direct law.*

Use manual pitch trim.

Do not use speed brakes.

Maximum speed: 320 kt/M 0.77

Use FLAPS 3 for landing.

Set GPWS LDG FLAP 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

F/CTL - L + R ELEV FAULT

Ident.: EMER-27-00007051.0011001 / 03 APR 20

APPROVED

Criteria: ((A319 or A320 or A321) and 163413)

Note: 1. *Pitch mechanical back up.*
2. *Roll is in direct law.*

Use manual pitch trim.

Do not use speed brakes.

Maximum speed: 320 kt/M 0.77

Set Flap lever to position 3 for landing.

Set GPWS LDG FLAP 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

F/CTL - FLAP LVR NOT ZERO

Ident.: EMER-27-00009325.0001001 / 23 NOV 09

APPROVED

Criteria: (SA and (28479 or 28916))

Set flaps lever to 0.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

FLIGHT CONTROLS

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HYD - G + B SYS LO PR

Ident.: EMER-29-00007048.0026001 / 18 SEP 17

APPROVED

Criteria: ((A319 and (161397 and 26925)) or (A320 and (161397 and 26925)))

LAND ASAP

- Note: 1. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
2. Ailerons and left elevator are inoperative.

Maneuver with care.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: Flaps extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Note: If slats retracted, extend landing gear only below 200 kt.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note: 1. Slats are inoperative.
2. Spoilers are partially inoperative.

● For go-around:

Maximum pitch: 15 °

HYD - G + B SYS LO PR

Ident.: EMER-29-00007048.0047001 / 08 FEB 19

Criteria: (A320 and 162159)

APPROVED**LAND ASAP**

- Note: 1. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
2. Ailerons and left elevator are inoperative.

Maneuver with care.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: Flaps extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Note: If slats retracted, extend landing gear only below 200 kt.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note: 1. Slats are inoperative.
2. Spoilers are partially inoperative.
3. Nosewheel steering is inoperative.

● For go-around:

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

HYD - G + B SYS LO PR

Ident.: EMER-29-00007048.0003001 / 02 DEC 13

APPROVED

Criteria: (A320 and (26925 and 35220))

LAND ASAP

- Note: 1. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
2. Ailerons and left elevator are inoperative.

Maneuver with care.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: Flaps extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Note: If slats retracted, extend landing gear only below 200 kt.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note: 1. Slats are inoperative.
2. Spoilers are partially inoperative.

HYD - G + B SYS LO PR

Ident.: EMER-29-00007048.0045001 / 08 FEB 19

Criteria: (A320 and (162159 and 26925))

APPROVED**LAND ASAP**

- Note: 1. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
2. Ailerons and left elevator are inoperative.

Maneuver with care.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: Flaps extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Note: If slats retracted, extend landing gear only below 200 kt.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note: 1. Slats are inoperative.
2. Spoilers are partially inoperative.

● For go-around:

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

HYD - B + Y SYS LO PR

Ident.: EMER-29-00007049.0039001 / 08 FEB 19

APPROVED

Criteria: ((A319 or A320) and 162159)

LAND ASAP

- Note: 1. *Flight controls are in normal law.*
2. *Right elevator is inoperative.*

Maneuver with care.

● If yellow system has been lost by ENG 2 PUMP LO PR:

Turn on YELLOW ELEC PUMP.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: *Slats and flaps extend slowly.*Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Apply necessary landing performance corrections.

Note: *Spoilers are partially inoperative.***● For go-around:**

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

LAND ASAP

- Note:
1. Flight controls are in normal law.
 2. Right elevator is inoperative.

Maneuver with care.

- **If yellow system has been lost by ENG 2 PUMP LO PR:**

Turn on YELLOW ELEC PUMP.

- **If blue system has been lost by ELEC PUMP LO PR:**

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

- **For approach and landing:**

Note: Slats and flaps extend slowly.

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Apply necessary landing performance corrections.

- Note:
1. Spoilers are partially inoperative.
 2. Nosewheel steering is inoperative.

HYD - B + Y SYS LO PR

Ident.: EMER-29-00007049.0038001 / 08 FEB 19

APPROVED

Criteria: ((A319 or A320) and (162159 and 26925))

LAND ASAP

- Note: 1. Flight controls are in normal law.
2. Right elevator is inoperative.

Maneuver with care.

● If yellow system has been lost by ENG 2 PUMP LO PR:

Turn on YELLOW ELEC PUMP.

● If blue system has been lost by ELEC PUMP LO PR:

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

● For approach and landing:Note: Slats and flaps extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Apply necessary landing performance corrections.

- Note: 1. Spoilers are partially inoperative.
2. Nosewheel steering is inoperative.

● For go-around:

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

LAND ASAP

- Note:
1. Flight controls are in normal law.
 2. Right elevator is inoperative.

Maneuver with care.

- **If yellow system has been lost by ENG 2 PUMP LO PR:**

Turn on YELLOW ELEC PUMP.

- **If blue system has been lost by ELEC PUMP LO PR:**

Manually confirm RAT on.

Minimum RAT speed: 140 kt

Turn off associated pumps.

Do not use speed brakes.

- **For approach and landing:**

Note: Slats and flaps extend slowly.

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Apply necessary landing performance corrections.

- Note:
1. Spoilers are partially inoperative.
 2. Nosewheel steering is inoperative.

- **For go-around:**

Maximum pitch: 15 °

HYD - G + Y SYS LO PR

Ident.: EMER-29-00007050.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320)

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Maneuver with care.

Turn off PTU.

Turn off associated pumps.

● **If yellow system has been lost by ENG 2 PUMP LO PR:**

Turn on YELLOW ELEC PUMP.

● **For approach and landing:**

Note: Slats extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note:
1. Flaps are inoperative.
 2. Most spoilers are inoperative.
 3. Stabilizer control is inoperative.
 4. Antiskid is inoperative.
 5. Nosewheel steering is inoperative.

Apply maximum brake pressure: 1 000 PSI.

Note: Brakes are on YELLOW ACCU. Only 7 full brake applications are available.

HYD - G + Y SYS LO PR

Ident.: EMER-29-00007050.0017001 / 08 FEB 19

APPROVED

Criteria: ((A319 or A320) and 162159)

LAND ASAP

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Maneuver with care.

Turn off PTU.

Turn off associated pumps.

- **If yellow system has been lost by ENG 2 PUMP LO PR:**

Turn on YELLOW ELEC PUMP.

- **For approach and landing:**

Note: Slats extend slowly.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Approach speed = VREF + 25 kt

Apply necessary landing performance corrections.

- Note:
1. Flaps are inoperative.
 2. Most spoilers are inoperative.
 3. Stabilizer control is inoperative.
 4. Antiskid is inoperative.
 5. Nosewheel steering is inoperative.

Apply maximum brake pressure: 1 000 PSI.

Note: Brakes are on YELLOW ACCU. Only 7 full brake applications are available.

- **For go-around:**

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

L/G - GEAR NOT DOWNLOCKED

Ident.: EMER-32-00007052.0001001 / 04 APR 11

APPROVED

Criteria: SA

Recycle landing gear.

- **If unsuccessful after 2 min:**

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

LOSS OF BRAKING

Ident.: EMER-32-00009809.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If autobrake selected:**

Take over brake control with brake pedals.

- **If no braking available:**

Apply maximum reverse thrust.

Release brake pedals.

Turn off antiskid.

Press brake pedals.

Apply maximum brake pressure 1 000 PSI.

- **If still no braking:**

Use short and successive applications of the parking brake.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

LANDING GEAR

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NAV - ADR 1+2+3 FAULT

Ident.: EMER-34-00007047.0005001 / 02 MAR 17

APPROVED

Criteria: (SA and ((154033 or 35871) and 151269))

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

Turn on probe and window heat.

Turn off all ADRs.

Fly the green area of the speed scale.

- Note:
1. *Standby instruments may be unreliable.*
 2. *The altitude displayed on the PFD is a GPS altitude.*
 3. *Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
 4. *Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*
 5. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.

Maneuver with care.

● **When FLAPS 2:**

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Approach speed: fly the bug.

Apply necessary landing performance corrections.

NAV - ADR 1+2+3 FAULT

Ident.: EMER-34-00007047.0012001 / 07 APR 17

APPROVED

Criteria: (SA and 159281)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

Turn on probe and window heat.

Turn on BKUP SPD/ALT on both PFDs.

Turn off all ADRs.

Fly the green area of the speed scale.

● **If AOA disagree:**

Turn off BKUP SPD/ALT on both PFDs.

Maneuver with care.

Do not use speed brakes.

- Note:
1. Standby instruments may be unreliable.
 2. The altitude displayed on the PFD is a GPS altitude.
 3. Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.
 4. Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.
 5. If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.

● **When FLAPS 2:**

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Approach speed: fly the bug.

Apply necessary landing performance corrections.

For go-around, set thrust levers to TOGA.

ALL ENGINES FAILURE

Ident.: EMER-70-00016762.0008001 / 18 SEP 17

APPROVED

Criteria: ((320-215 or 320-216) and 161365)

LAND ASAP

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Manually confirm emergency electrical power on.

Optimum relight speed: 300 kt / M 0.77.

Start APU when below FL 250.

Set all thrust levers to idle.

Turn off then on FAC 1.

Gliding distance in no wind condition: 2 NM / 1 000 ft.

Note: *Gliding distance may be adjusted by use of speed brakes.*

Initiate the diversion.

Note: *For communications, only VHF 1 and ATC 1 are available.*

Notify ATC.

Notify cabin crew.

Turn on cabin signs.

Use crew oxygen masks above FL 100.

Check fuel quantity.

■ If engine relight can be attempted:

Set ENG MODE selector to IGN START.

Attempt engines windmill relight with optimum relight speed 300 kt. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

Set all engine master levers to OFF during 30 s then ON.

Try regularly engines relight.

● If APU available and windmill not successful below FL 200:

Set all engine master levers to OFF.

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed.

Re-attempt engine relight (only one at a time).

Try regularly engines relight.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If engine relight cannot be attempted:**

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed when below FL 200.

● **When below 10 000 ft AGL:**

Prepare cabin and cockpit.

Turn on RAM AIR.

Set barometric reference (if available).

Turn off galleys and COMMERCIAL (if installed).

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

Use rudder with care.

● **For approach and landing:**

Minimum RAT speed : 140 kt.

Turn off TAWS - GPWS.

Use FLAPS 2 for landing.

Note: 1. Flaps are inoperative.
2. Slats extend slowly.
3. Most spoilers are inoperative.

■ **If ditching anticipated:**

Keep landing gear up.

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

Notify cabin crew for ditching.

Set DITCHING pushbutton to ON.

● **At 500 ft AGL:**

Order brace for impact.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

■ **If forced landing anticipated:**

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Arm ground spoilers.

Maximum brake pressure: 1 000 PSI.

● **At 2 000 ft AGL:**

Notify cabin crew for landing.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

Note: *Antiskid is inoperative.*

● **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If evacuation not required :**

Notify cabin crew and passengers to remain seated.

ALL ENGINES FAILURE

Ident.: EMER-70-00016762.0023001 / 03 APR 20

APPROVED

Criteria: ((320-215 or 320-216) and 163413)

LAND ASAP

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Manually confirm emergency electrical power on.

Optimum relight speed: 300 kt / M 0.77.

Start APU when below FL 250.

Set all thrust levers to idle.

Turn off then on FAC 1.

Gliding distance in no wind condition: 2 NM / 1 000 ft.

Note: *Gliding distance may be adjusted by use of speed brakes.*

Initiate the diversion.

Note: *For communications, only VHF 1 and ATC 1 are available.*

Notify ATC.

Notify cabin crew.

Turn on cabin signs.

Use crew oxygen masks above FL 100.

Check fuel quantity.

■ If engine relight can be attempted:

Set ENG MODE selector to IGN START.

Attempt engines windmill relight with optimum relight speed 300 kt. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

Set all engine master levers to OFF during 30 s then ON.

Try regularly engines relight.

● If APU available and windmill not successful below FL 200:

Set all engine master levers to OFF.

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed.

Re-attempt engine relight (only one at a time).

Try regularly engines relight.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If engine relight cannot be attempted:**

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed when below FL 200.

● **When below 10 000 ft AGL:**

Prepare cabin and cockpit.

Turn on RAM AIR.

Set barometric reference (if available).

Turn off galleys and COMMERCIAL (if installed).

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

Use rudder with care.

● **For approach and landing:**

Minimum RAT speed : 140 kt.

Turn off TAWS - GPWS.

Set Flap lever to position 2 for landing - Flaps will not move.

Note: 1. Flaps are inoperative.
2. Slats extend slowly.
3. Most spoilers are inoperative.

■ **If ditching anticipated:**

Keep landing gear up.

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

Notify cabin crew for ditching.

Set DITCHING pushbutton to ON.

● **At 500 ft AGL:**

Order brace for impact.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

■ **If forced landing anticipated:**

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Arm ground spoilers.

Maximum brake pressure: 1 000 PSI.

● **At 2 000 ft AGL:**

Notify cabin crew for landing.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

Note: *Antiskid is inoperative.*

● **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If evacuation not required :**

Notify cabin crew and passengers to remain seated.

ALL ENGINES FAILURE

Ident.: EMER-70-00016762.0007001 / 18 SEP 17

APPROVED

Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 161365)

LAND ASAP

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Manually confirm emergency electrical power on.

Optimum relight speed: 300 kt / M 0.77.

Start APU when below FL 250.

Set all thrust levers to idle.

Turn off then on FAC 1.

Gliding distance in no wind condition: 2 NM / 1 000 ft.

Note: *Gliding distance may be adjusted by use of speed brakes.*

Initiate the diversion.

Note: *For communications, only VHF 1 and ATC 1 are available.*

Notify ATC.

Notify cabin crew.

Turn on cabin signs.

Use crew oxygen masks above FL 100.

Check fuel quantity.

■ If engine relight can be attempted:

Set ENG MODE selector to IGN START.

Attempt engines windmill relight with optimum relight speed 300 kt. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

Set all engine master levers to OFF during 30 s then ON.

Try regularly engines relight.

● If APU available and windmill not successful below FL 200:

Set all engine master levers to OFF.

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed.

Re-attempt engine relight (only one at a time).

Try regularly engines relight.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If engine relight cannot be attempted:**

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed when below FL 200.

● **When below 10 000 ft AGL:**

Prepare cabin and cockpit.

Turn on RAM AIR.

Set barometric reference (if available).

Turn off galleys and COMMERCIAL (if installed).

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

Use rudder with care.

● **For approach and landing:**

Minimum RAT speed : 140 kt.

Turn off TAWS - GPWS.

Use FLAPS 2 for landing.

Note: 1. Flaps are inoperative.
2. Slats extend slowly.
3. Most spoilers are inoperative.

■ **If ditching anticipated:**

Keep landing gear up.

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

Notify cabin crew for ditching.

Set DITCHING pushbutton to ON.

● **At 500 ft AGL:**

Order brace for impact.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

■ **If forced landing anticipated:**

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Arm ground spoilers.

Maximum brake pressure: 1 000 PSI.

● **At 2 000 ft AGL:**

Notify cabin crew for landing.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

Note: *Antiskid is inoperative.*

● **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If evacuation not required :**

Notify cabin crew and passengers to remain seated.

ALL ENGINES FAILURE

Ident.: EMER-70-00016762.0024001 / 03 APR 20

APPROVED

Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 163413)

LAND ASAP

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Manually confirm emergency electrical power on.

Optimum relight speed: 300 kt / M 0.77.

Start APU when below FL 250.

Set all thrust levers to idle.

Turn off then on FAC 1.

Gliding distance in no wind condition: 2 NM / 1 000 ft.

Note: *Gliding distance may be adjusted by use of speed brakes.*

Initiate the diversion.

Note: *For communications, only VHF 1 and ATC 1 are available.*

Notify ATC.

Notify cabin crew.

Turn on cabin signs.

Use crew oxygen masks above FL 100.

Check fuel quantity.

■ If engine relight can be attempted:

Set ENG MODE selector to IGN START.

Attempt engines windmill relight with optimum relight speed 300 kt. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

Set all engine master levers to OFF during 30 s then ON.

Try regularly engines relight.

● If APU available and windmill not successful below FL 200:

Set all engine master levers to OFF.

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed.

Re-attempt engine relight (only one at a time).

Try regularly engines relight.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If engine relight cannot be attempted:**

Optimum speed: green dot.

Turn off wing anti-ice.

Turn on APU bleed when below FL 200.

● **When below 10 000 ft AGL:**

Prepare cabin and cockpit.

Turn on RAM AIR.

Set barometric reference (if available).

Turn off galleys and COMMERCIAL (if installed).

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

Use rudder with care.

● **For approach and landing:**

Minimum RAT speed : 140 kt.

Turn off TAWS - GPWS.

Set Flap lever to position 2 for landing - Flaps will not move.

Note: 1. Flaps are inoperative.
2. Slats extend slowly.
3. Most spoilers are inoperative.

■ **If ditching anticipated:**

Keep landing gear up.

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

Notify cabin crew for ditching.

Set DITCHING pushbutton to ON.

● **At 500 ft AGL:**

Order brace for impact.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

● **After ditching:**

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

■ **If forced landing anticipated:**

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Arm ground spoilers.

Maximum brake pressure: 1 000 PSI.

● **At 2 000 ft AGL:**

Notify cabin crew for landing.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Confirm all engine master levers to OFF.

Shut down the APU.

Note: *Antiskid is inoperative.*

● **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required :**

Initiate evacuation.

Continued on the following page

Continued from the previous page ALL ENGINES FAILURE

■ **If evacuation not required :**

Notify cabin crew and passengers to remain seated.

DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)

Ident.: EMER-70-00007039.0006001 / 23 NOV 09

APPROVED

Criteria: ((320-214 or 320-215 or 320-216) and 28160)

LAND ASAP

- Note: 1. *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*
2. *Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

The minimum speed for correct CSMG operation is 140 kt.

Manually confirm emergency electrical power on.

Set all thrust levers to idle.

Turn off then on FAC 1.

Note: For communications, only VHF 1 and ATC 1 are available.

■ If there is fuel remaining on board:

Attempt engines relight with optimum relight speed 300 kt.

Refer to ABN-70 ENG RELIGHT IN FLIGHT.

Determine landing strategy.

Notify ATC.

● If no engine relight after 30 s:

Set both engine master levers to OFF during 30 s then ON.

● If engine relight unsuccessful:

Use crew oxygen masks above FL 100.

Start APU when below FL 250.

● When below FL 200 and APU available:

Turn off wing anti-ice and re-attempt engines relight (one at a time) using APU bleed.

● If engine relight still unsuccessful:

Optimum speed: green dot

Prepare cabin and cockpit.

Turn on cabin signs.

Turn off galleys and COMMERCIAL (if installed).

Use rudder with care.

Turn on RAM AIR when below FL 150.

Continued on the following page

Continued from the previous page DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)

■ **If no fuel on board:**

Optimum speed: 220 kt then green dot.

Determine landing strategy.

Notify ATC.

Use crew oxygen masks above FL 100.

Prepare cabin and cockpit.

Turn on cabin signs.

Turn off galleys and COMMERCIAL (if installed).

Use rudder with care.

Turn on RAM AIR when below FL 150.

● **For approach and landing:**

Minimum approach speed: 150 kt

Use FLAPS 3 for landing.

Note: 1. Flaps are inoperative.
2. Slats extend slowly.

● **If forced landing anticipated:**

Apply forced landing procedure. *Refer to EMER-90 FORCED LANDING.*

● **If ditching anticipated:**

Apply ditching procedure. *Refer to EMER-90 DITCHING.*

Note: 1. Antiskid is inoperative. *Refer to ABN-32 BRAKES - A-SKID N-WS FAULT or OFF.*
2. Most spoilers are inoperative.

ENG - 1(2) OIL LO PR

Ident.: EMER-70-00007040.0001001 / 23 NOV 09

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

● **If OIL PR below 13 PSI:**

Shut down affected engine.

STALL RECOVERY

Ident.: EMER-90-00013505.0001001 / 04 APR 11

APPROVED

Criteria: SA

Apply nose down pitch control.
Use lateral control to level wings.

● When out of stall:

Smoothly increase thrust as needed.
Check that speed brakes are retracted.
Smoothly recover the flight path.

● If in clean configuration and below 20 000 ft:

Select FLAPS 1.

EMER DESCENT

Ident.: EMER-90-00006626.0001001 / 23 OCT 18

APPROVED

Criteria: SA

Use crew oxygen masks.
Turn on cabin signs.
Initiate an emergency descent.
Set all thrust levers to idle (if autothrust is not active).
Extend full speed brakes.
Descend at the maximum appropriate speed.

CAUTION

If structural damage suspected, reduce speed as appropriate and maneuver with care.

Set ENG START selector to IGN START.
Notify ATC of the nature of emergency.
Notify the cabin of emergency descent.
Consider squawk 7700 on ATC transponder.
Maximum flight level is the higher one of: FL 100 or MEA-MORA.

● If cabin altitude above 14 000 ft:

Manually confirm passengers oxygen masks on.

EMERGENCY EVACUATION

Ident.: EMER-90-00006625.0001001 / 23 NOV 09

APPROVED

Criteria: SA

● When aircraft stopped:

Set parking brake to ON.

Notify ATC with VHF 1.

Alert cabin crew.

● If MAN CAB PR has been used:

Check cabin differential pressure at zero before opening the doors.

Set both engine master levers to OFF.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU) as required.

■ If evacuation required:

Initiate evacuation.

■ If evacuation not required:

Notify cabin crew and passengers to remain seated.

DITCHING

Ident.: EMER-90-00006622.0002001 / 14 JAN 15

APPROVED

Criteria: ((A319 or A320 or A321) and 31276)

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and cabin.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Set landing elevation to sea level.

- **If time and conditions permit:**

Turn on Emergency Locator Transmitter (ELT) (if installed).

- **For approach:**

Keep landing gear up.

Use maximum available slats/flaps.

Note: In case of dual engine failure, use FLAPS 3.

Set ENG MODE selector to NORM.

- **At 2 000 ft AGL:**

Check CAB PR MODE SEL is in AUTO position.

Turn off all bleeds (engines and APU).

Notify cabin crew for ditching.

Set DITCHING to ON.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

- **At 500 ft AGL:**

Order brace for impact.

- **At touchdown:**

Set both engine master levers to OFF.

Shut down APU.

- **After ditching:**

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Continued on the following page

Continued from the previous page DITCHING

Initiate evacuation.

Check emergency locator transmitter is emitting (if installed).

DITCHING

Ident.: EMER-90-00006622.0005001 / 24 NOV 15

APPROVED

Criteria: (320-200N or ((A319 or A320 or A321) and (161365 and 31276)))

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and cabin.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Set landing elevation to sea level.

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

● **For approach:**

Keep landing gear up.

Use maximum available slats/flaps.

Set ENG MODE selector to NORM.

● **At 2 000 ft AGL:**

Check CAB PR MODE SEL is in AUTO position.

Turn off all bleeds (engines and APU).

Notify cabin crew for ditching.

Set DITCHING pushbutton to ON.

Note: Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.

● **At 500 ft AGL:**

Order brace for impact.

● **At touchdown:**

Set both engine master levers to OFF.

Shut down APU.

● **After ditching:**

Notify ATC with VHF 1.

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

Initiate evacuation.

FORCED LANDING

Ident.: EMER-90-00006621.0002001 / 14 JAN 15

APPROVED

Criteria: ((A319 or A320 or A321) and 31276)

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and cabin.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Manually set the landing elevation.

- **If time and conditions permit:**

Turn on Emergency Locator Transmitter (ELT) (if installed).

- **For approach:**

Turn on RAM AIR.

Extend landing gear.

Note: In case of dual engine failure, extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Use maximum available slats/flaps.

Note: In case of dual engine failure, use FLAPS 3.

Arm ground spoilers.

Maximum brake pressure: 1 000 PSI.

- **At 2 000 ft AGL:**

Notify cabin crew for landing.

- **At 500 ft AGL:**

Order brace for impact.

- **At touchdown:**

Set both engine master levers to OFF.

Shut down APU.

- **After landing:**

- **When aircraft stopped:**

Set parking brake to ON.

Notify ATC with VHF 1.

Continued on the following page

Continued from the previous page FORCED LANDING

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

■ **If evacuation required:**

Initiate evacuation.

■ **If evacuation not required:**

Notify cabin crew and passengers to remain seated.

Check emergency locator transmitter is emitting (if installed).

FORCED LANDING

Ident.: EMER-90-00006621.0005001 / 24 NOV 15

APPROVED

Criteria: (320-200N or ((A319 or A320 or A321) and (161365 and 31276)))

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.

Prepare cockpit and cabin.

Turn off TAWS - GPWS.

Turn on cabin signs.

Turn on emergency exit lights.

Turn off COMMERCIAL.

Manually set the landing elevation.

Turn on Emergency Locator Transmitter (ELT) (if installed), when conditions permit.

- **For approach:**

- Turn on RAM AIR.

- Extend landing gear.

- Use maximum available slats/flaps.

- Arm ground spoilers.

- Maximum brake pressure: 1 000 PSI.

- **At 2 000 ft AGL:**

- Notify cabin crew for landing.

- **At 500 ft AGL:**

- Order brace for impact.

- **At touchdown:**

- Set both engine master levers to OFF.

- Shut down APU.

- **After landing:**

- **When aircraft stopped:**

- Set parking brake to ON.

- Notify ATC with VHF 1.

- Push all FIRE pushbuttons (engines and APU).

- Discharge all fire agents (engines and APU).

- **If evacuation required:**

- Initiate evacuation.

Continued on the following page

Continued from the previous page FORCED LANDING

■ **If evacuation not required:**

Notify cabin crew and passengers to remain seated.

	EMERGENCY LANDING (ALL ENGINES FAILURE)	
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Ident.: EMER-90-00021836.0002001 / 11 AUG 17
Criteria: (A319 or A320 or A321)

APPROVED

Start APU (if available).

Use FLAPS 2.

Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

■ **For ditching:**

Keep landing gear up.

Set DITCHING to ON.

■ **For forced landing:**

Arm ground spoilers.

Extend landing gear by gravity *Refer to ABN-32 L/G GRAVITY EXTENSION*

● **At 500 ft AGL or below:**

Order brace for impact.

● **For flare:**

Touchdown should be made with minimum aircraft vertical speed, and for ditching target 11 ° pitch attitude.

● **At touchdown:**

Set both engine master levers to OFF.

Shut down APU.

Apply Emergency Evacuation procedure: *Refer to EMER-90 EMERGENCY EVACUATION.*

EMERGENCY LANDING (ALL ENGINES FAILURE)

Ident.: EMER-90-00021836.0004001 / 03 APR 20

Criteria: ((A319 or A320 or A321) and 163413)

APPROVED

Start APU (if available).
Set Flap lever to position 2.
Approach speed:

GW(t)	40	50	60	70	80	90	95
GW(1000 lb)	90	110	130	155	175	200	210
VAPP(kt)	150	150	163	173	183	193	198

■ For ditching:

Keep landing gear up.
Set DITCHING to ON.

■ For forced landing:

Arm ground spoilers.
Extend landing gear by gravity *Refer to ABN-32 L/G GRAVITY EXTENSION*

● At 500 ft AGL or below:

Order brace for impact.

● For flare:

Touchdown should be made with minimum aircraft vertical speed, and for ditching target 11 ° pitch attitude.

● At touchdown:

Set both engine master levers to OFF.
Shut down APU.

Apply Emergency Evacuation procedure: *Refer to EMER-90 EMERGENCY EVACUATION.*

ABNORMAL PROCEDURES

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AIRBUS

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ABN-30 ANTI ICE - ICE DETECTED	D	1	Documentation update: Addition of "ANTI ICE - ICE DETECTED" documentary unit
ABN-30 SEVERE ICE - SEVERE ICE DETECTED	E	2	Documentation update: Addition of "SEVERE ICE - SEVERE ICE DETECTED" documentary unit

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

PRELIMINARY PAGES

SUMMARY OF HIGHLIGHTS

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	ABNORMAL PROCEDURES GENERAL
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INTRODUCTION

Ident.: ABN-GEN-00007087.0001001 / 14 JAN 15	<u>APPROVED</u>
Criteria: SA	

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.

The following important remarks apply:

1. These procedures give information related to system and operational requirements and cover the actions to be followed in case of failures which are not considered as emergency cases (these cases are covered in EMERGENCY PROCEDURES chapter).
2. Only particular operations which are considered useful to highlight are presented. The procedures which are considered to be "basic airmanship" are therefore not covered.
3. For a definition of LAND ASAP, *Refer to GEN-DEF LAND ASAP Definition.*

When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures, provided these procedures are approved by appropriate Operational Authorities. In case of discrepancy between procedures displayed on the ECAM and procedures stated in the AFM, the AFM procedures have always precedence.

Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

Note: *VLS, when mentioned in a procedure, is the one corresponding to the configuration requested by the procedure (e.g. if the procedure requests to use FLAPS 2, take VLS of CONF 2).*

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE
--

Ident.: ABN-GEN-00015178.0001001 / 24 JUN 25	<u>APPROVED</u>
Criteria: SA	

RUNWAY CONDITION DETERMINATION

The flight crew shall obtain the runway condition and/or the depth and type of runway contaminant to make the basic assessment of actual condition. Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information may be used in addition.

Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice (Cold and Dry)	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in the case of failure is the Operational Landing Distance (OLD).

The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with LSAE13.fail file using the AFM_OCTO approved FM module at revision 36 or higher.

ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)

Ident.: ABN-OEI-TO-00007100.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Immediately reduce all engine thrust levers to idle.

Monitor autobrake operation.

Take over control with brake pedals if necessary.

- Note:
1. If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.
 2. If takeoff is rejected above 100 kt, it is recommended that maximum reverse thrust is selected.
 3. It is mandatory to use the maximum reverse thrust when the performance takes benefit of the reverse thrust effect.

ENGINE FAILURE BETWEEN V1 AND V2

Ident.: ABN-OEI-TO-00007102.0001001 / 14 JAN 15

Criteria: SA

APPROVED**● If the engine failure occurs before VR:**

Use rudder conventionally to maintain runway centerline.

● At VR:

Rotate the aircraft with a positive side stick input to achieve a normal and continuous rotation rate to a pitch attitude of 12.5 °.

● Once airborne and with positive rate of climb:

Retract landing gear.

Maintain airspeed not below V2.

SRS guidance should be followed when FD pitch order is established.

Use rudder to prevent yaw. Shortly after lift off, the β target will appear. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

● At acceleration height:

Level off.

● If aircraft in configuration 2 or 3:

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous (If already in the MCT/FLX gate, move thrust lever to CL and back to MCT).

Note: *In the case of takeoff performed with reduced thrust (flexible takeoff), even if the one engine out takeoff performance is always met with reduced thrust, selection of full takeoff thrust may be done after engine failure.*

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

ONE ENGINE INOPERATIVE

TAKEOFF

ENGINE FAILURE DURING INITIAL CLIMB OUT

Ident.: ABN-OEI-TO-00007103.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Proceed as for takeoff with engine failure between V1 and V2 (*Refer to ABN-OEI-TO ENGINE FAILURE BETWEEN V1 AND V2*). However, if failure occurs above V2, it is recommended to maintain the speed reached after recovery, or SRS commanded attitude. In any case, the speed must not be below V2.

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APPROACH AND LANDING

Ident.: ABN-OEI-LDG-00007104.0001001 / 02 DEC 13

APPROVED

Criteria: A320

Set ENG MODE selector to IGN START.

■ In the case of manual landing:

Select the standard configuration (CONF3 or CONF FULL) for approach and landing.

■ In the case of automatic landing:

Select CONF FULL

Minimum final approach and landing speed: 1.23 VS1G of the landing configuration.

- Note:
1. On the ECAM F/CTL page, check that the rudder trim compensates the aircraft in the correct direction.
 2. If the engine is inoperative before starting the approach, the minimum DH to perform automatic approach, automatic landing and automatic roll out must be at least 50 ft.

MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)

Ident.: ABN-OEI-LDG-00007105.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Apply go-around thrust.

Rotate the aircraft to a pitch attitude of 12.5 ° or as directed by SRS pitch command bar.

Maintain intermediate approach speed.

Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

● At acceleration height:

Level off.

● If aircraft in configuration 2 or 3:

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous.

BALKED LANDING

Ident.: ABN-OEI-LDG-00007106.0001001 / 23 NOV 09

Criteria: (A319 or A320 or A321)

APPROVED

Apply go-around thrust.

Rotate the aircraft to a pitch of 12.5 ° or as directed by the SRS pitch command bar.

Retract slats/flaps one step.

Maintain final approach and landing speed.

● **When positive rate of climb established:**

Retract landing gear.

If necessary, maintain a speed above the required speed to comply with approach climb gradient. *Refer to PERF-LDG Approach Climb and Landing Climb.*

Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

● **At acceleration height:**

Level off.

● **If aircraft in configuration 2 or 3:**

Accelerate up to F speed and select configuration 1.

Accelerate up to S speed and select configuration 0.

At slats zero, β target will disappear: center the sideslip indication conventionally.

Accelerate up to green dot speed and start climbing at this speed.

Reduce thrust to maximum continuous.

AIR - PACK 1 + 2 FAULTIdent.: **ABN-21-00007161.0001001 / 04 APR 11****APPROVED**

Criteria: SA

Turn off both packs.

Descend to the higher one of: FL 100 or MEA.

Note: *If only one pack was overheated, recover the affected pack once overheat has disappeared.*

- **When at or below FL 100 or MEA and cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

AIR - PACK 1 + 2 FAULTIdent.: **ABN-21-00007161.0002001 / 15 DEC 16****APPROVED**

Criteria: (321-200N or (SA and 161365))

Turn off both packs.

Descend to the higher one of: FL 100 or MEA-MORA.

Note: *If only one pack was overheated, recover the affected pack once overheat has disappeared.*

- **When at or below FL 100 or MEA-MORA and cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

CAB PR - SYS 1 + 2 FAULTIdent.: **ABN-21-00006672.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

Use manual pressurization mode.

Monitor cabin altitude and differential pressure are within limits.

During final approach, maintain the cabin vertical speed switch in the UP position.

Check cabin differential pressure at zero before opening doors.

CAB PR - SAFETY VALVE OPEN

Ident.: ABN-21-00007162.0002001 / 23 NOV 09

Criteria: (SA and 35220)

APPROVED

- **If cabin differential pressure below 0 PSI:**

Expect HI CAB rate.

Reduce aircraft vertical speed.

- **If cabin differential pressure above 8 PSI:**

Use manual pressurization mode.

Monitor cabin altitude and differential pressure are within limits.

- **If unsuccessful:**

Reduce aircraft altitude.

During final approach, maintain the cabin vertical speed switch in the UP position.

COND - HOT AIR FAULT

Ident.: ABN-21-00007164.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Turn off hot air (if not automatically done).

- **If unsuccessful:**

Turn off both packs. *Refer to ABN-21 AIR - PACK 1 + 2 FAULT.*

VENT - SKIN VALVE FAULT

Ident.: ABN-21-00007165.0001001 / 04 APR 11

Criteria: SA

APPROVED

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

- **If unsuccessful:**

Maximum flight level is the higher one of: FL 100 or MEA.

Use manual pressurization mode.

Maintain the cabin vertical speed switch in the UP position.

VENT - SKIN VALVE FAULTIdent.: **ABN-21-00007165.0002001 / 15 DEC 16****APPROVED**

Criteria: (321-200N or (SA and 161365))

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

● If unsuccessful:

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

Use manual pressurization mode.

Maintain the cabin vertical speed switch in the UP position.

VENT - SKIN VALVE FAULTIdent.: **ABN-21-00007165.0006001 / 20 DEC 21****APPROVED**

Criteria: (SA and 166490)

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

● If unsuccessful:

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

Use manual pressurization mode.

■ If cabin differential pressure above 1 PSI:

Increase the cabin vertical speed to target +1 000 ft/min.

■ If cabin differential pressure below 1 PSI or invalid:

Maintain the cabin vertical speed switch in the UP position.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	ABNORMAL PROCEDURES AUTO FLIGHT SYSTEM AUTO FLIGHT SYSTEM
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AUTO FLT - FCU 1(2) FAULT

Ident.: ABN-22-AUTOFLT-00009309.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

At each baro setting change on FCU, crosscheck the validity of both PFD altitude information with the standby altimeter.

AUTO FLT - RUD TRV LIM SYS

Ident.: ABN-22-AUTOFLT-00006936.0004001 / 03 AUG 10	<u>APPROVED</u>
Criteria: ((A320 or A321) and 37871)	

Use rudder with care above 160 kt.
 Turn off then on both FACs one after the other.
 Use differential braking if necessary as soon as main gears are on ground.
 Maximum crosswind for landing: 15 kt.
 Do not use autobrake.

AUTO FLT - RUD TRV LIM SYS

Ident.: ABN-22-AUTOFLT-00006936.0011001 / 03 APR 20	<u>APPROVED</u>
Criteria: ((A320 or A321) and 163413)	

Use rudder with care above 160 kt.
 Turn off then on FAC 1.

- **If unsuccessful:**
 - Turn off then on FAC 2.

Use differential braking if necessary as soon as main gears are on ground.
 Maximum crosswind for landing: 15 kt.
 Do not use autobrake.

AUTO FLT - FAC 1+2 FAULT

Ident.: ABN-22-AUTOFLT-00009311.0001001 / 23 NOV 09

APPROVED

Criteria: (318-111 or 318-112 or A319 or A320 or A321)

Use rudder with care above 160 kt.

Turn off then on both FACs one after the other.

● **If unsuccessful:**

Turn off both FACs.

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

AUTO FLT - FAC 1+2 FAULT

Ident.: ABN-22-AUTOFLT-00009311.0008001 / 03 MAR 23

APPROVED

Criteria: ((320-200 or 321-200) and (160023 or 160080 or 160500))

Use rudder with care above 160 kt.

Turn off then on both FACs one after the other.

● **If unsuccessful:**

Turn off both FACs.

Note: *The PFD and ECAM will indicate Alternate Law due to the loss of the Yaw Damper. Nevertheless, the flight controls in pitch and roll remain in Normal Law, which provide dutch roll damping through ailerons. Therefore, although ALTN LAW is indicated to the flight crew, the aircraft does not revert to DIRECT LAW when the landing gear is extended. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST)
For landing the flare mode is available as in Normal Law.*

AUTO FLT - YAW DAMPER SYS

Ident.: ABN-22-AUTOFLT-00009310.0001001 / 03 AUG 10

APPROVED

Criteria: SA

Turn off then on both FACs one after the other.

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

AUTO FLT - YAW DAMPER SYS

Ident.: ABN-22-AUTOFLT-00009310.0002001 / 03 APR 20

APPROVED

Criteria: (SA and 163413)

Turn off then on FAC 1.

- **If unsuccessful:**

Turn off then on FAC 2.

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

AUTO FLT - YAW DAMPER SYS

Ident.: ABN-22-AUTOFLT-00009310.0003001 / 03 MAR 23

APPROVED

Criteria: ((320-200 or 321-200) and ((160023 or 160080 or 160500))

Turn off then on both FACs one after the other.

Note: The PFD and ECAM will indicate Alternate Law due to the loss of the Yaw Damper. Nevertheless, the flight controls in pitch and roll remain in Normal Law, which provide dutch roll damping through ailerons. Therefore, although ALTN LAW is indicated to the flight crew, the aircraft does not revert to DIRECT LAW when the landing gear is extended. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST)
For landing the flare is available as in Normal Law.

AUTO FLT - YAW DAMPER SYS

Ident.: ABN-22-AUTOFLT-00009310.0005001 / 03 MAR 23

APPROVED

Criteria: ((320-200 or 321-200) and ((160023 or 160080 or 160500) and 163413))

Turn off then on FAC 1.

- **If unsuccessful:**

Turn off then on FAC 2.

Note: The PFD and ECAM will indicate Alternate Law due to the loss of the Yaw Damper. Nevertheless, the flight controls in pitch and roll remain in Normal Law, which provide dutch roll damping through ailerons. Therefore, although ALTN LAW is indicated to the flight crew, the aircraft does not revert to DIRECT LAW when the landing gear is extended. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST)
For landing the flare is available as in Normal Law.

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MULTIPLE FAILURES OR WARNINGS (CAT II)

Ident.: ABN-22-CATII-00009313.0001001 / 23 NOV 09

APPROVED

Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

ALTITUDE LOSS WITH AUTOPILOT MALFUNCTION (CAT II)

Ident.: ABN-22-CATII-00009795.0001001 / 23 NOV 09

APPROVED

Criteria: SA

DEMONSTRATED ALTITUDE LOSS BELOW GLIDE SLOPE WITH AUTOPILOT MALFUNCTION

In approach one AP engaged in APPR mode, with take over 1 s after failure recognition, the path deviation is negligible.

FAILURE LEADING TO SLATS/FLAPS LESS THAN FLAPS 3 (CAT II)

Ident.: ABN-22-CATII-00009315.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Revert to CAT I minima.

Disengage the autopilot no later than 500 ft.

ANTISKID SYSTEM AND/OR NOSEWHEEL STEERING FAILURE (CAT II)

Ident.: ABN-22-CATII-00009338.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Disconnect the autopilot at touchdown or when the failure occurs during landing roll.

ALPHA FLOOR ACTIVATION (CAT II)

Ident.: ABN-22-CATII-00009342.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If activation occurs above 1 000 ft:**

Check the speed.

Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).

■ **If activation occurs below 1 000 ft:**

Go around if visual references are not sufficient.

Note: Alpha floor protection is inhibited below 100 ft at landing.

ONE ENGINE FAILURE (CAT II)

Ident.: ABN-22-CATII-00009343.0003001 / 23 NOV 09

Criteria: A320

APPROVED

Note: Automatic approach, landing and rollout have been demonstrated in CONF FULL with one engine inoperative before initiating the approach.

■ **If failure occurs above 1 000 ft:**

Apply CONF FULL.

■ **If failure occurs between 1 000 ft and DH:**

Go around if visual references are not sufficient.

■ **If failure occurs below DH:**

Land if external visual references are sufficient.

RED "RA" FLAG ON TWO PFDS (CAT II)

Ident.: ABN-22-CATII-00009344.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If warning appears above 1 000 ft:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

Note: AP/FD not available in APPR mode.

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT II)

Ident.: ABN-22-CATII-00009349.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
Check aircraft attitude with the standby horizon.
Use switching to recover valid data.
 - **If alert disappears:**
A CAT II approach is still possible.
 - **If alert persists:**
Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
Go around if visual references are not sufficient using standby horizon.
- **If alert appears below DH:**
Land if external visual references are sufficient.

RED "ATT" FLAG ON ONE PFD (CAT II)

Ident.: ABN-22-CATII-00009350.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ **If warning disappears:**

A CAT II approach is still possible.

■ **If warning persists:**

Revert to CAT I minima.

■ **If warning appears between 1 000 ft and DH:**

Go around if visual references are not sufficient.

■ **If warning appears below DH:**

Land if external visual references are sufficient.

DIAGONAL LINE OR "INVALID DATA" ON ONE PFD AND ONE ND (CAT II)

Ident.: ABN-22-CATII-00009351.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If alert appears above 1 000 ft:**

Use switching to recover valid data.

■ **If alert disappears:**

A CAT II approach is still possible.

■ **If alert persists:**

Revert to CAT I minima.

■ **If alert appears between 1 000 ft and DH:**

Go around if visual references are not sufficient.

■ **If alert appears below DH:**

Land if external visual references are sufficient.

AMBER "CHECK HDG" FLAG ON TWO PFDS AND ON TWO NDS (CAT II)

Ident.: ABN-22-CATII-00009352.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Check heading with standby compass.

Use switching to recover valid data.

■ If alert disappears:

A CAT II approach is still possible.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and DH:

Go around if visual references are not sufficient.

■ If alert appears below DH:

Land if external visual references are sufficient.

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT II)

Ident.: ABN-22-CATII-00009353.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
Use switching to recover valid data.
- **If warning disappears:**
A CAT II approach is still possible.
- **If warning persists:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

RED "SPD" FLAG ON ONE PFD (CAT II)

Ident.: ABN-22-CATII-00009354.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
Use switching to recover valid data.
- **If warning disappears:**
A CAT II approach is still possible.
- **If warning persists:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

"AP OFF" WARNING (CAT II)

Ident.: ABN-22-CATII-00009355.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If warning appears above 1 000 ft:**
Try to recover.
 - **If no recovery:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

LOSS OF "CAT 2" CAPABILITY (CAT II)

Ident.: ABN-22-CATII-00009314.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If CAT 2 not displayed on FMA above 1 000 ft:**
Try to recover.
 - **If no recovery:**
Revert to CAT I minima.
- **If CAT 2 disappears on FMA between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If CAT 2 disappears on FMA below DH:**
Land if visual references are sufficient.

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT II)

Ident.: ABN-22-CATII-00009356.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- **If alert appears above 200 ft:**
Monitor ILS/MLS tracking.
- **If alert appears between 200 ft and DH:**
Go around if visual references are not sufficient.
- **If alert appears below DH:**
Land if external references are sufficient.

"AUTOLAND" LIGHT (CAT II)

Ident.: ABN-22-CATII-00009357.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- **If warning appears between 200 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual reference are sufficient.

A/THR FAULT (CAT II)

Ident.: ABN-22-CATII-00009358.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- **If alert appears above 1 000 ft:**
Change over the autopilot and try to reengage the autothrust.
 - **If unsuccessful:**
Control the thrust manually.
- **If alert appears between 1 000 ft and DH:**
Control the thrust manually.
- **If alert appears below DH:**
Land if external visual references are sufficient.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT II
APPROACH WITH OR WITHOUT AUTOMATIC LANDING

NO "LAND" AT 350 FT (CAT II)

Ident.: ABN-22-CATII-00009359.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT II)

Ident.: ABN-22-CATII-00009360.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Continue the landing and disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT II)

Ident.: ABN-22-CATII-00009361.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Disconnect the autopilot.

Land manually.

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MULTIPLES FAILURES OR WARNINGS (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009366.0001001 / 23 NOV 09

APPROVED

Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING TO SLATS/FLAPS LESS THAN CONF 3 (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009383.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Revert to CAT I minima.
Disconnect the autopilot no later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009382.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ If failure occurs above 350 ft:

Revert to CAT III with DH 50 ft.
At touchdown, disconnect the autopilot.

■ If failure occurs between 350 ft and 100 ft:

Go around if visual references are not sufficient.
At touchdown, disconnect the autopilot.

■ If failure occurs below 100 ft:

Continue the landing.
At touchdown, disconnect the autopilot.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

■ If failure appears during landing roll:

Disconnect autopilot.

ANTISKID FAILURE (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009381.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If failure occurs above 350 ft:**

Revert to CAT III SINGLE minima.

At touchdown, disconnect the autopilot.

■ **If failure occurs between 350 ft and 100 ft:**

Go around if visual references are not sufficient.

At touchdown, disconnect the autopilot.

■ **If failure occurs below 100 ft:**

Continue the landing.

At touchdown, disconnect the autopilot.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

■ **If failure appears at landing roll:**

Disconnect autopilot.

ALPHA FLOOR ACTIVATION (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009380.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If activation occurs above 1 000 ft:**

Check speed.

Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).

■ **If activation occurs below 1 000 ft:**

Go around if visual references are not sufficient.

Note: At landing, alpha floor protection is inhibited below 100 ft.

ONE ENGINE FAILURE (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009379.0003001 / 23 NOV 09

APPROVED

Criteria: A320

Note: Automatic approach, landing and rollout have been demonstrated in CONF FULL with one engine inoperative before initiating the approach.

■ If failure occurs above 1 000 ft:

Apply CONF FULL.

Revert to CAT III SINGLE minima.

■ If failure occurs between 1 000 ft and DH:

Go around if visual references are not sufficient.

■ If failure occurs below DH:

Continue the landing.

AUTO CALLOUT RA FAILURE (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009378.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ If failure occurs between 1 000 ft and 100 ft:

Go around if visual references are not sufficient.

■ If failure occurs below 100 ft:

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

RED "RA" FLAG ON TWO PFDS (CAT III WITH DH)

Ident.: ABN-22-CATIIDH-00009377.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- **If warning appears above 1 000 ft:**
Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
Go around if visual references are not sufficient.
- **If warning appears below DH:**
Land if external visual references are sufficient.

Note: *AP/FD is not available in APPR mode.*

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009386.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Check aircraft attitude with the standby horizon.

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III Dual is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 100 ft:

Go around if visual references are not sufficient using standby horizon.

■ If alert appears below 100 ft:

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate using standby horizon.

RED "ATT" FLAG ON ONE PFD (CAT III WITH DH)

Ident.: ABN-22-CATIIDH-00009385.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ **If warning disappears:**

A CAT III SINGLE is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If warning persists:**

Revert to CAT I minima.

■ **If warning appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

■ **If warning appears below 100 ft:**

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

AMBER "CHECK HDG" FLAG ON TWO PFDS AND TWO NDS (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009376.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Check heading with standby compass.

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 100 ft:

Go around if visual references are not sufficient.

■ If alert appears below 100 ft:

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT III WITH DH)

Ident.: ABN-22-CATIIDH-00009375.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If alert appears above 1 000 ft:**

Use switching to recover valid data.

■ **If alert disappears:**

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If alert persists:**

Revert to CAT I minima.

■ **If alert appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

■ **If alert appears below 100 ft:**

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

RED "SPD" FLAG ON ONE PFD (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009374.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.**■ If alert appears above 1 000 ft:**

Use switching to recover valid data.

■ If alert disappears:

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ If alert persists:

Revert to CAT I minima.

■ If alert appears between 1 000 ft and 100 ft:

Go around if visual references are not sufficient.

■ If alert appears below 100 ft:

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

"AP OFF" WARNING (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009373.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If warning appears above 1 000 ft:**

Try to reengage autopilot.

● **If unsuccessful:**

Revert to the available capability.

■ **If warning appears between 1 000 ft and DH:**

Go around if visual references are not sufficient.

■ **If warning appears below DH:**

Land if external visual references are sufficient.

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009372.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If alert appears above 1 000 ft:**

Try to recover.

● **If unsuccessful:**

Revert to the available capability.

■ **If alert appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

TOTAL LOSS OF A/THR ("CAT 3" DECREASES TO "CAT 2") (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009384.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ If alert appears above 1 000 ft:

Disconnect AP1 (or change over if only one autopilot is engaged) and try to reengage the autothrust.

■ If successful:

Continue to CAT III SINGLE minima.

■ If not successful:

Continue to CAT II minima.

Control the thrust manually.

■ If alert appears between 1 000 ft and 100 ft:

Continue to CAT II minima.

Control the thrust manually.

■ If alert appears below 100 ft:

Continue the landing.

Note: A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.

Control the thrust manually.

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009371.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ If failure occurs above 200 ft:

Monitor ILS/MLS tracking.

■ If failure occurs between 200 ft and DH:

Go around if visual references are not sufficient.

■ If failure occurs below DH:

Land if external visual references are sufficient.

"AUTOLAND" LIGHT (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009370.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- If warning appears between 200 ft and DH:
Go around if visual references are not sufficient.
- If warning appears below DH:
Land if external visual references are sufficient.

NO "LAND" AT 350 FT (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009369.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009368.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Revert to CAT II minima.
Disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT III WITH DH)

Ident.: ABN-22-CATIIIDH-00009367.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- If visual references are not sufficient:
Go around.
- If visual references are sufficient:
Disconnect autopilot.
Land manually.

MULTIPLE FAILURES OR WARNINGS (CAT III NO DH)Ident.: ABN-22-CATIII^{noDH}-00009393.0001001 / 23 NOV 09APPROVED

Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING TO SLATS/FLAPS LESS THAN CONF 3 (CAT III NO DH)Ident.: ABN-22-CATIII^{noDH}-00009394.0001001 / 23 NOV 09APPROVED

Criteria: SA

Revert to CAT I minima.
Disconnect autopilot no later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III NO DH)Ident.: ABN-22-CATIII^{noDH}-00009395.0001001 / 23 NOV 09APPROVED

Criteria: SA

- **If failure occurs above 350 ft:**
Revert to CAT III with DH 50 ft.
At touchdown, disconnect the autopilot.
- **If failure occurs between 350 ft and 100 ft:**
Go around if visual references are not sufficient.
At touchdown, disconnect the autopilot.
- **If failure occurs below 100 ft:**
Continue the landing.
At touchdown, disconnect the autopilot.
- **If failure occurs during the landing roll:**
Disconnect autopilot.

ANTISKID FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009396.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ **If failure occurs above 350 ft:**

Revert to CAT III SINGLE minima.

At touchdown, disconnect autopilot.

■ **If failure occurs between 350 ft and 100 ft:**

Go around if visual references are not sufficient.

At touchdown, disconnect autopilot.

■ **If failure occurs below 100 ft:**

Continue the landing.

At touchdown, disconnect autopilot.

■ **If failure occurs during the landing roll:**

Disconnect autopilot.

ALPHA FLOOR ACTIVATION (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009397.0001001 / 09 NOV 20

APPROVED

Criteria: SA

■ **If activation occurs above 1 000 ft:**

Check the speed.

Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).

■ **If activation occurs below 1 000 ft:**

Go around if visual references are not sufficient.

Note: At landing, alpha floor protection is inhibited below 100 ft.

ONE ENGINE FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009413.0003001 / 23 NOV 09

APPROVED

Criteria: A320

- **If failure occurs above 1 000 ft:**
Apply CONF FULL.
Revert to CAT III SINGLE minima.
- **If failure occurs between 1 000 ft and 100 ft:**
Go around if visual references are not sufficient.
- **If failure occurs below 100 ft:**
Continue the landing.

AUTO CALLOUT RA FAILURE (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009398.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If failure occurs between 1 000 ft and 100 ft:**
Go around if visual references are not sufficient.
- **If failure occurs below 100 ft:**
Continue the landing.

RED "RA" FLAG ON TWO PFDS (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009399.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If warning occurs above 1 000 ft:**
Revert to CAT I minima.
- **If warning appears below 1 000 ft:**
Go around if visual references are not sufficient.

Note: AP/FD is not available in APPR mode.

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009400.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If alert appears above 1 000 ft:**

Check aircraft attitude with the standby horizon.

Use switching to recover valid data.

■ **If alert disappears:**

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If alert persists:**

Revert to CAT I minima.

■ **If alert appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient using standby horizon.

■ **If alert appears below 100 ft:**

Continue the landing.

RED "ATT" FLAG ON ONE PFD (CAT III NO DH)Ident.: ABN-22-CATIII_{noDH}-00009401.0001001 / 23 NOV 09APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.**■ If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ If warning disappears:

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ If warning persists:

Revert to CAT I minima.

■ If warning appears between 1 000 ft and 100 ft:

Go around if visual references are not sufficient.

■ If warning appears below 100 ft:

Continue the landing.

AMBER "CHECK HDG" FLAG ON TWO PFDS AND TWO NDS (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009402.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If alert appears above 1 000 ft:**

Check heading with standby compass.

Use switching to recover valid data.

■ **If alert disappears:**

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If alert persists:**

Revert to CAT I minima.

■ **If alert appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

■ **If alert appears below 100 ft:**

Continue the landing.

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009403.0001001 / 23 NOV 09

APPROVED

Criteria: SA

CAUTION Do not make any switching below 1 000 ft.

■ **If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ **If warning disappears:**

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If warning persists:**

Revert to CAT I minima.

■ **If warning appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

■ **If warning appears below 100 ft:**

Continue the landing.

RED "SPD" FLAG ON ONE PFD (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009404.0001001 / 23 NOV 09

Criteria: SA

APPROVED

CAUTION Do not make any switching below 1 000 ft.

■ **If warning appears above 1 000 ft:**

Use switching to recover valid data.

■ **If warning disappears:**

A CAT III SINGLE approach is still possible.

Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.

■ **If warning persists:**

Revert to CAT I minima.

■ **If warning appears between 1 000 ft and 100 ft:**

Go around if visual references are not sufficient.

■ **If warning appears below 100 ft:**

Continue the landing .

"AP OFF" WARNINGS (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009405.0001001 / 02 DEC 13

Criteria: SA

APPROVED

■ **If warning appears above 1 000 ft:**

Try to reengage the autopilot.

● **If unsuccessful:**

Revert to the available capability.

■ **If warning appears below 1 000 ft:**

Go around if visual references are not sufficient.

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III NO DH)Ident.: ABN-22-CATIII^{noDH}-00009406.0001001 / 23 NOV 09APPROVED

Criteria: SA

- **If alert appears above 1 000 ft:**
Try to reengage the autopilot.
 - **If unsuccessful:**
Revert to the available capability.
- **If alert appears between 1 000 ft and 100 ft:**
Go around if visual references are not sufficient.

TOTAL LOSS OF A/THR ("CAT 3" DECREASES TO "CAT 2") (CAT III NO DH)Ident.: ABN-22-CATIII^{noDH}-00009407.0001001 / 23 NOV 09APPROVED

Criteria: SA

- **If alert appears above 1 000 ft:**
Disconnect the AP1 and try to reengage the autothrust.
 - **If successful:**
Continue to CAT III SINGLE minima.
 - **If not successful:**
Continue to CAT II minima.
Control the thrust manually.
- **If alert appears between 1 000 ft and 100 ft:**
Continue to CAT II minima.
Control the thrust manually.
- **If alert appears below 100 ft:**
Continue the landing.
Control the thrust manually.

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009408.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ **If failure occurs above 200 ft:**

Monitor ILS/MLS tracking.

■ **If failure occurs below 200 ft:**

Go around if visual references are not sufficient.

"AUTOLAND" LIGHT (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009409.0001001 / 23 NOV 09

APPROVED

Criteria: SA

● **If alert occurs below 200 ft:**

Go around if visual references are not sufficient.

NO "LAND" AT 350 FT (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009410.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT III NO DH)

Ident.: ABN-22-CATIII^{noDH}-00009411.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Revert to CAT II minima.

Disconnect autopilot at 50 ft at the latest.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

AUTO FLIGHT SYSTEM

FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

NO "FLARE" AT 30 FT (CAT III NO DH)

Ident.: ABN-22-CATIII_{noDH}-00009412.0001001 / 23 NOV 09

APPROVED

Criteria: SA

■ **If visual references are not sufficient:**

Go around.

■ **If visual references are sufficient:**

Disconnect autopilot.

Land manually.

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AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES ELECTRICAL POWER

ELEC - AC ESS BUS FAULT

Ident.: ABN-24-00007139.0002001 / 23 NOV 09

APPROVED

Criteria: (SA and 37871)

Set AC ESS FEED to ALTN.
Set ATC/XPDR to SYS 2.

ELEC - AC ESS BUS SHED

Ident.: ABN-24-00027264.0002001 / 05 MAY 25

APPROVED

Criteria: (SA and 37871)

Set ATC/XPDR to SYS 2.

ELEC - AC BUS 1 FAULT

Ident.: ABN-24-00007140.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Set ventilation blower to OVRD.

Note: 1. Blue hydraulic system is inoperative. Refer to ABN-29 HYD - B SYS LO PR.
2. Spoilers are partially inoperative.

ELEC - AC BUS 2 FAULT

Ident.: ABN-24-00007141.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Set ventilation extract to OVRD.

ELEC - DC ESS BUS FAULT

Ident.: ABN-24-00007143.0001001 / 02 DEC 13

Criteria: SA

APPROVED

- Note:
1. Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.
 2. For communication, only VHF 2 or VHF 3 are available.

Select audio switching.

Check baro reference on FCU.

Turn off GPWS.

● **For approach and landing:**

Note: Slats and flaps extend slowly.

■ **If no ice accretion:**

Apply necessary landing performance corrections.

■ **If ice accretion:**

Approach speed = VLS + 10 kt

Apply necessary landing performance corrections.

- Note:
1. Blue hydraulic system is inoperative. Refer to ABN-29 HYD - B SYS LO PR.
 2. Spoilers are partially inoperative. Refer to ABN-27 F/CTL - SPLR FAULT.

ELEC - DC BUS 1 FAULT

Ident.: ABN-24-00007148.0002001 / 02 DEC 13

Criteria: (SA and 151269)

APPROVED

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

Avoid icing conditions.

ELEC - DC BUS 1 FAULT

Ident.: ABN-24-00007148.0007001 / 03 APR 20

Criteria: (SA and (163413 and 21678))

APPROVED

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

ELEC - DC BUS 2 FAULT

Ident.: ABN-24-00007150.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Set AIR DATA switching to F/O 3.

Check baro reference on FCU.

- Note:
1. The Cockpit Door Locking System (CDLS) is inoperative (if installed).
 2. Slats and flaps extend slowly.
 3. Half spoilers are inoperative.
 4. SEC 2+3 are inoperative. Refer to ABN-27 F/CTL - SEC FAULT.

ELEC - DC EMER CONFIG

Ident.: ABN-24-00007152.0001001 / 02 DEC 13

APPROVED

Criteria: SA

LAND ASAP

Manually confirm emergency electrical power on.

Minimum speed: 140 kt

Apply necessary landing performance corrections.

ELEC - DC EMER CONFIG

Ident.: ABN-24-00007152.0009001 / 03 APR 20

APPROVED

Criteria: (SA and 163413)

- Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

LAND ASAP

Manually confirm emergency electrical power on.

Minimum speed: 140 kt

Apply necessary landing performance corrections.

ELEC - DC BUS 1 + 2 FAULT

Ident.: **ABN-24-00007154.0002001 / 02 DEC 13**

APPROVED

Criteria: ((A320 or A321) and 21678)

Note: The Cockpit Door Locking System (CDLS) is inoperative (if installed).

Set ventilation blower to OVRD.

Set ventilation extract to OVRD.

Check baro reference on FCU.

● **For approach and landing:**

Note: Slats and flaps extend slowly.

Apply necessary landing performance corrections.

Note: 1. Antiskid is inoperative. Refer to ABN-32 BRAKES - A-SKID N-WS FAULT or OFF.
2. Half spoilers are inoperative.

ELEC - DC ESS BUS SHED

Ident.: **ABN-24-00007159.0002001 / 02 DEC 13**

APPROVED

Criteria: (SA and 151269)

Set ventilation extract to OVRD.

Avoid icing conditions.

ELEC - DC ESS BUS SHED

Ident.: **ABN-24-00007159.0007001 / 03 APR 20**

APPROVED

Criteria: (SA and (163413 and 21678))

Note: Wing Anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF

Set ventilation extract to OVRD.

F/CTL - FLAPS FAULT

Ident.: ABN-27-00007108.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

● **When speed below VFE:**

Recycle flaps lever.

● **If unsuccessful:**

Apply flaps locked procedure. *Refer to ABN-27 F/CTL - FLAPS LOCKED.*

F/CTL - FLAPS LOCKED

Ident.: ABN-27-00006637.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

■ **If flaps position below 3:**

Use FLAPS 3 for landing.

Turn off GPWS flap mode.

■ **If flaps position at 3:**

Use FLAPS 3 for landing.

Turn on GPWS LDG FLAP 3.

■ **If flaps position above 3:**

Use FLAPS FULL for landing.

Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

F/CTL - FLAPS LOCKED

Ident.: ABN-27-00006637.0002001 / 03 APR 20

Criteria: (SA and 163413)

APPROVED

Speed is limited to the VFE corresponding to the next more extended flaps configuration.

Refer to LIM-SPD VFE.

■ **If flaps position below 3:**

Set Flap lever to position 3 for landing.

Turn off GPWS flap mode.

■ **If flaps position at 3:**

Set Flap lever to position 3 for landing.

Turn on GPWS LDG FLAP 3.

■ **If flaps position above 3:**

Set Flap lever to position FULL for landing.

Turn on GPWS LDG FLAP 3.

Note: Flaps will not move when Flap lever is set for landing.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

F/CTL - SLATS FAULT

Ident.: ABN-27-00007109.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

● **When speed below VFE :**

Recycle flaps lever.

● **If unsuccessful :**

Apply slats locked procedure. *Refer to ABN-27 F/CTL - SLATS LOCKED.*

F/CTL - SLATS LOCKEDIdent.: **ABN-27-00006638.0001001 / 23 NOV 09****APPROVED**

Criteria: ((A321 or 320-100) or ((A319 or A320) and 154327))

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

Use FLAPS 3 for landing.

Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

Note: *If SLATS FAULT by double SFCC failure, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

F/CTL - SLATS LOCKEDIdent.: **ABN-27-00006638.0003001 / 03 APR 20****APPROVED**

Criteria: (((A321 or 320-100) and 163413) or ((A319 or A320) and (154327 and 163413)))

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

Set Flap lever to position 3 for landing.

Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

Note: *If SLATS FAULT by double SFCC failure, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

F/CTL - SLATS LOCKED

Ident.: ABN-27-00006638.0002001 / 23 NOV 09

APPROVED

Criteria: ((A318 or A319 or A320) and 20024)

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

- **If slats not at 0:**

Set FUEL MODE SEL to MAN.

Set center tank pumps as required.

- **For landing:**

Use FLAPS 3.

Turn off center tank pumps.

Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

Note: *If SLATS FAULT by double SFCC failure, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

F/CTL - SLATS LOCKED

Ident.: ABN-27-00006638.0004001 / 03 APR 20

APPROVED

Criteria: ((A318 or A319 or A320) and (20024 and 163413))

Speed is limited to the VFE corresponding to the next more extended slats configuration.

Refer to LIM-SPD VFE.

- **If slats not at 0:**

Set FUEL MODE SEL to MAN.

Set center tank pumps as required.

- **For landing:**

Set Flap lever to position 3.

Turn off center tank pumps.

Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

Note: *If SLATS FAULT by double SFCC failure, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR

Ident.: ABN-27-00006879.0001001 / 11 APR 25

APPROVED

Criteria: A320

APPROACH SPEED INCREMENT LANDING DISTANCE MULTIPLICATION FACTOR					
	Flaps at or above 0 and below 1+F	Flaps at or above 1+F and below 2	Flaps at or above 2 and below 3	Flaps at 3	Flaps above 3
Slats at or above 0 and below 1	⁽¹⁾ VREF + 45 kt	VREF + 30 kt	VREF + 25 kt	VREF + 25 kt	not allowed
Slats at or above 1 and at or below 3	VREF + 25 kt	VREF + 15 kt	VREF + 10 kt	VREF + 10 kt	VREF + 10 kt
Slats above 3	VREF + 25 kt	VREF + 15 kt	VREF + 10 kt	VREF + 10 kt	VREF + 5 kt

⁽¹⁾ If flaps and slats are jammed at position 0, the approach speed increment is VREF + 60 kt, then at 500 ft, reduce speed to obtain VREF + 50 kt at threshold.

For the landing distance apply necessary landing performance corrections.

PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION

Ident.: ABN-27-00007110.0010001 / 02 DEC 13

APPROVED

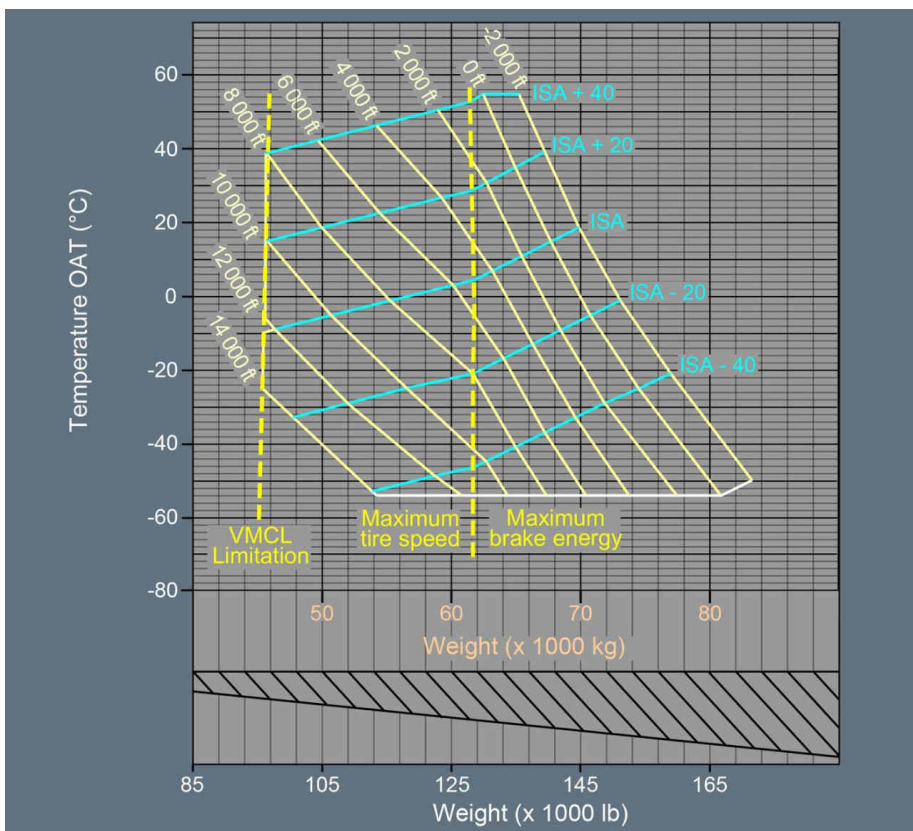
Criteria: (320-214 or 320-215 or 320-216)

The following graph gives information on compatibility between weight, maximum tire speed and maximum brake energy for landing in clean configuration.

Maximum tire speed: *Refer to LIM-32 Tire Speed.*

Maximum brake energy: 70 MJ per wheel.

Landing in Clean Configuration



Continued on the following page

Continued from the previous page PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION

Wind effect on determined weight:

- Headwind: add 0.2 t (440 lb) per kt of headwind
- Tailwind: subtract 1.3 t (2 866 lb) per kt of tailwind.

F/CTL - SPLR FAULT

Ident.: ABN-27-00006639.0001001 / 16 MAY 25

Criteria: SA

APPROVED

- **If spoilers 3+4 affected:**

Do not use speed brakes.

- **For landing:**

Apply necessary landing performance corrections.

- Note:
1. If all spoilers are failed, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
 2. Due to the increased drag, a descent may be needed to maintain the optimum speed : Green Dot + 10 kt.

F/CTL - GND SPLR FAULT

Ident.: ABN-27-00007114.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Refer to ABN-27 F/CTL - SPLR FAULT.

F/CTL - SPD BRK DISAGREE

Ident.: ABN-27-00007117.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Retract speed brakes.

Refer to ABN-27 F/CTL - SPLR FAULT.

F/CTL - SPD BRK FAULT

Ident.: ABN-27-00007118.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Refer to ABN-27 F/CTL - SPLR FAULT.

Note: Associated ground spoilers are only available through thrust reversers selection.

F/CTL - RUDDER JAM

Ident.: ABN-27-00007119.0001001 / 02 DEC 13

APPROVED

Criteria: SA

- **For approach and landing:**

Avoid crosswind from the side where the rudder is deflected.

Maximum crosswind: 15 kt

Apply necessary landing performance corrections.

Do not use autobrake.

Use differential braking if necessary as soon as main gears are on ground.

Do not use asymmetric reverse thrust.

Below 70 kt, consider using nosewheel steering handle.

F/CTL - STOP RUDDER INPUT

Ident.: ABN-27-00015241.0001001 / 18 JAN 24

APPROVED

Criteria: (SA and 154473)

CAUTION Avoid large and rapid rudder inputs.

- **When "STOP RUDDER INPUT" aural warning is triggered:**

Release immediately the rudder pedals.

F/CTL - L (R) ELEV FAULT

Ident.: ABN-27-00007120.0001001 / 02 DEC 13

APPROVED

Criteria: (A320 or A321)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Do not use speed brakes.

Maximum speed: 320 kt

Use FLAPS 3 for landing.

Set GPWS LDG FLAP 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

F/CTL - L (R) ELEV FAULT

Ident.: ABN-27-00007120.0008001 / 18 SEP 17

APPROVED

Criteria: ((A320 or A321) and 161397)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Maneuver with care.

Do not use speed brakes.

Maximum speed: 320 kt

Use FLAPS 3 for landing.

Set GPWS LDG FLAP 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

● **For go-around:**

Maximum pitch: 15 °

F/CTL - L (R) ELEV FAULTIdent.: **ABN-27-00007120.0019001 / 03 APR 20****APPROVED**

Criteria: ((A320 or A321) and 163413)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Maneuver with care.

Do not use speed brakes.

Maximum speed: 320 kt

Set Flap lever to position 3 for landing.

Set GPWS LDG FLAP 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

● **For go-around:**

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

F/CTL - ELAC 1(2) FAULTIdent.: **ABN-27-00007121.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

Turn off then on affected ELAC.

Note: If both ELACs affected, turn off then on both ELACs one after the other.

● **If reset not successful:**

Turn off affected ELAC.

Note: If both ELACs affected:

- *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*
- *Ailerons are inoperative.*

F/CTL - SEC FAULT

Ident.: ABN-27-00006640.0001001 / 02 DEC 13

Criteria: SA

APPROVED

Turn off then on affected SEC.

- **If reset not successful:**

Turn off affected SEC.

- **If SEC 1 or SEC 1+2 or SEC 1+3 affected:**

Do not use speed brakes.

Apply necessary landing performance corrections.

- **If SEC 2 or SEC 3 or SEC 2+3 affected:**

Apply necessary landing performance corrections.

- **If all SECs are inoperative:**

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Do not use speed brakes.

Apply necessary landing performance corrections.

F/CTL - FCDC 1 + 2 FAULT

Ident.: ABN-27-00007131.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Monitor flight controls overhead panel.

Note: *1. Flight controls indications are not available on ECAM.
2. Control law status is not available on PFD.*

F/CTL - STABILIZER JAM

Ident.: ABN-27-00007132.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Note: *Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

- **If manual pitch trim available:**

Use manual pitch trim to maintain elevator at zero position (indication on ECAM F/CTL page).

F/CTL - STABILIZER JAM

Ident.: ABN-27-00007132.0003001 / 08 FEB 19

APPROVED

Criteria: (SA and 162159)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Maneuver with care.

- **If manual pitch trim available:**

Use manual pitch trim to maintain elevator at zero position (indication on ECAM F/CTL page).

- **For go-around:**

Maximum pitch: 15 °

Set all engine thrust levers to TOGA then FLX/MCT detent.

F/CTL - ATLN LAW (PROT LOST)

Ident.: ABN-27-00006618.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

Maximum speed : 320 kt

- **For approach and landing:**

Use FLAPS 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

- Note:*
1. When landing gear extended and autopilots off, controls revert to direct law.
 2. If manual pitch trim not available, extend landing gear when in CONF 3 and at approach speed in order to delay the reversion to direct law.

F/CTL - ALTN LAW (PROT LOST)

Ident.: ABN-27-00006618.0015001 / 03 APR 20

Criteria: ((A319 or A320 or A321) and 163413)

APPROVED

Maximum speed : 320 kt

● For approach and landing:

Set Flap lever to position 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

Note: 1. When landing gear extended and autopilots off, controls revert to direct law.
2. If manual pitch trim not available, extend landing gear when in CONF 3 and at approach speed in order to delay the reversion to direct law.

F/CTL - ALTN LAW (PROT LOST)

Ident.: ABN-27-00006618.0006001 / 15 MAY 17

Criteria: (A320 and (160080 or 160500))

APPROVED

Maximum speed: 320 kt.

● For approach and landing:

Use FLAPS 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt.

Apply necessary landing performance corrections.

Note: 1. When landing gear extended and autopilots off, controls revert to direct law. Except for the Yaw Damper loss where the controls remain in alternate law.
2. If manual pitch trim not available, extend landing gear when in CONF 3 and at approach speed in order to delay the reversion to direct law.

● For go-around:

Set thrust levers to TOGA.

F/CTL - ALTN LAW (PROT LOST)Ident.: **ABN-27-00006618.0019001 / 03 APR 20****APPROVED**

Criteria: (A320 and ((160080 or 160500) and 163413))

Maximum speed: 320 kt.

● For approach and landing:

Set Flap lever to position 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt.

Apply necessary landing performance corrections.

Note: 1. When landing gear extended and autopilots off, controls revert to direct law. Except for the Yaw Damper loss where the controls remain in alternate law.
2. If manual pitch trim not available, extend landing gear when in CONF 3 and at approach speed in order to delay the reversion to direct law.

● For go-around:

Set thrust levers to TOGA.

F/CTL - DIRECT LAW (PROT LOST)Ident.: **ABN-27-00006671.0001001 / 02 DEC 13****APPROVED**

Criteria: (A319 or A320 or A321)

Maximum speed: 320 kt / M 0.77

● If manual pitch trim available:

Use manual pitch trim.

Maneuver with care.

Use speed brakes with care.

● For approach and landing:

Use FLAPS 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

F/CTL - DIRECT LAW (PROT LOST)

Ident.: **ABN-27-00006671.0011001 / 03 APR 20**

APPROVED

Criteria: ((A319 or A320 or A321) and 163413)

Maximum speed: 320 kt / M 0.77

- **If manual pitch trim available:**

Use manual pitch trim.

Maneuver with care.

Use speed brakes with care.

- **For approach and landing:**

Set Flap lever to position 3 for landing.

Set GPWS LDG FLAPS 3 to ON.

Approach speed = VREF + 10 kt

Apply necessary landing performance corrections.

FUEL - CTR L(R) XFR FAULTIdent.: **ABN-28-00027657.0002001 / 16 MAY 25****APPROVED**

Criteria: ((A321 and 153741) or ((A318 or A319 or A320) and (153741 and 154327)))

■ If CTR TK XFR valve on the affected side is open:

Turn off the center tank transfer valve of the affected side.

● If unsuccessful:

Open crossfeed valve.

Turn off affected side wing tank pumps.

● When the center tank is empty:

Turn on affected side wing tank pumps.

Close crossfeed valve.

■ If CTR TK XFR valve on the affected side is closed:

Set CTR TK MODE SEL to MAN.

● If unsuccessful:

Open crossfeed valve.

Turn off affected side wing tank pumps.

● When center tank is empty:

Turn on affected side wing tank pumps.

Close crossfeed valve.

FUEL - L(R) WING TK OVERFLOWIdent.: **ABN-28-00027716.0005001 / 16 MAY 25****APPROVED**

Criteria: ((A318 or A319 or A320) and (151269 and 154427))

Close crossfeed valve.

Set the CTR TK MODE SEL to AUTO.

Turn off the affected side center tank pump.

Expect fuel imbalance.

FUEL - L(R) WING TK OVERFLOW

Ident.: **ABN-28-00027716.0009001 / 16 MAY 25**

APPROVED

Criteria: ((A318 or A319 or A320) and (151269 and 154327 and 154427))

Close center tank transfer valve of the affected side.

- **If unsuccessful:**

Open crossfeed valve.

Turn off the affected side wing tank pumps.

- **When the center tank is empty:**

Turn on affected side wing tank pumps.

Close crossfeed valve.

FUEL - L(R) TK PUMP 1+2 LO PR

Ident.: **ABN-28-00007194.0001001 / 23 NOV 09**

APPROVED

Criteria: (A321 or (A320 and 154327))

CAUTION

Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK.*

- **If above FL 150:**

Open crossfeed valve.

Set ENG MODE selector to IGN START.

Turn off affected side pumps.

- **When L(R) tank fuel required or to limit fuel imbalance:**

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

FUEL - L(R) TK PUMP 1+2 LO PR

Ident.: ABN-28-00007194.0002001 / 23 NOV 09

APPROVED

Criteria: ((A319 or A320) and 20024)

CAUTION

Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK.*

- **If center tank not empty:**

Manually perform a fuel transfer from the center tank.

- **When center tank empty:**

- **If above FL 150:**

Open crossfeed valve.

Set ENG MODE selector to IGN START.

Turn off affected side tank pumps.

- **When L(R) tank fuel required:**

Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING.*

FUEL - L(R) WING TK LO LVL

Ident.: ABN-28-00007198.0002001 / 23 NOV 09

APPROVED

Criteria: ((A319 or A320) and 20024)

CAUTION

Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK.*

- **If center tank not empty:**

Manually perform a fuel transfer from the center tank.

- **If fuel imbalance:**

Open crossfeed valve.

Turn off affected side pumps.

FUEL - L(R) WING TK LO LVL

Ident.: ABN-28-00007198.0004001 / 23 MAY 18
Criteria: ((A319 or A320) and (162159 and 20024))

APPROVED

CAUTION

Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK.*

- **If center tank not empty:**

Manually perform a fuel transfer from the center tank.

Open crossfeed valve.

Turn off affected side pumps.

FUEL - L+R WING TK LO LVL

Ident.: ABN-28-00007200.0004001 / 02 DEC 13
Criteria: (SA and 151269)

APPROVED

LAND ASAP

- **If center tank not empty:**

Manually perform a fuel transfer from the center tank.

Turn on all wing tank pumps.

- **If no fuel leak:**

Open crossfeed valve.

- **If gravity fuel feeding:**

Close crossfeed valve.

FUEL - CTR TK PUMPS LO PR

Ident.: ABN-28-00009364.0003001 / 02 DEC 13
Criteria: ((A318 or A319 or A320) and 151269)

APPROVED

Turn off both center tank pumps.

Close crossfeed valve.

Note: 1. Center tank fuel is unusable.
2. Gravity feeding from center tank is not possible.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	ABNORMAL PROCEDURES FUEL
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FUEL GRAVITY FEEDING

Ident.: ABN-28-00006624.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

Descend to gravity feed ceiling (if applicable):

Flight conditions at the time of gravity feeding	Gravity feed ceiling
Flight time above FL 300 greater than 30 min (Fuel deaerated)	Current FL ⁽¹⁾
Flight time above FL 300 lower than 30 min (Fuel non-deaerated)	FL 300 ⁽¹⁾
Aircraft flight level never exceeded FL 300 (Fuel non-deaerated)	The highest of: - FL 150 ⁽¹⁾ - 7 000 ft above takeoff airport altitude

⁽¹⁾ In case JET B fuel is used, the gravity feed ceiling is FL 100 in all cases.

● **When reaching gravity feed ceiling:**

Set ENG MODE selector to IGN START.

Avoid negative g load factor.

Close crossfeed valve.

● **If only one engine is running and is fed by gravity:**

Open crossfeed valve.

Adjust bank angle 1 ° wing down on running engine side.

Use rudder trim to get constant course and neutral stick.

● **When fuel imbalance at or above 1 000 kg (2 204 lb):**

Increase bank angle to 2 ° or 3 ° wing down on running engine side.

Note: Fuel from opposite wing is used until imbalance is reduced to 0.

FUEL - L INNER (R INNER) (L OUTER) (R OUTER) TK HI TEMP

Ident.: ABN-28-00007201.0001001 / 23 NOV 09

APPROVED

Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318)

Turn off galleys.

■ On ground:

- If fuel temperature above 60 °C in outer tank or 54 °C in inner tank:

Delay takeoff.

Set affected engine master lever to OFF.

■ In flight:

- If fuel temperature above 60 °C in outer tank or 54 °C in inner tank:

Increase engine fuel flow on affected side.

- If fuel temperature above 65 °C in outer tank or 57 °C in inner tank:

Start APU as required.

- If opposite IDG not fault:

Turn off affected IDG.

FUEL IMBALANCE

Ident.: ABN-28-00007203.0002001 / 23 NOV 09

APPROVED

Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 20024)

Compare the FOB + FU with the FOB at departure. If the difference is significant, or if the FOB + FU decreases, suspect a fuel leak.

CAUTION

Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK.*

Open wing crossfeed valve.

Turn off fuel pumps on the lighter side and on center tank.

● When fuel balanced:

Turn on wing and center fuel pumps.

Close wing crossfeed valve.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	ABNORMAL PROCEDURES FUEL
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FUEL IMBALANCE

Ident.: ABN-28-00007203.0004001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (A321 or (A320 and 154327))	

Compare the FOB + FU with the FOB at departure. If the difference is significant, or if the FOB + FU decreases, suspect a fuel leak.

CAUTION	Do not apply this procedure if a fuel leak is suspected. <i>Refer to ABN-28 FUEL LEAK.</i>
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- Open wing crossfeed valve.
- Close both center tank transfer valves.
- Turn off fuel pumps on the lighter side.

- **When fuel balanced:**
 - Turn on fuel pumps.
 - Open both center tank transfer valves.
 - Close wing crossfeed valve.

FUEL LEAK

Ident.: ABN-28-00006692.0003001 / 23 NOV 09

APPROVED

Criteria: (((320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233 or A318 or A319) and 20024) or (320-215 or 320-216)))

A fuel leak may be detected if:

- The sum of the FOB and the FU is significantly less than the FOB at engine start, or decreases, or
- A passenger observes fuel spray from engine/pylon or wing tip, or
- The total fuel quantity decreases at an abnormal rate, or
- A fuel imbalance develops, or
- The fuel quantity of a tank decreases too fast (leak from engine/pylon or a hole in a tank), or
- Fuel flow is excessive (leak from engine), or
- Fuel is smelt in the cabin.

If visibility permits, a visual check from the cabin may enable identification of the leak source.

● When a leak is confirmed:

LAND ASAP

■ If leak from engine/pylon confirmed:

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

■ If leak from engine/pylon not confirmed or leak not located:

Keep wing crossfeed valve closed.

CAUTION

Do not open the wing crossfeed valve, even if requested by another ECAM procedure.

Turn off both center tank pumps.

Monitor inner fuel tank quantities and look for one tank depleting faster.

● If one inner tank depletes faster than the other by at least 300 kg (661 lb) in less than 30 min:

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

Continued on the following page

Continued from the previous page FUEL LEAK

Monitor fuel leak.

Turn on both center tank pumps.

Note: *If the leak continues after engine shutdown, suspect leak from wing and consider restarting the engine. The wing crossfeed valve can be selected open.*

- **If both inner tanks deplete at a similar rate:**

Note: *The wing crossfeed valve can be selected open.*

- **If fuel smell in the cabin:**

- **If APU running:**

Shut down APU.

- **When inner wing tank fuel quantity below 3 t (6 614 lb):**

Turn on both center tank pumps.

- **For landing:**

CAUTION	Do not use reverse.
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FUEL LEAK

Ident.: ABN-28-00006692.0006001 / 23 OCT 18

Criteria: (A320 and 154327)

APPROVED

A fuel leak may be detected if:

- The sum of the FOB and the FU is significantly less than the FOB at engine start, or decreases, or
- A passenger observes fuel spray from engine/pylon or wing tip, or
- The total fuel quantity decreases at an abnormal rate, or
- A fuel imbalance develops, or
- The fuel quantity of a tank decreases too fast (leak from engine/pylon or a hole in a tank), or
- Fuel flow is excessive (leak from engine), or
- Fuel is smelt in the cabin.

If visibility permits, a visual check from the cabin may enable identification of the leak source.

● When a leak is confirmed:

LAND ASAP

■ If leak from engine/pylon confirmed:

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

■ If leak from engine/pylon not confirmed or leak not located:

Keep wing crossfeed valve closed.

CAUTION

Do not open the wing crossfeed valve, even if requested by another ECAM procedure.

Close both center tank transfer valves.

Monitor inner fuel tank quantities and look for one tank depleting faster.

● If one inner tank depletes faster than the other by at least 300 kg (661 lb) in less than 30 min:

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

Continued on the following page

Continued from the previous page FUEL LEAK

Monitor fuel leak.

Open both center tank transfer valves.

Note: *If the leak continues after engine shutdown, suspect leak from wing and consider restarting the engine. The wing crossfeed valve can be selected open.*

- **If both inner tanks deplete at a similar rate:**

Note: *The wing crossfeed valve can be selected open.*

- **If fuel smell in the cabin:**

- **If APU running:**

Shut down APU.

- **When inner wing tank fuel quantity below 3 t (6 614 lb):**

Open both center tank transfer valves.

- **For landing:**

CAUTION	Do not use reverse.
----------------	---------------------

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

ABNORMAL PROCEDURES

FUEL

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HYD - G SYS LO PR

Ident.: ABN-29-00006656.0005001 / 02 DEC 13

APPROVED

Criteria: SA

● **If hydraulic system not recovered:**● **For approach and landing:**Note: *Slats and flaps extend slowly.*Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Apply necessary landing performance corrections.

Note: *Spoilers are partially inoperative.***HYD - Y SYS LO PR**

Ident.: ABN-29-00006657.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

● **If hydraulic system not recovered:**● **For approach and landing:**Note: *Flaps extend slowly.*

Apply necessary landing performance corrections.

Note: *Spoilers are partially inoperative.***HYD - Y SYS LO PR**

Ident.: ABN-29-00006657.0002001 / 02 DEC 13

APPROVED

Criteria: ((A319 or A320 or A321) and 26925)

● **If hydraulic system not recovered:**● **For approach and landing:**Note: *Flaps extend slowly.*

Apply necessary landing performance corrections.

Note: *1. Nosewheel steering is inoperative.
2. Spoilers are partially inoperative.*

HYD - B SYS LO PR

Ident.: ABN-29-00006658.0001001 / 02 DEC 13

Criteria: SA

APPROVED

- **If hydraulic system not recovered:**

- **For approach and landing:**

Note: Slats extend slowly.

Apply necessary landing performance corrections.

Note: Spoilers are partially inoperative.

HYD - RSVR LO AIR PR

Ident.: ABN-29-00009203.0001001 / 23 NOV 09

Criteria: SA

APPROVED

- **If pressure fluctuates:**

Turn off associated hydraulic pumps.

- **If green hydraulic system affected:**

Set PTU to OFF.

Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.*

- **If yellow hydraulic system affected:**

Set PTU to OFF.

Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.*

Note: System may be recovered at low altitude.

HYD - RSVR OVHT

Ident.: ABN-29-00009204.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Turn off associated hydraulic pumps.

- **If green hydraulic system affected:**

Set PTU to OFF.

Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.*

- **If yellow hydraulic system affected:**

Set PTU to OFF.

Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.*

Note: System may be recovered if OVHT indication has disappeared.

HYD - RSVR LO LVL

Ident.: ABN-29-00009205.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Turn off associated hydraulic pumps.

- **If green hydraulic system affected:**

Set PTU to OFF.

Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR.*

- **If yellow hydraulic system affected:**

Set PTU to OFF.

Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR.*

Note: If blue system affected, EMER GEN is inoperative.

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ANTI ICE - CAPT AOA

Ident.: ABN-30-00023780.0001001 / 03 APR 20

APPROVED

Criteria: (SA and 163413)

- **If ADR 2+3 fault:**

Avoid icing conditions.

ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) AOA HEAT FAULT

Ident.: ABN-30-00022237.0001001 / 22 MAR 18

APPROVED

Criteria: (SA and 162159)

- **If non-related ADR on and operative:**

Turn off one of affected ADRs.

- **If non-related ADR faulty or off:**

- **If icing conditions expected:**

Turn off one of affected ADRs.

ANTI ICE - CAPT (F/O) PROBES HEAT FAULT

Ident.: ABN-30-00007178.0001001 / 23 NOV 09

APPROVED

Criteria: SA

- **If ADR 3 available:**

Use AIR DATA switching as appropriate.

ANTI ICE - ICE DETECTED

¹ Ident.: ABN-30-00027115.0001001 / 04 MAY 26

APPROVED

Criteria: (321-200NY or (SA and 22875))

Turn on engine anti-ice.

SEVERE ICE - SEVERE ICE DETECTED

Ident.: ABN-30-00027116.0001001 / 04 MAY 26
Criteria: (321-200NY or (SA and 22875))

APPROVED

Turn on wing anti-ice.
Set the ENG MODE selector to IGN/START position.

DOUBLE AOA HEAT FAILURE

Ident.: ABN-30-00007179.0002001 / 23 NOV 09
Criteria: (SA and 31283)

APPROVED

- **If icing conditions cannot be avoided:**
Turn off one of affected ADRs.

WING A.ICE - L(R) WING LO PR

Ident.: ABN-30-00023113.0001001 / 03 APR 20
Criteria: (SA and 163413)

APPROVED

Increase thrust.

- **If unsuccessful:**
Turn off wing anti-ice.

Avoid icing conditions.

- **If severe ice accretion:**

Note: With anti-ice failed, the AOA protections are still efficient.

Minimum speed: VLS + 10/G DOT.

- **For landing:**
Apply necessary landing performance correction.

Maneuver with care.

Note: Avoid large roll inputs at high AOA and high thrust setting. In the case of abnormal response in pitch or roll, release backstick and reduce thrust.

WING A.ICE - SYS FAULT OR OFF

Ident.: **ABN-30-00006619.0012001 / 14 JAN 15**

APPROVED

Criteria: (SA and 37871)

Turn off wing anti-ice.

Avoid icing conditions.

- **If severe ice accretion:**

Note: With anti-ice failed, the AOA protections are still efficient.

Minimum speed: VLS +10/G DOT.

- **For landing:**

Apply necessary landing performance correction.

Maneuver with care.

Note: Avoid large roll inputs at high AOA and high thrust setting. In the case of abnormal response in pitch or roll, release the backstick and reduce thrust.

WING A.ICE - SYS FAULT OR OFF

Ident.: **ABN-30-00006619.0019001 / 03 APR 20**

APPROVED

Criteria: (SA and 163413)

Avoid icing conditions.

- **If severe ice accretion:**

Note: With anti-ice failed, the AOA protections are still efficient.

Minimum speed VLS +10/G DOT.

- **For landing:**

Apply necessary landing performance correction.

Maneuver with care.

Note: Avoid large roll inputs at high AOA and high thrust setting. In the case of abnormal response in pitch or roll, release backstick and reduce thrust.

ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT

Ident.: ABN-30-00009388.0002001 / 23 NOV 09

APPROVED

Criteria: (SA and 35220)

- **If non-related ADR on and operative:**

Turn off one of affected ADRs.

- **If non-related ADR faulty or off:**

- **If icing conditions expected:**

Turn off one of affected ADRs.

Consider applying unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.*

ANTI ICE - ALL PITOT HEAT FAULT

Ident.: ABN-30-00009389.0002001 / 23 NOV 09

APPROVED

Criteria: (SA and 35220)

Turn off one of appropriate affected ADRs.

- **If icing conditions expected:**

Turn off another one of appropriate affected ADRs.

Consider applying unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.*

FWS - FWC 1 + 2 FAULT

Ident.: ABN-31-00007209.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Monitor systems.

Monitor overhead panel.

Note: *ECAM cautions and warnings are lost, but ECAM system pages are available. Regularly call ECAM system pages for systems checks.*

FWS - SDAC 1 + 2 FAULT

Ident.: ABN-31-00007210.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Monitor overhead panel.

Note: *Only ECAM ENG, FUEL, F/CTL, WHEEL pages are available.*

DISPLAY UNIT FAILURE

Ident.: ABN-31-00007211.0001001 / 02 DEC 13

Criteria: SA

APPROVED

■ Affected DU blank or display distorted:

Turn off affected DU as required.

● If ECAM DUs affected:

Use ECAM/ND SEL.

● If EFIS DUs affected:

Use PFD/ND XFR.

■ Diagonal line or "INVALID DATA" on affected DU:

Attempt to recover affected DU by using associated DMC switching.

● If unsuccessful:

Turn off then on affected DU.

■ Inversion of EWD and SD displays:

Turn off then on ECAM upper display.

■ Affected DU(s) or MCDU flashes intermittently:

■ If Captain PFD or ND, both ECAM DUs or upper ECAM DU, or MCDU 1 is (are) affected:

Turn off GEN 1.

■ If DU(s) stop(s) flashing:

Keep GEN 1 off for the rest of the flight.

Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

Note: *Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.*

Select AP and/or autothrust as required.

APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).

■ If DU(s) do(es) not stop flashing:

Restore GEN 1.

Continued on the following page

Continued from the previous page DISPLAY UNIT FAILURE

■ **If First Officer PFD or ND, lower ECAM DU, or MCDU 2 is (are) affected:**

Turn off GEN 2.

■ **If DU(s) stop(s) flashing:**

Keep GEN 2 off for the rest of the flight.

Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

Note: *Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.*

Select AP and/or autothrust as required.

APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).

■ **If DU(s) do(es) not stop flashing:**

Restore GEN 2.

DISPLAY UNIT FAILURE

Ident.: ABN-31-00007211.0002001 / 22 AUG 23

Criteria: (SA and 151188)

APPROVED

■ **Affected DU blank or display distorted or DU brightness reduces to the minimum:**

Turn off then on affected DU.

Note: The display will recover after 10 s.

● **If unsuccessful:**

Turn off affected DU as required.

● **If ECAM DUs affected:**

Use ECAM/ND SEL.

● **If EFIS DUs affected:**

Use PFD/ND XFR.

■ **Diagonal line or "INVALID DATA" on affected DU:**

Attempt to recover affected DU by using associated DMC switching.

● **If unsuccessful:**

Turn off then on affected DU.

■ **Inversion of EWD and SD displays:**

Turn off then on ECAM upper display.

■ **Affected DU(s) or MCDU flashes intermittently:**

■ **If Captain PFD or ND, both ECAM DUs or upper ECAM DU, or MCDU 1 is (are) affected:**

Turn off GEN 1.

■ **If DU(s) stop(s) flashing:**

Keep GEN 1 off for the rest of the flight.

Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

Note: Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.

Select AP and/or autothrust as required.

APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).

Continued on the following page

Continued from the previous page DISPLAY UNIT FAILURE

■ **If DU(s) do(es) not stop flashing:**

Restore GEN 1.

■ **If First Officer PFD or ND, lower ECAM DU, or MCDU 2 is (are) affected:**

Turn off GEN 2.

■ **If DU(s) stop(s) flashing:**

Keep GEN 2 off for the rest of the flight.

Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

Note: *Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.*

Select AP and/or autothrust as required.

APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).

■ **If DU(s) do(es) not stop flashing:**

Restore GEN 2.

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L/G GRAVITY EXTENSION

Ident.: **ABN-32-00006663.0001001 / 23 NOV 09**

APPROVED

Criteria: (A319 or A320 or A321)

Pull and turn the gravity extension handle and pull down landing gear lever.
Confirm landing gear locked down.

Note: *Nosewheel steering is inoperative.*

L/G GRAVITY EXTENSION

Ident.: **ABN-32-00006663.0002001 / 23 NOV 09**

APPROVED

Criteria: ((A319 or A320 or A321) and 26925)

Pull and turn the gravity extension handle and pull down landing gear lever.
Confirm landing gear locked down.

L/G - GEAR NOT UNLOCKED

Ident.: **ABN-32-00007168.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

■ **If landing gear not downlocked:**

Maximum speed: VLO (Retraction)

Recycle landing gear.

● **If unsuccessful:**

Pull down landing gear lever.

■ **If landing gear downlocked:**

Maximum speed: VLE

■ **If landing gear doors closed and landing gear not unlocked:**

Avoid excessive g load factor.

L/G - GEAR UNLOCK FAULT

Ident.: **ABN-32-00007169.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Maximum speed: VLE
Keep landing gear down.

L/G - SHOCK ABSORBER FAULT

Ident.: **ABN-32-00007170.0002001** / 23 NOV 09

APPROVED

Criteria: (SA and 37871)

- **If landing gear not unlocked:**

Maximum speed: VLE.

Keep landing gear down.

L/G - DOORS NOT CLOSED

Ident.: **ABN-32-00007171.0001001** / 23 NOV 09

APPROVED

Criteria: SA

- **When speed below VLO (Retraction):**

Recycle landing gear.

- **If unsuccessful:**

Maximum speed: VLO (Extension)

BRAKES - A-SKID N-WS FAULT OR OFF

Ident.: **ABN-32-00006623.0005001** / 02 DEC 13

APPROVED

Criteria: SA

Apply maximum brake pressure 1 000 PSI.

Note: *Nosewheel steering is inoperative.*

Apply necessary landing performance corrections.

BRAKES - AUTO BRK FAULT

Ident.: **ABN-32-00007175.0001001** / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

Apply necessary landing performance corrections.

BRAKES - HOT

Ident.: ABN-32-00007176.0004001 / 02 DEC 13

APPROVED

Criteria: (SA and 153741)

■ On ground:

Turn on brake fans (if installed).

Note: For parking, prefer chocks.

Delay takeoff for cooling.

■ In flight after takeoff:**● If performance permits:**

Maximum speed: VLE/VLO

Keep landing gear down for cooling.

AUTOBRAKE

Ident.: ABN-32-00007177.0001001 / 23 NOV 09

APPROVED

Criteria: SA

In the case of malfunction, take over brake control with brake pedals. If green DECEL light (corresponding to the selected mode) fails to illuminate, disarm autobrake and proceed as circumstances dictate.

BRAKES - NORM BRK FAULT

Ident.: ABN-32-00009339.0006001 / 02 DEC 13

APPROVED

Criteria: (A318 or ((A319 or A320 or A321) and 26925))

Apply necessary landing performance corrections.

BRAKES - NORM + ALTN FAULT

Ident.: ABN-32-00009340.0001001 / 23 NOV 09

APPROVED

Criteria: ((A319 or A320 or A321) and 26925)

Only parking brake is available.

Note: Antiskid is inoperative. Refer to ABN-32 BRAKES - A-SKID N-WS FAULT or OFF.

BRAKES - RELEASED

Ident.: ABN-32-00009341.0001001 / 02 DEC 13

Criteria: ((A319 or A320 or A321) and 26925)

APPROVED

Apply necessary landing performance corrections.

NAV - RA 1+2 FAULT

Ident.: ABN-34-00007212.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Note: At landing gear extension, flight controls are in direct law. Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).

NAV - IR 1+2 (1+3) (2+3) FAULT

Ident.: ABN-34-00007213.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).
Use ATT HDG switching as appropriate.

NAV IR DISAGREE

Ident.: ABN-34-00007214.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Note: Flight controls are in direct law.

Use standby horizon to determine the faulty IR.

■ If disagree confirmed:

Turn off faulty IR.

Turn off then on ELAC 2.

Turn off then on ELAC 1.

Note: Flight controls revert to alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

■ If disagree not confirmed:

Flight controls remain in direct law. Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).

NAV - ADR 1+2 FAULT

Ident.: ABN-34-00007186.0001001 / 15 MAY 17

APPROVED

Criteria: SA

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to CAPT 3.

Turn off ADR 1 and ADR 2.

For go-around, set thrust levers to TOGA.

NAV - ADR 1+3 FAULT

Ident.: ABN-34-00007187.0002001 / 15 MAY 17

APPROVED

Criteria: (SA and 37871)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to NORM.

Set ATC/XPDR to SYS 2.

Turn off ADR 1 and ADR 3.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

For go-around, set thrust levers to TOGA.

NAV - ADR 2+3 FAULT

Ident.: ABN-34-00009566.0002001 / 15 MAY 17

APPROVED

Criteria: (SA and 37871)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to NORM.

Set ATC/XPDR to SYS 1.

Turn off ADR 2 and ADR 3.

For go-around, set thrust levers to TOGA.

NAV - ADR 2+3 FAULT

Ident.: ABN-34-00009566.0008001 / 03 APR 20

APPROVED

Criteria: (SA and 163413)

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Set AIR DATA switching to NORM.

Set ATC/XPDR to SYS 1.

Turn off ADR 2 and ADR 3.

● **If CAPT AOA probe heater fault:**

Avoid icing conditions.

For go-around, set thrust levers to TOGA.

ADR 1+2+3 FAULT

Ident.: ABN-34-00006691.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Turn off all ADRs.

Use standby instruments.

- Note:*
1. Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.
 2. Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.

Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

NAV ADR DISAGREE

Ident.: ABN-34-00007192.0001001 / 20 DEC 21

APPROVED

Criteria: SA

Note: Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Use both PFDs and standby airspeed indicator to determine the faulty ADR.

Turn off faulty ADR.

Apply unreliable airspeed procedure. Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION.

UNRELIABLE AIRSPEED INDICATION

Ident.: ABN-34-00006690.0008001 / 23 OCT 18

Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)

APPROVED

Note: *Unreliable airspeed indication may be due to radome damage, or due to air probe failure or obstruction. If the failure is due to radome destruction, the drag will be increased and therefore N1 must be increased by 5 %.*

● **If the safe conduct of the flight is impacted:**

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

■ **If below thrust reduction altitude:**

Apply TOGA thrust.

Target a pitch attitude of 15 °.

■ **If above thrust reduction altitude:**

Apply CLB thrust.

■ **When below FL 100:**

Target a pitch attitude of 10 °.

■ **When above FL 100:**

Target a pitch attitude of 5 °.

■ **If in CONF 0 or 1 or 2 or 3:**

Maintain the slats/flaps in their current configuration.

■ **If in CONF FULL:**

Select CONF3 and maintain.

Check that speed brakes are retracted.

● **When airborne:**

Retract landing gear.

Note: *Respect stall warning.*

● **When flight path stabilized:**

Turn on probe and window heat.

Continued on the following page

Continued from the previous page UNRELIABLE AIRSPEED INDICATION

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target speed.

UNRELIABLE AIRSPEED INDICATION

Ident.: ABN-34-00006690.0002001 / 23 OCT 18

Criteria: (SA and (154033 or 35871))

APPROVED

Note: *Unreliable airspeed indication may be due to radome damage, or due to air probe failure or obstruction.*

■ Below FL 250

● If the safe conduct of the flight is impacted:

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

■ If below thrust reduction altitude:

Apply TOGA thrust.

Target a pitch attitude of 15 °.

■ If above thrust reduction altitude:

Apply CLB thrust.

■ When below FL 100:

Target a pitch attitude of 10 °.

■ When above FL 100:

Target a pitch attitude of 5 °.

■ If in CONF 0 or 1 or 2 or 3:

Maintain the slats/flaps in their current configuration.

■ If in CONF FULL:

Select CONF3 and maintain.

Check that speed brakes are retracted.

● When airborne:

Retract landing gear.

Note: 1. *Respect stall warning.*
2. *The GPS altitude appears on the MCDU GPS monitor page.*

● When flight path is stabilized:

Turn on probe and window heat.

Continued on the following page

Continued from the previous page UNRELIABLE AIRSPEED INDICATION

- **If faulty ADR(s) cannot be identified or all ADRs provide erroneous data:**

Turn off all ADRs.

Apply NAV - ADR 1+2+3 FAULT procedure. *Refer to EMER-34 NAV - ADR 1+2+3 FAULT.*

■ **Above FL 250**

Note: *If the failure is due to radome destruction, the drag will increased and therefore N1 must be increased by 5 %.*

- **If the safe conduct of the flight is impacted:**

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

Apply CLB thrust.

Target a pitch attitude of 5 °.

Check that speed brakes are retracted.

Note: 1. *Respect stall warning.*
2. *The GPS altitude appears on the MCDU GPS monitor page.*

- **When flight path is stabilized:**

Turn on probe and window heat.

- **If faulty ADR(s) cannot be identified or all ADRs provide erroneous data:**

Keep one ADR on.

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.

- **When below FL 250 and speed is still unreliable:**

Turn off all ADRs.

Apply NAV - ADR 1+2+3 FAULT procedure. *Refer to EMER-34 NAV - ADR 1+2+3 FAULT.*

UNRELIABLE AIRSPEED INDICATION

Ident.: ABN-34-00006690.0005001 / 07 APR 17

Criteria: (SA and 159281)

APPROVED

Note: *Unreliable airspeed indication may be caused by a radome destruction or obstructed pitots.*

■ **Below FL 250:**

● **If the safe conduct of the flight is impacted:**

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

■ **If below thrust reduction altitude:**

Apply TOGA thrust.

Set pitch attitude to 15 °.

■ **If above thrust reduction altitude:**

Apply CLB thrust.

■ **When below FL 100:**

Set pitch attitude to 10 °.

■ **When above FL 100:**

Set pitch attitude to 5 °.

■ **If in CONF 0 or 1 or 2 or 3:**

Maintain the slats/flaps in their current configuration.

■ **If in CONF FULL:**

Select CONF3 and maintain.

Check that speed brakes are retracted.

● **When airborne:**

Retract landing gear.

Use the BKUP SPD/ALT pb-sw.

Fly the green area of the speed scale.

Note: 1. Respect stall warning.

2. If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude

Continued on the following page

*Continued from the previous page UNRELIABLE AIRSPEED INDICATION
and thrust regarding flight phase and aircraft configuration to obtain and maintain
target.*

- **When flight path is stabilized:**

Turn on probe and window heat.

- **If faulty ADR(s) cannot be identified or all ADRs provide erroneous data:**

Keep one ADR on.

- **Above FL 250:**

Note: *If the failure is due to radome destruction, the drag will be increased and therefore N1
must be increased by 5 % in cruise.*

- **If the safe conduct of the flight is impacted:**

Disconnect autopilot.

Turn off flight directors.

Disconnect autothrust.

Apply CLB thrust.

Set pitch attitude to 5 °.

Check that speed brakes are retracted.

Note: *1. Respect stall warning.
2. The GPS altitude appears on the MCDU GPS monitor page.*

- **When flight path is stabilized:**

Turn on probe and window heat.

- **If faulty ADR(s) cannot be identified or all ADRs provide erroneous data:**

Keep one ADR on.

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.

- **When below FL 250 and speed is still unreliable:**

Use the BKUP SPD/ALT pb-sw.

Fly the green area of the speed scale.

Note: *If the BUSS does not react to longitudinal stick input when flying the green area of
the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude*

Continued on the following page

*Continued from the previous page UNRELIABLE AIRSPEED INDICATION
and thrust regarding flight phase and aircraft configuration to obtain and maintain
target.*

AIR - ENG 1(2) BLEED HI TEMP

Ident.: ABN-36-00015197.0001001 / 16 AUG 21

APPROVED

Criteria: (SA and 151269)

■ If wing anti-ice off:

Turn off opposite side pack.

■ If wing anti-ice on and opposite pack off:

- Turn off affected side pack, or
- Turn off wing anti-ice.

■ If wing anti-ice on and affected pack off:

- Turn off opposite side pack, or
- Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF

AIR - ENG 1(2) BLEED FAULT

Ident.: ABN-36-00007180.0004001 / 02 DEC 13

APPROVED

Criteria: ((A319 or A320) and 151269)

Turn off affected side engine bleed (if not automatically done).

● If wing anti-ice off:

Set PACK FLOW to LO.

● If wing anti-ice on:

Turn off affected side pack.

Open crossbleed valve.

AIR - ENG 1(2) BLEED FAULT

Ident.: ABN-36-00007180.0011001 / 18 SEP 17

APPROVED

Criteria: ((A319 or A320) and 161397)

Turn off affected side engine bleed (if not automatically done).

- **If wing anti-ice off:**

Set PACK FLOW to LO.

- **If "BLEED NOT CLOSED" not displayed on ECAM:**

- **If wing anti-ice on:**

Turn off affected side pack.

Open crossbleed valve.

- **If "BLEED NOT CLOSED" displayed on ECAM:**

Turn off affected side pack.

Close crossbleed valve.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

Turn off APU bleed (if engine 1 bleed affected).

AIR - ENG 1(2) BLEED FAULT

Ident.: ABN-36-00007180.0014001 / 23 MAY 18

Criteria: ((A319 or A320) and 162159)

APPROVED

Turn off affected side engine bleed.

■ If **"BLEED NOT CLOSED"** not displayed on ECAM

● If wing anti-ice off:

Set PACK FLOW to LO.

● If wing anti-ice on:

Turn off affected side pack.

Open crossbleed valve.

■ If **"BLEED NOT CLOSED"** displayed on ECAM:

Turn off affected side pack.

Close crossbleed valve.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

Turn off APU bleed (if engine 1 bleed affected).

AIR - ENG 1+2 BLEED FAULT

Ident.: ABN-36-00020309.0001001 / 15 DEC 16

Criteria: (321-200N or (SA and 161365))

APPROVED

NO LEAK

Set the crossbleed valve to auto.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

- **If APU bleed is on and fails:**

Turn off APU bleed.

Turn off then on both engine bleeds.

- **If no engine bleed reset successful:**

Turn off both engine bleeds.

Initiate a descent to the higher of: FL 100 or MEA-MORA.

Start APU.

- **If APU available:**

- **When below FL 200:**

Turn on APU bleed.

Turn off pack 2 if pack 1 is operative.

- **If APU bleed available:**

Maximum flight level: FL 200.

Turn on both packs.

Turn on both engine bleeds.

Turn off APU bleed.

- **If no engine bleed reset successful:**

Turn on APU bleed.

Turn off pack 2 if pack 1 is operative.

Turn off both engine bleeds.

- **If APU bleed not available:**

Turn off APU bleed.

- **When at or below FL 100 or MEA-MORA:**

Turn on both packs.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

Turn on both engine bleeds.

- **If no engine bleed reset successful:**

Turn off both engine bleeds.

Maximum flight level: FL 100 or MEA-MORA.

- **When cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

- **If APU not available:**

Turn off APU bleed.

- **When at or below FL 100 or MEA-MORA:**

Turn on both packs.

Turn on both engine bleeds.

- **If no engine bleed reset successful:**

Turn off both engine bleeds.

Maximum flight level: FL 100 or MEA-MORA.

- **When cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

LEFT LEAK

Close the crossbleed valve.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

- **If APU bleed is on:**

Turn off APU bleed.

Turn off then on engine 2 bleed.

- **If engine 2 bleed reset unsuccessful:**

Turn off both engine bleeds.

Initiate a descent to the higher of: FL 100 or MEA-MORA.

- **When at or below FL 100 or MEA-MORA:**

Turn on pack 2.

Turn on engine 2 bleed.

- **If engine 2 bleed reset unsuccessful:**

Turn off engine 2 bleed.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

Maximum flight level: FL 100 or MEA-MORA.

- **When cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

RIGHT LEAK

Close the crossbleed valve.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

- **If APU bleed is on and fails:**

Turn off APU bleed.

Turn off then on engine 1 bleed.

- **If engine 1 bleed reset unsuccessful:**

Turn off both engine bleeds.

Initiate a descent to the higher of: FL 100 or MEA-MORA.

Start APU.

- **If APU available:**

- **When below FL 200:**

Turn on APU bleed.

- **If APU bleed available:**

Maximum flight level: FL 200.

Turn on pack 1.

Turn on engine 1 bleed.

Turn off APU bleed.

- **If engine 1 bleed reset unsuccessful:**

Turn on APU bleed.

Turn off engine 1 bleed.

- **If APU bleed not available:**

Turn off APU bleed.

- **When at or below FL 100 or MEA-MORA:**

Turn on pack 1.

Turn on engine 1 bleed.

Continued on the following page

Continued from the previous page AIR - ENG 1+2 BLEED FAULT

- **If engine 1 bleed reset unsuccessful:**
Turn off engine 1 bleed.
Maximum flight level: FL 100 or MEA-MORA.
- **When cabin differential pressure below 1 PSI:**
Turn on RAM AIR.

■ **If APU not available:**

Turn off APU bleed.

● **When at or below FL 100 or MEA-MORA:**

Turn on pack 1.

Turn on engine 1 bleed.

● **If engine 1 bleed reset unsuccessful:**

Turn off engine 1 bleed.

Maximum flight level: FL 100 or MEA-MORA.

● **When cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

LEFT LEAK AND RIGHT LEAK

Close the crossbleed valve.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

● **If APU bleed is on:**

Turn off APU bleed.

Turn off both engine bleeds.

Initiate a descent to the higher of: FL 100 or MEA-MORA.

Maximum flight level: FL 100 or MEA-MORA.

● **When cabin differential pressure below 1 PSI:**

Turn on RAM AIR.

AIR - ENG 1(2) BLEED ABNORM PR

Ident.: **ABN-36-00007181.0004001 / 02 DEC 13**

APPROVED

Criteria: ((A319 or A320) and 151269)

- **If wing anti-ice off:**

Set PACK FLOW to LO.

- **If wing anti-ice on:**

Turn off affected side pack.

Open crossbleed valve.

AIR - ENG 1(2) BLEED ABNORM PR

Ident.: **ABN-36-00007181.0011001 / 28 SEP 17**

APPROVED

Criteria: ((A319 or A320) and 161397)

- **If wing anti-ice off:**

Set PACK FLOW to LO.

- **If wing anti-ice on:**

Turn off affected side pack.

Turn off affected side engine bleed.

Open crossbleed valve.

AIR - X BLEED FAULT

Ident.: **ABN-36-00007184.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Use crossbleed valve manual control.

Note: *If crossbleed valve failed closed and one bleed inoperative, wing anti-ice is inoperative.
Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - L (R) WING LEAKIdent.: **ABN-36-00007188.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

Turn off affected side engine bleed (if not automatically done).

● **If left wing leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

AIR - L (R) WING LEAKIdent.: **ABN-36-00007188.0003001 / 20 DEC 21****APPROVED**

Criteria: (SA and 166490)

Turn off affected side engine bleed.

● **If left wing leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve.

Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

AIR - ENG 1(2) BLEED LEAKIdent.: **ABN-36-00007190.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

Turn off affected side engine bleed (if not automatically done).

● **If engine 1 pylon leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

AIR - ENG 1(2) BLEED LEAK

Ident.: **ABN-36-00007190.0003001** / 20 DEC 21

Criteria: (SA and 166490)

APPROVED

Turn off affected side engine bleed.

- **If engine 1 pylon leak:**

Turn off APU bleed (if not automatically done).

Close crossbleed valve.

Note: *Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - ENG 1(2) BLEED LO TEMP

Ident.: **ABN-36-00009345.0001001** / 23 NOV 09

Criteria: (A321 or ((A318 or A319 or A320) and 21566))

APPROVED

Disconnect autothrust.

Increase affected engine thrust.

- **If unsuccessful:**

- **If opposite bleed available:**

Open crossbleed valve.

Turn off affected side engine bleed.

Turn off affected side pack (if the other pack is on).

AIR - ENG 1(2) BLEED LO TEMPIdent.: **ABN-36-00009345.0003001 / 25 SEP 20****APPROVED**

Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or A318 or A320 or A321) and 165706)

Disconnect autothrust.

Increase affected engine thrust.

● **If unsuccessful:**■ **If opposite bleed available:**

Open crossbleed valve.

Turn off affected side engine bleed.

Turn off affected side pack (if the other pack is on).

■ **If opposite bleed not available:**Turn off wing anti-ice. *Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.***AIR - ENG 1 + 2 BLEED LO TEMP**Ident.: **ABN-36-00009346.0001001 / 23 NOV 09****APPROVED**

Criteria: (A321 or ((A318 or A319 or A320) and 21566))

Disconnect autothrust.

Increase engines thrust.

Note: *If unsuccessful, wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - APU BLEED LEAK

Ident.: **ABN-36-00016595.0001001 / 24 NOV 15**

Criteria: (320-200N or (SA and 162159))

APPROVED

■ **If APU leak fed by APU:**

Turn off APU bleed (if not automatically done).

■ **If APU leak fed by engine:**

Turn off engine 1 bleed.

Close the crossbleed valve.

Turn off pack 1.

Turn off wing anti-ice.

Note: If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

DOOR - DOOR NOT CLOSED

Ident.: ABN-52-00010780.0001001 / 04 APR 11

APPROVED

Criteria: SA

- **If abnormal cabin vertical speed:**

Maximum flight level is the higher one of: FL 100 or MEA.

DOOR - DOOR NOT CLOSED

Ident.: ABN-52-00010780.0002001 / 15 DEC 16

APPROVED

Criteria: (321-200N or (SA and 161365))

- **If abnormal cabin vertical speed:**

Maximum flight level is the higher one of: FL 100 or MEA-MORA.

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ENG - STALLIdent.: **ABN-70-00019277.0007001 / 23 OCT 18****APPROVED**

Criteria: SA

Set affected engine thrust lever to IDLE.
Check engine parameters of the affected engine.

■ If abnormal engine parameters:

Shut down the affected engine.

■ If normal engine parameters:

Turn on engine anti-ice of the affected side.
Increase thrust slowly on the affected engine.

● If a stall recurs:

Reduce thrust on the affected engine.

● If a stall does not recur:

Continue engine operation.

ENG COMPRESSOR VANE/ENG STALL ON GROUNDIdent.: **TDU / ABN-70-00009732.0001001 / 21 OCT 09****APPROVED**

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

Impacted DU: NONE

Belongs to TR34 Issue 1

ON GROUND:**● If the ECAM displays any of the following caution:**

- ENG 1(2) COMPRESSOR VANE
- ENG 1(2) START FAULT
- ENG 1(2) STALL.

● Before flight:

Report the ECAM caution in the logbook and contact immediately the maintenance in order to check if the departure is allowed.

● After landing:

Report the ECAM caution in the logbook even if the ECAM caution has disappeared.

ENG - FAIL

Ident.: ABN-70-00006885.0001001 / 23 NOV 09

Criteria: SA

APPROVED

■ **If no damage:**

Attempt an immediate engine relight setting ENG MODE selector to IGN START and engine thrust lever to idle.

● **If no engine relight after 30 s:**

Shut down affected engine.

Consider engine relight. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

■ **If engine damage:**

Push relevant FIRE pb and discharge AGENT 1 after 10 s.

ENG - FAIL

Ident.: ABN-70-00006885.0007001 / 20 DEC 21

Criteria: (SA and 166490)

APPROVED

Retract landing gear (if not already done).

■ **If no damage:**

Attempt an immediate engine relight setting ENG MODE selector to IGN START and engine thrust lever to idle.

● **If no engine relight after 30 s:**

Shut down affected engine.

Consider engine relight. *Refer to ABN-70 ENG RELIGHT IN FLIGHT.*

■ **If engine damage:**

Push relevant FIRE pb and discharge AGENT 1 after 10 s.

ENG - SHUTDOWN

Ident.: ABN-70-00007091.0001001 / 23 NOV 09

APPROVED

Criteria: SA

LAND ASAP● **If relevant FIRE pb not pushed:**● **If wing anti-ice on:**

Turn off affected side pack.

Open crossbleed valve.

Set ENG MODE selector to IGN START.

● **If no fuel leak:**

Monitor fuel imbalance.

● **If relevant FIRE pb pushed:**

Close crossbleed valve.

*Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.***ENG - SHUTDOWN**

Ident.: ABN-70-00007091.0006001 / 20 DEC 21

APPROVED

Criteria: (SA and 166490)

LAND ASAP

Retract landing gear (if not already done).

● **If relevant FIRE pb not pushed:**● **If wing anti-ice on:**

Turn off affected side pack.

Open crossbleed valve.

Set ENG MODE selector to IGN START.

● **If no fuel leak:**

Monitor fuel imbalance.

● **If relevant FIRE pb pushed:**

Close crossbleed valve.

Note: Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

ENG - REV PRESSURIZED

Ident.: ABN-70-00007092.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Set affected engine thrust lever to idle.

ENG - REVERSE UNLOCKED

Ident.: ABN-70-00007093.0002001 / 02 DEC 13

APPROVED

Criteria: ((A319 or A320 or A321) and 30660)

- **If FADEC sets affected engine to idle:**

LAND ASAP

Set affected engine thrust lever to idle.

Maximum speed: 300 kt/M 0.78

- **If buffet:**

Reduce speed to 240 kt.

Shut down affected engine.

- **If reversers actually deployed:**

Apply full rudder trim towards live engine.

Control heading with roll.

- **For approach and landing:**

Use FLAPS 1 for landing.

Turn off GPWS flap mode.

Approach speed = VREF + 55 kt.

Set 5 ° rudder trim towards live engine.

Disconnect autothrust.

Minimize drag until on glide slope.

- **At 800 ft AGL:**

Target speed = VREF + 40 kt.

Apply necessary landing performance corrections.

ENG - REVERSE UNLOCKED

Ident.: ABN-70-00007093.0019001 / 03 APR 20

APPROVED

Criteria: ((A319 or A320 or A321) and 163413)

● **If FADEC sets affected engine to idle:****LAND ASAP**

Set affected engine thrust lever to idle.

Maximum speed: 300 kt/M 0.78

● **If buffet:**

Reduce speed to 240 kt.

Shut down affected engine.

● **If reversers actually deployed:**

Apply full rudder trim towards live engine.

Control heading with roll.

● **For approach and landing:**

Set Flap lever to position 1 for landing.

Turn off GPWS flap mode.

Approach speed = VREF + 55 kt.

Set 5 ° rudder trim towards live engine.

Disconnect autothrust.

Minimize drag until on glide slope.

● **At 800 ft AGL:**

Target speed = VREF + 40 kt.

Apply necessary landing performance corrections.

ENG - REVERSER FAULT

Ident.: ABN-70-00009156.0001001 / 23 NOV 09

APPROVED

Criteria: (SA and 30660)

● **If FADEC sets affected engine to idle:****LAND ASAP**

Set affected engine thrust lever to idle.

ENG - THR LEVER FAULT

Ident.: **ABN-70-00009157.0001001 / 23 NOV 09**

APPROVED

Criteria: (SA and 30660)

LAND ASAP

Engage autothrust (if not already engaged).

ENG - THR LEVER DISAGREE

Ident.: **ABN-70-00009158.0001001 / 23 NOV 09**

APPROVED

Criteria: (SA and 30660)

LAND ASAP

Engage autothrust (if not already engaged).

ENG - OIL HI TEMP

Ident.: **ABN-70-00007095.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Shut down affected engine.

ENG - FADEC FAULT

Ident.: **ABN-70-00007096.0004001 / 23 NOV 09**

APPROVED

Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871))

On ground, do not set affected engine thrust lever above idle.

In flight, set affected engine thrust lever to idle.

Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

- **If abnormal engine operation:**

Shut down affected engine.

ENG - FADEC FAULTIdent.: **ABN-70-00007096.0012001 / 22 MAR 18****APPROVED**

Criteria: ((321-251NX or 321-252NX or 321-253NX) or ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-251N or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or 321-251N or 321-253N) and 162159))

Set affected engine thrust lever to idle.

Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

● **If abnormal engine operation:**

Shut down affected engine.

ENG - FADEC HI TEMP (FADEC OVHT)Ident.: **ABN-70-00007097.0002001 / 23 NOV 09****APPROVED**

Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871))

■ **On ground:**

Shut down affected engine.

Set ENG MODE selector to NORM.

Check FADEC ground power off.

■ **In flight:**

Note: Reducing engine power should decrease temperature.

Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

● **If abnormal engine operation:**

Shut down affected engine.

ENG - N1 (N2) (EGT) OVERLIMITIdent.: **ABN-70-00007098.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

Move affected engine thrust lever to reduce N1 (N2) (EGT) below limit.

● **If overlimit persists after throttle back to idle position:**

Shut down the affected engine.

ENG RELIGHT IN FLIGHT

Ident.: **ABN-70-00006620.0009001 / 23 NOV 09**

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

Maximum flight level: FL 275

Set affected engine master lever to OFF.

Set affected engine thrust lever to idle.

Set ENG MODE selector to IGN START.

Open crossbleed valve if necessary.

Set engine master lever to ON.

Note: Engine light up must be achieved within 30 s after fuel flow increases.

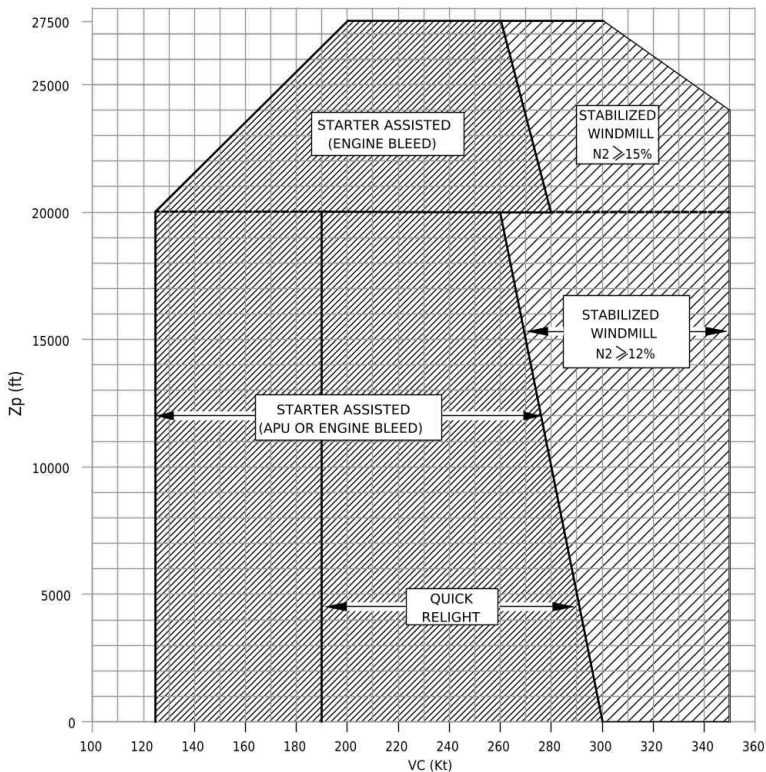
● **When idle reached:**

Set ENG MODE selector to NORM.

Continued on the following page

Continued from the previous page ENG RELIGHT IN FLIGHT

In Flight Engine Relight Envelope



ENG RELIGHT IN FLIGHT

Ident.: **ABN-70-00006620.0011001 / 23 NOV 09**

APPROVED

Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 37147)

Maximum flight level: FL 250

Set affected engine master lever to OFF.

Set affected engine thrust lever to idle.

Set ENG MODE selector to IGN START.

Open crossbleed valve if necessary.

Set engine master lever to ON.

Note: Engine light up must be achieved within 30 s after fuel flow increases.

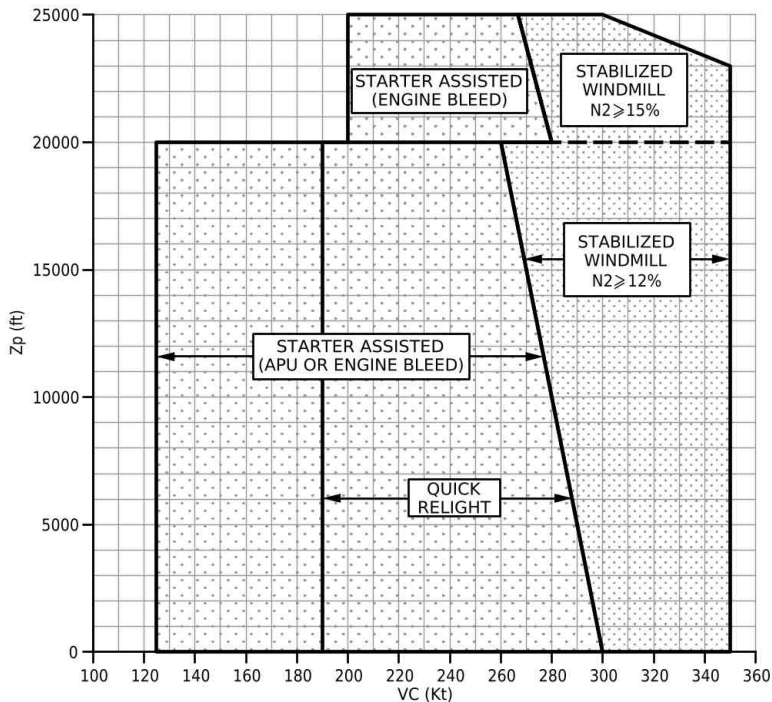
● **When idle reached:**

Set ENG MODE selector to NORM.

Continued on the following page

Continued from the previous page ENG RELIGHT IN FLIGHT

In Flight Engine Relight Envelope



ENG - FUEL CONTAMINATED

Ident.: **ABN-70-00023112.0002001 / 16 MAY 25**

APPROVED

Criteria: ((318-100 or 319-100 or 320-200) and 163413)

■ Before takeoff:

Set thrust levers to idle.

■ In flight:

LAND ASAP

Disconnect autothrust.

Set center tank fuel mode to manual.

Close crossfeed valve.

Turn off both center tank pumps.

Avoid rapid thrust changes.

Move thrust levers one by one.

ENG - FUEL CONTAMINATED

Ident.: **ABN-70-00023112.0003001 / 16 MAY 25**

APPROVED

Criteria: ((318-100 or 319-100 or 319-100N or 320-200 or 320-200N) and (154327 and 163413))

■ Before takeoff:

Set thrust levers to idle.

■ In flight:

LAND ASAP

Disconnect autothrust.

Set center tank fuel mode to manual.

Close crossfeed valve.

Close both center tank transfer valves.

Avoid rapid thrust changes.

Move thrust levers one by one.

ENG - HIGH VIBRATION

Ident.: ABN-70-00025144.0007001 / 20 DEC 21

APPROVED

Criteria: SA

■ If icing suspected:

Disconnect autothrust.

If flight conditions permit, reduce the affected engine thrust to idle (one engine at a time) then increase the thrust.

Note: To shed ice, it may be necessary to perform several engine rate changes between idle and a rate compatible with the flight phase.

■ If no icing suspected:

If flight conditions permit, reduce affected engine thrust to minimise vibrations below limit.

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BOMB ON BOARD

Ident.: ABN-90-00007024.0002001 / 04 APR 11

Criteria: ((A319 or A320 or A321) and 31276)

APPROVED**FLIGHT CREW PROCEDURES**

Establish communication between cockpit and cabin.

■ If landing and evacuation possible within 30 min:

Notify ATC / Company.

Land and initiate evacuation.

■ If not possible:

Level off.

Manually control the cabin pressure in order not to increase the cabin altitude.

Notify ATC / Company.

Descend the aircraft in order to reach aircraft altitude equal to the higher one of: cabin altitude + 2 500 ft or MEA.

Avoid sharp maneuvers.

Maximum cabin differential pressure: 1 PSI.

● When aircraft altitude equal to cabin altitude + 2 500 ft or MEA:

Maintain cabin differential pressure at 1 PSI.

Turn off galleys.

● When bomb is secured at the LRBL or if bomb cannot be moved:

Turn on emergency exit light.

Turn off COMMERCIAL.

● If fuel permits:

Use at least FLAPS 1.

Extend landing gear.

● For approach and landing:

Set cabin altitude mode to AUTO.

Reduce the differential pressure to zero.

■ If evacuation required:

Initiate evacuation.

■ If evacuation not required:

Notify cabin crew and passengers.

Continued on the following page

Continued from the previous page BOMB ON BOARD

CABIN CREW PROCEDURES

- **If landing and evacuation not possible within 30 min:**

If the bomb can be moved, move it to the prepared Least Risk Bomb Location (centre of the right hand aft cabin door).

OVERWEIGHT LANDING

Ident.: ABN-90-00007107.0001001 / 23 NOV 09

APPROVED

Criteria: SA

If circumstances dictate, landing may be made at a weight corresponding to the maximum structural takeoff weight.

- **If the overweight landing procedure follows a failure requesting to land in FLAPS 3 or below:**

Use the requested FLAPS setting for landing.

- **For go-around:**

Select FLAPS 1.

- **Otherwise:**

- **If approach climb performance requirement is met in CONF 3:**

Use FLAPS FULL for landing.

- **For go-around:**

Select FLAPS 3.

- **If approach climb performance requirement is not met in CONF 3:**

Use FLAPS 3 for landing.

- **For go-around:**

Select FLAPS 1.

Note:

1. At this weight the maximum touchdown vertical speed should not exceed 360 ft/min.
2. Air conditioning should be turned off or supplied by APU.
3. Approach climb requirement must be checked.

OVERWEIGHT LANDING

Ident.: ABN-90-00007107.0002001 / 03 APR 20

APPROVED

Criteria: (SA and 163413)

If circumstances dictate, landing may be made at a weight corresponding to the maximum structural takeoff weight.

- **If the overweight landing procedure follows a failure requesting to land in FLAPS 3 or below:**

Set the requested Flap lever position for landing.

- **For go-around:**

Select FLAPS 1.

- **Otherwise:**

- **If approach climb performance requirement is met in CONF 3:**

Set Flap lever to position FULL for landing.

- **For go-around:**

Select FLAPS 3.

- **If approach climb performance requirement is not met in CONF 3:**

Set Flap lever to position 3 for landing.

- **For go-around:**

Select FLAPS 1.

Note: 1. At this weight the maximum touchdown vertical speed should not exceed 360 ft/min.
2. Air conditioning should be turned off or supplied by APU.
3. Approach climb requirement must be checked.

REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE

Ident.: ABN-90-00007183.0001001 / 23 NOV 09

APPROVED

Criteria: SA

Immediately reduce all thrust levers to idle.

Monitor autobrake operation.

Take over brake control with brake pedals if necessary.

Note: If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.

COCKPIT WINDSHIELD / WINDOW CRACKED

Ident.: ABN-90-00022912.0001001 / 13 MAR 19

Criteria: SA

APPROVED

Fasten crew shoulder harnesses.

- **If internal layer is cracked or no diagnosis is possible:**

Use oxygen masks as long as cabin differential pressure is above 5 PSI.

Maximum flight level is the higher of: FL 230 or MEA-MORA.

Set cabin altitude mode to MAN.

Set cabin altitude target according to the table below:

Flight level	FL 100	FL 150	FL 200	FL 230
Cabin altitude	0 ft	3 000 ft	6 000 ft	8 000 ft

- **Below FL 100:**

Set cabin altitude mode to AUTO.

NORMAL PROCEDURES

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Localization Title	Toc Index	ID	Reason
NORM-30 Operations in Icing Conditions	A	1	Documentation update: Addition of "Operations in Icing Conditions" documentary unit

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SUMMARY OF HIGHLIGHTS

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NORMAL PROCEDURES GENERAL
--	--

INTRODUCTION

Ident.: NORM-GEN-00009222.0001001 / 14 JAN 15	<u>APPROVED</u>
Criteria: SA	

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.

Only particular operations which are considered useful to highlight are presented. The procedures which are considered to be "basic airmanship" are therefore not covered.

When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.

These procedures are approved by the Airworthiness Authorities as acceptable procedures for a convenient use of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate operational authorities.

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ELECTRICALIdent.: **NORM-PFLT-00007056.0002001 / 23 NOV 09****APPROVED**

Criteria: ((A318 or A319 or A321) or (A320 and 24701))

Batteries conditions must be checked before the first flight of the day.

BAT 1+2 charge current must be reducing to a value below 60 A after BAT 1+2 OFF then ON.

COCKPIT DOORIdent.: **NORM-PFLT-00007057.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

- **If required by local Airworthiness Authorities:**

Check that the cockpit door is closed and locked before each flight.

BRAKING EFFICIENCY TESTIdent.: **NORM-PFLT-00007058.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

- **When starting to taxi or after any BSCU reset on ground:**

As soon as the aircraft starts to move, check the efficiency of the braking system by pressing brake pedals.

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NORMAL PROCEDURES

PREFLIGHT CHECKS

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TAKEOFF PROCEDUREIdent.: **NORM-TO-00007059.0001001 / 14 JAN 15****APPROVED**

Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or A318)

Set slats, flaps and horizontal stabilizer as required.
Perform flight controls checks using the pedals and each sidestick.
Arm ground spoilers and select maximum autobrake.
Set ENG MODE selector as required.
Apply 50 % N1 on both engines with brakes on.

Note: Brakes may be released so as to perform a rolling takeoff.

■ **If crosswind at or below 20 kt and no tailwind:**

Release brakes with stick half forward.

Apply thrust up to the FLX/TOGA thrust whilst maintaining stick half forward up to 80 kt.

■ **If crosswind above 20 kt or tailwind:**

Release brakes with stick full forward.

Apply thrust rapidly to 70 % N1, then progressively to get FLX/TOGA thrust at 40 kt ground speed, whilst maintaining stick close to full forward up to 80 kt.

Then release stick progressively to reach neutral at 100 kt.

Note: Once throttle is set to FLX MCT gate, any change to FLEX TEMP setting will not be taken into account by FADEC for N1 TARGET computation.

Check takeoff N1 is set prior to reach 80 kt.

● **At VR:**

Rotate the aircraft with a positive sidestick input to achieve a normal and continuous rotation rate to the pitch attitude necessary to maintain an airspeed at or above $V_2 + 10$ kt.

● **Once airborne and with a positive rate of climb:**

Retract landing gear.

SRS guidance should be followed when FD pitch order is established.

● **At safe height:**

Accelerate up to at least 1.18 VS1G of configuration (1+F) or "F" speed if CONF 2 or 3 in use.

Select slats/flaps position 1 and accelerate up to at least 1.23 VS1G of clean configuration ("S" speed).

Select slats/flaps position 0 and accelerate up to 1.36 VS1G ("green dot" speed).

Disarm ground spoilers.

- Note:
1. For takeoff in configuration 1 (1+F), F speed is not displayed.
 2. If the takeoff is performed with packs off, pack 1 should be selected ON after thrust reduction to CLB.

BUFFET ONSETIdent.: **NORM-FLT-00007063.0001001 / 03 AUG 10****APPROVED**

Criteria: A320

At any flight conditions, it is possible to determine maneuvering margins before buffet onset occurs, by reference to the following graphs.

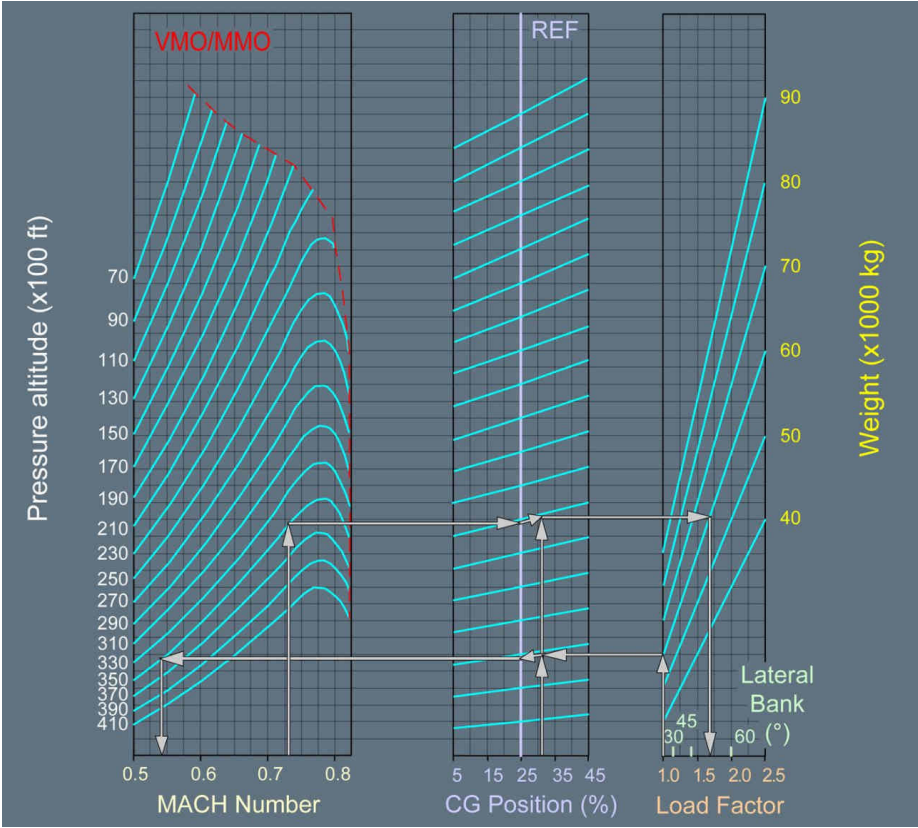
Example 1 (Weight in kg):

- For:
 - $M = 0.73$
 - Flight Level = 350
 - Weight = 60 t
 - CG = 31 %
- Results: Buffet onset at
 - $M = 0.73$ with 54 ° bank angle or at 1.7 g
 - Low Speed (1 g): $M = 0.54$

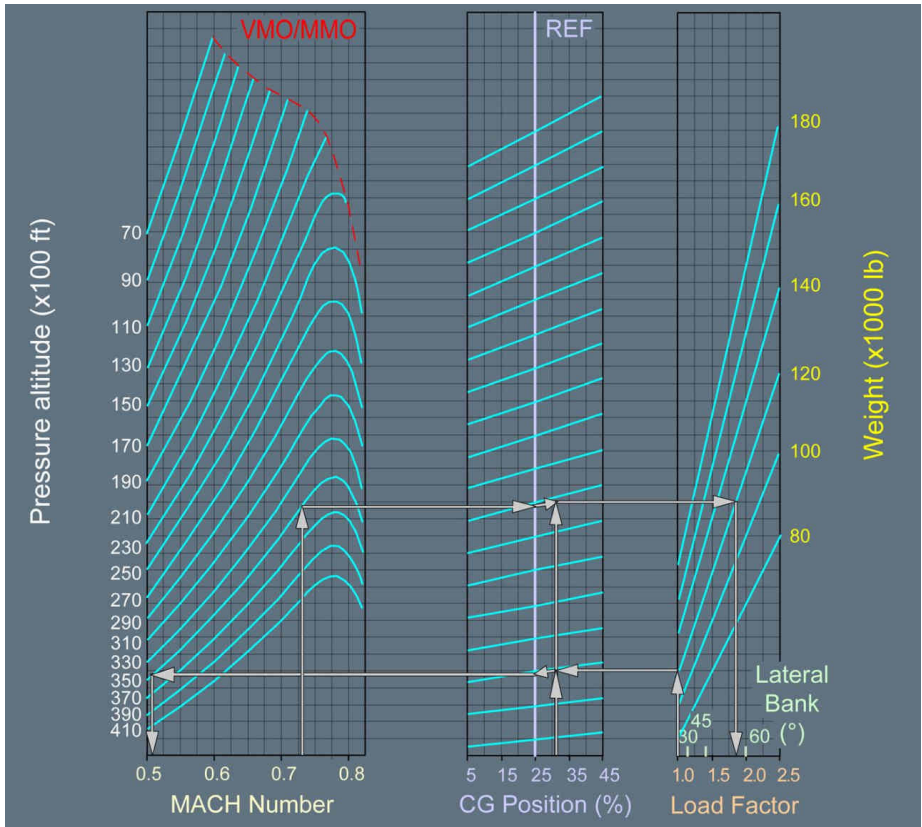
Example 2 (Weight in lb):

- For:
 - $M = 0.73$
 - Flight Level = 350
 - Weight = 120 000 lb
 - CG = 31 %
- Results: Buffet onset at
 - $M = 0.73$ with 56 ° bank angle or at 1.85 g
 - Low Speed (1 g): $M = 0.51$

BUFFET ONSET (Weight in kg)



BUFFET ONSET (Weight in lb)



FLIGHT IN SEVERE TURBULENCE

Ident.: **NORM-FLT-00007066.0002001 / 14 FEB 17**

APPROVED

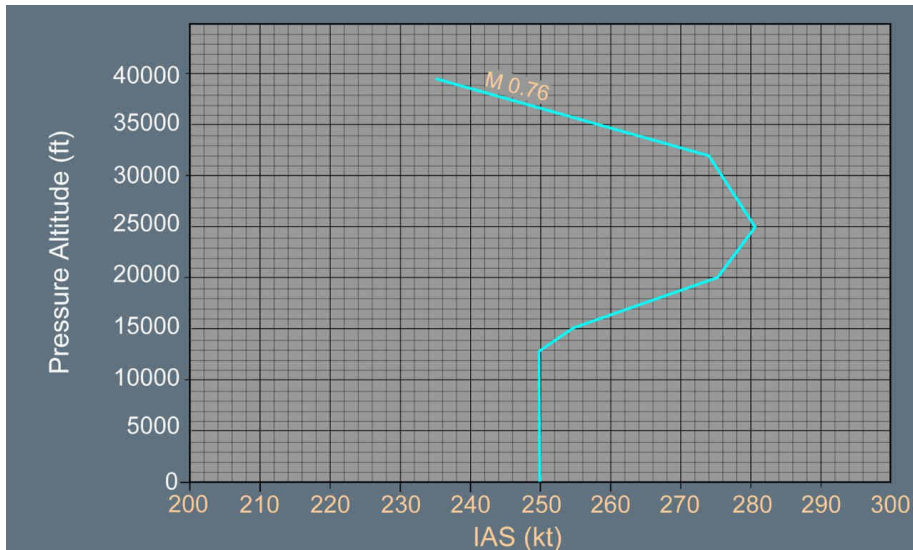
Criteria: (320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233)

Turn on seat belts signs.

Disconnect autothrust.

Respect the following recommended speed:

Recommended Speed in Severe Turbulence



The recommended speed is:

- Below FL 200: 250 kt IAS
- At or above FL 200: 275 kt IAS/M 0.76

FLIGHT IN SEVERE TURBULENCE

Ident.: **NORM-FLT-00007066.0009001 / 14 FEB 17**

Criteria: (320-215 or 320-216)

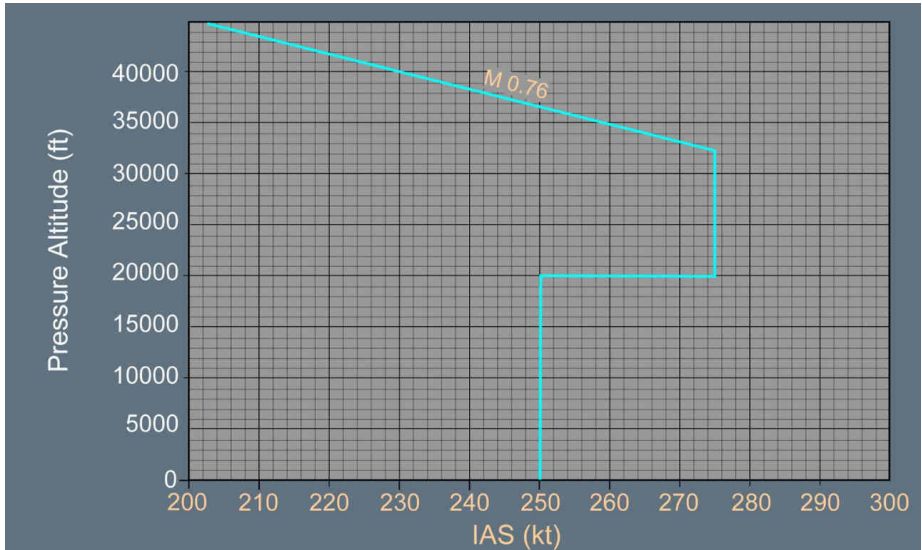
APPROVED

Turn on seat belts signs.

Disconnect autothrust.

Respect the following recommended speed:

Recommended Speed in Severe Turbulence



The recommended speed is:

- Below FL 200: 250 kt IAS
- At or above FL 200: 275 kt IAS/M 0.76

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NORMAL LANDING

Ident.: **NORM-LDG-00007067.0001001 / 23 NOV 09**

APPROVED

Criteria: (A319 or A320 or A321)

The minimum final approach speed is 1.23 VS1G of the landing configuration.
Set ENG MODE selector as required.

Note: The flare height should be increased for landing at high altitude airports particularly with high approach speeds or for approaches with increased glide slope or to uphill sloping runways.

BALKED LANDING (ALL ENGINES OPERATING)

Ident.: **NORM-LDG-00007068.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Apply go-around thrust.
Rotate to achieve a positive rate of climb and establish the required pitch attitude (not to exceed 18 °) as directed by SRS pitch command bar.
Retract slats/flaps one step.
Maintain the final approach speed.

- **When a positive rate of climb established:**

Retract landing gear.

REVERSE THRUST

Ident.: **NORM-LDG-00007069.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Note: Reverse thrust may be applied before the nosewheel is on ground (even with one engine inoperative).

Maximum reverse thrust may be applied down to 70 kt IAS.

AUTOBRAKE

Ident.: **NORM-LDG-00007070.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

Autobrake may be used provided the available landing distance is compatible with the performance of the associated selected automatic mode.

Its use does not relieve the pilot of the responsibility to achieve a safe stop within the available runway length, if necessary by taking over brake control with brake pedals.

Disengagement of automatic braking system may be done either by firm action on the brake pedals or by pressing the pushbutton of the armed mode.

AP/FD, SPEED MODES, AUTOTHRUSTIdent.: **NORM-22-CONF-00009463.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

All AP/FD modes may be used with or without autothrust except if specified.
Autothrust may be used with or without AP/FD, in selected or managed speed/Mach.

TAKEOFFIdent.: **NORM-22-CONF-00009464.0001001 / 02 DEC 13****APPROVED**

Criteria: SA

Autopilot engagement is approved with use of SRS + (HDG, TRK, RWY, RWY TRK or NAV) at or above 100 ft AGL and at least 5 s after liftoff.

At acceleration altitude, the use of CLB or OP CLB or V/S or FPA or ALT* or ALT mode is approved.

Use of FD is approved in the same modes after the rotation.

CLIMB, CRUISE, DESCENTIdent.: **NORM-22-CONF-00009465.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

The use of AP or FD in the following modes is approved:

- Lateral modes: HDG, TRK, NAV
- Vertical modes: V/S, FPA, ALT*, ALT, ALT CRZ, ALT CST, OP CLB, EXP CLB, OP DES, EXP DES, CLB, DES.

CLIMB, CRUISE, DESCENTIdent.: **NORM-22-CONF-00009465.0002001 / 23 NOV 09****APPROVED**

Criteria: (SA and 24414)

The use of AP or FD in the following modes is approved:

- Lateral modes: HDG, TRK, NAV
- Vertical modes: V/S, FPA, ALT*, ALT, ALT CRZ, ALT CST, OP CLB, OP DES, CLB, DES.

NON PRECISION APPROACHIdent.: **NORM-22-CONF-00009466.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

The following modes are approved to be used with AP and/or FD:

- Lateral modes: LOC, HDG, TRK, NAV, APP NAV
- Vertical modes: ALT*, ALT, V/S, FPA, FINAL APP.

NON PRECISION APPROACH

Ident.: **NORM-22-CONF-00009466.0003001 / 02 DEC 13**

APPROVED

Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 152037)

The use of AP or FD in the following modes is approved:

- Lateral modes: HDG, TRK, NAV
- Vertical modes: V/S, FPA, ALT*, ALT, ALT CRZ*, ALT CRZ, ALT CST*, ALT CST, OP CLB, OP DES, CLB, DES, TCAS.

CAT I ILS APPROACH

Ident.: **NORM-22-CONF-00009467.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

The use of AP and/or FD with or without autothrust is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).

Dual AP engagement is approved.

CAT II ILS APPROACH

Ident.: **NORM-22-CONF-00009468.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

The use of AP with or without FD with or without autothrust is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).

Dual AP engagement is approved.

One engine may be inoperative.

Note: *Compliance with CAT II approach criteria has been demonstrated with CAT II or CAT III performance quality ILS beam only.*

CAT II/III ILS APPROACH AND AUTOMATIC APPROACH

Ident.: **NORM-22-CONF-00009469.0001001 / 23 NOV 09**

APPROVED

Criteria: SA

The use of AP with or without FD with autothrust for CAT III and with or without autothrust for CAT II is approved in APPR modes (GS*, LOC*, GS, LOC, LAND, FLARE, ROLL OUT) in CONF FULL and CONF 3.

Dual AP engagement is approved.

- Note:
1. CAT III Dual approach is not available with one engine inoperative.
 2. Compliance with CAT II and CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.

PRECISION APPROACH RADAR (PAR)Ident.: **NORM-22-CONF-00009603.0001001 / 23 NOV 09****APPROVED**

Criteria: (SA and 30096)

For PAR approach or equivalent, the following modes are approved to be used with AP and/or FD:

- Lateral modes: HDG, TRK
- Vertical modes: V/S, FPA.

GO-AROUNDIdent.: **NORM-22-CONF-00009470.0001001 / 23 NOV 09****APPROVED**

Criteria: SA

The use of AP and/or FD is approved with use of SRS + (GA TRK, HDG, TRK or NAV) modes.

At acceleration altitude, the use of CLB or OP CLB or V/S or FPA or ALT* or ALT mode is approved.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NORMAL PROCEDURES AUTO FLIGHT SYSTEM NON PRECISION APPROACH
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GENERAL

Ident.: NORM-22-NPA-00009575.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

The final approach (FAF or FAP to runway or MAP), as extracted from the navigation database and inserted in the primary F-PLN including altitude constraints, must not be modified by the crew. Before starting the approach, the crew must check the lateral and vertical profile of the FMS approach against the published approach chart.

INSTRUMENT APPROACH USING NAV MODE

Ident.: NORM-22-NPA-00009576.0004001 / 02 DEC 13	<u>APPROVED</u>
Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and 150110))	

■ **For approach procedure with A/C in GPS PRIMARY**

● **If GPS PRIMARY LOST indication appears on ND during the approach:**

Discontinue the approach, unless:

- GPS PRIMARY is lost on only one FMGC, the approach can be continued using AP/FD associated to the other FMGC.
- GPS is not required and navigation accuracy is confirmed against the radio navaid raw data, or

● **If FM/GPS POS DISAGREE ECAM caution is triggered during the approach:**

Discontinue the approach unless radio navaid raw data is available and indicates correct navigation to continue the approach using selected FMGS modes.

● **For RNAV(GNSS) approaches with LNAV/VNAV Minimum:**

Between the FAP and the DA, discontinue the approach as soon as the deviation below the vertical path exceed 75 ft unless external visual references are sufficient.

■ **For approach procedure without GPS PRIMARY**

Before starting the approach, check FM position accuracy with radio navaid raw data.

● **If HIGH accuracy is lost during a VOR, VOR/DME, NDB or NDB/DME instrument approach procedure:**

The approach can be continued in NAV mode if the navigation accuracy is confirmed against the radio navaid raw data.

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AUTO FLIGHT SYSTEM

NON PRECISION APPROACH

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CAT II AND CAT III APPROACH AND/OR AUTOMATIC LANDINGIdent.: **NORM-22-PA-00009482.0003001 / 23 NOV 09****APPROVED**

Criteria: (A320 and 25225)

● Before the approach:

Select DH (or «NO» DH if applicable).

Note: For automatic landing in CAT I or better weather condition, select appropriate MDA.

● During interception of final approach:

Arm APPR mode.

Check approach phase is active on MCDU PERF page.

Engage second autopilot if available.

Engage autothrust (not required for CAT II).

Note: Approach speed is VLS + wind correction (minimum wind correction: 5 kt, maximum wind correction: 15 kt).

Check desired capability on PFD.

Note: If APPR is selected at high altitude, CAT 1 only will be displayed initially on FMA. The valid capability will be displayed at lower altitude.

● During final approach and landing:

At 350 ft RA, check "LAND" is displayed on PFD and ILS/MLS course on heading scale.

At 30 ft, check "FLARE" is displayed on PFD.

At 10 ft, reduce thrust to idle.

At touchdown, check "ROLL OUT" is displayed on PFD.

At the latest when leaving the runway, disconnect the autopilot.

- Note:
1. For CAT II automatic approach, the autopilot should be disconnected at or above 80 ft if manual landing is intended.
 2. For CAT III A automatic approach and landing, the autopilot may be disconnected at touchdown if external visual references are sufficient.
 3. For automatic landing in tailwind conditions, it is recommended to use manual braking without delay or automatic braking for an optimized runway centerline tracking during automatic rollout.
 4. A callout (indicating that a flight parameter is exceeded) must be made if:
 - Speed goes below VAPP - 5 kt or above VAPP + 10 kt
 - Pitch attitude goes below -2.5 ° or above +10 ° nose up
 - Bank angle goes above 7 °
 - Descent rate goes above 1 000 ft/min
 - Excessive LOC or GLIDE deviation occurs.
 5. For CAT II approach climb performance, refer to FCOM In Flight Performance Chapter.
 6. Whenever the required landing distance for automatic landing is higher than the required landing distance for manual landing, corrections to be added to the required landing distance for manual landing (provided by the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision reported in Performance chapter of this AFM) are given in the Automatic Landing Distance Increment chapter of this AFM Refer to PERF-LDG Autoland Landing Distance Increments. The required landing distance for automatic landing is calculated with the same braking conditions as for manual landing (i.e. full pilot braking at main landing gear touchdown) but with a lower multiplicative coefficient (1.15 instead of 1.66).

REQUIRED EQUIPMENT FOR CAT II AND CAT III APPROACH AND LANDING

Ident.: NORM-22-PA-00009476.0001001 / 14 JAN 15

Criteria: SA

APPROVED

Required Equipment	CAT II	CAT III Single	CAT III Dual
AP	1 AP engaged	1 AP engaged	2 AP engaged
AP disconnect P/B	2	2	2
Autothrust	0	1	1
ILS or MLS Receiver	2	2	2
Attitude Indication	N°1+N°2+STBY	N°1+N°2+STBY	N°1+N°2+STBY
PF/DND Displays	2/1	2/2	2/2
Radio Altimeter	1 (But two display)	2	2
Auto Callout Radio Altimeter	1 ⁽³⁾	1	1
DH Indication	1 ⁽¹⁾	1 ⁽¹⁾	1 ⁽¹⁾

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Required Equipment	CAT II	CAT III Single	CAT III Dual
Flight Warning Computer	1	1	2
"AP OFF" warning	1	1	2
"AUTOLAND" light	1	1	1
Rain Repellent (if activated) or Windshield Wipers	1 ⁽²⁾	1 ⁽²⁾	1 ⁽²⁾
Windshield Heat	1 ⁽²⁾	1 ⁽²⁾	1 ⁽²⁾
Nosewheel steering	1 ⁽⁵⁾	1 ⁽⁵⁾	1
Antiskid	1 ⁽⁵⁾	1 ⁽⁵⁾	1
BSCU Channel	1 ⁽⁵⁾	1 ⁽⁵⁾	1
Beam Excessive Deviation	1 ⁽¹⁾	2	2
FMA	1	2	2
"A/THR OFF" caution	0	1	1
Rudder Travel Limit	1 ⁽⁴⁾	1 ⁽⁴⁾	1 ⁽⁴⁾
Yaw Damper/Rudder Trim	1/1	1/1	2/2
ELAC	1	1	2
ADR/IR	2/2	2/2	3/3
FAC	1	1	2
Hydraulic Circuit	2	2	3
FMGC Electrical Supply Split	0	0	1

⁽¹⁾ One unit required for the PM.

⁽²⁾ One unit required for the PF.

⁽³⁾ Required only for autoland.

⁽⁴⁾ Required only for autoland with crosswind above 12 kt.

⁽⁵⁾ Required only for autoland rollout.

- Note:
1. Compliance with CAT II approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.
 2. Compliance with CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.

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NORMAL PROCEDURES

AUTO FLIGHT SYSTEM

PRECISION APPROACH

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NORMAL PROCEDURES FUEL
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FUEL SYSTEM

Ident.: NORM-28-00009172.0001001 / 23 NOV 09 Criteria: (A320 and 20024)	<u>APPROVED</u>
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- Tanks must be emptied in the following order:
- 1. Center tank
 - 2. Wing tanks.

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OPERATIONS IN ICING CONDITIONS

Ident.: NORM-30-00007071.0001001 / 23 NOV 09

APPROVED

Criteria: SA

For icing conditions definition: *Refer to LIM-70 Operations in Icing Conditions.*

- **When icing conditions are encountered:**

Turn on engine anti-ice.

Set wing anti-ice as required.

- **If there is evidence of significant ice accretion and to take into account ice formation on non heated structure:**

- **If CONF FULL:**

Minimum speed: VLS + 5 kt

- **If CONF below FULL:**

Minimum speed: VLS + 10 kt

CAUTION

1. Extended flight in icing conditions with slats extended should be avoided.
2. Apply performance adjustments according to the note of the Approach Climb and Landing Climb, *Refer to PERF-LDG Approach Climb and Landing Climb.*

OPERATIONS IN ICING CONDITIONS

¹ Ident.: NORM-30-00007071.0003001 / 04 MAY 26

APPROVED

Criteria: (SA and 22875)

For icing conditions definition: *Refer to LIM-GEN Icing Conditions Definition.*

- **When icing conditions are encountered:**

- The flight crew must turn on the engine anti-ice
- The flight crew may turn on the wing anti-ice to prevent ice accretion on the wing leading edge
- The flight crew must turn on the wing anti-ice if there is evidence of ice accretion, such as ice on the visual indicators or on the wipers, or if the alert **SEVERE ICE DETECTED** is displayed.

- **When the aircraft is no longer in icing conditions and the detection system does not indicate that ice is accreting:**

The use of the wing or engine anti-ice is not required.

For additional information about the use of engine anti-ice: *Refer to LIM-70 Operations in Icing Conditions.*

- If there is evidence of significant ice accretion and to take into account ice formation on non heated structure:

- If **CONF FULL**:

Minimum speed: VLS + 5 kt

- If **CONF below FULL**:

Minimum speed: VLS + 10 kt.

CAUTION

1. Extended flight in icing conditions with slats extended should be avoided.
2. Apply performance adjustments according to the note of the Approach Climb and Landing Climb (*Refer to PERF-LDG Approach Climb and Landing Climb*) and Approach and Landing Speeds (*Refer to PERF-LDG Approach and Landing Speeds*).

RAIN REPELLENT (IF ACTIVATED)

Ident.: **NORM-30-00007080.0001001 / 23 NOV 09**
Criteria: SA

APPROVED

Use rain repellent in the case of heavy rain only.

**TERRAIN AWARENESS AND WARNING SYSTEM - ENHANCED
GROUND PROXIMITY WARNING SYSTEM (TAWS-EGPWS)**Ident.: **NORM-34-00028705.0001001 / 05 MAY 25****APPROVED**

Criteria: ((SA and (26526 or (28244 and 30170))) or (SA and 34825))

● When a warning occurs:

Pull up using full back stick.

Apply takeoff thrust and climb until the warning ceases.

For enhanced function, in addition to climbing, a turning maneuver can be initiated after verifying the aircraft position and if the crew concludes turning is the safest way of action.

Note: *The EGPWS does not take account of specific aircraft configuration and climb performance and a "pull up" maneuver on its own, for certain situations, may not ensure terrain clearance.*

Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

● When a caution occurs:

Adjust the flight path/configuration so that the caution alert ceases.

Climb and/or turn as necessary based on analysis of all available instruments and information.

**TERRAIN AWARENESS AND WARNING SYSTEM - ENHANCED
GROUND PROXIMITY WARNING SYSTEM (TAWS-EGPWS)**Ident.: **NORM-34-00028705.0002001 / 05 MAY 25****APPROVED**

Criteria: (SA and 28244)

● When a warning occurs:

Pull up using full back stick.

Apply takeoff thrust and climb until the warning ceases.

For enhanced function, in addition to climbing, a turning maneuver can be initiated after verifying the aircraft position and if the crew concludes turning is the safest way of action.

Note: *The EGPWS does not take account of specific aircraft configuration and climb performance and a "pull up" maneuver on its own, for certain situations, may not ensure terrain clearance.*

Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

● When a caution occurs:

Adjust the flight path/configuration so that the caution alert ceases.

Climb and/or turn as necessary based on analysis of all available instruments and information.

During climb, descent, approach and go-around, when the FMS navigation accuracy check prevents the crew from using NAV mode in a phase of flight, the EGPWS enhanced function must be switched OFF through the TERR pushbutton located on the GPWS panel.

TERRAIN AWARENESS AND WARNING SYSTEM - ENHANCED GROUND PROXIMITY WARNING SYSTEM (TAWS-EGPWS)

Ident.: NORM-34-00028705.0005001 / 05 MAY 25

Criteria: (SA and ((34637 or 39146) and 35350))

APPROVED

● When a warning occurs:

Pull up using full back stick.

Apply takeoff thrust and climb until the warning ceases.

For TAWS predictive function, in addition to climbing, a turning maneuver can be initiated after verifying the aircraft position and if the crew concludes turning is the safest way of action.

Note: In the case of an "Avoid Terrain" alert, in addition to climbing, a turning maneuver is recommended.

Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

● When a caution occurs:

Adjust the flight path/configuration so that the caution alert ceases.

Climb and/or turn as necessary based on analysis of all available instruments and information.

INERTIAL REFERENCE SYSTEM (IRS)

Ident.: NORM-34-00009174.0001001 / 23 NOV 09

Criteria: SA

APPROVED

Ensure IRS alignment is complete and all IR are in the NAV mode before the aircraft is moved.

● When an IR is in the ATT mode:

Magnetic heading will drift after initialization in a manner similar to a directional gyro and requires crew monitoring and periodic manual heading updates to ensure adequate accuracy.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: NORM-34-00009175.0002001 / 23 NOV 09

Criteria: (A318 or ((A319 or A320 or A321) and (31039 or 31528)))

APPROVED

The following table gives the minimum equipment/functions required to begin RVSM operation.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NORMAL PROCEDURES NAVIGATION
--	---

Required Equipment/Functions	Quantity
ADR	2
ATC Transponder	1
Flight Warning Computer (for Altitude Alert function)	1
Autopilot	1
PFD function (for altitude indication)	2
FCU (for altitude target selection and OP CLB/OP DES mode engagement)	1

Minimum Equipment/Functions Required to begin RVSM Operation

WINDSHEAR WARNING AND GUIDANCE SYSTEM

Ident.: **NORM-34-00009761.0001001 / 23 NOV 09**

APPROVED

Criteria: (SA and 22249)

Windshear detection is available below 1 300 ft at takeoff, approach and go-around.

In the case of warning, TOGA power application provides guidance in SRS mode, using FD or AP .

If engaged AP may be used for go-around.

FD guidance may lead to speeds of VALPHAMAX (top of the red strip along the speed scale of the PFD).

The aircraft configuration should not be changed before end of windshear conditions.

INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)

Ident.: **NORM-34-00010642.0001001 / 03 AUG 10**

APPROVED

Criteria: (SA and 27620)

Whenever the Integrated Standby Instrument System (ISIS) is used as the primary means for indicating the basic parameters for aircraft piloting, do not use BUGS pushbutton.

TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS)

Ident.: **NORM-34-00028703.0002001 / 05 MAY 25**

APPROVED

Criteria: (SA and (26877 or 27698 or 27740 or 27753 or 28738 or 28739 or 30163))

For normal TCAS operation, select :

- Transponder : ON or AUTO
- ALT report : ON
- TCAS : TA/RA

Select TA for :

- Dispatch with landing gear down
- Engine failure
- Operation near closely spaced parallel runway (less than 1 200 ft)

Maneuvers must not be based solely on information presented on the traffic display.

Compliance with a TCAS II Resolution Advisory (RA) is always required unless the pilot considers it unsafe to do so. Compliance with a RA is required even if there is a conflict between the RA and an Air Traffic Control (ATC) instruction to maneuver.

CAUTION

Once an RA has been issued, safe separation could be compromised if current vertical speed is changed, except as necessary to comply with the RA. This is because TCAS II-to-TCAS II coordination may be in progress with the intruder aircraft, and any change in vertical speed that does not comply with the RA may negate the effectiveness of the other aircraft's compliance with the RA.

- If a RA "Climb" or "Increase Climb" is triggered when the aircraft is in approach in CONF3 or FULL:

Perform a go around.

Note: Following a TCAS II "clear of conflict" advisory, the pilot should expeditiously return to the applicable ATC clearance unless otherwise directed by ATC.

TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS)

Ident.: **NORM-34-00028703.0003001 / 05 MAY 25**

Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 152037)

APPROVED

For normal TCAS operation, set:

- Transponder : ON or AUTO
- ALT report : ON
- TCAS : TA/RA

Select TA for:

- Dispatch with landing gear down
- Engine failure
- Operation near closely spaced parallel runway (less than 1 200 ft)

Maneuvers must not be based solely on information presented on the traffic display.

Compliance with a TCAS II Resolution Advisory (RA) is always required unless the pilot considers it unsafe to do so. Compliance with a RA is required even if there is a conflict between the RA and an Air Traffic Control (ATC) instruction to maneuver.

CAUTION

Once an RA has been issued, safe separation could be compromised if current vertical speed is changed, except as necessary to comply with the RA. This is because TCAS II-to-TCAS II coordination may be in progress with the intruder aircraft, and any change in vertical speed that does not comply with the RA may negate the effectiveness of the other aircraft's compliance with the RA.

- If a RA "Climb" or "Increase Climb" is triggered when the aircraft is in approach in CONF3 or FULL:

Perform a go around.

- If AP/FD TCAS mode available:

CAUTION

If for any reason during an RA, the aircraft vertical speed does not reach the green area of the vertical speed scale, the pilot flying should disconnect the AP, and override the FD orders, in order to lead the aircraft vertical speed out of the red area of the vertical speed scale.

Note: Following a TCAS II "clear of conflict" advisory, the pilot should expeditiously return to the applicable ATC clearance unless otherwise directed by ATC.

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AUXILIARY POWER UNIT (APU)Ident.: **NORM-49-00006923.0009001 / 23 NOV 09****APPROVED**

Criteria: (SA and 25888)

STARTING IN FLIGHT

Up to 41 000 ft, using main electrical power supply.

Up to 25 000 ft, using batteries.

AIR BLEED EXTRACTION IN FLIGHT**● At ISA:**

Two air conditioning packs up to 15 000 ft (GEN LOAD 100 % (90 KVA) maximum).

One air conditioning pack, up to 22 500 ft (GEN LOAD 77 % (70 KVA) maximum).

Engine starting assistance up to 20 000 ft.

Airbleed extraction for wing anti-ice is not permitted.

MAXIMUM GEN LOAD DURING ENG START ON GROUND

At ISA, 100 % (90 KVA) from sea level up to 14 500 ft.

At ISA + 35 °C, from 90 % (81 KVA) at sea level to 71 % (70 KVA) at 14 500 ft.

FLIGHT WITH APU REMOVED

Flight with APU removed is authorized in accordance with SIL 49-009 revision 7 (or higher).

AUXILIARY POWER UNIT (APU)Ident.: **NORM-49-00006923.0011001 / 23 NOV 09****APPROVED**

Criteria: (A320 and (22562 or 35864))

STARTING IN FLIGHT

Up to 39 000 ft, using main electrical power supply.

Up to 25 000 ft, using batteries.

AIR BLEED EXTRACTION IN FLIGHT**● At ISA:**

Two air conditioning packs up to 15 000 ft (GEN LOAD 89 % (80 KVA) maximum).

One air conditioning pack, up to 20 000 ft (GEN LOAD 71 % (64 KVA) maximum).

Engine starting assistance up to 20 000 ft.

Airbleed extraction for wing anti-ice is not permitted.

MAXIMUM GEN LOAD DURING ENG START ON GROUND

At ISA, 100 % (90 KVA) from sea level up to 8 000 ft.

At ISA + 35 °C, from 90 % (81 KVA) at sea level to 78 % (70 KVA) at 8 000 ft.

FLIGHT WITH APU REMOVED

Flight with APU removed is authorized in accordance with SIL 49-009 revision 7 (or higher).

PERFORMANCE

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Continued from the previous page

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE GENERAL
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INTRODUCTION

Ident.: PERF-GEN-00006988.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

In compliance with airworthiness regulations, an aircraft is cleared to take off from any airport if the weight allows it to achieve the takeoff, "en route", and landing performance included in this chapter.

Note: The performance and speeds of the lowest weight at which the Performance Engineer's Programs/AFM_OCTO approved FM module is able to give results can be considered as valid from this weight down to the certified minimum weight.

The considered atmosphere is the international standard atmosphere.

Performance are related to VS1G.

Wind speed is measured at the height of 10 m (32.8 ft).

The results provided by the Performance Engineer's Programs/AFM_OCTO approved FM module must be used in conjunction with the gross weight, operational and environmental limitations given in the LIMITATIONS chapter of this AFM.

AIRCRAFT CONFIGURATION

Ident.: PERF-GEN-00007266.0001001 / 23 NOV 09

APPROVED

Criteria: (A319 or A320 or A321)

The performance has been established in the following configuration :

	Slats / Flaps	Engine Thrust	Remarks
Takeoff	1+F 2 3	Takeoff thrust	Ground spoilers armed. <u>Dry runway</u> Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON and ground spoilers. <u>Wet runway</u> Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON, ground spoilers and with or without thrust reversers.
En route	0	Maximum Continuous Thrust (MCT)	
Go-around	2 3	Go-around thrust taking Mach number into account	
Landing	3 FULL		Landing distances established with brake pedals depressed upon main landing gear touchdown, brakes supplied by green hydraulic system, antiskid ON and using ground spoilers.

Systems which may be ON or OFF:

- Air conditioning
- Wing anti-ice or engine anti-ice.

Note: For normal operation, use of thrust reversers is recommended.

MAXIMUM DEMONSTRATED CROSSWIND AT TAKEOFF AND LANDING

Ident.: PERF-GEN-00007267.0001001 / 03 AUG 10

APPROVED

Criteria: (A319 or A320 or A321)

At takeoff and landing: 38 kt (gust included).

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE

AIRSPED AND ALTITUDE CALIBRATION

TAKEOFF

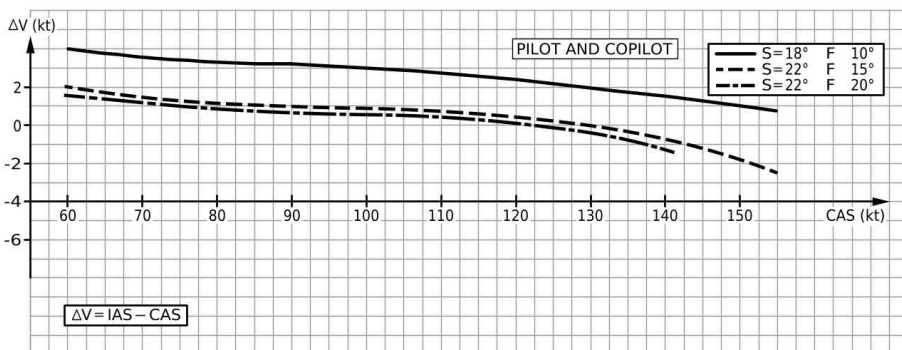
SPEED CORRECTIONS IN GROUND EFFECT

Ident.: PERF-CAL-TO-00007268.0001001 / 23 NOV 09

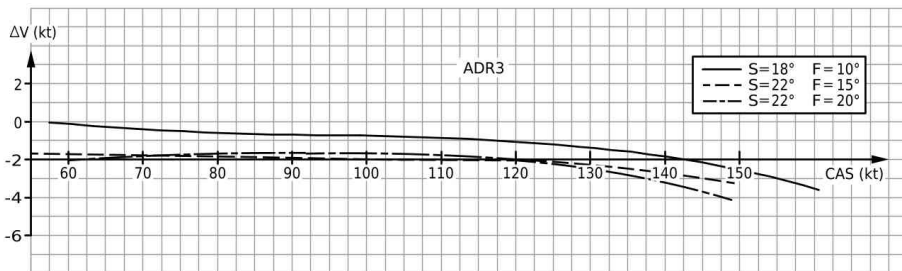
Criteria: A320

APPROVED

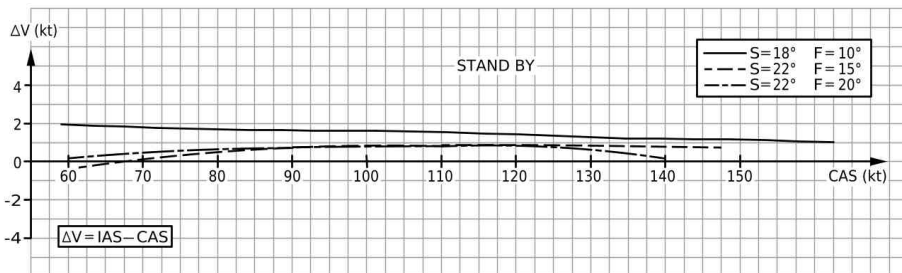
CAPTAIN AND FIRST OFFICER ADR 1 OR 2



ADR 3



STANDBY AIRSPEED INDICATOR



AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
TAKEOFF

SPEED CORRECTIONS OUT OF GROUND EFFECT

Ident.: **PERF-CAL-TO-00007269.0001001 / 02 DEC 13**

Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216)

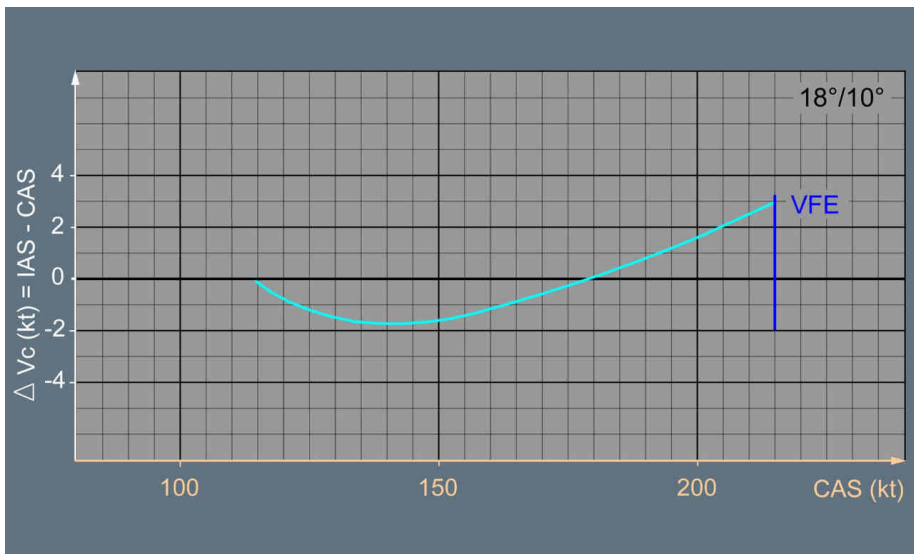
APPROVED

ADR 1 OR 2 OR 3

$$\Delta V = IAS - CAS \leq \pm 1 \text{ kt}$$

STANDBY AIRSPEED INDICATOR

CONF. 1



AIRBUS

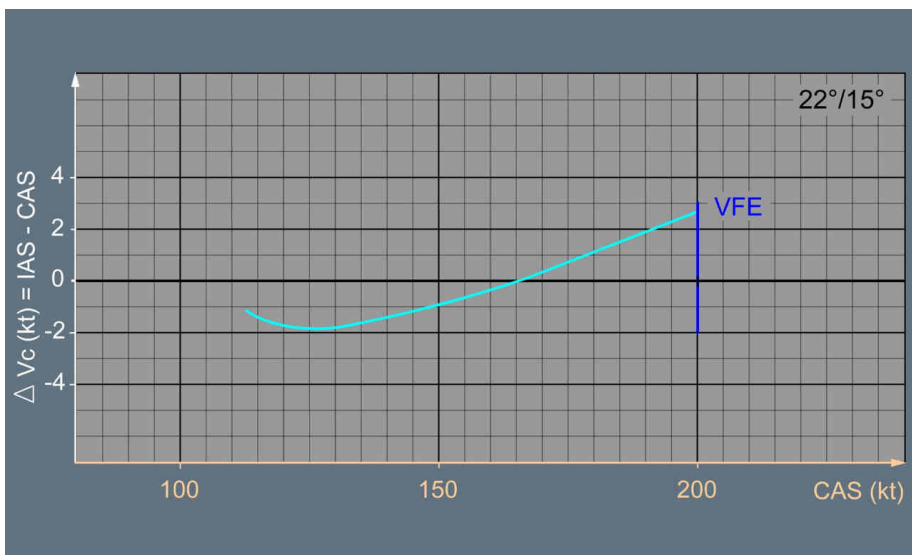
A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE

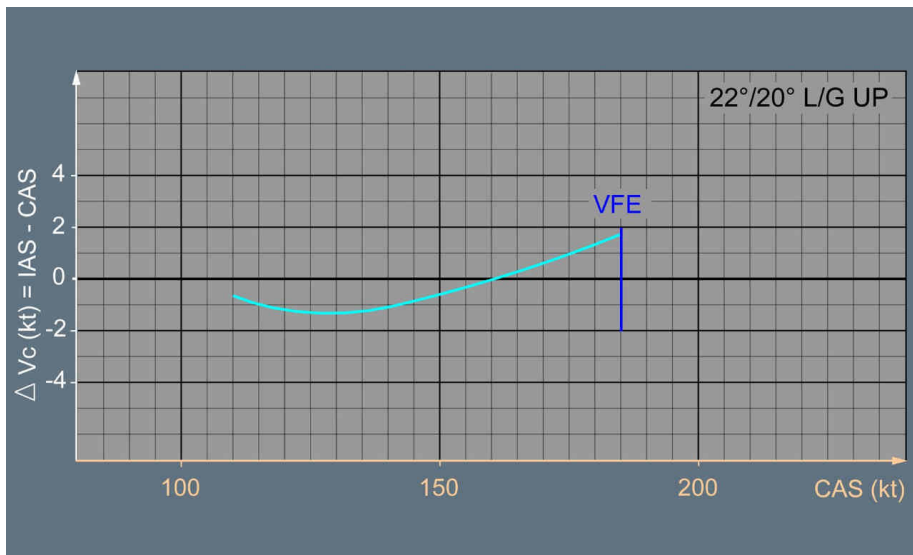
AIRSPEED AND ALTITUDE CALIBRATION

TAKEOFF

CONF. 2



CONF. 3



ALTITUDE CORRECTIONS

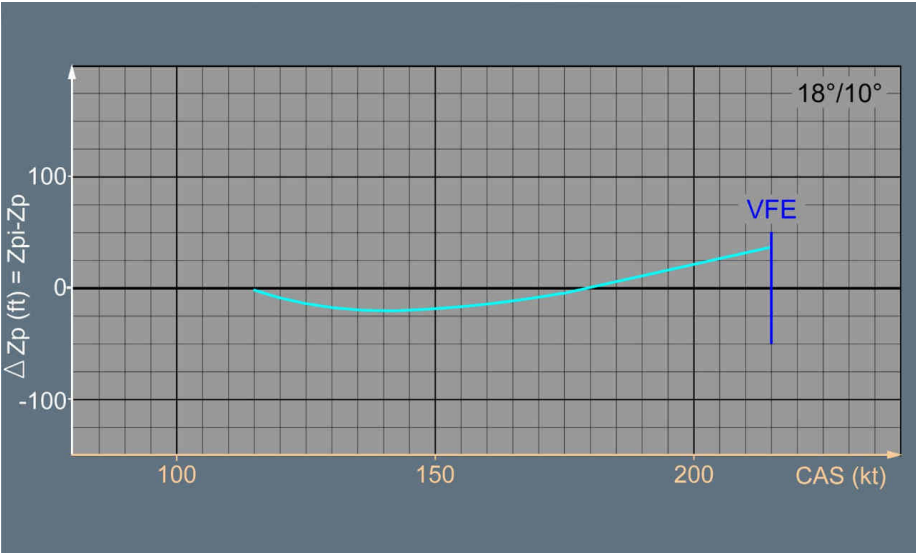
Ident.: PERF-CAL-TO-00007270.0001001 / 02 DEC 13 Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216)	<u>APPROVED</u>
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ADR 1 OR 2 OR 3

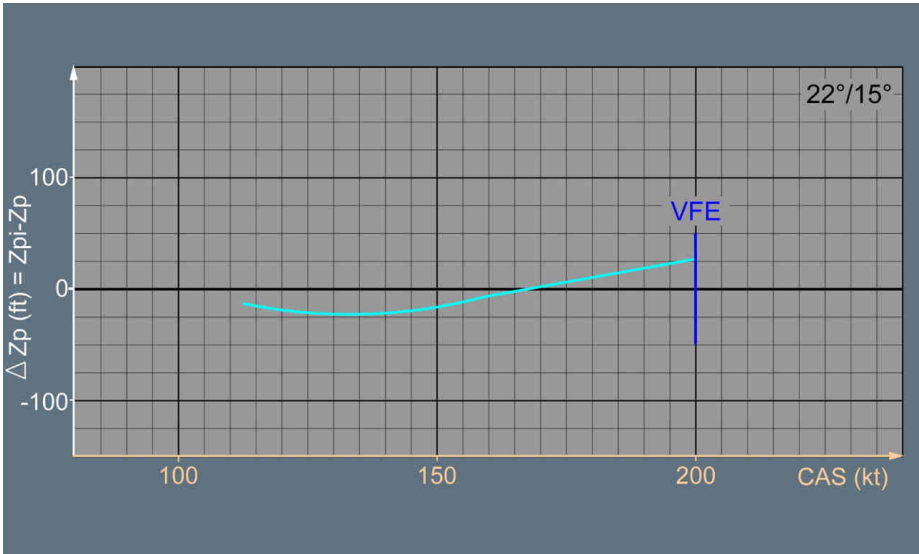
$\Delta ZP \leq \pm 20 \text{ ft}$

STANDBY ALTITUDE INDICATOR

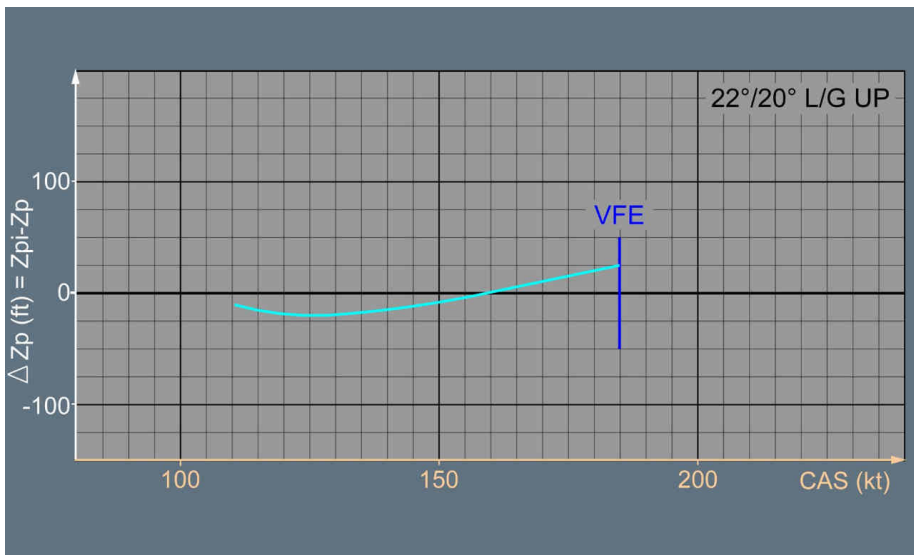
CONF. 1



CONF. 2



CONF. 3 L/G UP



AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE
AIRSPEED AND ALTITUDE CALIBRATION
TAKEOFF

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE AIRSPEED AND ALTITUDE CALIBRATION CRUISE (CLEAN CONFIGURATION)
--	---

SPEED AND MACH CORRECTIONS

Ident.: PERF-CAL-CRU-00007271.0002001 / 23 NOV 09	<u>APPROVED</u>
Criteria: ((A320 or A321) and (25490 or 25570))	

ADR 1 OR 2 OR 3

$$\Delta M \leq 0.007$$

$$\Delta V \leq \pm 1.8 \text{ kt}$$

ALTITUDE CORRECTIONS

Ident.: PERF-CAL-CRU-00007272.0002001 / 23 NOV 09	<u>APPROVED</u>
Criteria: ((A320 or A321) and (25490 or 25570))	

ADR 1 OR 2 OR 3

$$\Delta ZP \leq \pm 150 \text{ ft}$$

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AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE

AIRSPEED AND ALTITUDE CALIBRATION

LANDING

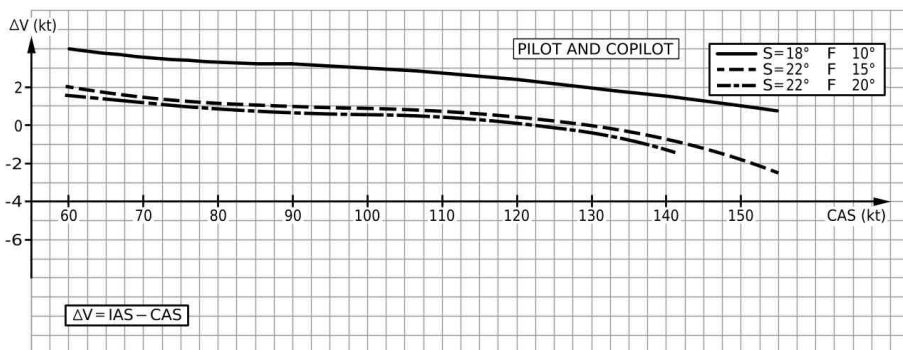
SPEED CORRECTIONS IN GROUND EFFECT

Ident.: PERF-CAL-LDG-00007273.0001001 / 23 NOV 09

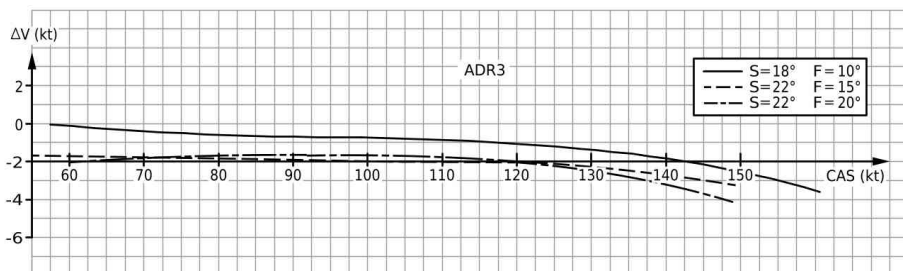
Criteria: A320

APPROVED

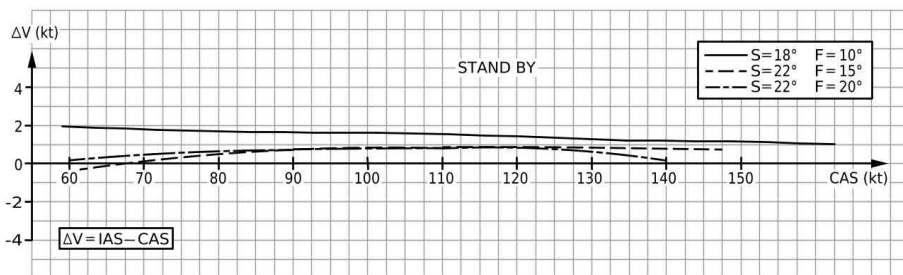
CAPTAIN AND FIRST OFFICER ADR 1 OR 2



ADR 3



STANDBY AIRSPEED INDICATOR



SPEED CORRECTIONS OUT OF GROUND EFFECT

Ident.: **PERF-CAL-LDG-00007274.0001001 / 03 AUG 10**

Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216)

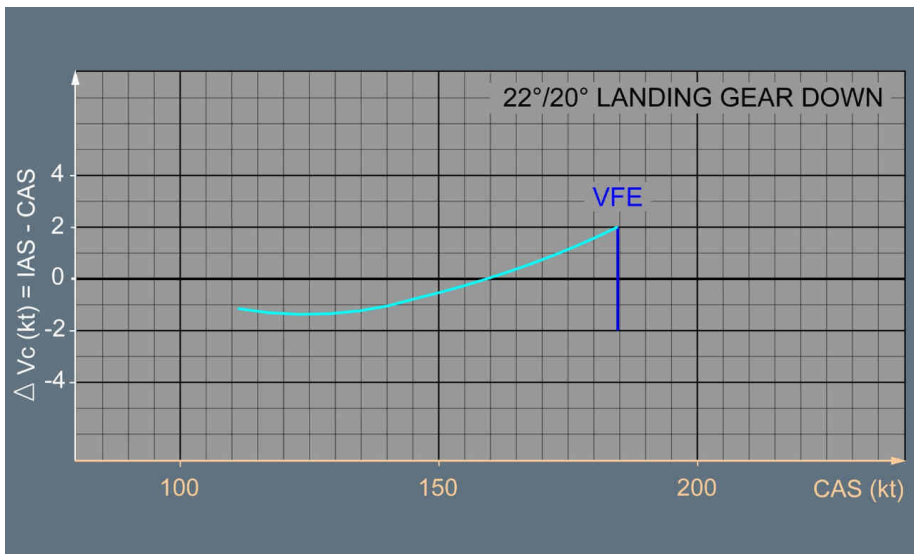
APPROVED

ADR 1 OR 2 OR 3

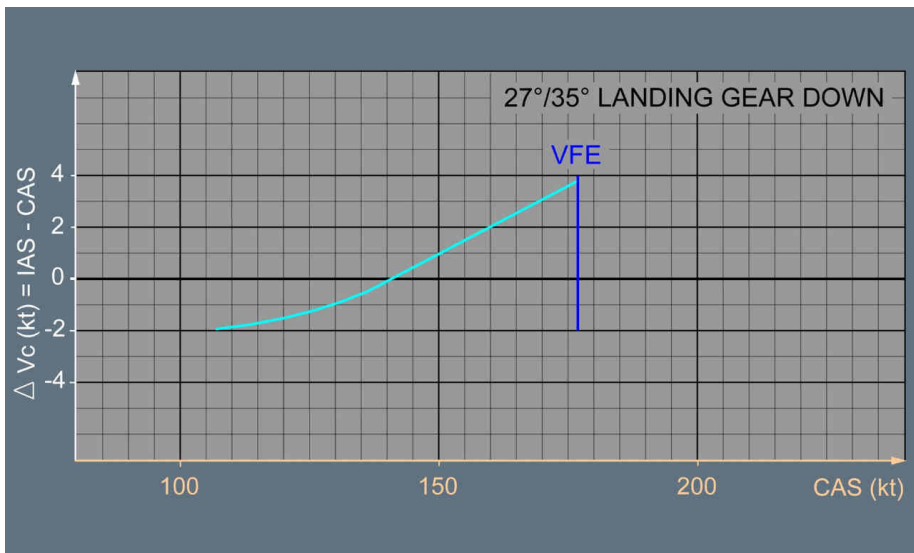
$$\Delta V = IAS - CAS \leq \pm 1 \text{ kt}$$

STANDBY AIRSPEED INDICATOR

CONF 3 LANDING GEAR DOWN



CONF FULL



AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE

AIRSPEED AND ALTITUDE CALIBRATION

LANDING

ALTITUDE CORRECTIONS

Ident.: **PERF-CAL-LDG-00007275.0001001 / 03 AUG 10**

APPROVED

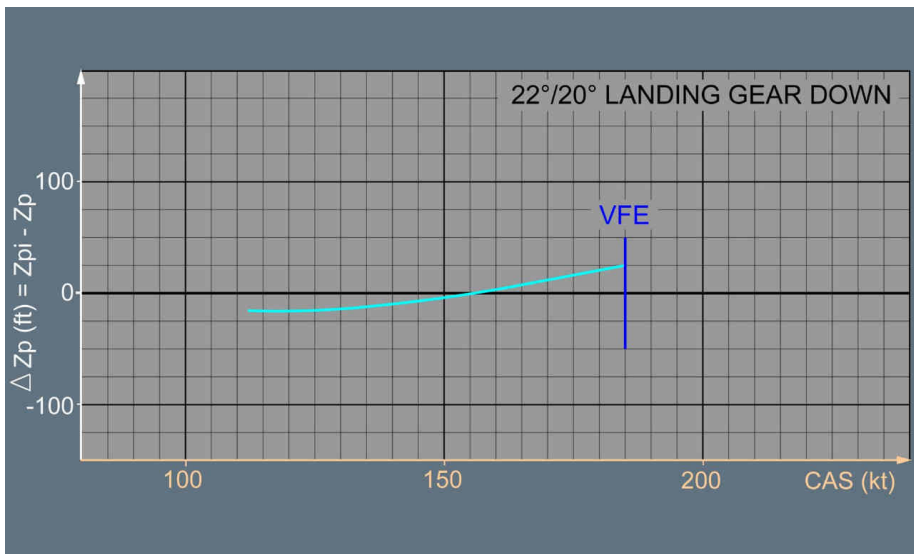
Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216)

ADR 1 OR 2 OR 3

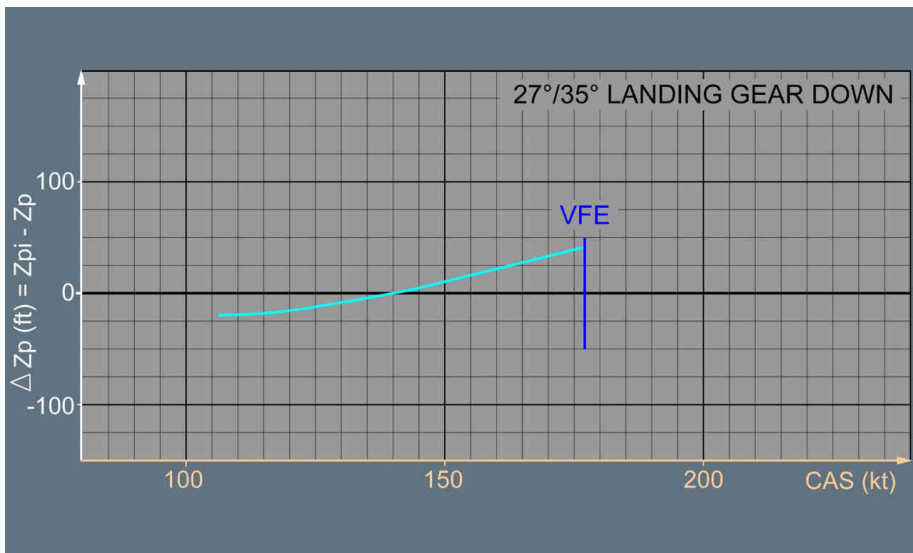
$$\Delta ZP \leq \pm 20 \text{ ft}$$

STANDBY ALTITUDE INDICATOR

CONF 3 LANDING GEAR DOWN



CONF FULL



Intentionally left blank

SPEEDS DEFINITIONSIdent.: **PERF-TO-00006991.0001001 / 23 NOV 09**

Criteria: SA

APPROVED**V1:**

V1 is the highest speed at which the decision must be made:

- To continue the takeoff, or
- To stop the aircraft.

VR:

VR is the speed at which rotation is initiated to reach V2 before an altitude of 35 ft.

V2:

V2 is the takeoff safety speed reached before the altitude of 35 ft with one engine failed and providing not less than the minimum second segment gradient (2.4 %).

DISTANCES DEFINITIONSIdent.: PERF-TO-00006992.0001001 / 23 NOV 09
Criteria: SA**APPROVED****STOPWAY (SWY):**

Extension to runway, adequate for deceleration of the aircraft in the case of aborted takeoff.

CLEARWAY (CWY):

Area beyond the runway which can be taken into account for TOD calculation.

TAKEOFF DISTANCE AVAILABLE (TODA):

Sum of the TORA and the CWY available.

TAKEOFF RUN AVAILABLE (TORA):

Length of runway available and suitable for the ground run of an aircraft taking off.

ACCELERATE-STOP DISTANCE AVAILABLE (ASDA):

Sum of the TORA and the SWY available.

TAKEOFF DISTANCE (TOD):

Distance covered from the brake release to a point at which the aircraft is at the 35 ft height (15 ft height on wet runway). The TOD must not exceed the TODA.

TAKEOFF RUN (TOR):

Distance covered from the brake release to a point at which the aircraft is half of the segment between the liftoff speed (VLOF) and 35 ft height (15 ft height on wet runway). The TOR must not exceed the TORA.

ACCELERATE-STOP DISTANCE (ASD):

Distance necessary to accelerate the aircraft to V1, reject the takeoff at V1 and come to a full stop. The ASD must not exceed the ASDA.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE TAKEOFF PERFORMANCE
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TAKEOFF PERFORMANCE

Ident.: PERF-TO-00006904.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

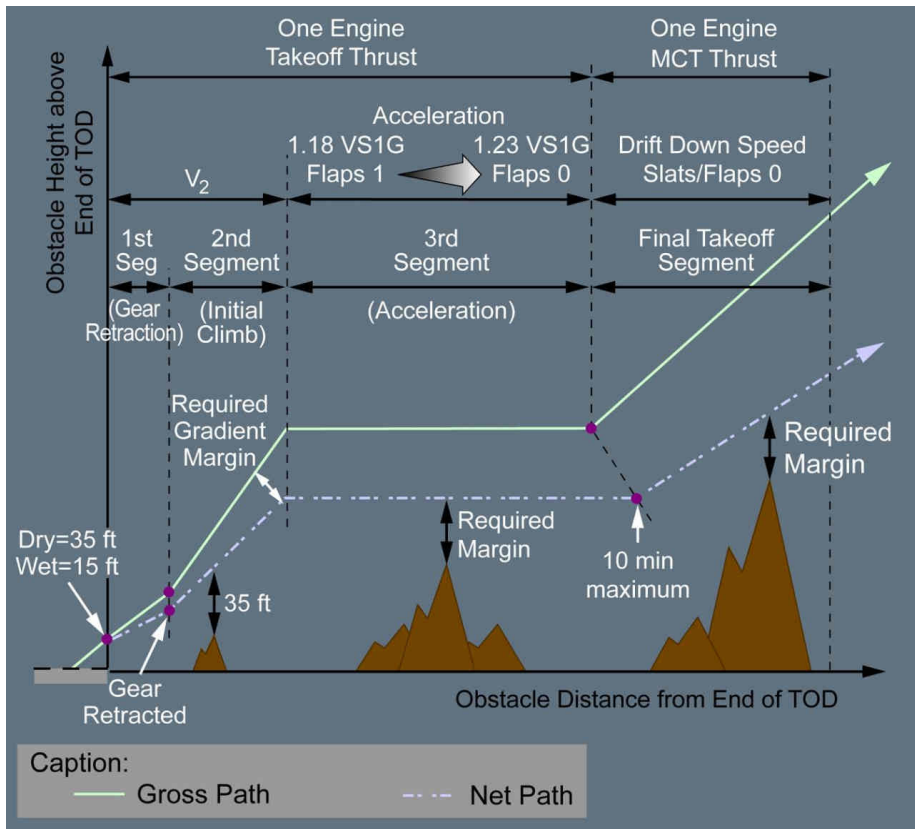
For takeoff performance determination on dry and wet runway, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

CAUTION	For takeoff performance on wet runways the takeoff weight must be the lowest of the computed one on dry runways and the computed one on wet runways.
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TAKEOFF FLIGHT PATH

Ident.: PERF-TO-00006935.0001001 / 04 APR 11
Criteria: SA

APPROVED



 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE IN FLIGHT PERFORMANCE
--	---

IN-FLIGHT PERFORMANCE

Ident.: PERF-FLT-00006995.0002001 / 04 APR 11	APPROVED
Criteria: (320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233)	

For en route net flight path (single engine cruise) performance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*

Note: *In the case of severe icing conditions, ice accretion may occur on aircraft surfaces that are not heated. If ice accretion occurs, reduce the one-engine inoperative net ceiling by 2 000 ft.*

IN-FLIGHT PERFORMANCE

Ident.: PERF-FLT-00006995.0007001 / 04 APR 11	APPROVED
Criteria: (320-215 or 320-216)	

For en route net flight path (single engine cruise) performance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Note: *In the case of severe icing conditions, ice accretion may occur on aircraft surfaces that are not heated. If ice accretion occurs, reduce the one-engine inoperative net ceiling by the following amount, as applicable:*

- *By 4 000 ft when the aircraft weight is below or equal to 60 000 kg (132 277 lb)*
- *By 7 000 ft when the aircraft weight is above or equal to 70 000 kg (154 324 lb).*

Apply a linear interpolation between these two aircraft weights.

IN-FLIGHT PERFORMANCE

Ident.: PERF-FLT-00006995.0009001 / 02 DEC 13	APPROVED
Criteria: (320-214 and (160080 or 160500))	

For en route net flight path (single engine cruise) performance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used, *Refer to PERF-OCTO Performance Database.*

Note: *In the case of severe icing conditions, ice accretion may occur on aircraft surfaces that are not heated. If ice accretion occurs, reduce the one-engine inoperative net ceiling by:*

- *8 000 ft for aircraft weight below or equal to 55 000 kg(121 254 lb),*
- *12 500 ft for aircraft weight above 70 000 kg(154 324 lb),*
- *Linear interpolation must be applied between the two aircraft weights.*

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APPROACH CLIMB AND LANDING CLIMB

Ident.: PERF-LDG-00006909.0002001 / 02 DEC 13

APPROVED

Criteria: (320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233)

The approach climb speed is at least 1.23 VS1G of the approach configuration, approach speed up to 1.41 VS1G is permitted.

For approach and landing climb limiting weight determination the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*

- Note:
1. The go around gradient conditions in landing configuration with two engines operative are never limiting.
 2. When icing conditions are predicted during the flight and TAT is below 10 °C and there is evidence of significant ice accretion, to take into account ice formation on the non heated structure:
 - Decrease the approach/landing climb limiting weight by 4.5 %.
 - For landing, increase the approach and landing speeds by:
 - 10 kt in CONF 3
 - 5 kt in CONF FULL
 - For landing distance determination select ice accretion in the AFM_OCTO input data Interface.

APPROACH CLIMB AND LANDING CLIMB

Ident.: **PERF-LDG-00006909.0005001 / 02 DEC 13**

APPROVED

Criteria: (320-215 or 320-216)

The approach climb speed is at least 1.23 VS1G of the approach configuration, approach speed up to 1.41 VS1G is permitted.

For approach and landing climb limiting weight determination the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*

- Note:
1. The go around gradient conditions in landing configuration with two engines operative are never limiting.
 2. When icing conditions are predicted during the flight and TAT is below 10 °C and there is evidence of significant ice accretion, to take into account ice formation on the non heated structure:
 - Decrease the approach/landing climb limiting weight by 5.0 %.
 - For landing, increase the approach and landing speeds by:
 - 10 kt in CONF 3
 - 5 kt in CONF FULL
 - For landing distance determination select ice accretion in the AFM_OCTO input data Interface.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE LANDING PERFORMANCE
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APPROACH CLIMB AND LANDING CLIMB

Ident.: PERF-LDG-00006909.0008001 / 02 DEC 13	<u>APPROVED</u>
Criteria: ((320-214 or 320-215 or 320-216) and (160080 or 160500))	

The approach climb speed is at least 1.23 VS1G of the approach configuration, approach speed up to 1.41 VS1G is permitted.

For approach and landing climb limiting weight determination the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used, *Refer to PERF-OCTO Performance Database.*

- Note:
1. The go around gradient conditions in landing configuration with two engines operative are never limiting.
 2. When icing conditions are predicted during the flight and TAT is below 10 °C and there is evidence of significant ice accretion, to take into account ice formation on the non heated structure:
 - Decrease the approach/landing climb limiting weight by 8.5 %.
 - For landing, increase the approach and landing speeds by:
 - 10 kt in CONF 3
 - 5 kt in CONF FULL
 - For landing distance determination select ice accretion in the AFM_OCTO input data Interface.

APPROACH AND LANDING SPEEDS DEFINITION

Ident.: PERF-LDG-00006996.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The final approach speed (landing speed) is the minimum recommended speed at 50 ft height for normal landing. It is equal to 1.23 VS1G of the landing configuration.

LANDING DISTANCE DEFINITIONS

Ident.: PERF-LDG-00006997.0001001 / 23 NOV 09

APPROVED

Criteria: SA

ACTUAL LANDING DISTANCE (ALD)

The Actual Landing Distance (ALD) represents the distance from the 50 ft height point to complete stop on a smooth, dry, hard-surfaced runway. It is determined with brake pedals depressed at main landing gear touch down, and assumes the use of ground spoilers and antiskid. In normal operation, the use of thrust reversers is recommended.

REQUIRED LANDING DISTANCE (RLD)

The Required Landing Distance (RLD) is the Actual Landing Distance (ALD) divided by 0.6 assuming the surface is dry.

Under wet runway conditions, the Required Landing Distance (RLD) is increased by 15 %.

LANDING PERFORMANCE

Ident.: PERF-LDG-00006910.0001001 / 23 NOV 09

APPROVED

Criteria: SA

For landing distance determination, the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE LANDING PERFORMANCE
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AUTOLAND LANDING DISTANCE INCREMENTS

Ident.: PERF-LDG-00006998.0011001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (320-214 or 320-215 or 320-216)	

When performing an automatic landing , the required landing distance on dry runway of this chapter must be increased as follows:

WEIGHT	CONF FULL		CONF 3	
	HEADWIND (kt)	LANDING DISTANCE INCREMENT	HEADWIND (kt)	LANDING DISTANCE INCREMENT
45 000 kg (99 200 lb)	-10	13 m/43 ft	-10	0
	-5	28 m/92 ft	-5	0
	0	42 m/137 ft	0	23 m/75 ft
	5	49 m/162 ft	5	35 m/116 ft
	10	57 m/187 ft	10	48 m/156 ft
	15	65 m/213 ft	15	61 m/199 ft
	20	73 m/238 ft	20	72 m/235 ft
	25	79 m/260 ft	25	82 m/271 ft
50 000 kg (110 230 lb)	30	86 m/282 ft	30	94 m/309 ft
	-10	0	-10	0
	-5	3 m/10 ft	-5	0
	0	18 m/60 ft	0	0
	5	25 m/83 ft	5	0
	10	34 m/111 ft	10	11 m/36 ft
	15	43 m/139 ft	15	24 m/80 ft
	20	51 m/167 ft	20	38 m/123 ft
55 000 kg (121 250 lb)	25	59 m/192 ft	25	49 m/162 ft
	30	66 m/217 ft	30	60 m/197 ft
	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	2 m/7 ft	5	0
	10	9 m/30 ft	10	0
	15	19 m/64 ft	15	0
60 000 kg (132 280 lb)	20	28 m/93 ft	20	2 m/8 ft
	25	37 m/121 ft	25	16 m/51 ft
	30	45 m/148 ft	30	27 m/90 ft
	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	0	20	0
	25	7 m/22 ft	25	0
	30	16 m/51 ft	30	0

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	CONF FULL		CONF 3	
WEIGHT	HEADWIND (kt)	LANDING DISTANCE INCREMENT	HEADWIND (kt)	LANDING DISTANCE INCREMENT
65 000 kg (143 300 lb)	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	1 m/5 ft	20	0
	25	11 m/36 ft	25	0
	30	20 m/66 ft	30	0
70 000 kg (154 320 lb)	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	0	20	0
	25	0	25	0
	30	8 m/28 ft	30	0

Increase by 15 % on foreseen wet runway.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE LANDING PERFORMANCE
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AUTOLAND LANDING DISTANCE INCREMENTS

Ident.: PERF-LDG-00006998.0025001 / 02 DEC 13	APPROVED
Criteria: ((320-214 or 320-215 or 320-216) and (160080 or 160500))	

When performing an automatic landing, the required landing distance on dry runway must be increased as follows:

WEIGHT	CONF FULL		CONF 3	
	HEADWIND (kt)	LANDING DISTANCE INCREMENT	HEADWIND (kt)	LANDING DISTANCE INCREMENT
45 000 kg (99 200 lb)	-10	0	-10	0
	-5	0	-5	0
	0	0	0	6 m/22 ft
	5	7 m/26 ft	5	34 m/113 ft
	10	31 m/104 ft	10	61 m/202 ft
	15	65 m/216 ft	15	107 m/352 ft
	20	100 m/330 ft	20	151 m/498 ft
	25	133 m/439 ft	25	195 m/641 ft
50 000 kg (110 230 lb)	30	167 m/550 ft	30	240 m/789 ft
	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	59 m/195 ft
	20	68 m/224 ft	20	105 m/346 ft
55 000 kg (121 250 lb)	25	103 m/338 ft	25	150 m/493 ft
	30	137 m/449 ft	30	194 m/637 ft
	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
60 000 kg (132 280 lb)	20	35 m/115 ft	20	58 m/192 ft
	25	70 m/232 ft	25	104 m/343 ft
	30	105 m/346 ft	30	149 m/491 ft
	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	0	20	0
	25	41 m/135 ft	25	77 m/255 ft
	30	76 m/251 ft	30	123 m/405 ft

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	CONF FULL		CONF 3	
WEIGHT	HEADWIND (kt)	LANDING DISTANCE INCREMENT	HEADWIND (kt)	LANDING DISTANCE INCREMENT
65 000 kg (143 300 lb)	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	0	20	0
	25	0	25	79 m/261 ft
	30	90 m/295 ft	30	135 m/443 ft
70 000 kg (154 320 lb)	-10	0	-10	0
	-5	0	-5	0
	0	0	0	0
	5	0	5	0
	10	0	10	0
	15	0	15	0
	20	0	20	0
	25	0	25	0
	30	91 m/298 ft	30	75 m/249 ft

Increase the landing distance by 15 % on foreseen wet runway.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE PERFORMANCE DATABASE
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GENERAL

Ident.: PERF-OCTO-00021844.0001001 / 11 AUG 17 Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-111 or 321-112 or 321-131 or 321-211 or 321-212 or 321-213 or 321-231 or 321-232)	APPROVED
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The aircraft performance database is provided in the Performance Engineer's Program (PEP)/AFM_OCTO Approved FM module. The aircraft performance database provides the performance data applicable to an aircraft model, *Refer to PERF-OCTO Performance Database.*

The aircraft performance database must be combined with the following applicable data files:

- The in-flight failure data file for landing that provides the performance impact for landing in the case of an aircraft system failure, *Refer to EMER-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE* and *Refer to ABN-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE.*
- The MCDL performance penalties data file that provides the performance impact related to the MCDL items, *Refer to MCDL-GEN-PERF Performance Penalties calculated with AFM_OCTO Software*
- The complementary performance data file (CPDF) that provides the complementary performance data, *Refer to PERF-OCTO Complementary Performance Data File.*

Note: *The three above-listed data files are applicable to an aircraft type.*

PERFORMANCE DATABASE

Ident.: **PERF-OCTO-00006895.0050001** / 14 JAN 15

APPROVED

Criteria: (320-214 and (32619 or 33239))

Takeoff, final takeoff, en route net flight path (single engine), go-around and landing performance are provided in the Performance Engineer's Programs/AFM_OCTO approved FM module:

- At the revision 21.0 or higher using approved aircraft database reference **AE214B02**, or
- At the revision 26.0 or higher using approved aircraft databases reference **AE214E01** or **AE214E02** or **AE214E03**.

- Note:
1. Only the PC version of this program is approved.
 2. For operations at El Salvador (SCES) airport (optional: mod 28177), only the approved database reference **AE214E03** must be used.
 3. For operations on runways with a slope between 2 % and 3 % (optional: mod 37251), only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 4. For takeoff on PFC/grooved runways (optional: mod 35075), only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 5. For landing on PFC/grooved runways (optional: mod 37457), only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 6. For derated takeoff (optional: mod 36481), only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 7. For extended flex temperature (optional: mod 36750) performance computation, only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 8. For thrust bump (optional: mod 38946) performance computation, only the approved databases reference **AE214E01** or **AE214E02** or **AE214E03** must be used.
 9. For extended forward CG range at MTOW=78t (optional: mod 38525 or 151634) performance computation, only the approved database reference **AE214E02** or **AE214E03** must be used.

Launch PEP.

PERFORMANCE DATABASE

Ident.: **PERF-OCTO-00006895.0074001** / 11 AUG 17

APPROVED

Criteria: (320-214 and (160080 or 160500))

Takeoff, final takeoff, en route net flight path (single engine), go-around and landing performance are provided in the Performance Engineer's Programs/AFM_OCTO approved FM module:

- At the revision 30.0 or higher using approved aircraft database reference **AE214G02**.

Note: Only the PC version of this program is approved.

PERFORMANCE DATABASE

Ident.: **PERF-OCTO-00006895.0052001 / 11 AUG 17**

APPROVED

Criteria: 320-216

Takeoff, final takeoff, en route net flight path (single engine), go-around and landing performance are provided in the Performance Engineer's Programs/AFM_OCTO approved FM module:

- At the revision 23.2 or higher using approved aircraft database reference **AE216A01**, or
- At the revision 26.0 or higher using approved aircraft database reference **AE216A02**.

- Note:
1. Only the PC version of this program is approved.
 2. For operations at El Salvador (SCES) airport (optional: MOD 28177), only the approved databases reference **AE216A02** must be used.
 3. For landing on PFC/grooved runways (optional: MOD 37457), only the approved databases reference **AE216A02** must be used.
 4. For extended forward CG range at MTOW 78 t (optional: MOD 38525) performance computation, only the approved database reference **AE216A02** must be used.

COMPLEMENTARY PERFORMANCE DATA FILE

Ident.: PERF-OCTO-00021722.0005001 / 22 OCT 25

Criteria: SA

APPROVED

In addition to the aircraft performance database, the Complementary Performance Data File (CPDF) provides complementary performance data. The CPDF is applicable to the A320 Family and contains:

- Approved data and
- Not approved data.

Note: Only the approved version of the CPDF database is referenced in the AFM.

The performance data listed in the table below (i.e. Performance Data Column) requires the approved Complementary Performance Data File (CPDF) to be used for aircraft operations.

Approved CPDF	Required version of PEP/AFM_OCTO FM module	Performance Data ⁽¹⁾	Applicability
CP32FA01	V34 or higher	- Computerized performance penalties in the case of ice accretion	A320 Family (except neo)
CP32FA02	V34 or higher	- Integration of ROW data	A320 Family (except neo)
		- Autoland	A321neo equipped with CFM engines and Autoland
CP32FA03	V34 or higher	- Introduction of wet snow and dry snow contaminants	A320 Family without Sharklet
	V35 or higher	- Autoland	A321neo equipped with Pratt & Whitney engines and Autoland
	V34 or higher (V35 or higher for neo)	- Tachometer inoperative item for MMEL	A320 Family equipped with BSCU L4.10
CP32FA04	V34 or higher	- Restore FM takeoff computation capability under FAA regulation	A320 equipped with IAE engines
CP32FA05	V34 or higher	- Introduction of ice (cold and dry) contaminant	A320 Family
CP32FM01	V38 or higher	- Introduction of Autobrake Low Type II performance	A320 Family equipped with Autobrake Low Type II modification

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	PERFORMANCE PERFORMANCE DATABASE
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Approved CPDF	Required version of PEP/AFM_OCTO FM module	Performance Data ⁽¹⁾	Applicability
CP32FM02	V36 or higher	- Autoland	A319neo equipped with PW engines and Autoland
		- Update of the ROW calculation	A320 Family equipped with ROPS
		- Update of the RLD calculation	A320neo equipped with PW engines A321neo equipped with PW engines
		- Update of the minimum approach speed increment in the case of ice accretion	A319neo
		- Update of the approach speed in the case of a failure leading to a landing in configuration lower than CONF 3	A321neo
CP32FM03	V36 or higher	- Autoland	A319neo equipped with CFM engines and Autoland
		- Update of the autoland calculation	A320-253N or A320-273N, both equipped with SHARP modification and Autoland
		- Autoland	A320neo with MLW = 68.4t and Autoland
CP32FM04	V36 or higher	- Update of the tyre width	A321ceo and A321neo
		- Update of the Final take-Off target speed in case of OEI and flight with L/G down	A318
CP32FM05	V41 or higher	- Initialization of the pitch at touchdown	A321-200NY
		- MABS brakes	A321-251NX and A321-271NX
CP32FM06	V38 or higher	- Update of drag increment in icing conditions	A320 Family neo and ceo Sharklet

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Approved CPDF	Required version of PEP/AFM_OCTO FM module	Performance Data ⁽¹⁾	Applicability
		- Autoland Step 2	A321neo equipped with CFM engines
	V42 or higher	- ROPS Step 3	A320 Family neo with CFM engines and with mechanical rudder

⁽¹⁾ Only the performance data that is inserted between two successive CPDF files is listed. The most recent version of the CPDF combines all the listed Performance Data.

TAKEOFF THRUST

Ident.: PERF-ENG-00006989.0027001 / 23 NOV 09
Criteria: 320-214

APPROVED

CFM 56-5B4 - TAKEOFF M = .0

CFM56-5B4		N1 CORRECTIONS FOR AIR BLEED					OAT < CORNER POINT		OAT ≥ CORNER POINT						
TAKEOFF N1	AIR CONDITIONING ON						-.700		-.700						
NO AIR BLEED		ENGINE ANTI-ICE ON	0.000		-1.600										
MACH=.000		ENGINE ANTI-ICE AND WING ANTI-ICE ON	0.000		-2.400										
OAT (°C)	PRESSURE ALTITUDE (FT)														
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.					
-54.0	76.2	77.2	78.2	79.2	80.3	82.3	84.0	85.8	86.7	87.6					
-50.0	76.9	77.9	78.9	79.9	81.0	83.0	84.7	86.5	87.5	88.3					
-46.0	77.5	78.6	79.6	80.6	81.7	83.7	85.4	87.3	88.2	89.0					
-42.0	78.2	79.2	80.2	81.3	82.4	84.4	86.1	88.0	88.9	89.8					
-38.0	78.8	79.9	80.9	82.0	83.0	85.1	86.8	88.7	89.6	90.5					
-34.0	79.5	80.5	81.5	82.6	83.7	85.7	87.5	89.4	90.3	91.2					
-30.0	80.1	81.2	82.2	83.3	84.3	86.4	88.2	90.1	91.0	91.9					
-26.0	80.7	81.8	82.8	83.9	85.0	87.1	88.8	90.7	91.7	92.5					
-22.0	81.4	82.4	83.5	84.6	85.6	87.7	89.5	91.4	92.4	93.2					
-18.0	82.0	83.1	84.1	85.2	86.3	88.4	90.2	92.1	93.1	93.9					
-14.0	82.6	83.7	84.8	85.9	87.0	89.1	90.9	92.8	93.8	94.6					
-10.0	83.2	84.3	85.4	86.5	87.6	89.7	91.5	93.4	94.4	95.3					
-6.0	83.8	84.9	86.0	87.1	88.2	90.3	92.2	94.1	95.1	95.9					
-2.0	84.4	85.5	86.6	87.7	88.8	90.9	92.8	94.7	95.7	96.6					
2.0	85.0	86.1	87.2	88.3	89.4	91.6	93.4	95.4	96.4	97.2					
6.0	85.6	86.7	87.8	88.9	90.0	92.2	94.1	96.0	97.0	97.9					
10.0	86.2	87.3	88.4	89.5	90.7	92.8	94.7	96.7	97.7	98.5					
14.0	86.8	87.9	89.0	90.2	91.3	93.5	95.3	97.3	98.3	99.2					
18.0	87.4	88.5	89.6	90.8	91.9	94.1	95.9	97.9	98.9	99.8					
22.0	88.0	89.1	90.2	91.3	92.5	94.7	96.6	98.6	99.3	99.4					
26.0	88.5	89.7	90.7	91.9	93.1	95.3	97.2	98.3	98.5	98.5					
30.0	89.1	90.2	91.3	92.5	93.6	95.9	97.4	97.6	97.7	97.6					
34.0	89.7	90.8	91.9	93.1	94.2	96.5	96.8	97.0	97.1	97.1					
38.0	90.2	91.4	92.5	93.7	94.8	96.7	96.3	96.4	96.6	96.7					
42.0	90.8	91.9	93.1	94.2	94.9	95.6	95.7	95.8	96.0						
46.0	91.4	92.5	93.2	93.9	94.5	OAT < CORNER POINT									
50.0	91.5	92.2	92.9	93.6	94.1						OAT ≥ CORNER POINT				
54.0	91.2	92.0	92.7												

CFM 56-5B4 - TAKEOFF M = .0

CFM56-5B4		N1 CORRECTIONS FOR AIR BLEED					OAT < CORNER POINT		OAT ≥ CORNER POINT	
TAKEOFF N1 NO AIR BLEED MACH=.000	AIR CONDITIONING ON					-700		-700		
	ENGINE ANTI-ICE ON					0.000		-1.600		
	ENGINE ANTI-ICE AND WING ANTI-ICE ON					0.000		-2.400		
OAT (°C)	PRESSURE ALTITUDE (FT)									
	7000.	8000.	9000.	9200.	10000.	11000.	12000.	13000.	14000.	14500.
-54.0	87.6	88.2	88.0	88.0	87.8	88.2	88.4	88.6	88.6	88.5
-50.0	88.3	88.9	88.8	88.7	88.6	88.9	89.2	89.3	89.3	89.3
-46.0	89.0	89.7	89.5	89.5	89.3	89.7	89.9	90.1	90.1	90.0
-42.0	89.8	90.4	90.2	90.2	90.0	90.4	90.7	90.8	90.8	90.8
-38.0	90.5	91.1	90.9	90.9	90.7	91.1	91.4	91.5	91.5	91.5
-34.0	91.2	91.8	91.6	91.6	91.4	91.8	92.1	92.2	92.2	92.2
-30.0	91.9	92.5	92.3	92.3	92.1	92.5	92.8	92.9	92.9	92.9
-26.0	92.5	93.2	93.0	93.0	92.8	93.2	93.5	93.6	93.6	93.6
-22.0	93.2	93.9	93.7	93.7	93.5	93.9	94.1	94.3	94.3	94.3
-18.0	93.9	94.6	94.4	94.4	94.2	94.6	94.8	95.0	95.0	95.0
-14.0	94.6	95.3	95.1	95.1	94.9	95.3	95.5	95.7	95.7	95.7
-10.0	95.3	95.9	95.7	95.7	95.6	95.9	96.2	96.3	96.3	96.3
-6.0	95.9	96.6	96.4	96.4	96.2	96.6	96.9	97.0	97.0	97.0
-2.0	96.6	97.3	97.1	97.0	96.9	97.3	97.5	97.6	97.7	97.6
2.0	97.2	97.9	97.7	97.7	97.5	97.9	98.2	98.3	98.3	98.3
6.0	97.9	98.6	98.4	98.3	98.2	98.6	98.8	99.0	99.0	98.9
10.0	98.5	99.2	99.0	99.0	98.8	99.2	99.5	99.6	99.2	98.8
14.0	99.2	99.9	99.7	99.6	99.1	99.0	98.6	98.0	97.1	96.6
18.0	99.8	100.1	99.1	98.8	97.9	97.6	97.0	96.1	95.7	95.6
22.0	99.4	99.1	97.9	97.7	96.7	96.2	95.9	95.7	95.4	95.2
26.0	98.5	98.0	96.8	96.6	96.0	95.9	95.6	95.3	95.0	94.8
30.0	97.6	97.3	96.5	96.4	95.8	95.7	95.4			
34.0	97.1	97.0	96.2	96.1	95.6					
38.0	96.7	96.6								
42.0										
46.0										
50.0										
54.0										
						OAT < CORNER POINT				
						OAT ≥ CORNER POINT				

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE ENGINE MANAGEMENT

TAKEOFF THRUST

Ident.: PERF-ENG-00006989.0029001 / 23 NOV 09

APPROVED

Criteria: 320-216

CFM 56-5B6 - TAKEOFF M = .0

CFM56-5B6	N1 CORRECTIONS FOR AIR BLEED									OAT < ISA + 30	OAT ≥ ISA + 30
	TAKEOFF										
	N1										
	NO AIR BLEED										
MACH = .000	AIR CONDITIONING ON									-.7	-.7
	ENGINE ANTI-ICE ON									0.0	-1.4
	ENGINE ANTI-ICE AND WING ANTI-ICE ON									0.0	-2.1
OAT	PRESSURE ALTITUDE (FT)										
(°C)	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.	
-54.0	73.7	74.7	75.8	76.7	77.6	78.7	79.3	79.8	80.4	80.8	
-50.0	74.4	75.4	76.4	77.4	78.3	79.3	79.9	80.5	81.1	81.5	
-46.0	75.0	76.1	77.1	78.0	79.0	80.0	80.6	81.2	81.8	82.2	
-42.0	75.7	76.7	77.8	78.7	79.6	80.7	81.3	81.9	82.4	82.9	
-38.0	76.3	77.4	78.4	79.4	80.3	81.4	82.0	82.6	83.1	83.6	
-34.0	76.9	78.0	79.0	80.0	80.9	82.0	82.6	83.2	83.8	84.2	
-30.0	77.5	78.6	79.7	80.6	81.6	82.7	83.3	83.9	84.4	84.9	
-26.0	78.1	79.2	80.3	81.3	82.2	83.3	83.9	84.5	85.1	85.6	
-22.0	78.8	79.9	80.9	81.9	82.8	84.0	84.6	85.2	85.7	86.2	
-18.0	79.4	80.5	81.6	82.5	83.5	84.6	85.2	85.9	86.4	86.9	
-14.0	80.0	81.1	82.2	83.2	84.1	85.3	85.9	86.5	87.0	87.5	
-10.0	80.6	81.7	82.8	83.8	84.7	85.9	86.5	87.1	87.7	88.2	
-6.0	81.2	82.3	83.4	84.4	85.3	86.5	87.1	87.7	88.3	88.8	
-2.0	81.7	82.9	84.0	85.0	85.9	87.1	87.7	88.4	88.9	89.4	
2.0	82.3	83.5	84.6	85.6	86.6	87.7	88.3	89.0	89.5	90.0	
6.0	82.9	84.1	85.2	86.2	87.2	88.3	89.0	89.6	90.1	90.6	
10.0	83.5	84.6	85.8	86.8	87.8	88.9	89.6	90.2	90.8	91.3	
14.0	84.1	85.2	86.4	87.4	88.4	89.5	90.2	90.8	91.4	91.9	
18.0	84.6	85.8	86.9	88.0	88.9	90.1	90.8	91.4	92.0	92.5	
22.0	85.2	86.4	87.5	88.5	89.5	90.7	91.4	92.0	92.6	93.1	
26.0	85.7	86.9	88.1	89.1	90.1	91.3	91.9	92.6	93.2	93.7	
30.0	86.3	87.5	88.6	89.7	90.7	91.9	92.5	93.2	93.7	94.3	
34.0	86.8	88.0	89.2	90.2	91.2	92.4	93.1	93.8	94.7	94.0	
38.0	87.4	88.6	89.7	90.8	91.8	93.0	93.4	93.5	93.5	93.4	
42.0	88.0	89.2	90.3	91.4	92.7	92.8	92.9	93.0	92.9		
46.0	88.5	89.7	90.6	91.7	91.6	OAT < ISA + 30 OAT ≥ ISA + 30					
50.0	88.7	89.4	90.0	90.6	91.1						
54.0	88.2	88.8	89.5								

CFM 56-5B6 - TAKEOFF M = .0

CFM56-5B6		N1 CORRECTIONS FOR AIR BLEED										OAT < ISA + 30		OAT ≥ ISA + 30	
TAKEOFF		AIR CONDITIONING ON										- .7		- .7	
N1		ENGINE ANTI-ICE ON										0.0		-1.4	
NO AIR BLEES		ENGINE ANTI-ICE AND WING ANTI-ICE ON										0.0		-2.1	
MACH=.000															
OAT	PRESSURE ALTITUDE (FT)														
(°C)	7000.	8000.	9000.	9200.	10000.	11000.	12000.	13000.	14000.	14500.					
-54.0	80.8	81.3	81.9	82.0	82.4	82.9	83.5	84.1	84.7	84.9					
-50.0	81.5	82.0	82.6	82.7	83.1	83.6	84.2	84.8	85.4	85.7					
-46.0	82.2	82.7	83.3	83.4	83.8	84.4	85.0	85.6	86.1	86.4					
-42.0	82.9	83.4	84.0	84.1	84.6	85.1	85.7	86.3	86.8	87.1					
-38.0	83.6	84.1	84.7	84.8	85.2	85.7	86.3	86.9	87.5	87.8					
-34.0	84.2	84.7	85.3	85.4	85.9	86.4	87.0	87.6	88.2	88.5					
-30.0	84.9	85.4	86.0	86.1	86.6	87.1	87.7	88.3	88.9	89.2					
-26.0	85.6	86.0	86.6	86.8	87.2	87.7	88.4	89.0	89.6	89.8					
-22.0	86.2	86.7	87.3	87.4	87.9	88.4	89.0	89.7	90.2	90.5					
-18.0	86.9	87.4	88.0	88.1	88.6	89.1	89.7	90.3	90.9	91.2					
-14.0	87.5	88.0	88.6	88.8	89.2	89.8	90.4	91.0	91.6	91.9					
-10.0	88.2	88.7	89.3	89.4	89.9	90.4	91.0	91.6	92.2	92.5					
-6.0	88.8	89.3	89.9	90.0	90.5	91.0	91.7	92.3	92.9	93.2					
-2.0	89.4	89.9	90.5	90.6	91.1	91.7	92.3	92.9	93.5	93.8					
2.0	90.0	90.5	91.2	91.3	91.8	92.3	92.9	93.6	94.2	94.5					
6.0	90.6	91.2	91.8	91.9	92.4	92.9	93.6	94.2	94.8	95.1					
10.0	91.3	91.8	92.4	92.5	93.0	93.5	94.2	94.8	95.4	95.7					
14.0	91.9	92.4	93.0	93.2	93.6	94.2	94.8	95.5	96.1	96.4					
18.0	92.5	93.0	93.6	93.8	94.2	94.8	95.4	96.1	96.4	96.4					
22.0	93.1	93.6	94.2	94.4	94.8	95.4	95.8	95.8	95.7	95.6					
26.0	93.7	94.2	94.8	94.9	95.2	95.7	95.7	95.0	94.8	94.8					
30.0	94.3	94.5	94.5	94.5	94.5	94.4	94.3								
34.0	94.0	93.9	93.9	93.9	93.8										
38.0	93.4	93.3													
42.0															
46.0															
50.0															
54.0															

OAT < ISA + 30

OAT ≥ ISA + 30

MAXIMUM CONTINUOUS THRUST

Ident.: PERF-ENG-00007420.0021001 / 23 NOV 09

APPROVED

Criteria: (320-214 and (32619 or 33239))

CFM 56-5B4 - MAXIMUM CONTINUOUS - VC = 230 kt

CFM56-5B4			N1 CORRECTIONS FOR AIR BLEED								OAT > ISA + 10		OAT ≥ ISA + 10	
MAXIMUM CONTINUOUS N1 AIR CONDITIONING ON* VC=230 KT			AIR CONDITIONING OFF								.900		.900	
			ENGINE ANTI ICE ON								0.000		-1.400	
			ENGINE ANTI ICE AND WING ANTI ICE ON								0.000		-3.200	
TAT (°C)	PRESSURE ALTITUDE (FT)													
	-1000.	3000.	7000.	11000.	15000.	19000.	23000.	27000.	31000.	35000.	39000.	41000.		
-54.0	75.6	77.6	79.2	81.1	85.2	87.3	87.0	83.2	84.3	85.1	84.1	83.5		
-50.0	76.2	78.3	79.9	81.8	85.9	88.0	87.7	84.0	85.0	85.8	84.9	84.2		
-46.0	76.9	79.0	80.6	82.6	86.6	88.8	88.5	84.7	85.7	86.6	85.6	84.9		
-42.0	77.6	79.6	81.2	83.3	87.4	89.5	89.2	85.4	86.4	87.3	86.3	85.6		
-38.0	78.2	80.3	81.9	83.9	88.0	90.2	89.9	86.1	87.1	88.0	87.0	86.3		
-34.0	78.8	80.9	82.5	84.6	88.7	90.9	90.6	86.7	87.8	88.6	87.7	87.0		
-30.0	79.5	81.6	83.2	85.2	89.4	91.6	91.3	87.4	88.5	89.3	88.3	87.6		
-26.0	80.1	82.2	83.8	85.9	90.1	92.3	92.0	88.1	89.2	90.0	89.0	88.3		
-22.0	80.7	82.8	84.5	86.6	90.8	93.0	92.7	88.7	89.8	90.5	89.7	89.0		
-18.0	81.4	83.5	85.1	87.2	91.5	93.7	93.4	89.4	90.5	90.3	89.6	89.5		
-14.0	82.0	84.1	85.8	87.9	92.1	94.3	94.0	90.1	90.4	90.0	89.3	89.2		
-10.0	82.6	84.7	86.4	88.5	92.8	95.0	94.7	90.3	90.1	89.6	89.0	88.9		
-6.0	83.2	85.3	87.0	89.1	93.4	95.6	95.3	90.0	89.7	89.0	88.2	88.3		
-2.0	83.8	85.9	87.6	89.8	94.1	96.3	94.6	89.7	89.0	88.4	87.5	87.4		
2.0	84.4	86.5	88.3	90.4	94.7	96.3	93.9	89.0	88.4	87.7	86.9	86.8		
6.0	85.0	87.1	88.9	91.0	95.4	95.6	93.3	88.4	87.8	87.0	86.3	86.3		
10.0	85.5	87.8	89.5	91.6	94.8	94.8	92.8	87.8	87.2	86.2	85.7	85.7		
14.0	86.1	88.4	90.1	92.0	94.0	94.2	92.4	87.1	86.5			85.1		
18.0	86.7	88.9	90.7	91.5	93.3	93.6	91.9	86.5						
22.0	87.3	89.5	90.7	91.0	92.8	93.1	91.3							
26.0	87.8	90.1	90.2	90.5	92.2	92.5								
30.0	88.4	89.8	89.7	90.0	91.5	92.0								
34.0	89.0	89.3	89.5	89.4	90.9									
38.0	88.5	88.9	89.1	88.8										
42.0	88.0	88.7	88.7	88.1										
46.0	87.4	88.3	88.2											
50.0	86.8	87.9	87.7											
54.0	86.2	87.5												
OAT < ISA + 10											OAT ≥ ISA + 10			

* One engine inoperative - One pack operative on remaining engine.

MAXIMUM CONTINUOUS THRUST

Ident.: PERF-ENG-00007420.0022001 / 23 NOV 09

APPROVED

Criteria: (320-215 or 320-216)

CFM 56-5B5 / CFM 56-5B6 - MAXIMUM CONTINUOUS - VC = 230 kt

CFM56-5B5 CFM56-5B6		N1 CORRECTIONS FOR AIR BLEED							OAT < ISA + 10		OAT ≥ ISA + 10	
MAXIMUM CONTINUOUS N1		AIR CONDITIONING OFF							.8		.8	
AIR CONDITIONING ON		ENGINE ANTI-ICE ON							0.0		-1.1	
VC=230 KT		ENGINE ANTI-ICE AND WING ANTI-ICE ON							0.0		-2.5	
TAT	PRESSURE ALTITUDE (FT)											
(°C)	-1000.	3000.	7000.	11000.	15000.	19000.	23000.	27000.	31000.	35000.	39000.	
-54.0	73.4	76.1	78.4	80.4	81.8	81.4	82.2	83.2	84.3	85.1	84.1	
-50.0	74.1	76.8	79.1	81.1	82.6	82.1	83.0	84.0	85.0	85.8	84.9	
-46.0	74.7	77.4	79.8	81.8	83.3	82.8	83.7	84.7	85.7	86.6	85.6	
-42.0	75.4	78.1	80.5	82.5	84.0	83.5	84.4	85.4	86.4	87.3	86.3	
-38.0	76.0	78.7	81.1	83.1	84.6	84.2	85.0	86.1	87.1	88.0	87.0	
-34.0	76.6	79.4	81.8	83.8	85.3	84.8	85.7	86.7	87.8	88.6	87.7	
-30.0	77.2	80.0	82.4	84.5	86.0	85.5	86.4	87.4	88.5	89.3	88.3	
-26.0	77.8	80.6	83.1	85.1	86.6	86.1	87.0	88.1	89.2	90.0	89.0	
-22.0	78.5	81.3	83.7	85.8	87.3	86.8	87.7	88.7	89.8	90.5	89.7	
-18.0	79.1	81.9	84.4	86.4	88.0	87.5	88.4	89.4	90.5	90.3	89.6	
-14.0	79.7	82.5	85.0	87.1	88.6	88.1	89.0	90.1	90.4	90.0	89.3	
-10.0	80.3	83.1	85.6	87.7	89.3	88.8	89.7	90.3	90.1	89.6	89.0	
-6.0	80.8	83.7	86.2	88.3	89.9	89.4	90.3	90.0	89.7	89.0	88.2	
-2.0	81.4	84.3	86.9	88.9	90.5	90.0	90.0	89.7	89.0	88.4	87.5	
2.0	82.0	84.9	87.5	89.6	91.1	90.2	89.7	89.0	88.4	87.7	86.9	
6.0	82.6	85.5	88.1	90.2	91.8	89.9	89.3	88.4	87.8	87.0	86.3	
10.0	83.2	86.1	88.7	90.8	91.5	89.5	88.6	87.8	87.2	86.2	85.7	
14.0	83.8	86.7	89.3	91.2	91.1	89.0	87.9	87.1	86.5			
18.0	84.3	87.3	89.9	90.8	90.7	88.4	87.2	86.5				
22.0	84.9	87.8	90.0	90.4	90.3	87.6	86.5					
26.0	85.4	88.4	89.7	89.9	89.5	86.8						
30.0	86.0	88.5	89.5	89.3	88.8	86.0						
34.0	86.5	88.5	89.0	88.6	88.0							
38.0	86.7	88.4	88.4	87.9								
42.0	86.9	88.1	87.8	87.2								
46.0	87.0	87.5	87.1									
50.0	86.7	86.8	86.4									
54.0	86.0	86.2										
								OAT < ISA + 10				
								OAT ≥ ISA + 10				

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE ENGINE MANAGEMENT

GO-AROUND THRUST

Ident.: PERF-ENG-00007455.0018001 / 23 NOV 09

APPROVED

Criteria: 320-214

CFM 56-5B4 - GO-AROUND M = .225

CFM56-5B4			N1 CORRECTIONS FOR AIR BLEED				OAT < CORNER POINT		OAT ≥ CORNER POINT	
GO AROUND N1 AIR CONDITIONING ON MACH=.225							AIR CONDITIONING OFF		0.700	
			ENGINE ANTI-ICE ON				0.000		-1.600	
			ENGINE ANTI-ICE AND WING ANTI-ICE ON				0.000		-2.400	
TAT(C)	PRESSURE ALTITUDE (FT)									
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.
-54.	77.7	78.7	79.6	80.2	80.9	82.1	83.4	84.8	86.2	86.8
-50.	78.4	79.4	80.3	80.9	81.6	82.8	84.2	85.5	86.9	87.6
-46.	79.1	80.1	81.0	81.6	82.3	83.5	84.9	86.2	87.6	88.3
-42.	79.8	80.7	81.7	82.3	83.0	84.2	85.6	87.0	88.4	89.0
-38.	80.4	81.4	82.3	83.0	83.6	84.9	86.3	87.6	89.1	89.7
-34.	81.1	82.0	83.0	83.6	84.3	85.5	86.9	88.3	89.7	90.4
-30.	81.7	82.7	83.6	84.3	85.0	86.2	87.6	89.0	90.4	91.1
-26.	82.4	83.3	84.3	85.0	85.6	86.9	88.3	89.7	91.1	91.8
-22.	83.0	84.0	84.9	85.6	86.3	87.5	89.0	90.4	91.8	92.5
-18.	83.7	84.6	85.6	86.3	86.9	88.2	89.6	91.1	92.5	93.2
-14.	84.3	85.3	86.2	86.9	87.6	88.9	90.3	91.7	93.2	93.9
-10.	84.9	85.9	86.8	87.5	88.2	89.5	90.9	92.4	93.8	94.5
-6.	85.5	86.5	87.5	88.2	88.8	90.1	91.6	93.0	94.5	95.2
-2.	86.1	87.1	88.1	88.8	89.5	90.8	92.2	93.7	95.1	95.8
2.	86.7	87.7	88.7	89.4	90.1	91.4	92.9	94.3	95.8	96.5
6.	87.3	88.3	89.3	90.0	90.7	92.0	93.5	94.9	96.4	97.1
10.	87.9	88.9	89.9	90.6	91.3	92.6	94.1	95.6	97.1	97.8
14.	88.5	89.6	90.5	91.3	91.9	93.3	94.8	96.2	97.7	98.4
18.	89.1	90.1	91.1	91.8	92.5	93.9	95.4	96.8	98.3	99.0
22.	89.7	90.7	91.7	92.4	93.1	94.5	96.0	97.4	99.0	99.6
26.	90.3	91.3	92.3	93.0	93.7	95.1	96.6	98.1	99.0	99.0
30.	90.8	91.9	92.9	93.6	94.3	95.7	97.2	97.7	98.5	98.4
34.	91.4	92.5	93.5	94.2	94.9	96.3	97.2	97.4	97.9	97.7
38.	92.0	93.0	94.0	94.8	95.5	96.7	96.9	96.9	97.2	97.0
42.	92.6	93.6	94.6	95.4	96.1	96.3	96.2	96.0	96.3	96.2
46.	93.1	94.2	95.2	95.7	95.7	95.5	95.3	95.2	95.4	
50.	93.7	94.5	94.8	94.8	94.8	94.6	94.4			
54.	93.3	93.6	93.9	94.0	93.9					
58.	92.4	92.8	93.1							
62.	91.6									
							OAT < CORNER POINT			
							OAT ≥ CORNER POINT			

CFM 56-5B4 - GO-AROUND M = .225

CFM56-5B4		N1 CORRECTIONS FOR AIR BLEED					OAT < CORNER POINT		OAT ≥ CORNER POINT	
GO AROUND N1 AIR CONDITIONING ON MACH=.225							AIR CONDITIONING OFF		0.700	
		ENGINE ANTI-ICE ON					0.000		-1.600	
		ENGINE ANTI-ICE AND WING ANTI-ICE ON					0.000		-2.400	
TAT(C)	PRESSURE ALTITUDE (FT)									
	7000.	8000.	9000.	9200.	10000.	11000.	12000.	13000.	14000.	14500.
-54.	86.8	87.3	87.0	87.0	86.7	87.0	87.3	87.4	87.4	87.4
-50.	87.6	88.1	87.8	87.7	87.5	87.8	88.0	88.1	88.2	88.2
-46.	88.3	88.8	88.5	88.4	88.2	88.5	88.8	88.9	88.9	88.9
-42.	89.0	89.6	89.2	89.2	88.9	89.3	89.5	89.6	89.7	89.6
-38.	89.7	90.2	89.9	89.9	89.6	89.9	90.2	90.3	90.3	90.3
-34.	90.4	90.9	90.6	90.6	90.3	90.6	90.9	91.0	91.0	91.0
-30.	91.1	91.6	91.3	91.2	91.0	91.3	91.6	91.7	91.7	91.7
-26.	91.8	92.3	92.0	91.9	91.7	92.0	92.3	92.4	92.4	92.4
-22.	92.5	93.0	92.7	92.6	92.4	92.7	93.0	93.1	93.1	93.1
-18.	93.2	93.7	93.4	93.3	93.1	93.4	93.6	93.8	93.8	93.8
-14.	93.9	94.4	94.1	94.0	93.8	94.1	94.3	94.5	94.5	94.5
-10.	94.5	95.1	94.7	94.7	94.4	94.7	95.0	95.1	95.2	95.1
-6.	95.2	95.7	95.4	95.3	95.1	95.4	95.6	95.8	95.8	95.8
-2.	95.8	96.4	96.0	96.0	95.7	96.0	96.3	96.4	96.5	96.4
2.	96.5	97.0	96.7	96.6	96.4	96.7	96.9	97.1	97.1	97.1
6.	97.1	97.7	97.3	97.3	97.0	97.3	97.6	97.7	97.8	97.7
10.	97.8	98.3	98.0	97.9	97.7	98.0	98.2	98.4	98.4	98.4
14.	98.4	99.0	98.6	98.6	98.3	98.6	98.9	98.6	98.0	97.7
18.	99.0	99.6	99.3	99.1	98.2	98.1	97.7	97.2	96.4	95.9
22.	99.6	99.5	98.5	98.2	97.4	97.0	96.5	95.9	95.6	95.4
26.	99.0	98.7	97.6	97.4	96.5	96.1	95.8	95.5	95.1	94.9
30.	98.4	97.9	96.9	96.7	95.9	95.7	95.4	95.0	94.6	
34.	97.7	97.3	96.3	96.2	95.5	95.3	95.0			
38.	97.0	96.6	95.8	95.6	95.1					
42.	96.2	95.9								
46.										
50.							OAT < CORNER POINT			
54.							OAT ≥ CORNER POINT			

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

PERFORMANCE ENGINE MANAGEMENT

GO-AROUND THRUST

Ident.: PERF-ENG-00007455.0020001 / 23 NOV 09

APPROVED

Criteria: 320-216

CFM 56-5B6 - GO-AROUND M = .225

CFM56-5B6			N1 CORRECTIONS FOR AIR BLEED				OAT < ISA + 30 (C)		OAT ≥ ISA + 30 (C)			
GO AROUND							AIR CONDITIONING OFF		0.600		0.600	
N1							NACELLE ANTI-ICE ON		0.000		-1.300	
AIR CONDITIONING ON MACH= .225							NACELLE ANTI-ICE AND WING ANTI-ICE ON		0.000		-1.900	
TAT(C)	PRESSURE ALTITUDE (FT)											
	-2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.		
-54.	74.7	75.6	76.5	77.2	77.8	78.3	79.1	79.8	80.4	80.9		
-50.	75.3	76.3	77.2	77.8	78.5	79.0	79.8	80.5	81.1	81.6		
-46.	76.0	76.9	77.8	78.5	79.2	79.7	80.4	81.2	81.8	82.3		
-42.	76.6	77.6	78.5	79.2	79.9	80.4	81.1	81.8	82.5	83.0		
-38.	77.3	78.2	79.1	79.8	80.5	81.0	81.8	82.5	83.1	83.7		
-34.	77.9	78.8	79.8	80.5	81.1	81.7	82.4	83.2	83.8	84.3		
-30.	78.5	79.5	80.4	81.1	81.8	82.3	83.1	83.8	84.5	85.0		
-26.	79.1	80.1	81.1	81.7	82.4	83.0	83.7	84.5	85.1	85.7		
-22.	79.8	80.7	81.7	82.4	83.1	83.6	84.4	85.1	85.8	86.3		
-18.	80.4	81.4	82.3	83.0	83.7	84.3	85.0	85.8	86.4	87.0		
-14.	81.0	82.0	83.0	83.7	84.4	84.9	85.7	86.4	87.1	87.6		
-10.	81.6	82.6	83.6	84.3	85.0	85.5	86.3	87.0	87.7	88.3		
-6.	82.2	83.2	84.2	84.9	85.6	86.1	86.9	87.7	88.3	88.9		
-2.	82.8	83.8	84.8	85.5	86.2	86.8	87.5	88.3	88.9	89.5		
2.	83.4	84.4	85.4	86.1	86.8	87.4	88.1	88.9	89.6	90.1		
6.	83.9	85.0	86.0	86.7	87.4	88.0	88.8	89.5	90.2	90.7		
10.	84.5	85.6	86.6	87.3	88.0	88.6	89.4	90.1	90.8	91.4		
14.	85.1	86.2	87.2	87.9	88.6	89.2	90.0	90.7	91.4	92.0		
18.	85.7	86.7	87.7	88.5	89.2	89.8	90.6	91.3	92.0	92.6		
22.	86.2	87.3	88.3	89.0	89.8	90.4	91.1	91.9	92.6	93.2		
26.	86.8	87.9	88.9	89.6	90.3	90.9	91.7	92.5	93.2	93.8		
30.	87.4	88.4	89.4	90.2	90.9	91.5	92.3	93.1	93.8	94.4		
34.	87.9	89.0	90.0	90.8	91.5	92.1	92.9	93.7	94.4	95.0		
38.	88.5	89.5	90.6	91.3	92.1	92.7	93.5	94.3	94.4	94.4		
42.	89.0	90.1	91.1	91.9	92.6	93.2	93.6	93.8	93.8	93.7		
46.	89.6	90.7	91.7	92.5	92.7	92.8	93.1	93.2	93.1			
50.	90.1	91.2	91.8	92.1	92.3	92.4	92.6					
54.	90.2	90.7	91.3	91.6	91.8							
58.	89.6	90.2	90.8									
62.	89.0											
							OAT < ISA + 30 (C)					
							OAT ≥ ISA + 30 (C)					

CFM 56-5B6 - GO-AROUND M = .225

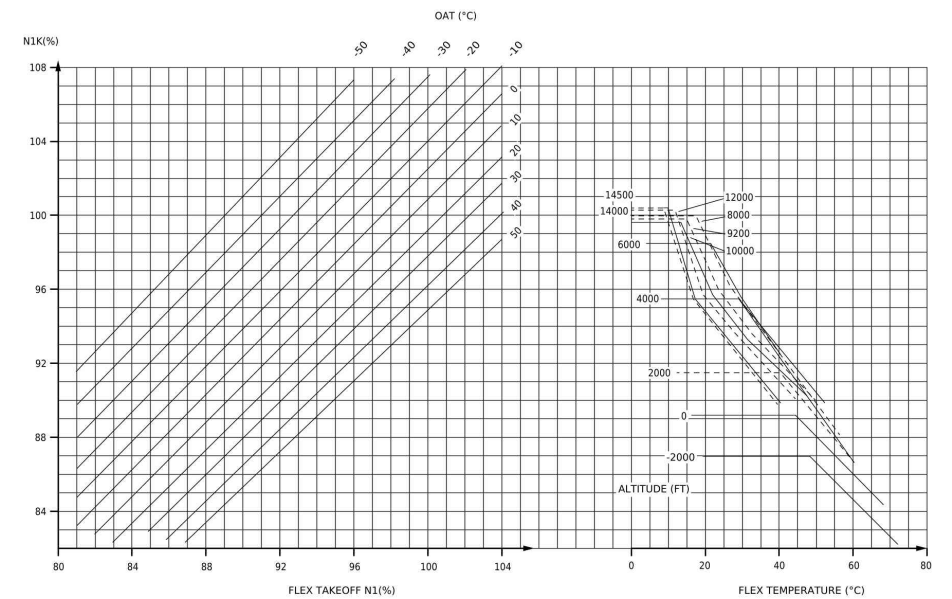
CFM56-5B6			N1 CORRECTIONS FOR AIR BLEED				OAT < ISA + 30 (C)		OAT ≥ ISA + 30 (C)			
GO AROUND							AIR CONDITIONING OFF		0.600		0.600	
N1							NACELLE ANTI-ICE ON		0.000		-1.300	
AIR CONDITIONING ON MACH=.225							NACELLE ANTI-ICE AND WING ANTI-ICE ON		0.000		-1.900	
TAT(C)	PRESSURE ALTITUDE (FT)											
	7000.	8000.	9000.	9200.	10000.	11000.	12000.	13000.	14000.	14500.		
-54.	80.9	81.5	82.0	82.1	82.5	83.0	83.6	84.1	84.6	84.8		
-50.	81.6	82.2	82.7	82.8	83.2	83.7	84.3	84.8	85.3	85.5		
-46.	82.3	82.9	83.4	83.5	83.9	84.5	85.0	85.5	86.0	86.3		
-42.	83.0	83.6	84.1	84.2	84.7	85.2	85.7	86.2	86.7	87.0		
-38.	83.7	84.2	84.8	84.9	85.3	85.8	86.4	86.9	87.4	87.7		
-34.	84.3	84.9	85.5	85.6	86.0	86.5	87.1	87.6	88.1	88.4		
-30.	85.0	85.6	86.1	86.2	86.7	87.2	87.7	88.3	88.8	89.0		
-26.	85.7	86.2	86.8	86.9	87.3	87.8	88.4	88.9	89.5	89.7		
-22.	86.3	86.9	87.5	87.6	88.0	88.5	89.1	89.6	90.1	90.4		
-18.	87.0	87.6	88.1	88.2	88.7	89.2	89.8	90.3	90.8	91.1		
-14.	87.6	88.2	88.8	88.9	89.3	89.9	90.4	91.0	91.5	91.8		
-10.	88.3	88.9	89.4	89.5	90.0	90.5	91.1	91.6	92.1	92.4		
-6.	88.9	89.5	90.0	90.2	90.6	91.1	91.7	92.3	92.8	93.0		
-2.	89.5	90.1	90.7	90.8	91.2	91.8	92.3	92.9	93.4	93.7		
2.	90.1	90.7	91.3	91.4	91.9	92.4	93.0	93.5	94.1	94.3		
6.	90.7	91.4	91.9	92.0	92.5	93.0	93.6	94.2	94.7	95.0		
10.	91.4	92.0	92.6	92.7	93.1	93.7	94.2	94.8	95.3	95.6		
14.	92.0	92.6	93.2	93.3	93.7	94.3	94.9	95.4	96.0	96.2		
18.	92.6	93.2	93.8	93.9	94.4	94.9	95.5	96.1	96.6	96.9		
22.	93.2	93.8	94.4	94.5	94.9	95.5	96.1	96.7	96.6	96.5		
26.	93.8	94.4	95.0	95.1	95.5	96.1	96.1	96.0	95.8	95.8		
30.	94.4	95.0	95.6	95.6	95.5	95.4	95.3	95.2	95.1			
34.	95.0	95.0	94.9	94.9	94.7	94.6	94.5					
38.	94.4	94.2	94.1	94.1	93.9							
42.	93.7	93.5										
46.												
50.												
54.												

REDUCED THRUST TAKEOFF

Ident.: PERF-FLEX-00006990.0016001 / 23 NOV 09 Criteria: 320-214	APPROVED
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CFM56-5B4	N1 CORRECTIONS FOR AIR BLEED	
FLEX TAKEOFF N1 NO AIR BLEED MACH .000	AIR CONDITIONING ON	- 0.7
	ENG ANTI-ICE ON	0.0
	ENG AND WING ANTI-ICE ON	0.0

CFM56-5B4 REDUCED TAKEOFF THRUST



PERFORMANCE
REDUCED THRUST TAKEOFF

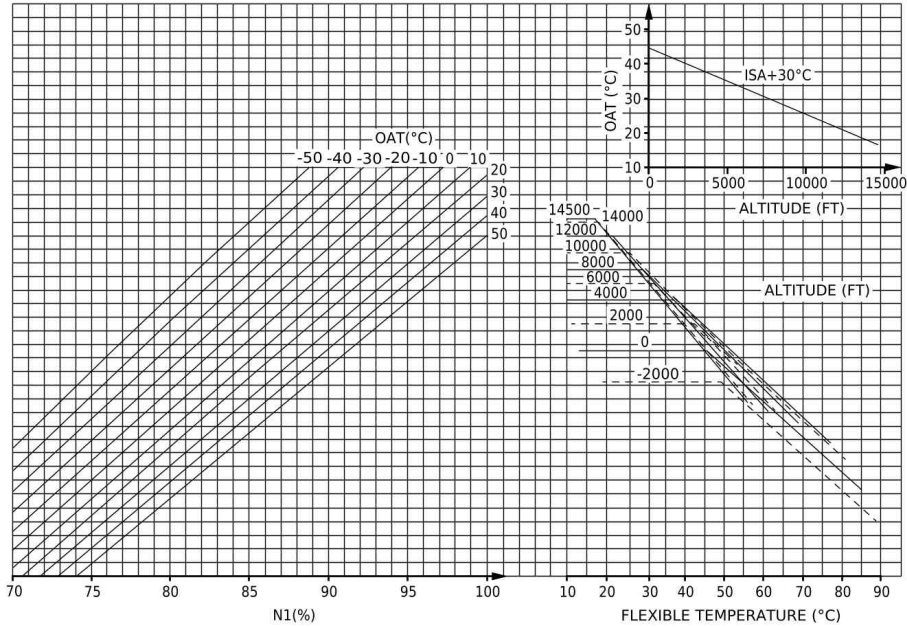
REDUCED THRUST TAKEOFF

Ident.: PERF-FLEX-00006990.0019001 / 23 NOV 09
Criteria: 320-216

APPROVED

CFM56-5B6	N1 CORRECTIONS FOR AIR BLEED	
FLEX TAKEOFF N1 NO AIR BLEED MACH .000	AIR CONDITIONING ON	- 0.7
	ENG ANTI-ICE ON	0.0
	ENG AND WING ANTI-ICE ON	0.0

CFM56-5B6 REDUCED TAKEOFF THRUST



APPENDICES AND SUPPLEMENTS

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GENERAL

Ident.: APP-NOI-00007036.0002001 / 23 NOV 09

APPROVED

Criteria: (321-111 or 321-112 or 321-131 or 321-231 or 321-232 or A318 or A319 or A320)

NOISE CHARACTERISTICS

No determination has been made by the EASA that the noise levels of this aircraft are or should be acceptable for operation at, into, or out of, any airport.

NOISE LEVELS

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

Identification of the maximum takeoff and landing weights applicable to a particular aircraft is provided in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT Weight Limitations*).

NOISE CERTIFICATION PROCEDURES

Compliance with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36, and ICAO Annex 16 included the following procedures:

- An all-engine takeoff configuration 1 + F was used with a constant climb speed equal to the all-engine operating speed at 35 ft, which is at least $V_2 + 10$ kt and not greater than $V_2 + 20$ kt, with a thrust cutback procedure initiated prior to over-flight of the flyover noise control point, with APU off, air conditioning system off, mid center of gravity, and landing gear retracted.
- Landing approach on a 3° glide slope, at a speed of $V_{REF} + 10$ kt, was used with APU on, air conditioning system on, forward center of gravity, landing gear extended and configuration FULL.

GENERAL

Ident.: APP-NOI-00007036.0024001 / 11 AUG 17

APPROVED

Criteria: ((320-214 or 320-216 or 320-232 or 320-233) and (160080 or 160500))

NOISE CHARACTERISTICS

No determination has been made by the EASA that the noise levels of this aircraft are or should be acceptable for operation at, into, or out of, any airport.

NOISE LEVELS

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

Identification of the maximum takeoff and landing weights applicable to a particular aircraft is provided in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT Weight Limitations*).

NOISE CERTIFICATION PROCEDURES

Compliance with EASA CS-36, 14 CFR (FAR) Part 36, and ICAO Annex 16 included the following procedures:

- An all-engine takeoff configuration 1 + F was used with a constant climb speed equal to the all-engine operating speed at 35 ft, which is at least $V_2 + 10$ kt and not greater than $V_2 + 20$ kt, with a thrust cutback procedure initiated prior to over-flight of the flyover noise control point.
- Landing approach on a 3° glide slope, at a speed of $V_{REF} + 10$ kt, was used with APU on, air conditioning system on, forward center of gravity, landing gear extended.

TAKEOFF AND LANDING NOISE LEVELS

Ident.: APP-NOI-00009234.0001001 / 11 AUG 17

APPROVED

Criteria: (SA and (150960 or 152153 or 153317 or 153654 or 154677 or 154898 or 155110 or 155726 or 156522 or 25626 or 26891 or 27770 or 27820 or 27920 or 27942 or 28547 or 31133 or 31839 or 33212 or 33280 or 33713 or 34251 or 35198 or 35311 or 35325 or 35426 or 35735 or 36290 or 36331 or 36438 or 36584 or 36849 or 36932 or 37259 or 37310 or 38237 or 38238 or 38519 or 38948 or 39281 or 39292))

Operational approved takeoff (flyover and lateral) and landing noise levels are also provided for other Maximum Takeoff Weights (MTOW) and Maximum Landing Weights (MLW) given in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT General*).

EXTERNAL NOISE

Ident.: APP-NOI-00006882.0073001 / 23 NOV 09

APPROVED

Criteria: ((320-214 and (25800 and 27772)) or (320-214 and (27772 and 37147)))

CONFIGURATION

Engines: CFM 56-5 B4/P or CFM 56-5 B4/3 - 27 000 lb ideal sea level static thrust.

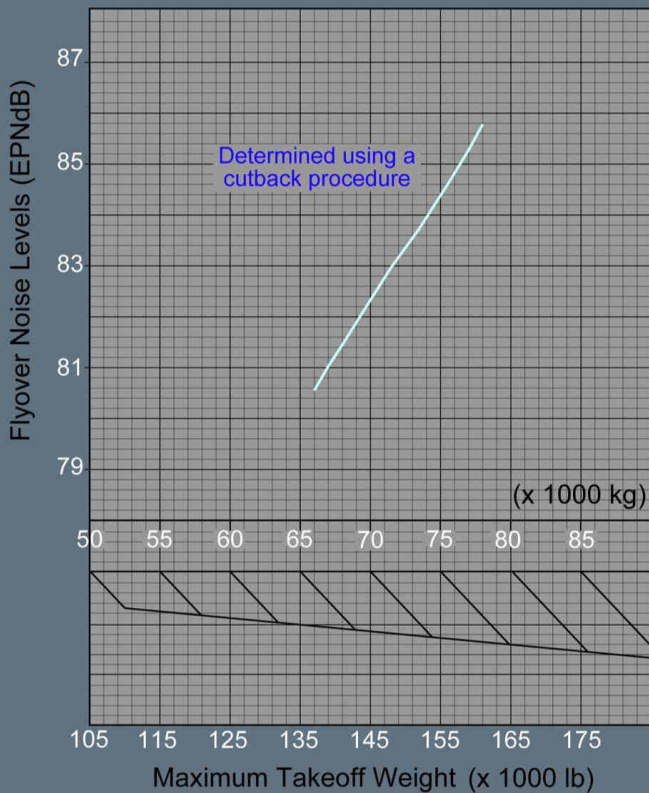
Model: A320-214

Nacelle treatment: Basic configuration including inlet and fan duct treatments.

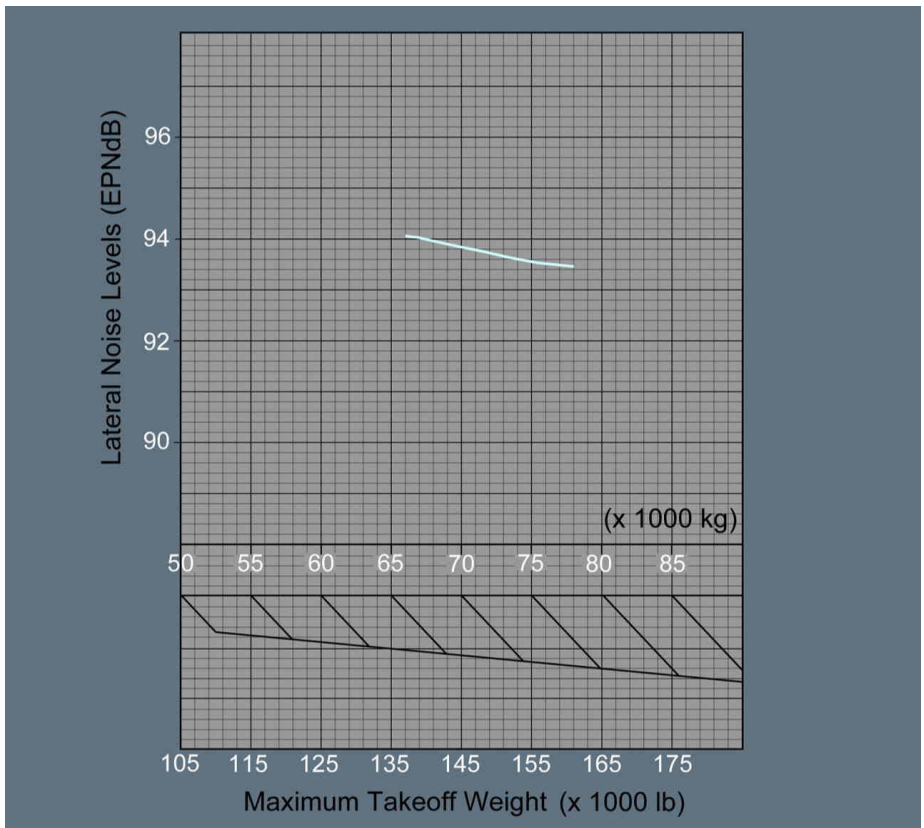
CERTIFICATED NOISE LEVELS

EASA CS-36, ICAO Annex 16 Chapter 4, JAR-36 and 14 CFR (FAR) Part 36 Stage 4 certificated noise levels are determined by entering these graphs at the maximum weights defined in the LIMITATIONS chapter of this AFM. *Refer to LIM-WGHT Weight Limitations.*

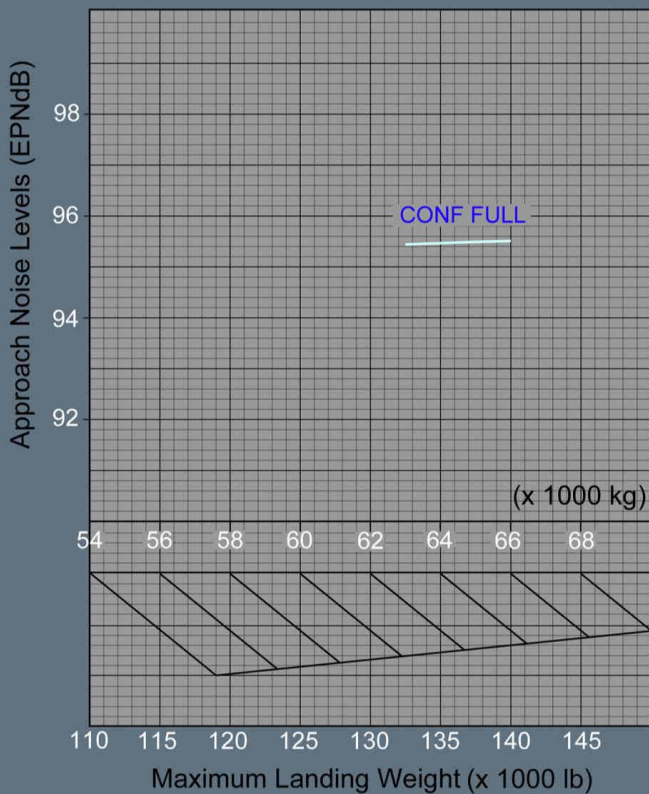
Flyover Noise Levels



Lateral Noise Levels



Approach Noise Levels



EXTERNAL NOISE

Ident.: APP-NOI-00006882.0144001 / 11 AUG 17

APPROVED

Criteria: (320-214 and ((160080 or 160500) or (152138 and 160500 and 27772 and 37147)))

CONFIGURATION

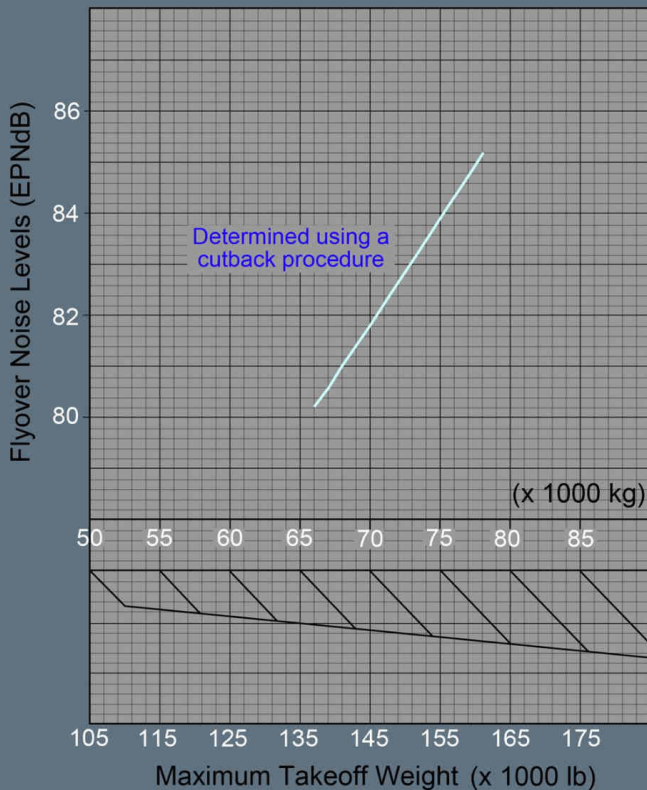
Engines: CFM 56-5 B4/P or CFM 56-5 B4/3 - 27 000 lb ideal sea level static thrust.

Model: A320-214

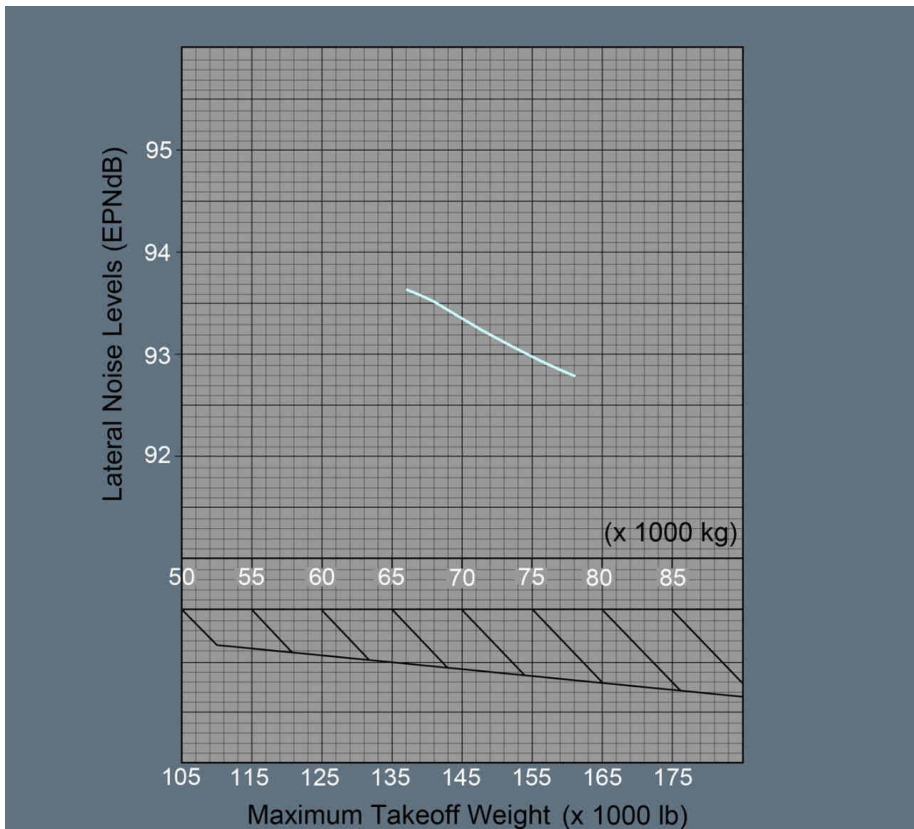
CERTIFICATED NOISE LEVELS

EASA CS-36, ICAO Annex 16 Chapter 4 and 14 CFR (FAR) Part 36 Stage 4 certificated noise levels are determined by entering these graphs at the maximum weights defined in the LIMITATIONS chapter of this AFM. *Refer to LIM-WGHT Weight Limitations.*

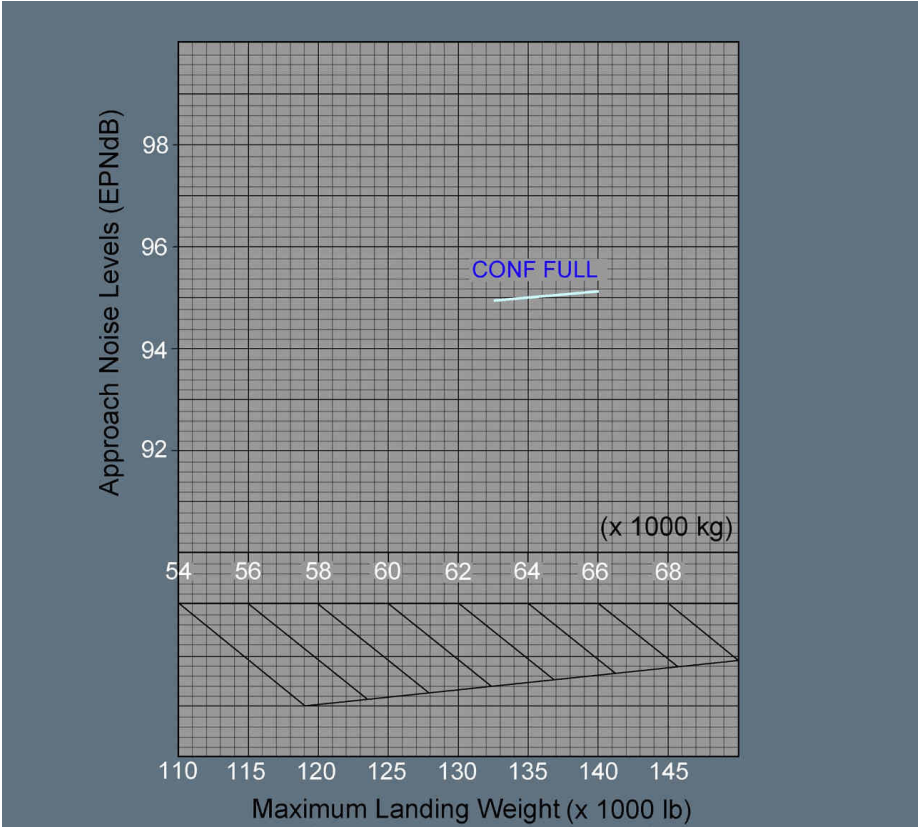
Flyover Noise levels



Lateral Noise levels



Approach Noise levels



EXTERNAL NOISE

Ident.: APP-NOI-00006882.0018001 / 23 NOV 09

Criteria: 320-216

APPROVED**CONFIGURATION**

Engines: CFM 56-5 B6/P or CFM 56-5 B6/3 - 23 500 lb ideal sea level static thrust.

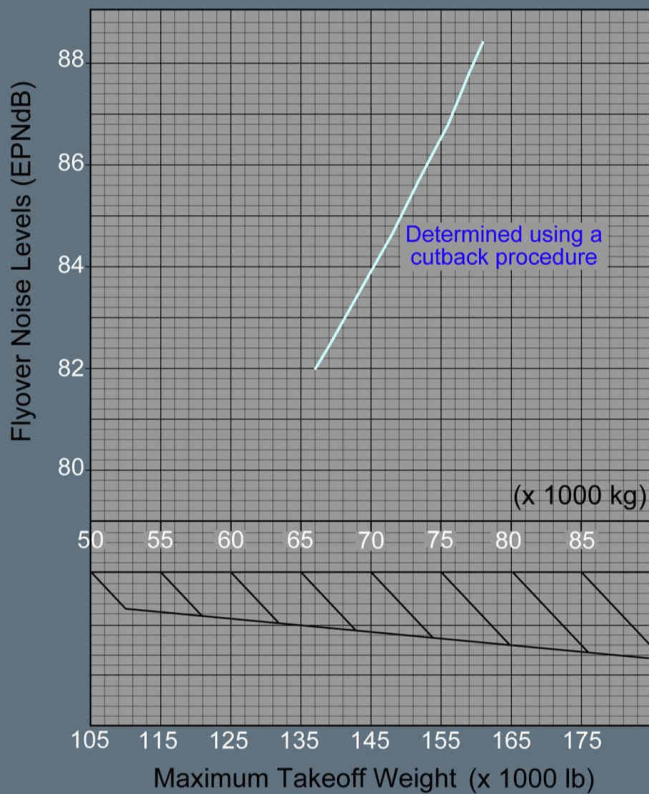
Model: A320-216

Nacelle treatment: Basic configuration including inlet and fan duct treatments.

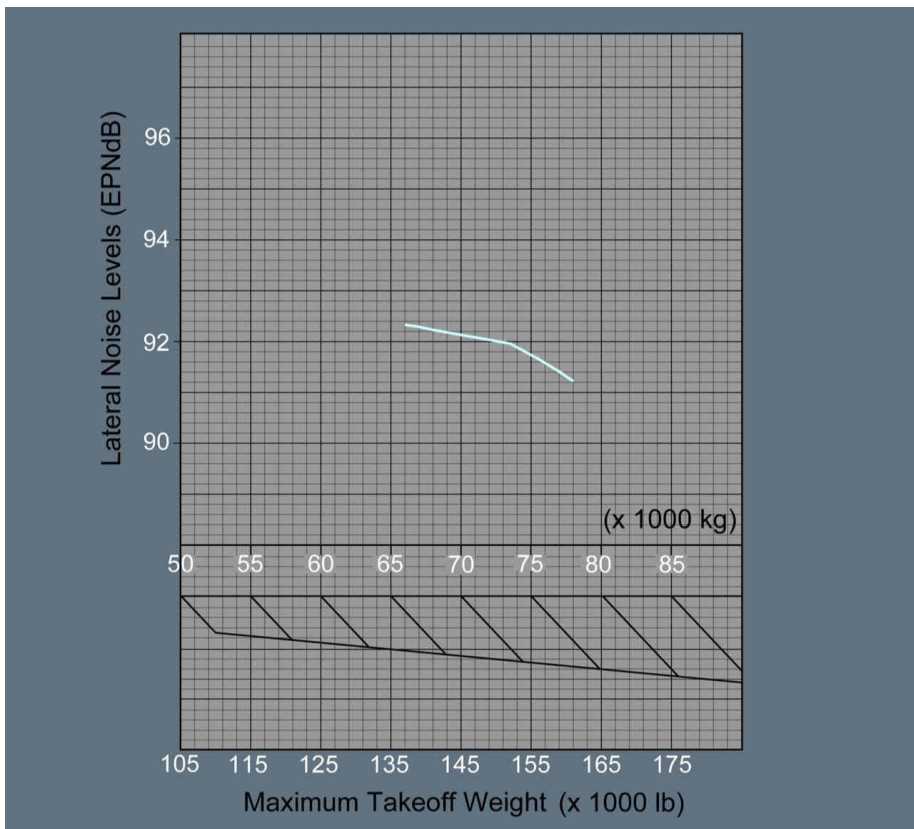
CERTIFICATED NOISE LEVELS

EASA CS-36, ICAO Annex 16 Chapter 4, JAR-36 and 14 CFR (FAR) Part 36 Stage 4 certificated noise levels are determined by entering these graphs at the maximum weights defined in the LIMITATIONS chapter of this AFM. *Refer to LIM-WGHT Weight Limitations.*

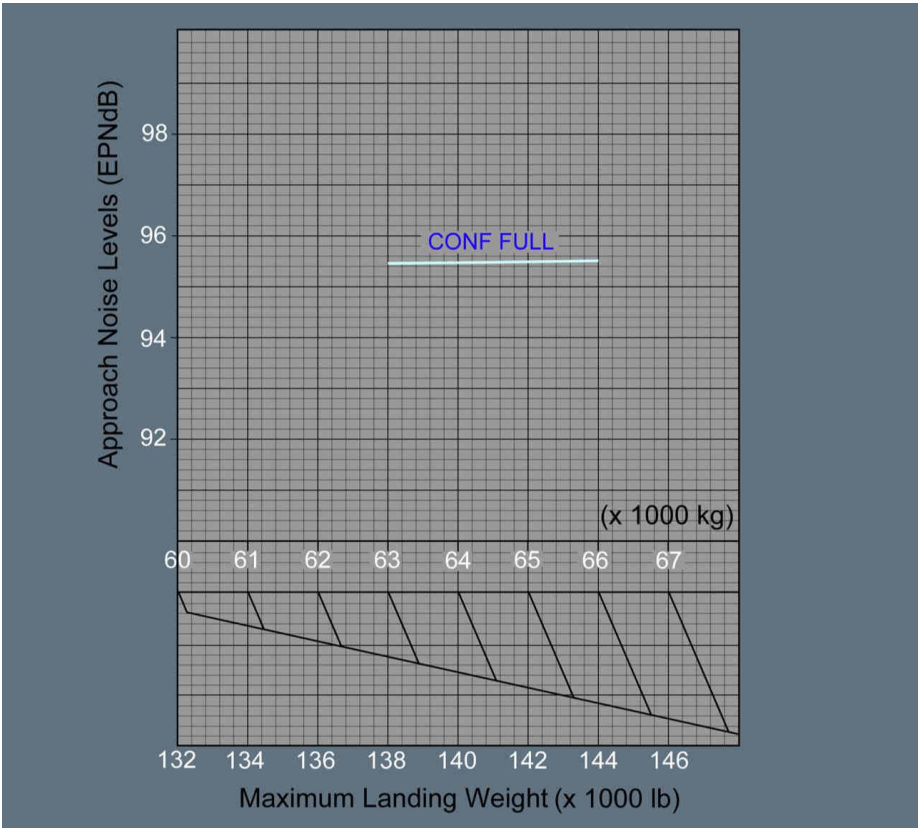
Flyover Noise Levels



Lateral Noise Levels



Approach Noise Levels



 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM
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GENERAL

Ident.: APP-TCAS-00007060.0005001 / 02 DEC 13	<u>APPROVED</u>
Criteria: ((SA and (150842 or 152353 or 153870 or 39146)) or (SA and 152830))	

This supplement is applicable to operations with the TCAS.

TCAS Traffic Advisory and Resolution Advisory modes can be used without any restriction when operating within the certified limits of the aircraft flight envelope.

The TCAS complies with TCAS II change 7.1 Minimum Operational Performance Standards (DO-185B MOPS).

Unless amended in this supplement, all the chapters of this AFM remain applicable.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS DISPATCH WITH INOPERATIVE ITEMS
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GENERAL

Ident.: APP-INOP-00006946.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

This supplement is applicable to dispatch the aircraft with inoperative items affecting the certified AFM performance.

The provision of performance data in this supplement does not constitute authorization to operate the aircraft with the specified items inoperative.

Unless amended in this supplement, all the chapters of this AFM remain applicable.

PERFORMANCE

Ident.: APP-INOP-00007064.0002001 / 23 NOV 09

APPROVED

Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For takeoff, en route net flight path and landing performance determination the Performance Engineer's Program / AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

Select the relevant failure case in the SPECIAL CASES field of the input data for AFM performance calculation.

The following table summarizes all the permitted dispatch cases and gives the affected AFM performance:

	Dispatch Case	Affected Performance
ATA 27	One pair of spoilers inoperative in the retracted position	- Accelerate Stop Distance (ASD) and decision speed - Landing distance <i>Note: In case only spoilers 5 are inop. on each wing, the effect on ASD, decision speed and landing distance is negligible.</i>
	Two pairs (surfaces 1 and 2) of spoilers inoperative in the retracted position	- Accelerate Stop Distance (ASD) and decision speed - Landing distance
	All ground spoilers control system inoperative	- Accelerate Stop Distance (ASD) and decision speed - Landing distance
ATA 30	One or more engine de-icing valve in open position	- Takeoff Distance (TOD) - Takeoff Run (TOR) - Accelerate Stop Distance (ASD) - First and second segments - Takeoff flight path - Final takeoff gradient - En route net flight path - Approach and landing climb
ATA 32	One brake inoperative	- Accelerate Stop Distance (ASD) and decision speed - Landing distance

Continued on the following page

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS DISPATCH WITH INOPERATIVE ITEMS
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Continued from the previous page

	Dispatch Case	Affected Performance
ATA 70	Ground idle system inoperative	- Accelerate Stop Distance (ASD) - Landing distance

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS FLIGHT WITH LANDING GEAR DOWN GENERAL
--	--

GENERAL

Ident.: APP-LGDN-GEN-00007074.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

This supplement is applicable to dispatch a revenue flight with the landing gear down and the landing gear doors closed.

Unless amended in this supplement, all the chapters of this AFM remain applicable.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

GENERAL

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS FLIGHT WITH LANDING GEAR DOWN LIMITATIONS
--	--

LIMITATIONS

Ident.: APP-LGDN-LIM-00007075.0002001 / 23 NOV 09 Criteria: (A320 and 28160)	<u>APPROVED</u>
---	-----------------

- VMO/MMO : 235 kt/M 0.6
- Flight in forecasted icing conditions is not permitted.
- Ditching has not been demonstrated.
- Managed vertical modes CLB and DES must not be used.
- Managed speed (except in approach) must not be used.
- The FMS fuel predictions must be disregarded.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

LIMITATIONS

Intentionally left blank

ENG DUAL FAILURE

Ident.: APP-LGDN-EMER-00007079.0006001 / 23 NOV 09

APPROVED

Criteria: ((320-214 or 320-215 or 320-216) and 28160)

■ If APU running:

Perform an assisted relight

■ If APU not running:

Attempt an APU start

● If unsuccessful:

Accelerate to 300 kt to attempt a windmill relight. In that case, disregard VMO warning.

Flight controls are in direct law: Use "man pitch trim" as necessary.

● In approach:

Set CONF 1 above or at 200 kt.

Do not select flaps/slats below 200 kt.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

EMERGENCY PROCEDURES

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F/CTL FLIGHT CONTROLS FAILURE

Ident.: APP-LGDN-ABN-00007078.0001001 / 23 NOV 09

APPROVED

Criteria: SA

A flight control failure case normally leading to ALTN LAW will lead to DIRECT LAW.

ONE ENGINE INOPERATIVE PROCEDURES

Ident.: APP-LGDN-ABN-00025321.0001001 / 22 APR 22

APPROVED

Criteria: (A319 or A320 or 321-200N or 321-200NX)

ONE ENGINE INOPERATIVE PROCEDURES**TAKEOFF**

- **In the case of engine failure after V1:**
 - **At acceleration height, after selection of configuration 0:**

Accelerate up to Green Dot - 5 kt and start climbing at this speed.

Reduce thrust to maximum continuous.

MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION), BALKED LANDING

- **At acceleration height, after selection of configuration 0:**

Accelerate up to Green Dot - 5 kt and start climbing at this speed.

Reduce thrust to maximum continuous.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

ABNORMAL PROCEDURES

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS FLIGHT WITH LANDING GEAR DOWN NORMAL PROCEDURES
--	--

PREFLIGHT CHECK

Ident.: APP-LGDN-NORM-00007076.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The L/G DOWN VMO/MMO switch located in the avionic bay on 188VU must be set on L/G DOWN position.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

NORMAL PROCEDURES

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS FLIGHT WITH LANDING GEAR DOWN PERFORMANCE
--	--

PERFORMANCE

Ident.: APP-LGDN-PERF-00007354.0002001 / 14 JUN 23	<u>APPROVED</u>
Criteria: SA	

For takeoff, en route net flight path and go-around performance determination the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision given must be used, *Refer to PERF-OCTO Performance Database*, together with the relevant CPDF, *Refer to PERF-OCTO Complementary Performance Data File*.

Select the LANDING GEARS EXTENDED case in the SPECIAL CASES field of the input data for AFM performance calculation.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS FLIGHT WITH LANDING GEAR DOWN APPENDICES AND SUPPLEMENTS
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APPENDICES AND SUPPLEMENTS

Ident.: APP-LGDN-APP-00009236.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
---	------------------------

- The combination with the following supplement is not allowed:
- Extended Operations ETOPS (if applicable)

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

FLIGHT WITH LANDING GEAR DOWN

APPENDICES AND SUPPLEMENTS

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AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS ENGINE INTERMIX GENERAL
---	--

GENERAL

Ident.: APP-INTX-GEN-00007085.0007001 / 23 NOV 09	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

This supplement is applicable to dispatch the aircraft in intermix configuration.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

ENGINE INTERMIX

GENERAL

Intentionally left blank

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS ENGINE INTERMIX LIMITATIONS
--	--

LIMITATIONS

Ident.: APP-INTX-LIM-00009744.0004001 / 03 AUG 10 Criteria: 320-214	<u>APPROVED</u>
--	------------------------

MAIN ENGINES

Any combination of two engines among the following engine types may be installed:

- CFM 56-5B4
- CFM 56-5B4/P
- CFM 56-5B4/3
- CFM 56-5B4/2P
- CFM 56-5B4/P with "TI HPC Kit".

LIMITATIONS

Ident.: APP-INTX-LIM-00009744.0011001 / 03 AUG 10 Criteria: 320-216	<u>APPROVED</u>
--	------------------------

MAIN ENGINES

Any combination of two engines among the following engine types may be installed:

- CFM 56-5B6/P
- CFM 56-5B6/3
- CFM 56-5B6/P with "TI HPC Kit".

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ENG RELIGHT IN FLIGHT IN CASE OF SAC/DAC INTERMIX

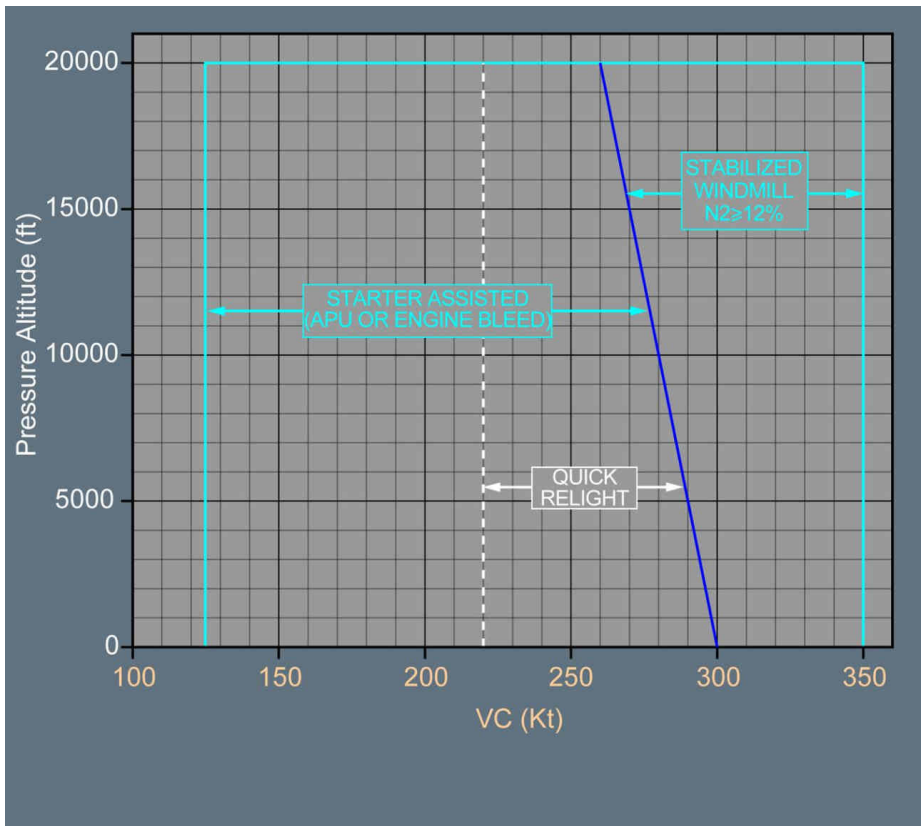
Ident.: APP-INTX-ABN-00007089.0001001 / 02 DEC 13

APPROVED

Criteria: (319-112 or 320-214 or 321-111 or 321-211 or 321-212)

The DAC engine relight envelope is more restrictive than the SAC engine or SAC-TI relight envelope. Therefore, in the case of an engine intermix, the flight crew must use the DAC engine relight envelope below:

In Flight Engine Relight Envelope



ENG RELIGHT IN FLIGHT IN CASE OF SAC-TI INTERMIX

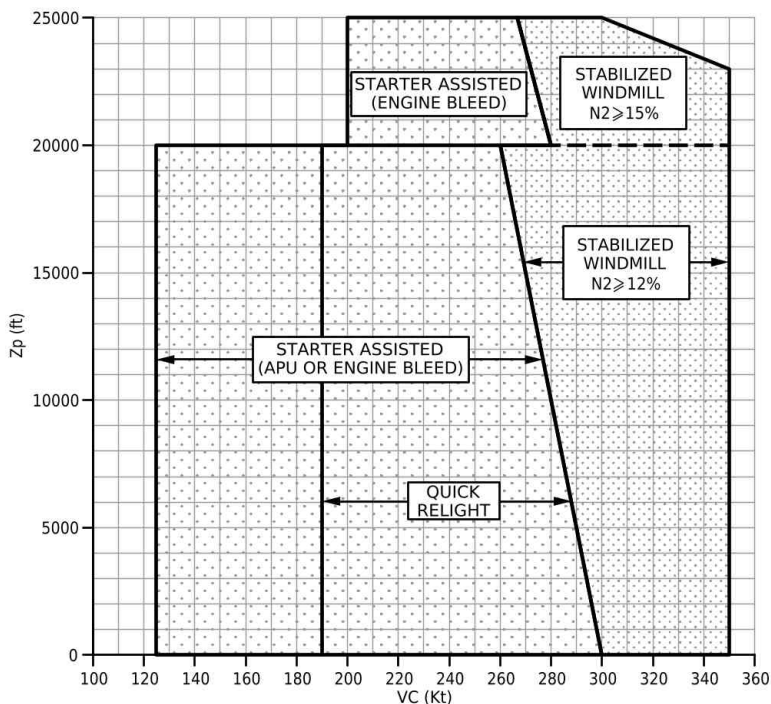
Ident.: APP-INTX-ABN-00009652.0001001 / 23 NOV 09

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For SAC-TI engine, the maximum altitude for the engine relight envelope is reduced, compared to the SAC engine. Therefore, in the case of an engine intermix, the flight crew must use the following engine relight envelope:

In Flight Engine Relight Envelope



AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS ENGINE INTERMIX NORMAL PROCEDURES
---	--

TAKEOFF PROCEDURE

Ident.: APP-INTX-NORM-00007088.0002001 / 23 NOV 09	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

If takeoff is performed in engine intermix configuration, It is mandatory to wait for a stabilized 50 % of N1 on both engines with brakes on before selecting FLX/TOGA.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

APPENDICES AND SUPPLEMENTS

ENGINE INTERMIX

NORMAL PROCEDURES

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS TAILWIND OPERATION
--	--

GENERAL

Ident.: APP-TLWD-00007146.0004001 / 23 NOV 09	APPROVED
Criteria: ((A318 or 319-100 or 320-200 or 321-100 or 321-200) and ((23222 and 26398) or (26057 and 26398)))	

This supplement is applicable to operations with tailwind greater than 10 kt.
 Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: APP-TLWD-00007147.0007001 / 23 NOV 09	APPROVED
Criteria: ((A318 or 319-100 or 320-200 or 321-200) and ((23222 and 26398) or (26057 and 26398)))	

Maximum tailwind for takeoff: 15 kt
 Maximum tailwind for landing: 15 kt

Note: *Maximum tailwind for automatic landing and roll out remains 10 kt.*

NORMAL PROCEDURES

Ident.: APP-TLWD-00009244.0002001 / 23 NOV 09	APPROVED
Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and 26398)	

LANDING

Before beginning final descent it is recommended to stabilize speed around VREF + 5 kt.
 Decelerated approaches are not allowed.
 Select FLAPS FULL for landing.

Intentionally left blank

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS TAWS-GPWS
--	---

GENERAL

Ident.: APP-TAWS-00007228.0001001 / 14 JAN 15	APPROVED
Criteria: (SA and (26526 or 28244 or 34637 or 39146))	

This supplement is applicable to aircraft fitted with Terrain Awareness Warning System (TAWS) T2CAS, or with TAWS T3CAS, or with Enhanced Ground Proximity Warning System (EGPWS). A list of areas where no terrain data are available along the scheduled route should be made available to the flight crew.

Approval of TAWS predictive functions of T2CAS or T3CAS, or of EGPWS enhanced function is based on the assumption that TAWS databases (excluding Performance database) are compliant with DO-200A DPAL2.

Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: APP-TAWS-00007229.0001001 / 10 DEC 19	APPROVED
Criteria: (SA and (26526 or 28244))	

Aircraft navigation is not to be predicated upon the use of the terrain display.

The terrain display is intended to serve as a situation awareness tool only, and may not provide the accuracy on which to solely base terrain avoidance maneuvering.

The EGPWS database, display, and alerting algorithms currently do not account for man made obstructions.

The EGPWS enhanced function should be inhibited (TERR pushbutton set to OFF on GPWS panel) when the aircraft position is less than 15 NM from the airfield:

- For operations from/to runways not incorporated into the EGPWS database
- For specific approach or departure procedures, which have previously been identified by the operator as potentially causing expected or spurious terrain alerts.

Note: The decision to inhibit the EGPWS enhanced function must not be only based on flight crew judgement.

LIMITATIONS

Ident.: APP-TAWS-00007229.0002001 / 10 DEC 19	APPROVED
Criteria: (SA and (34637 or 39146))	

Aircraft navigation is not to be predicated upon the use of the terrain display.

The terrain display is intended to serve as a situation awareness tool only, and may not provide the accuracy on which to solely base terrain avoidance maneuvering.

The TAWS database, display, and alerting algorithms currently do not account for man made obstructions.

The TAWS predictive function should be inhibited (TERR pushbutton set to OFF on GPWS panel) when the aircraft position is less than 15 NM from the airfield:

- For operations from/to runways not incorporated into the TAWS database
- For specific approach or departure procedures which have previously been identified by the operator as potentially causing expected or spurious terrain alerts.

Note: *The decision to inhibit the TAWS predictive function must not be only based on flight crew judgement.*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS NARROW RUNWAY
--	---

GENERAL

Ident.: APP-NRWY-00006985.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

The nominal runway width for operations of the aircraft is 45 m. Operations on runways with a width below 45 m are covered by modification 30397.

GENERAL

Ident.: APP-NRWY-00006985.0002001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (SA and 30397)	

This supplement is applicable to operations on runways with a width below 45 m.
 This supplement does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.
 Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: APP-NRWY-00006987.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (SA and 30397)	

Minimum runway width: 30 m

Systems:

The dispatch from/to narrow runways is not allowed in case of:

- nosewheel steering inoperative
- one brake or more inoperative.

Autoland is not allowed.

PROCEDURES

Ident.: APP-NRWY-00007014.0002001 / 02 MAR 20	<u>APPROVED</u>
Criteria: (SA and (26925 and 30397))	

Diversion to an at least 45 m wide runway is recommended in case of:

- Rudder jam
- Rudder pedal jam
- Yaw damper fault
- Rudder Travel Limit system fault
- All failures leading to the loss of the nosewheel steering (HYD Yellow system loss, double hydraulic failure, double BSCU fault, double LGCIU fault).

The following applies to narrow runways in terms of crosswind component:

- Maximum demonstrated crosswind for dry runways: 38 kt (gust included) for takeoff and landing
- Maximum demonstrated crosswind for wet runways: 33 kt (gust included) for takeoff and landing
- Maximum crosswind for contaminated runways: 10 kt (gust included) for takeoff and landing.

Operations on icy runways have not been demonstrated.

PERFORMANCE

Ident.: APP-NRWY-00006986.0001001 / 23 NOV 09

APPROVED

Criteria: SA

The performance for runways with a width below 45 m given in the approved datafiles or databases of the PERFORMANCE chapter of this AFM must not be used for aircraft not fitted with modification 30397.

PERFORMANCE

Ident.: APP-NRWY-00006986.0002001 / 23 NOV 09

APPROVED

Criteria: (SA and 30397)

For performance determination, the Performance Engineer's Programs AFM_OCTO approved FM module at the latest approved revision must be used.

Refer to PERF-OCTO Performance Database.

Enter the runway width in the RUNWAY WIDTH field of the input data for AFM performance calculation.

For runways with a width below 40 m, the VMCG must be increased by:

Runway width	30 m	35 m	40 m
Δ VMCG (kt)	+ 2.5	+ 1.5	+ 0

and linear interpolation in between.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	APPENDICES AND SUPPLEMENTS OPERATIONS ON WET GROOVED/PFC RUNWAYS
--	---

GENERAL

Ident.: APP-PFC-00007028.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (A318 or A319 or A320)	

The nominal runway surface for performance calculation on wet runway is smooth.

The takeoff performance improvements on wet grooved or Porous Friction Course (PFC) runways are covered by modification 35075.

The landing performance improvements on wet grooved/PFC runways are covered by modification 37457.

PERFORMANCE

Ident.: APP-PFC-00007029.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (A318 or A319 or A320)	

The takeoff performance (Accelerate Stop Distance, Complete Takeoff) on wet grooved/PFC runway given in the approved databases of the PERFORMANCE chapter must not be used for aircraft not fitted with modification 35075.

The landing performance (Landing Distance) on wet grooved/PFC runway given in the approved databases of the PERFORMANCE chapter must not be used for aircraft not fitted with modification 37457.

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A318,A319,A320,A321

Airplane Flight Manual Supplement

Lufthansa Technik
Doc. No. A-33-04/4621-AFM
Iss./Rev. 01/01, dated Apr 04/17

REVISION 1 OF THIS AFM SUPPLEMENT IS APPROVED UNDER THE AUTHORITY OF
DOA REF. EASA.21J.019 WITH POST-STC MINOR CHANGE APPROVAL
CRAS MX-5741.

THIS SUPPLEMENT MUST BE ATTACHED TO THE APPROVED AIRPLANE FLIGHT
MANUAL WHEN THE AIRPLANE IS MODIFIED IN ACCORDANCE WITH DATA LISTED IN
LUFTHANSA TECHNIK SUPPLEMENTAL TYPE DEFINITION DOCUMENT
NO. STDD33-04/03M.

The information contained herein supplements or supersedes the basic Airplane Flight
Manual; for limitations, procedures and performance informations not contained in this
document, consult the basic airplane flight manual.



Lufthansa Technik

EASA Design Organisation
Approval No. EASA.21J.019

Lufthansa Technik AG
Weg beim Jäger 193
D-22335 Hamburg
Federal Republic of Germany

APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT

**PHOTOLUMINESCENT EMERGENCY FLOOR PATH MARKING SYSTEM
FOR
A318, A319, A320, A321**

THIS SUPPLEMENT MUST BE ATTACHED TO THE APPROVED AIRPLANE FLIGHT MANUAL WHEN THE AIRPLANE IS MODIFIED BY THE INSTALLATION OF PHOTOLUMINESCENT EMERGENCY FLOOR PATH MARKING SYSTEM IN ACCORDANCE WITH LUFTHANSA TECHNIK SUPPLEMENTAL TYPE DEFINITION DOCUMENT STDD33-04/03M OR LATER AMENDMENTS.

The information contained herein supplements or supersedes the basic Airplane Flight Manual and existing AFM Supplements; for limitations, procedures and performance information not contained in this document, consult the basic Airplane Flight Manual (if applicable).

LBA accepted: _____

Date: _____

Approved by EASA under Approval No. A.S.01056 on _____

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SECTION II EMERGENCY PROCEDURES	4 of 6
SECTION III NORMAL PROCEDURES	5 of 6
SECTION IV PERFORMANCE	6 of 6

SECTION I: LIMITATIONS

The following limitations apply for photoluminescence emergency floor path marking system when the airplane is modified in accordance with Lufthansa STDD33-04/03M or later amendments.

To charge the photoluminescent light strips cabin lights (entry and all zones) must be switched to the „Bright“ or “MAIN ON” (100 % white) prior to off blocks of each flight for at least:

Case A: 15 minutes charging time results in limitation of 6 hours 30 minutes maximum dark cabin period

The maximum length of a dark cabin period without recharging the system is 6 hours 30 minutes if the cabin lights are switched to the "Bright" or "MAIN ON" position for at least 15 minutes.

Case B: 20 minutes charging time results in limitation of 8 hours maximum dark cabin period

The maximum length of a dark cabin period without recharging the system is 8 hours if the cabin lights are switched to the "Bright" or "MAIN ON" position for at least 20 minutes.

Case C: 30 minutes charging time results in limitation of 9 hours maximum dark cabin period

The maximum length of a dark cabin period without recharging the system is 9 hours if the cabin lights are switched to the "Bright" or "MAIN ON" position for at least 30 minutes.

Case D: 45 minutes charging time results in limitation of 9 hours 45 minutes maximum dark cabin period

The maximum length of a dark cabin period without recharging the system is 9 hours 45 minutes if the cabin lights are switched to the "Bright" or "MAIN ON" position for at least 45 minutes.

Case E: 60 minutes charging time results in limitation of 10 hours 10 minutes maximum dark cabin period

The maximum length of a dark cabin period without recharging the system is 10 hours 10 minutes if the cabin lights are switched to the "Bright" or "MAIN ON" position for at least 60 minutes.

Note: Any cabin illumination in “Bright” or “MAIN ON” for passenger services during flight is considered as charging time.

SECTION II: EMERGENCY PROCEDURES

Procedures for activating the emergency light switch in an evacuation remain the same.

SECTION III: NORMAL PROCEDURES

The photoluminescence floor path lighting system consists of a yellowish-green continuous strip down both sides of the aircraft aisle. The system is non-electric so it can not be turned on or off. The photoluminescence strips absorb energy when exposed to light, and gradually release this energy. It takes 15 to 60 minutes of exposure to cabin lighting (ceiling and window lights) to completely charge the system (refer to Section 1 of this AFM-S). During the daylight hours, you will not see the glow of the floor lighting. However, on night flights, with the cabin lights dimmed, you will see a greenish 'glow'.

THIS 'GLOW' CANNOT BE TURNED OFF!

The major differences in the new system and the system currently installed are:

- The photoluminescence floor path lighting is installed down both sides of the aircraft aisle.
- The system is one continuous strip and not a series of light bulbs and lenses.
- The strips are yellow-green in color

In order to keep the system fully charged, be sure to follow the instruction of Section 1 of this AFM-S before off blocks of each flight.

SECTION IV: PERFORMANCE

No change to basic AIRPLANE FLIGHT MANUAL.

MASTER CONFIGURATION DEVIATION LIST

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MCDL-GEN GENERAL

MCDL-GEN-INTR Introduction

 Introduction.....A

MCDL-GEN-LIM Limitations

 Limitations.....A

MCDL-GEN-PERF Performance

 Performance Determination Method.....A

 Performance Penalties published in the Airplane Flight Manual MCDL Chapter.....B

 Performance Penalties calculated with AFM_OCTO Software.....C

MCDL-21 AIR CONDITIONING

MCDL-21-01 Ram Air Inlet Flap

 Ram Air Inlet Flap.....A

 Illustration Ram Air Inlet Flap.....B

MCDL-21-03 Ram Air Inlet Leading Edge

 Ram Air Inlet Leading Edge.....A

 Illustration Ram Air Inlet Leading Edge.....B

MCDL-23 COMMUNICATION

MCDL-23-01 Static Discharger

 Static Discharger.....A

 Illustration Static Discharger.....B

MCDL-23-02 Landscape Camera

 Landscape Camera.....A

 Illustration Landscape Camera.....B

MCDL-25 EQUIPMENT

MCDL-25-01 ELT Antenna

 ELT Antenna.....A

 Illustration ELT Antenna.....B

MCDL-27 FLIGHT CONTROL

MCDL-27-01 Flap Track Fairing

 Flap Track Fairing.....A

 Illustration Flap track fairing.....B

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MCDL-27-03 Slat Track Closing Plate

Slat Track Closing Plate.....	A
Illustration Slat track closing plate.....	B

MCDL-27-05 Access Panel for Bearings at Elevator

Access Panel for Bearings at Elevator.....	A
Illustration Access panel for bearings at elevator.....	B

MCDL-27-06 Flap Track Fairing Rear Top Cover and Tail Cone

Flap Track Fairing Rear Top Cover and Tail Cone.....	A
Illustration Flap track fairing rear top cover and tail cone.....	B

MCDL-27-07 Rubber Seal under Slat

Rubber Seal under Slat.....	A
Illustration Rubber seal under slat.....	B

MCDL-27-08 Seal Between Inboard and Outboard Flap

Seal Between Inboard and Outboard Flap.....	A
Illustration Seal Between Inboard and Outboard Flap.....	B

MCDL-27-09 Inboard Aileron Edge to Wing Seal

Inboard Aileron Edge to Wing Seal.....	A
Illustration Inboard Aileron to Wing Seal.....	B

MCDL-27-10 Slat End Seal and Weather Seal

Slat End Seal and Weather Seal.....	A
Illustration Slat End Seal and Weather Seal.....	B

MCDL-27-11 Slat Track Filler Block

Slat Track Filler Block.....	A
Illustration Slat track filler block.....	B

MCDL-27-12 Slat Track Sealing Packer

Slat Track Sealing Packer.....	A
Illustration Slat track sealing packer.....	B

MCDL-27-13 Inter-flap Cushion Seal

Inter-flap Cushion Seal.....	A
Illustration Inter-flap cushion seal.....	B

MCDL-27-14 Flap Track Moveable Fairing Seal

Flap Track Moveable Fairing Seal.....	A
Illustration Moveable Flap Track Fairing Seal.....	B

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	Flap Track Fixed Fairing seal.....	A
	Illustration Fixed Flap Track Fairing Seal.....	B

	MCDL-27-16 Flap Track Moveable Fairing Pivot Cover	
	Flap Track Moveable Fairing Pivot Cover.....	A
	Illustration Moveable Flap Track Fairing Pivot Cover.....	B

MCDL-28 FUEL

	MCDL-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM	
	Refuel/Defuel Coupling Cap 101 QM Or 41 QM.....	A
	Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM.....	B

	¹ MCDL-28-02 Refuel Panel Door 192MB	
	Refuel Panel Door	A
	Illustration Refuel Panel Door 192MB.....	B

MCDL-30 ICE AND RAIN PROTECTION

	MCDL-30-01 Icing Indicator	
	Icing Indicator.....	A
	Illustration Icing Indicator.....	B

MCDL-32 LANDING GEAR

	MCDL-32-03 Nose Wheel Hubcap	
	Nose Wheel Hubcap.....	A
	Illustration Nose Wheel Hubcap.....	B

	MCDL-32-04 Nose Fitting Towing	
	Nose Fitting Towing.....	A
	Illustration Nose Fitting Towing.....	B

MCDL-33 LIGHTS

	MCDL-33-01 Wing/Engine Scan light Cover 3LX, 4LX	
	Wing/Engine Scan Light Cover 3LX, 4LX.....	A
	Illustration Wing/Engine Scan light Cover 3LX, 4LX.....	B

	MCDL-33-02 Taxi Light Lamp 8LR	
	Taxi Light Lamp 8LR.....	A
	Illustration Taxi Light Lamp 8LR.....	B

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Localization Title	Toc Index	ID	Reason
MCDL-PLP-TOC Refuel Panel Door 192MB		1	Documentation update: Deletion of "Illustration Refuel Panel Door 192MB (00006286.0001001)".
MCDL-PLP-TOC Nacelle Strake		2	Documentation update: Deletion of "Nacelle Strake (00006516.0001001)".
MCDL-28-02 Illustration Refuel Panel Door 192MB	B	1	Documentation update: Addition of "Illustration Refuel Panel Door 192MB" documentary unit
MCDL-54-01 Nacelle Strake	A	1	Documentation update: Addition of "Nacelle Strake" documentary unit

AIRBUS

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MASTER CONFIGURATION DEVIATION LIST

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SUMMARY OF HIGHLIGHTS

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST GENERAL INTRODUCTION
--	--

INTRODUCTION

Ident.: MCDL-GEN-INTR-00006202.0001001 / 02 OCT 17	APPROVED
Criteria: SA	

Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Master Configuration Deviation List. Any part not included in this list must be considered as necessary.

It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the airplane to be taken out of service. Letter (m) associated to an item indicates that maintenance action is necessary to permit flight with these parts missing.

It is the Operator's responsibility to:

- Define the task sharing between the flight and maintenance crews
- Ensure that all maintenance procedures are performed.

When items require high-speed tape, the MCDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The Operator must use an appropriate process to ensure that the dispatch conditions are satisfied. The Operator must define this process in accordance with its specific operations.

Note: *Unless otherwise specified in the MCDL item or the relevant AMM task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.*

The MCDL maintenance procedures are published in the AMM. The MCDL item number may be used to find the associated task in the AMM via the dedicated function of AirN@v.

- Note:
1. The sign “-” in “Quantity installed” column indicates that the quantity is variable.
 2. The illustrations included in this Master Configuration Deviation List are given only for information to facilitate location of missing items and must not be considered as approved data.
 3. Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft. In such a case, completeness of the MCDL may be checked by referring to the LEDU.

AIRBUS

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GENERAL

INTRODUCTION

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST GENERAL LIMITATIONS
--	---

LIMITATIONS

Ident.: MCDL-GEN-LIM-00006203.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

No more than one part of one system may be missing except if otherwise specified. Parts of different systems may be simultaneously missing, unless otherwise specified in this list.

When missing part introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the LIMITATIONS chapter of this AFM. This limitation must be clearly indicated by a placard on the pilote's instrument panel.

When an MCDL dispatch condition refers to the MMEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.

AIRBUS

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LIMITATIONS

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST GENERAL PERFORMANCE
--	---

PERFORMANCE DETERMINATION METHOD

Ident.: MCDL-GEN-PERF-00006204.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

There are two approved ways of determining the performance impact of CDL items missing:

- Using MCDL chapter of the AFM, or
- Using AFM_OCTO software.

The MCDL performance penalties associated to the missing items when published in this chapter are envelope penalties. More accurate penalties can be determined by using AFM_OCTO software. According to the operations, operators can select the most adequate method.

If no performance data are available in AFM_OCTO for a given item listed in this MCDL chapter, the penalties published in this MCDL chapter must be used.

PERFORMANCE PENALTIES PUBLISHED IN THE AIRPLANE FLIGHT MANUAL MCDL CHAPTER

Ident.: MCDL-GEN-PERF-00006205.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.

These takeoff, en route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per additional missing item:

- Takeoff and approach climb performance limiting weights are reduced by 50 kg (110 lb)
- En route performance limiting weight is reduced by 60 kg (132 lb) (i.e. corresponding to a 60 ft decrease of en-route net ceiling).

PERFORMANCE PENALTIES CALCULATED WITH AFM_OCTO SOFTWARE

Ident.: MCDL-GEN-PERF-00006206.0001001 / 11 APR 25

APPROVED

Criteria: SA

The takeoff, approach climb and en route performance with MCDL items missing can be determined by selecting the missing items in the “CDL item...” menu of the AFM_OCTO interface, using the database given in PERFORMANCE chapter (*Refer to PERF-OCTO Performance Database*) of this AFM associated to the CDLA320F.cdl file at issue 7 using AFM_OCTO approved FM module at the revision 36 or higher.

Items for which no performance penalty is indicated in this MCDL chapter are referenced as negligible items. Select the number of negligible items in the “CDL item...” menu to determine performance impact when four or more of such items are missing.

CAUTION

The most limiting performance between the one computed with items missing and the one computed without item missing must be used.

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST AIR CONDITIONING RAM AIR INLET FLAP
--	---

21-01	Ram Air Inlet Flap
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Ident.: MCDL-21-01-00006207.0002001 / 30 SEP 24 Criteria: (SA and ((26363 and A319) or (26363 and A320) or (26363 and A321) or A318))	<u>APPROVED</u>
--	-----------------

21-01 RAM AIR INLET FLAP	Quantity installed 2
-----------------------------	-------------------------

(m) *Refer to AMM Task 21-61-00-040-004*
All may be missing.
Note: *System performance in heating mode will be decreased.*

- Performance:**
The following performance penalties are applicable per missing flap:
 - Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)
 - En route performance limiting weight is reduced by 216 kg (476 lb)
 - Fuel consumption is increased by 0.53 %.

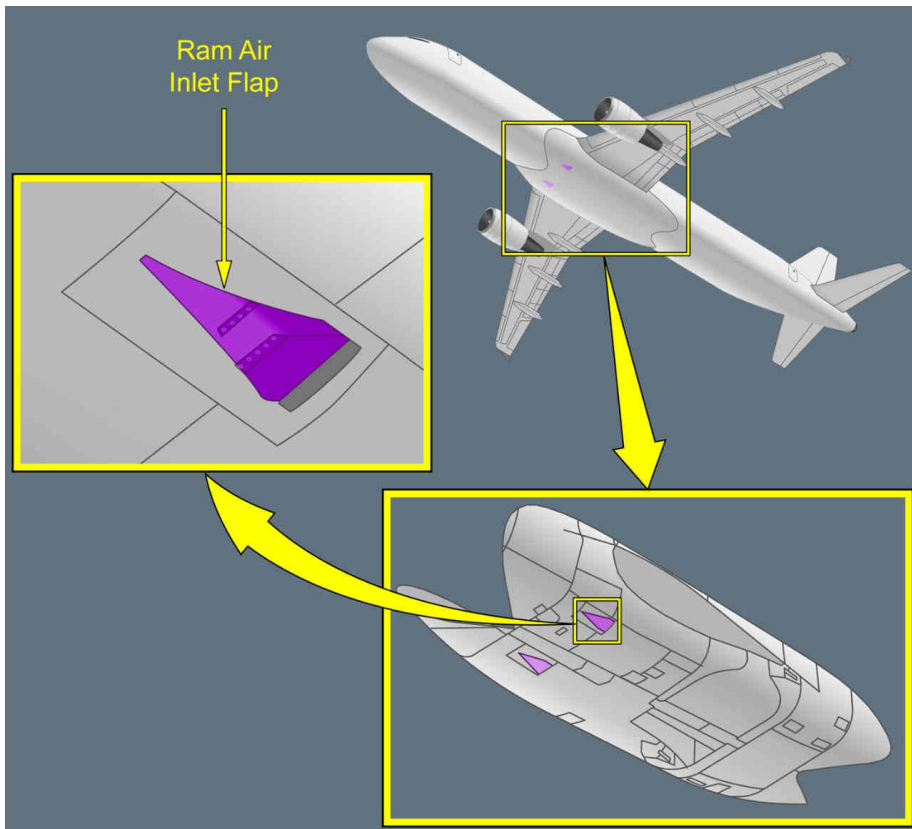
Refer to MCDL-21-01 Illustration Ram Air Inlet Flap

ILLUSTRATION RAM AIR INLET FLAP

Ident.: MCDL-21-01-00006213.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 21-01 Ram Air Inlet Flap*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST AIR CONDITIONING RAM AIR INLET LEADING EDGE
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21-03	Ram Air Inlet Leading Edge
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Ident.: MCDL-21-03-00006216.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

21-03 RAM AIR INLET LEADING EDGE	Quantity installed 2
---	---------------------------------------

One may be missing provided the associated pack is turned off (*Refer to MMEL/MI-21-52 Air Conditioning Pack*).

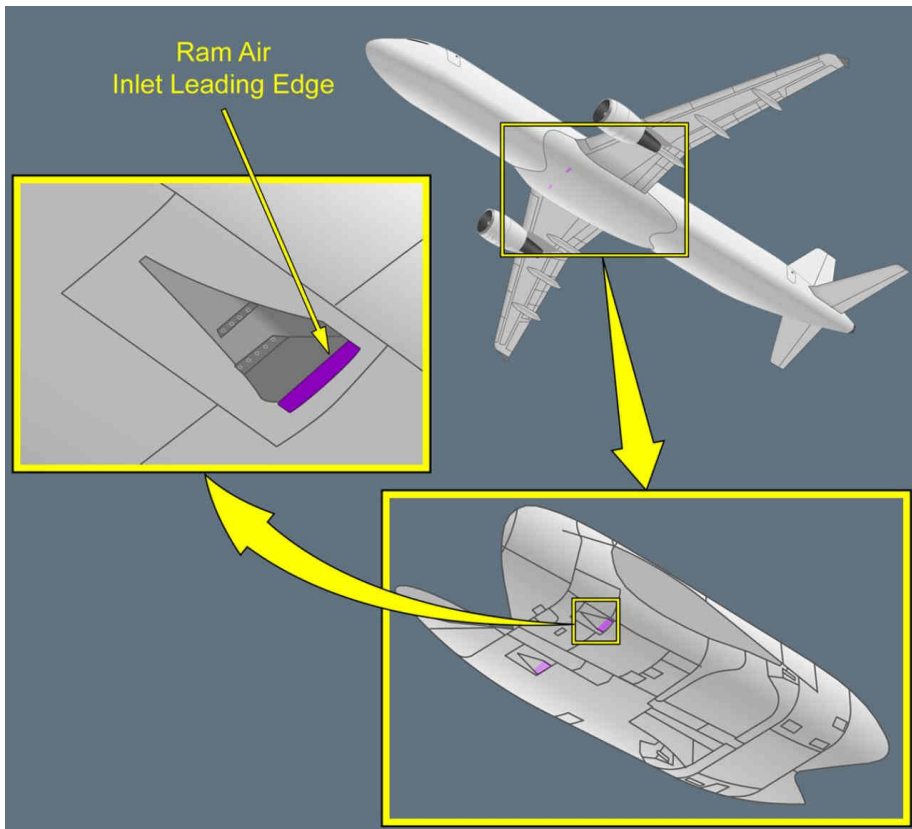
Refer to MCDL-21-03 Illustration Ram Air Inlet Leading Edge

ILLUSTRATION RAM AIR INLET LEADING EDGE

Ident.: MCDL-21-03-00006219.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 21-03 Ram Air Inlet Leading Edge

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST COMMUNICATION STATIC DISCHARGER
--	---

23-01	Static Discharger
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Ident.: MCDL-23-01-00006220.0001001 / 02 DEC 13

APPROVED

Criteria: SA

23-01 STATIC DISCHARGER	Quantity installed –
--	--------------------------------

20 % of static dischargers may be missing or inoperative on each the following areas:

- RIGHT wing
- LEFT wing
- Vertical stabilizer (including rudder)
- RIGHT horizontal stabilizer (including elevator)
- LEFT horizontal stabilizer (including elevator).

- Note:
1. If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.
 2. When combined with the case of dispatch with a wing tip fence missing, 20 % of the remaining static dischargers of the affected wing are allowed to be inoperative or missing (Refer to 57-01 Wing Tip Fence).

Refer to MCDL-23-01 Illustration Static Discharger

23-01	Static Discharger
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Ident.: MCDL-23-01-00006220.0002001 / 02 DEC 13

APPROVED

Criteria: (SA and (160080 or 160500))

23-01 STATIC DISCHARGER	Quantity installed –
--	--------------------------------

20 % of static dischargers may be missing or inoperative on each of the following areas:

- RIGHT wing
- LEFT wing
- Vertical stabilizer (including rudder)
- RIGHT horizontal stabilizer (including elevator)
- LEFT horizontal stabilizer (including elevator).

- Note:
1. Only one static discharger may be missing per sharklet.
 2. If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.

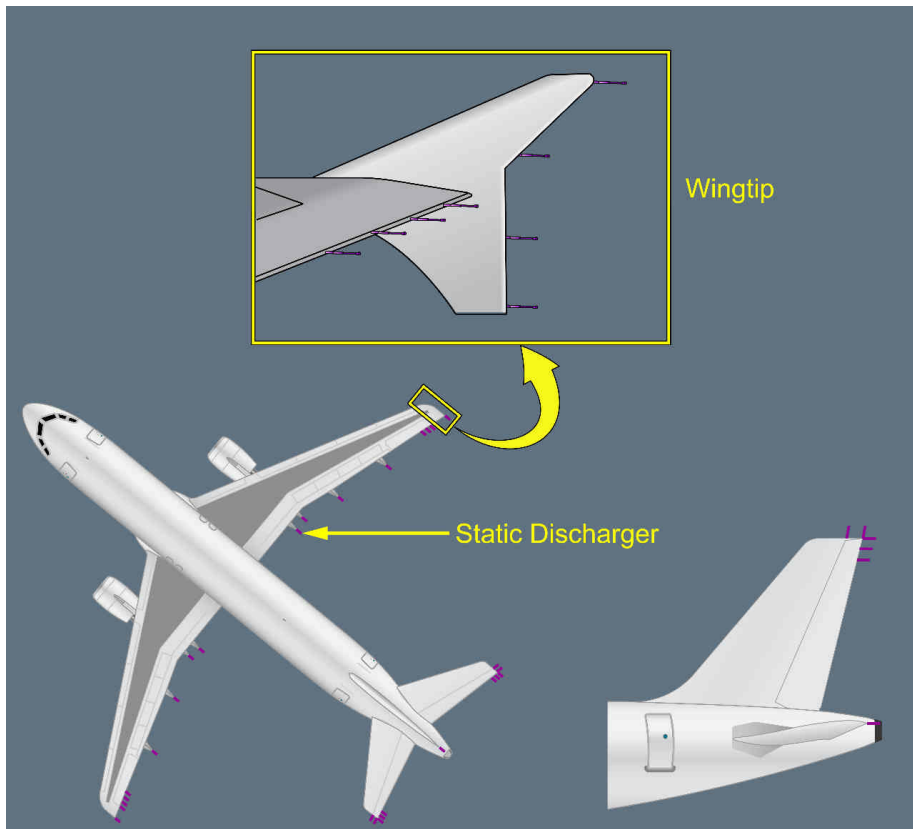
Refer to MCDL-23-01 Illustration Static Discharger

ILLUSTRATION STATIC DISCHARGER

Ident.: MCDL-23-01-00006221.0001001 / 12 JUN 14

Criteria: SA

FOR INFORMATION ONLY



Note: The engine pylons static dischargers may be uninstalled per Service Bulletin 23-1299. The aircraft configuration regarding the SB 23-1299 defines the number of static dischargers installed.

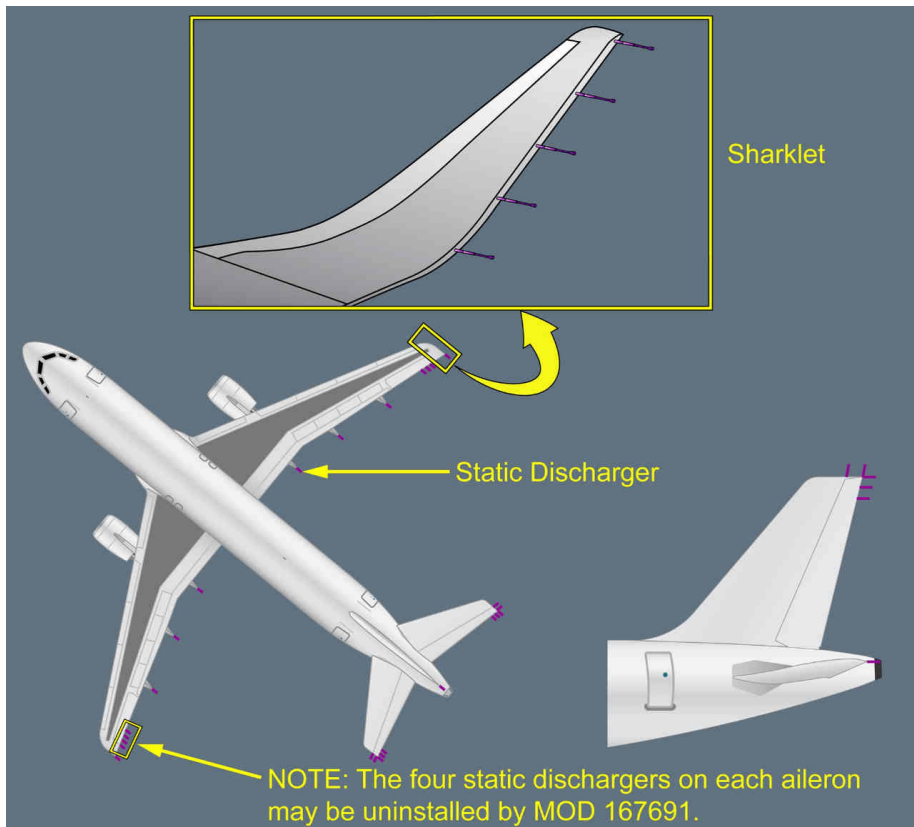
For dispatch conditions: Refer to 23-01 Static Discharger

ILLUSTRATION STATIC DISCHARGER

Ident.: MCDL-23-01-00006221.0002001 / 05 SEP 23

Criteria: (SA and (160080 or 160500))

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 23-01 Static Discharger*

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST COMMUNICATION LANDSCAPE CAMERA
--	--

23-02	Landscape Camera
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Ident.: MCDL-23-02-00006231.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: (SA and (26899 or 27550 or 31079 or 31086))	

23-02 LANDSCAPE CAMERA	Quantity installed 1
---	---------------------------------------

(m) *Refer to AMM Task 23-36-00-040-001*
 May be missing.

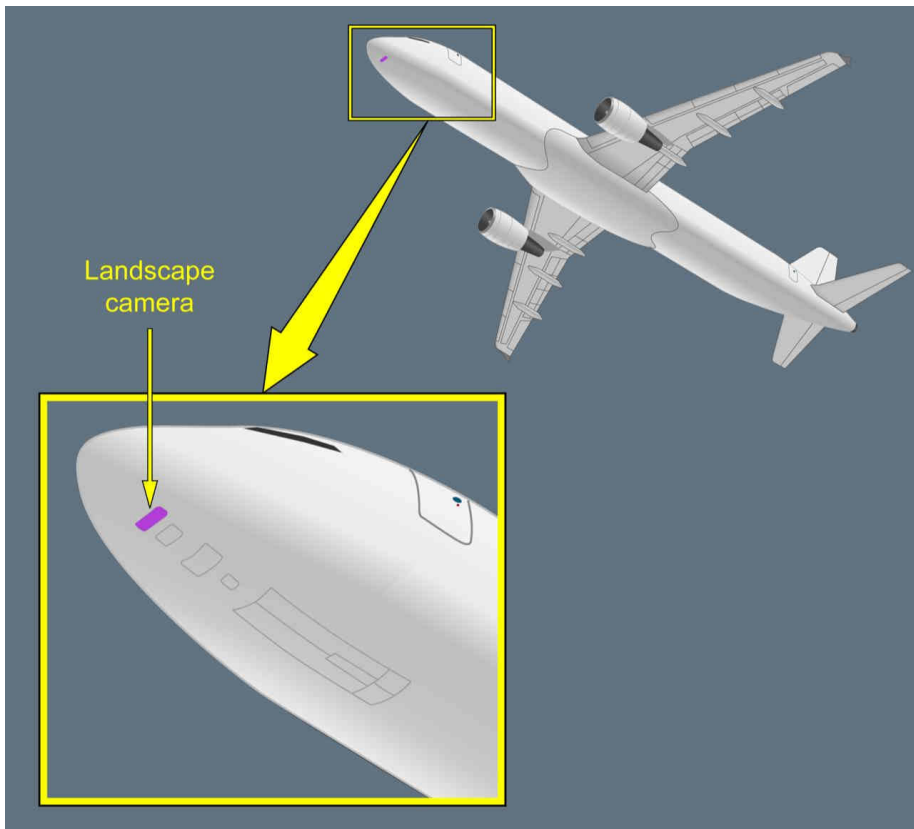
Refer to MCDL-23-02 Illustration Landscape Camera

ILLUSTRATION LANDSCAPE CAMERA

Ident.: MCDL-23-02-00006232.0001001 / 30 NOV 09

Criteria: (SA and (26899 or 27550 or 31079 or 31086))

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 23-02 Landscape Camera*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST EQUIPMENT ELT ANTENNA
--	---

25-01	ELT Antenna
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Ident.: MCDL-25-01-00026377.0001001 / 05 DEC 23	<u>APPROVED</u>
Criteria: SA	

25-01 ELT ANTENNA	Quantity installed 1
------------------------------------	---------------------------------------

(m) *Refer to AMM Task 25-65-00-040-002*

The antenna blade may be missing provided that the base plate is still in place and the ELT is deactivated. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination.

The ELT antenna must be considered inoperative. *(Refer to MMEL/MI-25-65 Automatic Emergency Locator Transmitter (if installed)).*

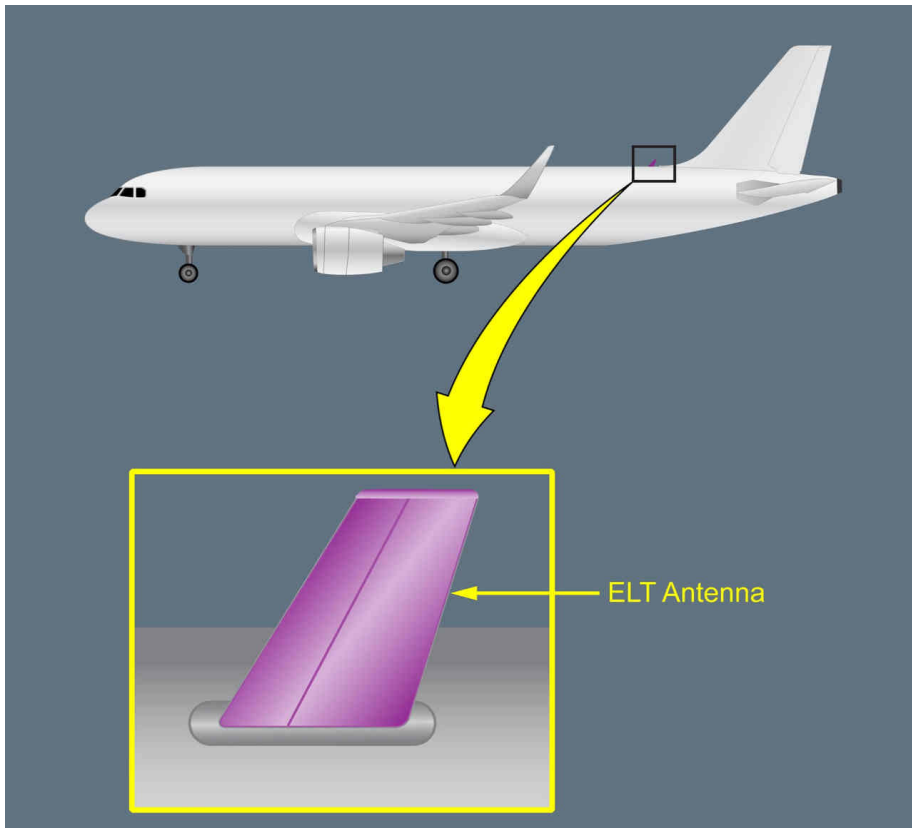
Refer to MCDL-25-01 Illustration ELT Antenna

ILLUSTRATION ELT ANTENNA

Ident.: MCDL-25-01-00026378.0001001 / 05 DEC 23

Criteria: SA

APPROVED



For dispatch conditions: *Refer to 25-01 ELT Antenna*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL FLAP TRACK FAIRING
--	---

27-01	Flap Track Fairing
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Ident.: MCDL-27-01-00006235.0001001 / 04 JUL 19

APPROVED

Criteria: (A319 or A320)

27-01 FLAP TRACK FAIRING	Quantity installed 6
---	---------------------------------------

(m) *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

- Note:
1. *When the forward part of the fairing is missing, the aft part must be removed.*
 2. *When the aft part of the fairing is missing, the forward part may remain installed.*
 3. *May be combined with MCDL items:*

- *27-08 (Refer to 27-08 Seal Between Inboard and Outboard Flap)*
- *27-13 (Refer to 27-13 Inter-flap Cushion Seal).*

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 1 180 kg (2 601 lb)
- En route performance limiting weight is reduced by 1 620 kg (3 571 lb)
- Fuel consumption is increased by 3.14 %.

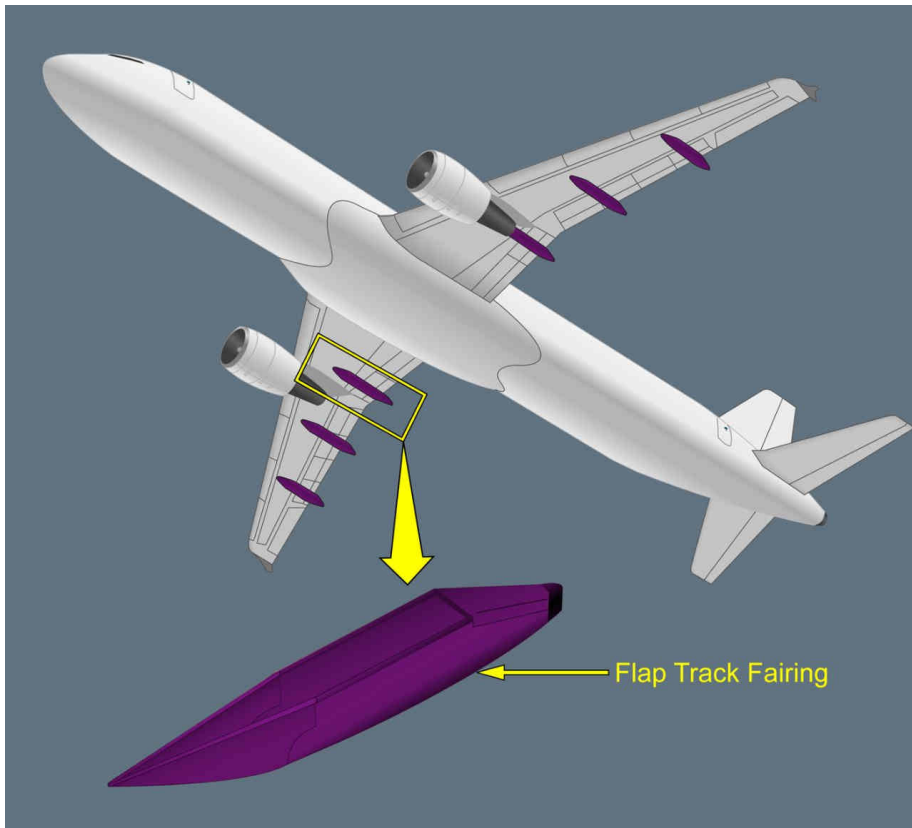
Refer to MCDL-27-01 Illustration Flap Track Fairing

ILLUSTRATION FLAP TRACK FAIRING

Ident.: MCDL-27-01-00006236.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 27-01 Flap Track Fairing*

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL SLAT TRACK CLOSING PLATE
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27-03	Slat Track Closing Plate
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Ident.: MCDL-27-03-00006239.0001001 / 29 NOV 17 Criteria: SA	<u>APPROVED</u>
---	-----------------

27-03 SLAT TRACK CLOSING PLATE	Quantity installed 24
---	--

Two may be missing.

Note: May be combined with MCDL item 27-16 (Refer to 27-16 Flap Track Moveable Fairing Pivot Cover).

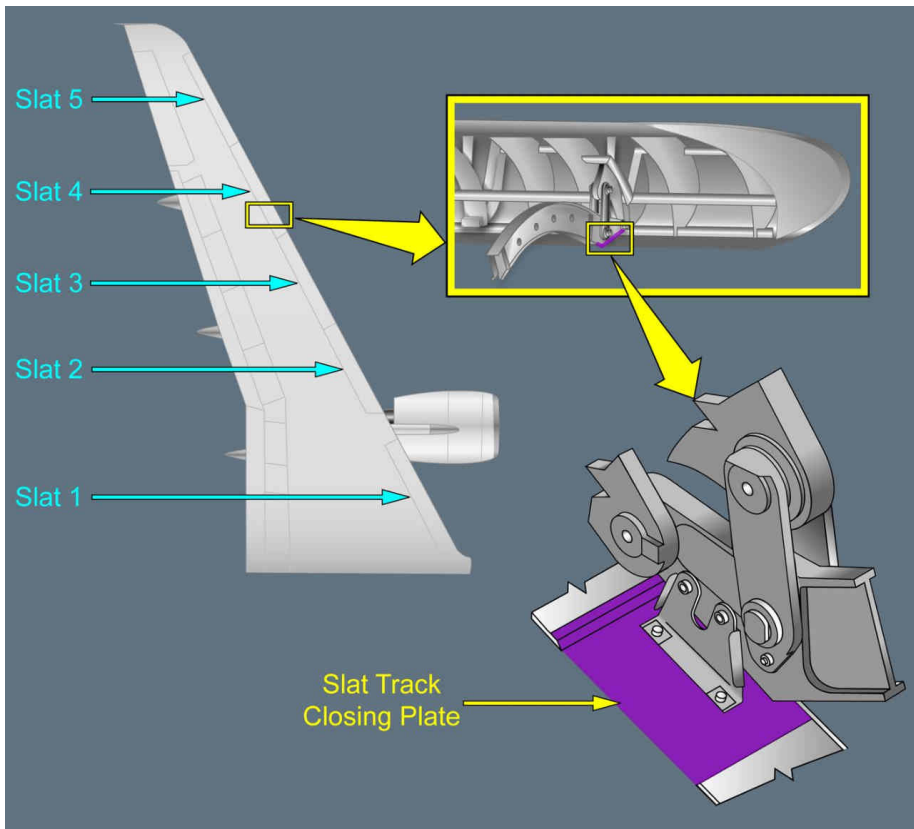
Refer to MCDL-27-03 Illustration Slat Track Closing Plate

ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: MCDL-27-03-00006240.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 27-03 Slat Track Closing Plate*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL ACCESS PANEL FOR BEARINGS AT ELEVATOR
--	--

27-05	Access Panel for Bearings at Elevator
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Ident.: MCDL-27-05-00006243.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
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27-05 ACCESS PANEL FOR BEARINGS AT ELEVATOR	Quantity installed 8
---	--------------------------------

Two may be missing.

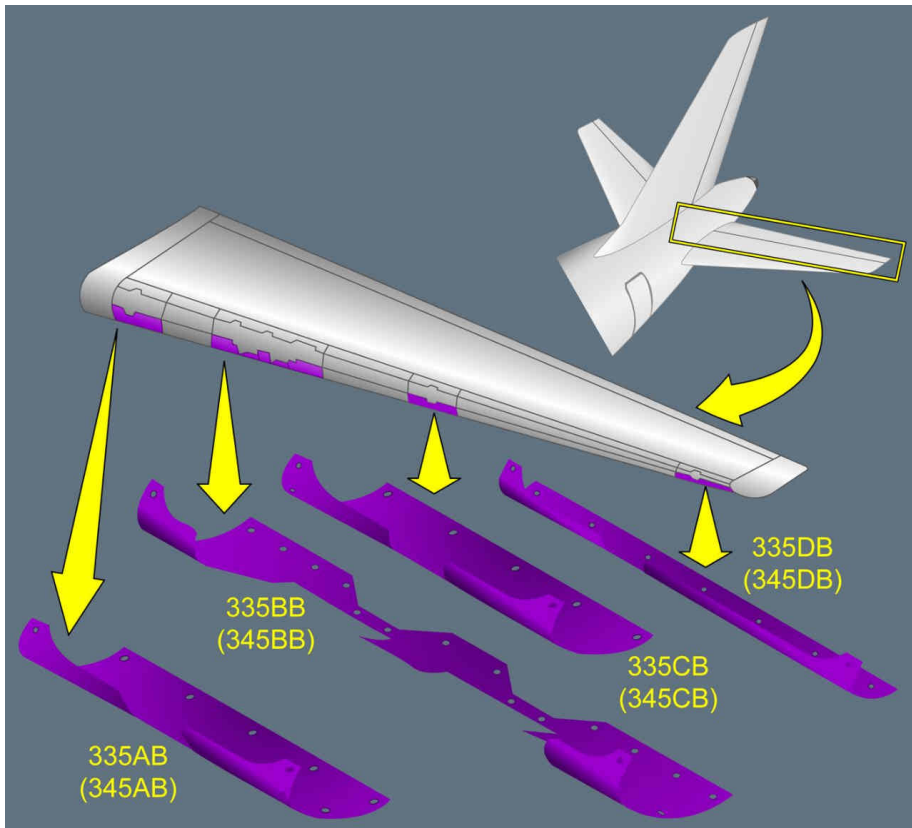
Refer to MCDL-27-05 Illustration Access Panel for Bearings at Elevator

ILLUSTRATION ACCESS PANEL FOR BEARINGS AT ELEVATOR

Ident.: MCDL-27-05-00006244.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-05 Access Panel for Bearings at Elevator

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE
---	--

27-06	Flap Track Fairing Rear Top Cover and Tail Cone
--------------	--

Ident.: MCDL-27-06-00006245.0001001 / 02 DEC 13 Criteria: SA	<u>APPROVED</u>
---	-----------------

27-06 FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE	Quantity installed –
--	--------------------------------

- (m) Refer to AMM Task 57-55-00-040-002
Both may be missing on two flap track fairings.
- Note: 1. When the tail cone is missing, the rear top cover may remain installed.
 2. When the rear top cover is missing, the associated tail cone must be removed.

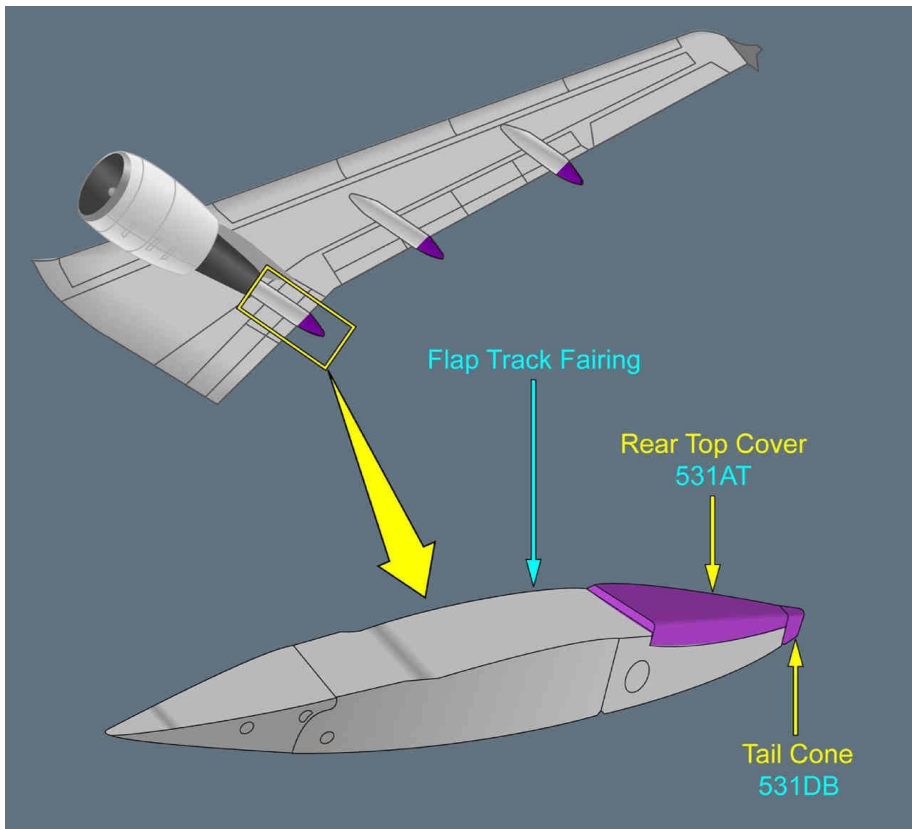
Refer to MCDL-27-06 Illustration Flap Track Fairing Rear Top Cover and Tail Cone

ILLUSTRATION FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE

Ident.: MCDL-27-06-00006246.0001001 / 25 NOV 24

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-06 Flap Track Fairing Rear Top Cover and Tail Cone

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL RUBBER SEAL UNDER SLAT
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27-07	Rubber Seal under Slat
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Ident.: MCDL-27-07-00006247.0001001 / 02 DEC 13 Criteria: SA	<u>APPROVED</u>
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27-07 RUBBER SEAL UNDER SLAT	Quantity installed –
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(m) *Refer to AMM Task 57-40-00-040-001*
1 m (39.3 in) per slat may be missing.

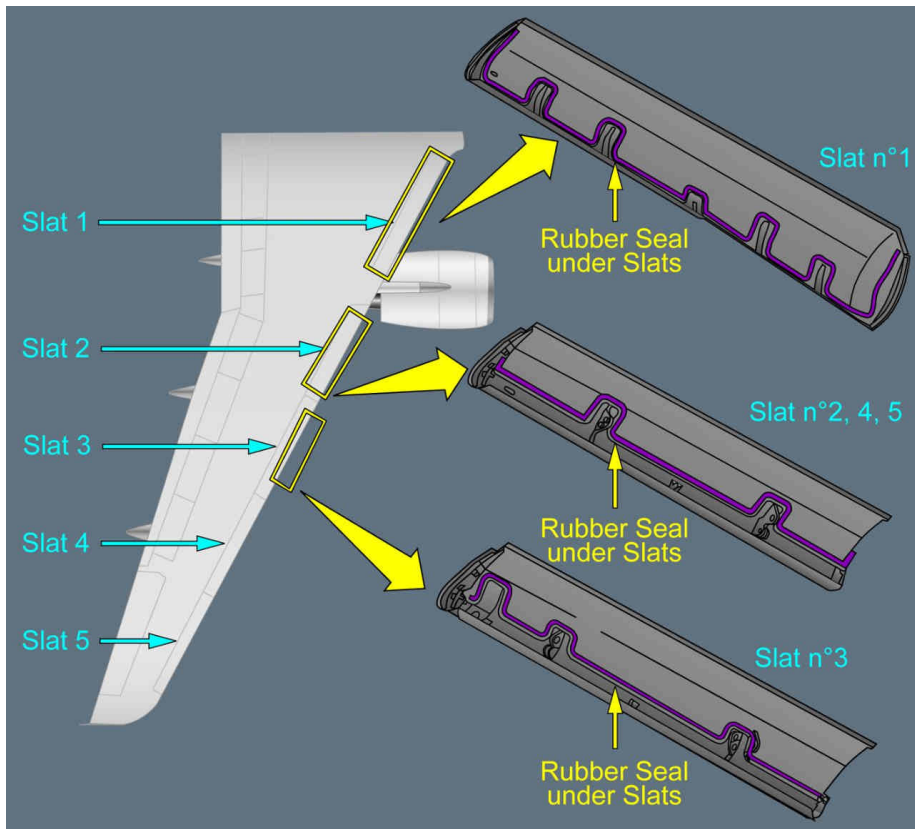
Refer to MCDL-27-07 Illustration Rubber Seal under Slat

ILLUSTRATION RUBBER SEAL UNDER SLAT

Ident.: MCDL-27-07-00006248.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-07 Rubber Seal under Slat

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL SEAL BETWEEN INBOARD AND OUTBOARD FLAP
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27-08	Seal Between Inboard and Outboard Flap
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Ident.: MCDL-27-08-00006250.0001001 / 29 NOV 17

APPROVED

Criteria: (A319 or A320 or A321)

27-08 SEAL BETWEEN INBOARD AND OUTBOARD FLAP	Quantity installed 6
---	---------------------------------------

Three may be missing.

Note: May be combined with MCDL items:

- 27-01 (Refer to 27-01 Flap Track Fairing)
- 27-13 (Refer to 27-13 Inter-flap Cushion Seal).

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb) per missing seal
- En route performance limiting weight is reduced by 72 kg (159 lb) per missing seal
- If two or more seals are missing, fuel consumption is increased by 0.16 % per missing seal.

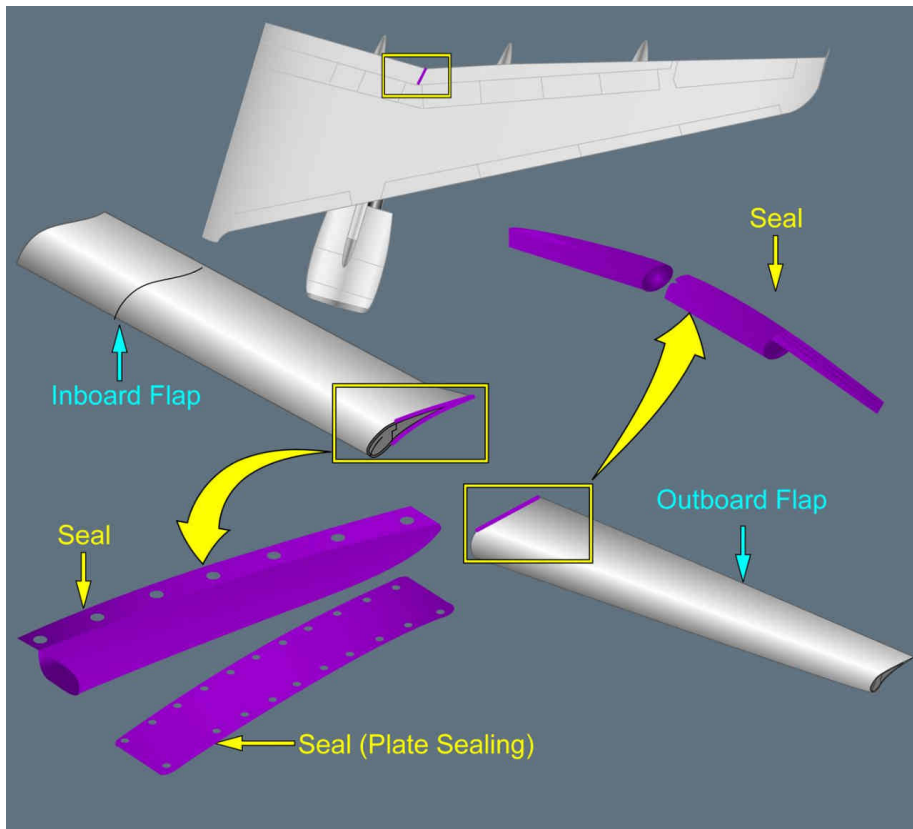
Refer to MCDL-27-08 Illustration Seal between Inboard and Outboard Flap

ILLUSTRATION SEAL BETWEEN INBOARD AND OUTBOARD FLAP

Ident.: MCDL-27-08-00006251.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-08 Seal Between Inboard and Outboard Flap

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL INBOARD AILERON EDGE TO WING SEAL
--	--

27-09	Inboard Aileron Edge to Wing Seal
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Ident.: MCDL-27-09-00006252.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

27-09 INBOARD AILERON EDGE TO WING SEAL	Quantity installed 4
--	---------------------------------------

One seal per aileron may be partially or completely missing provided that any loose or flapping seal material is cut off.

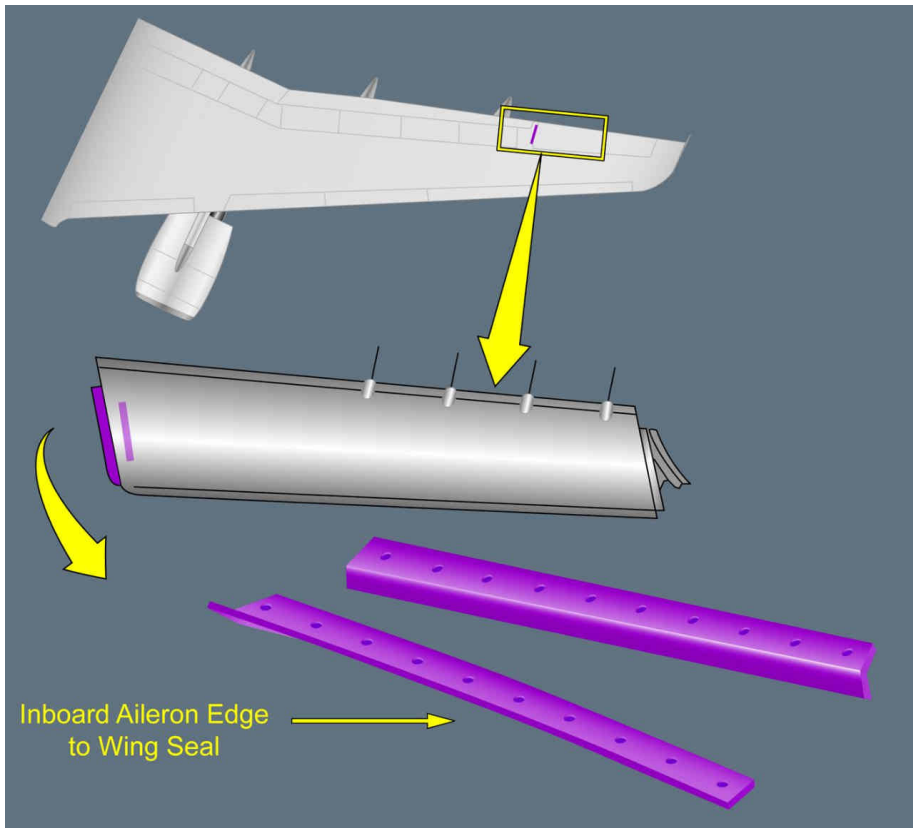
Refer to MCDL-27-09 Illustration Inboard Aileron to Wing Seal

ILLUSTRATION INBOARD AILERON TO WING SEAL

Ident.: MCDL-27-09-00006253.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 27-09 Inboard Aileron Edge to Wing Seal*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL SLAT END SEAL AND WEATHER SEAL
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27-10	Slat End Seal and Weather Seal
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Ident.: MCDL-27-10-00006254.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

27-10 SLAT END SEAL AND WEATHER SEAL	Quantity installed 12
---	--

One seal per wing may be partially or completely missing provided any loose or flapping seal material is cut off.

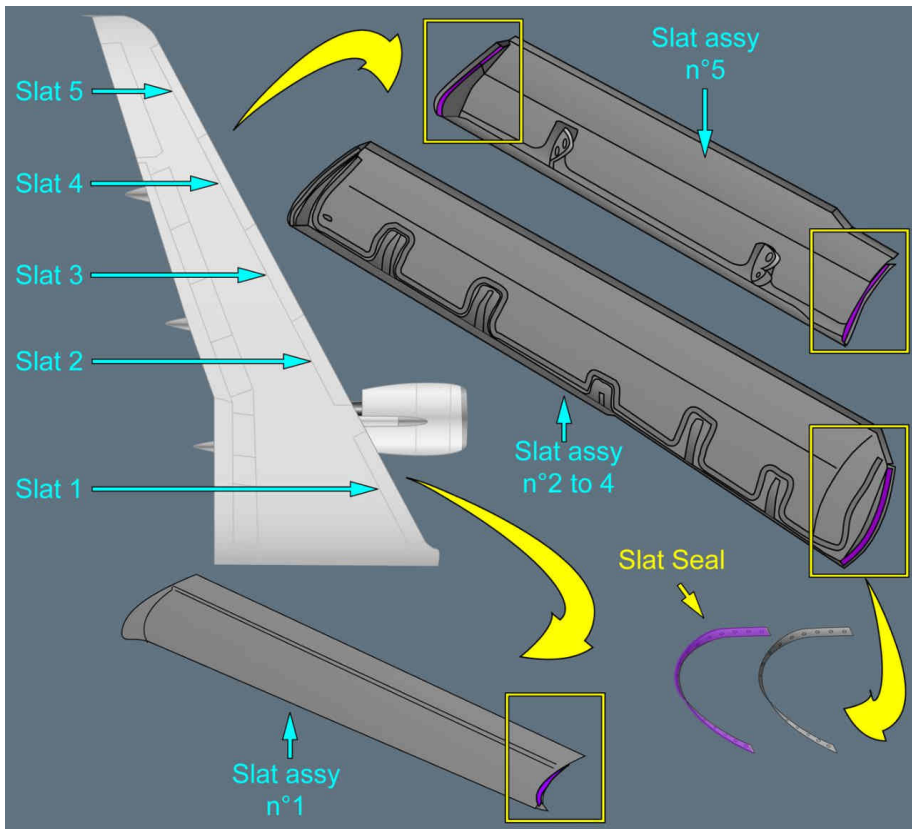
Refer to MCDL-27-10 Illustration Slat End Seal and Weather Seal

ILLUSTRATION SLAT END SEAL AND WEATHER SEAL

Ident.: MCDL-27-10-00006255.0001001 / 19 FEB 10

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-10 Slat End Seal and Weather Seal

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL SLAT TRACK FILLER BLOCK
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27-11	Slat Track Filler Block
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Ident.: MCDL-27-11-00006256.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

27-11 SLAT TRACK FILLER BLOCK	Quantity installed 6
--	---------------------------------------

All may be missing.

Note: May be combined with MCDL item 27-12 (Refer to 27-12 Slat Track Sealing Packer).

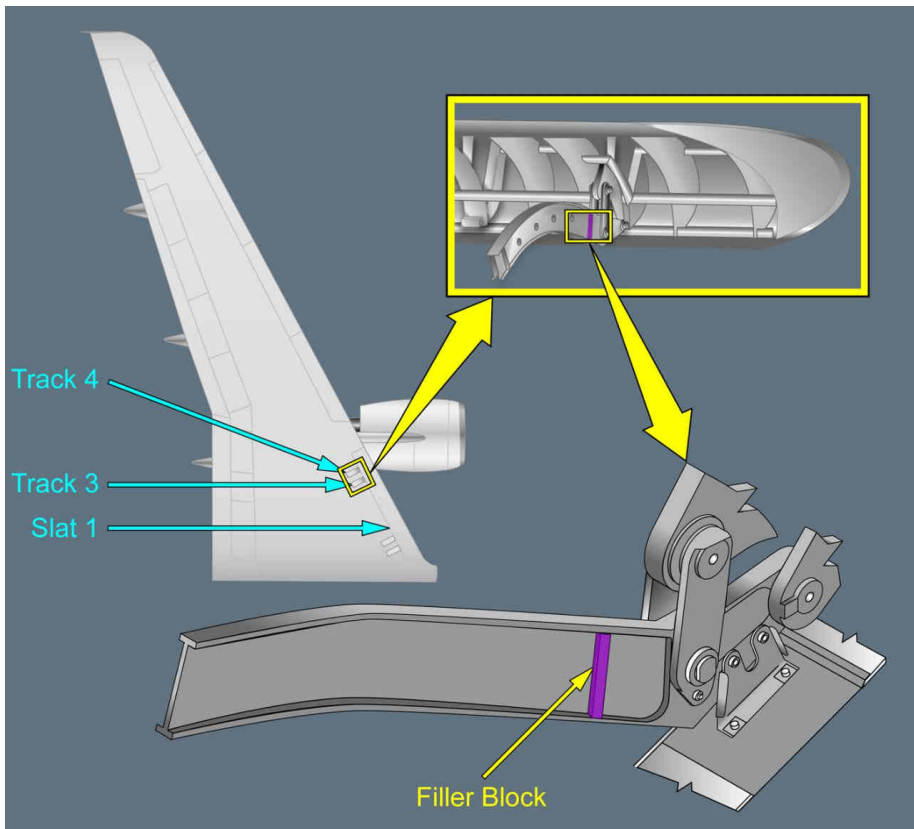
Refer to MCDL-27-11 Illustration Slat Track Filler Block

ILLUSTRATION SLAT TRACK FILLER BLOCK

Ident.: MCDL-27-11-00006257.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-11 Slat Track Filler Block

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL SLAT TRACK SEALING PACKER
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27-12	Slat Track Sealing Packer
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Ident.: MCDL-27-12-00006258.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

27-12 SLAT TRACK SEALING PACKER	Quantity installed 4
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All may be missing.

Note: May be combined with MCDL item 27-11 (Refer to 27-11 Slat Track Filler Block).

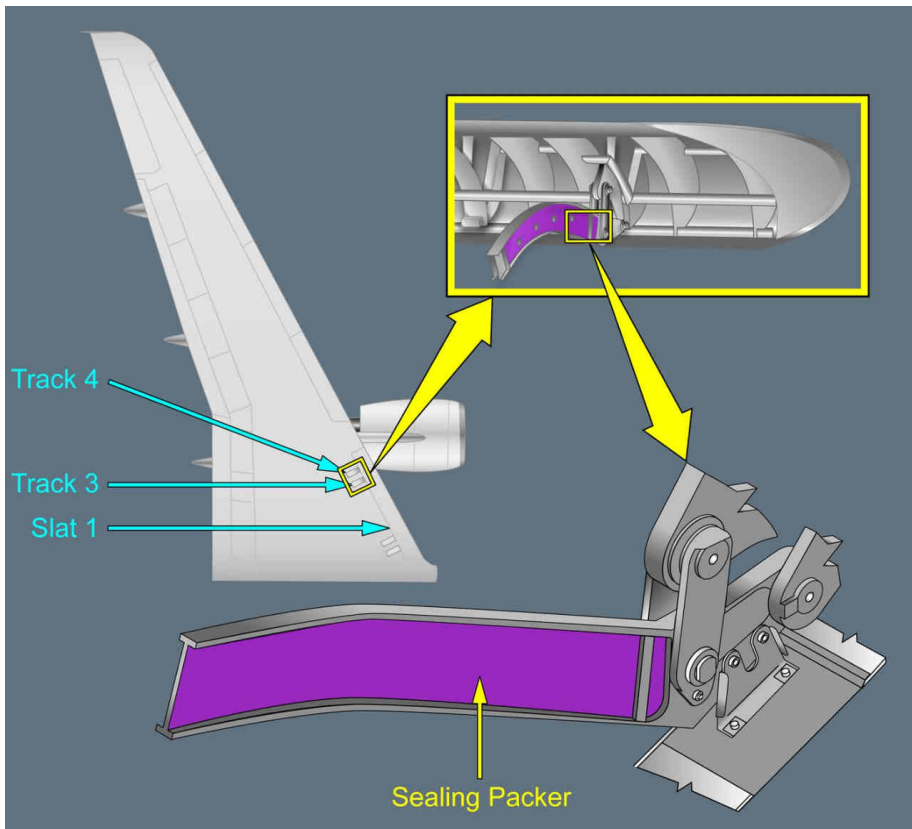
Refer to MCDL-27-12 Illustration Slat Track Sealing Packer

ILLUSTRATION SLAT TRACK SEALING PACKER

Ident.: MCDL-27-12-00006259.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 27-12 Slat Track Sealing Packer*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL INTER-FLAP CUSHION SEAL
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27-13	Inter-flap Cushion Seal
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Ident.: MCDL-27-13-00006249.0001001 / 04 JUL 19	<u>APPROVED</u>
Criteria: SA	

27-13 INTER-FLAP CUSHION SEAL	Quantity installed 4
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One cushion seal may be missing per wing.

Note: *May be combined with MCDL items:*

- 27-01 (*Refer to 27-01 Flap Track Fairing*)
- 27-08 (*Refer to 27-08 Seal Between Inboard and Outboard Flap*).

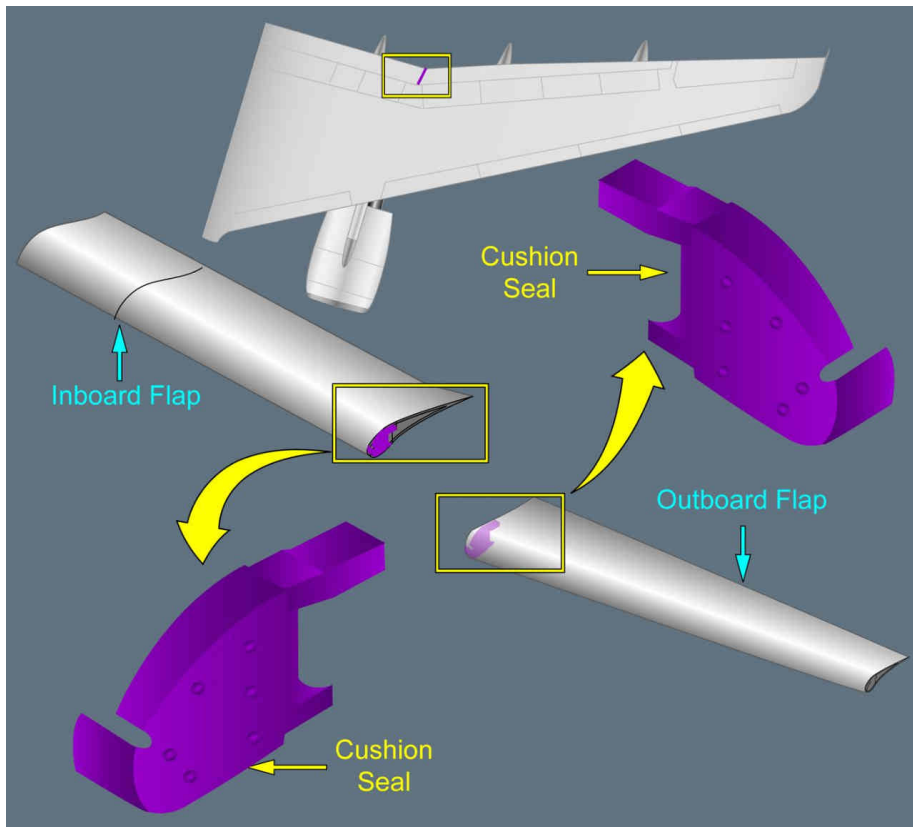
Refer to MCDL-27-13 Illustration Inter-Flap Cushion Seal

ILLUSTRATION INTER-FLAP CUSHION SEAL

Ident.: MCDL-27-13-00006260.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-13 Inter-flap Cushion Seal

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL FLAP TRACK MOVEABLE FAIRING SEAL
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27-14	Flap Track Moveable Fairing Seal
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Ident.: MCDL-27-14-00006261.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

27-14 FLAP TRACK MOVEABLE FAIRING SEAL	Quantity installed 12
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(m) *Refer to AMM Task 57-55-00-040-004*

50 % of the seal length may be missing on each side of the flap track fairing for 100 flight hours provided that a visual inspection is performed before each flight to ensure there is no flapping seal on the aircraft.

Note: *May be combined with MCDL item 27-15 (Refer to 27-15 Flap Track Fixed Fairing Seal).*

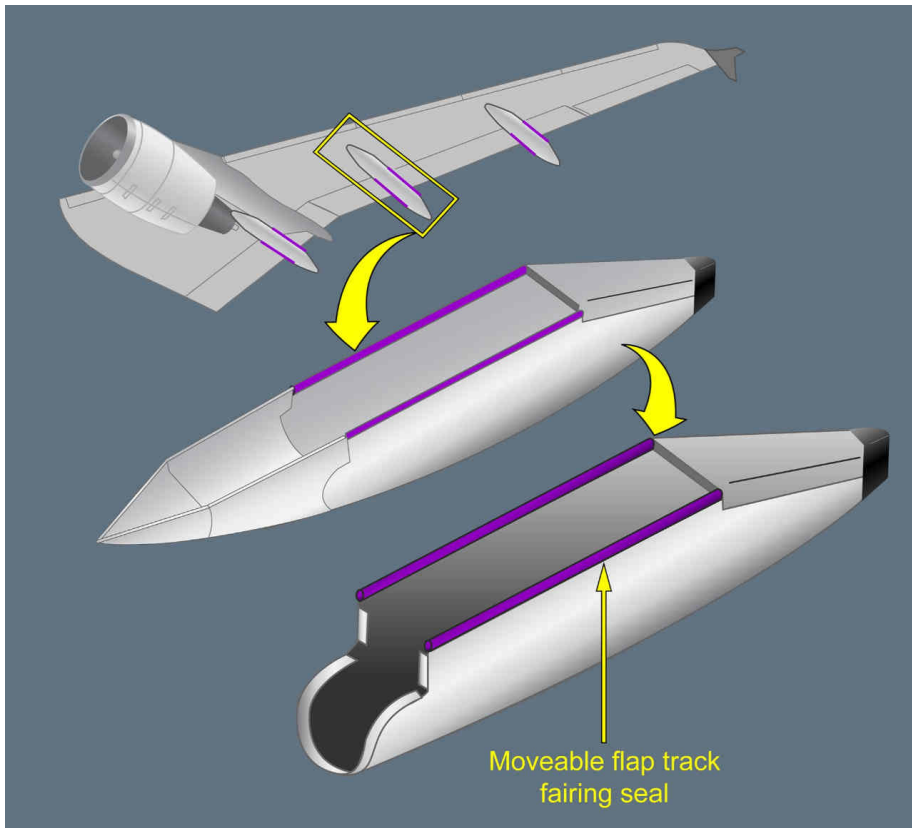
Refer to MCDL-27-14 Illustration Flap Track Moveable Fairing Seal

ILLUSTRATION MOVEABLE FLAP TRACK FAIRING SEAL

Ident.: MCDL-27-14-00006262.0001001 / 05 MAY 26

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-14 Flap Track Moveable Fairing Seal

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL FLAP TRACK FIXED FAIRING SEAL
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27-15	Flap Track Fixed Fairing seal
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Ident.: MCDL-27-15-00006263.0001001 / 16 MAY 25	<u>APPROVED</u>
Criteria: (A318 or A319 or A320)	

27-15 FLAP TRACK FIXED FAIRING SEAL	Quantity installed 18
--	--

(m) *Refer to AMM Task 57-55-00-040-004*

All may be missing provided that the hole is covered and a visual inspection is performed every 7 days.

Note: *May be combined with MCDL item 27-14 (Refer to 27-14 Flap Track Moveable Fairing Seal).*

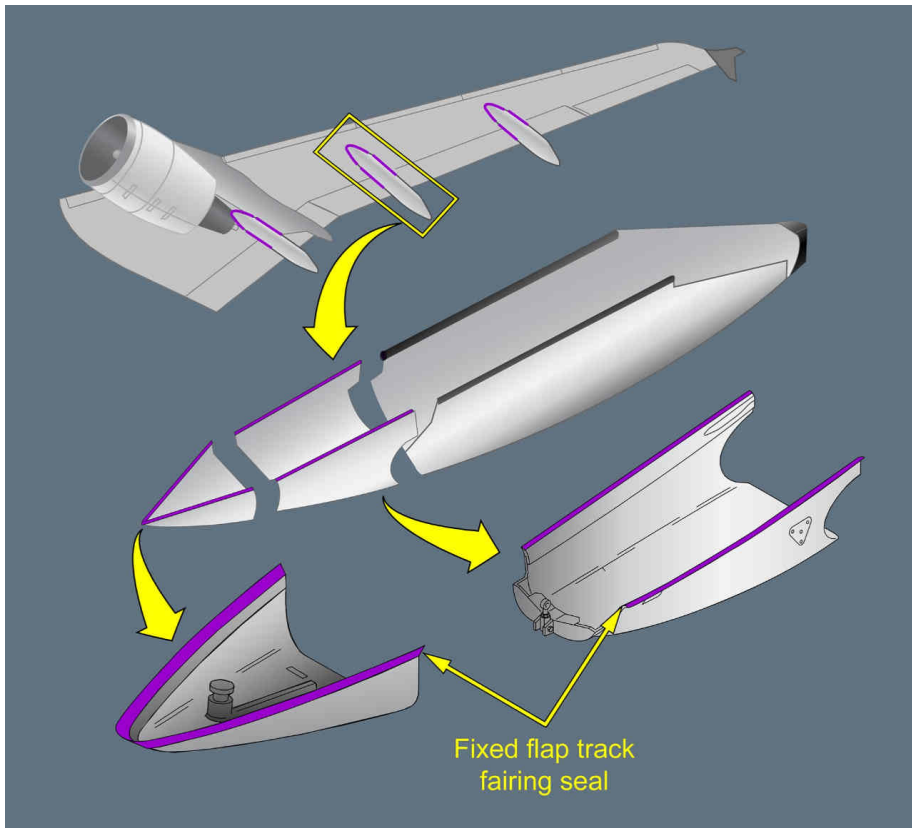
Refer to MCDL-27-15 Illustration Flap Track Fixed Fairing Seal

ILLUSTRATION FIXED FLAP TRACK FAIRING SEAL

Ident.: MCDL-27-15-00006264.0001001 / 05 MAY 26

Criteria: (A318 or A319 or A320)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-15 Flap Track Fixed Fairing Seal

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FLIGHT CONTROL FLAP TRACK MOVEABLE FAIRING PIVOT COVER
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27-16	Flap Track Moveable Fairing Pivot Cover
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Ident.: MCDL-27-16-00006265.0001001 / 29 NOV 17 Criteria: SA	<u>APPROVED</u>
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27-16 FLAP TRACK MOVEABLE FAIRING PIVOT COVER	Quantity installed 12
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(m) *Refer to AMM Task 57-55-00-040-005*

All may be missing provided that the hole is covered and a visual inspection is performed daily.

Note: *May be combined with MCDL item 27-03 (Refer to 27-03 Slat Track Closing Plate).*

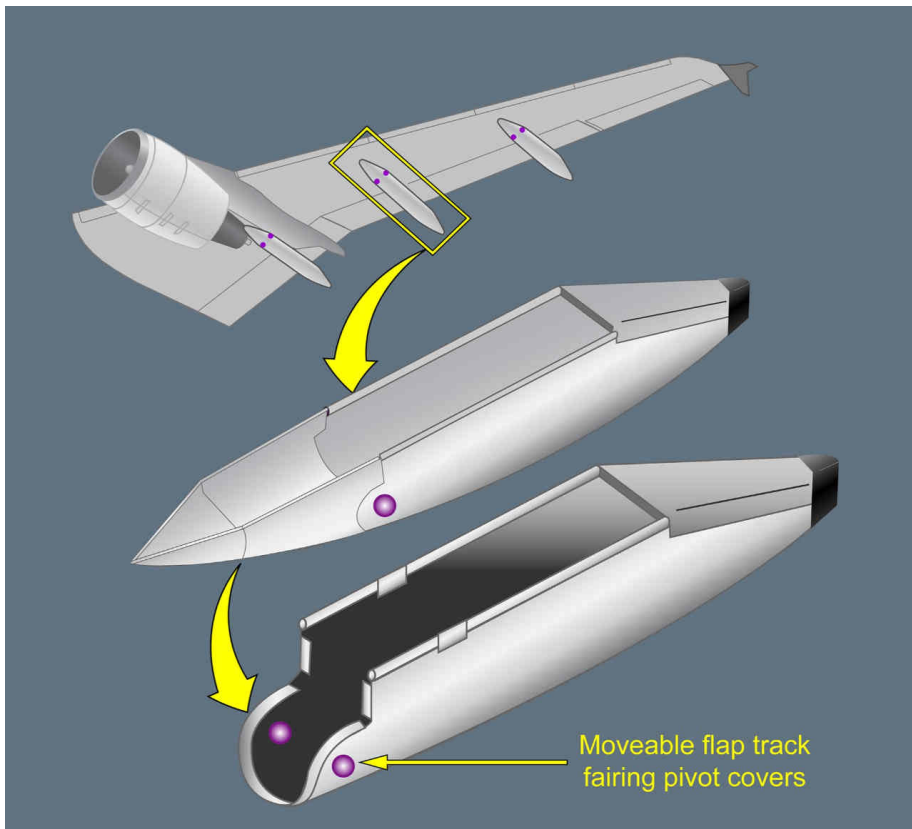
Refer to MCDL-27-16 Illustration Flap Track Moveable Fairing Pivot Cover

ILLUSTRATION MOVEABLE FLAP TRACK FAIRING PIVOT COVER

Ident.: MCDL-27-16-00006266.0001001 / 05 MAY 26

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 27-16 Flap Track Moveable Fairing Pivot Cover

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FUEL REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM
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28-01	Refuel/Defuel Coupling Cap 101 QM Or 41 QM
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Ident.: MCDL-28-01-00006282.0001001 / 07 JAN 25 Criteria: SA	APPROVED
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28-01 REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM	Quantity installed –
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- (m)** *Refer to AMM Task 28-25-00-040-003*
- All may be missing provided seal integrity of coupling is positively confirmed (i.e. no fuel leak reported).
- Note:
- 1. *If the coupling or O-ring is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this CDL item provided the cap is removed and coupling integrity is verified.*
 - 2. *If only the lanyard is missing, or damaged, the removal of the cap and the application of this MCDL item are not necessary.*
 - 3. *May be combined with MCDL item 28-02 (Refer to 28-02 Refuel Panel Door 192MB).*

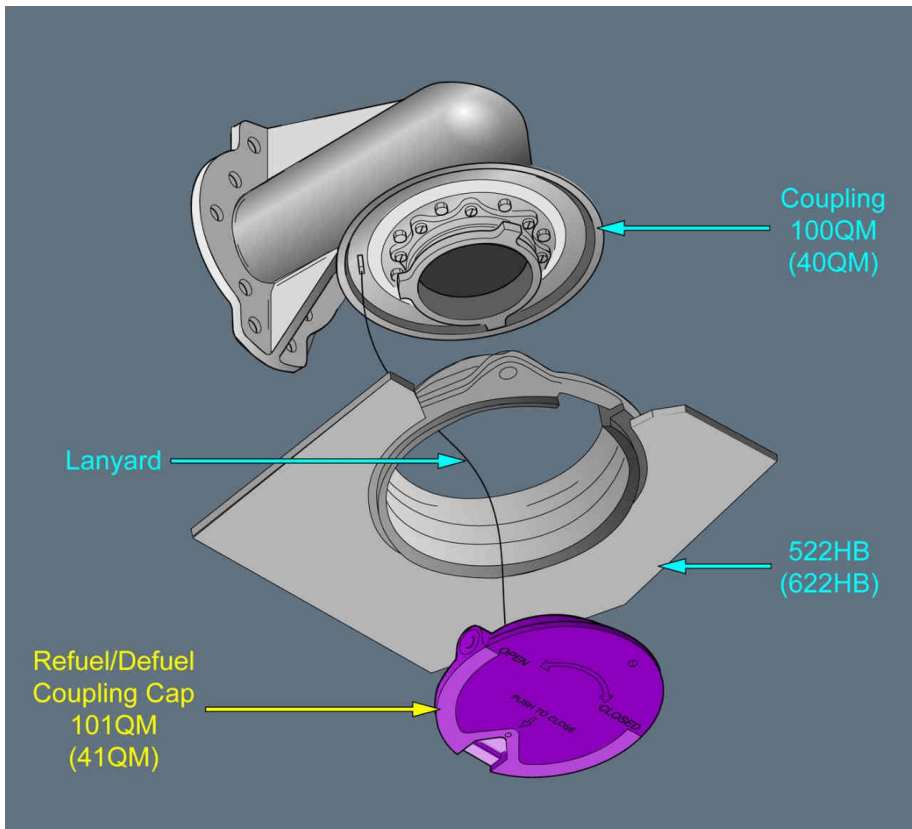
Refer to MCDL-28-01 Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM

ILLUSTRATION REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM

Ident.: MCDL-28-01-00006283.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FUEL REFUEL PANEL DOOR 192MB
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28-02	Refuel Panel Door
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Ident.: MCDL-28-02-00006285.0001001 / 29 NOV 17 Criteria: SA	<u>APPROVED</u>
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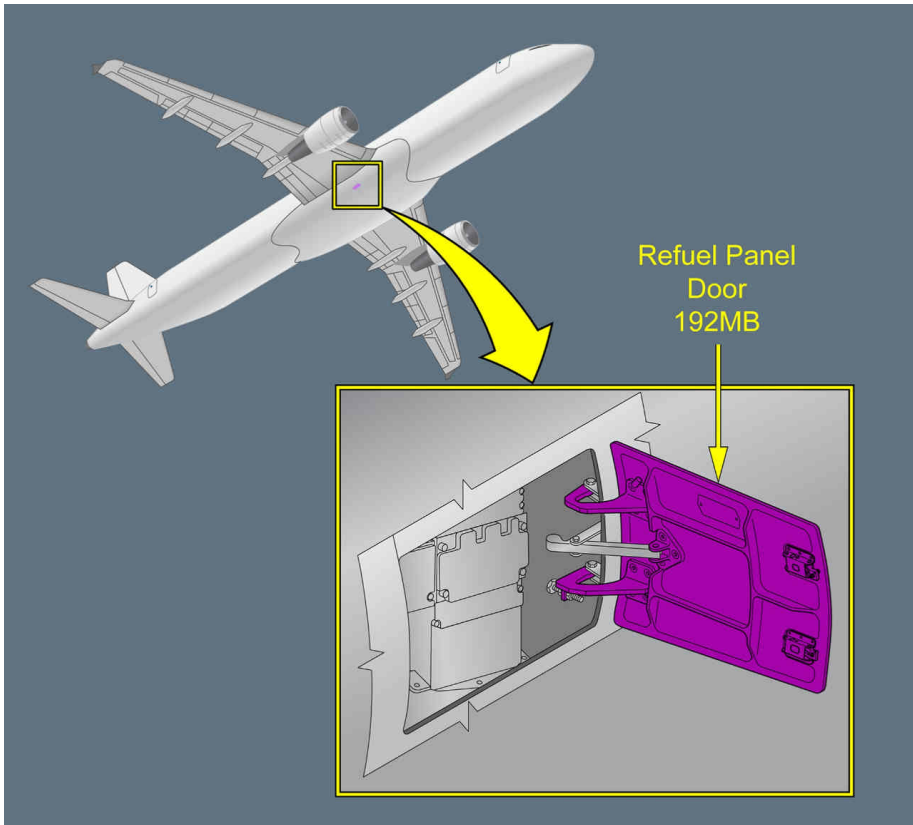
28-02 REFUEL PANEL DOOR	Quantity installed 1
--	---------------------------------------

(m) *Refer to AMM Task 52-42-00-040-001*
Belly fairing mounted refuel panel door 192 MB may be missing (if installed).
Note: 1. *If belly fairing mounted refuel panel door 192 MB is not installed, underwing mounted refuel panel doors (622KB, 522KB) must not be missing.*
 2. *May be combined with MCDL item 28-01 (Refer to 28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM).*

Refer to MCDL-28-02 Illustration Refuel Panel Door 192MB

ILLUSTRATION REFUEL PANEL DOOR 192MB

¹ Ident.: MCDL-28-02-00006286.0002001 / 05 MAY 26 Criteria: (SA and 32361)	FOR INFORMATION ONLY
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For dispatch conditions: *Refer to 28-02 Refuel Panel Door 192MB*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST ICE AND RAIN PROTECTION ICING INDICATOR
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30-01	Icing Indicator
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Ident.: MCDL-30-01-00006287.0001001 / 23 NOV 09

APPROVED

Criteria: SA

30-01 ICING INDICATOR	Quantity installed 1
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May be missing.

- **Procedures:**

- **If icing conditions expected:**

For icing conditions definition, *Refer to LIM-GEN Icing Conditions Definition.*

Turn on engine and wing anti-ice.

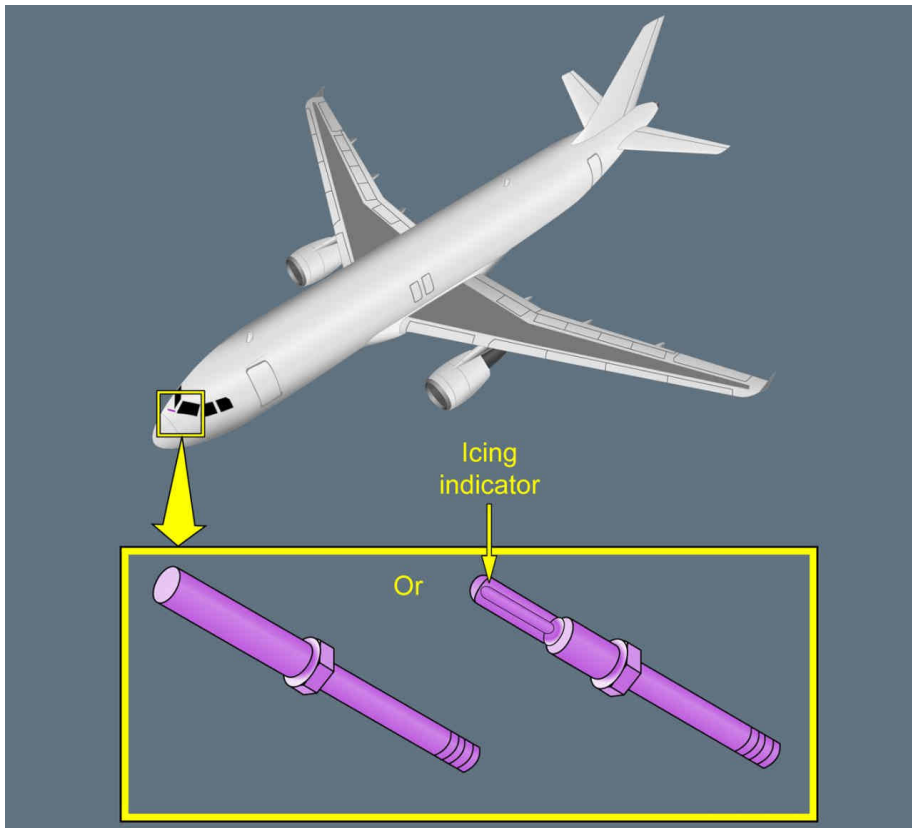
Refer to MCDL-30-01 Illustration Icing Indicator

ILLUSTRATION ICING INDICATOR

Ident.: MCDL-30-01-00006288.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 30-01 Icing Indicator*

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LANDING GEAR NOSE WHEEL HUBCAP
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32-03	Nose Wheel Hubcap
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Ident.: MCDL-32-03-00006297.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

32-03 NOSE WHEEL HUBCAP	Quantity installed 2
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(m) *Refer to AMM Task 32-41-00-040-001*

One may be missing.

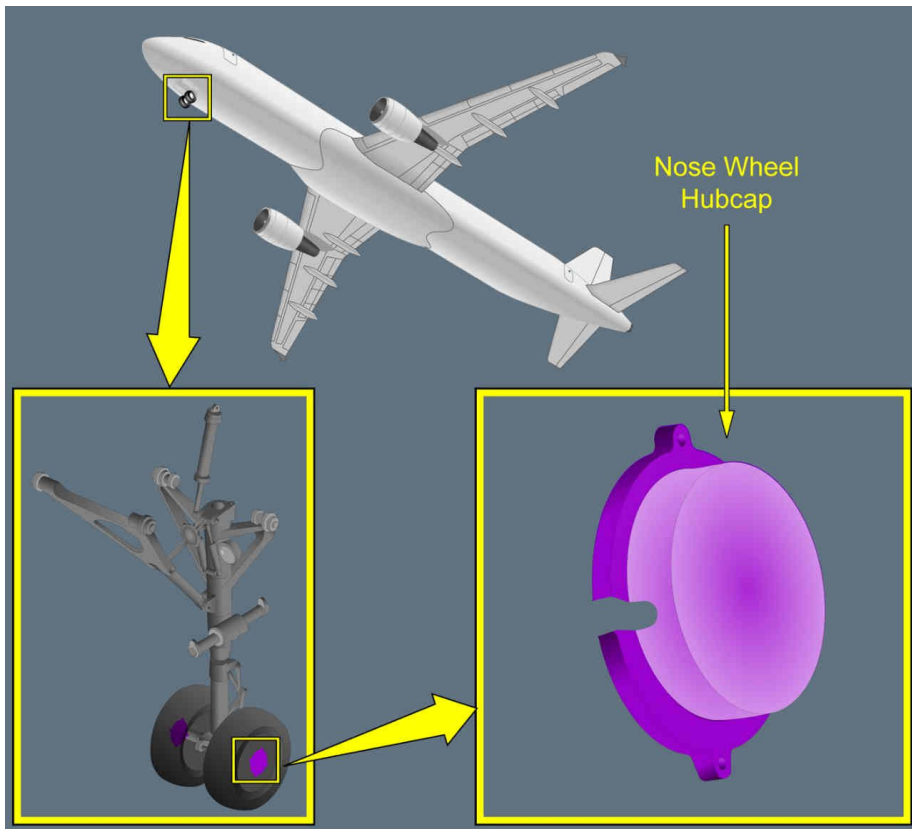
Refer to MCDL-32-03 Illustration Nose Wheel Hubcap

ILLUSTRATION NOSE WHEEL HUBCAP

Ident.: MCDL-32-03-00006298.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 32-03 Nose Wheel Hubcap

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LANDING GEAR NOSE FITTING TOWING
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32-04	Nose Fitting Towing
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Ident.: MCDL-32-04-00006299.0001001 / 02 DEC 13	<u>APPROVED</u>
Criteria: SA	

32-04 NOSE FITTING TOWING	Quantity installed 1
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(m) *Refer to AMM Task 32-21-00-040-001*
 May be missing.

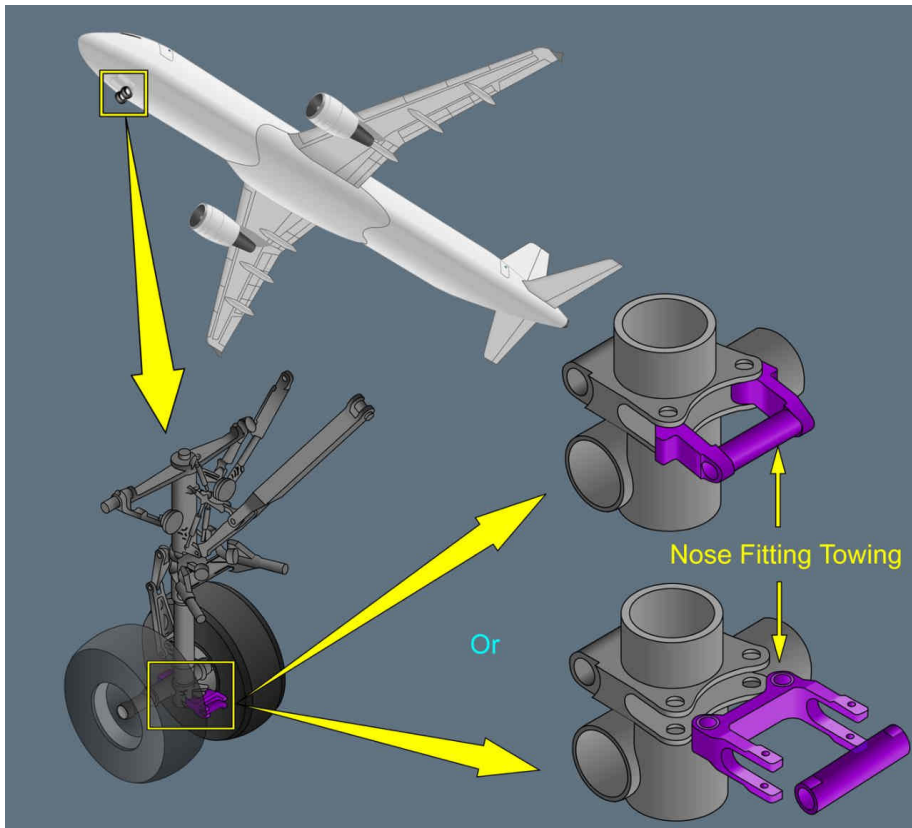
Refer to MCDL-32-04 Illustration Nose Fitting Towing

ILLUSTRATION NOSE FITTING TOWING

Ident.: MCDL-32-04-00006300.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 32-04 Nose Fitting Towing

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS WING/ENGINE SCAN LIGHT COVER 3LX, 4LX
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33-01	Wing/Engine Scan Light Cover 3LX, 4LX
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Ident.: MCDL-33-01-00006301.0001001 / 04 JUL 19

APPROVED

Criteria: SA

33-01 WING/ENGINE SCAN LIGHT COVER 3LX, 4LX	Quantity installed 2
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(m) *Refer to AMM Task 33-49-00-040-001*

One may be missing provided the hole is covered.

Note: *If non transparent high speed tape is used, the affected light must be deactivated
(Refer to MMEL/MI-33-40 Wing and Engine Scan light).*

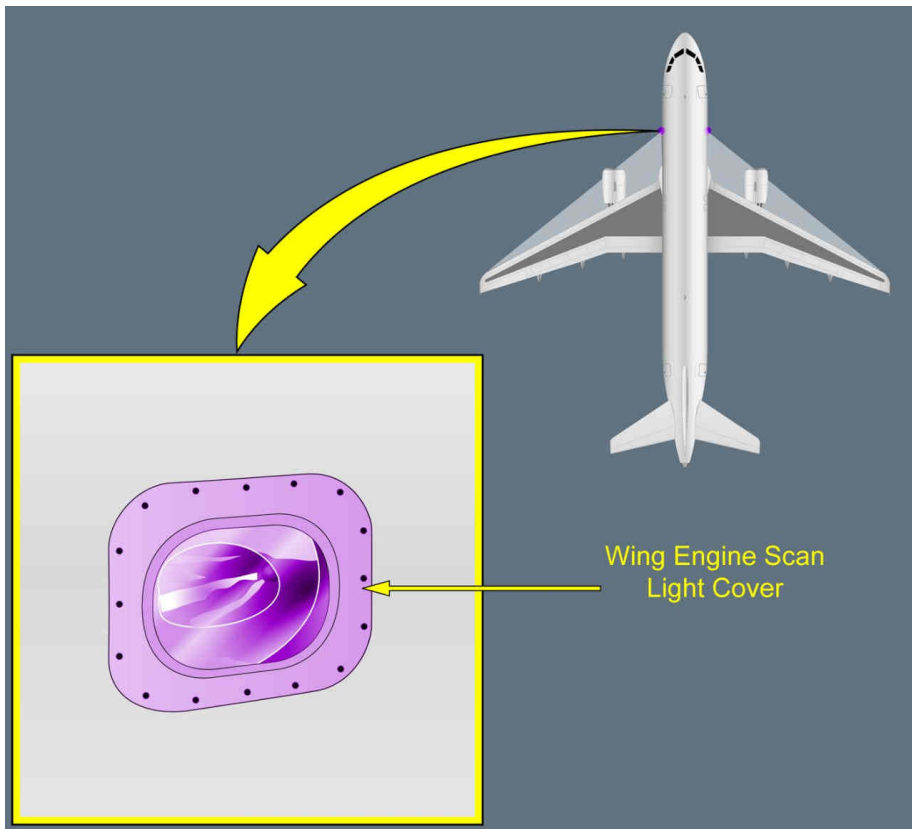
Refer to MCDL-33-01 Illustration Wing/Engine Scan Light Cover 3LX, 4LX

ILLUSTRATION WING/ENGINE SCAN LIGHT COVER 3LX, 4LX

Ident.: MCDL-33-01-00006302.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-01 Wing/Engine Scan light Cover 3LX, 4LX

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS TAXI LIGHT LAMP 8LR
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33-02	Taxi Light Lamp 8LR
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Ident.: MCDL-33-02-00006303.0001001 / 09 JAN 23	<u>APPROVED</u>
Criteria: SA	

33-02 TAXI LIGHT LAMP 8LR	Quantity installed 1
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(m) *Refer to AMM Task 33-46-00-040-001*

May be missing provided the affected light is deactivated (*Refer to MMEL/MI-33-40 Taxi and Takeoff light*).

Note:

- *May be combined with MCDL item 33-07 (Refer to 33-07 Landing Light Lamp 7LB, 8LB) only for daylight operations.*
- *May be combined with MCDL item 33-09 (Refer to 33-09 Takeoff Light Lamp 7LR).*

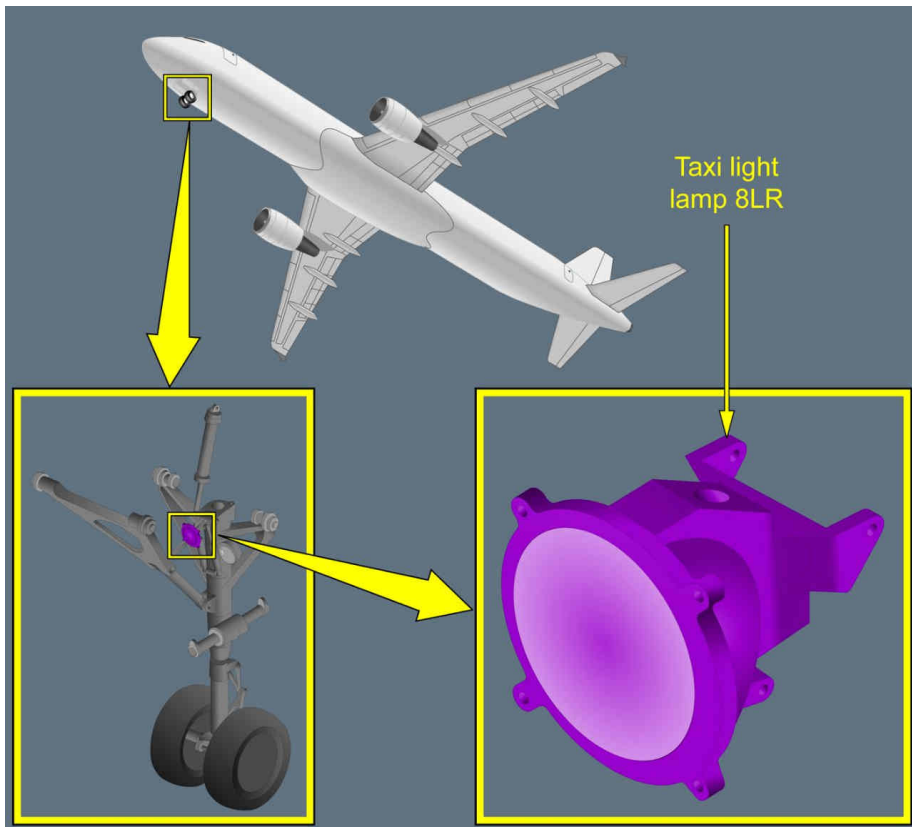
Refer to MCDL-33-02 Illustration Taxi Light Lamp 8LR

ILLUSTRATION TAXI LIGHT LAMP 8LR

Ident.: MCDL-33-02-00006304.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 33-02 Taxi Light Lamp 8LR*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS REAR LIGHT LENS 15LA, 16LA
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33-03	Rear Light Lens 15LA, 16LA
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Ident.: MCDL-33-03-00006305.0001001 / 12 JUN 18 Criteria: SA	<u>APPROVED</u>
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33-03 REAR LIGHT LENS 15LA, 16LA	Quantity installed 1
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(m) *Refer to AMM Task*
 May be missing for 10 flight cycles provided visual inspection is performed, before the first flight of the day only, to check that there is no structural buckling.

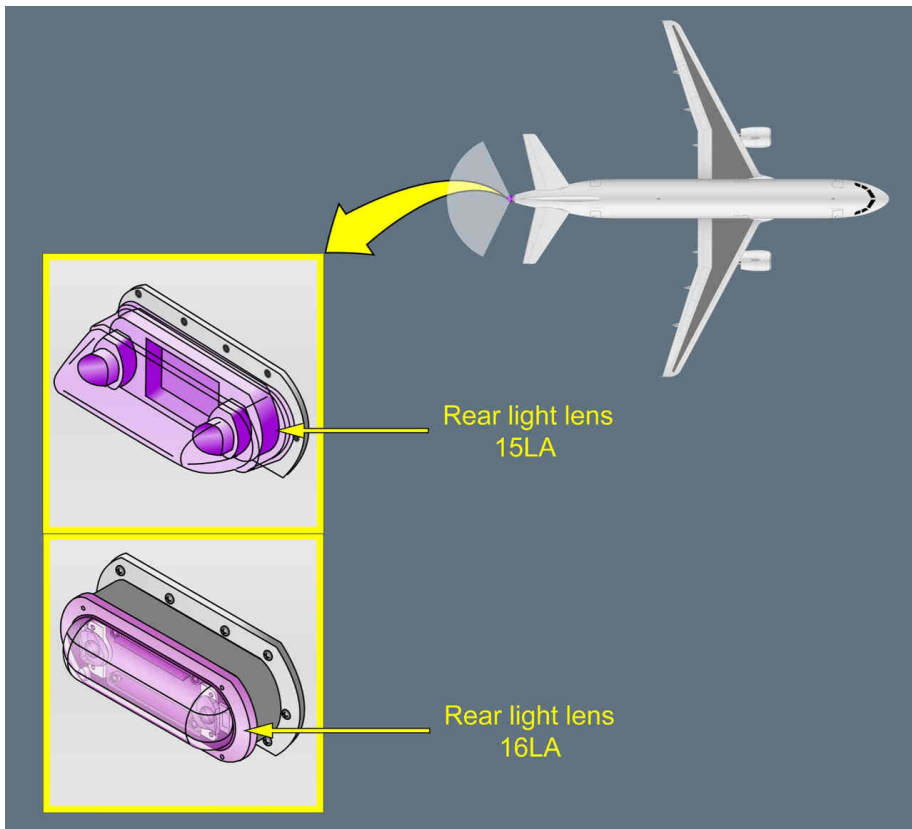
Refer to MCDL-33-03 Illustration Rear Light Lens 15LA, 16LA

ILLUSTRATION REAR LIGHT LENS 15LA, 16LA

Ident.: MCDL-33-03-00006306.0001001 / 08 AUG 25

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 33-03 Rear Light Lens 15LA, 16LA*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER
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33-04	Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover
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Ident.: MCDL-33-04-00006307.0001001 / 04 JUL 19

APPROVED

Criteria: SA

33-04 UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER	Quantity installed 2
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(m) *Refer to AMM Task 33-48-00-040-001*

All may be missing provided the lamp is covered and the affected light is deactivated (*Refer to MMEL/MI-33-40 Beacon light*).

- **Performance:**

If upper and lower light covers are missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb)
- En route performance limiting weight is reduced by 90 kg (199 lb)
- Fuel consumption is increased by 0.22 %.

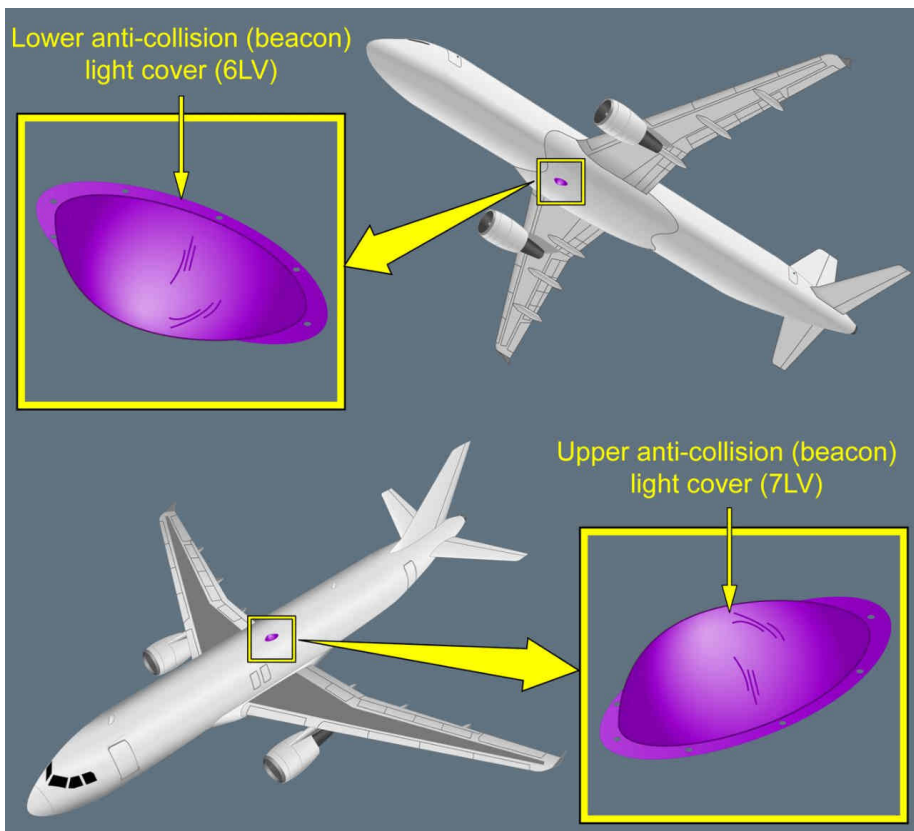
Refer to MCDL-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

ILLUSTRATION UPPER AND LOWER ANTI-COLLISION (BEACON) LIGHT COVER

Ident.: MCDL-33-04-00006308.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS LOGO LIGHT LENS (COVER) 3LY, 4LY
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33-05	Logo Light Lens (Cover) 3LY, 4LY
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Ident.: MCDL-33-05-00006309.0001001 / 04 JUL 19

APPROVED

Criteria: SA

33-05 LOGO LIGHT LENS (COVER) 3LY, 4LY	Quantity installed 2
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(m) *Refer to AMM Task 33-47-00-040-001*

All may be missing provided the hole is covered.

Note: *If non transparent high speed tape is used, the affected light must be deactivated.
(Refer to MMEL/MI-33-40 Logo light).*

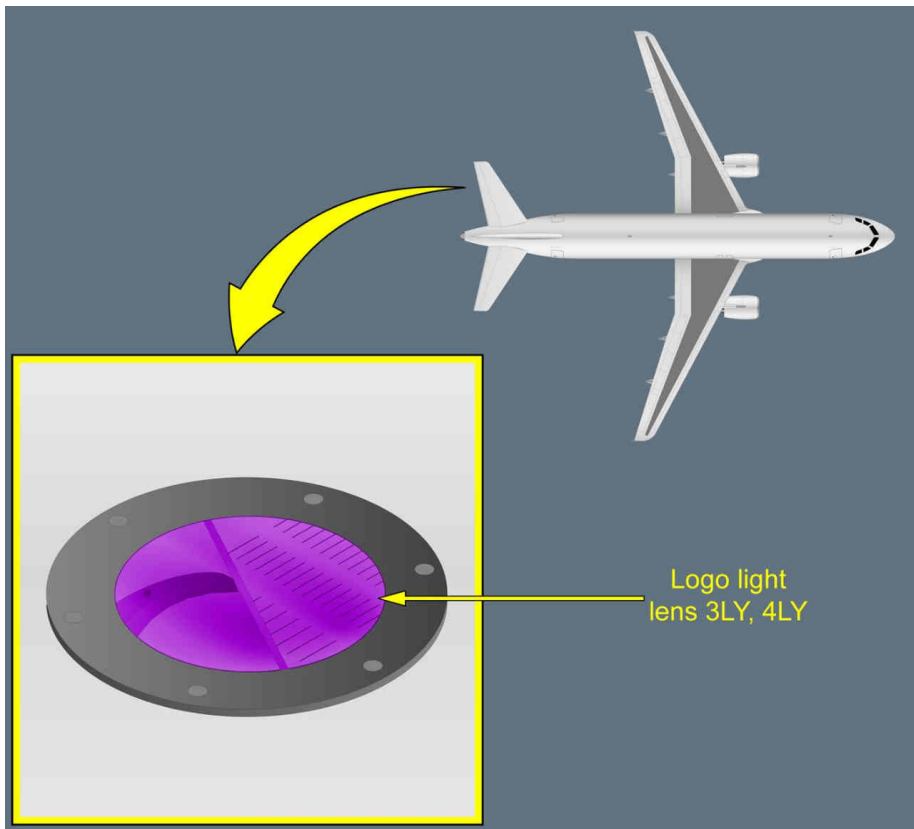
Refer to MCDL-33-05 Illustration Logo Light Lens (Cover) 3LY, 4LY

ILLUSTRATION LOGO LIGHT LENS (COVER) 3LY, 4LY

Ident.: MCDL-33-05-00006310.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-05 Logo Light Lens (Cover) 3LY, 4LY

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS LANDING LIGHT LAMP 7LB, 8LB
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33-07	Landing Light Lamp 7LB, 8LB
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Ident.: MCDL-33-07-00006321.0001001 / 09 JAN 23	<u>APPROVED</u>
Criteria: SA	

33-07 LANDING LIGHT LAMP 7LB, 8LB	Quantity installed 2
--	---------------------------------------

(m) *Refer to AMM Task 33-42-00-040-001*
 One may be missing provided the associated light is retracted and deactivated and the hole is covered (*Refer to MMEL/MI-33-40 Landing light*).

Note: *May be combined with MCDL item 33-02 (Refer to 33-02 Taxi Light Lamp 8LR) only for daylight operations.*

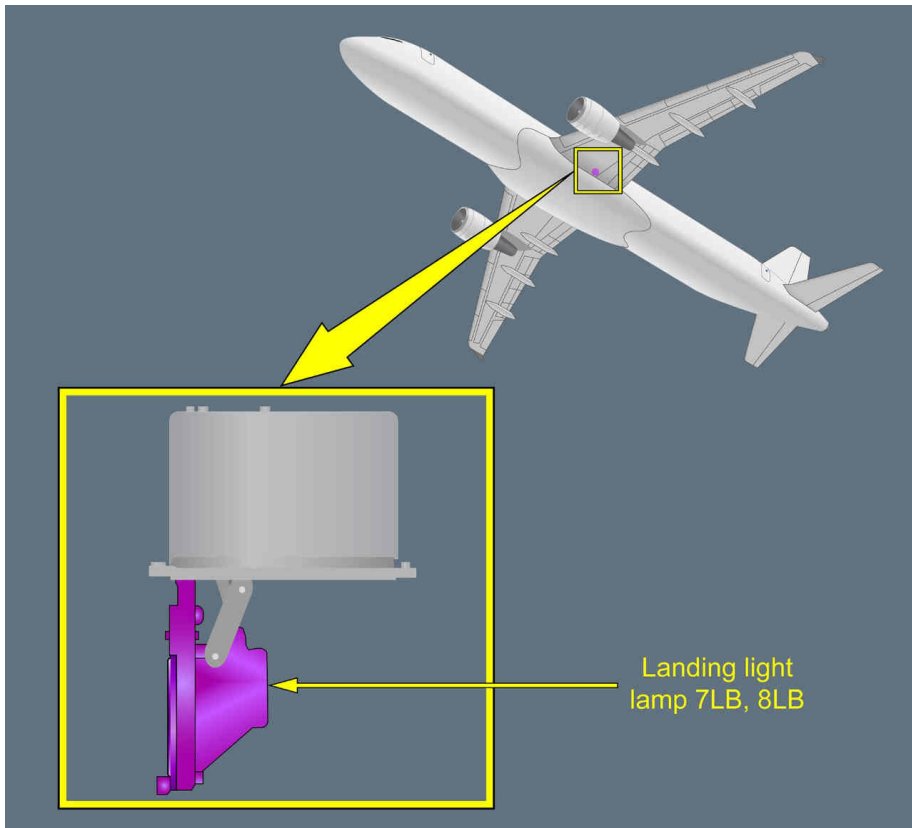
Refer to MCDL-33-07 Illustration Landing Light Lamp 7LB, 8LB

ILLUSTRATION LANDING LIGHT LAMP 7LB, 8LB

Ident.: MCDL-33-07-00006322.0001001 / 11 JAN 23

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-07 Landing Light Lamp 7LB, 8LB

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS TURN OFF LIGHT LAMP 3LC1, 3LC2
--	---

33-08	Turn OFF Light Lamp 3LC1, 3LC2
--------------	---------------------------------------

Ident.: MCDL-33-08-00006324.0001001 / 09 APR 18 Criteria: SA	<u>APPROVED</u>
---	-----------------

33-08 TURN OFF LIGHT LAMP 3LC1, 3LC2	Quantity installed 2
---	---------------------------------------

(m) Refer to AMM Task 33-43-00-040-002
All may be missing provided the affected light is deactivated (Refer to MMEL/MI-33-40 Runway Turnoff light).

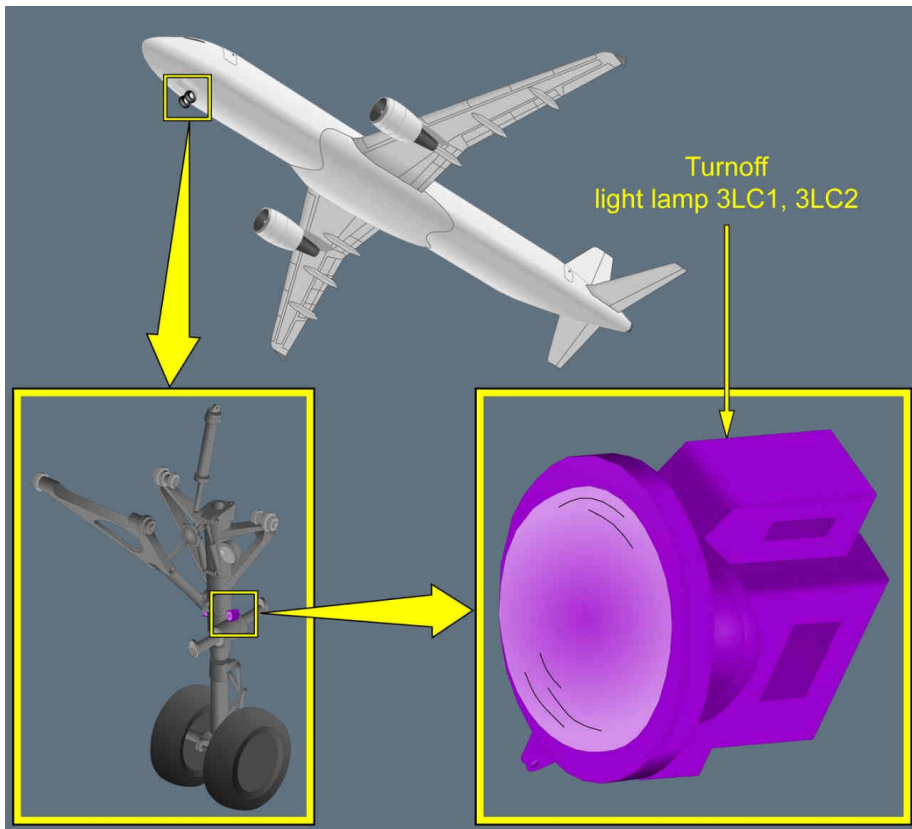
Refer to MCDL-33-08 Illustration Turn OFF Light Lamp 3LC1, 3LC2

ILLUSTRATION TURN OFF LIGHT LAMP 3LC1, 3LC2

Ident.: MCDL-33-08-00006325.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-08 Turn OFF Light Lamp 3LC1, 3LC2

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST LIGHTS TAKEOFF LIGHT LAMP 7LR
--	---

33-09	Takeoff light lamp 7LR
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Ident.: MCDL-33-09-00006327.0001001 / 09 JAN 23 Criteria: SA	<u>APPROVED</u>
---	-----------------

33-09 TAKEOFF LIGHT LAMP 7LR	Quantity installed 1
---	---------------------------------------

(m) *Refer to AMM Task 33-46-00-040-002*
May be missing provided the affected light is deactivated (*Refer to MMEL/MI-33-40 Taxi and Takeoff light*).
Note: *May be combined with MCDL item 33-02 (Refer to 33-02 Taxi Light Lamp 8LR).*

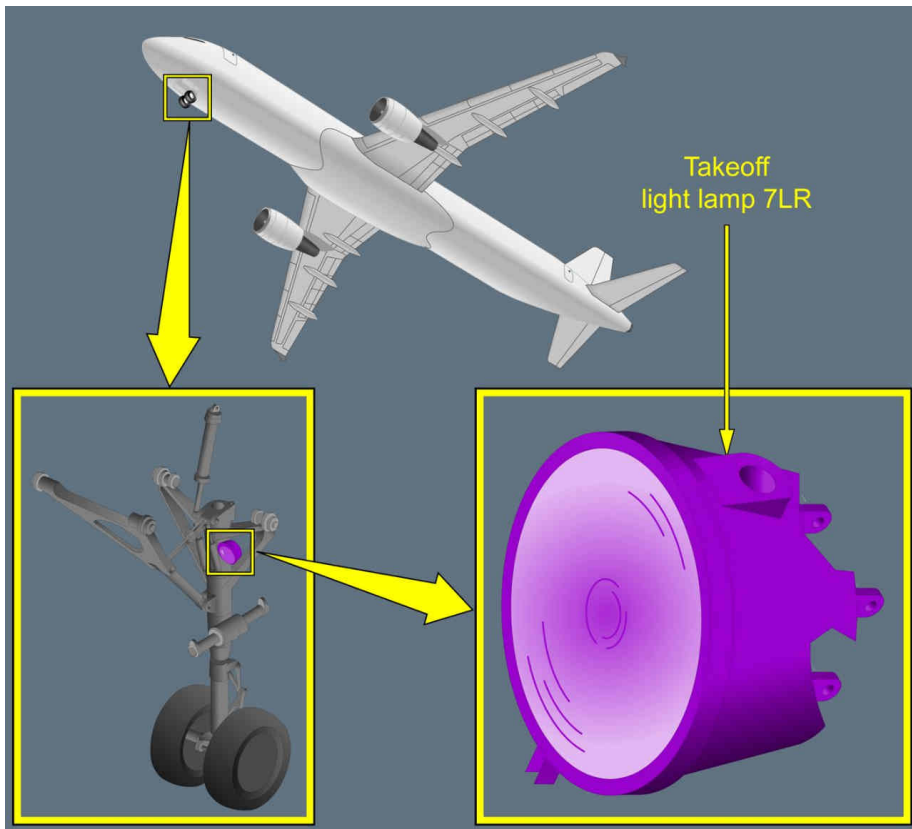
Refer to MCDL-33-09 Illustration Takeoff Light Lamp 7LR

ILLUSTRATION TAKEOFF LIGHT LAMP 7LR

Ident.: MCDL-33-09-00006328.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 33-09 Takeoff Light Lamp 7LR

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST APU APU OVERPRESSURE RELEASE DOOR
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49-01	APU Overpressure Release Door
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Ident.: MCDL-49-01-00006329.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
---	-----------------

49-01 APU OVERPRESSURE RELEASE DOOR	Quantity installed 1
--	---------------------------------------

May be missing provided APU is not used in flight and on ground.

- **Limitations:**

Flights for which APU is mandatory are not allowed.

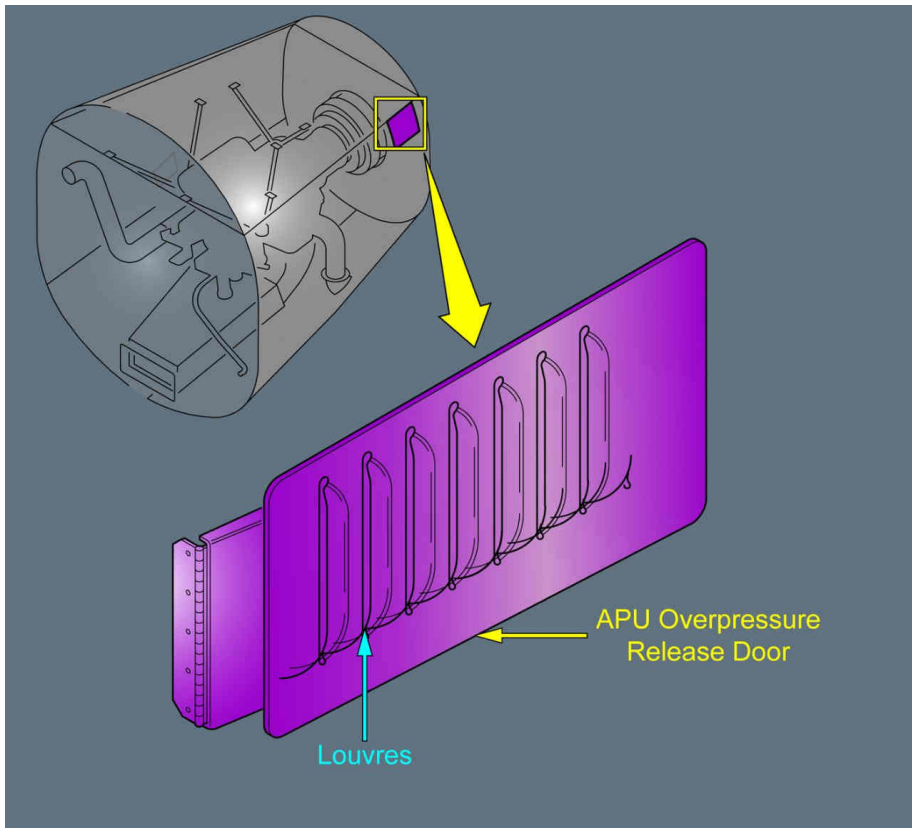
Refer to MCDL-49-01 Illustration APU Overpressure Release Door

ILLUSTRATION APU OVERPRESSURE RELEASE DOOR

Ident.: MCDL-49-01-00006330.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 49-01 APU Overpressure Release Door*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST STRUCTURE PASSENGER DOOR SCUFF PLATE
--	--

51-02	Passenger Door Scuff Plate
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Ident.: MCDL-51-02-00006333.0001001 / 23 NOV 09
Criteria: SA

APPROVED

51-02 PASSENGER DOOR SCUFF PLATE	Quantity installed –
-------------------------------------	-------------------------

All may be missing.

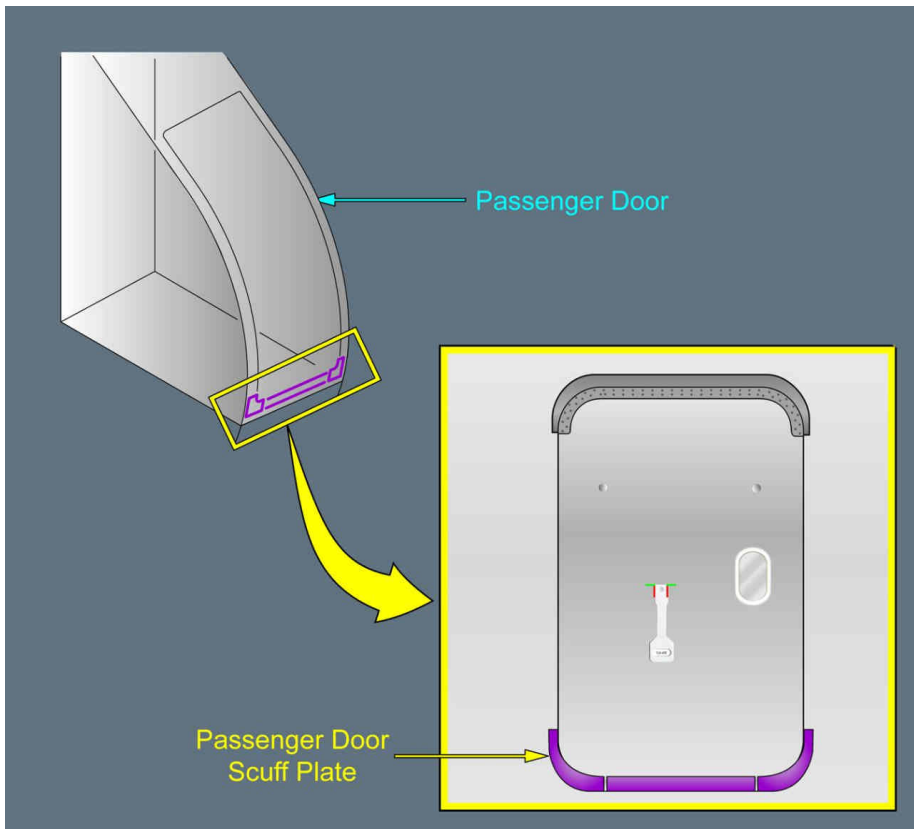
Refer to MCDL-51-02 Illustration Passenger Door Scuff Plate

ILLUSTRATION PASSENGER DOOR SCUFF PLATE

Ident.: MCDL-51-02-00006334.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 51-02 Passenger Door Scuff Plate*

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST STRUCTURE BULK CARGO DOOR SCUFF PLATE
---	---

51-03	Bulk Cargo Door Scuff Plate
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Ident.: MCDL-51-03-00006335.0001001 / 23 NOV 09

Criteria: ((A320 or A321) and 20029)

APPROVED

51-03 BULK CARGO DOOR SCUFF PLATE	Quantity installed 1
--	---------------------------------------

May be missing.

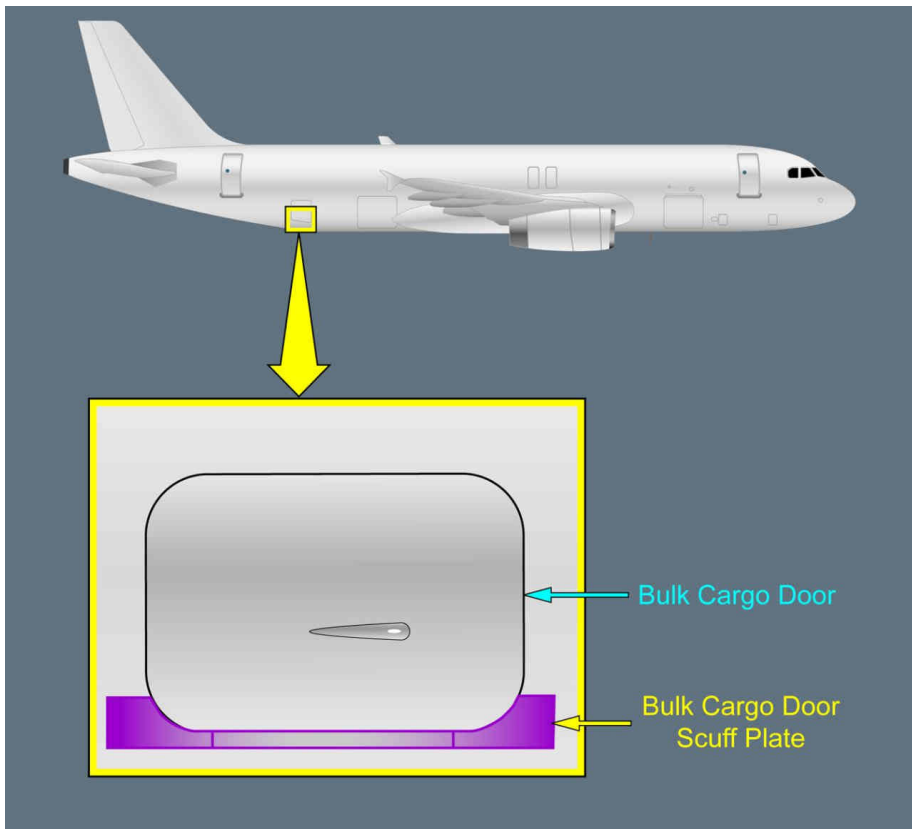
Refer to MCDL-51-03 Illustration Bulk Cargo Door Scuff Plate

ILLUSTRATION BULK CARGO DOOR SCUFF PLATE

Ident.: MCDL-51-03-00009710.0001001 / 30 NOV 09

Criteria: ((A320 or A321) and 20029)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 51-03 Bulk Cargo Door Scuff Plate*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST STRUCTURE FAIRING AFT SAFETY STAY POINT 311 AL
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51-04	Fairing Aft Safety Stay Point 311 AL
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Ident.: MCDL-51-04-00006338.0001001 / 23 NOV 09 Criteria: SA	<u>APPROVED</u>
---	-----------------

51-04 FAIRING AFT SAFETY STAY POINT 311 AL	Quantity installed 1
---	-------------------------

May be missing.

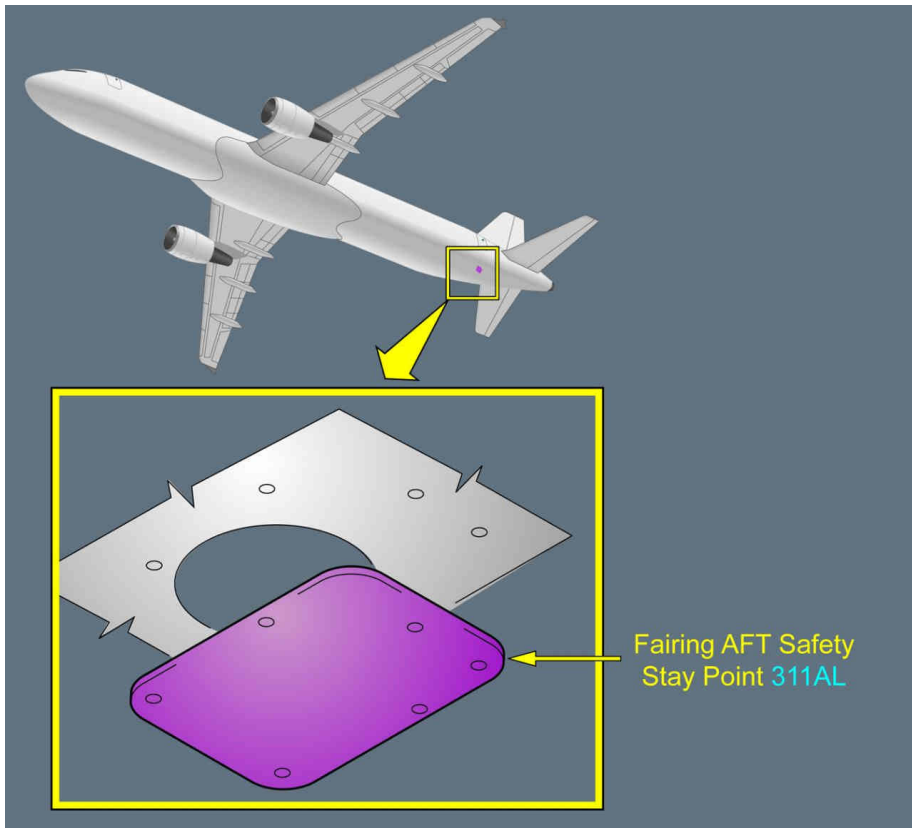
Refer to MCDL-51-04 Illustration Fairing Aft Safety Stay Point 311AL

ILLUSTRATION FAIRING AFT SAFETY STAY POINT 311AL

Ident.: MCDL-51-04-00006339.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 51-04 Fairing Aft Safety Stay Point 311 AL

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS TOILET SERVICING AND DRAINAGE DOOR
--	--

52-01	Toilet Servicing and Drainage Door 172 AR
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Ident.: MCDL-52-01-00006441.0003001 / 23 JAN 17

APPROVED

Criteria: ((A319 or A320 or A321) and 20109)

52-01 TOILET SERVICING AND DRAINAGE DOOR 172 AR	Quantity installed 1
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(m) *Refer to AMM Task 52-42-00-040-002*

May be missing.

Note: 1. *Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*

2. *May be combined with MCDL items:*

- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

• **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
- En route performance limiting weight is reduced by 72 kg (159 lb).

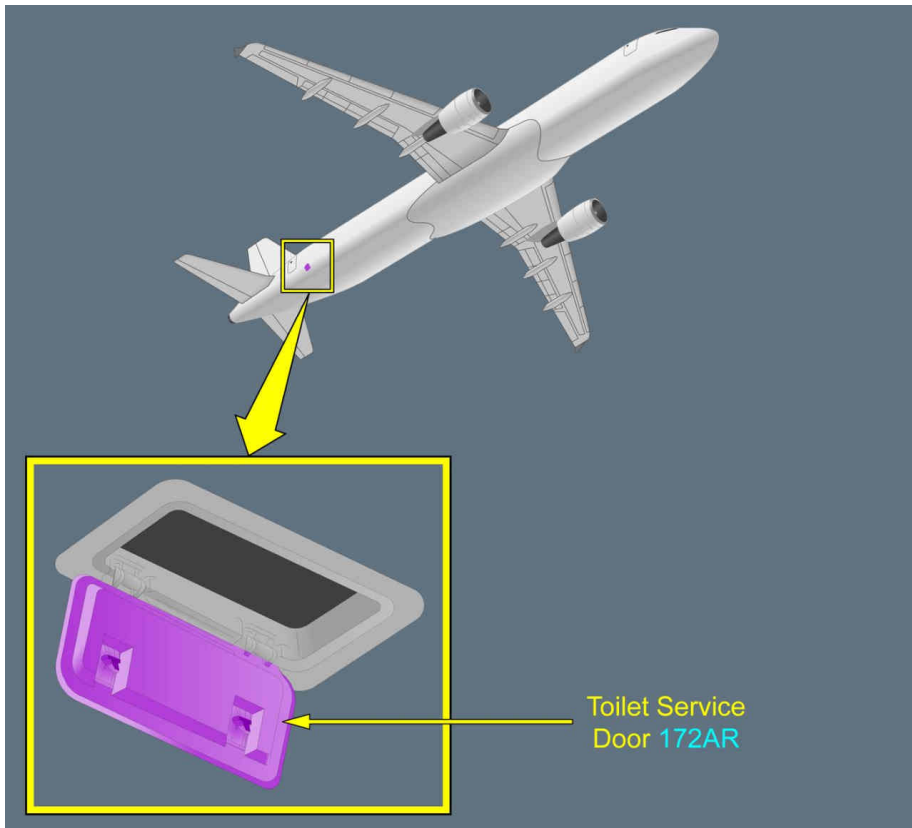
Refer to MCDL-52-01 Illustration Toilet Servicing and Drainage Door

ILLUSTRATION TOILET SERVICING AND DRAINAGE DOOR

Ident.: MCDL-52-01-00006442.0002001 / 30 NOV 09

Criteria: (SA and 20109)

FOR INFORMATION ONLY



for dispatch conditions: *Refer to 52-01 Toilet Servicing and Drainage Door*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB
--	--

52-02	Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB
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Ident.: MCDL-52-02-00006447.0001001 / 16 JUN 17
Criteria: (A319 or A320 or A321)

APPROVED

52-02 ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB	Quantity installed 3
--	---------------------------------------

(m) *Refer to AMM Task 52-42-00-040-802*

One may be missing.

Note: *May be combined with MCDL items:*

- 52-01 (*Refer to 52-01 Toilet Servicing and Drainage Door*)
- 52-03 (*Refer to 52-03 Access Door to Potable Water Filling and Drainage*)
- 52-04 (*Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*)
- 52-05 (*Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB*)
- 52-20 (*Refer to 52-20 Access Door to HP Air Ground Connector 191 DB*).

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
- En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to MCDL-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

MASTER CONFIGURATION DEVIATION LIST

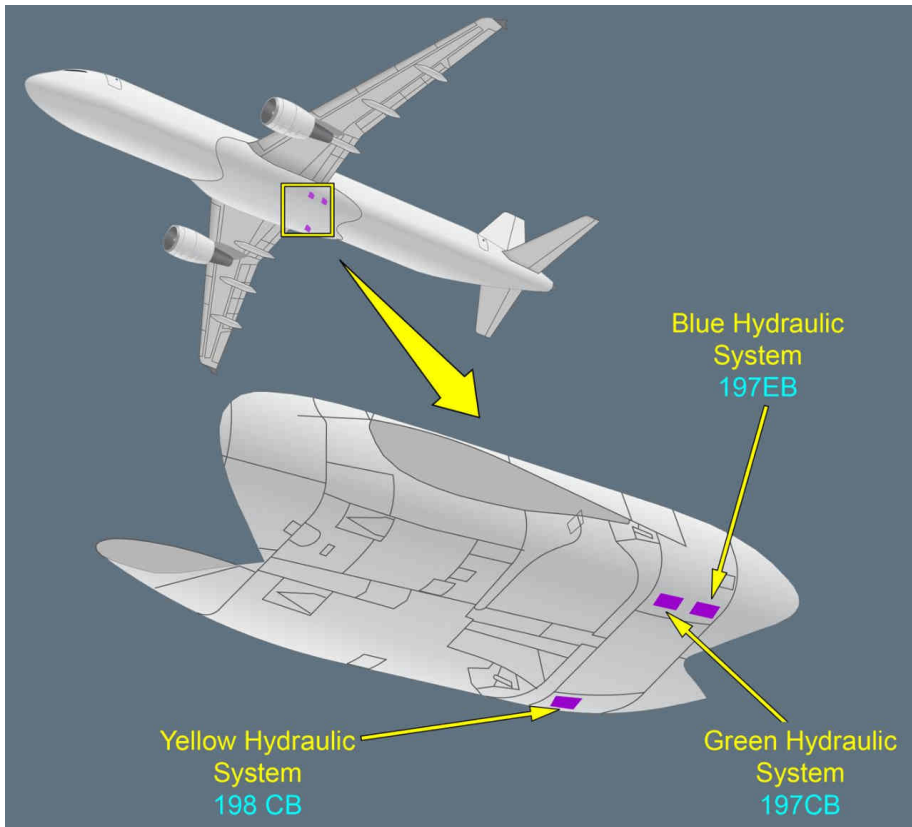
DOORS

ACCESS DOOR TO HYDRAULIC GROUND
CONNECTORS 197 CB - 197 EB - 198 CB

ILLUSTRATION ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB

Ident.: MCDL-52-02-00006449.0001001 / 25 JUN 19
Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE
--	---

52-03	Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB
--------------	---

Ident.: MCDL-52-03-00006452.0001001 / 14 AUG 20
Criteria: A320

APPROVED

52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL - 192 NB	Quantity installed 3
---	---------------------------------------

(m) *Refer to AMM Task 52-42-00-040-803*

One may be missing.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

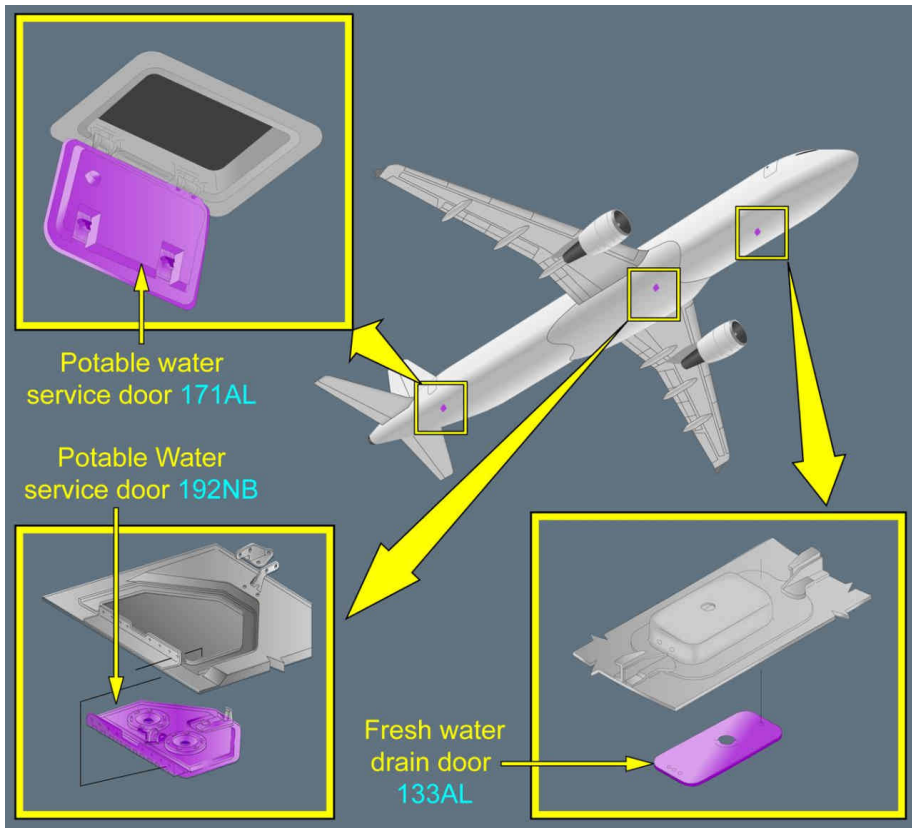
Refer to MCDL-52-03 Illustration Access Door to Potable Water Filling and Drainage

ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: MCDL-52-03-00006453.0001001 / 30 NOV 09

Criteria: A320

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-03 Access Door to Potable Water Filling and Drainage

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB
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52-04	Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB
--------------	---

Ident.: MCDL-52-04-00006455.0001001 / 14 JAN 15

APPROVED

Criteria: (A319 or A320 or A321)

52-04 ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB	Quantity installed 2
---	---------------------------------------

One may be missing for five flight cycles.

Note: May be combined with MCDL items:

- 52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)
- 52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)
- 52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)
- 52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)
- 52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).

- **Limitations:**

Flight in forecasted thunderstorm condition is not allowed.

- **Performance:**

The following performance penalties are applicable:

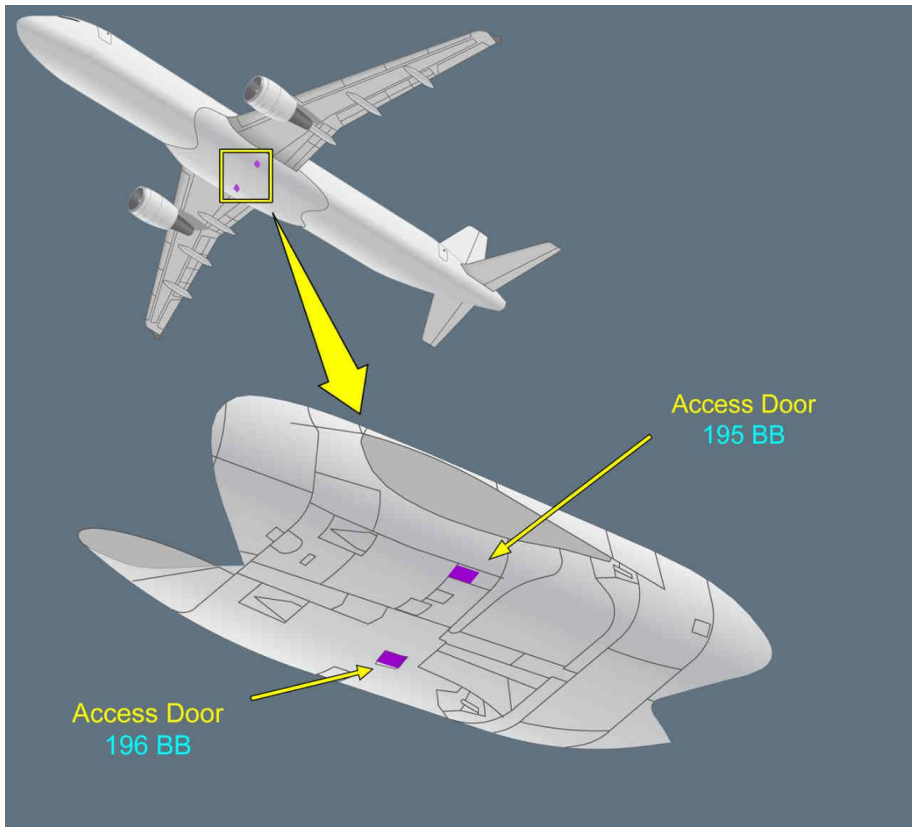
- Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
- En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to MCDL-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

ILLUSTRATION ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB

Ident.: MCDL-52-04-00006456.0001001 / 25 JUN 19
Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB
--	--

52-05	Access Door To Air Conditioning Ground Supply 191 CB
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Ident.: MCDL-52-05-00006457.0001001 / 29 NOV 17

APPROVED

Criteria: SA

52-05 ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB	Quantity installed 1
---	---------------------------------------

May be missing.

Note: May be combined with MCDL items:

- 52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)
- 52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)
- 52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)
- 52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)
- 52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB)
- 52-21 (Refer to 52-21 Blue Hydraulic Access Door 197 FB).

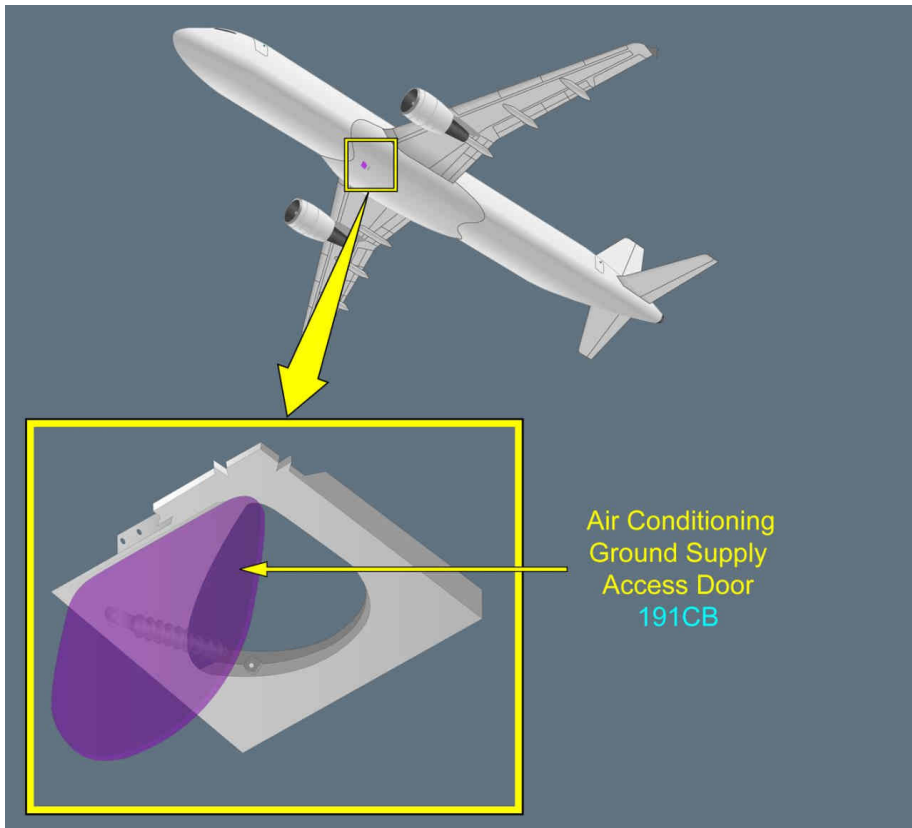
Refer to MCDL-52-05 Illustration Access Door to Air Conditioning Ground Supply 191 CB

ILLUSTRATION ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB

Ident.: MCDL-52-05-00006458.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL
--	---

52-07	External Power Ground Connection Access Door Assy 121 AL
--------------	---

Ident.: MCDL-52-07-00006461.0001001 / 02 OCT 17	<u>APPROVED</u>
Criteria: SA	

52-07 EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL	Quantity installed 1
---	---------------------------------------

(m) *Refer to AMM Task 52-42-00-040-003*

May be missing for five flight cycles provided the hole is covered and a visual inspection is performed before each flight.

- **Limitations:**
Flight in forecasted thunderstorm condition is not allowed.

Refer to MCDL-52-07 Illustration External Power Ground Connection Access Door Assy 121 AL

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

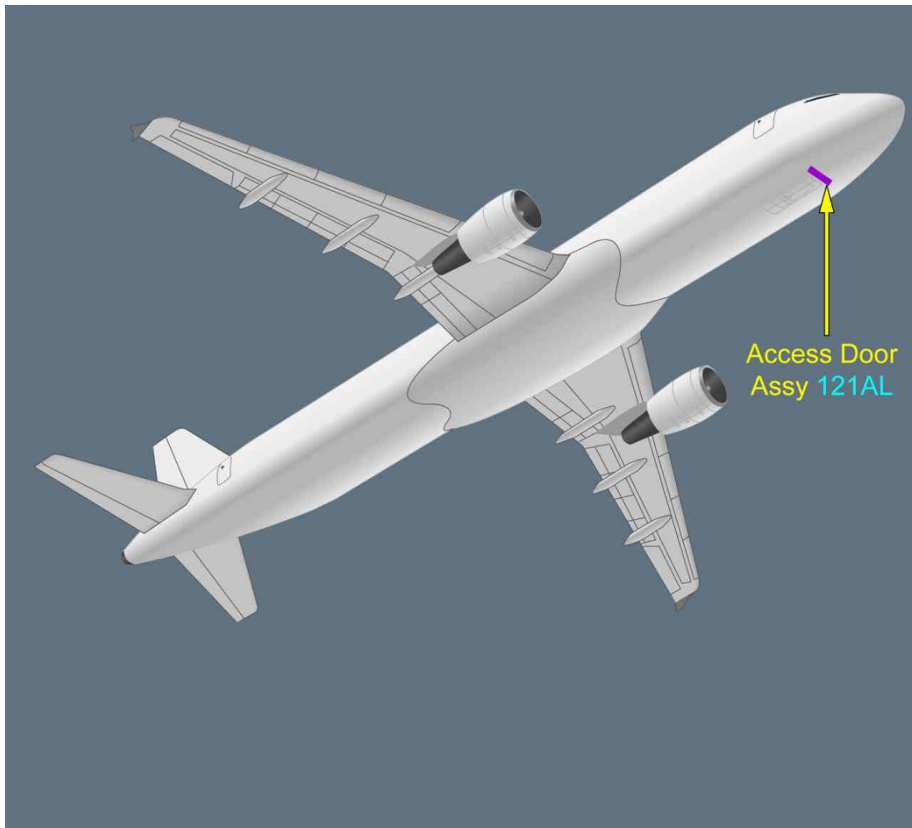
DOORS

EXTERNAL POWER GROUND
CONNECTION ACCESS DOOR ASSY 121 AL

ILLUSTRATION EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL

Ident.: MCDL-52-07-00006462.0001001 / 30 NOV 09
Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-07 External Power Ground Connection Access Door Assy 121 AL

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR
--	---

52-08	Access Door Of Cargo Opening System 134 AR - 154 AR
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Ident.: MCDL-52-08-00006463.0001001 / 23 NOV 09

APPROVED

Criteria: (A318 or A319 or A320)

52-08 ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR	Quantity installed 2
--	---------------------------------------

All may be missing.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing access door
- En-route performance limiting weight is reduced by 108 kg (239 lb) per missing access door
- Fuel consumption is increased by 0.27 % per missing access door.

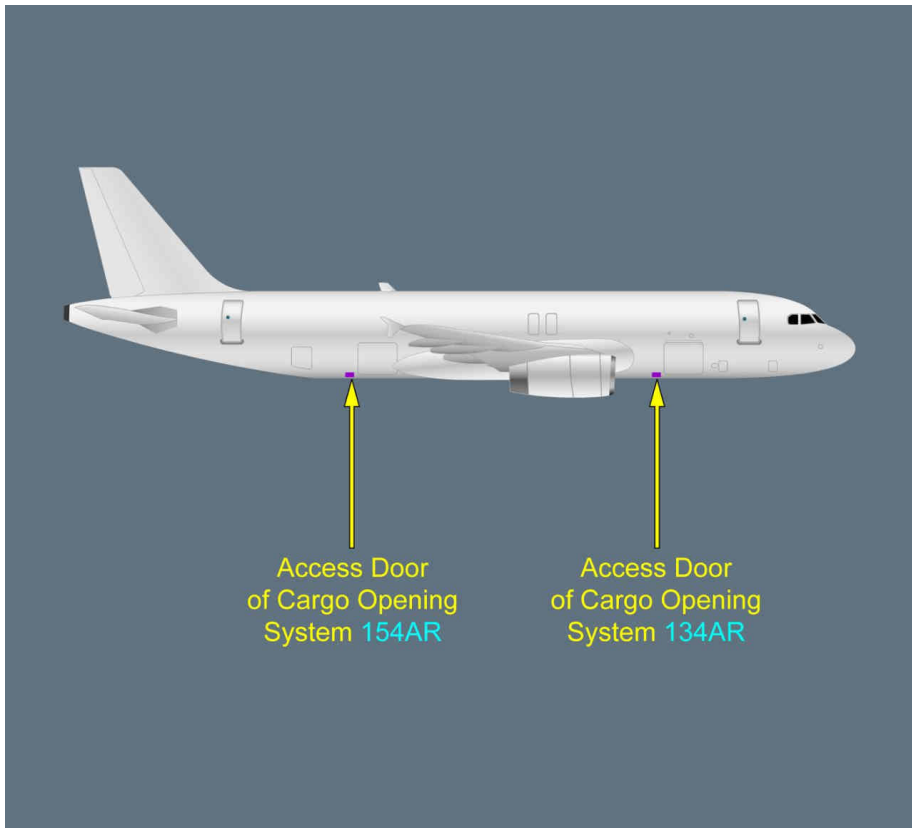
Refer to MCDL-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR

ILLUSTRATION ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR

Ident.: MCDL-52-08-00006464.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 52-08 Access Door of Cargo Opening System 134 AR - 154 AR*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS NOSE LANDING GEAR MAIN DOOR (713, 714)
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52-09	Nose Landing Gear Main Door (713, 714)
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Ident.: MCDL-52-09-00006465.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320)

52-09 NOSE LANDING GEAR MAIN DOOR (713, 714)	Quantity installed 2
---	---------------------------------------

(m) *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

Note: *May be combined with MCDL item 52-11 (Refer to 52-11 Nose Landing Gear Leg Door (712))*

Disregard the alert **L/G DOORS NOT CLOSED** displayed on the ECAM.

- **Limitations:**

Passengers transportation is not allowed.

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

Maximum speed: 220 kt IAS/ M 0.5

- **Performance:**

Note: *Reference performance for penalties computations are performance with landing gear down.*

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 918 kg (2 024 lb)
- En-route performance limiting weight is reduced by 1 000 kg (2 205 lb)
- Fuel consumption is increased by 2 %.

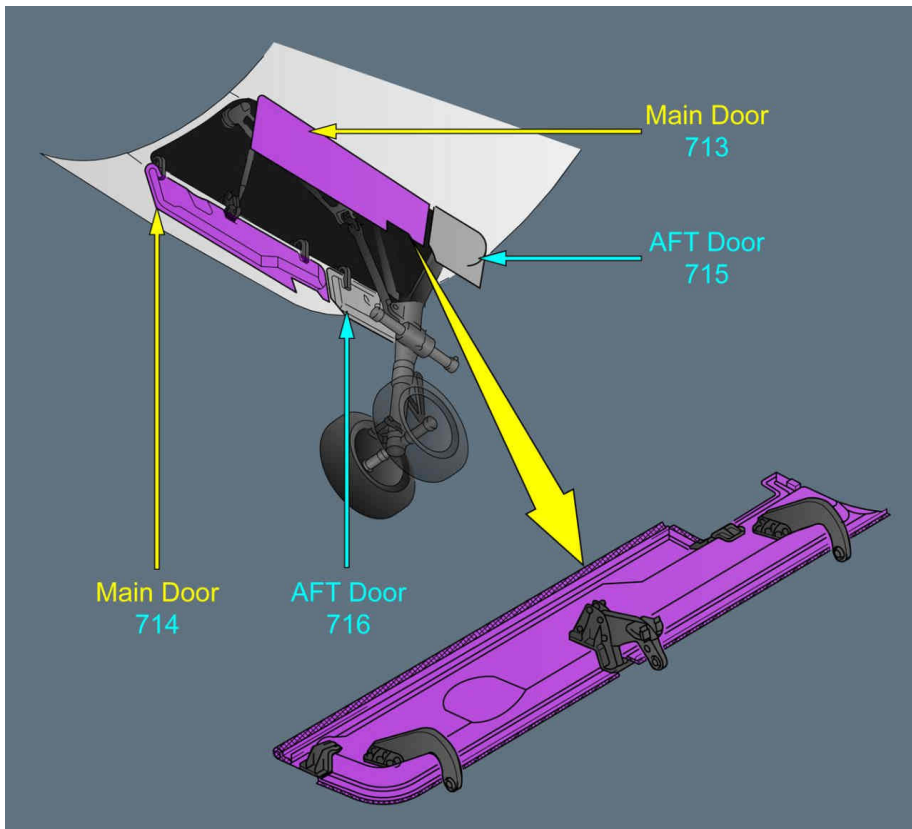
Refer to MCDL-52-09 Illustration Nose Landing Gear Main Door (713, 714)

ILLUSTRATION NOSE LANDING GEAR MAIN DOOR (713, 714)

Ident.: MCDL-52-09-00006466.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-09 Nose Landing Gear Main Door (713, 714)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS NOSE LANDING GEAR AFT DOOR (715, 716)
--	---

52-10	Nose Landing Gear Aft Door (715, 716)
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Ident.: MCDL-52-10-00006467.0001001 / 02 DEC 13

APPROVED

Criteria: SA

52-10 NOSE LANDING GEAR AFT DOOR (715, 716)	Quantity installed 2
--	---------------------------------------

(m) *Refer to AMM Task 32-22-00-040-002*

All may be missing.

Note: *May be combined with MCDL item 52-11 (Refer to 52-11 Nose Landing Gear Leg Door (712))*

- **Limitations:**

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

- **Performance:**

Note: *Reference performance for penalties computations are performance with landing gear down.*

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)
- En-route performance limiting weight is reduced by 100 kg (221 lb)
- Fuel consumption is increased by 0.25 %.

When combined with MCDL item 52-09 (*Refer to 52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

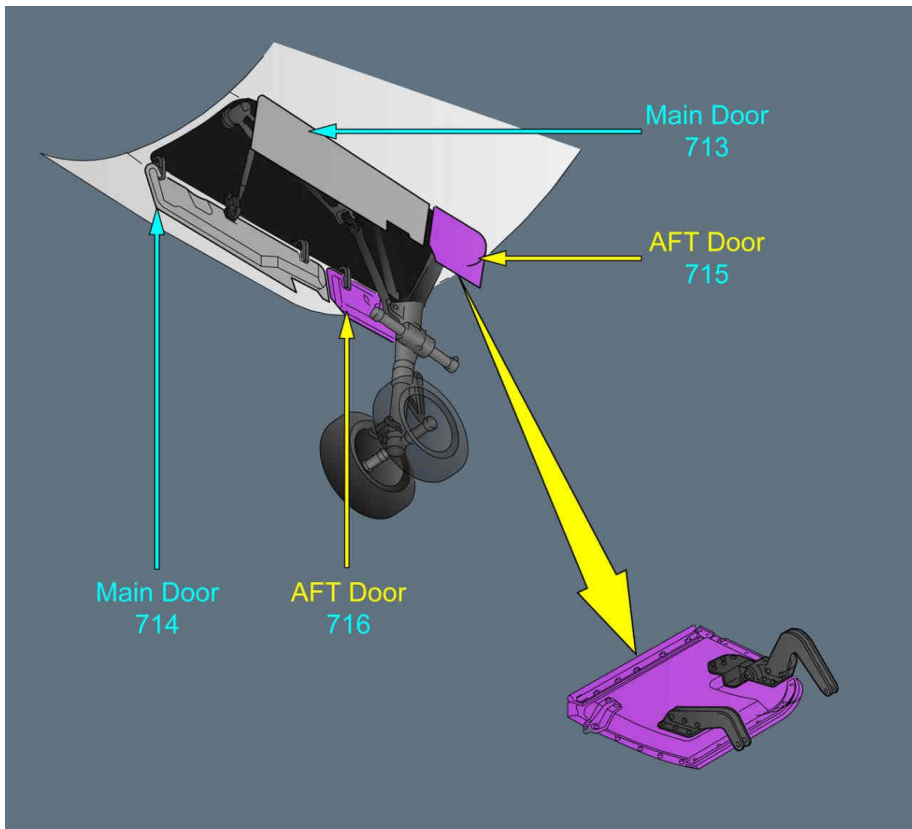
Refer to MCDL-52-10 Illustration Nose Landing Gear Aft Door (715, 716)

ILLUSTRATION NOSE LANDING GEAR AFT DOOR (715, 716)

Ident.: MCDL-52-10-00006468.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-10 Nose Landing Gear Aft Door (715, 716)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS NOSE LANDING GEAR LEG DOOR (712)
--	--

52-11	Nose Landing Gear Leg Door (712)
--------------	---

Ident.: MCDL-52-11-00006471.0001001 / 02 DEC 13

APPROVED

Criteria: SA

52-11 NOSE LANDING GEAR LEG DOOR (712)	Quantity installed 1
---	---------------------------------------

(m) *Refer to AMM Task 32-22-00-040-003*

May be missing.

Note: *May be combined with MCDL items 52-09 (Refer to 52-09 Nose Landing Gear Main Door (713, 714)) and 52-10 (Refer to 52-10 Nose Landing Gear Aft Door (715, 716)).*

- **Limitations:**

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

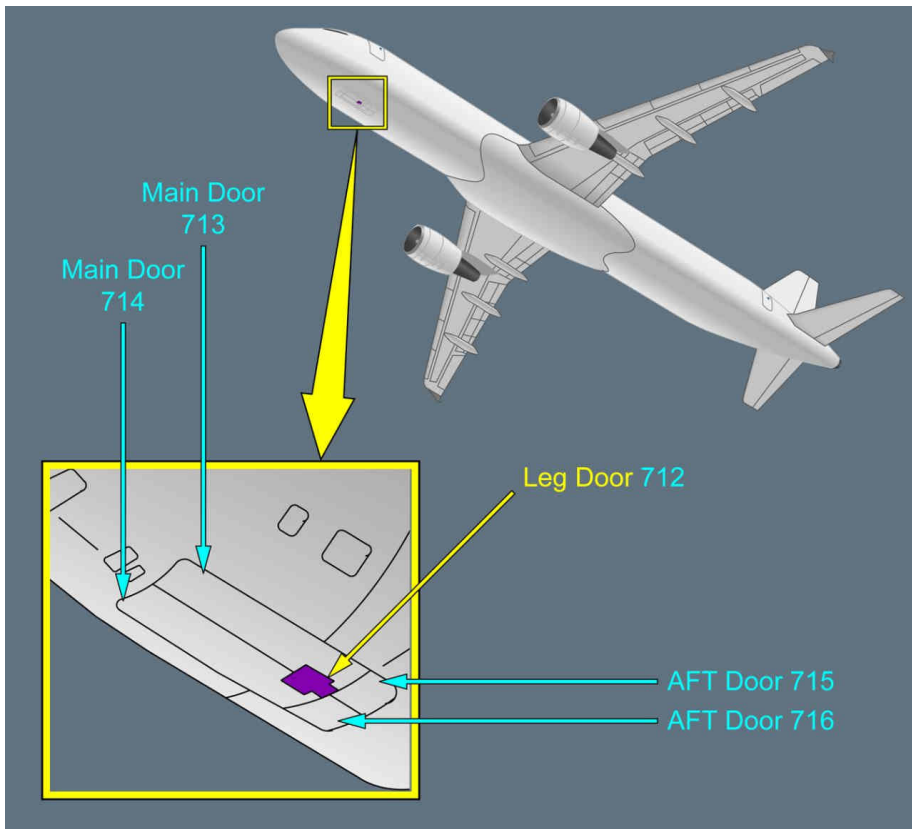
Refer to MCDL-52-11 Illustration Nose Landing Gear Leg Door (712)

ILLUSTRATION NOSE LANDING GEAR LEG DOOR (712)

Ident.: MCDL-52-11-00006472.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-11 Nose Landing Gear Leg Door (712)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)
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52-12	Main Landing Gear Door (732, 742) (flight with gear up)
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Ident.: MCDL-52-12-00006473.0001001 / 02 DEC 13

APPROVED

Criteria: (A318 or A319 or A320)

52-12 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)	Quantity installed 2
--	---------------------------------------

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

Passengers transportation is not allowed.

Flight in forecasted icing conditions is not allowed.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
- En-route performance limiting weight is reduced by 540 kg (1 191 lb)
- Fuel consumption is increased by 1.22 %.

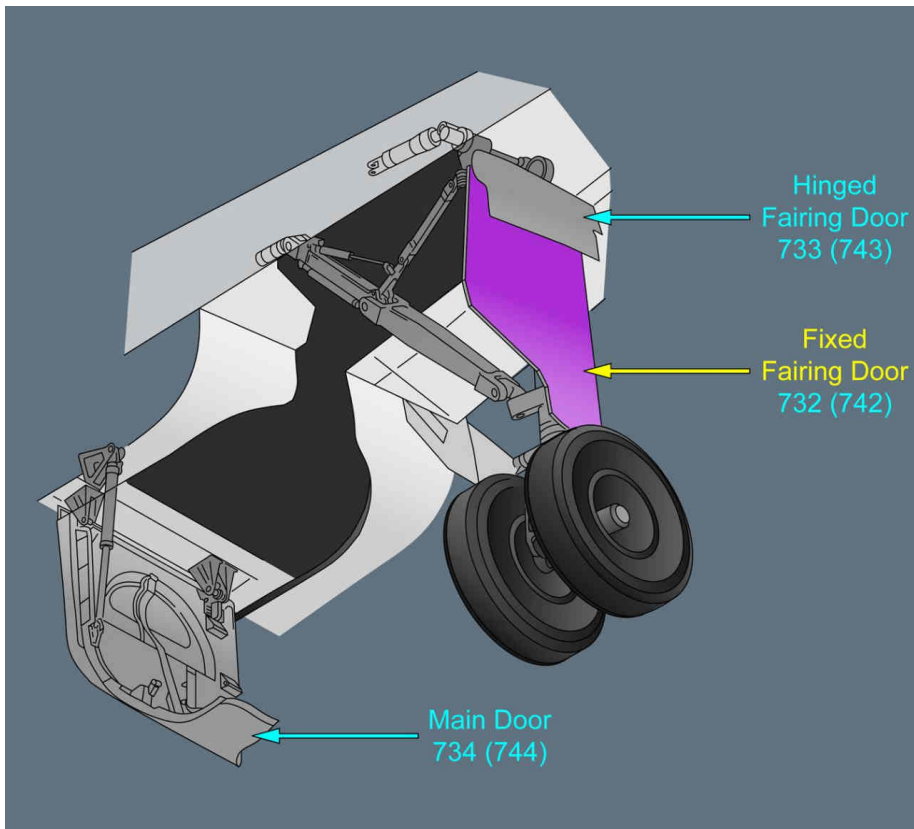
Refer to MCDL-52-12 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: MCDL-52-12-00006474.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-12 Main Landing Gear Door (732, 742) (flight with gear up)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP)
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52-13	Main Landing Gear Door (733, 743) (flight with gear up)
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Ident.: MCDL-52-13-00006487.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

52-13 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP)	Quantity installed 2
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(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

Passengers transportation is not allowed.

Flight in forecasted icing conditions is not allowed.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
- En-route performance limiting weight is reduced by 126 kg (278 lb)
- Fuel consumption is increased by 0.28 %.

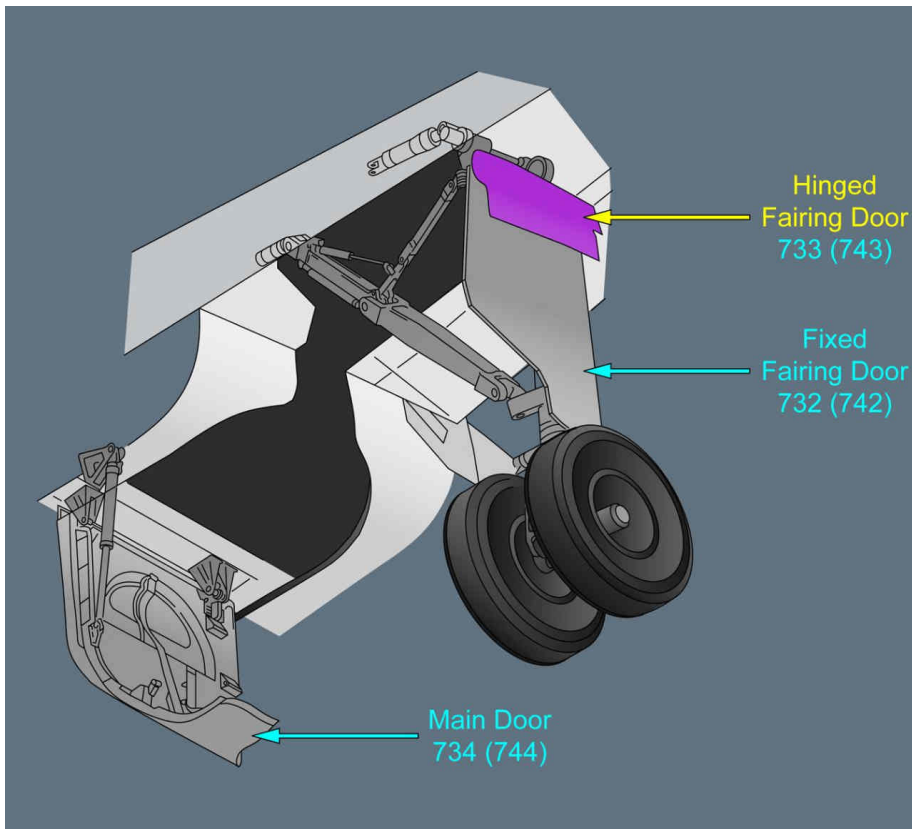
Refer to MCDL-52-13 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: MCDL-52-13-00006488.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-13 Main Landing Gear Door (733, 743) (flight with gear up)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)
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52-14	Main Landing Gear Door (732, 742) (Flight with gear down)
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Ident.: MCDL-52-14-00006475.0001001 / 02 DEC 13

APPROVED

Criteria: (A318 or A319 or A320)

52-14 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)	Quantity installed 2
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(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert **L/G DOORS NOT CLOSED** displayed on the ECAM.

- **Limitations:**

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

- **Performance:**

Note: *Reference performance for penalties computations are performance with landing gear down.*

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
- En-route performance limiting weight is reduced by 450 kg (993 lb)
- Fuel consumption is increased by 1.00 %.

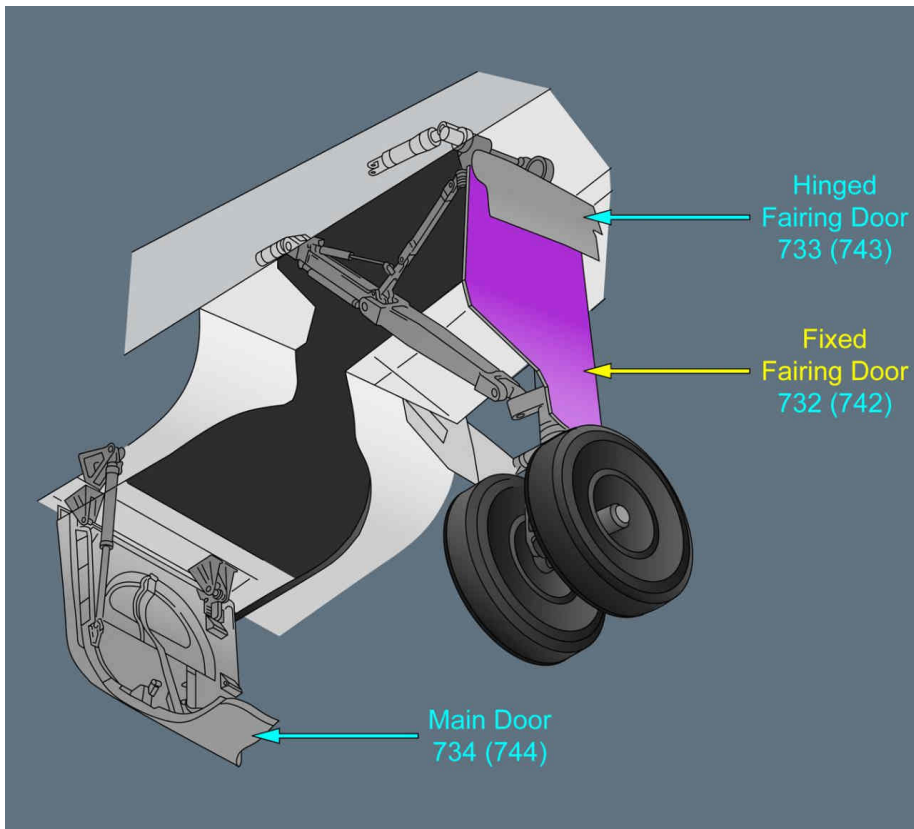
Refer to MCDL-52-14 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: MCDL-52-14-00006476.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-14 Main Landing Gear Door (732, 742) (flight with gear down)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN)
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52-15	Main Landing Gear Door (733, 743) (Flight with gear down)
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Ident.: MCDL-52-15-00006489.0001001 / 02 DEC 13

APPROVED

Criteria: (A319 or A320 or A321)

52-15 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN)	Quantity installed 2
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(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert **L/G DOORS NOT CLOSED** displayed on the ECAM.

- **Limitations:**

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

- **Performance:**

Note: *Reference performance for penalties computations are performance with landing gear down.*

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
- En-route performance limiting weight is reduced by 200 kg (441 lb)
- Fuel consumption is increased by 0.30 %.

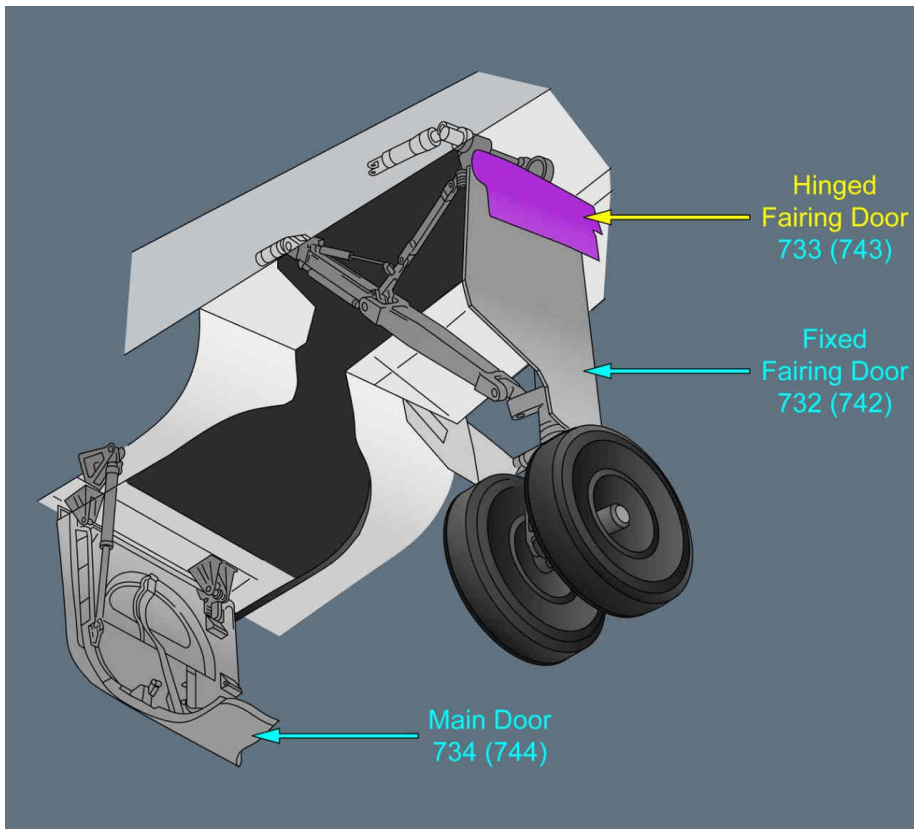
Refer to MCDL-52-15 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: MCDL-52-15-00006490.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-15 Main Landing Gear Door (733, 743) (Flight with gear down)

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)
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52-16	Main Landing Gear Door (734, 744) (Flight with gear down)
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Ident.: MCDL-52-16-00006491.0001001 / 02 DEC 13

APPROVED

Criteria: (A318 or A319 or A320)

52-16 MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)	Quantity installed 2
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(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert **L/G DOORS NOT CLOSED** displayed on the ECAM.

- **Limitations:**

Flight with landing gear down is required.

Refer to APP-LGDN-GEN General

- **Performance:**

Note: *Reference performance for penalties computations are performance with landing gear down.*

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 623 kg (1 374 lb)
- En-route performance limiting weight is reduced by 700 kg (1 544 lb)
- Fuel consumption is increased by 1.50 %.

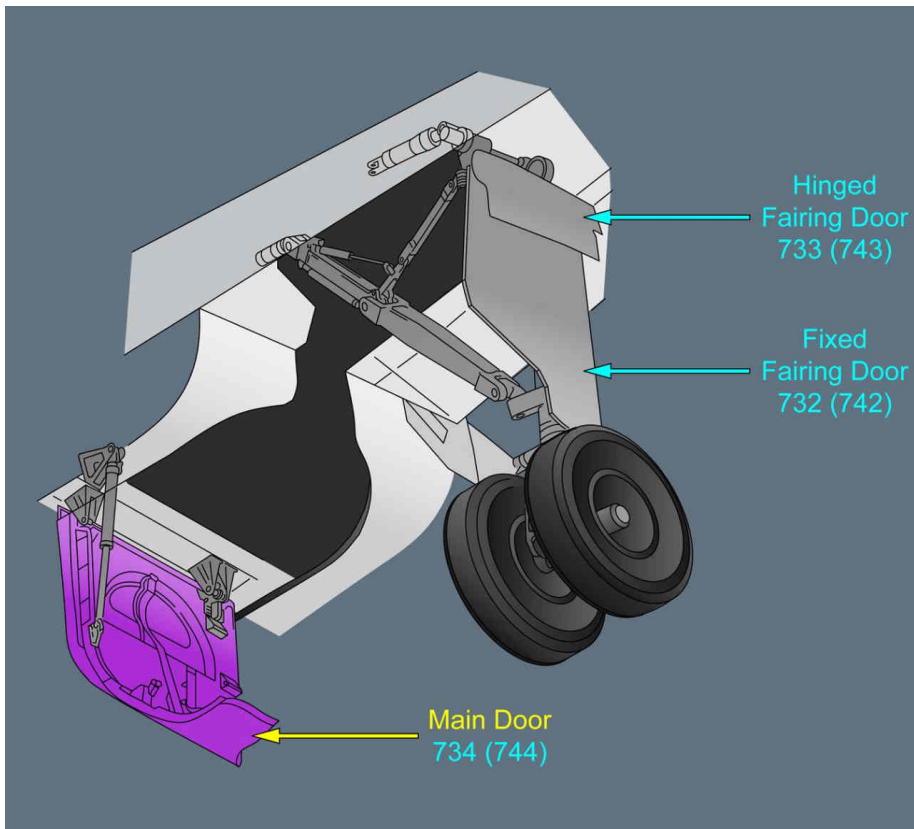
Refer to MCDL-52-16 Illustration Main Landing Gear Door (734, 744)

ILLUSTRATION MAIN LANDING GEAR DOOR (734, 744)

Ident.: MCDL-52-16-00006492.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



for dispatch conditions: *Refer to 52-16 Main Landing Gear Door (734, 744) (Flight with gear down)*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING
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52-18	Main Landing Gear Door : Seal On Secondary Hinged Fairing
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Ident.: MCDL-52-18-00006479.0001001 / 23 NOV 09

APPROVED

Criteria: SA

52-18 MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING	Quantity installed 6
--	---------------------------------------

All may be missing.

- **Performance:**

If three or more seals are missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 24 kg (53 lb) per missing seal
- En-route performance limiting weight is reduced by 27 kg (60 lb) per missing seal
- Fuel consumption is increased by 0.07 % per missing seal.

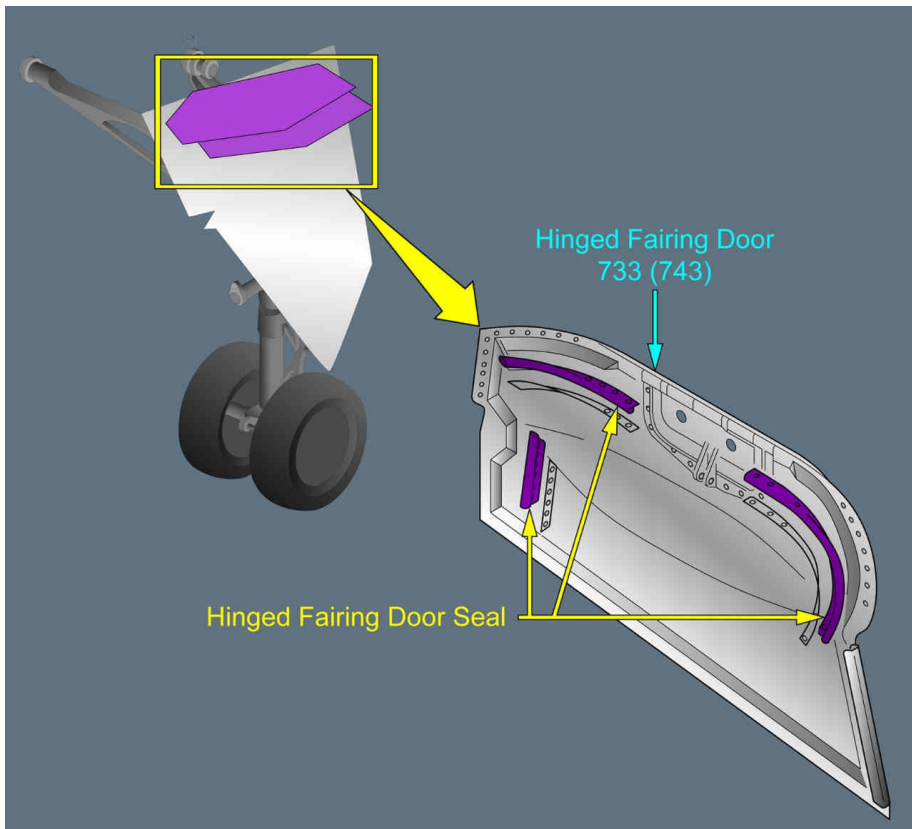
Refer to MCDL-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing

ILLUSTRATION MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING

Ident.: MCDL-52-18-00006480.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS PAX DOOR UPPER COVER PLATE
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52-19	Pax Door Upper Cover Plate
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Ident.: MCDL-52-19-00006481.0001001 / 23 NOV 09

APPROVED

Criteria: (A318 or A319 or A320)

52-19 PAX DOOR UPPER COVER PLATE	Quantity installed 4
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All may be missing.

Note: The affected door must be considered as inoperative (Refer to MMEL/MI-52-10 Cabin Door).

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 66 kg (146 lb) per missing plate
- En-route performance limiting weight is reduced by 90 kg (199 lb) per missing plate
- Fuel consumption is increased by 0.23 % per missing plate.

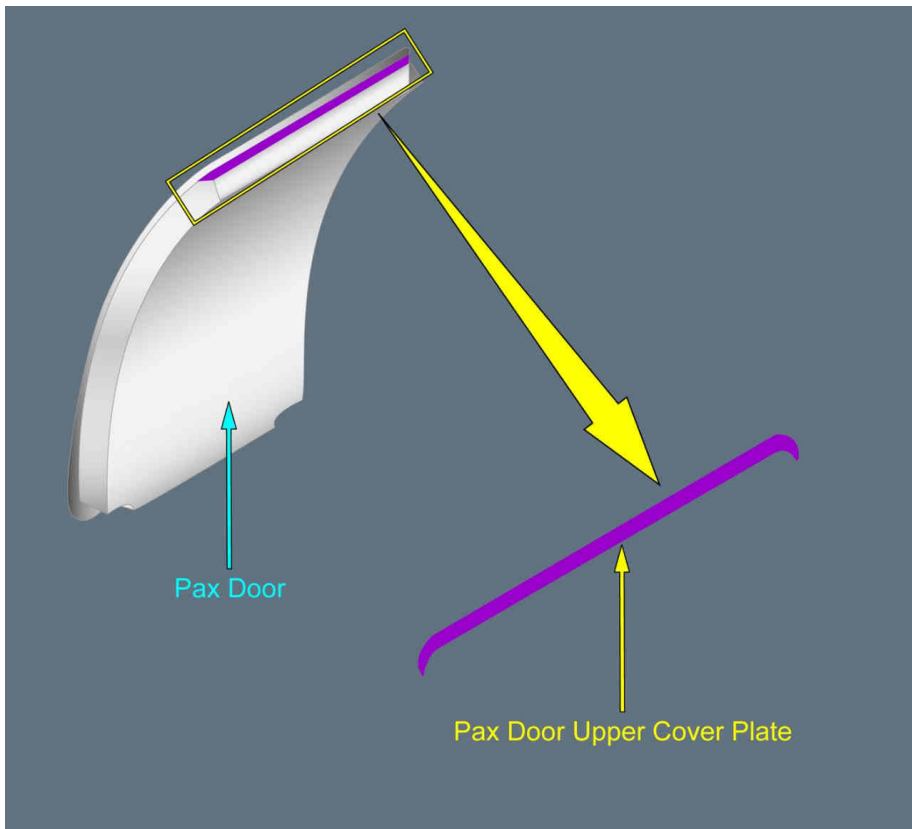
Refer to MCDL-52-19 Illustration Pax Door Upper Cover Plate

ILLUSTRATION PAX DOOR UPPER COVER PLATE

Ident.: MCDL-52-19-00006482.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 52-19 Pax Door Upper Cover Plate*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB
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52-20	Access Door To HP Air Ground Connector 191 DB
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Ident.: MCDL-52-20-00006483.0001001 / 14 JAN 15

APPROVED

Criteria: SA

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1
--	---------------------------------------

May be missing.

Note: May be combined with MCDL items:

- 52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)
- 52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)
- 52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)
- 52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)
- 52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)

Refer to MCDL-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

52-20	Access Door to HP Air Ground Connector 191 DB
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Ident.: MCDL-52-20-00006483.0002001 / 14 JAN 15

APPROVED

Criteria: (SA and 38062)

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1
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(m) Refer to AMM Task 47-20-00-040-002

May be missing for ten flight cycles.

Note: May be combined with MCDL items:

- 52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)
- 52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)
- 52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)
- 52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)
- 52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)

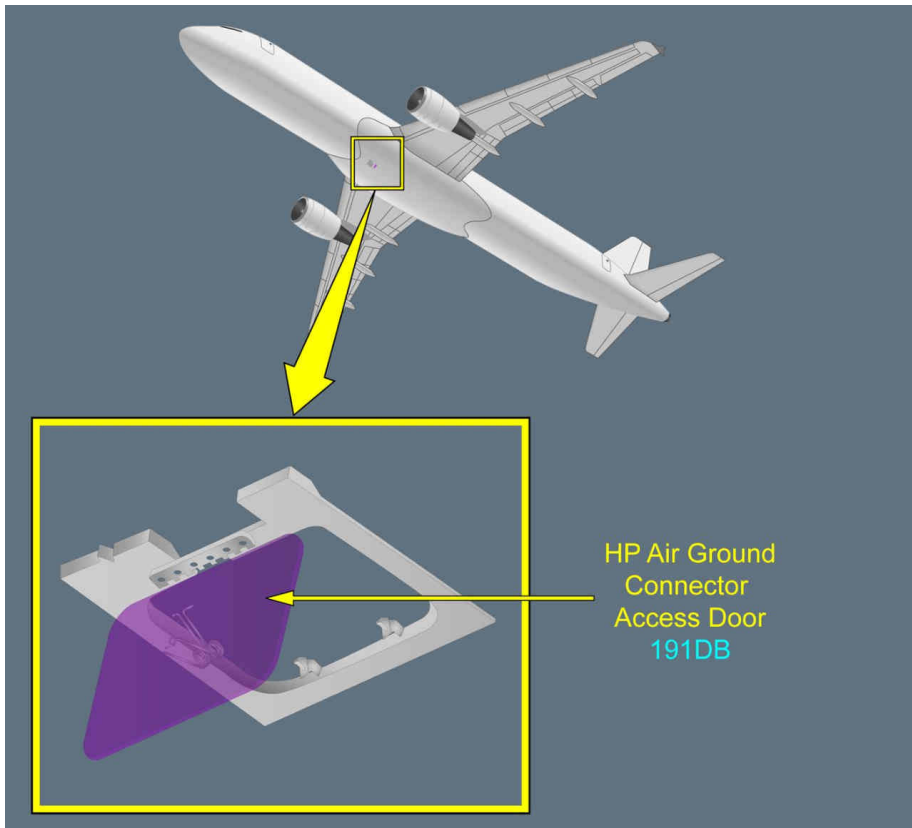
Refer to MCDL-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: MCDL-52-20-00006484.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



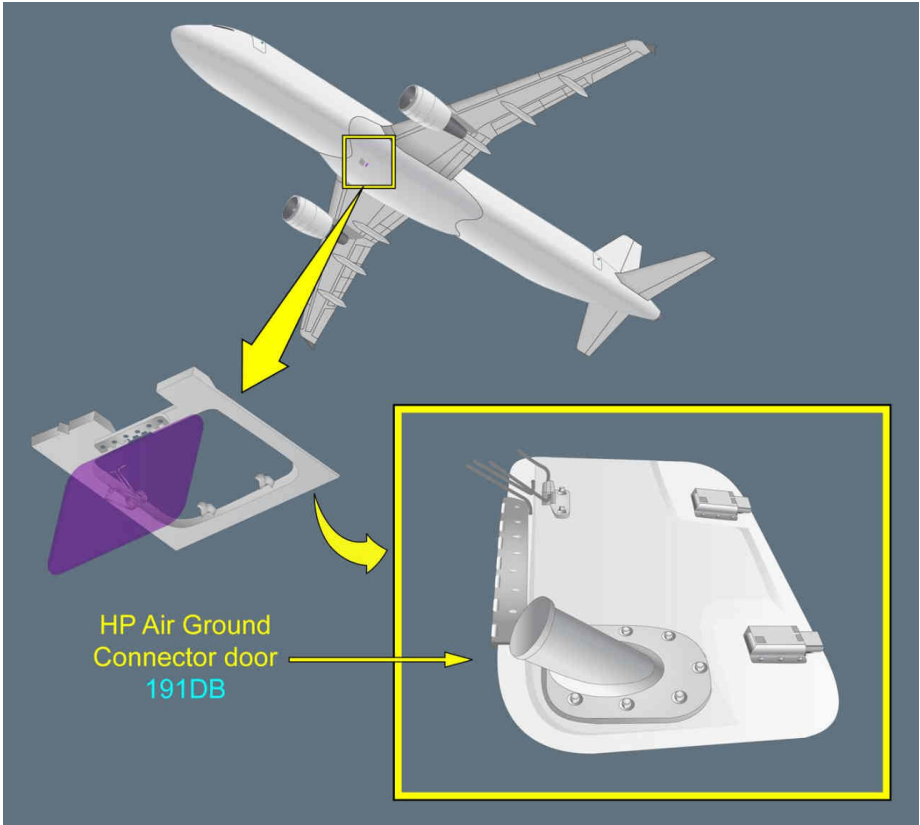
For dispatch conditions: Refer to 52-20 Access Door to HP Air Ground Connector 191 DB

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: MCDL-52-20-00006484.0002001 / 06 AUG 10

Criteria: (SA and 38062)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 52-20 Access Door to HP Air Ground Connector 191 DB*

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS BLUE HYDRAULIC ACCESS DOOR 197 FB
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52-21	Blue Hydraulic Access Door 197 FB
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Ident.: MCDL-52-21-00007449.0001001 / 29 NOV 17 Criteria: SA	<u>APPROVED</u>
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52-21 BLUE HYDRAULIC ACCESS DOOR 197 FB	Quantity installed 1
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(m) *Refer to AMM Task 52-41-00-040-001*

May be missing.

Note: *May be combined with MCDL item 52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB).*

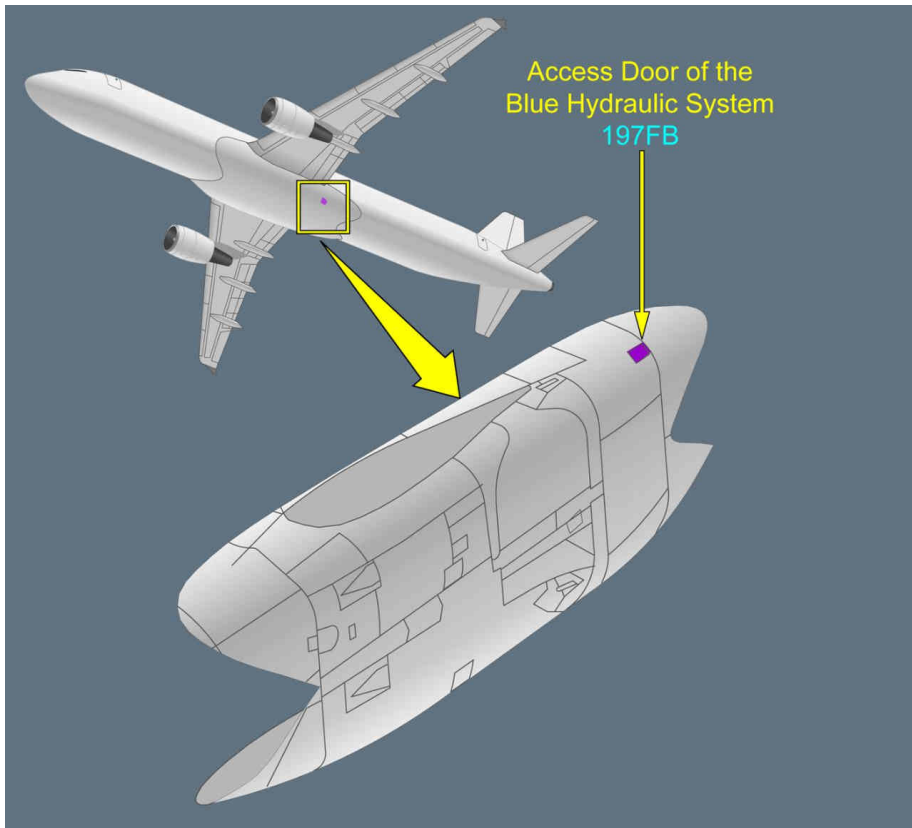
Refer to MCDL-52-21 Illustration Blue Hydraulic Access Door 197 FB

ILLUSTRATION BLUE HYDRAULIC ACCESS DOOR 197 FB

Ident.: MCDL-52-21-00007450.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 52-21 Blue Hydraulic Access Door 197 FB*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR
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52-22	Forward Cargo Door Access Cover Panel 825 AR
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Ident.: MCDL-52-22-00007451.0001001 / 02 DEC 13

APPROVED

Criteria: SA

52-22 FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR	Quantity installed 1
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(m) *Refer to AMM Task 52-31-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 234 kg (516 lb)
- En-route performance limiting weight is reduced by 266 kg (587 lb)
- Fuel consumption is increased by 0.64 %.

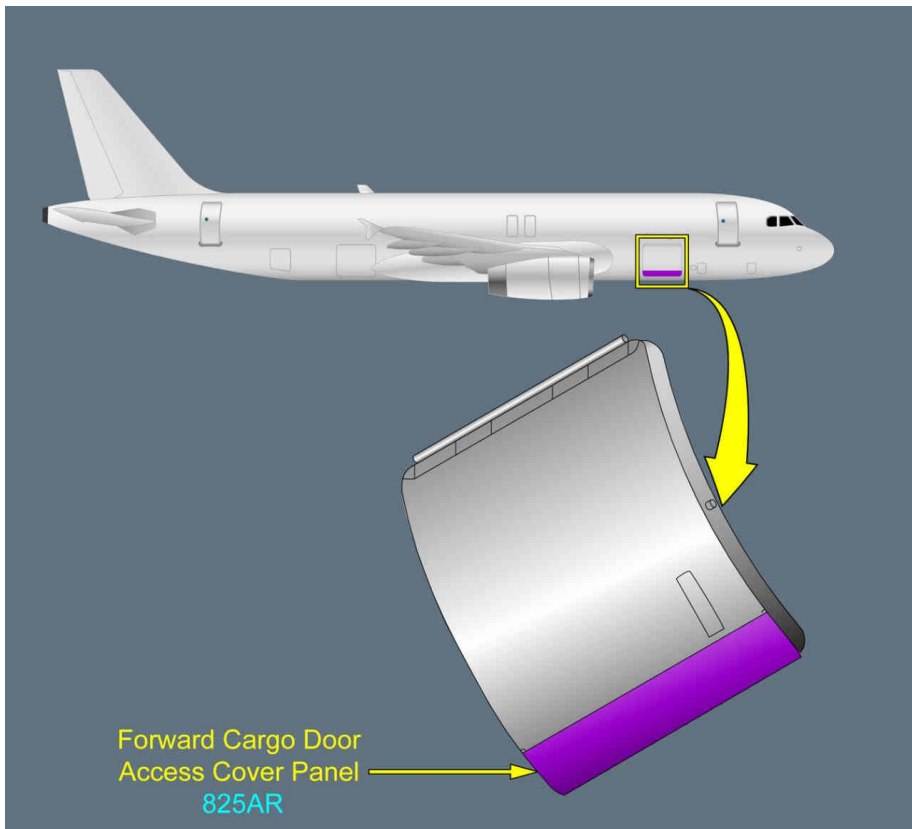
Refer to MCDL-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR

ILLUSTRATION FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR

Ident.: MCDL-52-22-00007452.0001001 / 25 JUN 19

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 52-22 Forward Cargo Door Access Cover Panel 825 AR

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST DOORS AFT CARGO DOOR ACCESS COVER PANEL 826 AR
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52-23	Aft Cargo Door Access Cover Panel 826 AR
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Ident.: MCDL-52-23-00007453.0001001 / 02 DEC 13

APPROVED

Criteria: SA

52-23 AFT CARGO DOOR ACCESS COVER PANEL 826 AR	Quantity installed 1
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(m) *Refer to AMM Task 52-32-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 190 kg (419 lb)
- En-route performance limiting weight is reduced by 216 kg (477 lb)
- Fuel consumption is increased by 0.53 %.

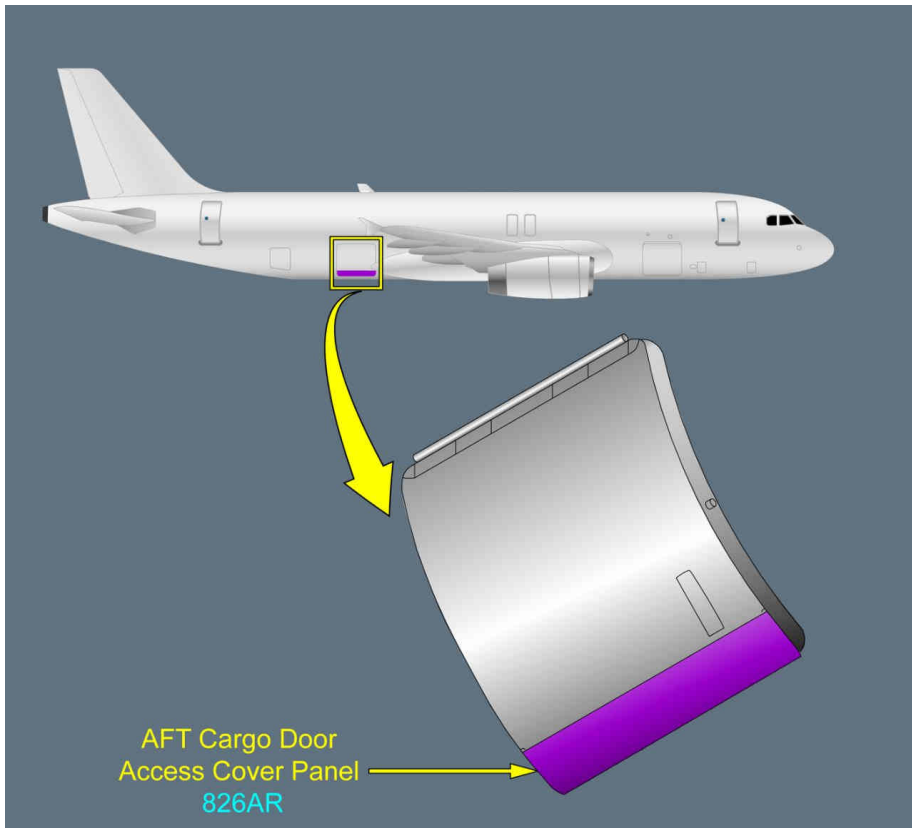
Refer to MCDL-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

Ident.: MCDL-52-23-00007454.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



for dispatch conditions: *Refer to 52-23 Aft Cargo Door Access Cover Panel 826 AR*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FUSELAGE Belly Fairing Vent Louver Vane
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53-01	Belly Fairing Vent Louver Vane
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Ident.: MCDL-53-01-00006512.0001001 / 14 JAN 15

APPROVED

Criteria: SA

53-01 BELLY FAIRING VENT LOUVER VANE	Quantity installed –
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(m) *Refer to AMM Task 53-35-00-040-802*

Three may be missing per vent louver.

Note: *Vane with a crack length higher than 50 % must be removed before next flight.*

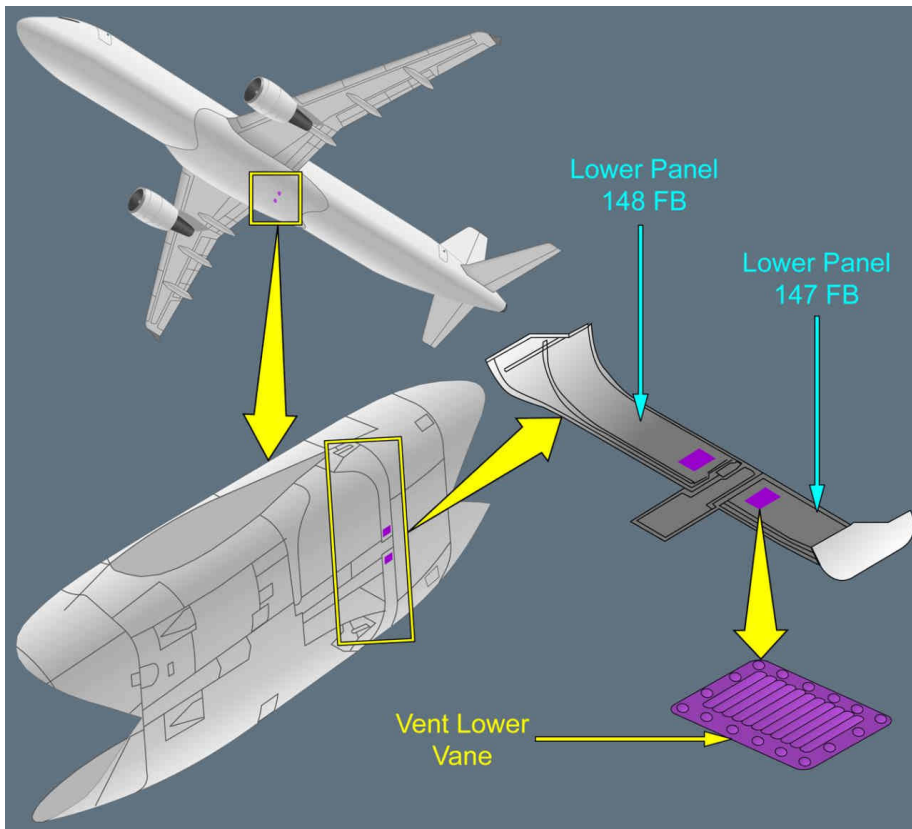
Refer to MCDL-53-01 Illustration Belly Fairing Vent Louver Vane

ILLUSTRATION BELLY FAIRING VENT LOUVER VANE

Ident.: MCDL-53-01-00006513.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 53-01 Belly Fairing Vent Louver Vane

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST FUSELAGE ROOT FILLET FAIRING
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53-03	Root Fillet Fairing
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Ident.: MCDL-53-03-00011063.0001001 / 02 DEC 13

APPROVED

Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216)

53-03 ROOT FILLET FAIRING	Quantity installed 2
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(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with MCDL item 54-01 (Refer to 54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

The following performance penalty is applicable:

- Takeoff performance limiting weight is reduced by 1 560 kg (3 440 lb).

Note: *The above performance penalty is not applicable if the flight crew can check V2 greater than 1.15 VS1G.*

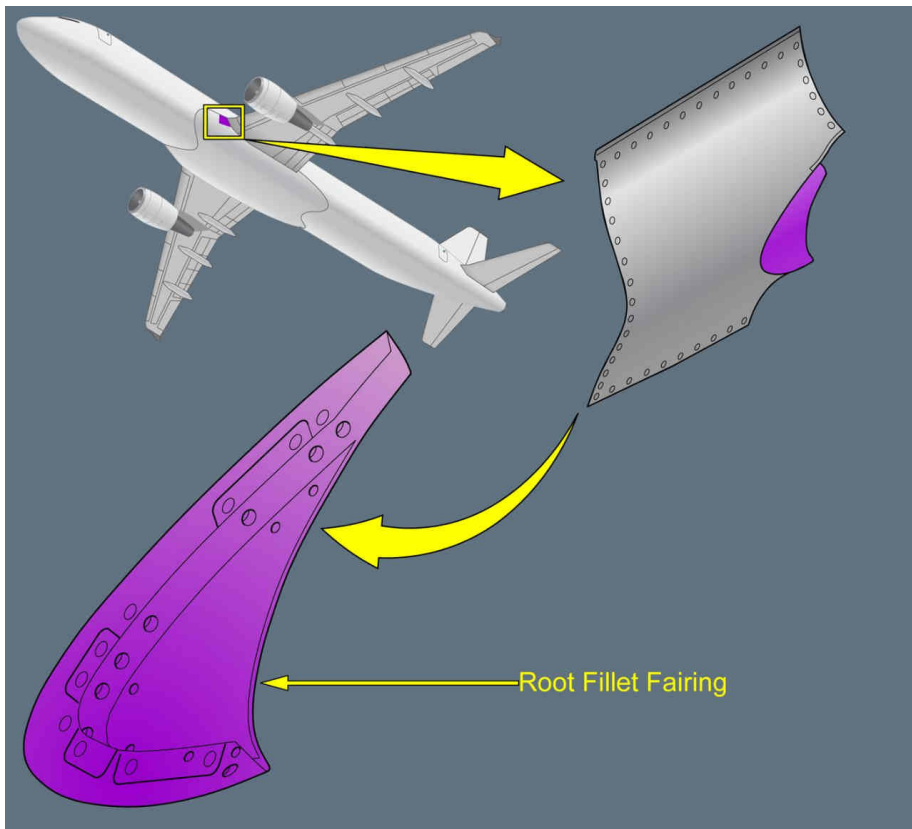
Refer to MCDL-53-03 Illustration Root Fillet Fairing

ILLUSTRATION ROOT FILLET FAIRING

Ident.: MCDL-53-03-00011064.0001001 / 06 AUG 10

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 53-03 Root Fillet Fairing*

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST NACELLE / PYLON NACELLE STRAKE
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54-01	Nacelle Strake
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¹ Ident.: MCDL-54-01-00006516.0022001 / 04 MAY 26

APPROVED

Criteria: (320-214 or 320-215 or 320-216)

54-01 NACELLE STRAKE	Quantity installed 2
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(m) *Refer to AMM Task 71-13-00-040-824*

All may be missing.

Note: *Must not be combined with MCDL item 53-03 (Refer to 53-03 Root Fillet Fairing).*

- **Procedures:**

Approach speed: VAPP + 5 kt.

Landing distance: multiply by 1.08.

- **Performance:**

The following performance penalty is applicable:

- Takeoff performance limiting weight is reduced by 2 630 kg (5 799 lb).

Note: *The performance penalties are not applicable if the flight crew can check V2 greater than 1.16 VS1G.*

Refer to MCDL-54-01 Illustration Nacelle Strake

FOR INFORMATION ONLY



 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST NACELLE / PYLON PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR
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54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR
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Ident.: MCDL-54-03-00006540.0002001 / 30 SEP 24

APPROVED

Criteria: (320-211 or 320-212 or 320-214 or 320-215 or 320-216)

54-03 PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	Quantity installed 4
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(m) *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

Note: 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*

2. *Must not be combined with MCDL item 53-03 (Refer to 53-03 Root Fillet Fairing).*

- **Limitations:**

Maximum cruise speed: M 0.78.

- **Procedures:**

Approach speed: VAPP + 4 kt.

Landing distance: multiply by 1.07.

- **Performance:**

The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 2 630 kg (5 799 lb)

Note: *The above performance penalty is not applicable if the flight crew can check V2 greater than 1.16 VS1G.*

- If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door
- If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

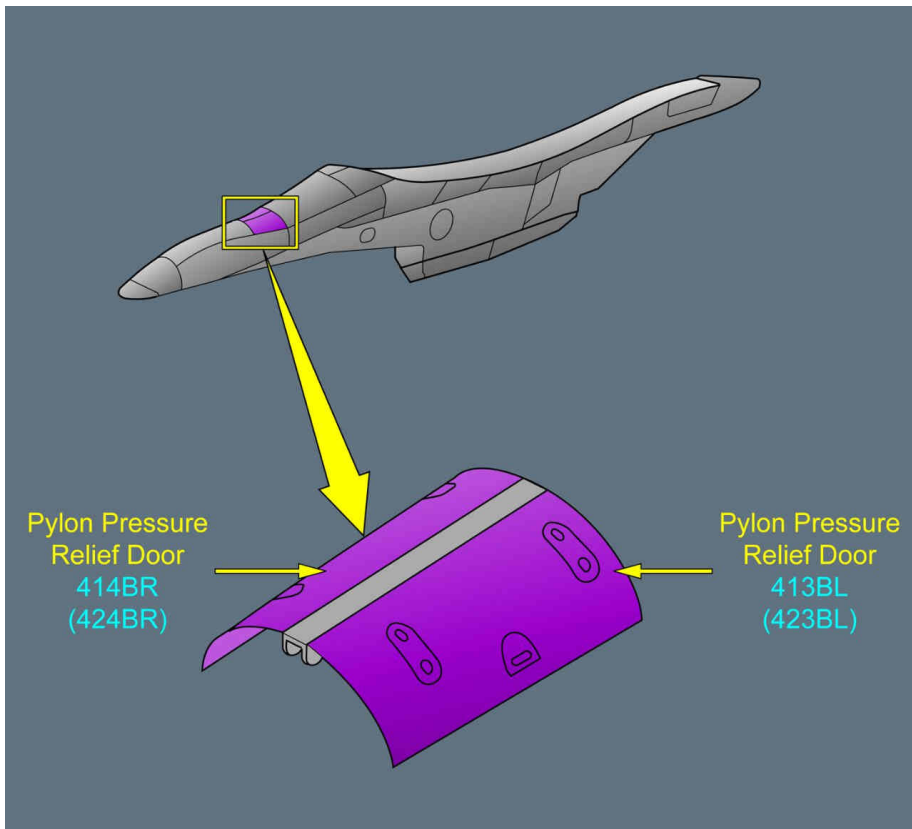
Refer to MCDL-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

ILLUSTRATION PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR

Ident.: MCDL-54-03-00006541.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST NACELLE / PYLON PYLON ACCESS DOOR 415(425) AL - 415(425) AR
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54-04	Pylon Access Door 415(425) AL - 415(425) AR
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Ident.: MCDL-54-04-00006543.0001001 / 05 APR 22

APPROVED

Criteria: SA

54-04 PYLON ACCESS DOOR 415(425) AL - 415(425) AR	Quantity installed –
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(m) *Refer to AMM Task 54-51-21-040-802*

All may be missing provided the hole is covered.

The time limitation for each missing item is 5 flight cycles.

- **Limitations:**

Flight in forecasted thunderstorm conditions is not allowed.

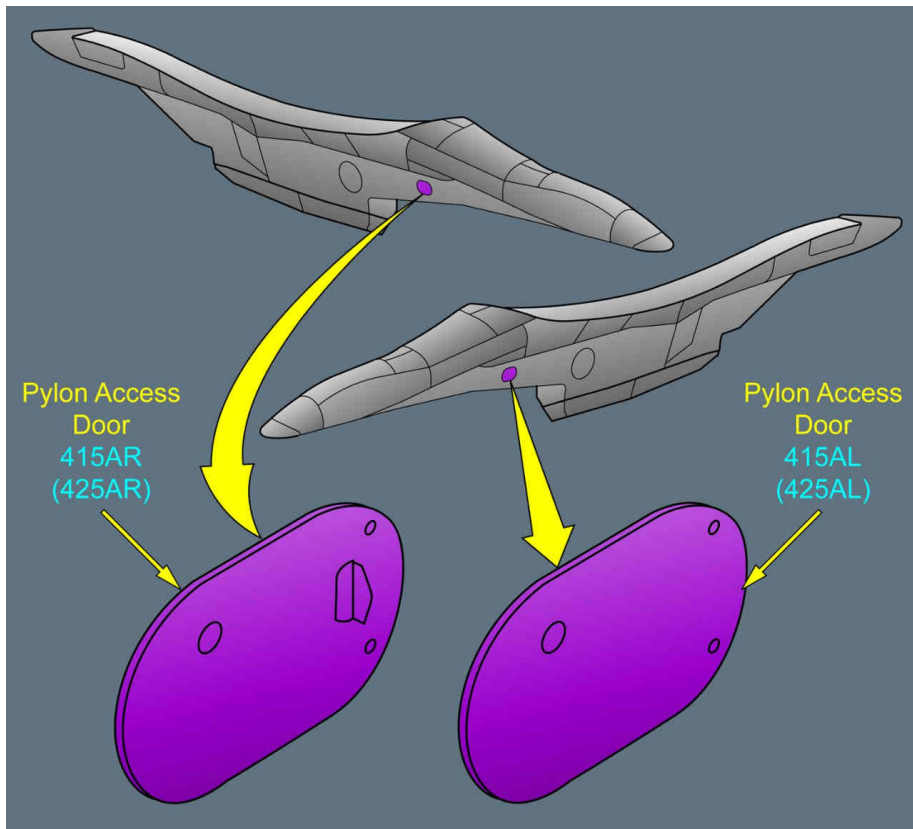
Refer to MCDL-54-04 Illustration Pylon Access Door 415(425) AL - 415(425) AR

ILLUSTRATION PYLON ACCESS DOOR 415(425) AL - 415(425) AR

Ident.: MCDL-54-04-00006544.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: Refer to 54-04 Pylon Access Door 415(425) AL - 415(425) AR

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST NACELLE / PYLON PYLON FAIRING SEAL
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54-05	Pylon Fairing seal
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Ident.: MCDL-54-05-00006545.0001001 / 09 NOV 18 Criteria: SA	<u>APPROVED</u>
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54-05 PYLON FAIRING SEAL	Quantity installed 8
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One may be missing per pylon.

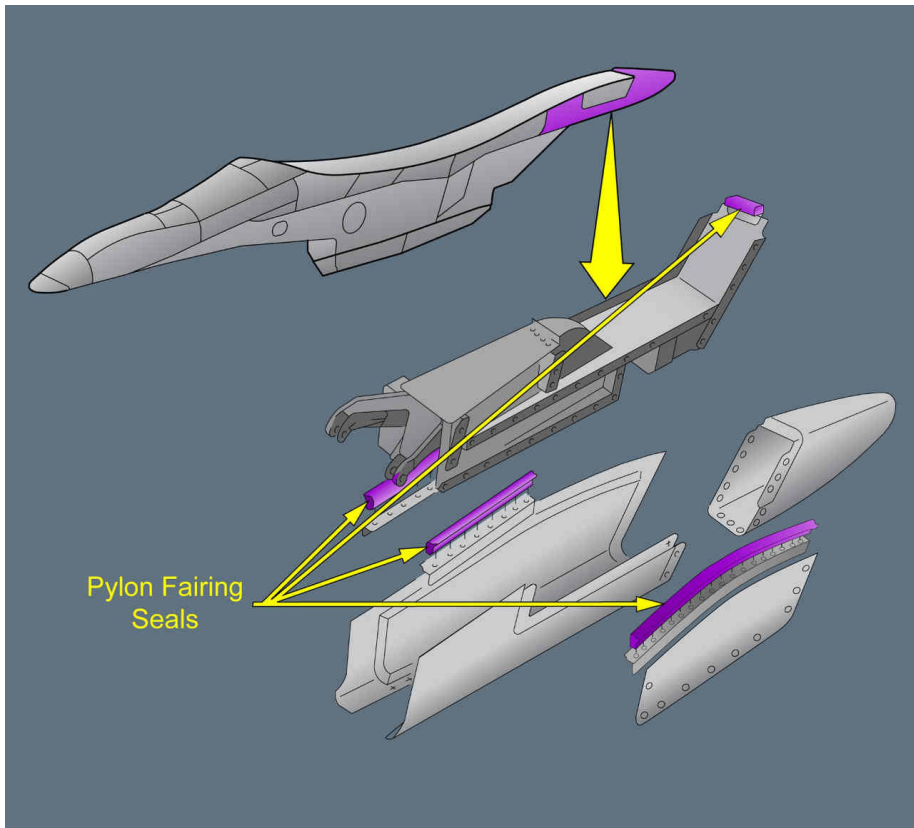
Refer to MCDL-54-05 Illustration Pylon Fairing Seal

ILLUSTRATION PYLON FAIRING SEAL

Ident.: MCDL-54-05-00006546.0001001 / 09 NOV 18

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 54-05 Pylon Fairing Seal*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST NACELLE / PYLON AERODYNAMIC SEAL
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54-06	Aerodynamic Seal
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Ident.: MCDL-54-06-00006547.0001001 / 02 DEC 13

Criteria: SA

APPROVED

54-06 AERODYNAMIC SEAL	Quantity installed 2
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(m) Refer to AMM Task 54-53-00-040-001
All may be missing.

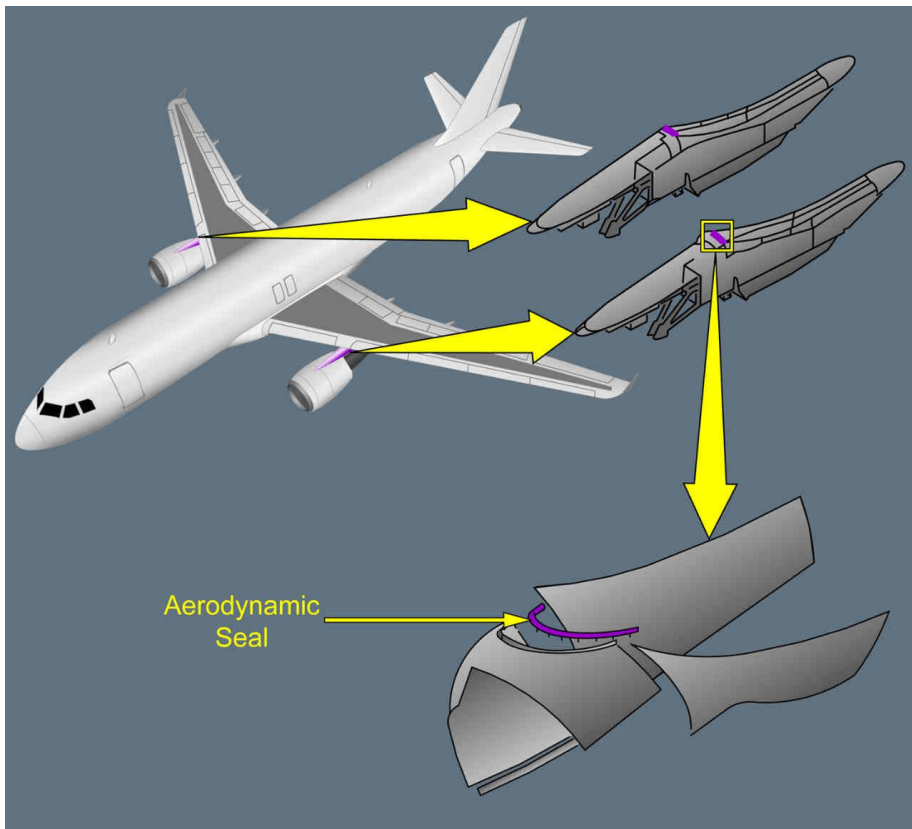
Refer to MCDL-54-06 Illustration Aerodynamic Seal

ILLUSTRATION AERODYNAMIC SEAL

Ident.: MCDL-54-06-00006548.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 54-06 Aerodynamic Seal*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS WING TIP FENCE
--	--

57-01	Wing Tip Fence
--------------	-----------------------

Ident.: MCDL-57-01-00006549.0002001 / 30 SEP 24

APPROVED

Criteria: A320

a)

57-01 WING TIP FENCE	Quantity installed 2
---------------------------------------	---------------------------------------

(m) *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 23-01 Static Discharger).*

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 3 608 kg (7 955 lb)
- En-route performance limiting weight is reduced by 378 kg (834 lb)
- Fuel consumption is increased by 0.88 %.

– or –

b)

57-01 WING TIP FENCE	Quantity installed 2
---------------------------------------	---------------------------------------

(m) *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

- The associated aileron is equipped with four static dischargers
- The exposed interior structure is covered
- The protective material is inspected before each flight and replaced if necessary.

Note: *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 23-01 Static Discharger).*

- **Performance:**

Continued on the following page

Continued from the previous page Wing Tip Fence

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 8 118 kg (17 898 lb)
- En-route performance limiting weight is reduced by 756 kg (1 667 lb)
- Fuel consumption is increased by 1.69 %.

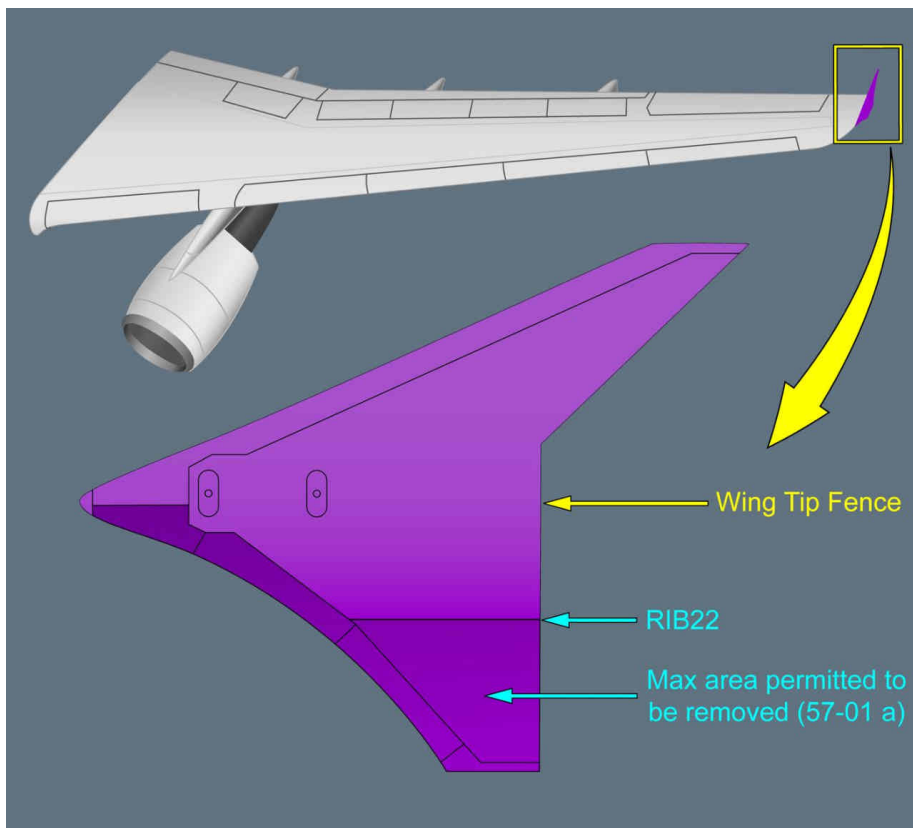
Refer to MCDL-57-01 Illustration Wing Tip Fence

ILLUSTRATION WING TIP FENCE

Ident.: MCDL-57-01-00006550.0001001 / 30 NOV 09

Criteria: SA

FOR INFORMATION ONLY



AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS WING TIP FENCE
---	---

For dispatch conditions:*Refer to 57-01 Wing Tip Fence*



A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

MASTER CONFIGURATION DEVIATION LIST

WINGS

WING TIP FENCE

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS Belly Fairing Sliding Panel
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57-02	Belly Fairing Sliding Panel
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Ident.: MCDL-57-02-00006551.0002001 / 09 JAN 18

APPROVED

Criteria: (SA and 26495)

57-02 BELLY FAIRING SLIDING PANEL	Quantity installed 2
--	---------------------------------------

All may be missing.

Note: May be combined with MCDL item 57-06 (Refer to 57-06 Outer Flap Blade Seal).

- **Performance:**

If two panels are missing, the following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 96 kg (212 lb)
- En route performance limiting weight is reduced by 108 kg (238 lb)
- Fuel consumption is increased by 0.28 %.

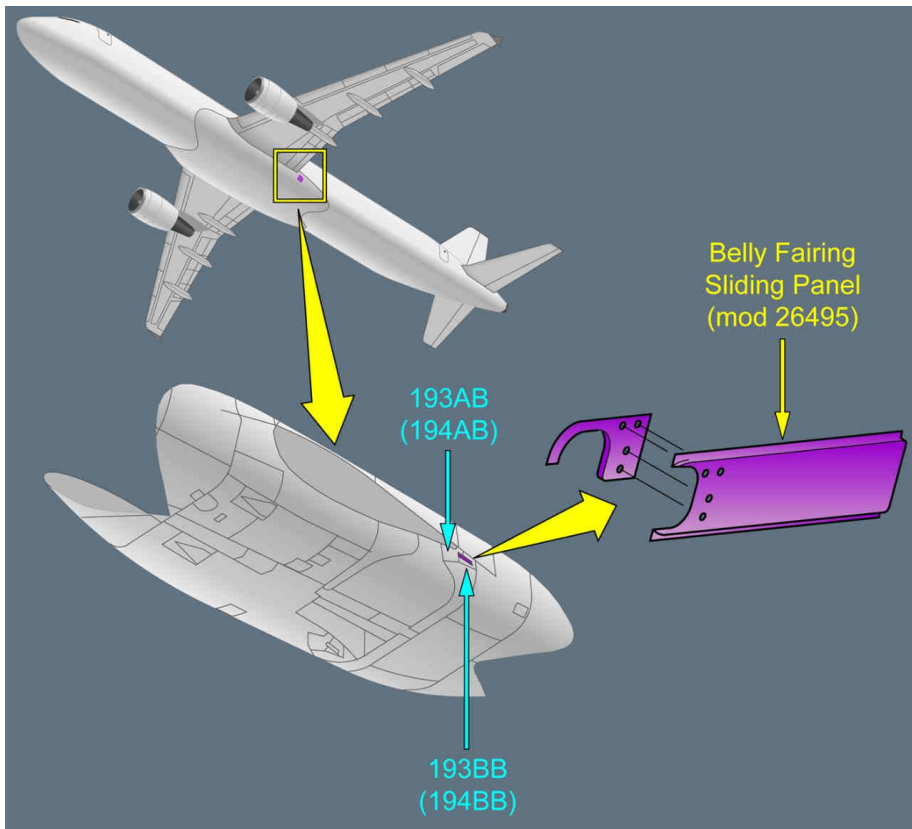
Refer to MCDL-57-02 Illustration Belly Fairing Sliding Panel

ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: MCDL-57-02-00006552.0002001 / 30 NOV 09

Criteria: (SA and 26495)

FOR INFORMATION ONLY



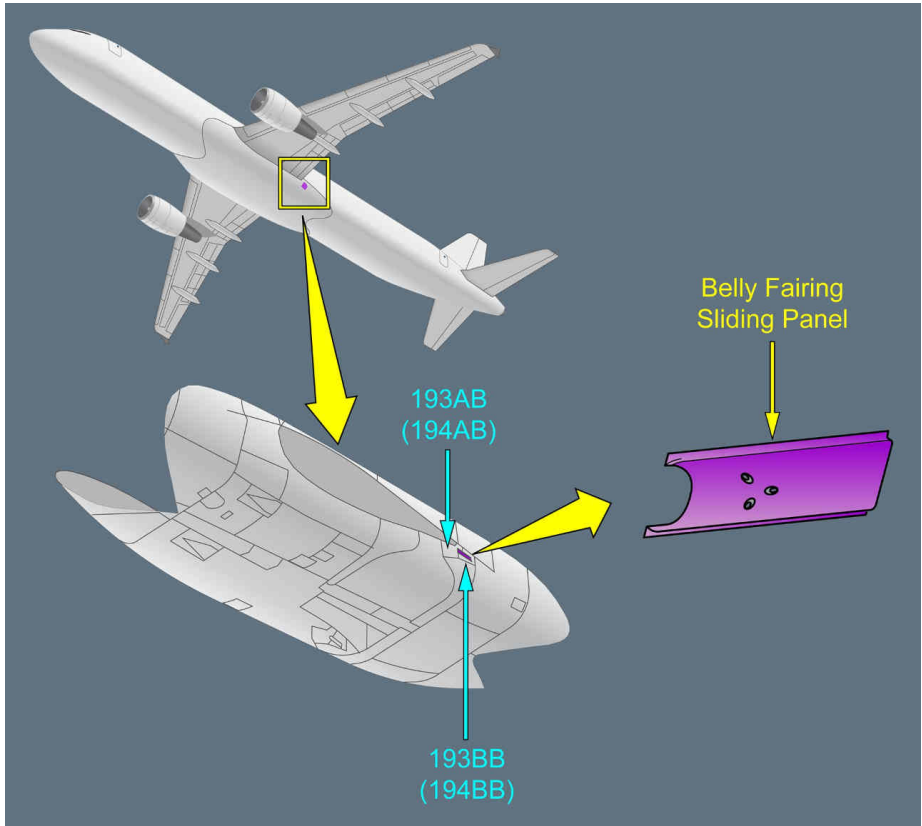
For dispatch conditions: Refer to 57-02 Belly Fairing Sliding Panel

ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: MCDL-57-02-00006552.0003001 / 09 JAN 18

Criteria: (SA and (150004 or 38211))

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 57-02 Belly Fairing Sliding Panel*

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS OUTBOARD FLAPS RUBBING STRIP
--	--

57-03	Outboard Flap Rubbing Strip Items 10, 15, 20, 40
--------------	---

Ident.: MCDL-57-03-00006564.0001001 / 23 NOV 09

Criteria: (A318 or A319 or A320)

APPROVED

57-03 OUTBOARD FLAP RUBBING STRIP ITEMS 10, 15, 20, 40	Quantity installed 12
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All may be missing.

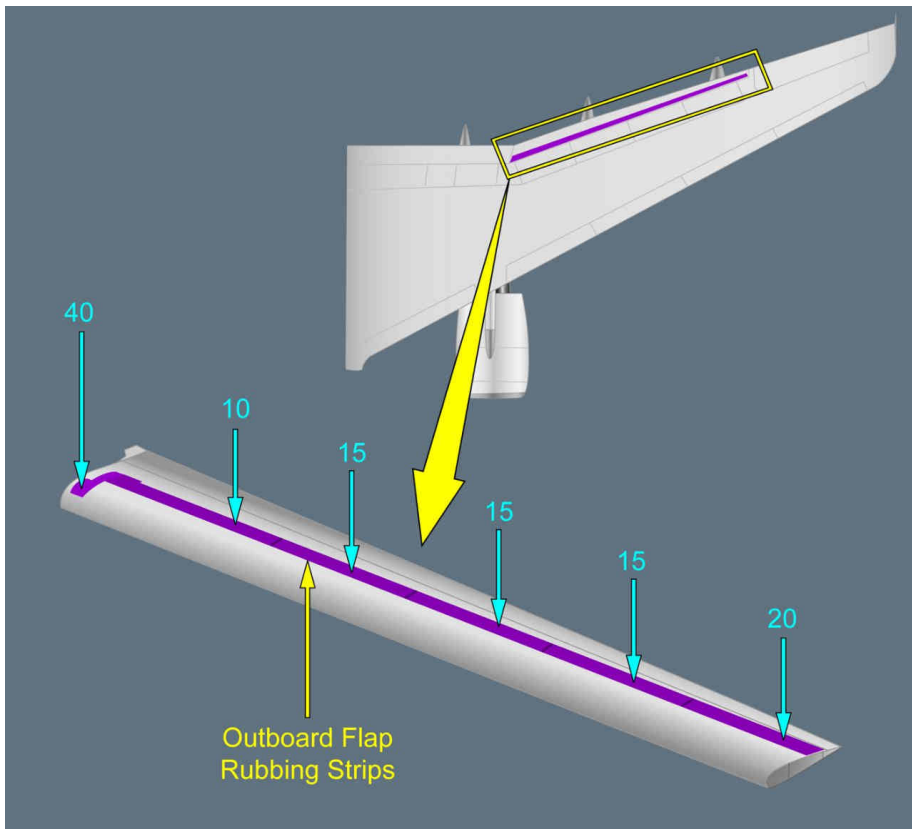
Refer to MCDL-57-03 Illustration Outboard Flap Rubbing Strip

ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

Ident.: MCDL-57-03-00006565.0001001 / 30 NOV 09

Criteria: (A318 or A319 or A320)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 57-03 Outboard Flap Rubbing Strip

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS INBOARD FLAP RUBBING STRIP
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57-04	Inboard Flap Rubbing Strip items 1, 5, 10, 30
--------------	--

Ident.: MCDL-57-04-00006567.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: (A318 or A319 or A320)	

57-04 INBOARD FLAP RUBBING STRIP ITEMS 1, 5, 10, 30	Quantity installed 8
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All may be missing.

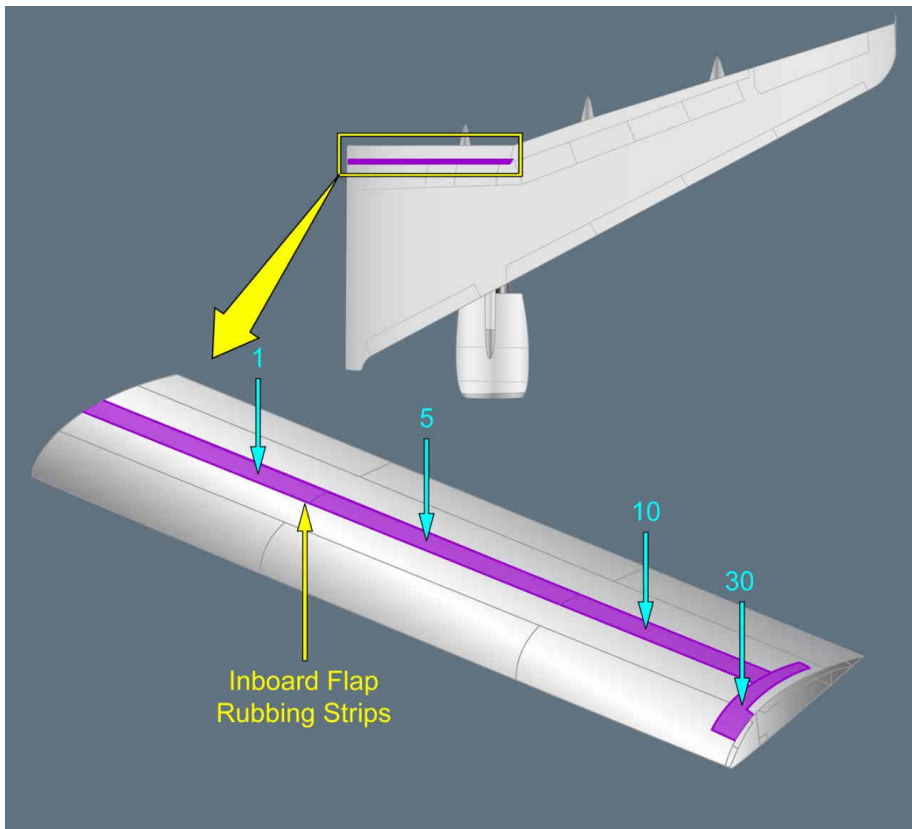
Refer to MCDL-57-04 Illustration Inboard Flap Rubbing Strip

ILLUSTRATION INBOARD FLAP RUBBING STRIP

Ident.: MCDL-57-04-00006568.0001001 / 05 DEC 13

Criteria: (A318 or A319 or A320)

FOR INFORMATION ONLY



For dispatch conditions: Refer to 57-04 Inboard Flap Rubbing Strip

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS VORTEX GENERATOR
--	--

57-05	Vortex Generator
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Ident.: MCDL-57-05-00021895.0003001 / 18 MAR 19	<u>APPROVED</u>
Criteria: (SA and ((160023 or 160080 or 160500) and 155613))	

57-05 VORTEX GENERATOR	Quantity installed 4
---	---------------------------------------

All may be missing.

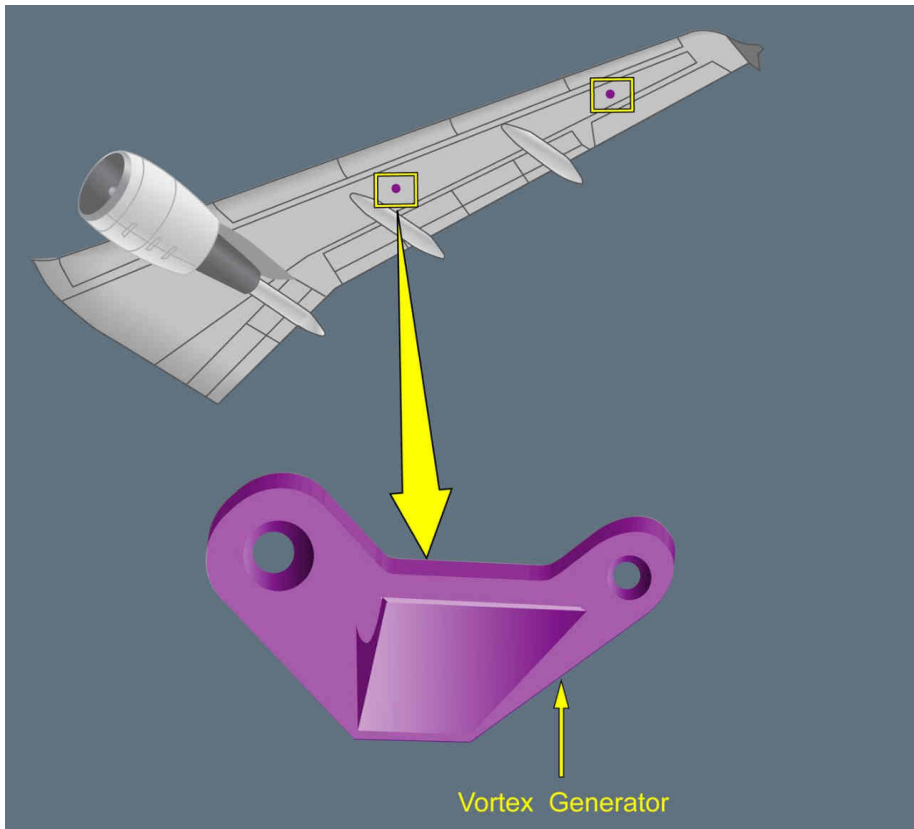
Refer to MCDL-57-05 Illustration Vortex Generator

ILLUSTRATION VORTEX GENERATOR

Ident.: MCDL-57-05-00021941.0001001 / 08 SEP 17

FOR INFORMATION ONLY

Criteria: ((SA and 155613) or (SA and ((160023 or 160080 or 160500) and 155613)))



For dispatch conditions: *Refer to 57-05 Vortex Generator*

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST WINGS OUTER FLAP BLADE SEAL
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57-06	Outer Flap Blade Seal
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Ident.: MCDL-57-06-00021897.0001001 / 29 NOV 17	<u>APPROVED</u>
Criteria: (A318 or A319 or A320 or A321)	

57-06 OUTER FLAP BLADE SEAL	Quantity installed 2
--	---------------------------------------

All may be missing.

Note: May be combined with MCDL item 57-02 (Refer to 57-02 Belly Fairing Sliding Panel).

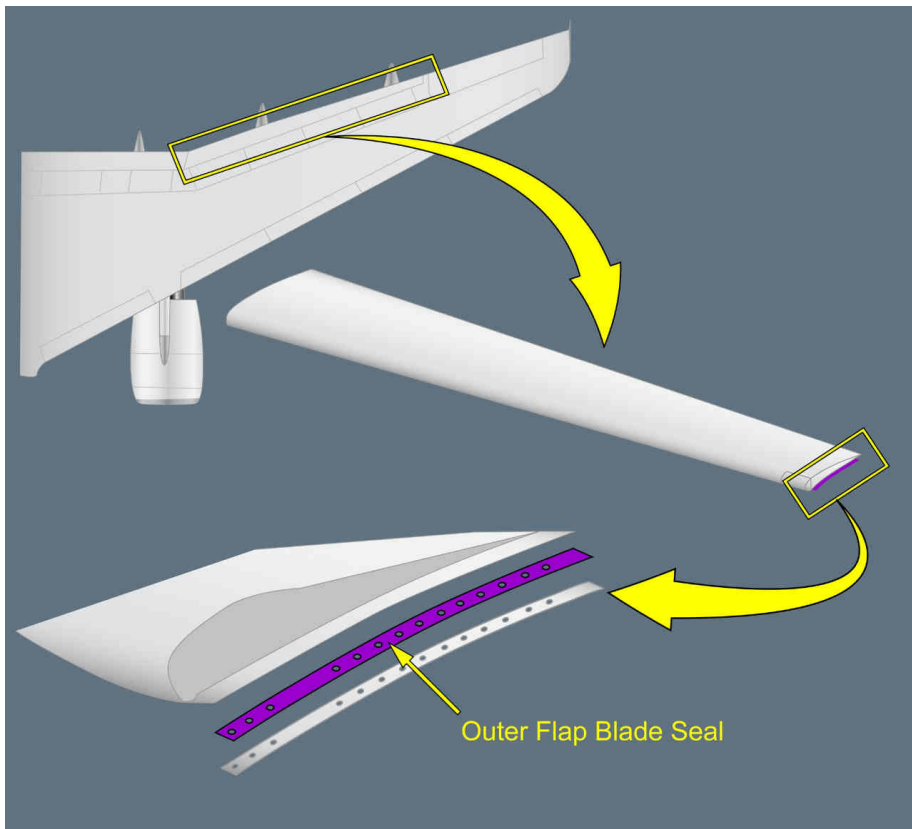
Refer to MCDL-57-06 Illustration Outer Flap Blade Seal

ILLUSTRATION OUTER FLAP BLADE SEAL

Ident.: MCDL-57-06-00021942.0001001 / 08 SEP 17

Criteria: (A318 or A319 or A320)

FOR INFORMATION ONLY



For dispatch conditions: *Refer to 57-06 Outer Flap Blade Seal*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST POWER PLANT FRANGIBLE DRAIN MAST
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71-01	Frangible Drain Mast
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Ident.: MCDL-71-01-00006569.0001001 / 02 DEC 13

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

71-01 FRANGIBLE DRAIN MAST	Quantity installed 2
--------------------------------------	---------------------------------------

(m) *Refer to AMM Task 71-71-42-040-045*
 All may be missing.

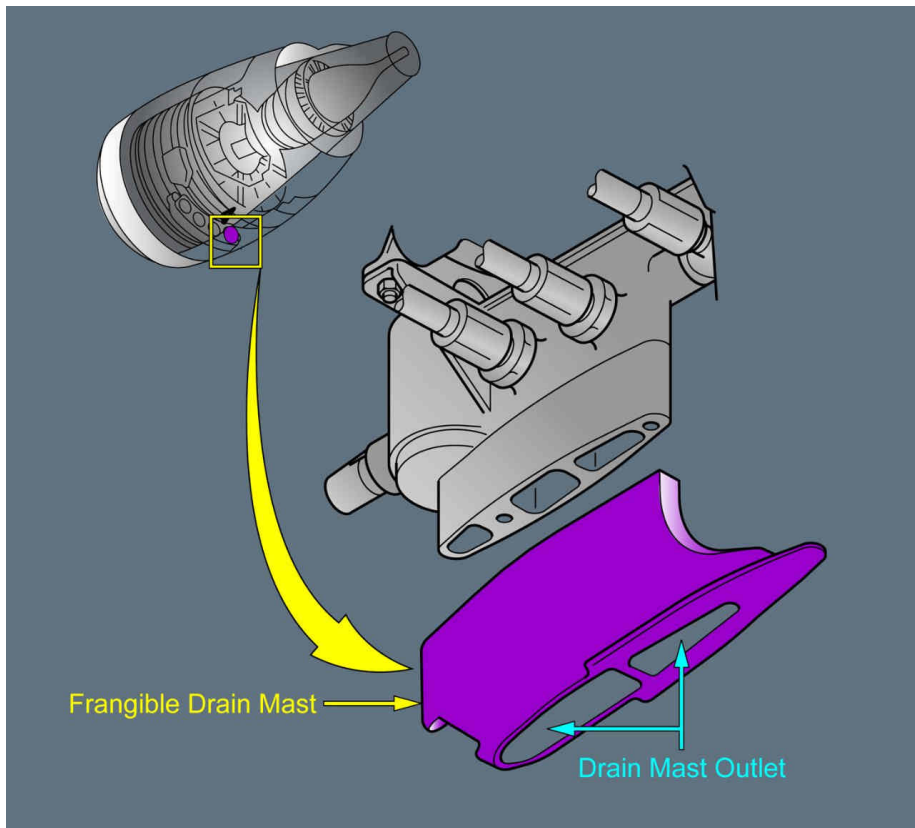
Refer to MCDL-71-01 Illustration Frangible Drain Mast

ILLUSTRATION FRANGIBLE DRAIN MAST

Ident.: MCDL-71-01-00006570.0001001 / 15 NOV 19

FOR INFORMATION ONLY

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



For dispatch conditions: Refer to 71-01 Frangible Drain Mast

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST POWER PLANT NAI HOISTING POINT PLUG
--	--

71-06	NAI Hoisting Point Plug
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Ident.: MCDL-71-06-00006581.0012001 / 04 JUL 19	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

71-06 NAI HOISTING POINT PLUG	Quantity installed 24
---	---

(m) *Refer to AMM Task*

All may be missing provided each hole is covered.

AMM task 71-11-00-040-801 is applicable for CFM56-5B engines.

AMM task 71-11-00-040-802 is applicable for CFM56-5A engines.

Note: *May be combined with any other item listed in MCDL 71 chapter.*

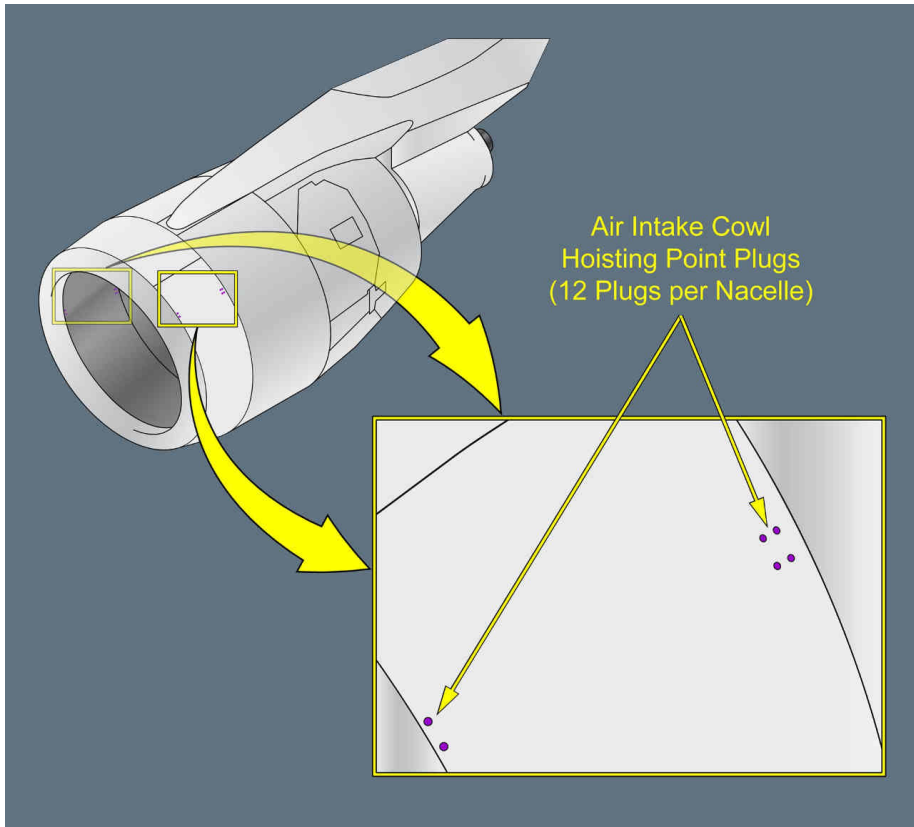
Refer to MCDL-71-06 Illustration NAI Hoisting Point Plug

ILLUSTRATION NAI HOISTING POINT PLUG

Ident.: MCDL-71-06-00006582.0012001 / 25 JUN 19

FOR INFORMATION ONLY

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



For dispatch conditions: *Refer to 71-06 NAI Hoisting Point Plug.*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST POWER PLANT FAN COWL HOLD OPEN ROD
--	--

71-09	Fan Cowl Hold Open Rod
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Ident.: MCDL-71-09-00006587.0002001 / 02 DEC 13	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

71-09 FAN COWL HOLD OPEN ROD	Quantity installed 8
---	---------------------------------------

(m) *Refer to AMM Task*
 All may be missing.

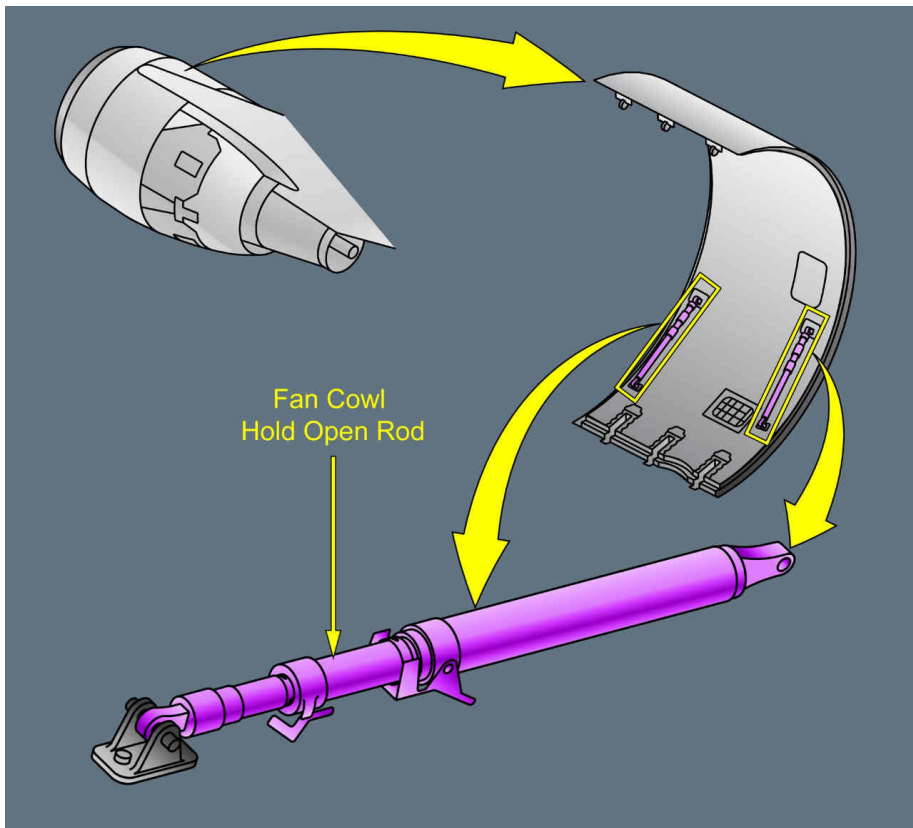
Refer to MCDL-71-09 Illustration Fan Cowl Hold Open Rod

ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: MCDL-71-09-00006588.0003001 / 12 JAN 16

FOR INFORMATION ONLY

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



For dispatch conditions: *Refer to 71-09 Fan Cowl Hold Open Rod*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST EXHAUST THRUST REVERSER OPENING ACTUATOR
--	--

78-01	Thrust Reverser Opening Actuator
--------------	---

Ident.: MCDL-78-01-00006592.0011001 / 16 AUG 21	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

78-01 THRUST REVERSER OPENING ACTUATOR	Quantity installed 4
---	---------------------------------------

(m) *Refer to AMM Task 78-36-00-040-801*
 All may be missing.

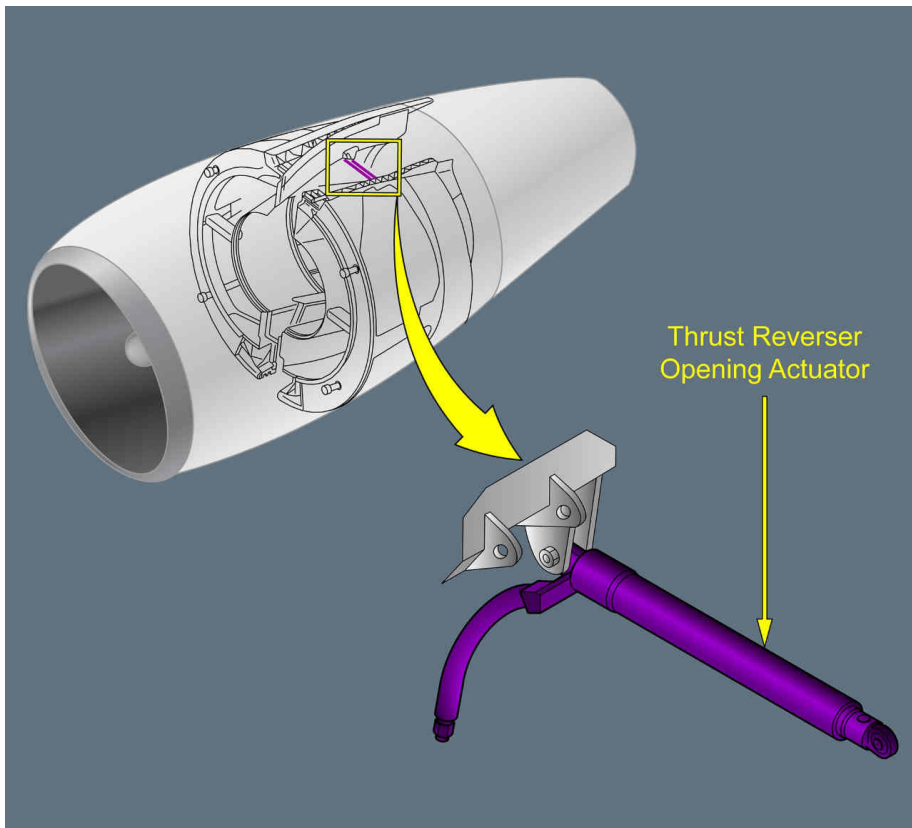
Refer to MCDL-78-01 Illustration Thrust Reverser Opening Actuator

ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

Ident.: MCDL-78-01-00006593.0011001 / 18 MAR 19

FOR INFORMATION ONLY

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



For dispatch conditions: *Refer to 78-01 Thrust Reverser Opening Actuator*

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST EXHAUST THRUST REVERSER 11 AND 1 O'CLOCK STRUTS
--	---

78-09	Thrust Reverser 11 and 1 O'clock Struts
--------------	--

Ident.: MCDL-78-09-00006596.0001001 / 02 DEC 13	APPROVED
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)	

78-09 THRUST REVERSER 11 AND 1 O'CLOCK STRUTS	Quantity installed 4
--	---------------------------------------

(m) *Refer to AMM Task 78-32-11-040-001*

All may be missing.

Note: *The affected thrust reverser must be considered inoperative (Refer to MMEL/MI-78-30 Thrust Reverser).*

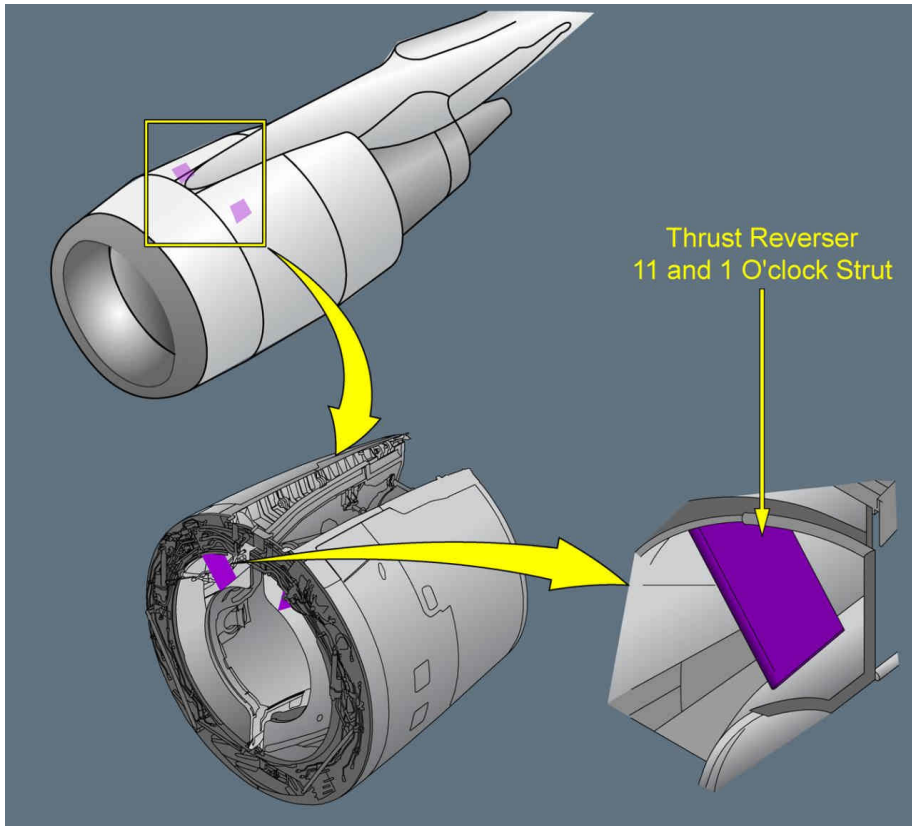
Refer to MCDL-78-09 Illustration Thrust Reverser 11 and 1 O'clock Struts

ILLUSTRATION THRUST REVERSER 11 AND 1 O'CLOCK STRUTS

Ident.: MCDL-78-09-00006597.0001001 / 05 DEC 13

FOR INFORMATION ONLY

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



For dispatch conditions: Refer to 78-09 Thrust Reverser 11 and 1 O'clock Struts

 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	MASTER CONFIGURATION DEVIATION LIST EXHAUST THRUST REVERSER LOCKOUT FAIRING
--	---

78-11	Thrust Reverser Lockout Fairing
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Ident.: MCDL-78-11-00014886.0001001 / 30 SEP 24

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

78-11 THRUST REVERSER LOCKOUT FAIRING	Quantity installed 8
--	---------------------------------------

(m) *Refer to AMM Task 78-30-00-040-804*

All may be missing.

- **Performance:**

The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 325 kg (717 lb) per missing item
- Approach climb limiting weight is reduced by 260 kg (574 lb) per missing item
- If two or more Thrust Reverser lockout fairings are missing, en route performance limiting weight is reduced by 45 kg (99 lb) per missing item
- If two or more Thrust Reverser lockout fairings are missing, fuel consumption is increased by 0.11% per missing item

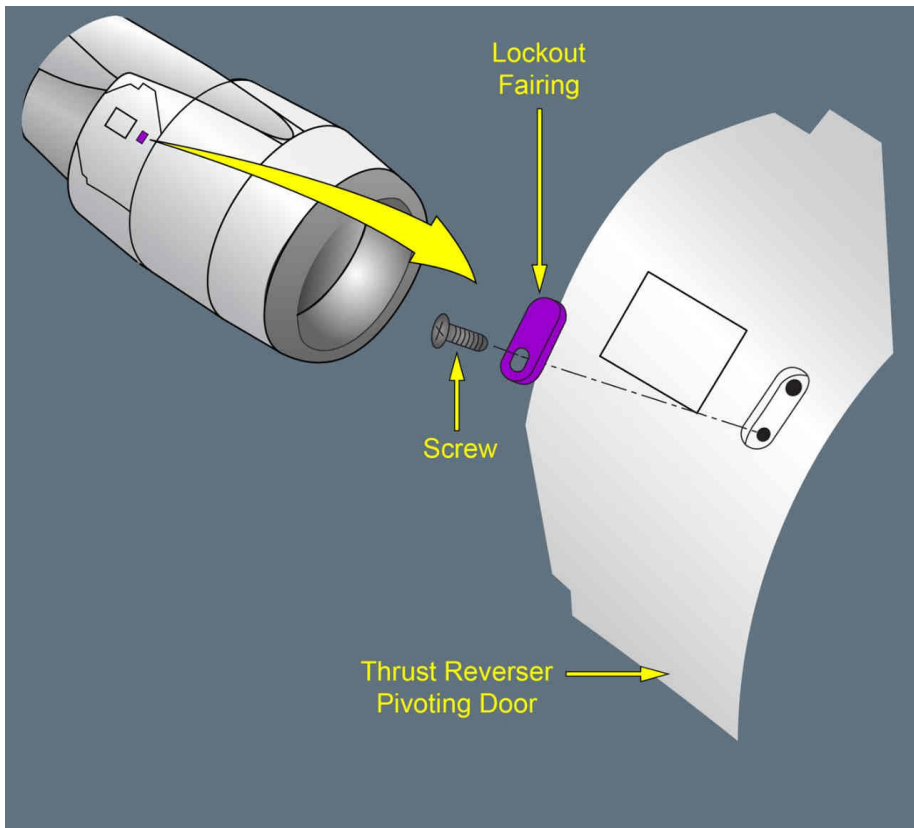
Refer to MCDL-78-11 Illustration of the Thrust Reverser Lockout Fairing

ILLUSTRATION OF THE THRUST REVERSER LOCKOUT FAIRING

Ident.: MCDL-78-11-00014887.0001001 / 02 DEC 13

APPROVED

Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)



SUPPLEMENTARY PERFORMANCE

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SPERF-CONT CONTAMINATED RUNWAY

SPERF-CONT-GEN GENERAL

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SPERF-CONT-LIM LIMITATIONS

Limitations.....	A
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SPERF-CONT-PERF PERFORMANCE

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AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE

PRELIMINARY PAGES

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	SUPPLEMENTARY PERFORMANCE CONTAMINATED RUNWAY GENERAL
--	---

GENERAL

Ident.: SPERF-CONT-GEN-00009415.0001001 / 23 NOV 09	<u>APPROVED</u>
Criteria: SA	

This chapter of the AFM gives the performance information for operations on contaminated runways and the conditions used for their establishment.

Any actual condition different from those listed in this chapter may lead to different performance.

Refer to SPERF-CONT-PERF Aircraft Configuration.

This chapter of the AFM is approved by EASA according to JAR 25 contaminated runway performance requirements.

This chapter is not required by FAR 25 and is provided for guidance only for those aircraft certificated according to this requirement.

DESCRIPTION OF CONTAMINATED RUNWAY STATES
--

Ident.: SPERF-CONT-GEN-00023070.0001001 / 12 MAR 19	<u>APPROVED</u>
Criteria: SA	

A runway is contaminated when more than 25 % of its surface is covered with:

- Compacted snow
The maintenance personnel use a snow groomer to compress the snow on a runway in order to obtain a hard surface.
- More than 3 mm (0.12 in) of dry snow
Dry snow is snow that, if compacted by hand, does not stay compressed when released. The wind can blow dry snow. The density of dry snow is approximately 0.2 kg/l (1.7 lb/US Gal).
- More than 3 mm (0.12 in) of wet snow
Wet snow is snow that, if compacted by hand, stays compressed when released, and with which snowballs can be created. The density of wet snow is approximately 0.4 kg/l (3.35 lb/US Gal).
- More than 3 mm (0.12 in) of standing water
Standing water occurs due to heavy rain or not sufficient runway drainage.
- More than 3 mm (0.12 in) of slush
Slush is snow soaked with water, which spatters when stepped on firmly. Slush occurs at temperatures of approximately 5 °C, and has a density of approximately 0.85 kg/l (7.1 lb/US Gal).
- Ice (cold and dry)
Situation in which ice occurs on the runway in cold and dry conditions.
- Wet ice
When the ice on a runway melts, or there are loose/fluid contaminants on top of the ice, the ice is referred to as "wet ice". When there is wet ice on a runway, braking and directional control are difficult or not possible, because the runway surface is very slippery.

AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

SUPPLEMENTARY PERFORMANCE

CONTAMINATED RUNWAY

GENERAL

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	SUPPLEMENTARY PERFORMANCE CONTAMINATED RUNWAY LIMITATIONS
--	---

LIMITATIONS

Ident.: SPERF-CONT-LIM-00009416.0001001 / 12 MAR 19	<u>APPROVED</u>
Criteria: SA	

Reduced thrust takeoff is not allowed on contaminated runways.

Dispatch from and to a runway covered with wet ice is not permitted, unless an approval has been obtained from the appropriate authorities for a method for the assessment of the runway condition and corresponding computation of performance.

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 A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	SUPPLEMENTARY PERFORMANCE CONTAMINATED RUNWAY PERFORMANCE
--	---

INTRODUCTION

Ident.: SPERF-CONT-PERF-00009417.0001001 / 23 NOV 09	APPROVED
Criteria: SA	

The considered atmosphere is the international standard atmosphere.

Performance are related to VS1G.

Wind speed is measured at the height of 10 m.

AIRCRAFT CONFIGURATION

Ident.: SPERF-CONT-PERF-00009441.0001001 / 04 JUL 19	APPROVED
Criteria: SA	

TAKEOFF ON CONTAMINATED RUNWAY

The takeoff performance has been established for slats/flaps configuration 1, 2 and 3 on runways contaminated by:

- 6 mm and 13 mm of water
- 6 mm and 13 mm of slush
- 10 mm and 100 mm of dry snow
- 5 mm, 15 mm, and 30 mm of wet snow
- Compacted snow
- Ice (cold and dry).

Ground spoilers are armed.

Accelerate Stop Distance (ASD) determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

LANDING DISTANCE ON VERY LOW BRAKING FRICTION SURFACE

Landing distance on very low braking friction surface such as icy runway has been established for slats/flaps configuration 3 and FULL.

Ground spoilers are armed.

Landing distance determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

TAKEOFF AND LANDING PERFORMANCE
--

Ident.: SPERF-CONT-PERF-00009429.0001001 / 23 NOV 09	APPROVED
Criteria: SA	

For takeoff and landing performance determination on contaminated runways, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database.*

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