



A320

AIRCRAFT CHARACTERISTICS AIRPORT AND MAINTENANCE PLANNING

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HIGHLIGHTSRevision No. 29 - May 01/15

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
<u>CHAPTER 2</u> Section 2-2 Subject 2-2-0 FIGURE General Aircraft Dimensions - Wing Tip Fence FIGURE General Aircraft Dimensions	R	IMPROVED LAYOUT TO HOMOGENIZE THE SIZE OF THE AIRCRAFT. R IMPROVED LAYOUT TO HOMOGENIZE THE SIZE OF THE AIRCRAFT.
Section 2-3 Subject 2-3-0 Ground Clearances FIGURE Ground Clearances	R	MOVED THE TABLE FROM SHEET 2 TO SHEET 1 AND IMPROVED LAYOUT. DELETED DIMENSIONS RELATED TO FLAP TRACK FAIRINGS. ILLUSTRATION REVISED
FIGURE Ground Clearances - Ground Clearances with Sharklets	R	MOVED THE TABLE FROM SHEET 2 TO SHEET 1 AND IMPROVED LAYOUT. DELETED DIMENSIONS RELATED TO FLAP TRACK FAIRINGS. ILLUSTRATION REVISED
FIGURE Ground Clearances	R	MOVED THE TABLE FROM SHEET 2 TO SHEET 1 AND IMPROVED LAYOUT. DELETED DIMENSIONS RELATED TO FLAP TRACK FAIRINGS. ILLUSTRATION REVISED
FIGURE Ground Clearances - Trailing Edge Flaps - Extended	R	REVISED ILLUSTRATION TO SHOW ONLY THE GROUND CLEARANCES OF FLAPS IN EXTENDED POSITION AND IMPROVED LAYOUT. UPDATED THE TITLE ACCORDINGLY.

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Ground Clearances - Flap Tracks - Extended	N	MOVED THE GROUND CLEARANCES DATA OF FLAP TRACK FAIRINGS IN EXTENDED POSITION FROM FIGURE 0160101 AND IMPROVED LAYOUT. ILLUSTRATION ADDED
FIGURE Ground Clearances - Trailing Edge Flaps - Extended	R	REVISED ILLUSTRATION TO SHOW ONLY THE GROUND CLEARANCES OF FLAPS IN EXTENDED POSITION AND IMPROVED LAYOUT. UPDATED THE TITLE ACCORDINGLY.
FIGURE Ground Clearances - Flap Tracks - Extended	N	MOVED THE GROUND CLEARANCES DATA OF FLAP TRACK FAIRINGS IN EXTENDED POSITION FROM FIGURE 0170101 AND IMPROVED LAYOUT. ILLUSTRATION ADDED
FIGURE Ground Clearances - Flap Tracks - Retracted	R	CORRECTED THE DIMENSIONS AND IMPROVED LAYOUT. UPDATED THE TITLE.
FIGURE Ground Clearances - Flap Tracks - 1 + F	N	ADDED ILLUSTRATION TO SHOW THE GROUND CLEARANCES OF FLAP TRACK FAIRINGS AT 1+F CONDITION. ILLUSTRATION ADDED
FIGURE Ground Clearances - Aileron Down	R	IMPROVED LAYOUT.
FIGURE Ground Clearances - Aileron Up	N	MOVED THE GROUND CLEARANCES DATA OF AILERON IN UP POSITION FROM FIGURE 0200101 AND IMPROVED LAYOUT. ILLUSTRATION ADDED
FIGURE Ground Clearances - Spoilers - Extended	R	REVISED ILLUSTRATION TO SHOW ONLY THE GROUND CLEARANCES OF SPOILERS IN EXTENDED POSITION AND IMPROVED LAYOUT. UPDATED THE TITLE ACCORDINGLY.
FIGURE Ground Clearances - Leading Edge Slats - Extended	R	IMPROVED LAYOUT AND DELETED THE REPEATED GROUND CLEARANCE DIMENSIONS AT OUTBOARD SLATS 2, 3 AND 4.

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Section 2-5 Subject 2-5-0 Interior Arrangements - Cross Section FIGURE Interior Arrangements - Cross Section - Economy Class, 6 Abreast - Wider Aisle FIGURE Interior Arrangements - Cross Section - First-Class	R R R	DELETED TYPICAL CONFIGURATION ILLUSTRATION. IMPROVED LAYOUT TO SHOW ONLY THE CABIN PART AND CORRECTED DIMENSIONS. IMPROVED LAYOUT TO SHOW ONLY THE CABIN PART AND CORRECTED DIMENSIONS.
Section 2-6 Subject 2-6-0 Cargo Compartments FIGURE Cargo Compartments - Locations and Dimensions FIGURE Cargo Compartments - Loading Combinations	R R N	
Section 2-7 Subject 2-7-0 Door Clearances FIGURE Doors Clearances - Forward Passenger/Crew Doors FIGURE Doors Clearances - Emergency Exits FIGURE Doors Clearances - Aft Passenger/Crew Doors FIGURE Door Clearances - Forward Cargo Compartment Door FIGURE Door Clearances - Forward Cargo Compartment Door FIGURE Doors Clearances - Aft Cargo Compartment Door	R R N N N N N N N	ADDED ILLUSTRATION TO REPRESENT THE LOADING COMBINATIONS IN CARGO COMPARTMENTS. ILLUSTRATION ADDED ILLUSTRATION ADDED ILLUSTRATION ADDED ILLUSTRATION ADDED ILLUSTRATION ADDED ILLUSTRATION ADDED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Doors Clearances - Bulk Cargo Compartment Door	N	ILLUSTRATION ADDED
FIGURE Doors Clearances - Main Landing Gear Doors	N	ILLUSTRATION ADDED
FIGURE Doors Clearances - Main Landing Gear Doors (Bogie)	N	ILLUSTRATION ADDED
FIGURE Doors Clearances - Radome	N	ILLUSTRATION ADDED
FIGURE Doors Clearances - APU and Nose Landing Gear Doors	N	ILLUSTRATION ADDED
Subject 02-07-01	D	
Subject 02-07-02	D	
Subject 02-07-03	D	
Subject 02-07-04	D	
Subject 02-07-05	D	
Subject 02-07-06	D	
Subject 02-07-07	D	
Subject 02-07-08	D	
Subject 02-07-09	D	
Section 2-8		
Subject 2-8-0		
Escape Slides	R	
FIGURE Escape Slides - Location	R	ADDED NOTE TO MENTION THAT ESCAPE SLIDES ARE SYMMETRICAL ON BOTH SIDES AND ADDED COCKPIT ESCAPE ROPE.
FIGURE Escape Slides - Dimensions	R	ADDED NOTE TO MENTION THAT ESCAPE SLIDES ARE SYMMETRICAL ON BOTH SIDES AND DIMENSIONS ARE APPROXIMATE. IMPROVED LAYOUT.
Section 2-10		
Subject 2-10-0		
Exterior Lighting	R	
Section 2-12		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Subject 2-12-0 Engine and Nacelle FIGURE Power Plant Handling - Major Dimensions - CFM LEAP-1A Engine	R N	ADDED ILLUSTRATION TO SHOW THE MAJOR DIMENSIONS OF CFM LEAP-1A ENGINE. ILLUSTRATION ADDED
FIGURE Power Plant Handling - Major Dimensions - CFM LEAP-1A Engine	N	ADDED ILLUSTRATION TO SHOW THE MAJOR DIMENSIONS OF CFM LEAP-1A ENGINE. ILLUSTRATION ADDED
Section 2-14 Subject 2-14-0 FIGURE Jacking for Maintenance - Jacking Point Locations FIGURE Jacking for Maintenance - Wing Jacking Points FIGURE Jacking for Maintenance - Safety Stay FIGURE Jacking for Maintenance - Jacking Design	R R R R	ADDED FRAMES AND RIB REFERENCES TO THE JACKING POINT LOCATIONS. IMPROVED LAYOUT. CORRECTED DIMENSIONS AND IMPROVED LAYOUT. REVISED JACKING CONFIGURATIONS AND IMPROVED LAYOUT.
<u>CHAPTER 3</u> Section 3-2 Subject 3-2-1 Payload/Range - ISA Conditions FIGURE Payload/Range - ISA Conditions	R R	DESCRIPTION TITLE UPDATED REVISED THE ILLUSTRATION TITLE TO "PAYLOAD/RANGE - ISA CONDITIONS". ILLUSTRATION REVISED
FIGURE Payload/Range - ISA Conditions - Sharklet	R	REVISED THE ILLUSTRATION TITLE TO "PAYLOAD/RANGE - ISA CONDITIONS". ILLUSTRATION REVISED
FIGURE Payload/Range - ISA Conditions	R	REVISED THE ILLUSTRATION TITLE TO "PAYLOAD/RANGE - ISA CONDITIONS". ILLUSTRATION REVISED
Section 3-3 Subject 3-3-2	R	

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
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Section 5-6 Subject 5-6-0 Ground Pneumatic Power Requirements	R	
Section 5-7 Subject 5-7-0 Preconditioned Airflow Requirements	R	
Section 5-8 Subject 5-8-0 Ground Towing Requirements FIGURE Ground Towing Requirements	R	ILLUSTRATION REVISED
<u>CHAPTER 6</u> Section 06-02 Section 6-3 Subject 6-3-1 FIGURE Danger Areas of the Engines - CFM56 Series Engine FIGURE Danger Areas of the Engines - IAE V2500 Series Engine	R D R	REVISED THE RADIUS OF INLET SUCTION DANGER AREA.
<u>CHAPTER 7</u> Section 7-1 Subject 7-1-0 General Information	R	
Section 7-2 Subject 7-2-0		

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FIGURE Landing Gear Footprint Section 7-3 Subject 7-3-0 Maximum Pavement Loads	R	REPLACED THE PERCENTAGE OF WEIGHT ON MAIN GEAR 94.9% WITH 94.3% FOR WV056 AND WV057 AT TIRE PRESSURE 12.8 BAR. ADDED THE OPTIONAL TIRE PRESSURES FOR ALL A320NEO WEIGHT VARIANTS EXCEPT WV054 AND WV055. MIGRATED THE LANDING GEAR FOOTPRINT DATA OF WV052-WV057 IN SHEET 2. ILLUSTRATION REVISED
Section 7-4 Subject 7-4-0 Landing Gear Loading on Pavement	R	
Section 7-5 Subject 7-5-0 Flexible Pavement Requirements - US Army Corps of Engineers Design Method	R	
Section 7-6 Subject 7-6-0 Flexible Pavement Requirements - LCN Conversion	R	CROSS REFERENCED DOCUMENTARY UNIT ADDED/REVISED/DELETED
Section 7-7 Subject 7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method	R	
Section 7-8 Subject 7-8-0 Rigid Pavement Requirements - LCN Conversion	R	CROSS REFERENCED DOCUMENTARY UNIT ADDED/REVISED/DELETED
Section 7-9 Subject 7-9-0		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Aircraft Classification Number - Flexible and Rigid Pavements FIGURE Aircraft Classification Number - ACN Table	R	
<u>CHAPTER 10</u> Section 10-0 Subject 10-0-0		ADDED THE OPTIONAL TIRE PRESSURES FOR ALL A320NEO WEIGHT VARIANTS EXCEPT WV054 AND WV055. MIGRATED THE ACN DATA OF WV053-WV057 IN SHEET 2. ILLUSTRATION REVISED
Aircraft Rescue and Fire Fighting FIGURE Front Page FIGURE Highly Flammable and Hazardous Materials and Components FIGURE Batteries Location and Access FIGURE Emergency Evacuation Devices	R R R R R	UPDATED REVISION DATE. REVISED ILLUSTRATION TO SHOW THE ELT LOCATION AND ADDED TITLE. REVISED ILLUSTRATION TO SHOW THE ELT ANTENNA AND ITS COMPONENT LOCATION. ADDED NOTE ON DIMENSIONS AND REPRESENTATION OF ESCAPE SLIDES ABOUT THE A/C CENTERLINE.

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FIGURE Doors Clearances - Main Landing Gear Doors	N	May 01/15
FIGURE Doors Clearances - Main Landing Gear Doors (Bogie)	N	May 01/15
FIGURE Doors Clearances - Radome	N	May 01/15
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SCOPE

1-1-0 Introduction

**ON A/C A320-200 A320neo

Purpose

1. General

The A320 AIRCRAFT CHARACTERISTICS – AIRPORT AND MAINTENANCE PLANNING (AC) manual is issued for the A320-200 series aircraft equipped with wing-tip fences or sharklets, to provide necessary data to airport operators, airlines and Maintenance/Repair Organizations (MRO) for airport and maintenance facilities planning.

Preliminary information on neo (New Engine Option) given in this document can be subject to change, pending completion of the flight test phase.

This document is not customized and must not be used for training purposes. No information within may constitute a contractual commitment.

The A320 Family is the world's best-selling single-aisle aircraft. An A320 takes off or lands somewhere in the world every 2.5 seconds of every day, the family has logged more than 50 million cycles since entry-into-service and records a best-in-class dispatch reliability of 99.7%.

To ensure this true market leadership, Airbus continues to invest in improvements in the A320 Family: enhancements to aerodynamics such as the sharklet wingtip devices, upgrades to the widest passenger cabin in its class, the A320 Family neo. The latter combines top-of-class engine efficiency offered by two new engine options: the PW1100G PurePower from Pratt&Whitney and the LEAP-1A from CFM International with superior aerodynamics offered by the new sharklet devices.

The neo will offer a minimum of 15% fuel savings and an additional flight range of about 500 nm (926 km). For the environment, the neo fuel savings will translate into some 3 600 t (7 936 639 lb) less CO₂ per aircraft per year, together with a double-digit reduction in NOx emissions and reduced engine noise.

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1-2-0 **Glossary******ON A/C A320-200 A320neo**Glossary

1. List of Abbreviations

A/C	Aircraft
ACN	Aircraft Classification Number
AMM	Aircraft Maintenance Manual
APU	Auxiliary Power Unit
B/C	Business Class
CBR	California Bearing Ratio
CC	Cargo Compartment
CG	Center of Gravity
CKPT	Cockpit
E	Young's Modulus
ELEC	Electric, Electrical, Electricity
ESWL	Equivalent Single Wheel Load
FAA	Federal Aviation Administration
F/C	First Class
FDL	Fuselage Datum Line
FR	Frame
FSTE	Full Size Trolley Equivalent
FWD	Forward
GPU	Ground Power Unit
GSE	Ground Support Equipment
HYD	Hydraulic
ICAO	International Civil Aviation Organisation
IDG	Integrated Drive Generator
ISA	International Standard Atmosphere
L	Left
L	Radius of relative stiffness
LCN	Load Classification Number
LD	Lower Deck
L/G	Landing Gear
LH	Left Hand
LPS	Last Pax Seating
MAC	Mean Aerodynamic Chord
MAX	Maximum

MIN	Minimum
MLG	Main Landing Gear
NLG	Nose Landing Gear
OAT	Outside Air Temperature
PAX	Passenger
PBB	Passenger Boarding Bridge
PCA	Portland Cement Association
PCN	Pavement Classification Number
PRM	Passenger with Reduced Mobility
R	Right
RH	Right Hand
ULD	Unit Load Device
US	United States
WV	Weight Variant
Y/C	Tourist Class

2. Design Weight Terminology

- Maximum Design Ramp Weight (MRW):
Maximum weight for ground maneuver (including weight of taxi and run-up fuel) as limited by aircraft strength and airworthiness requirements. It is also called Maximum Design Taxi Weight (MTW).
- Maximum Design Landing Weight (MLW):
Maximum weight for landing as limited by aircraft strength and airworthiness requirements.
- Maximum Design Takeoff Weight (MTOW):
Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the take-off run).
- Maximum Design Zero Fuel Weight (MZFW):
Maximum permissible weight of the aircraft without usable fuel.
- Maximum Seating Capacity:
Maximum number of passengers specifically certified or anticipated for certification.
- Usable Volume:
Usable volume available for cargo, pressurized fuselage, passenger compartment and cockpit.
- Water Volume:
Maximum volume of cargo compartment.
- Usable Fuel:
Fuel available for aircraft propulsion.

AIRCRAFT DESCRIPTION

2-1-1 General Aircraft Characteristics Data

****ON A/C A320-200 A320neo**

General Aircraft Characteristics Data

****ON A/C A320-200**

1. The following table provides characteristics of A320-200 Models, these data are specific to each Weight Variant:

Aircraft Characteristics					
	WV000	WV001	WV002	WV003	WV004
Maximum Ramp Weight (MRW)	73 900 kg (162 922 lb)	68 400 kg (150 796 lb)	70 400 kg (155 205 lb)	75 900 kg (167 331 lb)	71 900 kg (158 512 lb)
Maximum Taxi Weight (MTW)					
Maximum Take-Off Weight (MTOW)	73 500 kg (162 040 lb)	68 000 kg (149 914 lb)	70 000 kg (154 324 lb)	75 500 kg (166 449 lb)	71 500 kg (157 630 lb)
Maximum Landing Weight (MLW)	64 500 kg (142 198 lb)				
Maximum Zero Fuel Weight (MZFW)	60 500 kg (133 380 lb)				

Aircraft Characteristics					
	WV005	WV006	WV007	WV008	WV009
Maximum Ramp Weight (MRW)	67 400 kg (148 592 lb)	66 400 kg (146 387 lb)	77 400 kg (170 638 lb)	73 900 kg (162 922 lb)	75 900 kg (167 331 lb)
Maximum Taxi Weight (MTW)					
Maximum Take-Off Weight (MTOW)	67 000 kg (147 710 lb)	66 000 kg (145 505 lb)	77 000 kg (169 756 lb)	73 500 kg (162 040 lb)	75 500 kg (166 449 lb)
Maximum Landing Weight (MLW)	64 500 kg (142 198 lb)				
Maximum Zero Fuel Weight (MZFW)	60 500 kg (133 380 lb)	60 500 kg (133 380 lb)	60 500 kg (133 380 lb)	61 000 kg (134 482 lb)	61 000 kg (134 482 lb)

Aircraft Characteristics					
	WV010	WV011	WV012	WV013	WV014
Maximum Ramp Weight (MRW)	77 400 kg (170 638 lb)	75 900 kg (167 331 lb)	77 400 kg (170 638 lb)	71 900 kg (158 512 lb)	73 900 kg (162 922 lb)
Maximum Taxi Weight (MTW)					
Maximum Take-Off Weight (MTOW)	77 000 kg (169 756 lb)	75 500 kg (166 449 lb)	77 000 kg (169 756 lb)	71 500 kg (157 630 lb)	73 500 kg (162 040 lb)
Maximum Landing Weight (MLW)	64 500 kg (142 198 lb)	66 000 kg (145 505 lb)	66 000 kg (145 505 lb)	64 500 kg (142 198 lb)	64 500 kg (142 198 lb)
Maximum Zero Fuel Weight (MZFW)	61 000 kg (134 482 lb)	62 500 kg (137 789 lb)	62 500 kg (137 789 lb)	61 000 kg (134 482 lb)	61 500 kg (135 584 lb)

Aircraft Characteristics				
	WV015	WV016	WV017	WV018
Maximum Ramp Weight (MRW)	78 400 kg (172 842 lb)	73 900 kg (162 922 lb)	78 400 kg (172 482 lb)	71 900 kg (158 512 lb)
Maximum Taxi Weight (MTW)				
Maximum Take-Off Weight (MTOW)	78 000 kg (171 961 lb)	73 500 kg (162 040 lb)	78 000 kg (171 961 lb)	71 500 kg (157 630 lb)
Maximum Landing Weight (MLW)	64 500 kg (142 198 lb)	66 000 kg (145 505 lb)	66 000 kg (145 505 lb)	66 000 kg (145 505 lb)
Maximum Zero Fuel Weight (MZFW)	61 000 kg (134 482 lb)	62 500 kg (137 789 lb)	62 500 kg (137 789 lb)	62 500 kg (137 789 lb)

****ON A/C A320neo**

2. The following table provides characteristics of A320neo Models, these data are specific to each Weight Variant:

Aircraft Characteristics				
	WV050	WV051	WV052	WV053
Maximum Ramp Weight (MRW)	73 900 kg (162 921 lb)	73 900 kg (162 921 lb)	77 400 kg (170 638 lb)	77 400 kg (170 638 lb)
Maximum Taxi Weight (MTW)				
Maximum Take-Off Weight (MTOW)	73 500 kg (162 040 lb)	73 500 kg (162 040 lb)	77 000 kg (169 756 lb)	77 000 kg (169 756 lb)
Maximum Landing Weight (MLW)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)
Maximum Zero Fuel Weight (MZFW)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)

Aircraft Characteristics				
	WV054	WV055	WV056	WV057
Maximum Ramp Weight (MRW)	79 400 kg (175 047 lb)	79 400 kg (175 047 lb)	70 400 kg (155 205 lb)	70 400 kg (155 205 lb)
Maximum Taxi Weight (MTW)				
Maximum Take-Off Weight (MTOW)	79 000 kg (174 165 lb)	79 000 kg (174 165 lb)	70 000 kg (154 324 lb)	70 000 kg (154 324 lb)
Maximum Landing Weight (MLW)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)	66 300 kg (146 166 lb)	67 400 kg (148 591 lb)
Maximum Zero Fuel Weight (MZFW)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)	62 800 kg (138 450 lb)	64 300 kg (141 757 lb)

****ON A/C A320-200 A320neo**

3. The following table provides characteristics of A320-200 and A320neo Models, these data are common to each Weight Variant:

Aircraft Characteristics	
Standard Seating Capacity	180 (Single-Class)
Usable Fuel Capacity (density = 0.785 kg/l)	23 859 l - 26 759 l * - 29 659 l ** (6 303 US gal - 7 069 US gal * - 7 835 US gal **) 18 729 kg - 21 005 kg * - 23 282 kg ** (41 290 lb - 46 308 lb * - 51 328 lb **)
Pressurized Fuselage Volume (A/C non equipped)	330 m ³ (11 654 ft ³)
Passenger Compartment Volume	139 m ³ (4 909 ft ³)
Cockpit Volume	9 m ³ (318 ft ³)
Usable Volume, FWD CC	13.28 m ³ (469 ft ³)
Usable Volume, AFT CC	18.26 m ³ (645 ft ³)
Usable Volume, Bulk CC	5.88 m ³ (208 ft ³)
Water Volume, FWD CC	15.56 m ³ (549 ft ³)
Water Volume, AFT CC	20.77 m ³ (733 ft ³)



AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

Aircraft Characteristics	
Water Volume, Bulk CC	7.76 m ³ (274 ft ³)

* OPTION: 1 ACT

** OPTION: 2 ACT



2-2-0 General Aircraft Dimensions

**ON A/C A320-200 A320neo

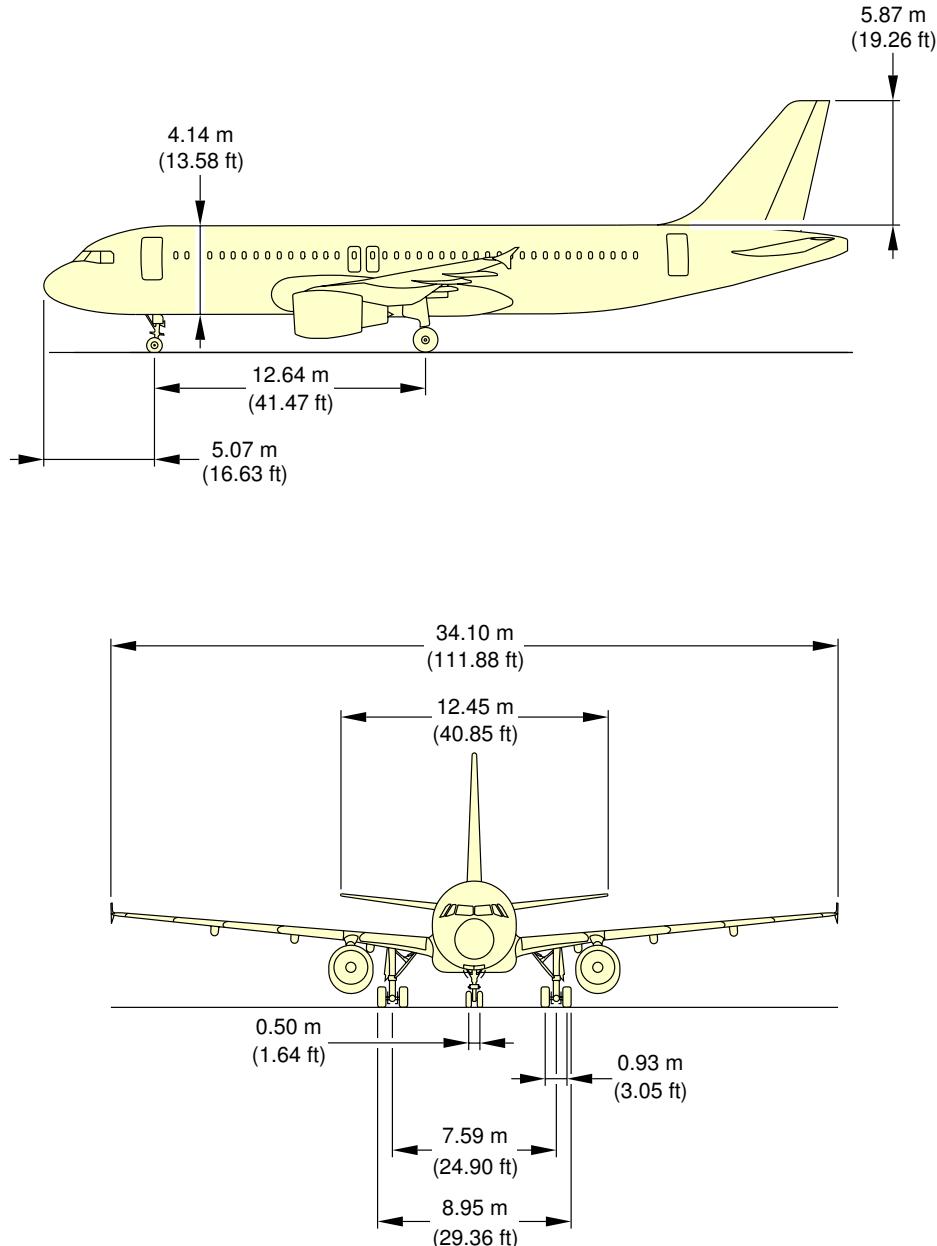
General Aircraft Dimensions

1. This section provides general aircraft dimensions.

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320-200



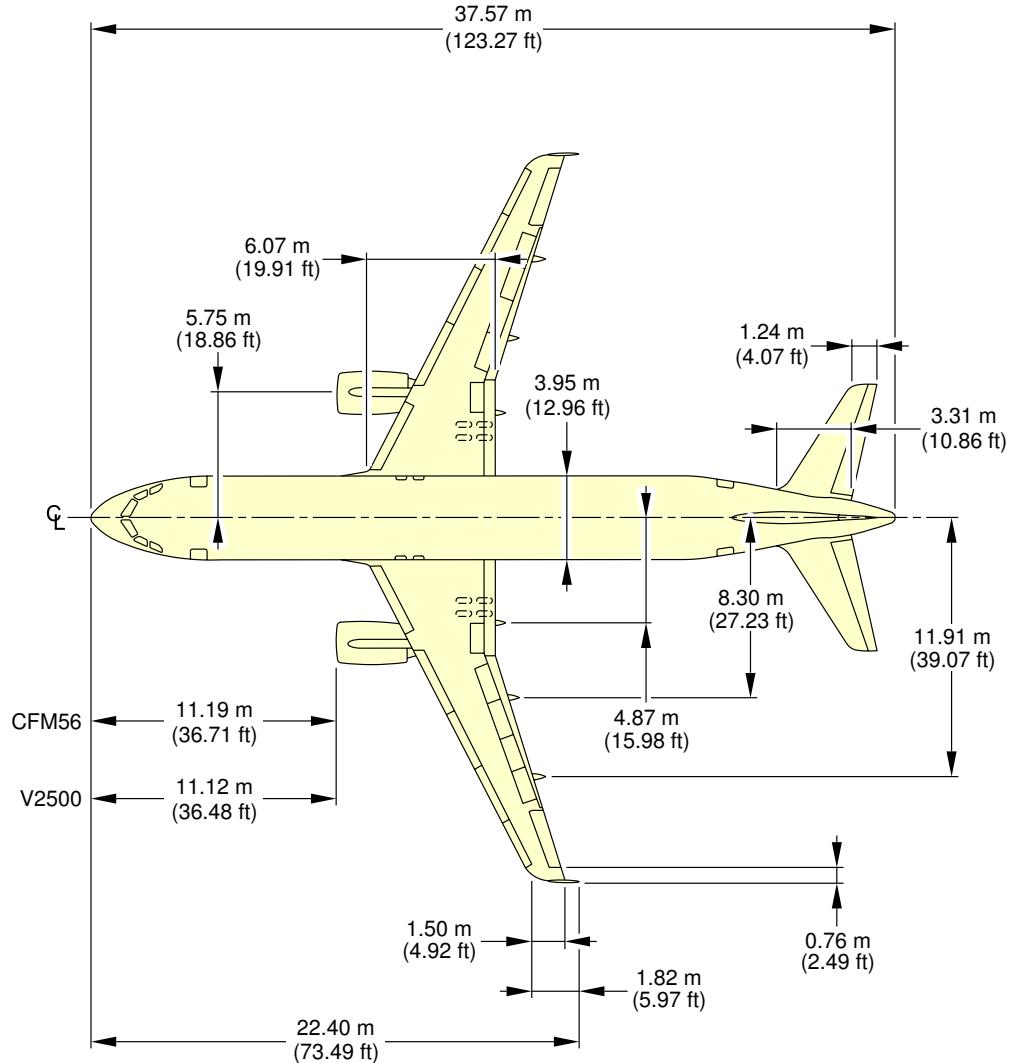
NOTE:

RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

N_AC_020200_1_0040101_01_04

General Aircraft Dimensions
Wing Tip Fence (Sheet 1 of 4)
FIGURE-2-2-0-991-004-A01

**ON A/C A320-200



NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

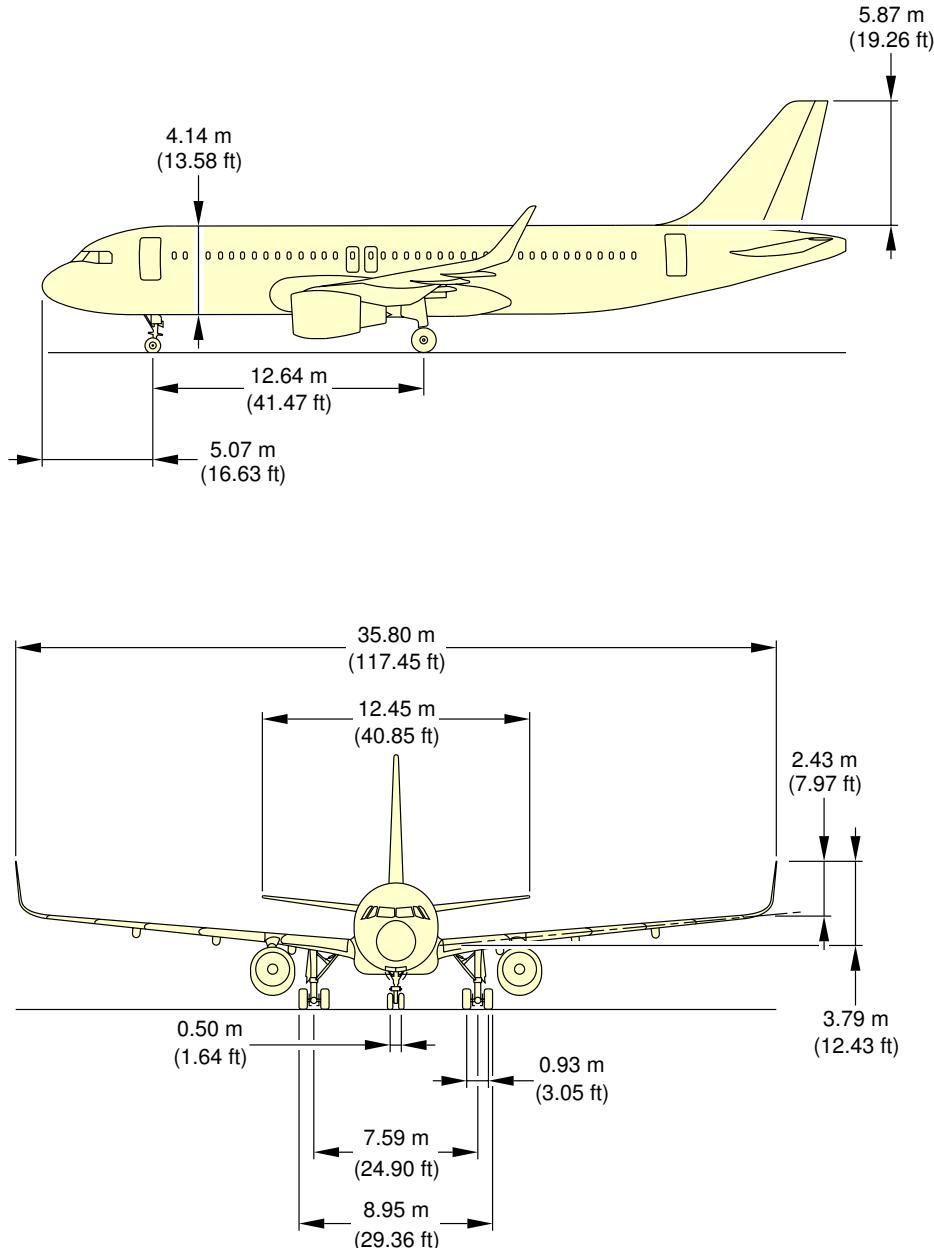
N_AC_020200_1_0040104_01_02

General Aircraft Dimensions
Wing Tip Fence (Sheet 2 of 4)
FIGURE-2-2-0-991-004-A01

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320-200

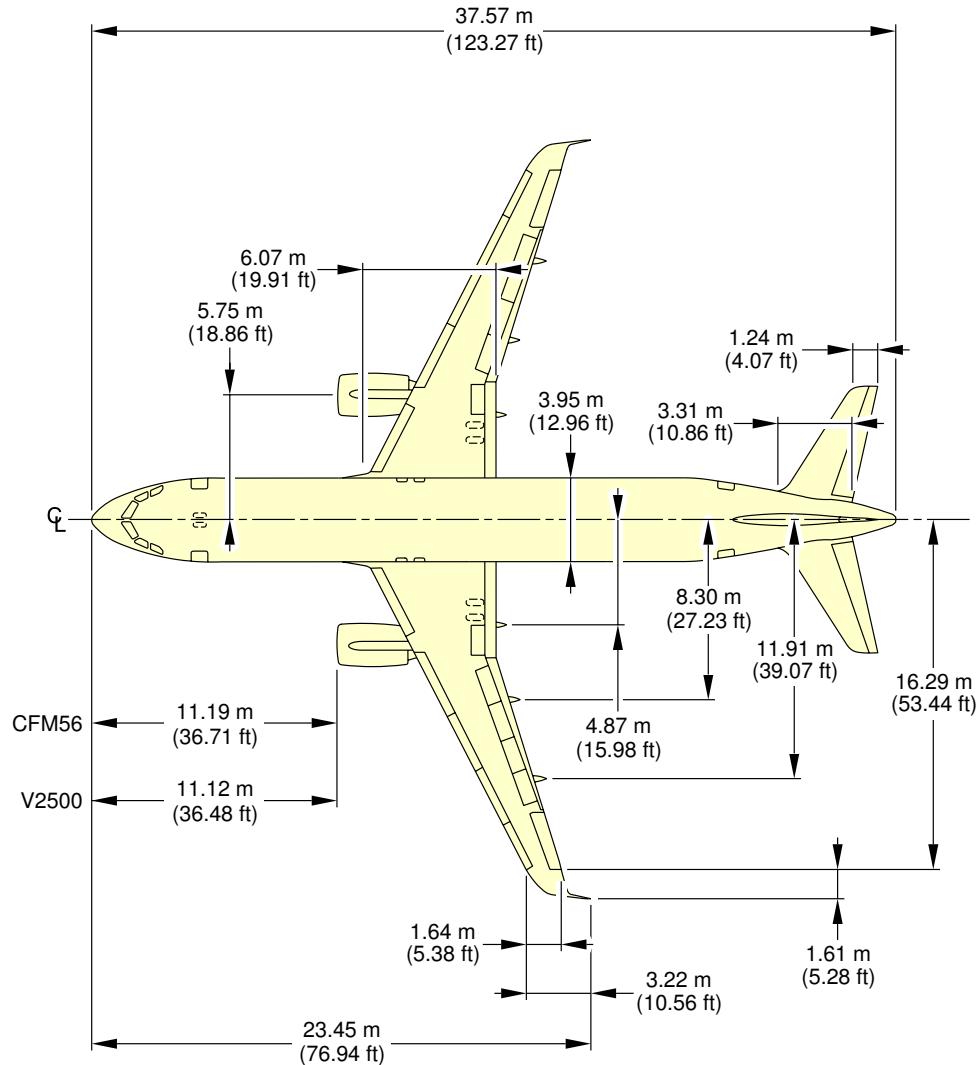


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

N_AC_020200_1_0040103_01_02

General Aircraft Dimensions
Sharklet (Sheet 3 of 4)
FIGURE-2-2-0-991-004-A01

**ON A/C A320-200



NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

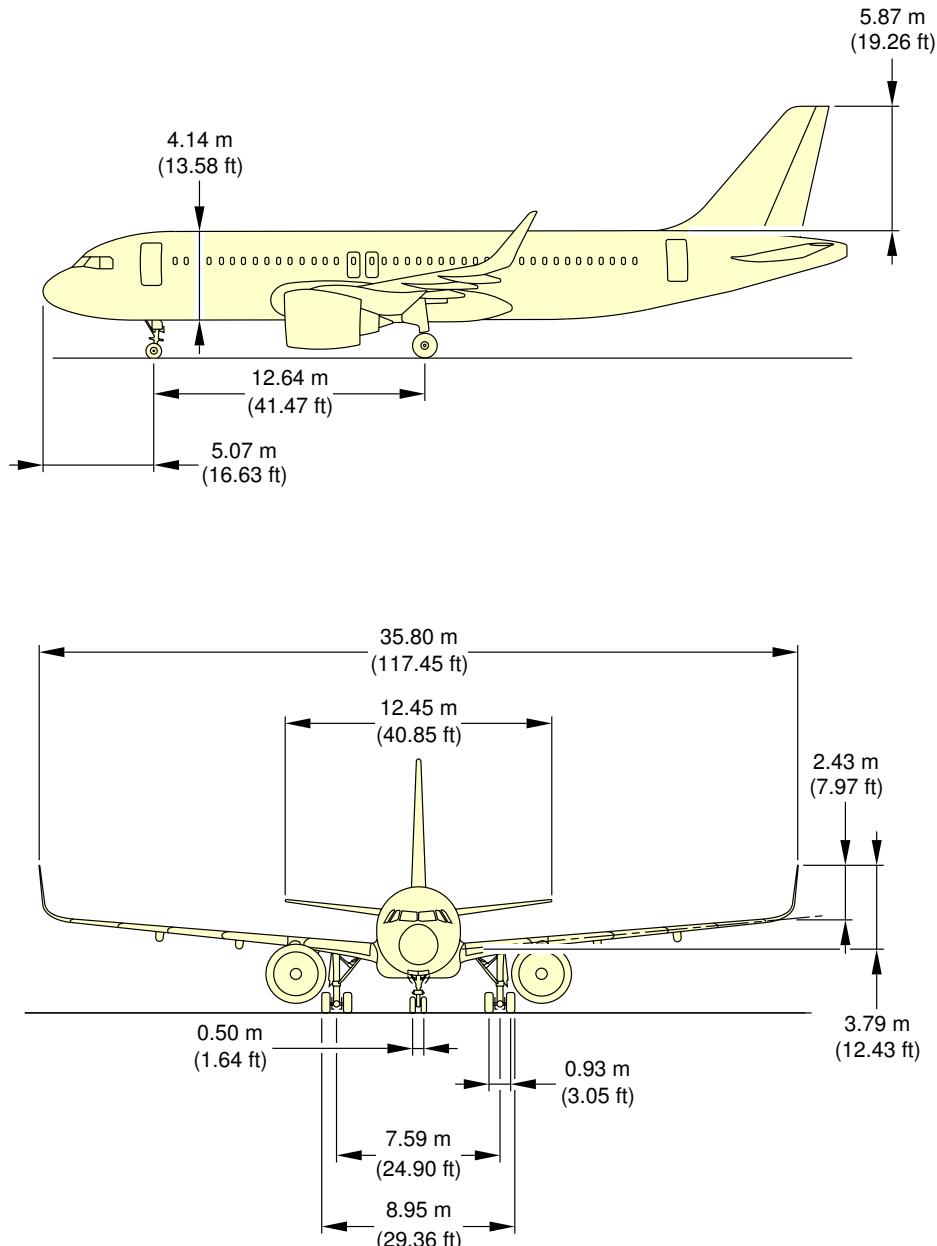
N_AC_020200_1_0040105_01_02

General Aircraft Dimensions
 Sharklet (Sheet 4 of 4)
 FIGURE-2-2-0-991-004-A01

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320neo

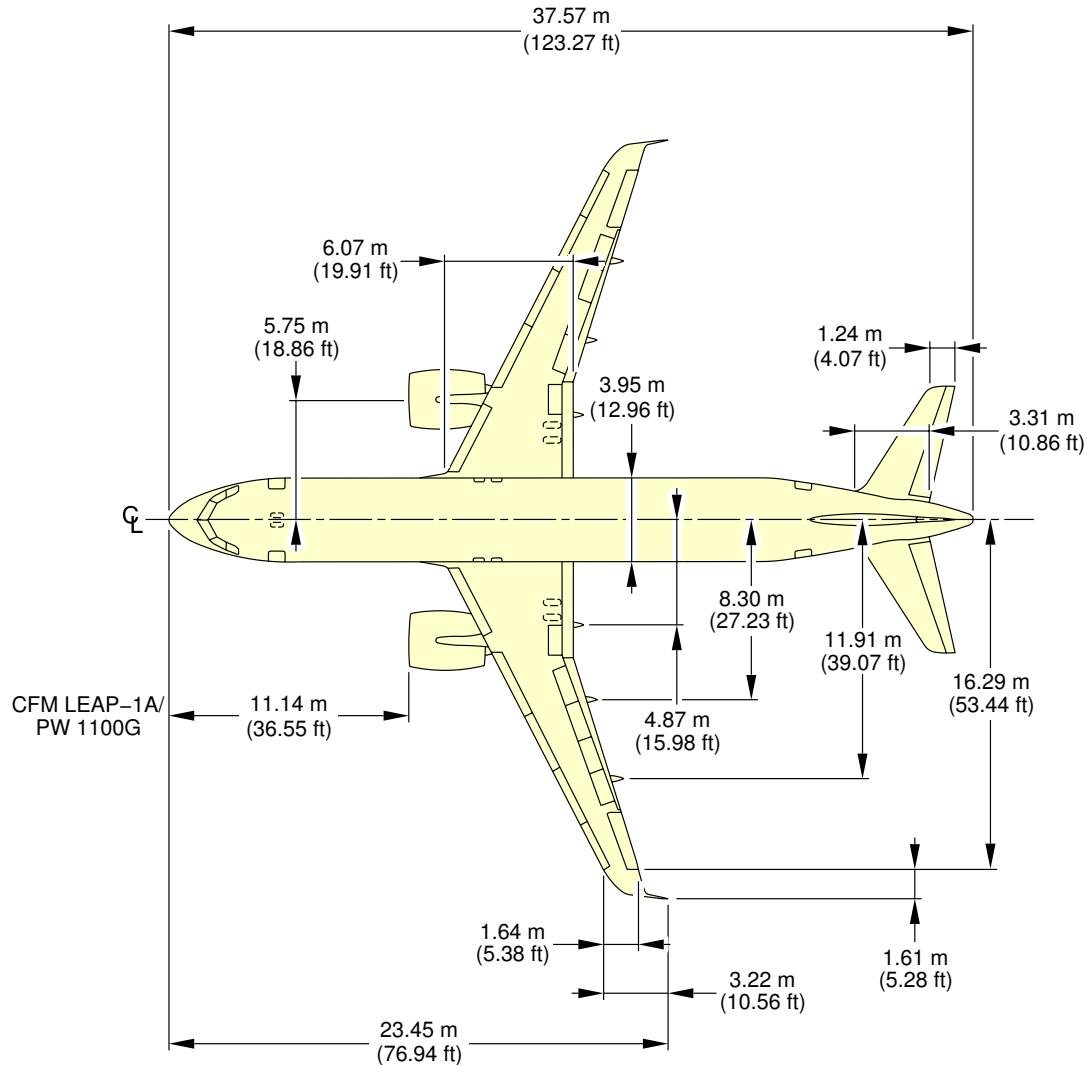


NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

N_AC_020200_1_0090101_01_01

General Aircraft Dimensions
(Sheet 1 of 2)
FIGURE-2-2-0-991-009-A01

**ON A/C A320neo



NOTE:
RELATED TO AIRCRAFT ATTITUDE AND WEIGHT.

N_AC_020200_1_0090102_01_01

General Aircraft Dimensions
(Sheet 2 of 2)
FIGURE-2-2-0-991-009-A01

2-3-0 **Ground Clearances******ON A/C A320-200 A320neo**Ground Clearances

1. This section provides the height of various points of the aircraft, above the ground, for different aircraft configurations.

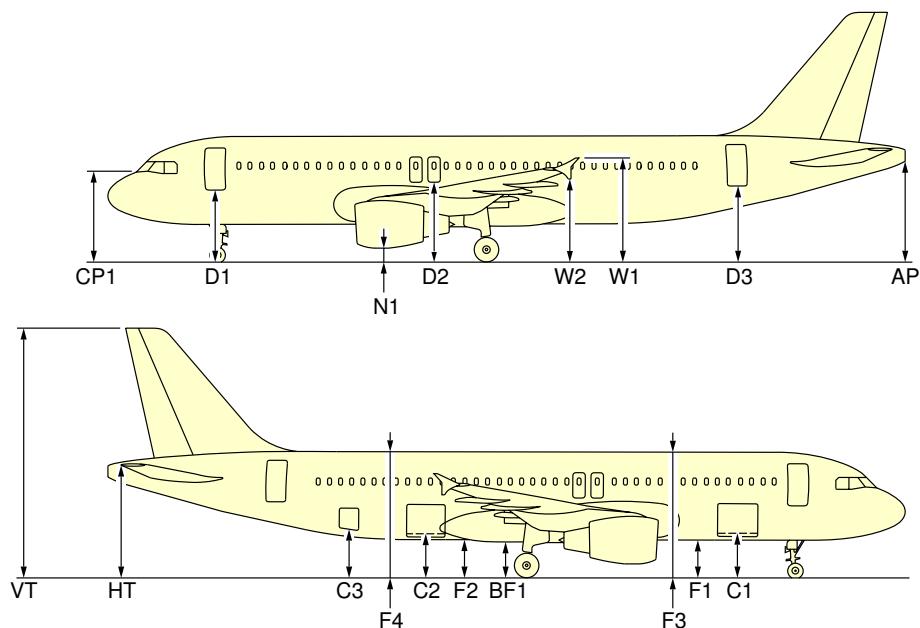
Dimensions in the tables are approximate and will vary with tire type, weight and balance and other special conditions.

The dimensions are given for:

- A light weight, for an A/C in maintenance configuration with a mid CG,
- An aircraft at Maximum Ramp Weight with a FWD CG and an AFT CG,
- Aircraft on jacks, FDL at 4.60 m (15.09 ft).

NOTE : Passenger and cargo door ground clearances are measured from the center of the door sill and from floor level.

**ON A/C A320-200



A/C CONFIGURATION		MRW				41 000 kg (90 389 lb)		A/C JACKED FDL = 4.60 m (15.09 ft)			
		FWD CG (17%)		AFT CG (36.8%)		CG (26.5%)					
		m	ft	m	ft	m	ft				
DOORS	D1	3.38	11.09	3.45	11.32	3.48	11.42	4.13	13.55		
	D2	3.87	12.70	3.88	12.73	3.98	13.06	4.54	14.89		
	D3	3.60	11.81	3.50	11.48	3.70	12.14	4.13	13.55		
	C1	1.98	6.50	2.04	6.69	2.09	6.86	2.71	8.89		
	C2	2.12	6.96	2.07	6.79	2.22	7.28	2.71	8.89		
	C3	2.19	7.19	2.11	6.92	2.29	7.51	2.75	9.02		
FUSELAGE	F1	1.72	5.64	1.76	5.77	1.82	5.97	2.43	7.97		
	F2	1.84	6.04	1.79	5.87	1.95	6.40	2.43	7.97		
	F3	5.86	19.23	5.90	19.36	5.97	19.59	6.58	21.59		
	F4	5.99	19.65	5.93	19.46	6.09	19.98	6.58	21.59		
	BF1	1.62	5.31	1.60	5.25	1.72	5.64	2.26	7.41		
	CP1	4.17	13.68	4.27	14.01	4.28	14.04	4.96	16.27		
WINGS	W1	4.76	15.62	4.71	15.45	4.86	15.94	5.35	17.55		
	W2	3.78	12.40	3.74	12.27	3.89	12.76	4.38	14.37		
TAILPLANE	HT	5.46	17.91	5.32	17.45	5.56	18.24	5.93	19.46		
	AP	4.74	15.55	4.59	15.06	4.84	15.88	5.20	17.06		
ENGINE/ NACELLE	VT	11.98	39.30	11.83	38.81	12.08	39.63	12.45	40.85		
	N1 (CFM)	0.57	1.87	0.58	1.90	0.67	2.20	1.24	4.07		
	N1 (IAE)	0.75	2.46	0.76	2.49	0.85	2.79	1.42	4.66		

NOTE:

PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

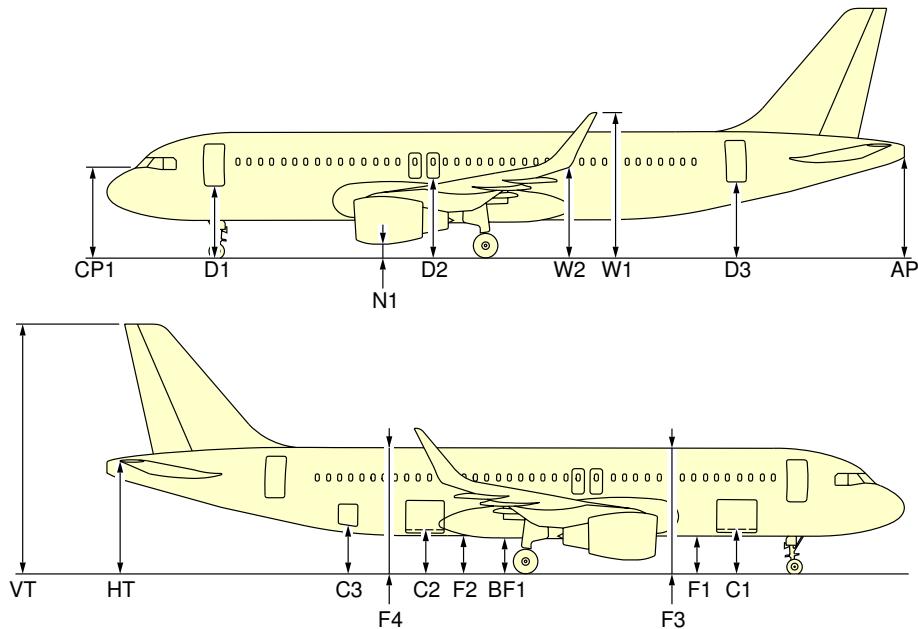
N_AC_020300_1_0040101_01_07

Ground Clearances

(Sheet 1 of 2)

FIGURE-2-3-0-991-004-A01

**ON A/C A320-200



A/C CONFIGURATION		MRW				41 000 kg (90 389 lb)		A/C JACKED FDL = 4.60 m (15.09 ft)			
		FWD CG (17%)		AFT CG (36.8%)		CG (26.5%)					
		m	ft	m	ft	m	ft				
DOORS	D1	3.38	11.09	3.45	11.32	3.48	11.42	4.13	13.55		
	D2	3.87	12.70	3.88	12.73	3.98	13.06	4.54	14.89		
	D3	3.60	11.81	3.50	11.48	3.70	12.14	4.13	13.55		
	C1	1.98	6.50	2.04	6.69	2.09	6.86	2.71	8.89		
	C2	2.12	6.96	2.07	6.79	2.22	7.28	2.71	8.89		
	C3	2.19	7.19	2.11	6.92	2.29	7.51	2.75	9.02		
FUSELAGE	F1	1.72	5.64	1.76	5.77	1.82	5.97	2.43	7.97		
	F2	1.84	6.04	1.79	5.87	1.95	6.40	2.43	7.97		
	F3	5.86	19.23	5.90	19.36	5.97	19.59	6.58	21.59		
	F4	5.99	19.65	5.93	19.46	6.09	19.98	6.58	21.59		
	BF1	1.62	5.31	1.60	5.25	1.72	5.64	2.26	7.41		
	CP1	4.17	13.68	4.27	14.01	4.28	14.04	4.96	16.27		
WINGS	W1	6.70	21.98	6.65	21.82	6.80	22.31	7.25	23.79		
	W2	4.05	13.29	4.01	13.16	4.16	13.65	4.65	15.26		
TAILPLANE	HT	5.46	17.91	5.32	17.45	5.56	18.24	5.93	19.46		
	AP	4.74	15.55	4.59	15.06	4.84	15.88	5.20	17.06		
ENGINE/ NACELLE	VT	11.98	39.30	11.83	38.81	12.08	39.63	12.45	40.85		
	N1 (CFM)	0.57	1.87	0.58	1.90	0.67	2.20	1.24	4.07		
	N1 (IAE)	0.75	2.46	0.76	2.49	0.85	2.79	1.42	4.66		

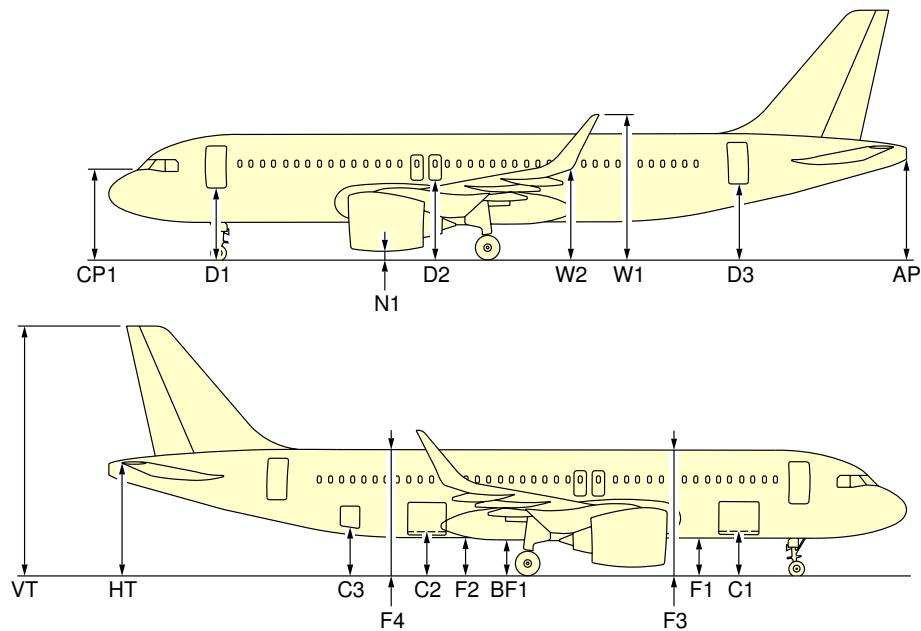
NOTE:

PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

N_AC_020300_1_0290101_01_02

Ground Clearances
Ground Clearances with Sharklets (Sheet 1 of 2)
FIGURE-2-3-0-991-029-A01

**ON A/C A320neo



A/C CONFIGURATION		MRW				41 000 kg (90 389 lb)		A/C JACKED FDL = 4.60 m (15.09 ft)			
		FWD CG (17%)		AFT CG (36.8%)		CG (26.5%)					
		m	ft	m	ft	m	ft				
DOORS	D1	3.38	11.09	3.45	11.32	3.48	11.42	4.13	13.55		
	D2	3.87	12.70	3.88	12.73	3.98	13.06	4.54	14.89		
	D3	3.60	11.81	3.50	11.48	3.70	12.14	4.13	13.55		
	C1	1.98	6.50	2.04	6.69	2.09	6.86	2.71	8.89		
	C2	2.12	6.96	2.07	6.79	2.22	7.28	2.71	8.89		
	C3	2.19	7.19	2.11	6.92	2.29	7.51	2.75	9.02		
FUSELAGE	F1	1.72	5.64	1.76	5.77	1.82	5.97	2.43	7.97		
	F2	1.84	6.04	1.79	5.87	1.95	6.40	2.43	7.97		
	F3	5.86	19.23	5.90	19.36	5.97	19.59	6.58	21.59		
	F4	5.99	19.65	5.93	19.46	6.09	19.98	6.58	21.59		
	BF1	1.62	5.31	1.60	5.25	1.72	5.64	2.26	7.41		
	CP1	4.17	13.68	4.27	14.01	4.28	14.04	4.96	16.27		
WINGS	W1	6.70	21.98	6.65	21.82	6.80	22.31	7.25	23.79		
	W2	4.05	13.29	4.01	13.16	4.16	13.65	4.65	15.26		
TAILPLANE	HT	5.46	17.91	5.32	17.45	5.56	18.24	5.93	19.46		
	AP	4.74	15.55	4.59	15.06	4.84	15.88	5.20	17.06		
	VT	11.98	39.30	11.83	38.81	12.08	39.63	12.45	40.85		
ENGINE/ NACELLE	N1 (CFM LEAP-1A)	0.46	1.51	0.47	1.54	0.56	1.84	1.13	3.71		
	N1 (PW 1100G)	0.46	1.51	0.47	1.54	0.56	1.84	1.13	3.71		

NOTE:

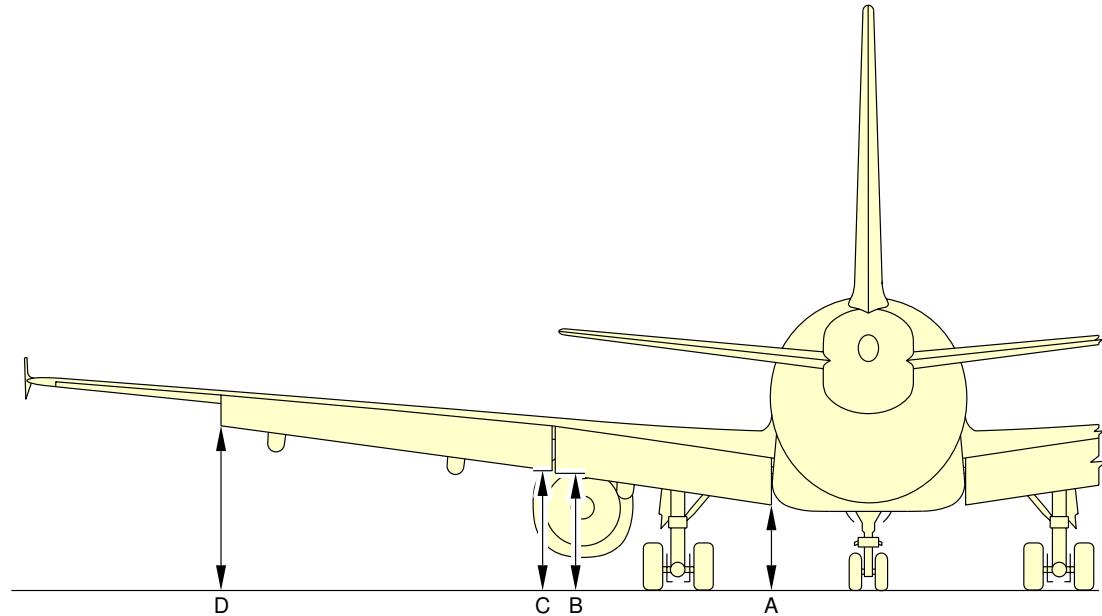
PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

N_AC_020300_1_0320101_01_01

 Ground Clearances
(Sheet 1 of 2)

FIGURE-2-3-0-991-032-A01

**ON A/C A320-200

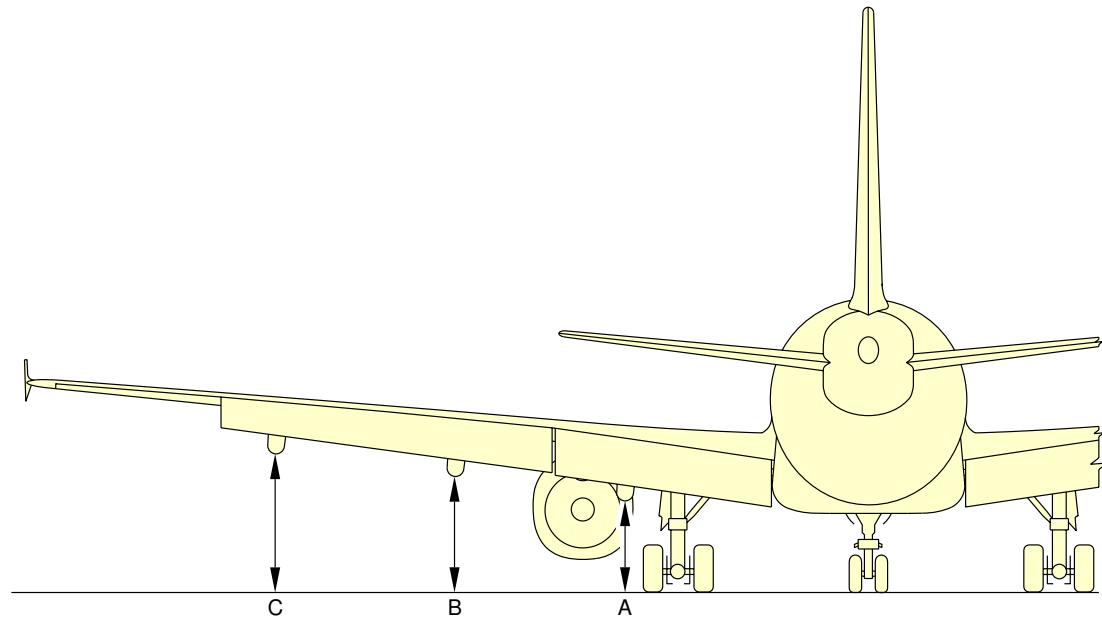


FLAPS EXTENDED CFM 56 ENGINE							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
FLAP 1 INBD	A	2.09	6.86	1.99	6.53	1.96	6.43
FLAP 1 OUTBD	B	2.82	9.25	2.71	8.89	2.69	8.83
FLAP 2 INBD	C	2.86	9.38	2.75	9.02	2.72	8.92
FLAP 2 OUTBD	D	3.68	12.07	3.56	11.68	3.52	11.55

N_AC_020300_1_0160101_01_01

Ground Clearances
Trailing Edge Flaps - Extended
FIGURE-2-3-0-991-016-A01

**ON A/C A320-200

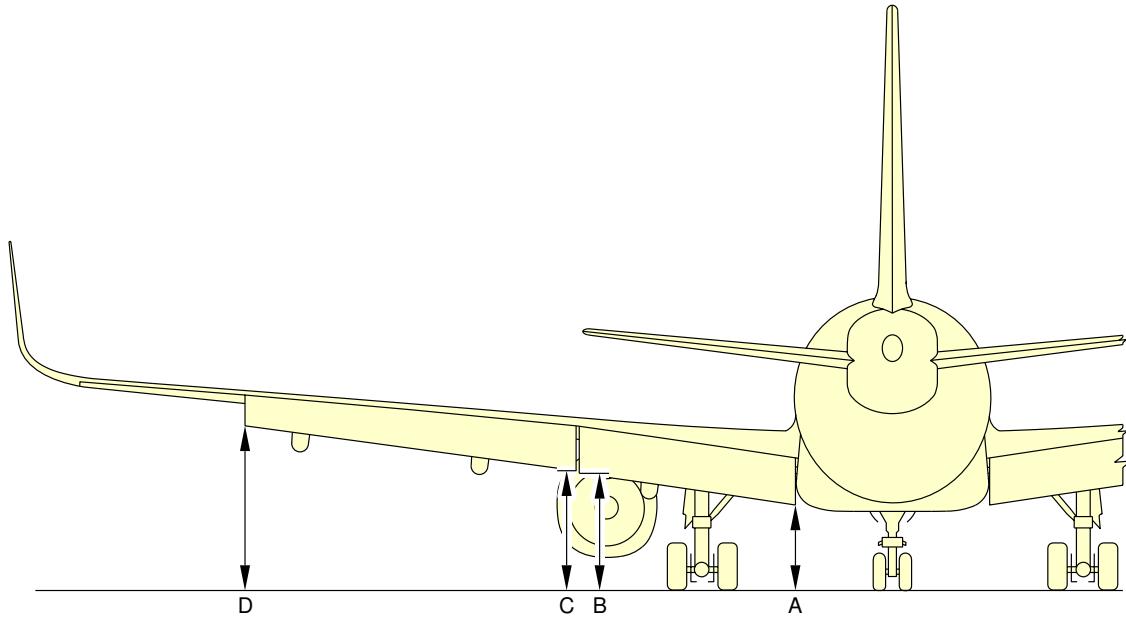


FLAP TRACKS EXTENDED CFM 56 ENGINE							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
FLAP TRACK 2	A	2.18	7.15	2.08	6.82	2.05	6.73
FLAP TRACK 3	B	2.66	8.73	2.55	8.37	2.52	8.27
FLAP TRACK 4	C	3.10	10.17	2.99	9.81	2.95	9.68

N_AC_020300_1_0410101_01_00

Ground Clearances
Flap Tracks - Extended
FIGURE-2-3-0-991-041-A01

****ON A/C A320-200 A320neo**

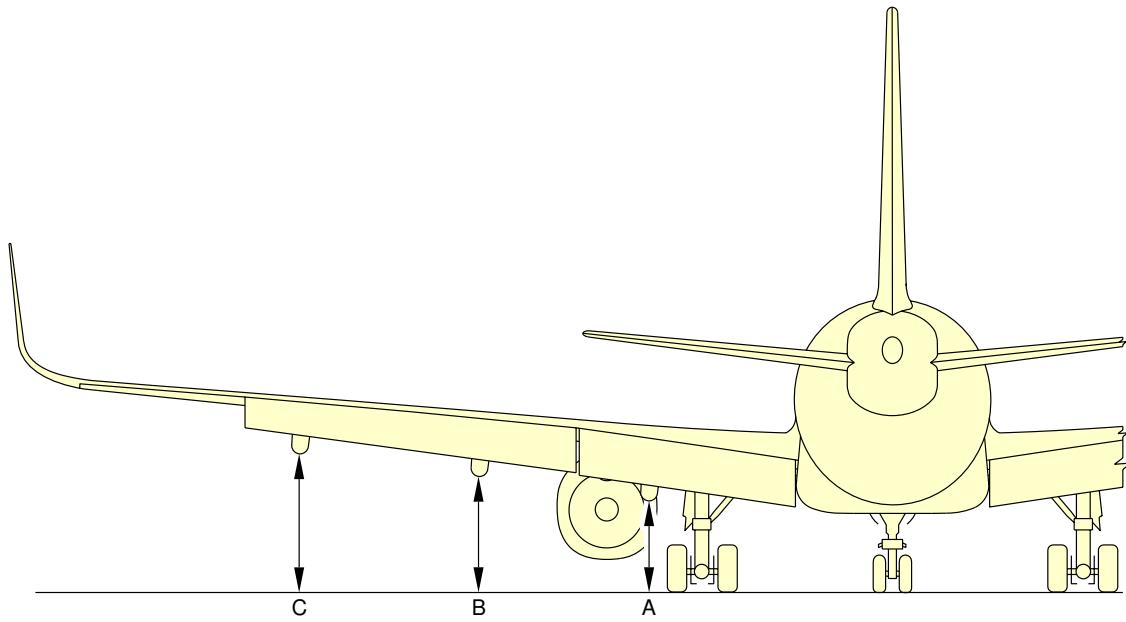


FLAPS EXTENDED IAE V2500, PW 1100G AND CFM LEAP-1A ENGINES							
DESCRIPTION	A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG		
	m	ft	m	ft	m	ft	
FLAP 1 INBD	A	2.05	6.73	1.94	6.37	1.92	6.30
FLAP 1 OUTBD	B	2.77	9.09	2.66	8.73	2.64	8.66
FLAP 2 INBD	C	2.81	9.22	2.70	8.86	2.68	8.78
FLAP 2 OUTBD	D	3.64	11.94	3.53	11.58	3.49	11.45

N_AC_020300_1_0170101_01_02

Ground Clearances
Trailing Edge Flaps - Extended
FIGURE-2-3-0-991-017-A01

**ON A/C A320-200 A320neo

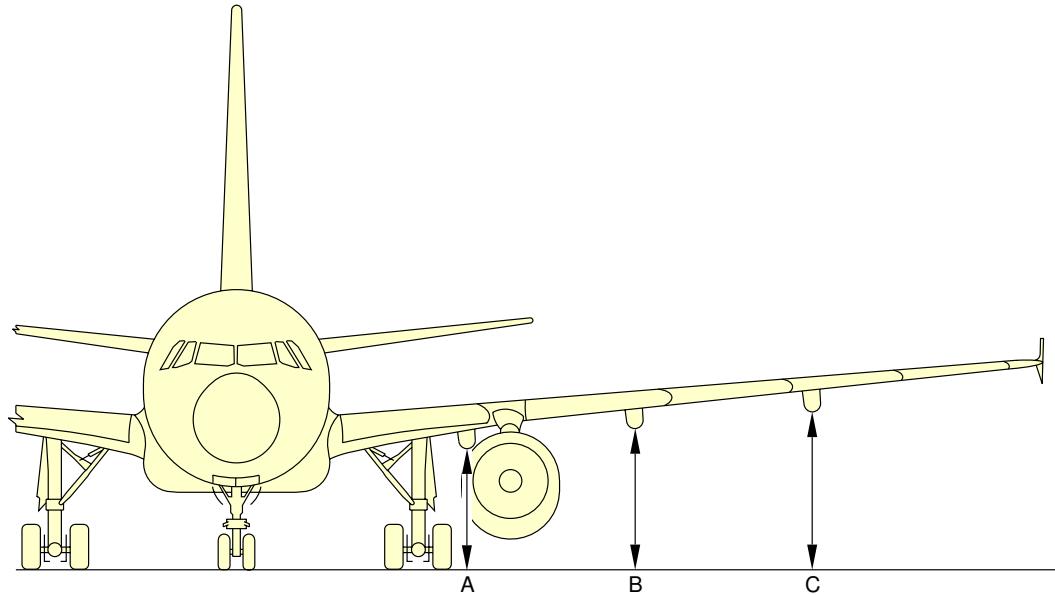


FLAP TRACKS EXTENDED IAE V2500, PW 1100G AND CFM LEAP-1A ENGINES							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
FLAP TRACK 2	A	2.09	6.86	1.98	6.49	1.95	6.40
FLAP TRACK 3	B	2.59	8.50	2.48	8.14	2.44	8.01
FLAP TRACK 4	C	3.03	9.94	2.92	9.58	2.88	9.45

N_AC_020300_1_0420101_01_00

Ground Clearances
Flap Tracks - Extended
FIGURE-2-3-0-991-042-A01

**ON A/C A320-200 A320neo

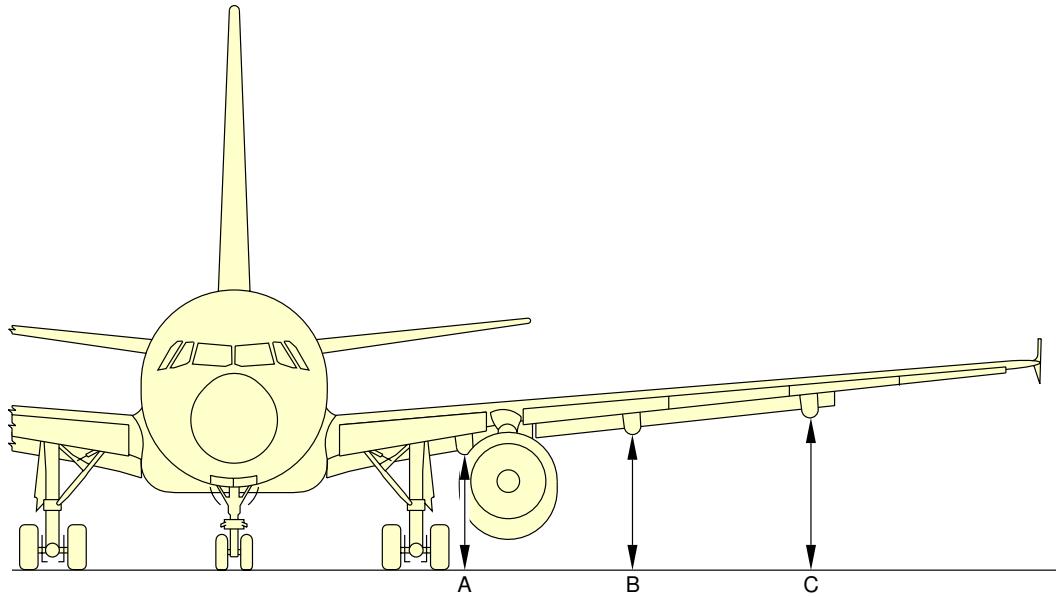


FLAP TRACKS RETRACTED							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
FLAP TRACK 2	A	2.70	8.86	2.60	8.53	2.58	8.46
FLAP TRACK 3	B	3.10	10.17	3.00	9.84	2.97	9.74
FLAP TRACK 4	C	3.50	11.48	3.39	11.12	3.36	11.02

N_AC_020300_1_0180101_01_01

Ground Clearances
Flap Tracks - Retracted
FIGURE-2-3-0-991-018-A01

**ON A/C A320-200 A320neo

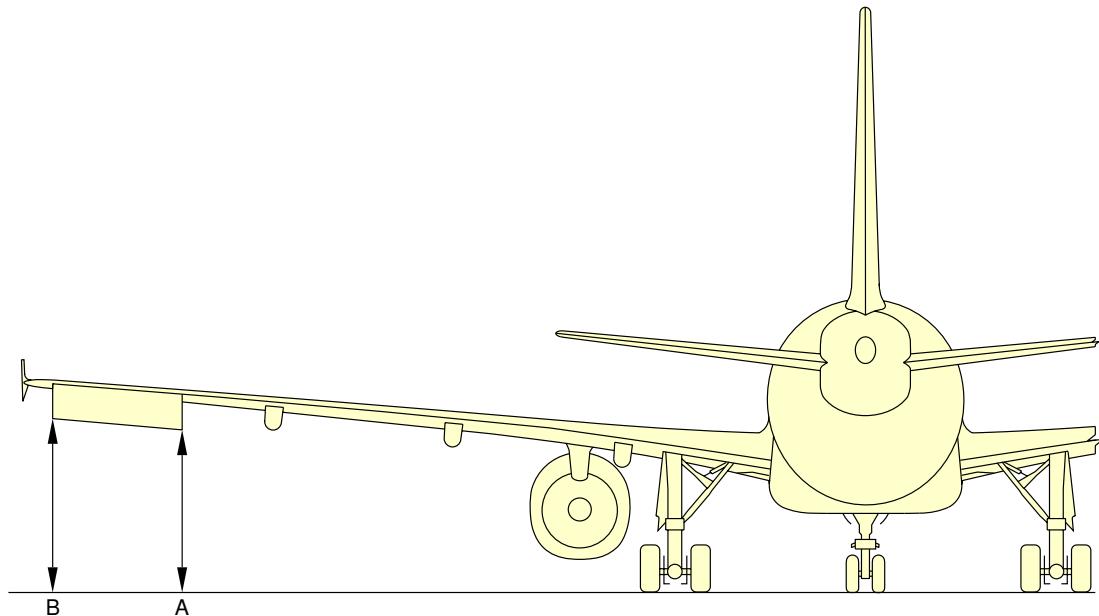


FLAP TRACKS 1+F							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
FLAP TRACK 2	A	1.95	6.40	1.85	6.07	1.83	6.00
FLAP TRACK 3	B	2.31	7.58	2.21	7.25	2.18	7.15
FLAP TRACK 4	C	2.89	9.48	2.78	9.12	2.75	9.02

N_AC_020300_1_0430101_01_00

Ground Clearances
 Flap Tracks - 1 + F
 FIGURE-2-3-0-991-043-A01

**ON A/C A320-200 A320neo



AILERON DOWN							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
AILERON INBD	A	3.83	12.57	3.72	12.21	3.68	12.07
AILERON OUTBD	B	4.17	13.68	4.06	13.32	4.01	13.16

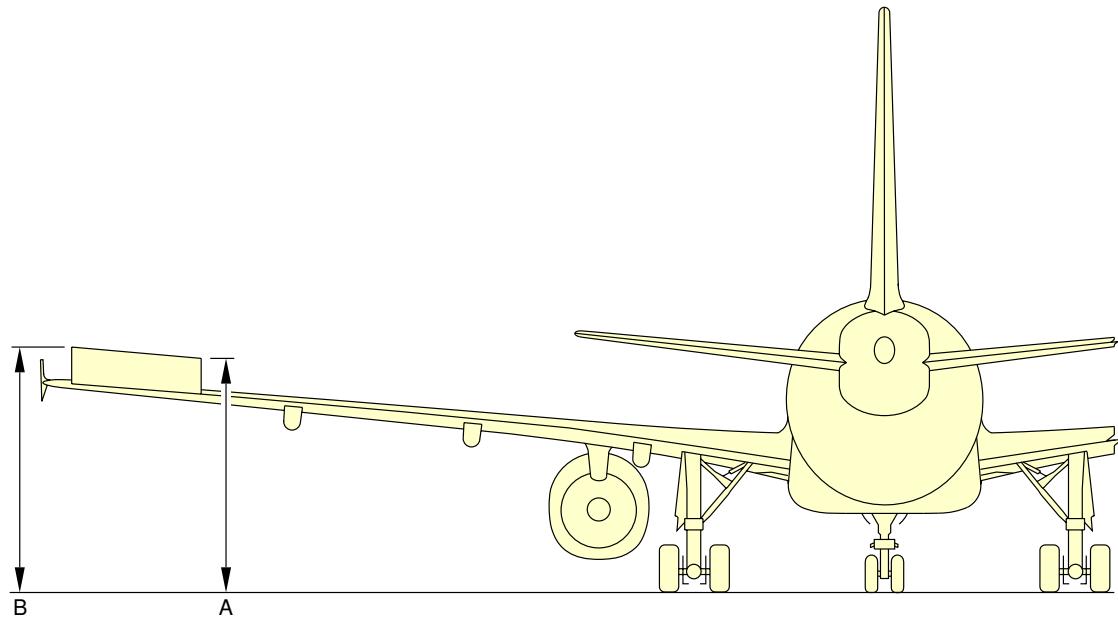
N_AC_020300_1_0190101_01_01

Ground Clearances

Aileron Down

FIGURE-2-3-0-991-019-A01

**ON A/C A320-200 A320neo



AILERON UP							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
AILERON INBD	A	4.35	14.27	4.24	13.91	4.20	13.78
AILERON OUTBD	B	4.55	14.93	4.44	14.57	4.39	14.40

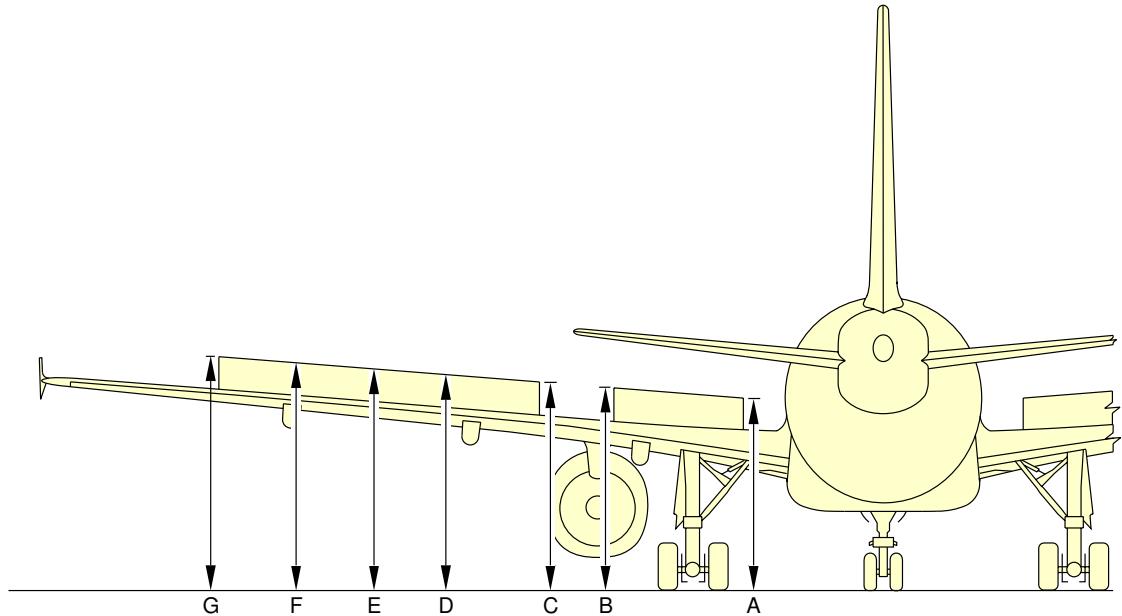
N_AC_020300_1_0440101_01_00

Ground Clearances

Aileron Up

FIGURE-2-3-0-991-044-A01

****ON A/C A320-200 A320neo**



SPOILERS EXTENDED							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
SPOILER 1 INBD	A	3.75	12.30	3.64	11.94	3.63	11.91
SPOILER 1 OUTBD	B	4.01	13.16	3.90	12.80	3.88	12.73
SPOILER 2 INBD	C	4.07	13.35	3.96	12.99	3.94	12.93
SPOILER 2/3	D	4.21	13.81	4.11	13.48	4.08	13.39
SPOILER 3/4	E	4.35	14.27	4.24	13.91	4.21	13.81
SPOILER 4/5	F	4.47	14.67	4.36	14.31	4.33	14.21
SPOILER 5 OUTBD	G	4.59	15.06	4.48	14.70	4.45	14.60

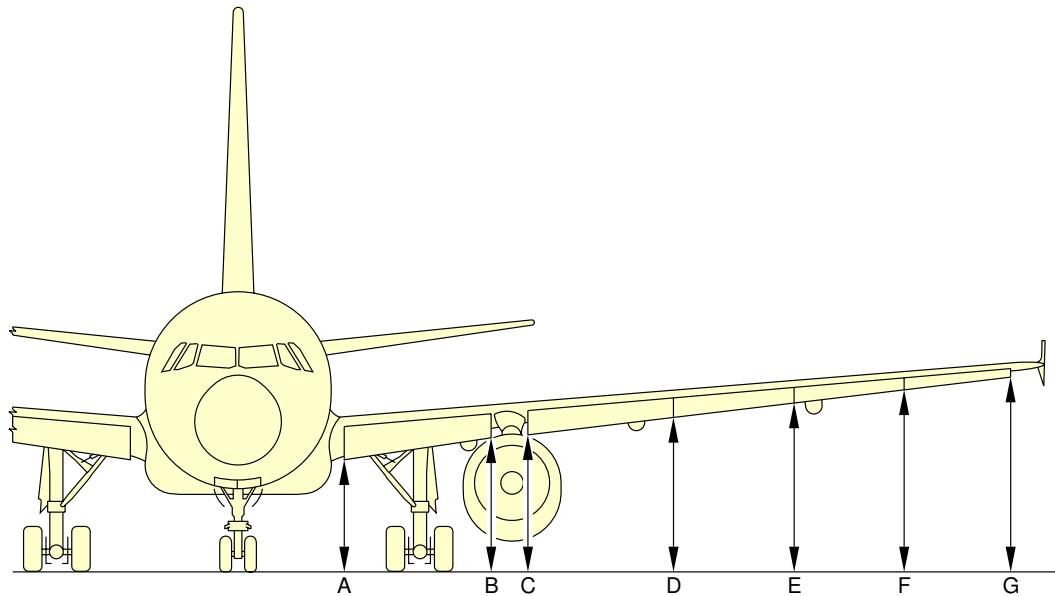
N_AC_020300_1_0200101_01_01

Ground Clearances

Spoilers - Extended

FIGURE-2-3-0-991-020-A01

****ON A/C A320-200 A320neo**



LEADING EDGE SLATS EXTENDED							
DESCRIPTION		A/C IN MAINTENANCE CONFIGURATION MID CG		MAXIMUM RAMP WEIGHT FWD CG		MAXIMUM RAMP WEIGHT AFT CG	
		m	ft	m	ft	m	ft
SLAT 1 INBD	A	2.57	8.43	2.48	8.14	2.50	8.20
SLAT 1 OUTBD	B	2.98	9.78	2.88	9.45	2.90	9.51
SLAT 2 INBD	C	3.07	10.07	2.97	9.74	2.98	9.78
SLAT 2/3	D	3.36	11.02	3.26	10.70	3.26	10.70
SLAT 3/4	E	3.61	11.84	3.51	11.52	3.50	11.48
SLAT 4/5	F	3.86	12.66	3.76	12.34	3.73	12.24
SLAT 5 OUTBD	G	4.09	13.42	3.98	13.06	3.95	12.96

N_AC_020300_1_0210101_01_01

Ground Clearances
Leading Edge Slats - Extended
FIGURE-2-3-0-991-021-A01

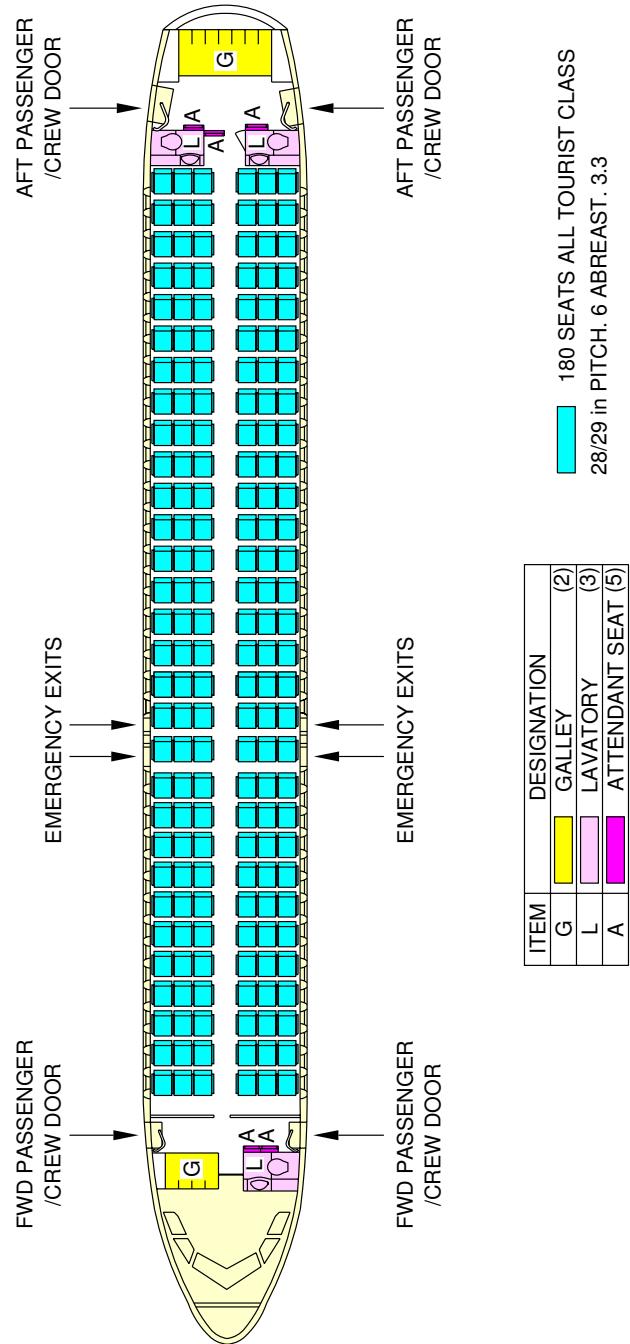
2-4-1 Interior Arrangements - Plan View

****ON A/C A320-200 A320neo**

Interior Arrangements - Plan View

1. This section gives the typical interior configuration.

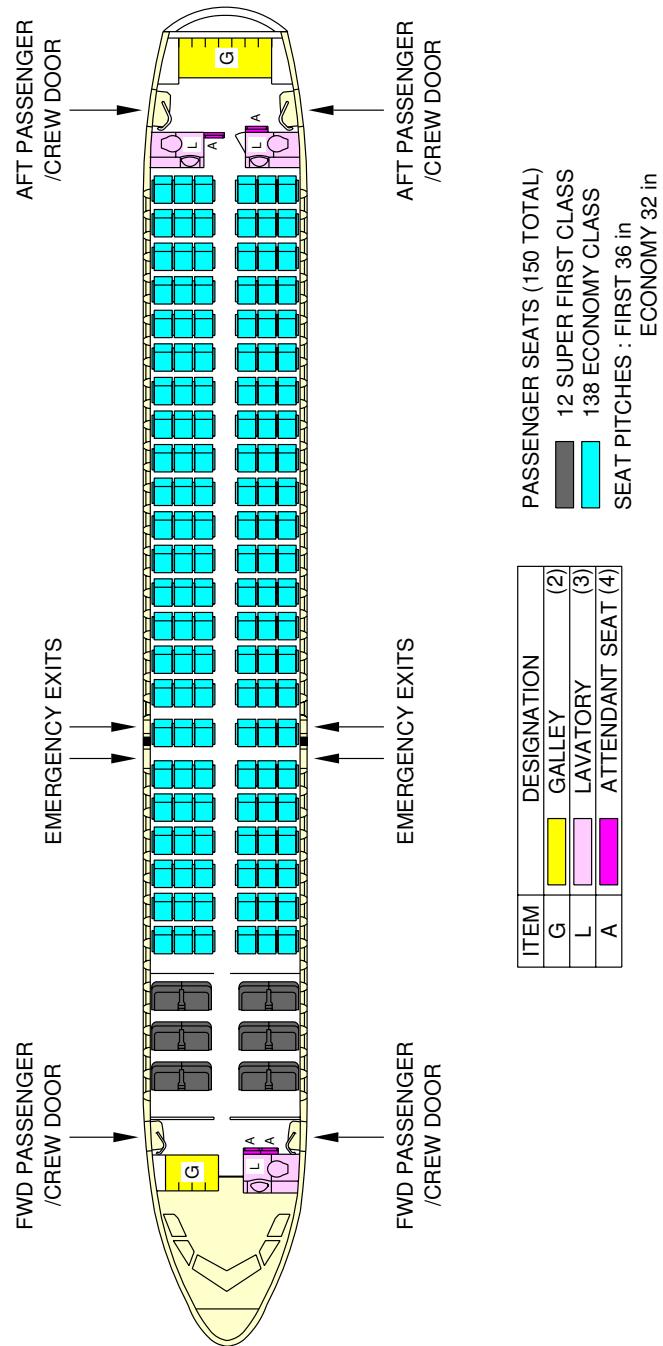
**ON A/C A320-200 A320neo



N_AC_020401_1_0030101_01_02

Interior Arrangements - Plan View
 Typical Configuration - Single-Class, High Density
 FIGURE-2-4-1-991-003-A01

**ON A/C A320-200 A320neo



N_AC_020401_1_0090101_01_00

Interior Arrangements - Plan View
Typical Configuration - Two-Class
FIGURE-2-4-1-991-009-A01

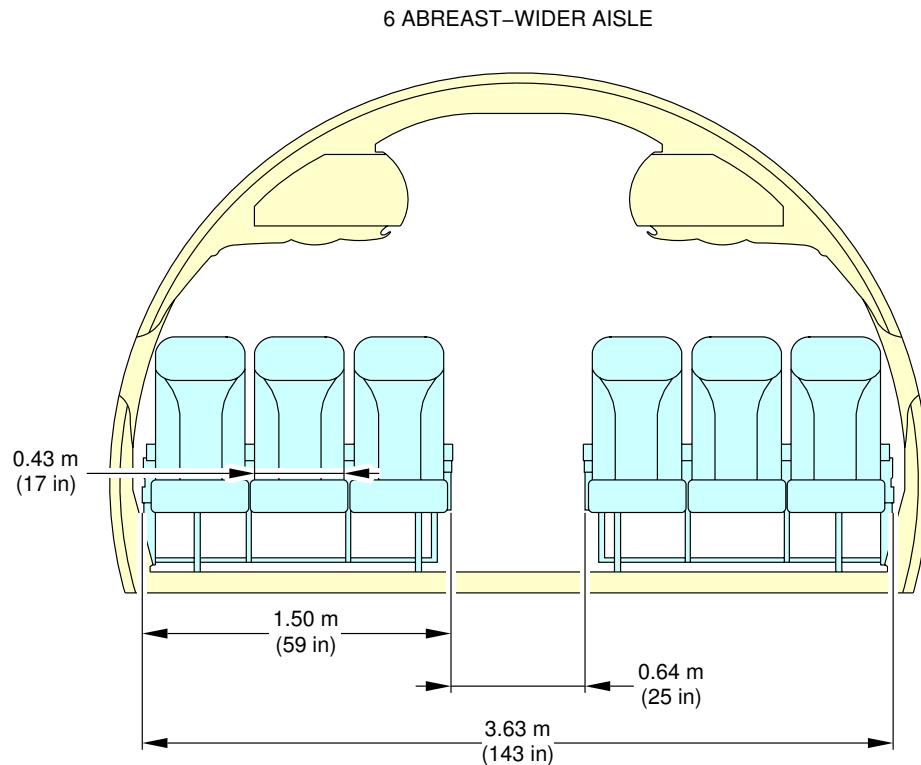
2-5-0 **Interior Arrangements - Cross Section**

**ON A/C A320-200 A320neo

Interior Arrangements - Cross Section

- | 1. This section provides the typical configuration.

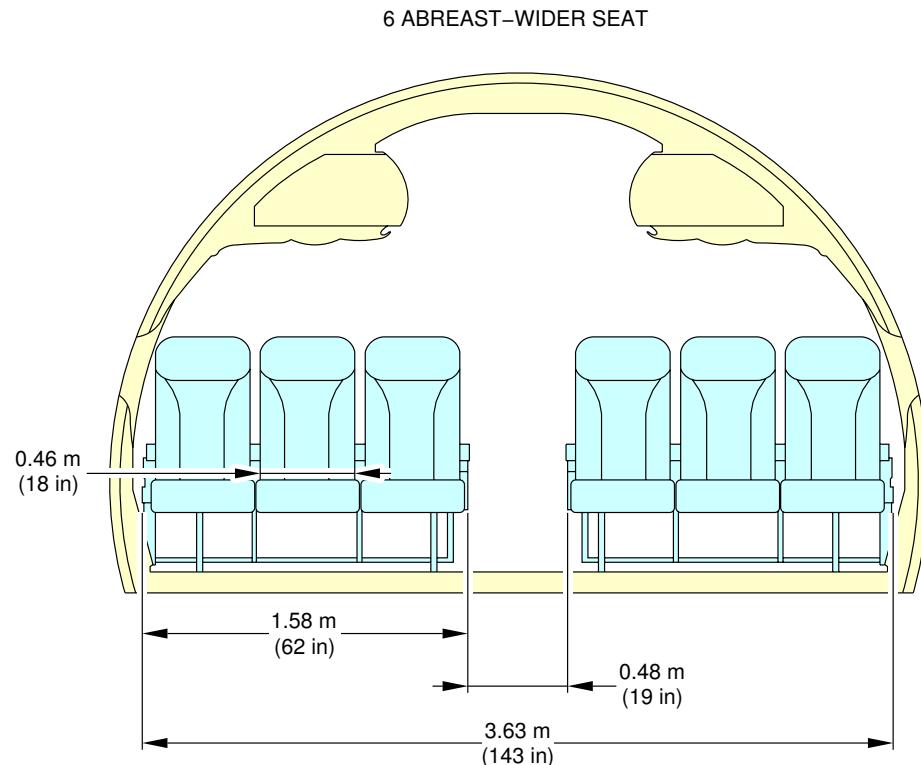
**ON A/C A320-200 A320neo



N_AC_020500_1_0050101_01_01

Interior Arrangements - Cross Section
Economy Class, 6 Abreast - Wider Aisle (Sheet 1 of 2)
FIGURE-2-5-0-991-005-A01

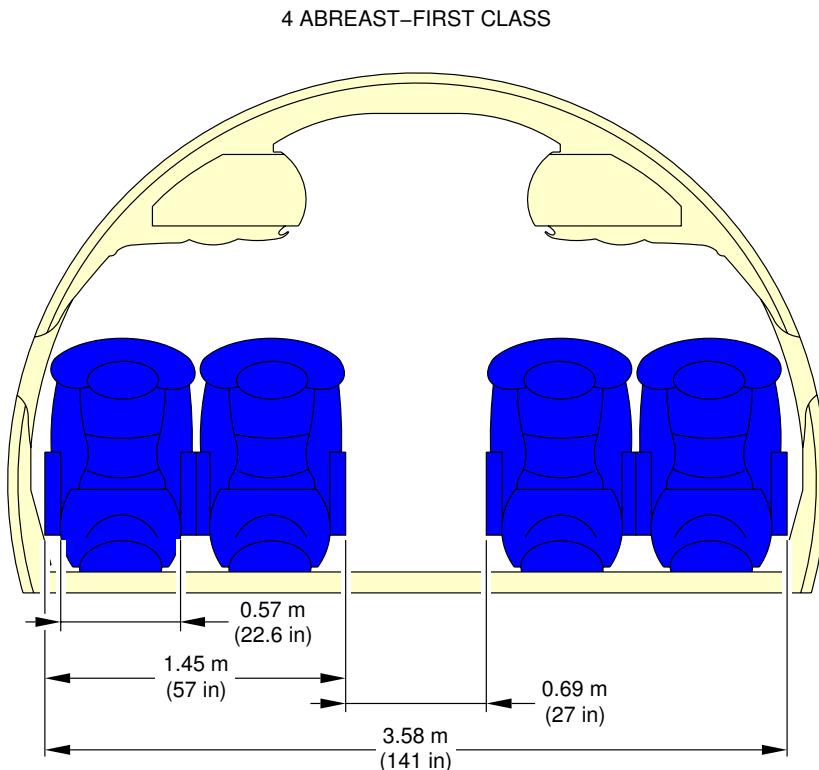
**ON A/C A320-200 A320neo



N_AC_020500_1_0050102_01_03

Interior Arrangements - Cross Section
Economy Class, 6 Abreast - Wider Seat (Sheet 2 of 2)
FIGURE-2-5-0-991-005-A01

**ON A/C A320-200 A320neo



N_AC_020500_1_0060101_01_01

Interior Arrangements - Cross Section

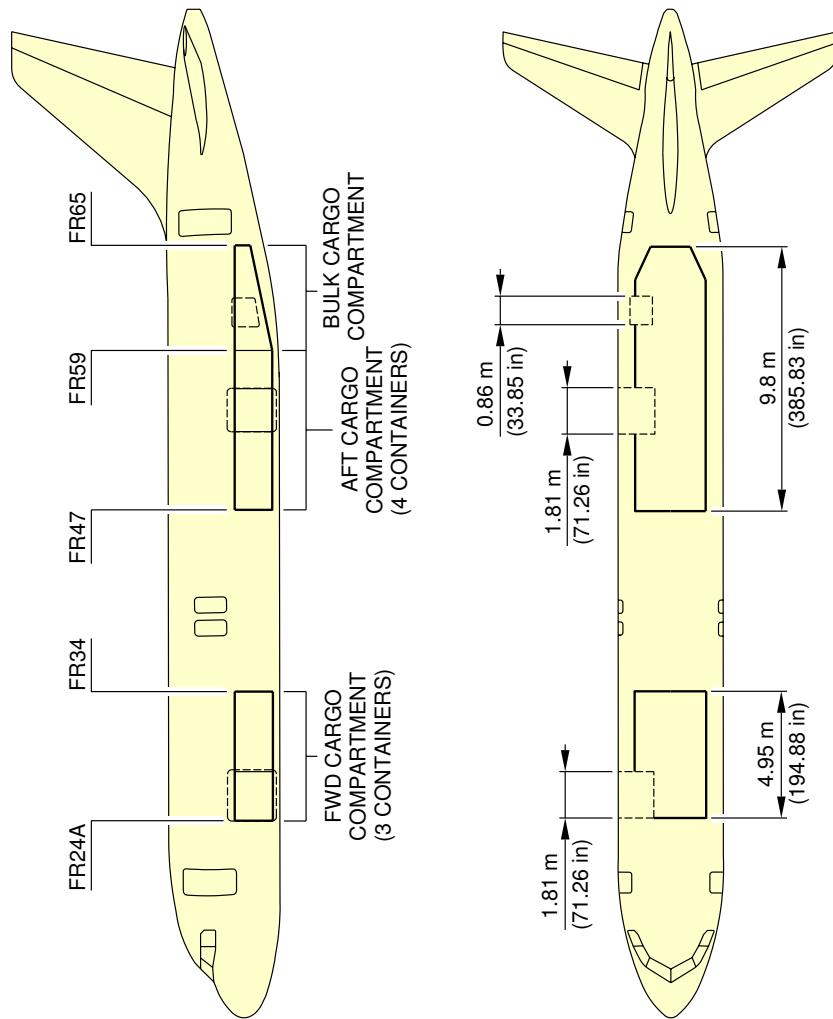
First-Class

FIGURE-2-5-0-991-006-A01

2-6-0 **Cargo Compartments******ON A/C A320-200 A320neo****Cargo Compartments**

- | 1. This section provides the cargo compartments locations, dimensions and loading combinations.

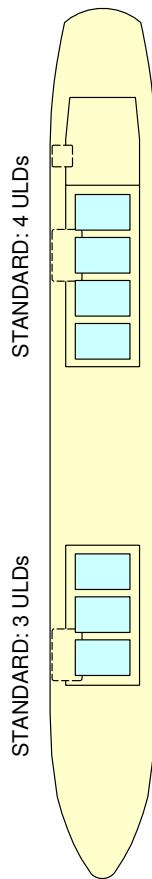
**ON A/C A320-200 A320neo



N_AC_020600_1_0030101_01_00

Cargo Compartments
Locations and Dimensions
FIGURE-2-6-0-991-003-A01

**ON A/C A320-200 A320neo



N_AC_020600_1_0060101_01_00

Cargo Compartments
Loading Combinations
FIGURE-2-6-0-991-006-A01



2-7-0 Door Clearances and Location

**ON A/C A320-200 A320neo

Door Clearances

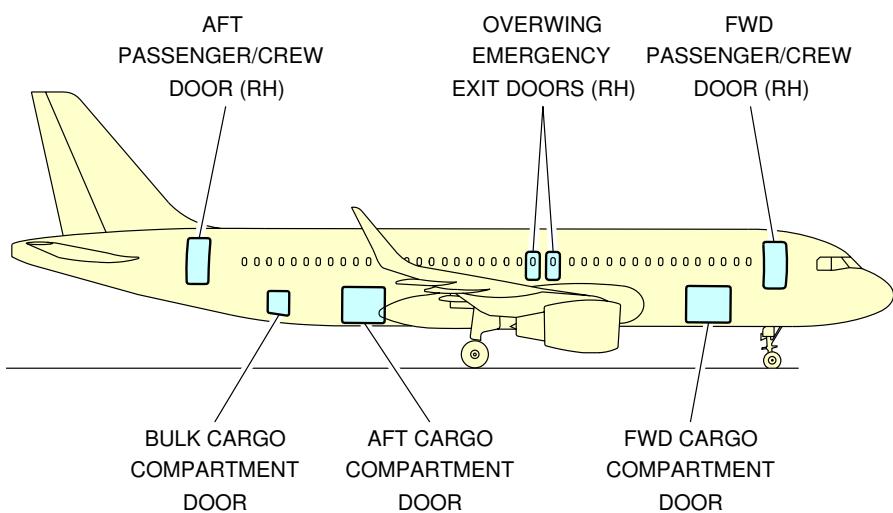
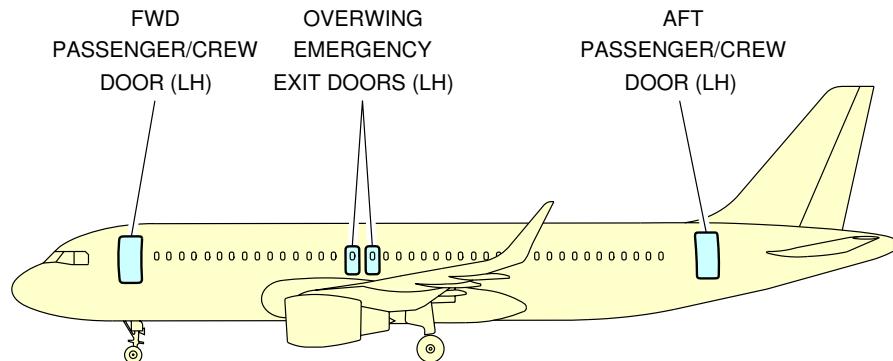
1. This section provides door identification and location.

NOTE : Dimensions of the ground clearances are approximate and will vary with tire type, weight and balance and other special conditions.

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320-200 A320neo



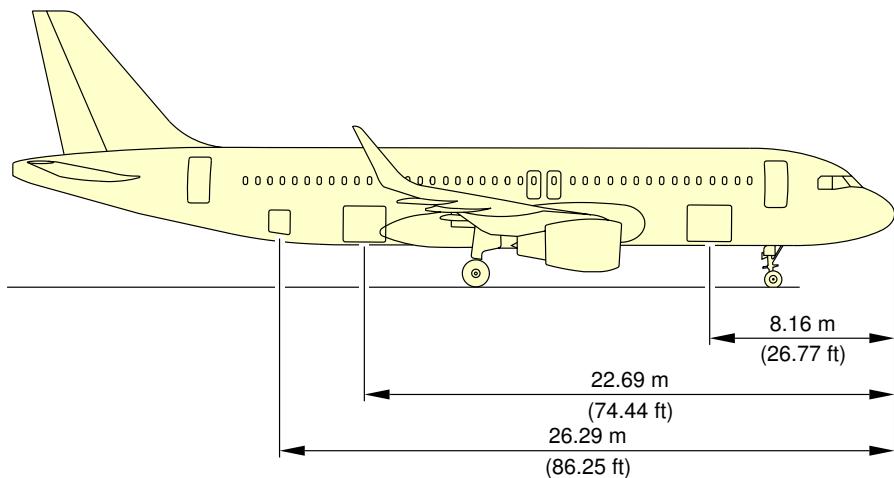
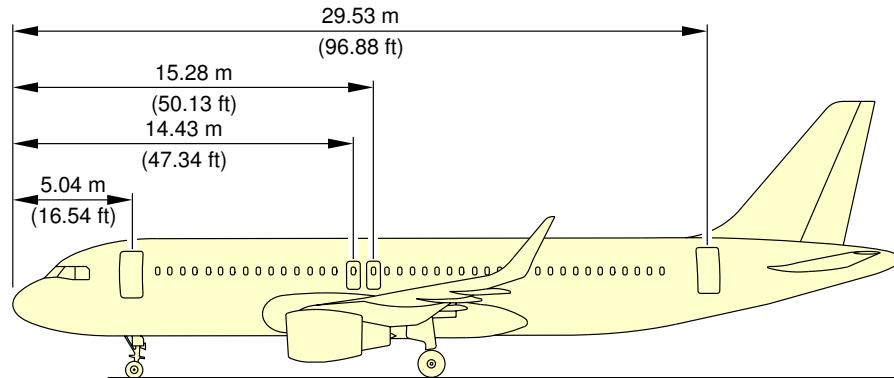
N_AC_020700_1_0030101_01_00

Door Identification and Location
Door Identification (Sheet 1 of 2)
FIGURE-2-7-0-991-003-A01

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

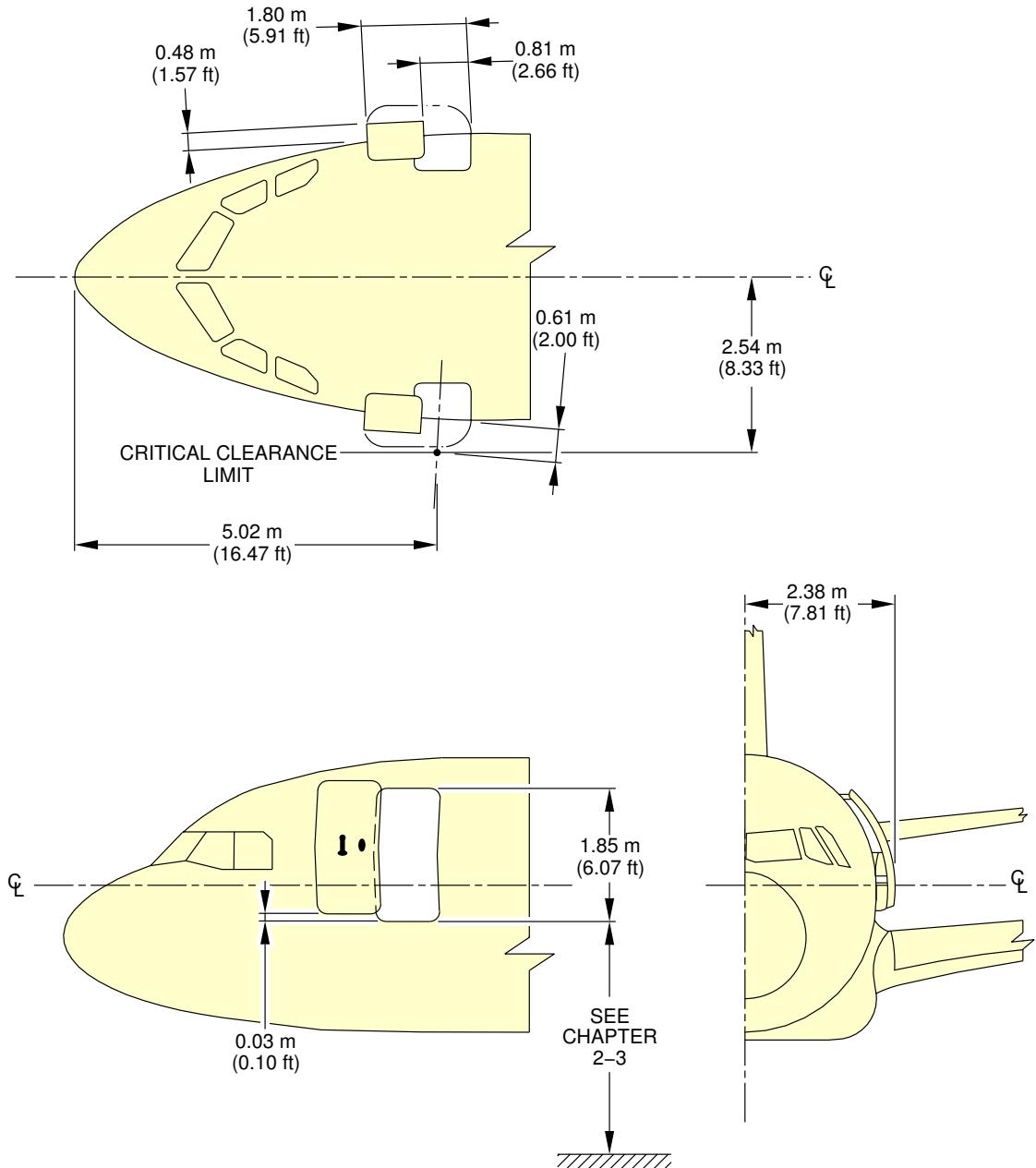
**ON A/C A320-200 A320neo



N_AC_020700_1_0030102_01_00

Door Identification and Location
Door Location (Sheet 2 of 2)
FIGURE-2-7-0-991-003-A01

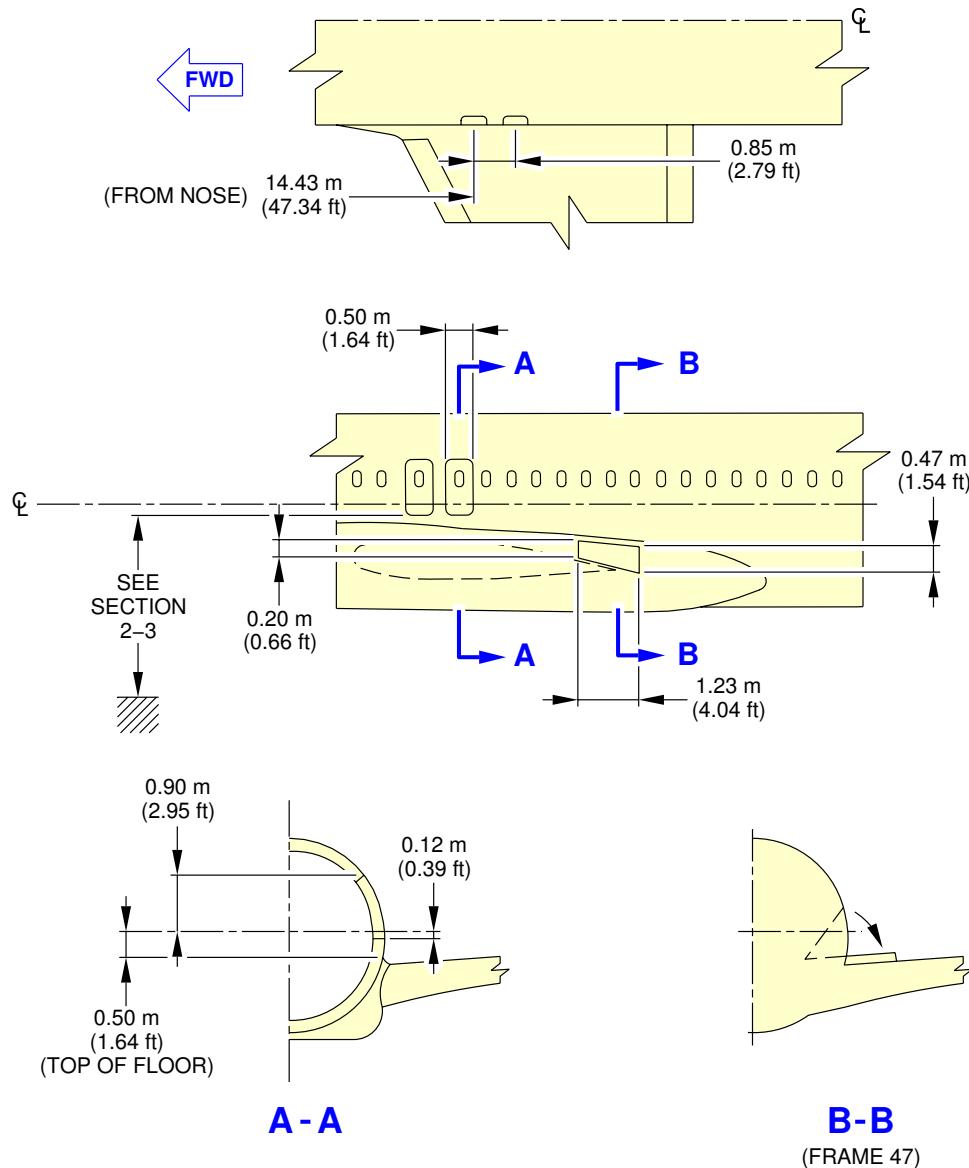
**ON A/C A320-200 A320neo



N_AC_020700_1_0220101_01_00

Doors Clearances
Forward Passenger/Crew Doors
FIGURE-2-7-0-991-022-A01

**ON A/C A320-200 A320neo



NOTE:

ESCAPE SLIDE COMPARTMENT DOOR OPENS ON WING UPPER SURFACE.

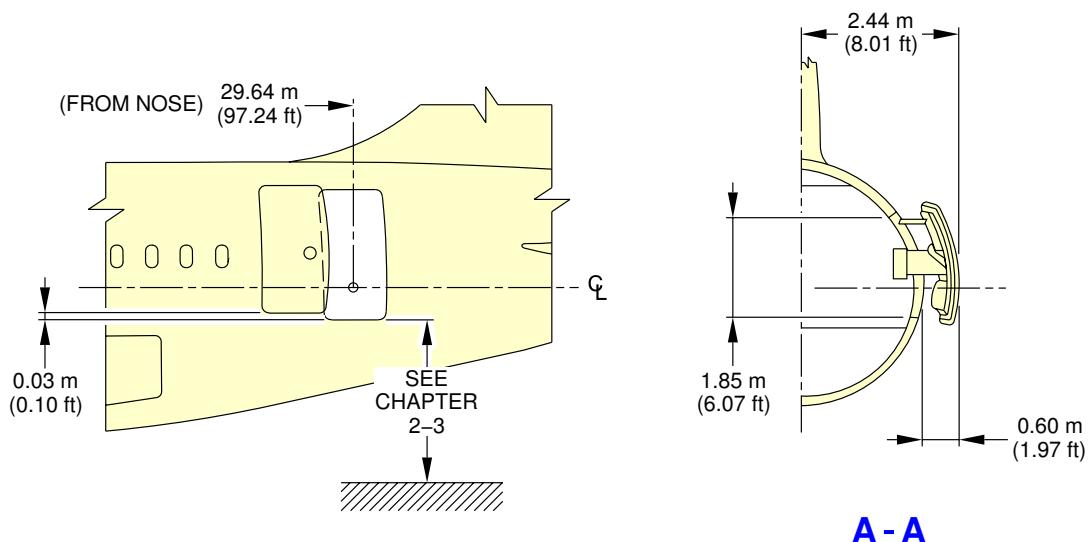
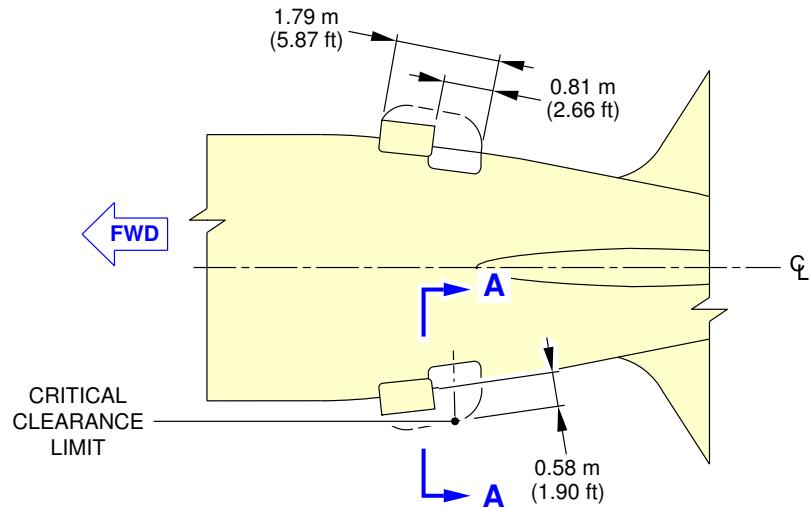
N_AC_020700_1_0230101_01_00

Doors Clearances

Emergency Exits

FIGURE-2-7-0-991-023-A01

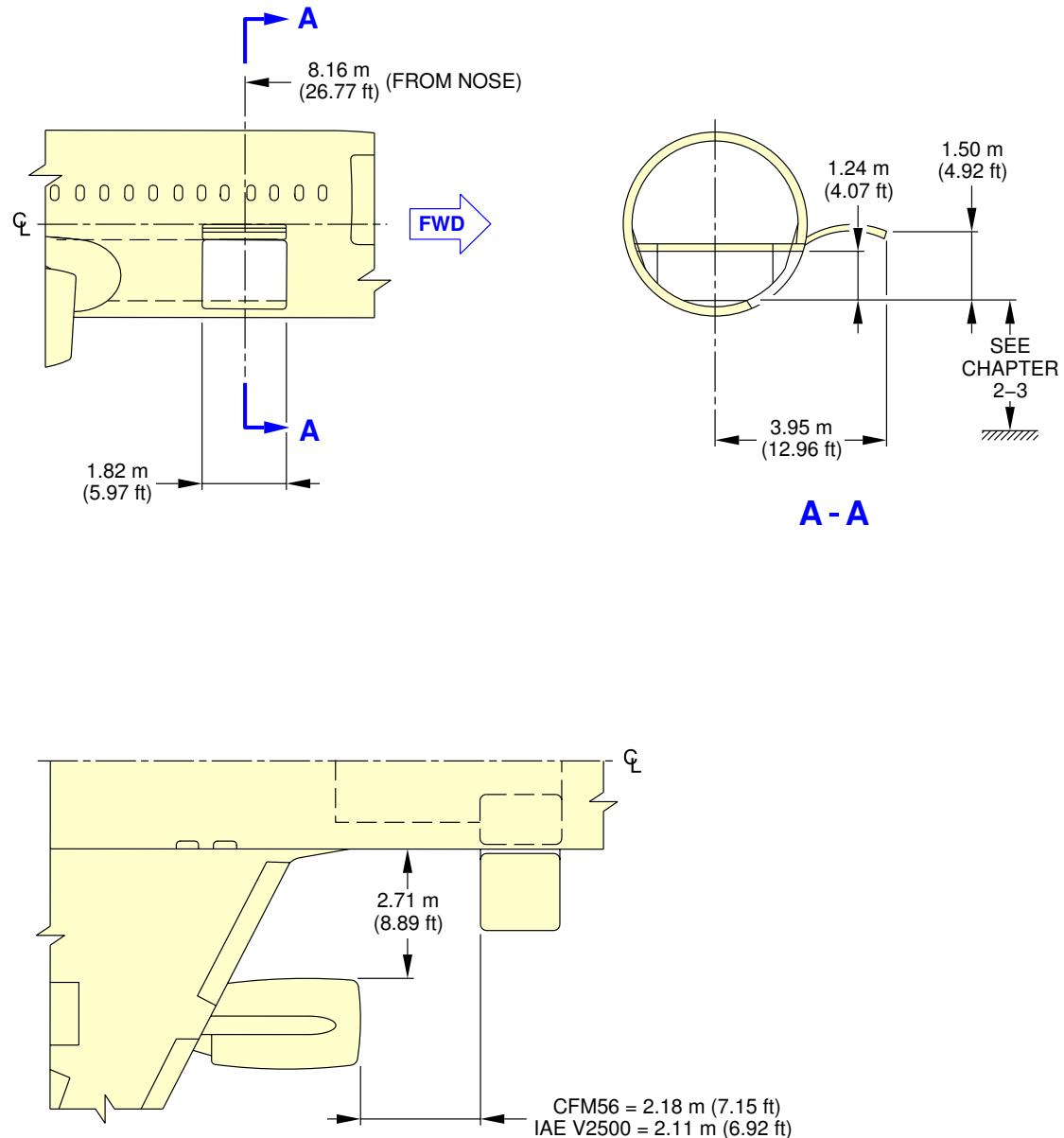
**ON A/C A320-200 A320neo



N_AC_020700_1_0240101_01_00

Doors Clearances
Aft Passenger/Crew Doors
FIGURE-2-7-0-991-024-A01

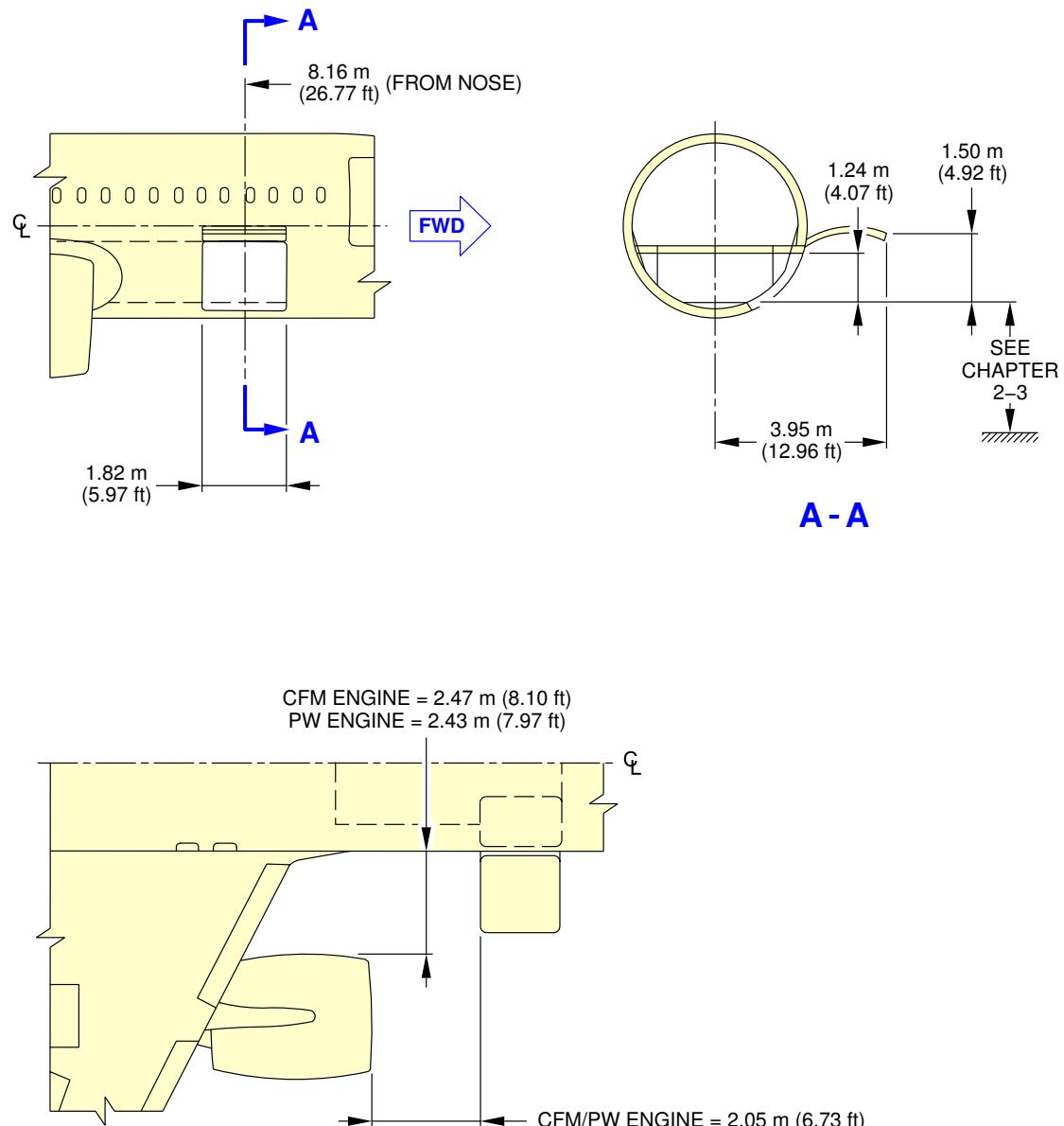
**ON A/C A320-200



N_AC_020700_1_0250101_01_00

Door Clearances
Forward Cargo Compartment Door
FIGURE-2-7-0-991-025-A01

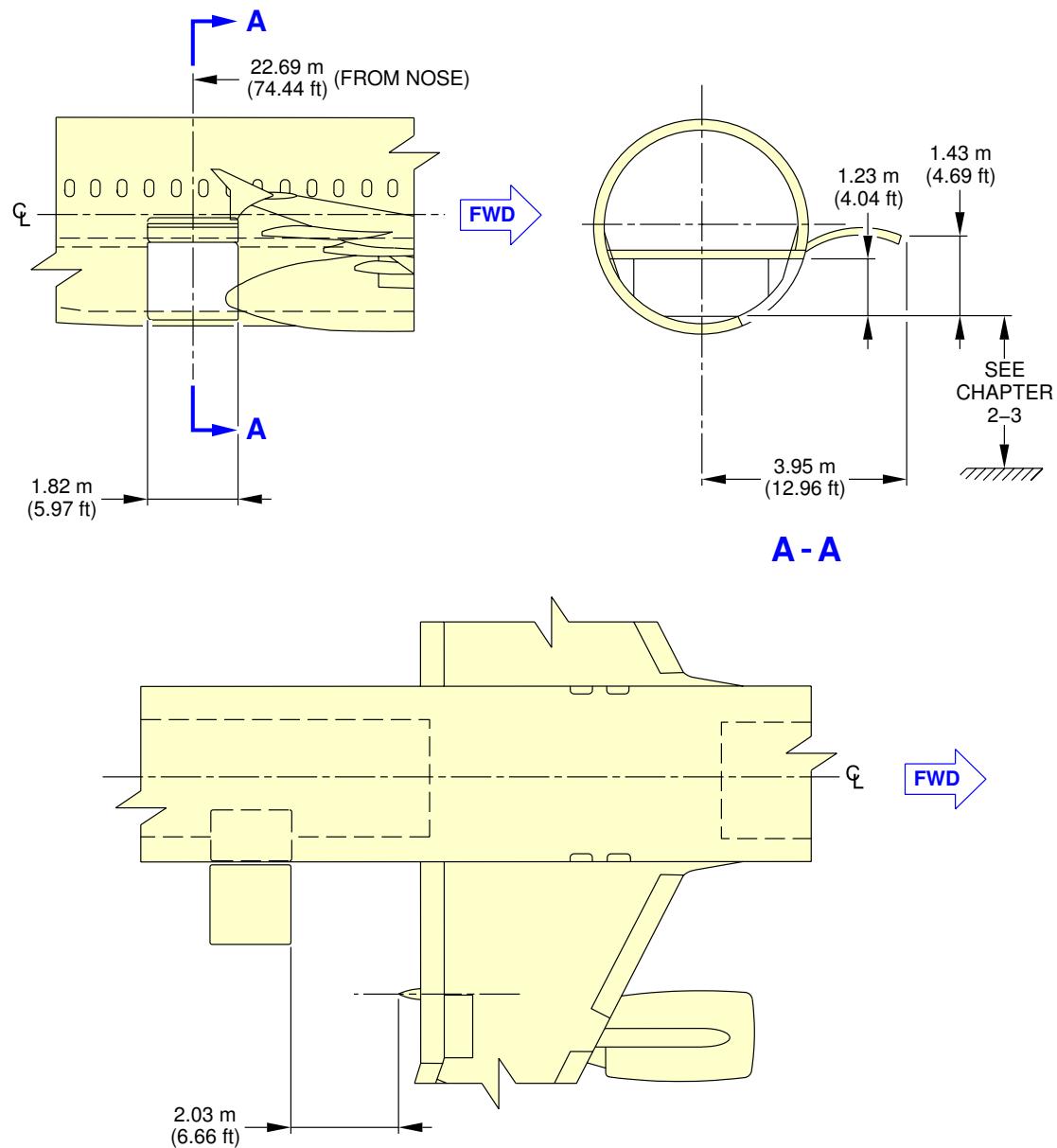
**ON A/C A320neo



N_AC_020700_1_0260101_01_00

Door Clearances
Forward Cargo Compartment Door
FIGURE-2-7-0-991-026-A01

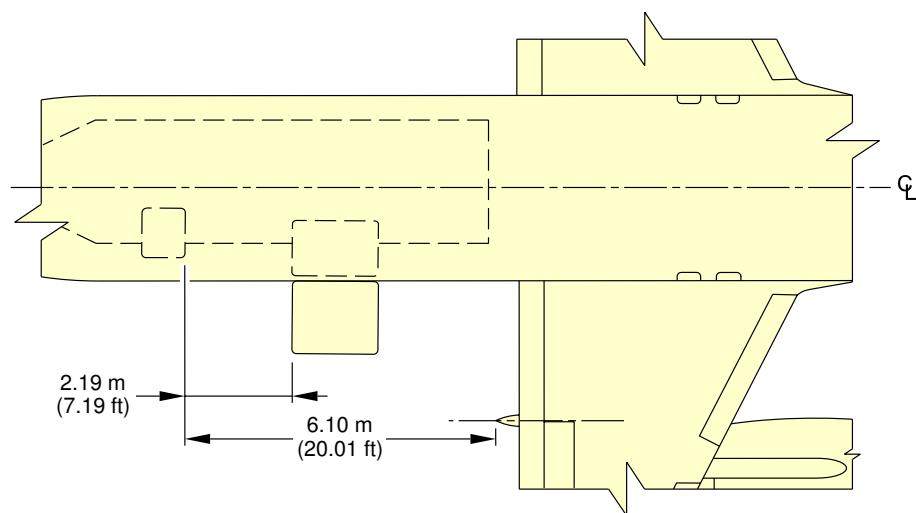
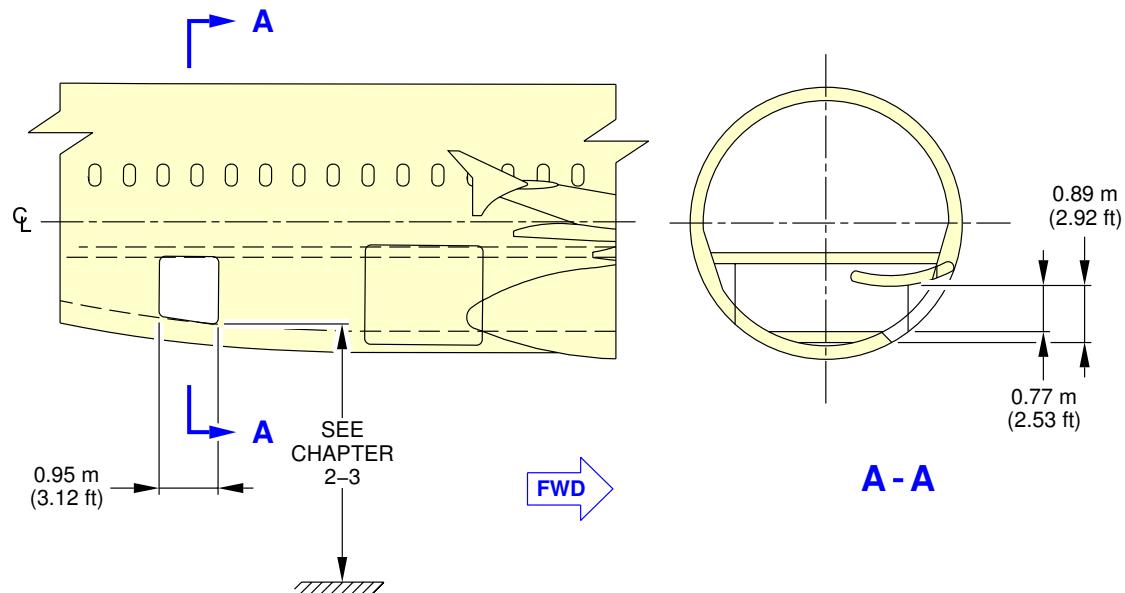
**ON A/C A320-200 A320neo



N_AC_020700_1_0270101_01_00

Doors Clearances
Aft Cargo Compartment Door
FIGURE-2-7-0-991-027-A01

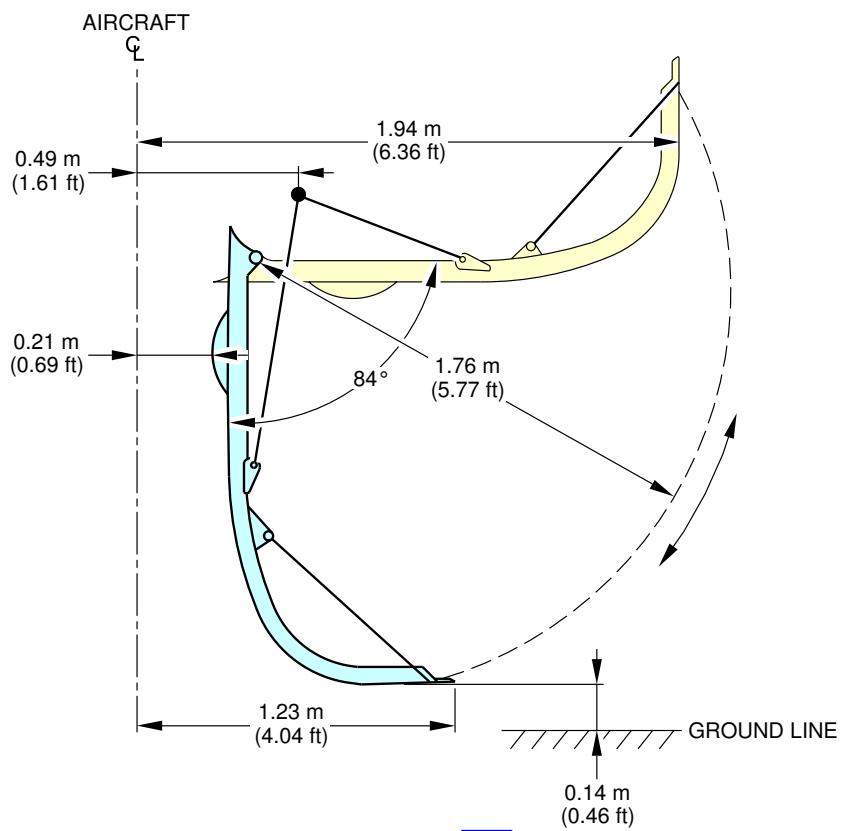
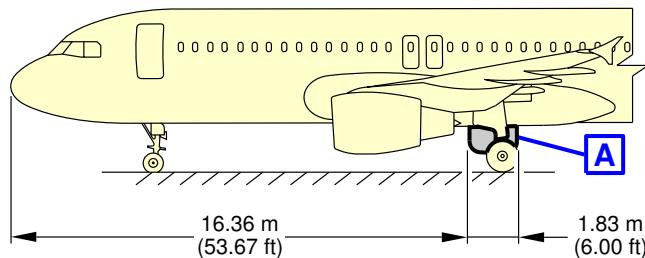
**ON A/C A320-200 A320neo



N_AC_020700_1_0280101_01_00

Doors Clearances
Bulk Cargo Compartment Door
FIGURE-2-7-0-991-028-A01

**ON A/C A320-200 A320neo



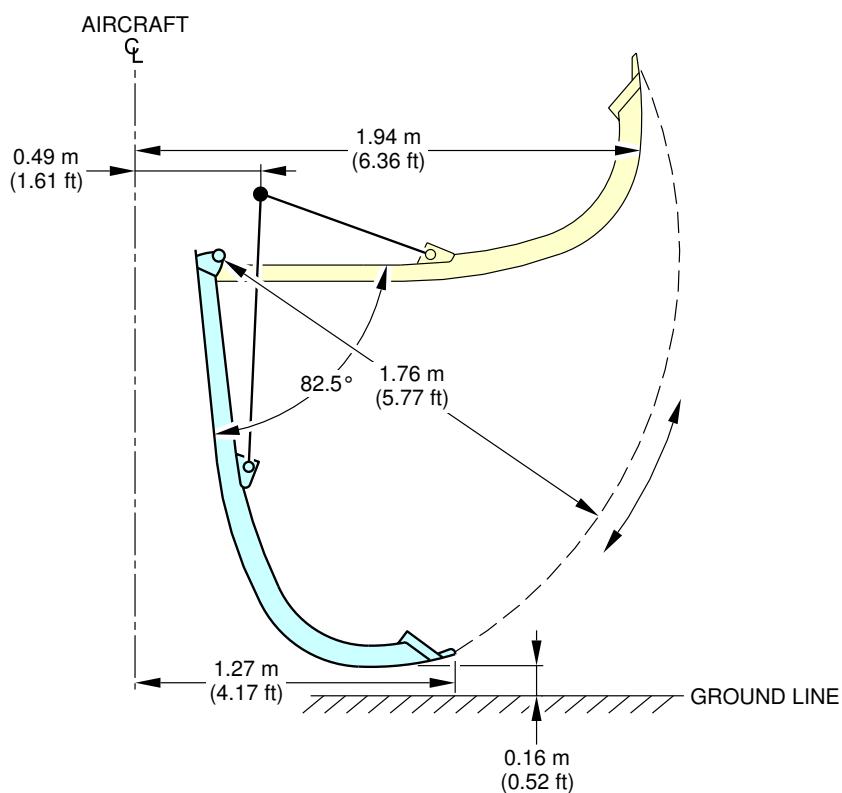
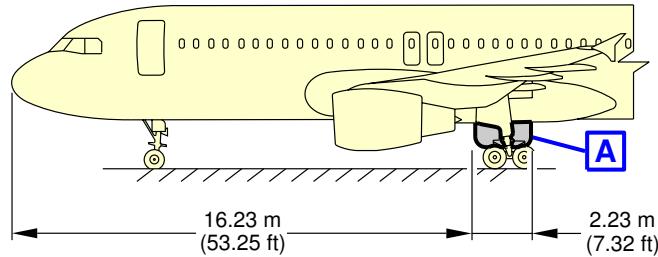
NOTE:

VALUE OF CG: 25% RC.

N_AC_020700_1_0290101_01_00

Doors Clearances
Main Landing Gear Doors
FIGURE-2-7-0-991-029-A01

**ON A/C A320-200



NOTE:

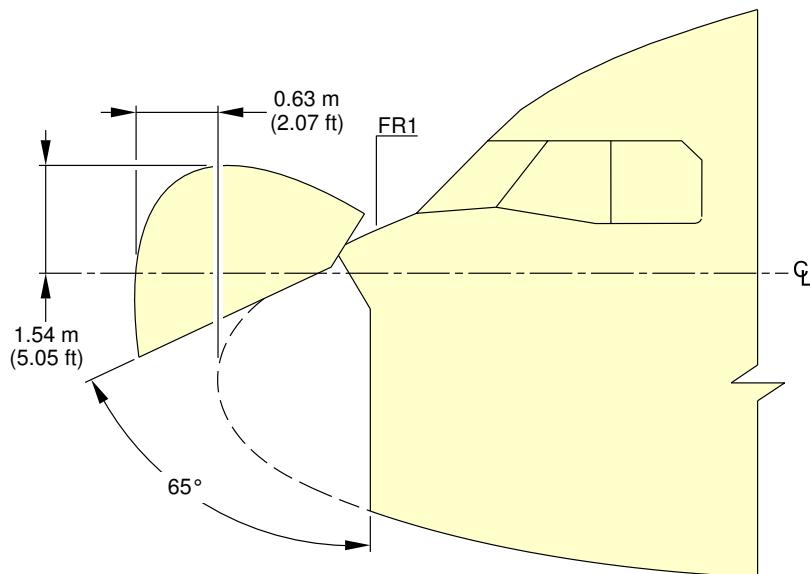
VALUE OF CG: 25% RC.

A

N_AC_020700_1_0300101_01_00

Doors Clearances
Main Landing Gear Doors (Bogie)
FIGURE-2-7-0-991-030-A01

**ON A/C A320-200 A320neo



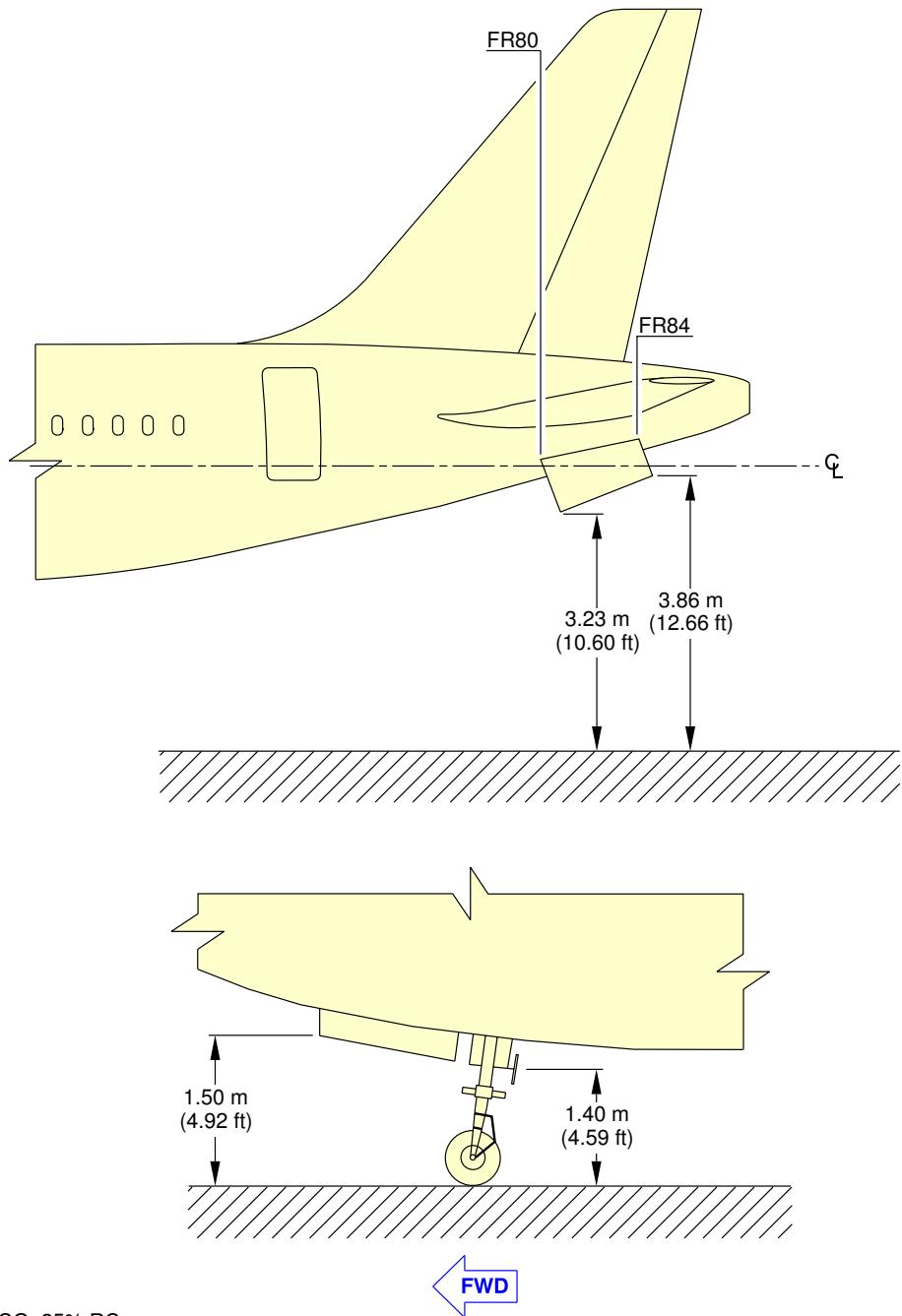
N_AC_020700_1_0310101_01_00

Doors Clearances

Radome

FIGURE-2-7-0-991-031-A01

**ON A/C A320-200 A320neo



NOTE:

VALUE OF CG: 25% RC.

N_AC_020700_1_0320101_01_00

Doors Clearances
APU and Nose Landing Gear Doors
FIGURE-2-7-0-991-032-A01

2-8-0 Escape Slides

****ON A/C A320-200 A320neo**Escape Slides

1. General

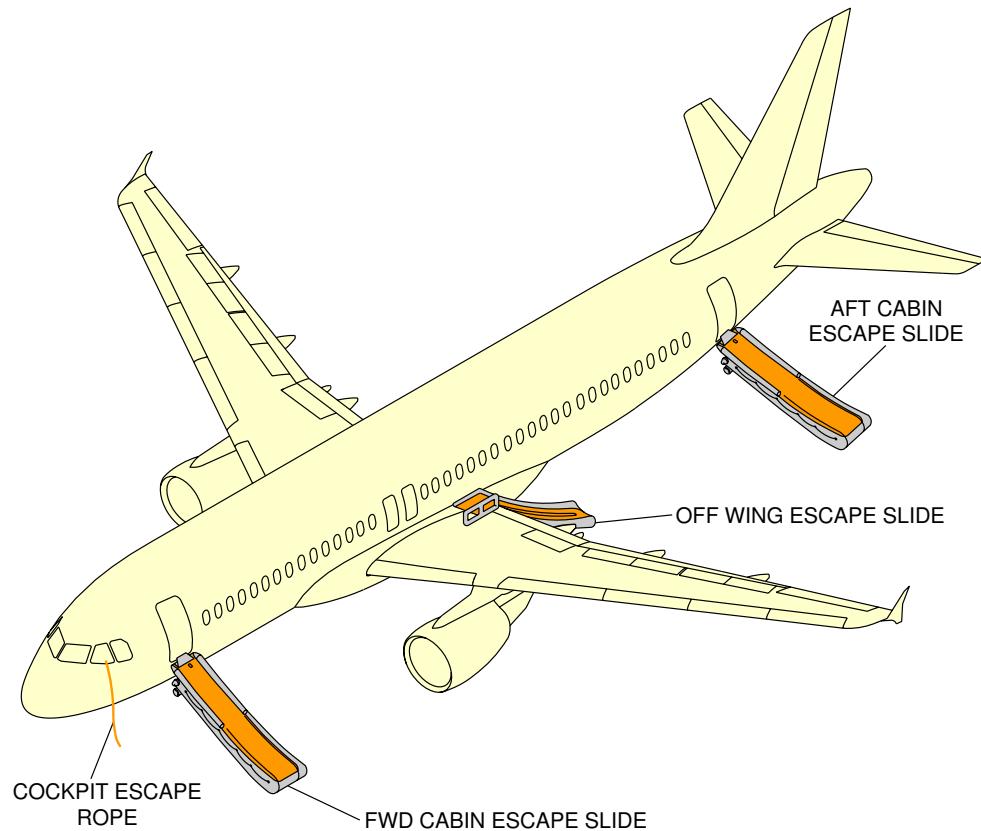
This section provides location of cabin escape facilities and related clearances.

2. Location

Escape facilities are provided at the following locations:

- One slide-raft at each passenger/crew door (total four)
- One slide for each emergency exit door (total two). Dual lane offwing escape slides are installed above the wings in the left and right wing-to-fuselage fairings for off-the-wing evacuation.

**ON A/C A320-200 A320neo

**NOTE:**

LH SHOWN, RH SYMMETRICAL.

N_AC_020800_1_0050101_01_01

Escape Slides

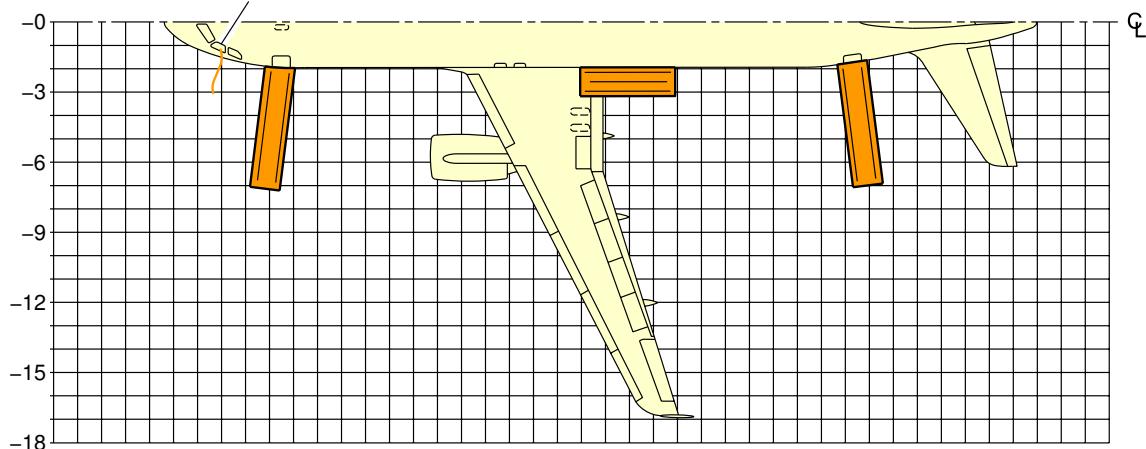
Location

FIGURE-2-8-0-991-005-A01

**ON A/C A320-200 A320neo

EMERGENCY EVACUATION

EMERGENCY DESCENT THROUGH THE
WINDOW OPENING WITH THE ESCAPE ROPE



GRID EQUALS 1 m (3.28 ft) IN REALITY

NOTE:

- LH SHOWN, RH SYMMETRICAL.
- DIMENSIONS ARE APPROXIMATE.

N_AC_020800_1_0060101_01_01

Escape Slides
Dimensions

FIGURE-2-8-0-991-006-A01

2-8-0

Page 3
May 01/15

2-9-0 **Landing Gear******ON A/C A320-200 A320neo**Landing Gear

1. General

The landing gear is of the conventional retractable tricycle type comprising:

- Two main gears with twin-wheel or four-wheel bogie assembly,
- A twin-wheel nose gear.

The main landing gears are located under the wing and retract sideways towards the fuselage centerline.

The nose landing gear retracts forward into a fuselage compartment located between FR9 and FR20.

The landing gears and landing gear doors are operated and controlled electrically and hydraulically. In abnormal operation, the landing gear can be extended by gravity.

For landing gear footprint and tire size, refer to 07-02-00.

2. Main Landing Gear

A. Twin-Wheel

Each of the two main landing gear assemblies consists of a conventional two-wheel direct type with an integral shock absorber supported in the fore and aft directions by a fixed drag strut and laterally by a folding strut mechanically locked when in the DOWN position.

B. Four-Wheel Bogie

Each of the two main landing gear assemblies consists of a direct-action shock absorber on which is installed a four-wheel bogie beam.

The shock absorber is supported in the fore and aft directions by a fixed drag strut and laterally by a folding strut mechanically locked when in the DOWN position.

3. Nose Landing Gear

The nose landing gear consists of a leg with a built-in shock absorber strut, carrying twin wheels with adequate shimmy damping and a folding strut mechanically locked when in the DOWN position.

4. Nose Wheel Steering

Steering is controlled by two hand wheels in the cockpit. For steering angle controlled by the hand wheels, refer to AMM 32-51-00.

For steering angle limitation, refer to AMM 09-10-00.

A steering disconnection box is installed on the nose landing gear to allow steering deactivation for towing purposes.

5. Landing Gear Servicing Points

A. General

Filling of the landing-gear shock absorbers is done through MIL-PRF-6164 standard valves.

Charging of the landing-gear shock absorbers is accomplished with nitrogen through MIL-PRF-6164 standard valves.

B. Charging Pressure

For charging of the landing-gear shock absorbers, refer to AMM 12-14-32.

6. Braking

A. General

The four main wheels are equipped with carbon multidisc brakes.

The braking system is electrically controlled and hydraulically operated.

The braking system has four braking modes plus autobrake and anti-skid systems:

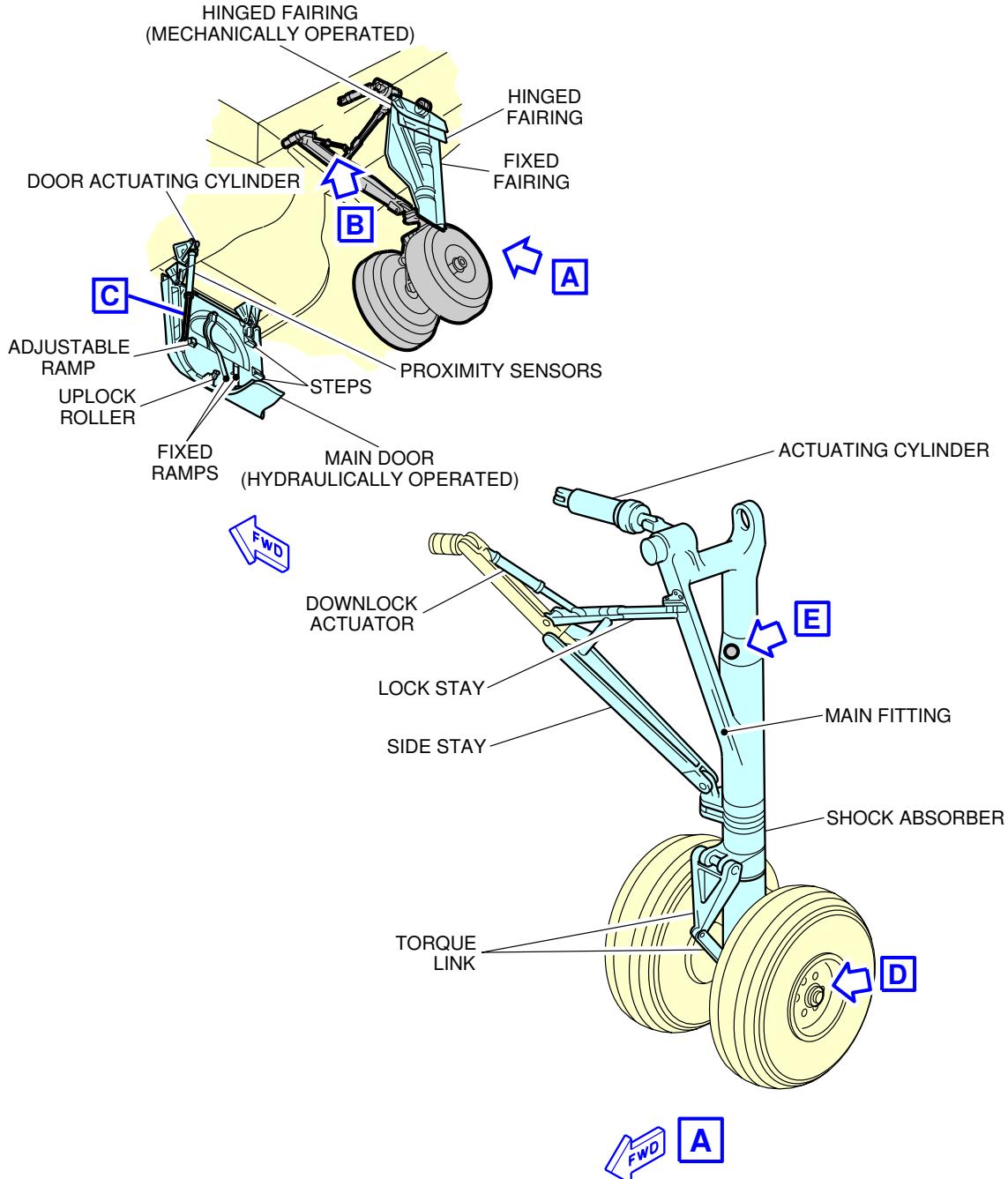
- Normal braking with anti-skid capability,
- Alternative braking with anti-skid capability,
- Alternative braking without anti-skid capability,
- Parking brake with full pressure application capability only.

B. In-Flight Wheel Braking

The main gear wheels are braked automatically before the wheels enter the wheel bay.

The nose gear wheels are stopped by the wheels contacting a rubbing strip (the brake band) when the gear is in the retracted position.

**ON A/C A320-200 A320neo

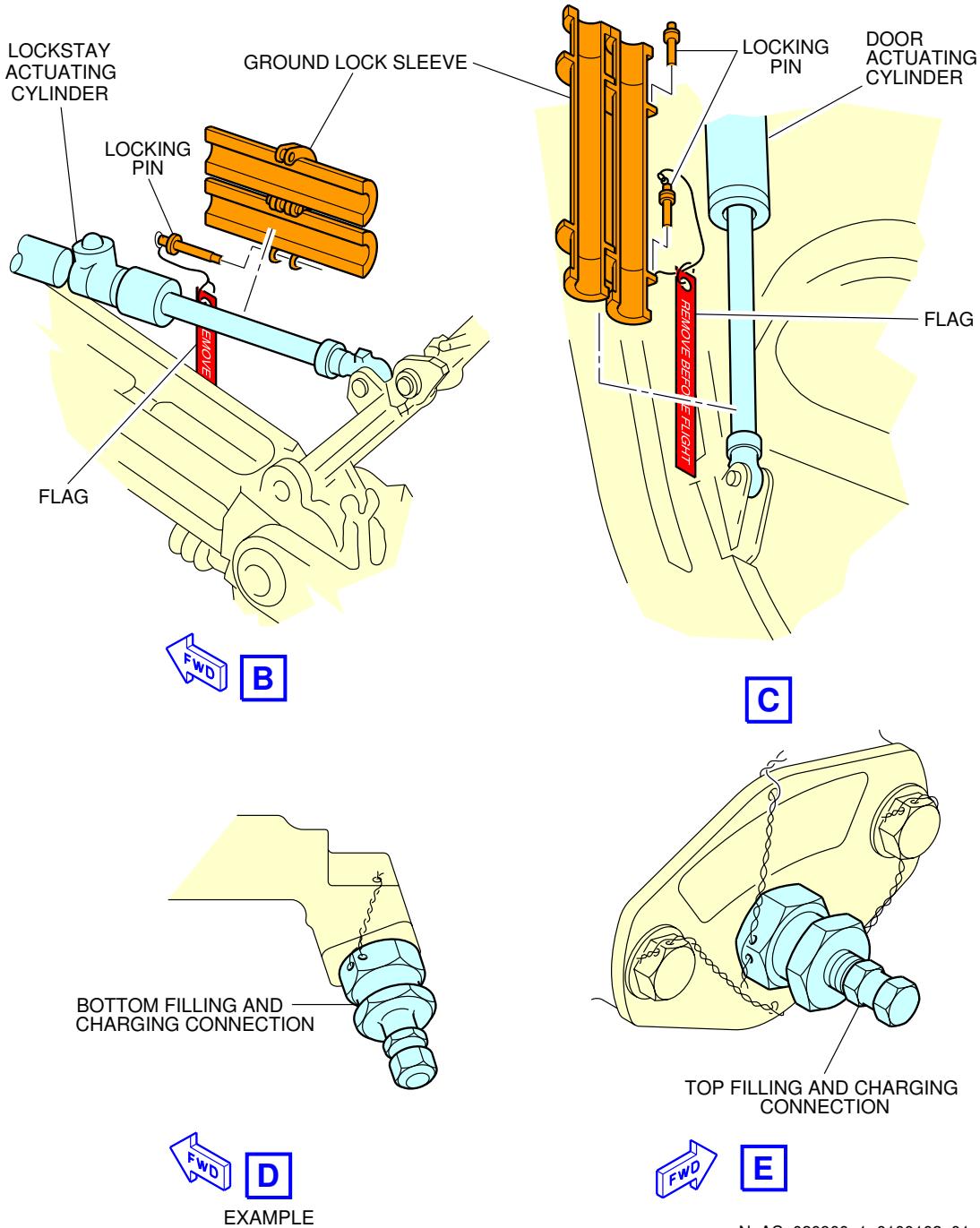


NOTE: MAIN DOOR SHOWN OPEN IN GROUND MAINTENANCE POSITION.

N_AC_020900_1_0100101_01_00

Landing Gear
Main Landing Gear - Twin-Wheel (Sheet 1 of 2)
FIGURE-2-9-0-991-010-A01

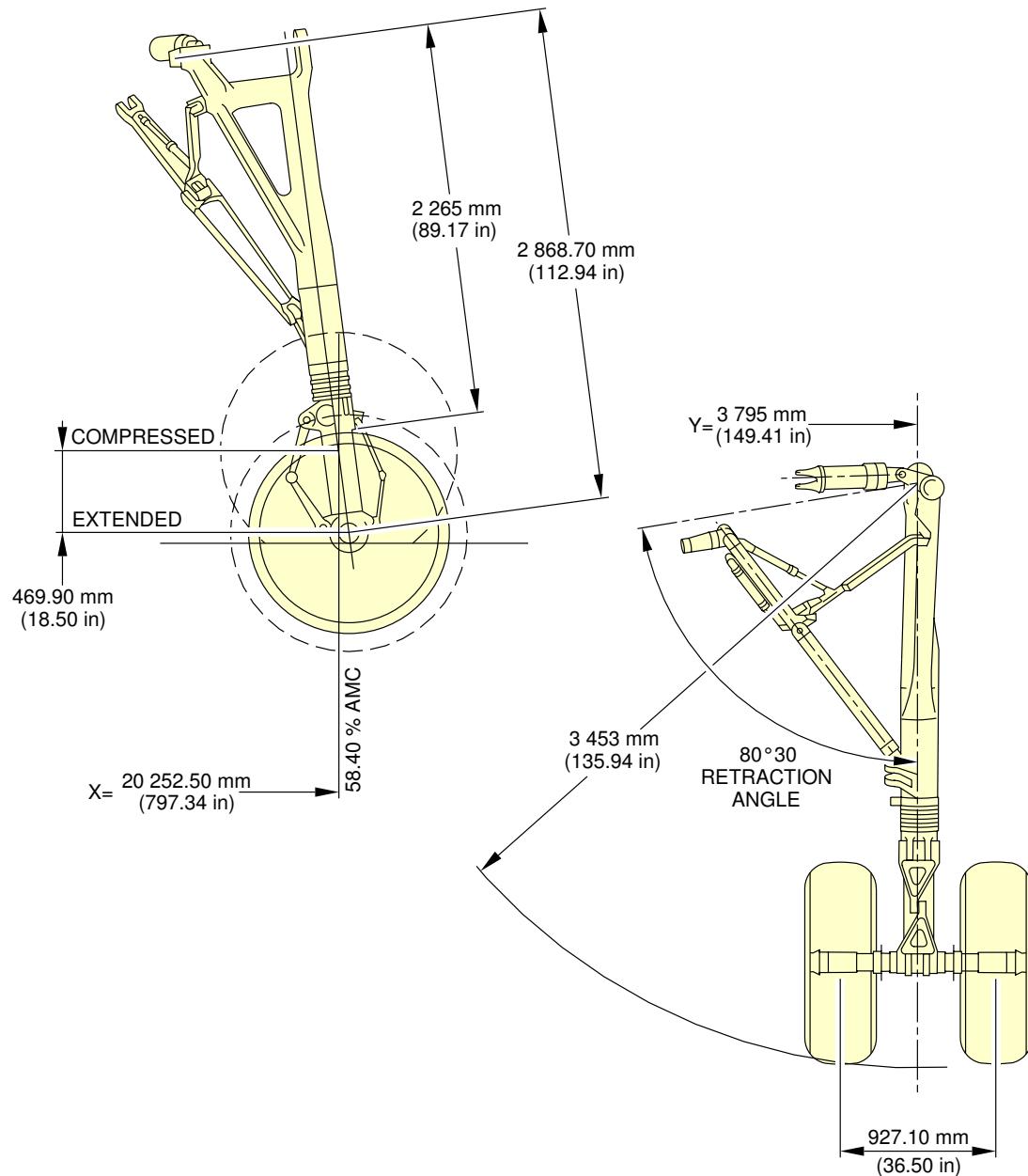
**ON A/C A320-200 A320neo



N_AC_020900_1_0100102_01_01

Landing Gear
Main Landing Gear - Twin-Wheel (Sheet 2 of 2)
FIGURE-2-9-0-991-010-A01

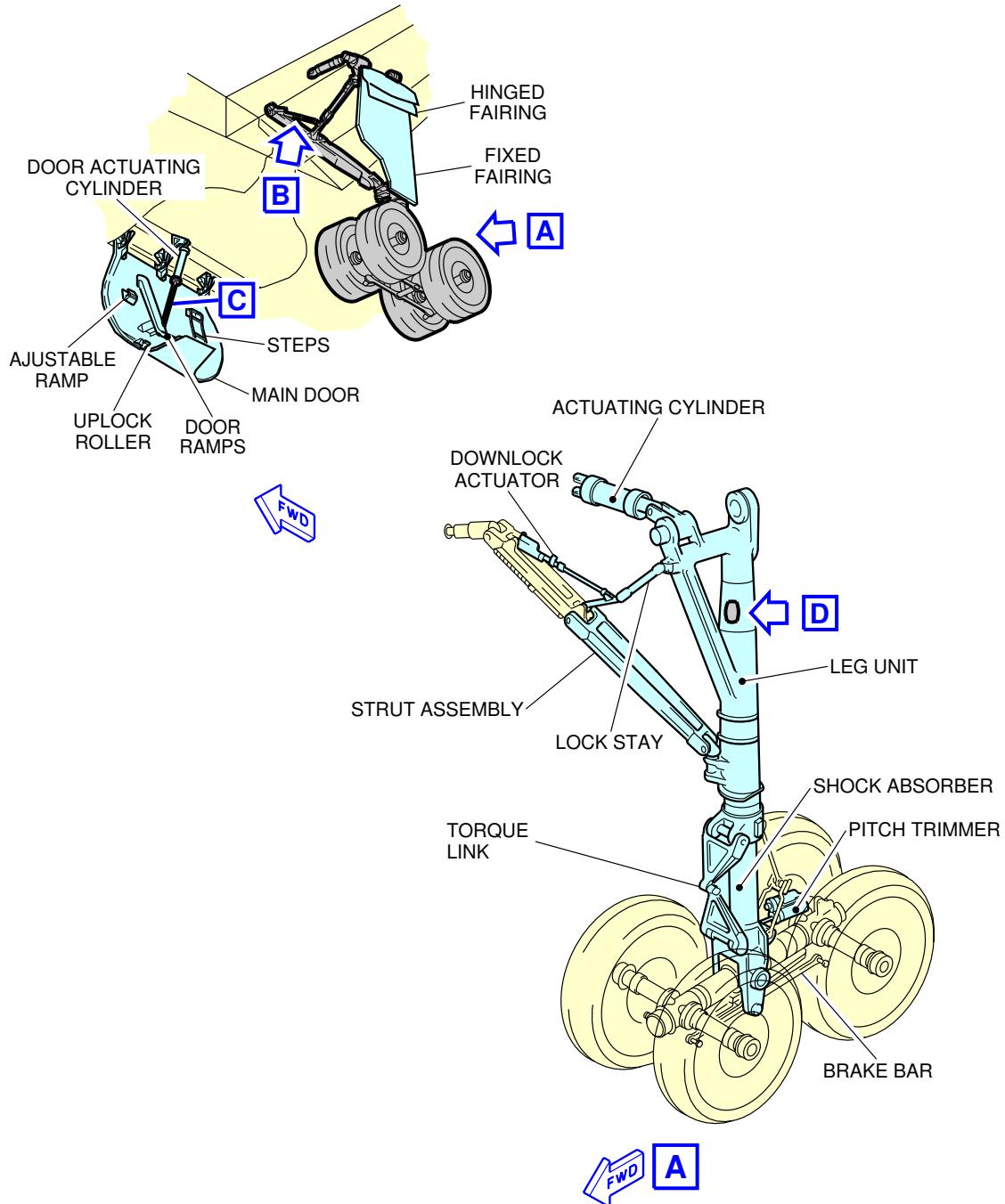
**ON A/C A320-200 A320neo



N_AC_020900_1_0110101_01_00

Landing Gear
Main Landing Gear Dimensions - Twin-Wheel
FIGURE-2-9-0-991-011-A01

**ON A/C A320-200

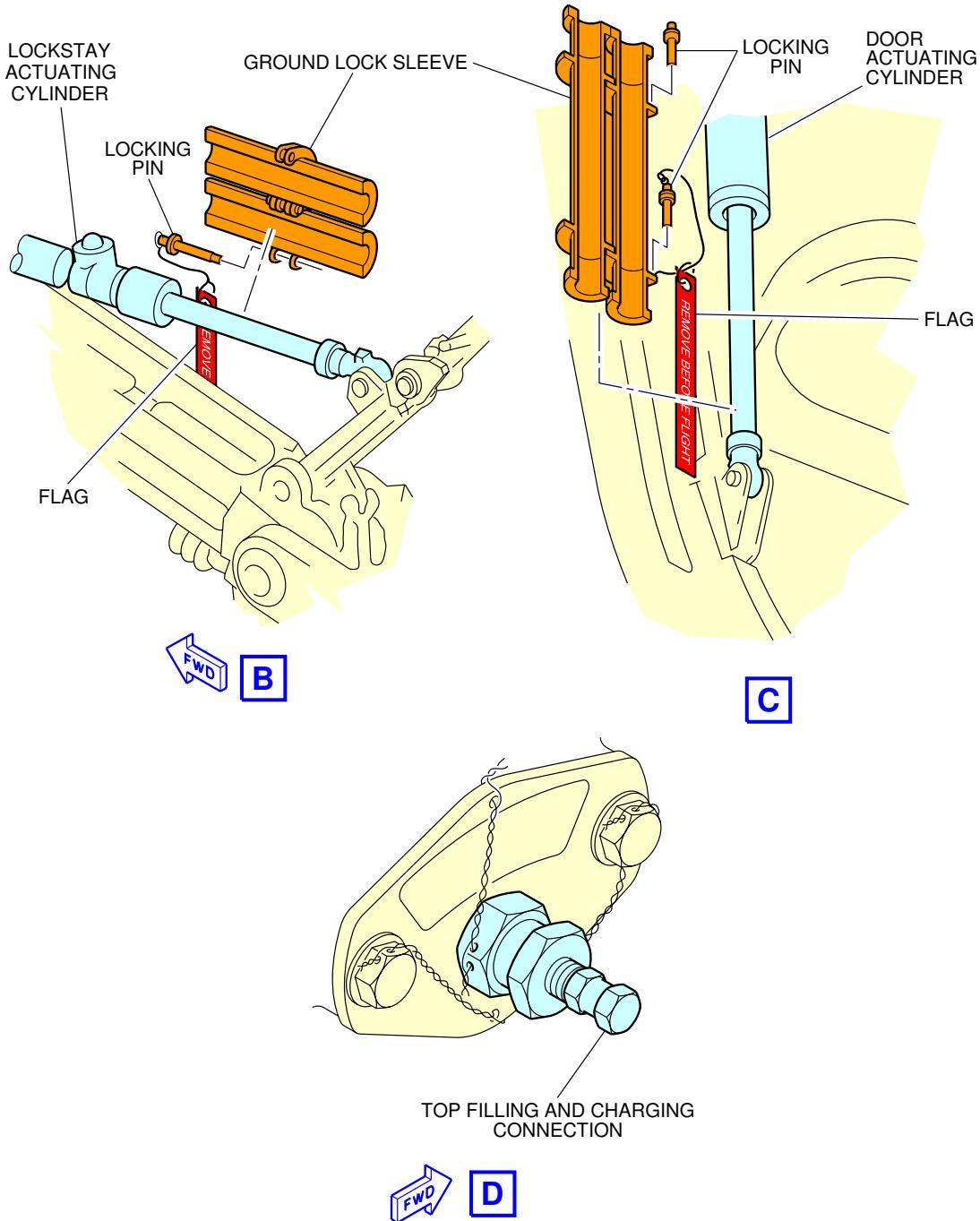


NOTE: MAIN DOOR SHOWN OPEN IN GROUND MAINTENANCE POSITION.

N_AC_020900_1_0120101_01_00

Landing Gear
Main Landing Gear - Four-Wheel Bogie (Sheet 1 of 2)
FIGURE-2-9-0-991-012-A01

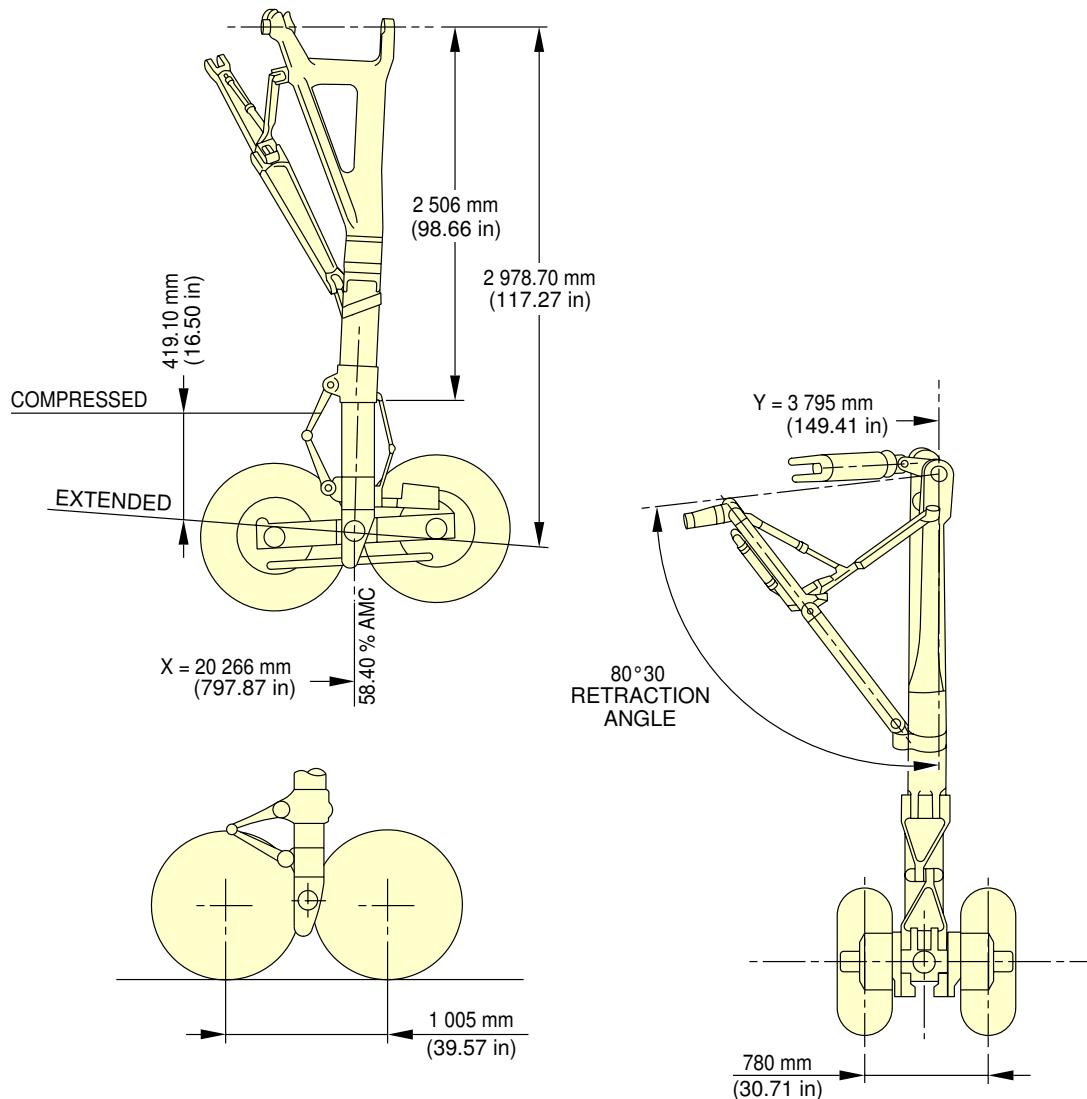
**ON A/C A320-200



N_AC_020900_1_0120102_01_01

Landing Gear
Main Landing Gear - Four-Wheel Bogie (Sheet 2 of 2)
FIGURE-2-9-0-991-012-A01

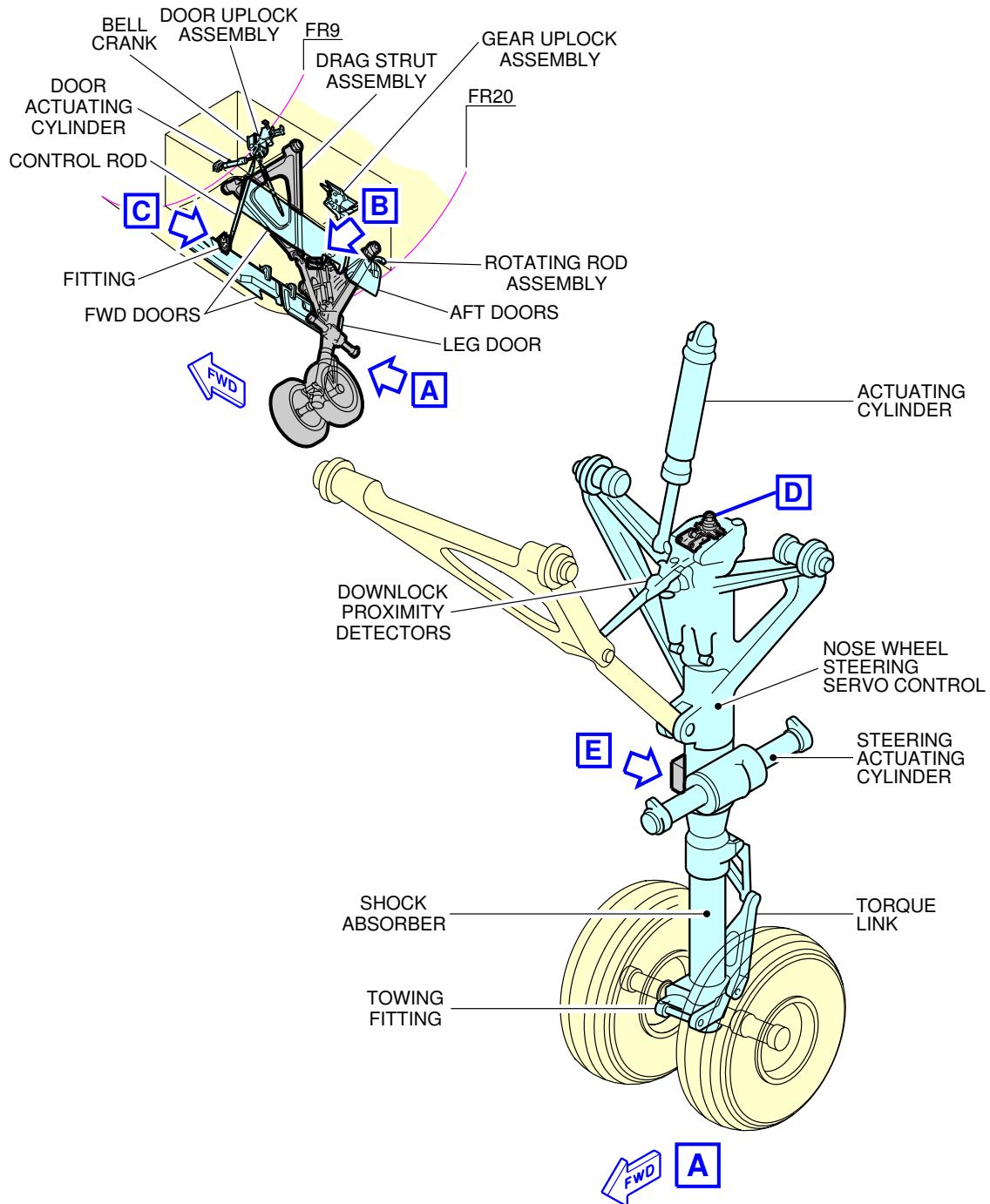
**ON A/C A320-200



N_AC_020900_1_0130101_01_00

Landing Gear
Main Landing Gear Dimensions - Four-Wheel Bogie
FIGURE-2-9-0-991-013-A01

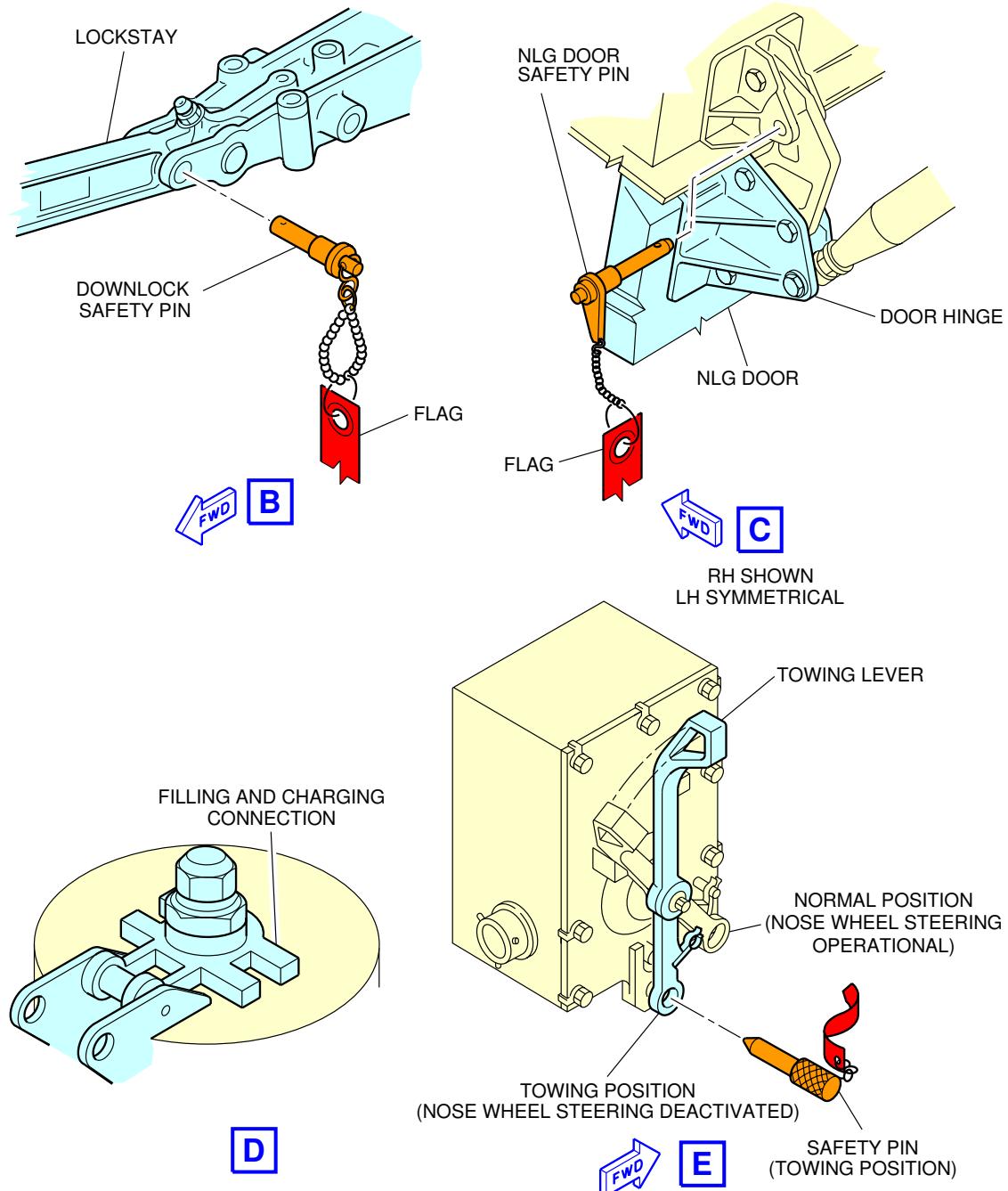
**ON A/C A320-200 A320neo



N_AC_020900_1_0140101_01_00

Landing Gear
Nose Landing Gear (Sheet 1 of 2)
FIGURE-2-9-0-991-014-A01

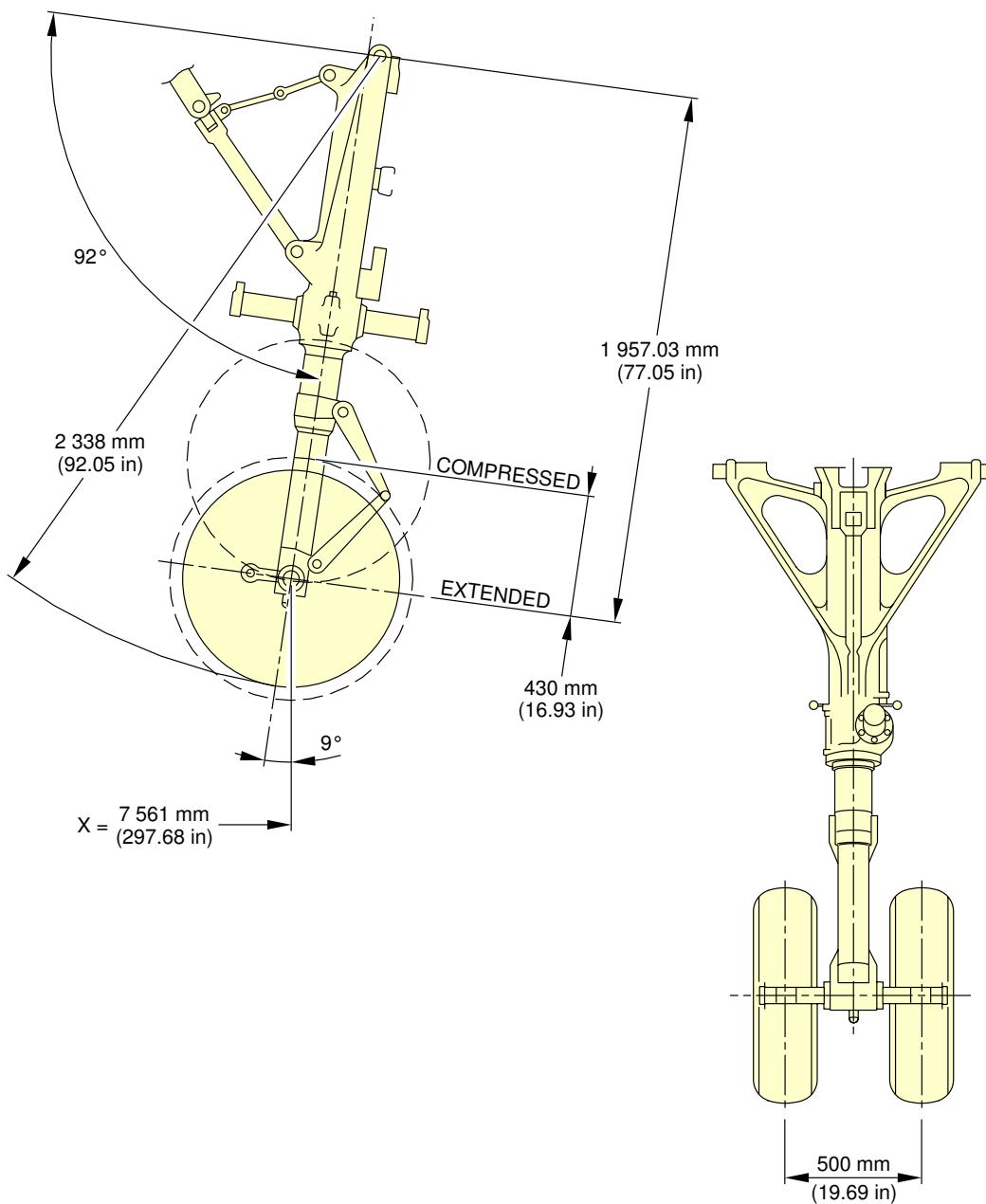
**ON A/C A320-200 A320neo



N_AC_020900_1_0140102_01_01

Landing Gear
Nose Landing Gear (Sheet 2 of 2)
FIGURE-2-9-0-991-014-A01

**ON A/C A320-200 A320neo



N_AC_020900_1_0150101_01_00

Landing Gear
Nose Landing Gear Dimensions
FIGURE-2-9-0-991-015-A01

**ON A/C A320-200 A320neo

Landing Gear Maintenance Pits

1. Description

The minimum maintenance pit envelopes for the landing-gear shock absorber removal are shown in FIGURE 2-9-0-991-024-A and FIGURE 2-9-0-991-025-A.

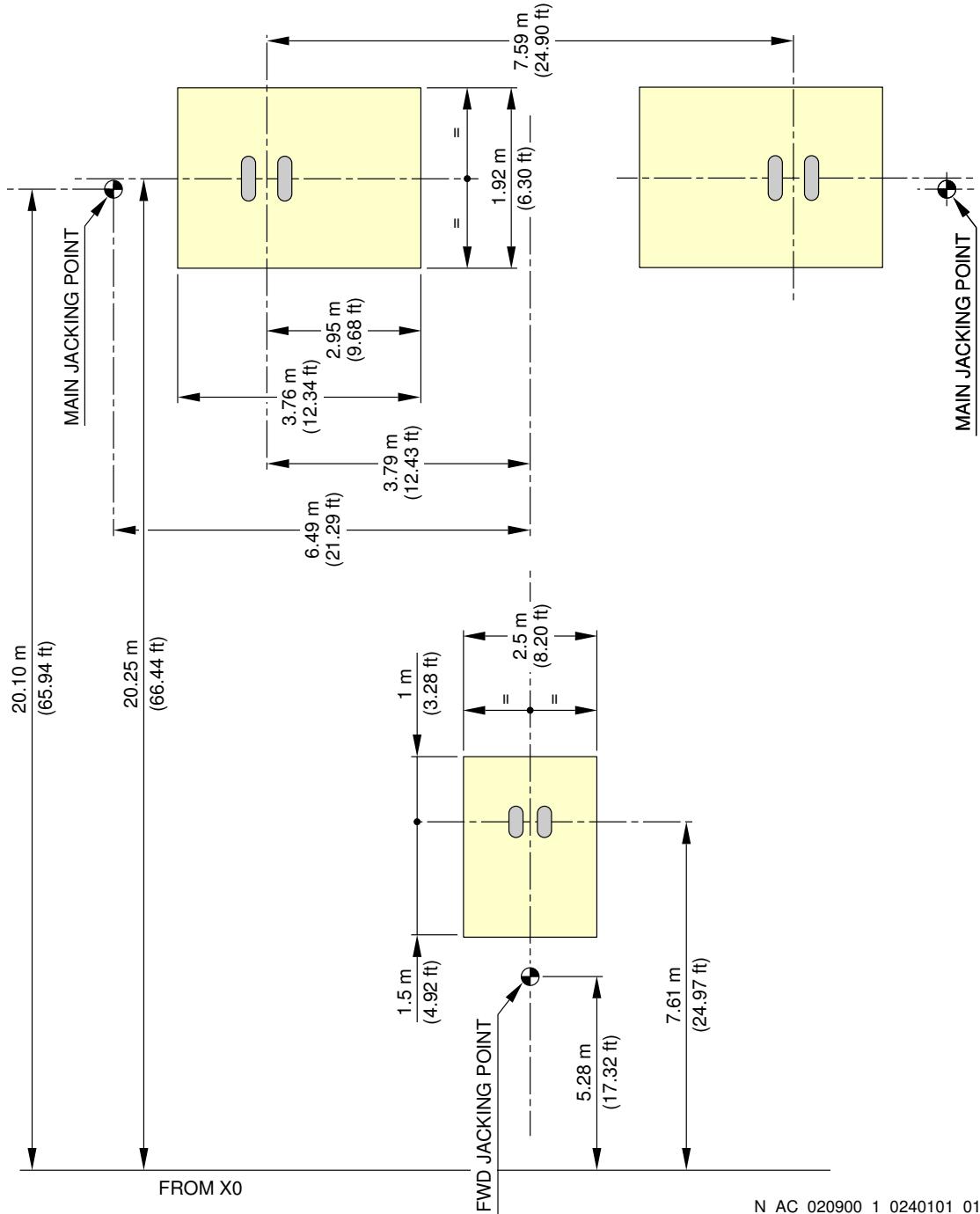
All dimensions shown are minimum dimensions with zero clearances.

The dimensions for the pits have been determined as follows:

- The length and width of the pits allow the gear to rotate as the weight is taken off the landing gear.
- The depth of the pits allows the shock absorber to be removed when all the weight is taken off the landing gear.

Dimensions for elevators and associated mechanisms must be added to those in FIGURE 2-9-0-991-024-A and FIGURE 2-9-0-991-025-A.

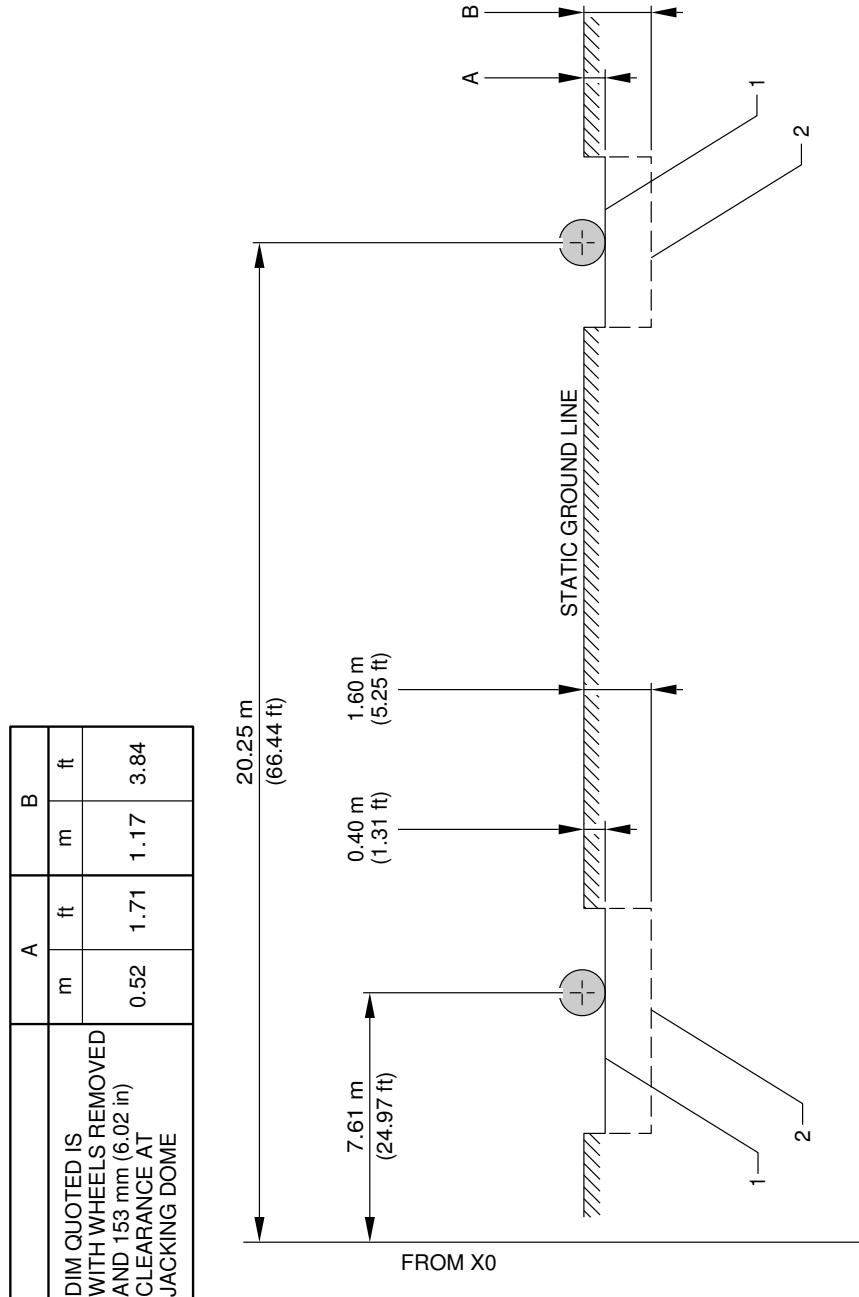
**ON A/C A320-200 A320neo



N_AC_020900_1_0240101_01_00

Landing Gear Maintenance Pits
Maintenance Pit Envelopes
FIGURE-2-9-0-991-024-A01

**ON A/C A320-200 A320neo



NOTE: 1 REPRESENTS TOP OF MECHANICAL OR HYDRAULIC ELEVATOR, WITH AIRCRAFT WEIGHT SUPPORTED AND LANDING GEAR SHOCK ABSORBERS EXTENDED.
 2 REPRESENTS TOP OF MECHANICAL OR HYDRAULIC ELEVATOR, SHOWN WITH ZERO CLEARANCE LOWERED FOR SHOCK ABSORBER REMOVAL.

N_AC_020900_1_0250101_01_00

Landing Gear Maintenance Pits
 Maintenance Pit Envelopes
 FIGURE-2-9-0-991-025-A01

2-10-0 Exterior Lighting

**ON A/C A320-200 A320neo

Exterior Lighting

1. General

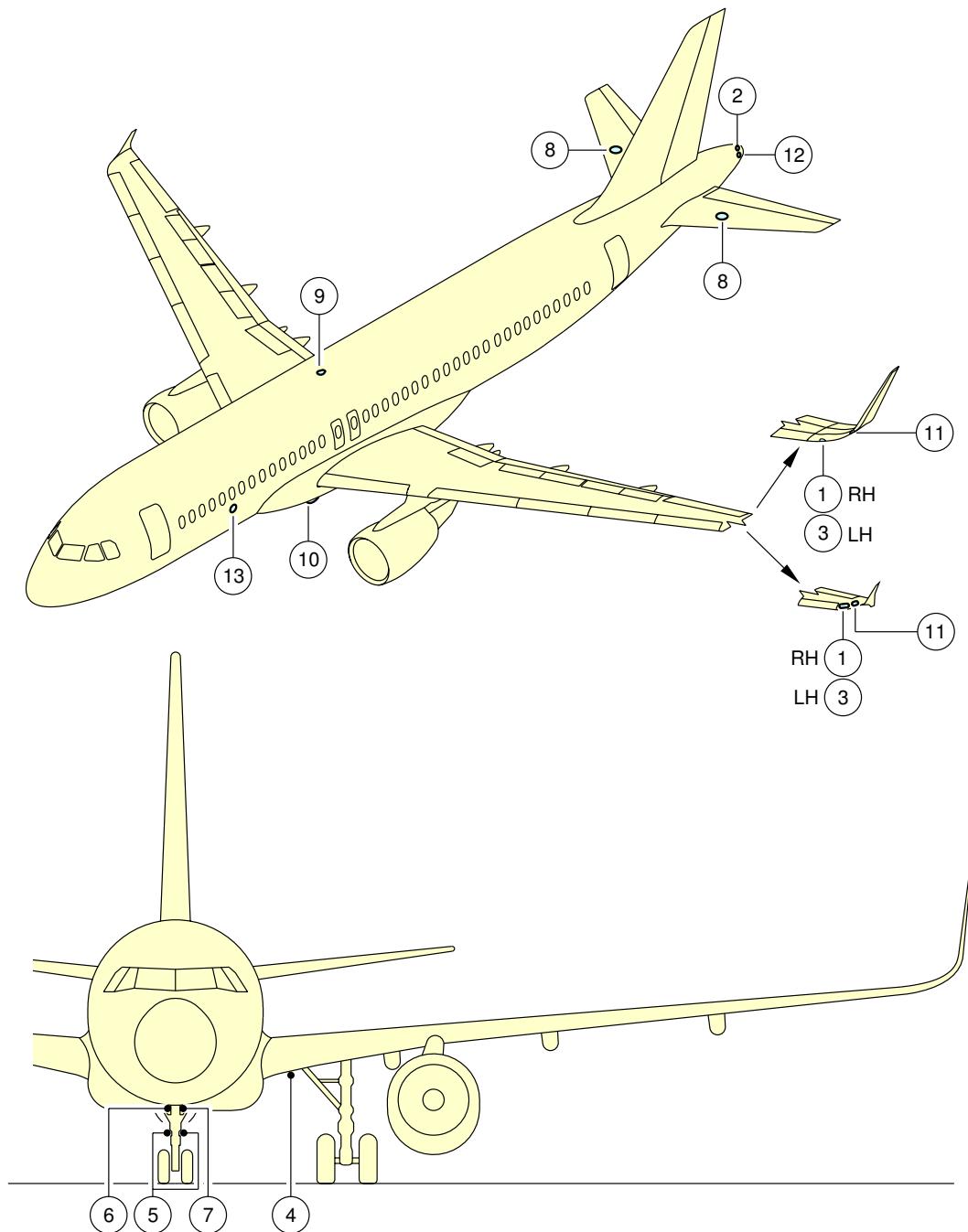
| This section provides the location of the aircraft exterior lighting.

EXTERIOR LIGHTING	
ITEM	DESCRIPTION
1	RIGHT NAVIGATION LIGHT (GREEN)
2	TAIL NAVIGATION LIGHT (WHITE)
3	LEFT NAVIGATION LIGHT (RED)
4	RETRACTABLE LANDING LIGHT
5	RUNWAY TURN OFF LIGHT
6	TAXI LIGHT
7	TAKE-OFF LIGHT
8	LOGO LIGHT
9	UPPER ANTI-COLLISION LIGHT/BEACON (RED)
10	LOWER ANTI-COLLISION LIGHT/BEACON (RED)
11	WING STROBE LIGHT (HIGH INTENSITY, WHITE)
12	TAIL STROBE LIGHT (HIGH INTENSITY, WHITE)
13	WING/ENGINE SCAN LIGHT
14	WHEEL WELL LIGHT (DOME)
15	CARGO COMPARTMENT FLOOD LIGHT

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

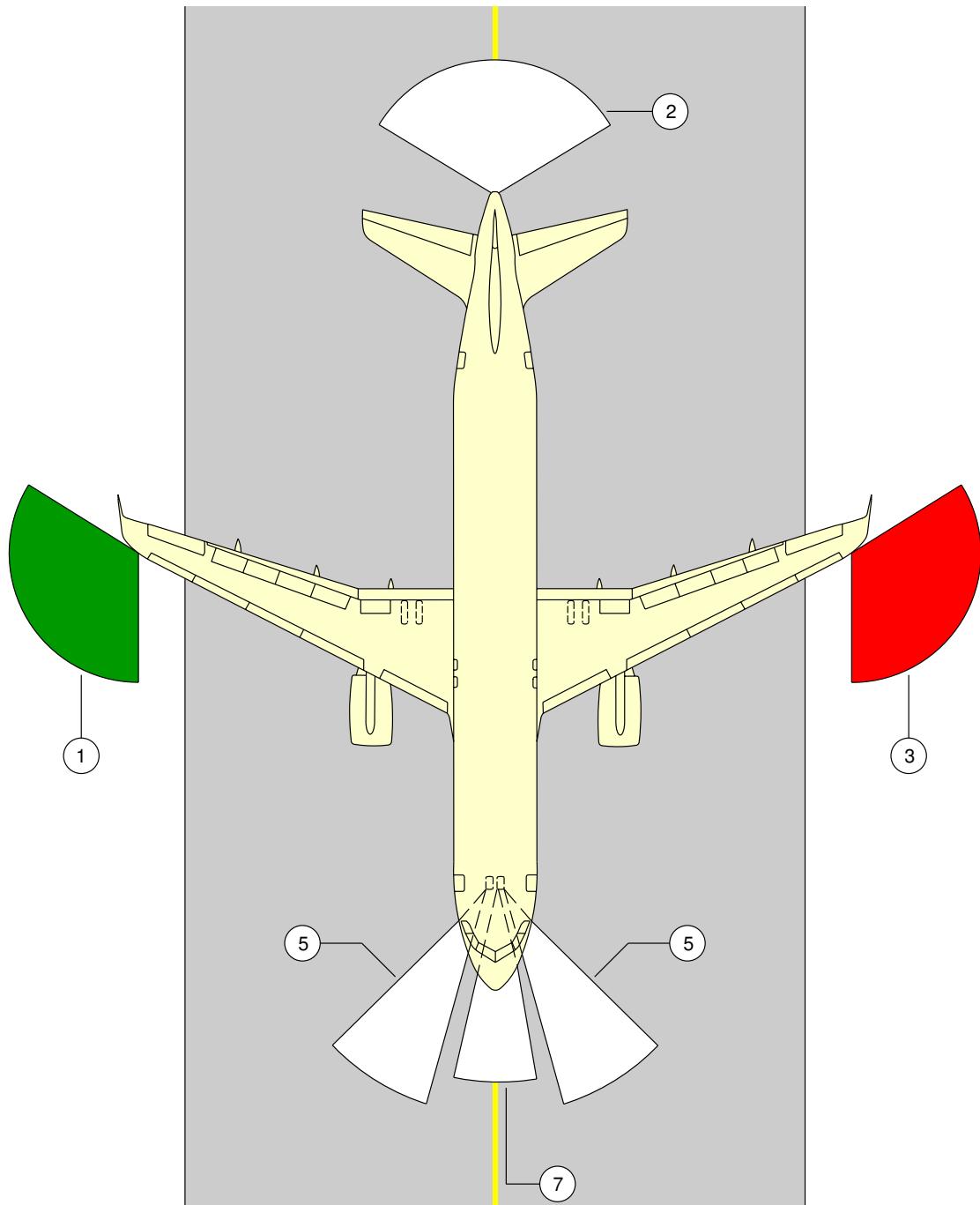
**ON A/C A320-200 A320neo



N_AC_021000_1_0090101_01_00

Exterior Lighting
FIGURE-2-10-0-991-009-A01

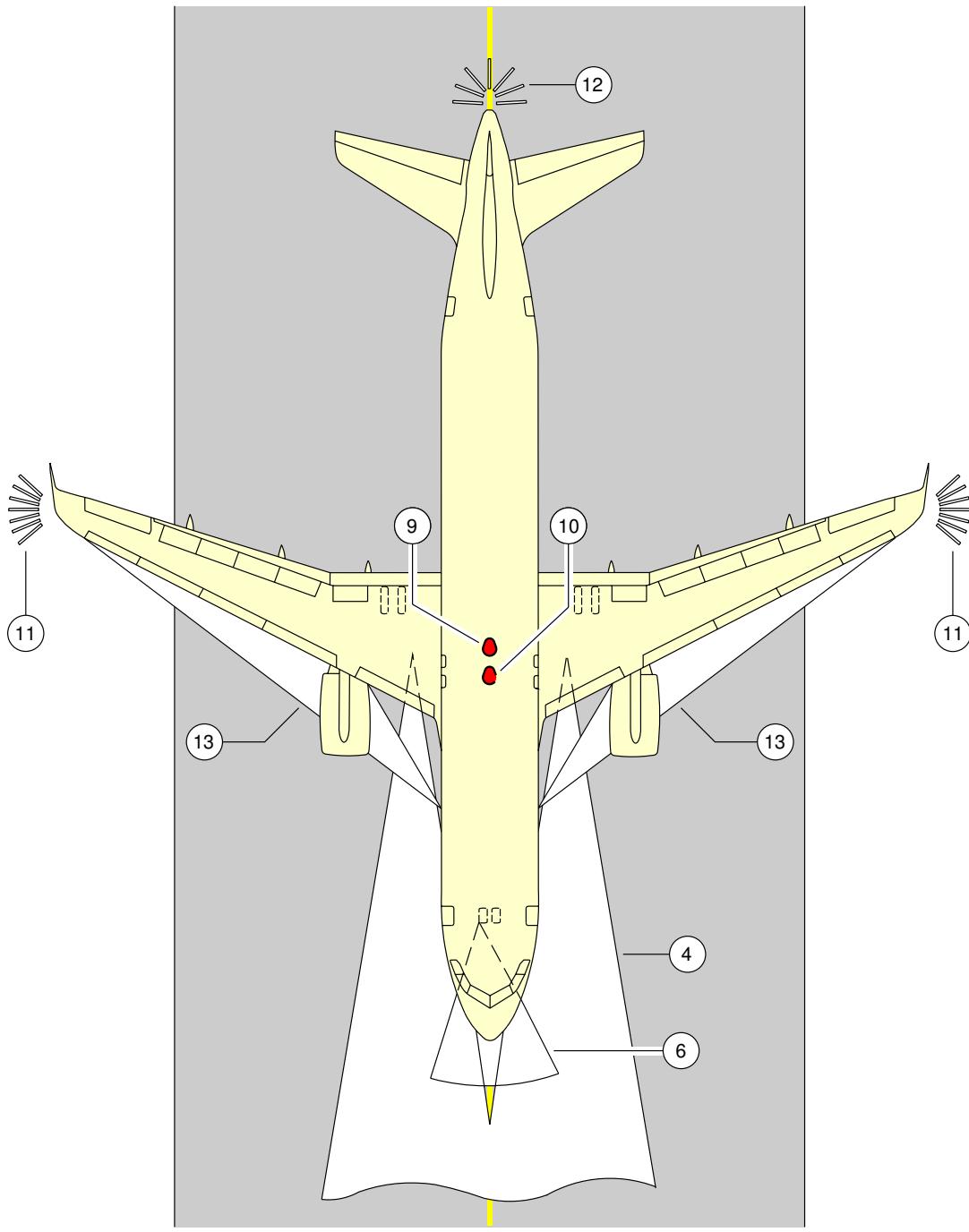
**ON A/C A320-200 A320neo



N_AC_021000_1_0100101_01_00

Exterior Lighting
FIGURE-2-10-0-991-010-A01

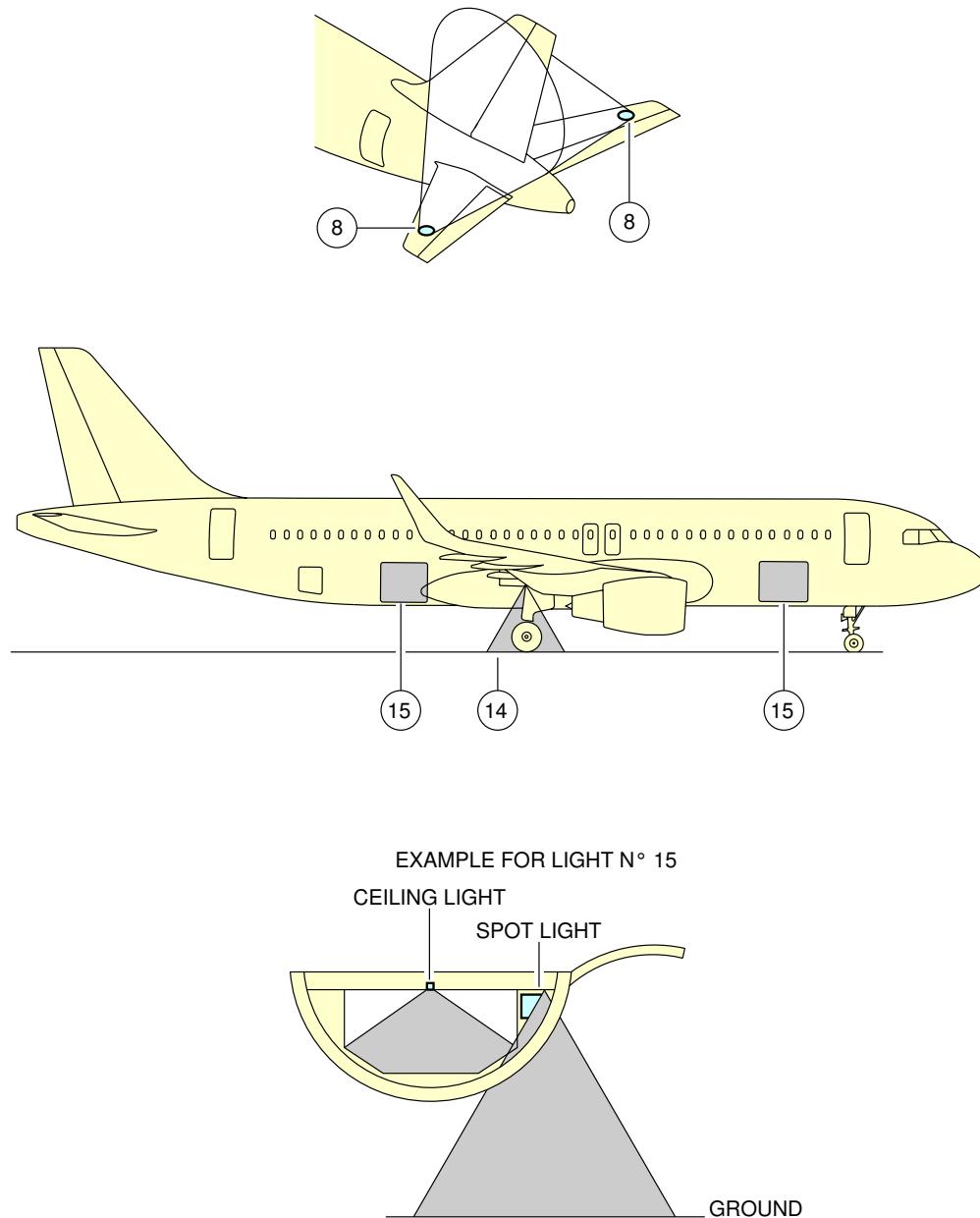
**ON A/C A320-200 A320neo



N_AC_021000_1_0110101_01_00

Exterior Lighting
FIGURE-2-10-0-991-011-A01

****ON A/C A320-200 A320neo**



N_AC_021000_1_0190101_01_00

Exterior Lighting
FIGURE-2-10-0-991-019-A01

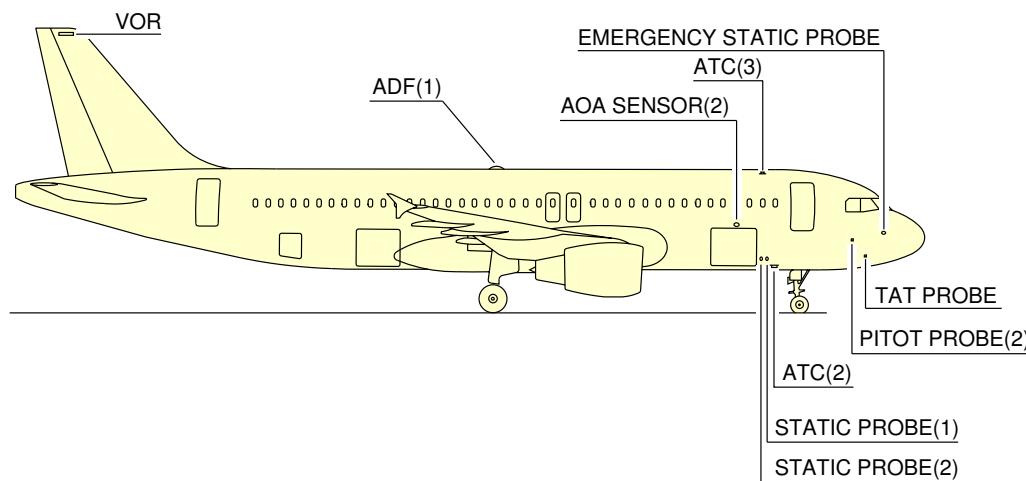
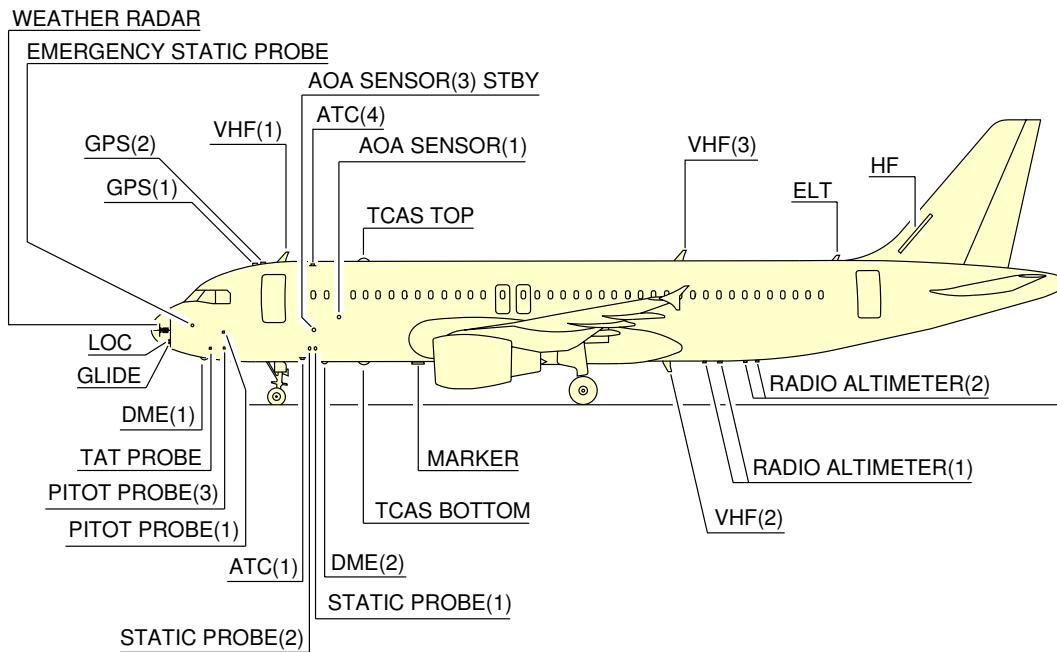
2-11-0 **Antennas and Probes Location**

****ON A/C A320-200 A320neo**

Antennas and Probes Location

1. This section gives the location of antennas and probes.

****ON A/C A320-200 A320neo**



NOTE: DEPENDING ON AIRCRAFT CONFIGURATION

N_AC_021100_1_0030101_01_00

Antennas and Probes

Location

FIGURE-2-11-0-991-003-A01

2-12-0 Power Plant

****ON A/C A320-200**

Auxiliary Power Unit

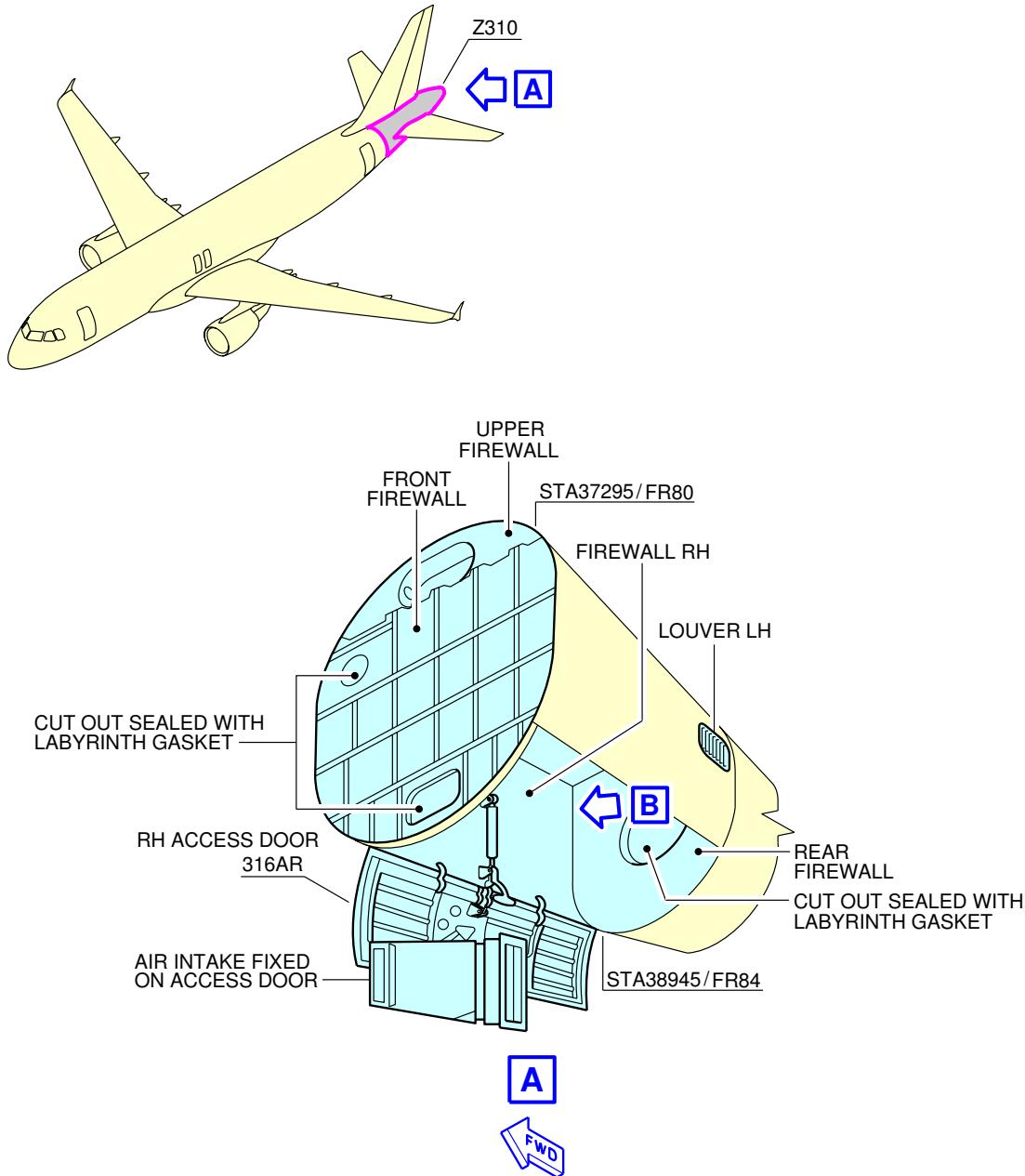
1. General

The APU is installed at the rear part of the fuselage in the tail cone. An air intake system with a flap-type door is installed in front of the APU compartment. The exhaust gases pass overboard at the end of the fuselage cone.

2. Controls and Indication

The primary APU controls and indications are installed on the overhead panel, on the center pedestal and on the center instrument panel. Additionally, an external APU panel is installed on the nose landing gear to initiate an APU emergency shutdown.

**ON A/C A320-200



NOTE: LH ACCESS DOOR 315AL NOT SHOWN FOR CLARITY

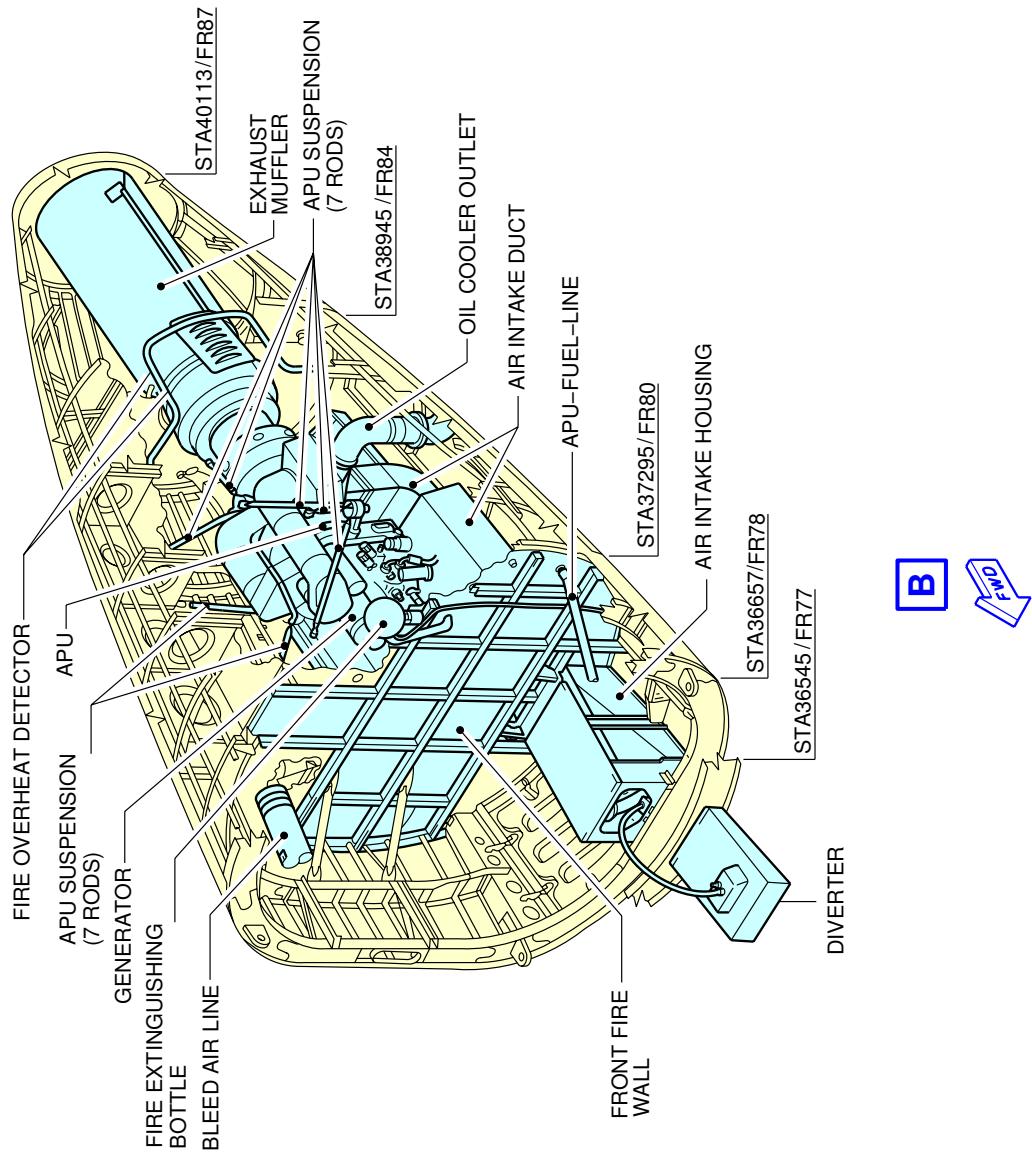
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Auxiliary Power Unit

Access Doors

FIGURE-2-12-0-991-005-A01

**ON A/C A320-200



N_AC_021200_1_0060101_01_00

Auxiliary Power Unit

General Layout

FIGURE-2-12-0-991-006-A01

****ON A/C A320-200 A320neo**Engine and Nacelle****ON A/C A320-200**

1. Engine and Nacelle - CFM Engine

A. Engine

The engine is a dual-rotor, variable stator, high bypass ratio turbo fan power plant for subsonic services. The principal modules of the engine are:

- low pressure compressor (fan stator and fan rotor)
- high pressure compressor
- turbine frame
- combustion chamber
- high pressure turbine
- low pressure turbine
- accessory drives (gear box).

The 9 stage high pressure compressor is driven by 1 stage high pressure turbine, and the integrated front fan and booster is driven by 4 stage low pressure turbine. An annular combustor converts fuel and compressor discharge air into energy to provide engine thrust part through primary exhaust and to drive the turbines. The accessory drive system extracts energy from the high pressure rotor to drive the engine accessories and the engine mounted aircraft accessories. Reverse thrust for braking the aircraft after landing is supplied by an integrated system which acts on the fan discharge airflow.

B. Nacelle

The cowls enclose the periphery of the engine so as to form the engine nacelle. Each engine is housed in a nacelle suspended from a pylon attached to the wing lower surface. The nacelle consists of the demountable powerplant, the fan cowls and the thrust reverser cowls.

The nacelle installation is designed to provide cooling and ventilation air for engine accessories mounted along the fan and core casing. The nacelle provides:

- protection for the engine and the accessories
- airflow around the engine during its operation
- lighting protection
- HIRF and EMI attenuation.

2. Engine and Nacelle - IAE Engine

A. Engine

The engine is a two spool, axial flow, high bypass ratio turbofan powerplant for subsonic service. The main modules of the engine are:

- low pressure compressor (fan and booster) assembly
- LP compressor/intermediate case
- No. 4 bearing and combustion section
- high pressure compressor
- HP turbine section
- LP turbine section
- accessory drives (gear box).

The four stage Low Pressure Compressor (LPC) is driven by a five stage Low Pressure Turbine (LPT) and the ten stage High Pressure Compressor (HPC) by a two stage High Pressure Turbine (HPT). The HPT also drives a gearbox which, in turn drives the engines and aircraft mounted accessories. The two shafts are supported by five main bearings.

The V2500 incorporates a Full Authority Digital Engine Control (FADEC) which governs all engine functions, including power management. Reverse thrust for braking the aircraft after landing is supplied by an integrated system which acts on the fan discharge airflow.

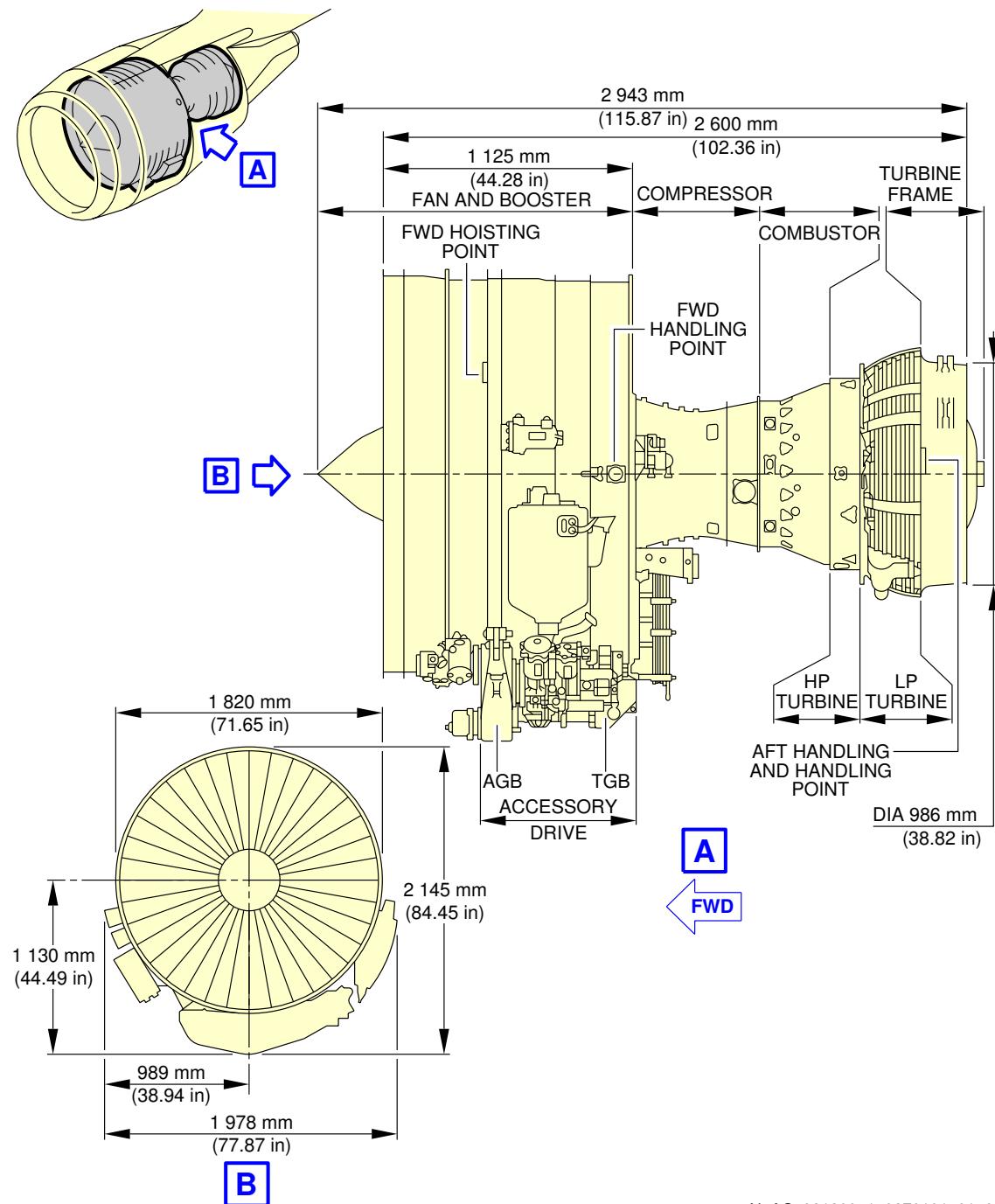
B. Nacelle

The cowls enclose the periphery of the engine so as to form the engine nacelle. Each engine is housed in a nacelle suspended from a pylon attached below the wing.

The nacelle installation is designed to provide cooling and ventilation air for engine accessories mounted along the fan and core casing. The nacelle provides:

- protection for the engine and the accessories
- airflow around the engine during its operation
- lighting protection
- HIRF and EMI attenuation.

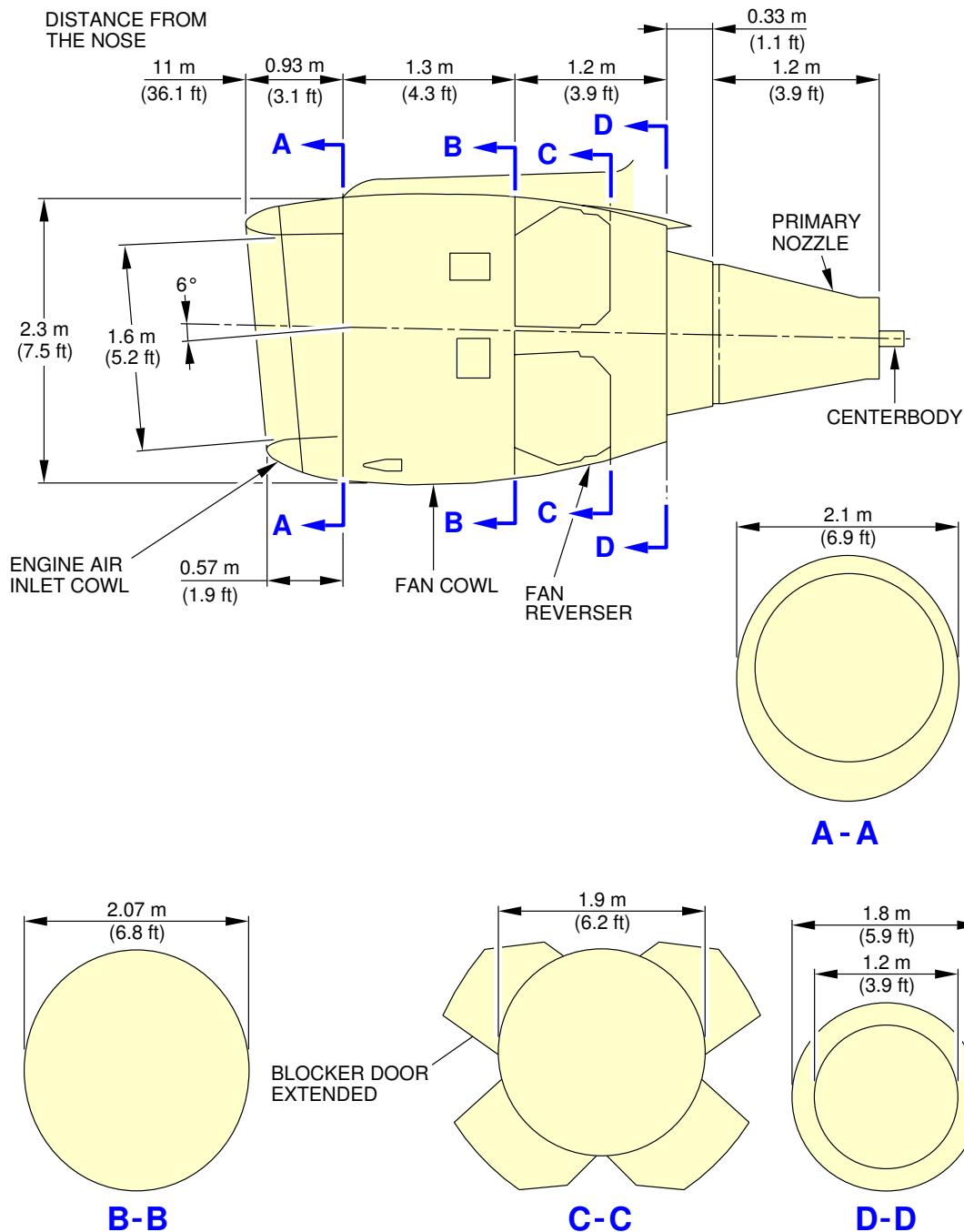
**ON A/C A320-200



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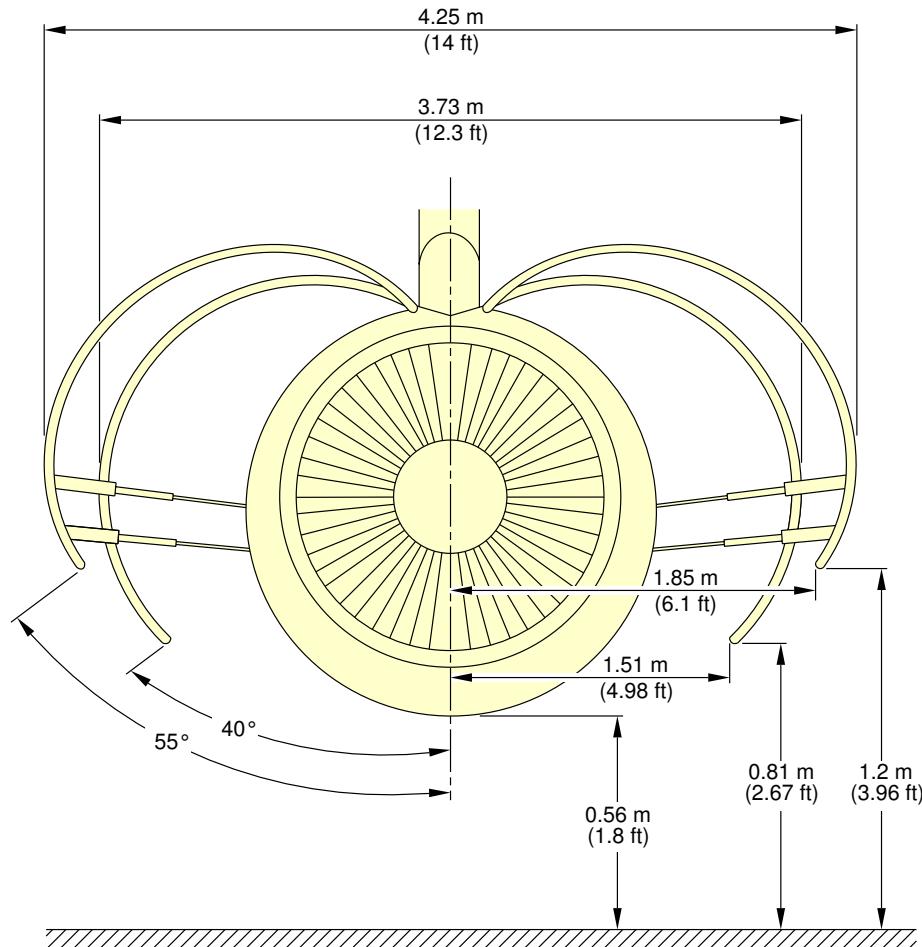
Power Plant Handling
Major Dimensions - CFM56 Series Engine
FIGURE-2-12-0-991-027-A01

****ON A/C A320-200**



N_AC_021200_1_0280101_01_00

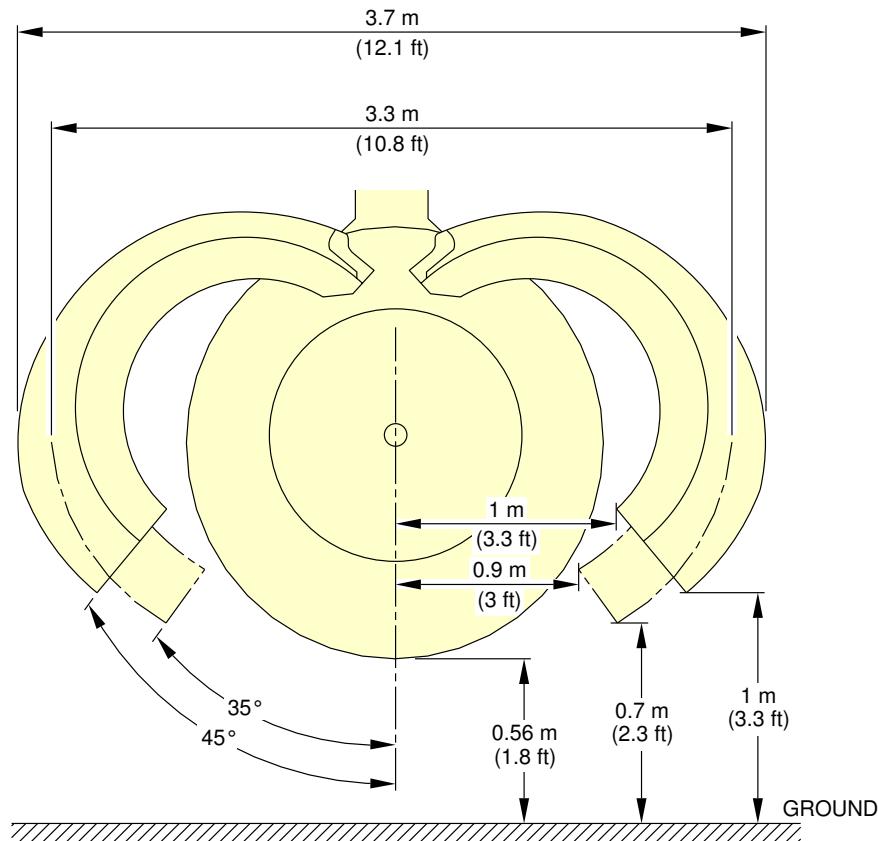
Power Plant Handling
 Major Dimensions - CFM56 Series Engine
 FIGURE-2-12-0-991-028-A01

****ON A/C A320-200****NOTE: APPROXIMATE DIMENSIONS**

N_AC_021200_1_0290101_01_00

Power Plant Handling
Fan Cowls - CFM56 Series Engine
FIGURE-2-12-0-991-029-A01

****ON A/C A320-200**



CAUTION

DO NOT ACTUATE SLATS:

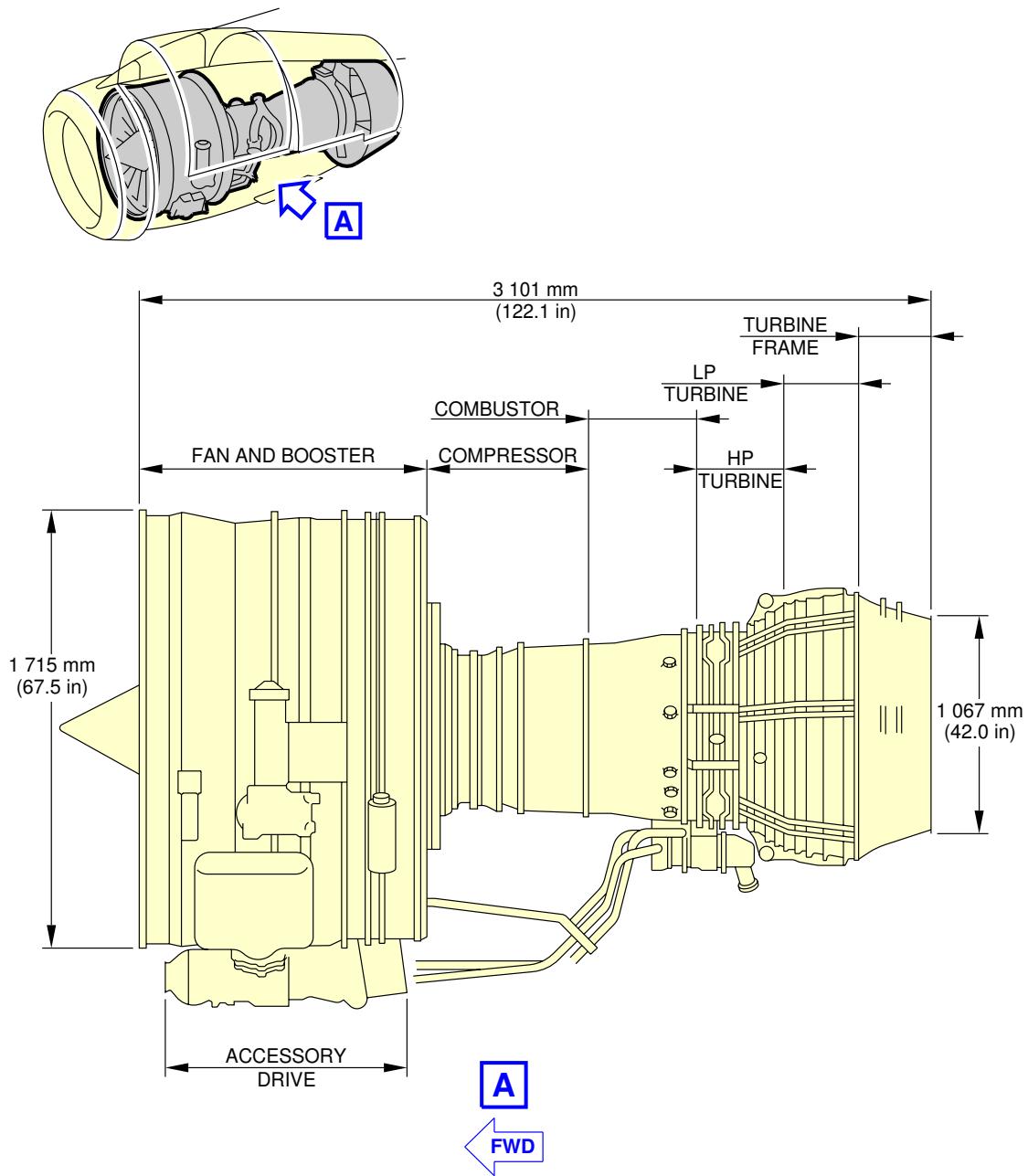
- WITH THRUST REVERSER COWLS 45° OPEN POSITION
- WITH BLOCKER DOORS OPEN AND THRUST REVERSER COWLS AT 35° AND 45° OPEN POSITION

NOTE: APPROXIMATE DIMENSIONS

N_AC_021200_1_0300101_01_00

Power Plant Handling
 Thrust Reverser Cowls - CFM56 Series Engine
 FIGURE-2-12-0-991-030-A01

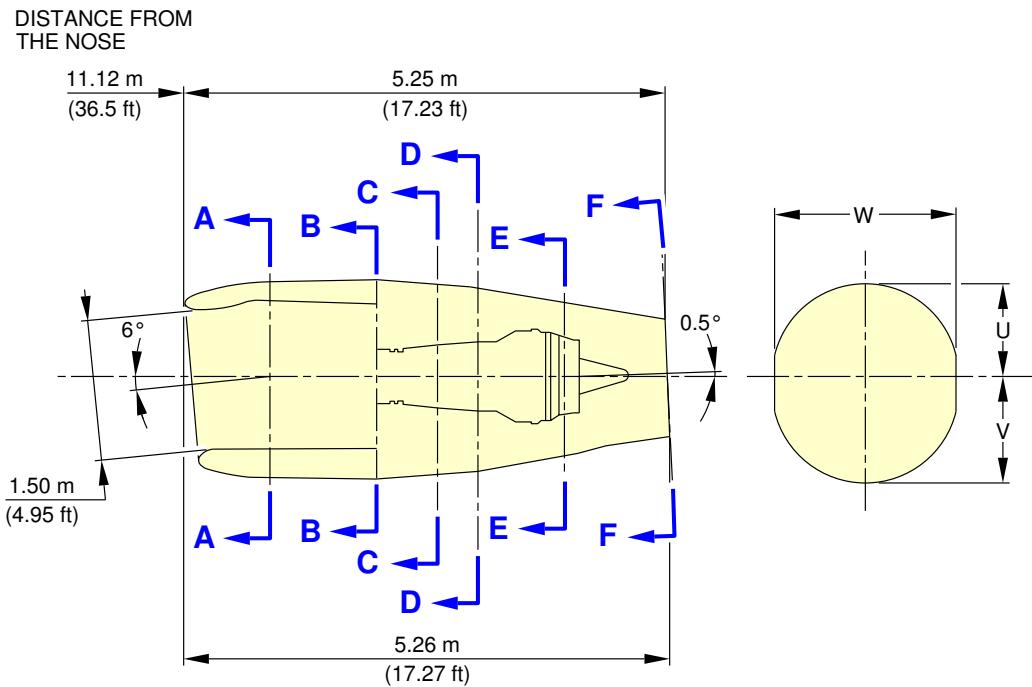
****ON A/C A320-200**



N_AC_021200_1_0310101_01_00

Power Plant Handling
 Major Dimensions - IAE V2500 Series Engine
 FIGURE-2-12-0-991-031-A01

**ON A/C A320-200

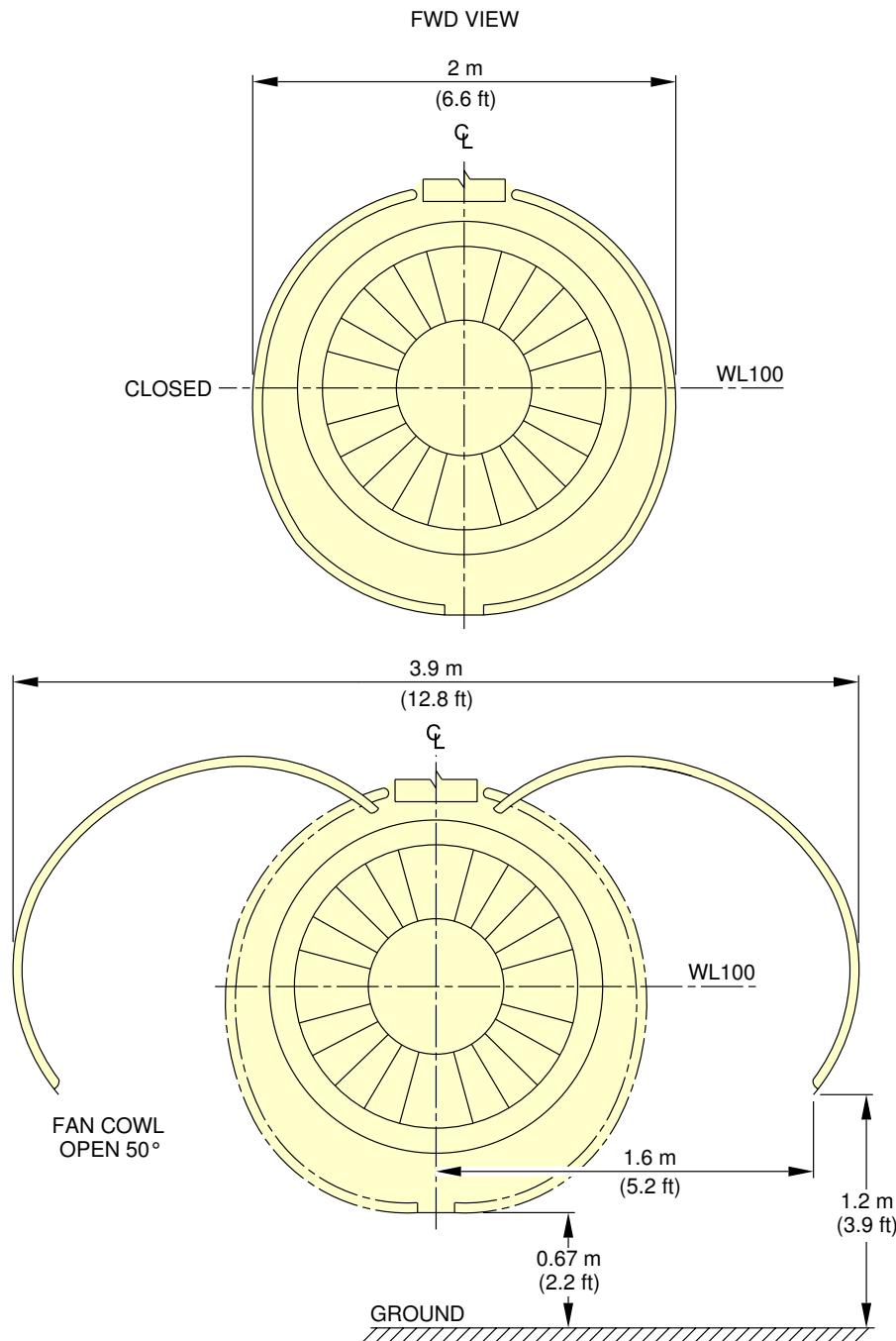


	W		U		V		PPS		AT COMPONENT
	m	ft	m	ft	m	ft	m	ft	
A-A	2.01	6.58	0.99	3.25	1.10	3.63	1.41	4.62	INLET ATTACH FLG
B-B	2.01	6.58	1.00	3.29	1.11	3.64	2.59	8.50	TORQUE BOX "V" BLADE
C-C	1.98	6.50	0.97	3.19	1.07	3.52	3.26	10.70	COMB. CHAMBER ENTRY FLG
D-D	1.93	6.32	0.93	3.06	1.03	3.39	3.63	11.90	COMB. CHAMBER EXIT FLG
E-E	1.64	5.38	0.78	2.57	0.86	2.83	4.60	15.10	TECH FLG TURB. EXIT CASE
F-F	1.24	4.07	0.60	1.96	0.64	2.11	----	----	AFT END CNA

N_AC_021200_1_0320101_01_00

Power Plant Handling
 Major Dimensions - IAE V2500 Series Engine
 FIGURE-2-12-0-991-032-A01

****ON A/C A320-200**

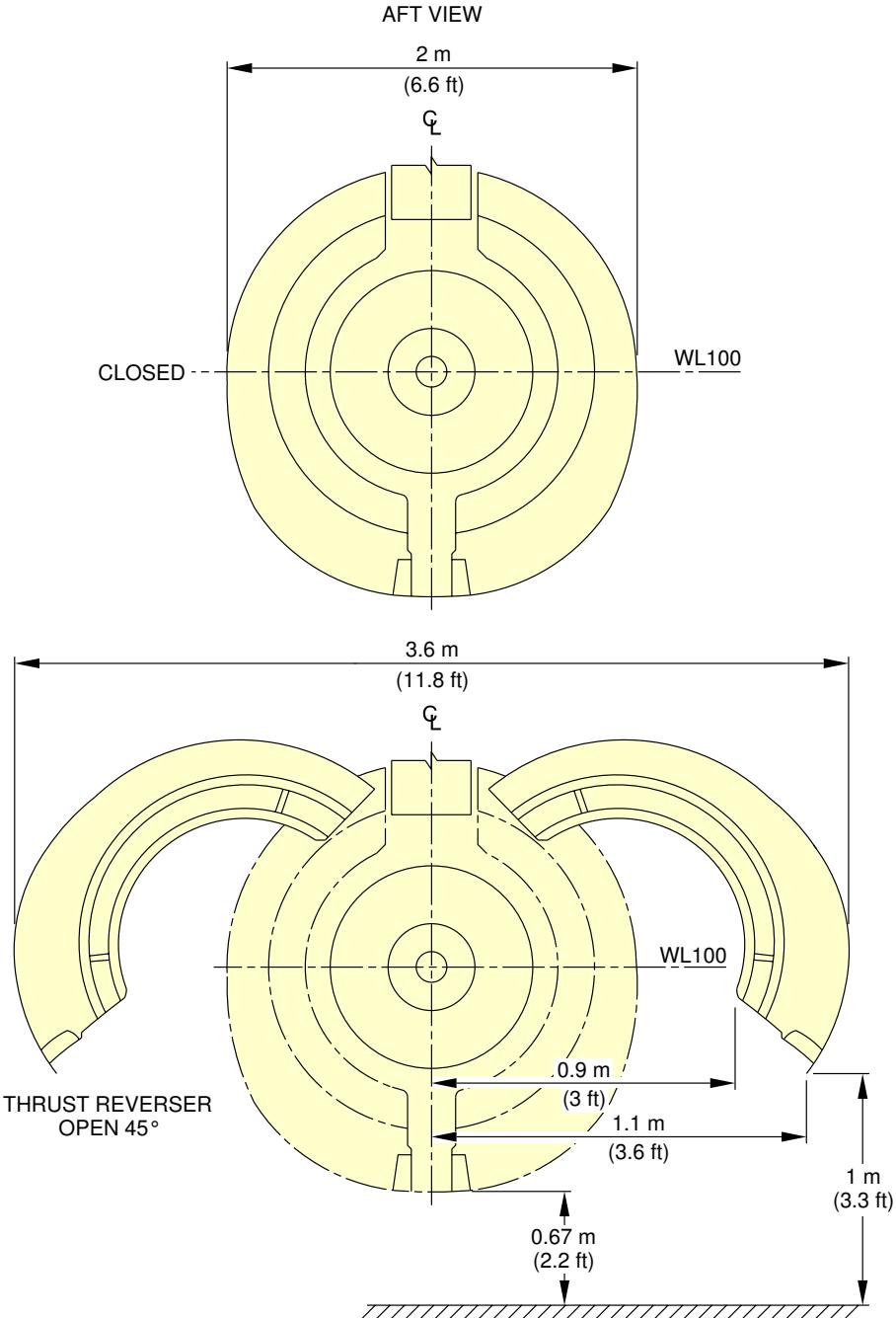


NOTE: APPROXIMATE DIMENSIONS

N_AC_021200_1_0330101_01_00

Power Plant Handling
 Fan Cowls - IAE V2500 Series Engine
 FIGURE-2-12-0-991-033-A01

****ON A/C A320-200**

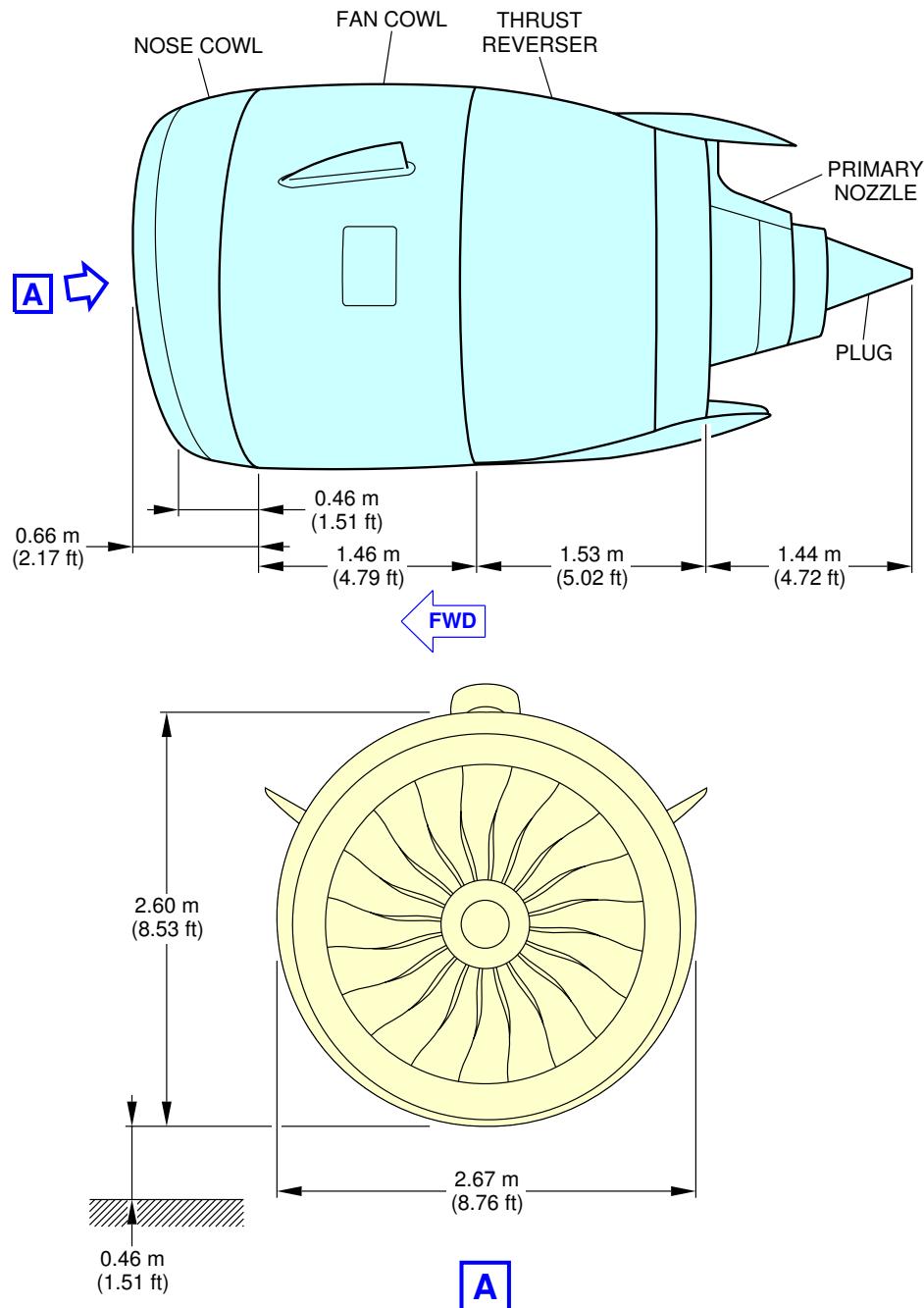


NOTE: APPROXIMATE DIMENSIONS

N_AC_021200_1_0340101_01_00

Power Plant Handling
 Thrust Reverser Halves - IAE V2500 Series Engine
 FIGURE-2-12-0-991-034-A01

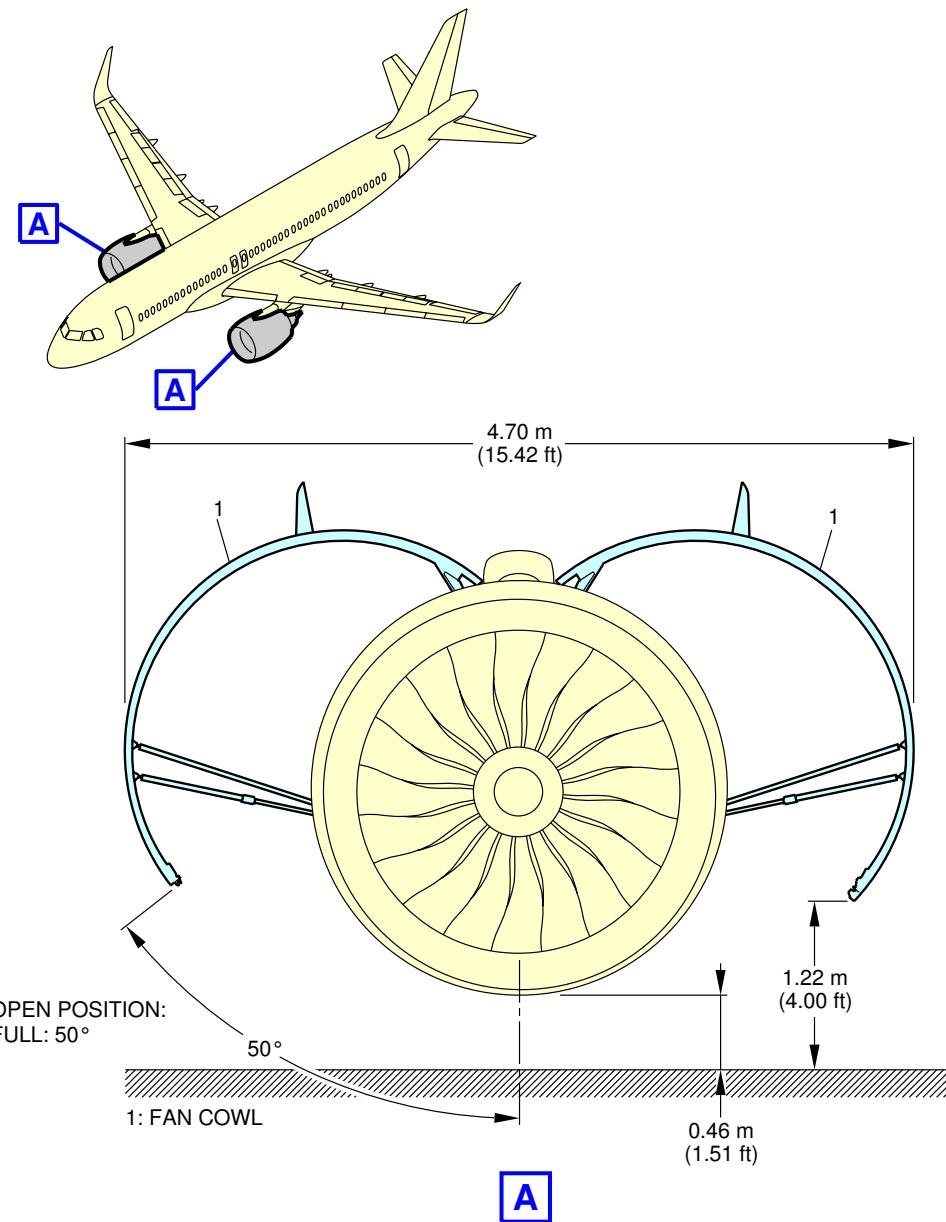
**ON A/C A320neo



N_AC_021200_1_0460101_01_00

Power Plant Handling
Major Dimensions - PW 1100G Engine
FIGURE-2-12-0-991-046-A01

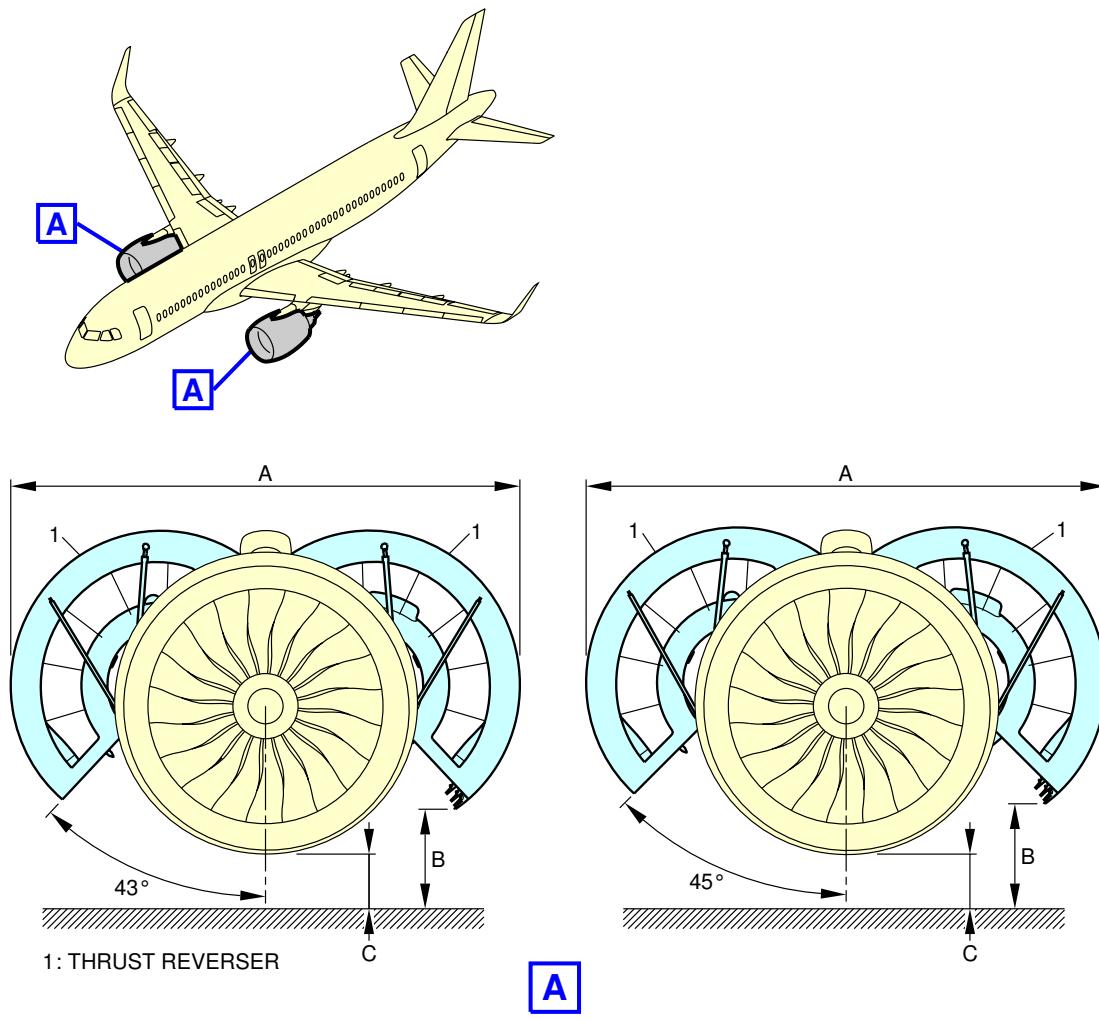
**ON A/C A320neo



N_AC_021200_1_0470101_01_00

Power Plant Handling
Fan Cowls - PW 1100G Engine
FIGURE-2-12-0-991-047-A01

**ON A/C A320neo



OPEN POSITION	A	B		C
		MIN.	MAX.	
43°	4.26 m (13.98 ft)	0.80 m (2.62 ft)	0.90 m (2.95 ft)	SEE AC SECTION 2-3-0
45°	4.33 m (14.21 ft)	0.84 m (2.76 ft)	0.95 m (3.12 ft)	

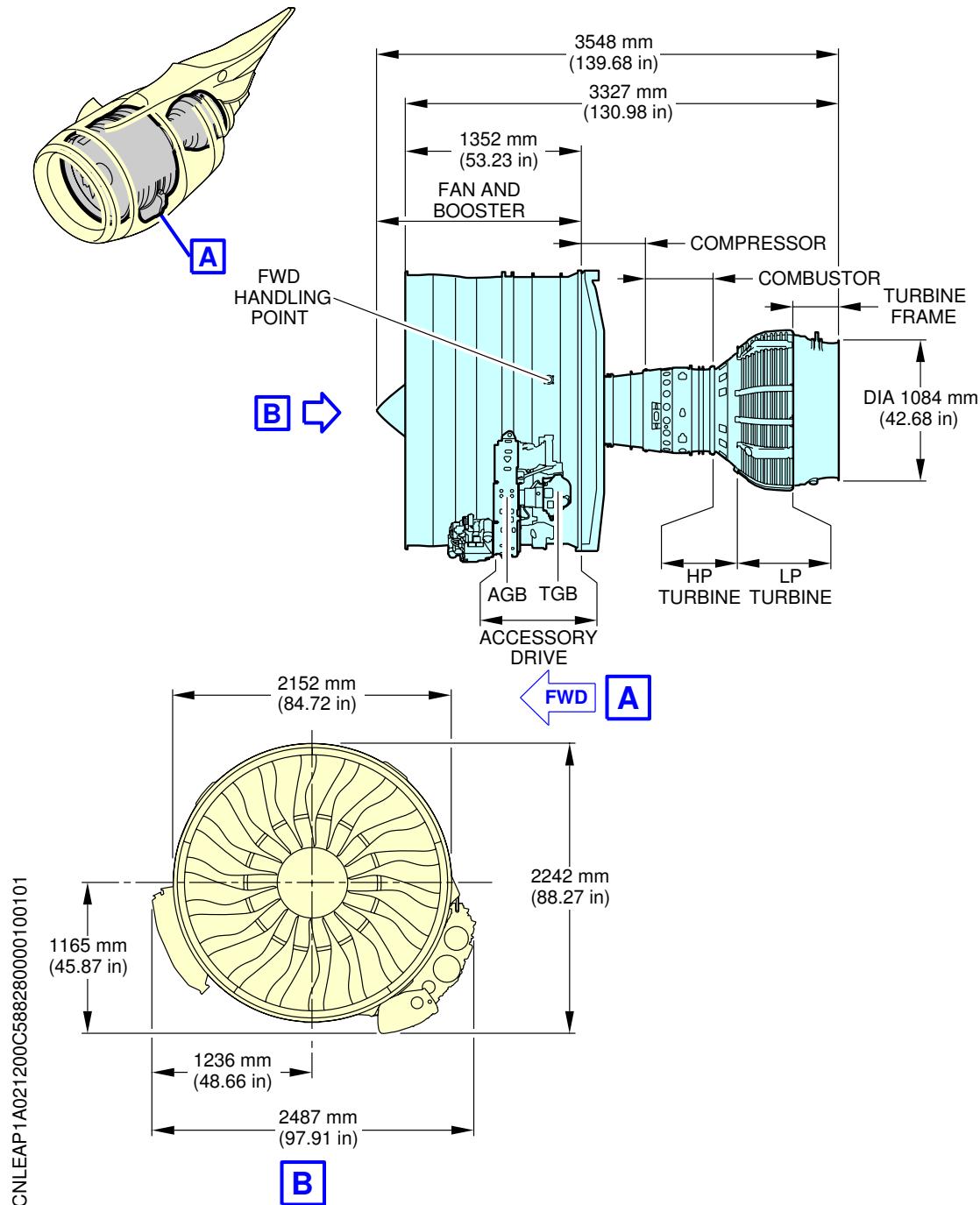
NOTE:

B AND C DEPENDING ON AIRCRAFT CONFIGURATION.

N_AC_021200_1_0480101_01_00

Power Plant Handling
Thrust Reverser Halves - PW 1100G Engine
FIGURE-2-12-0-991-048-A01

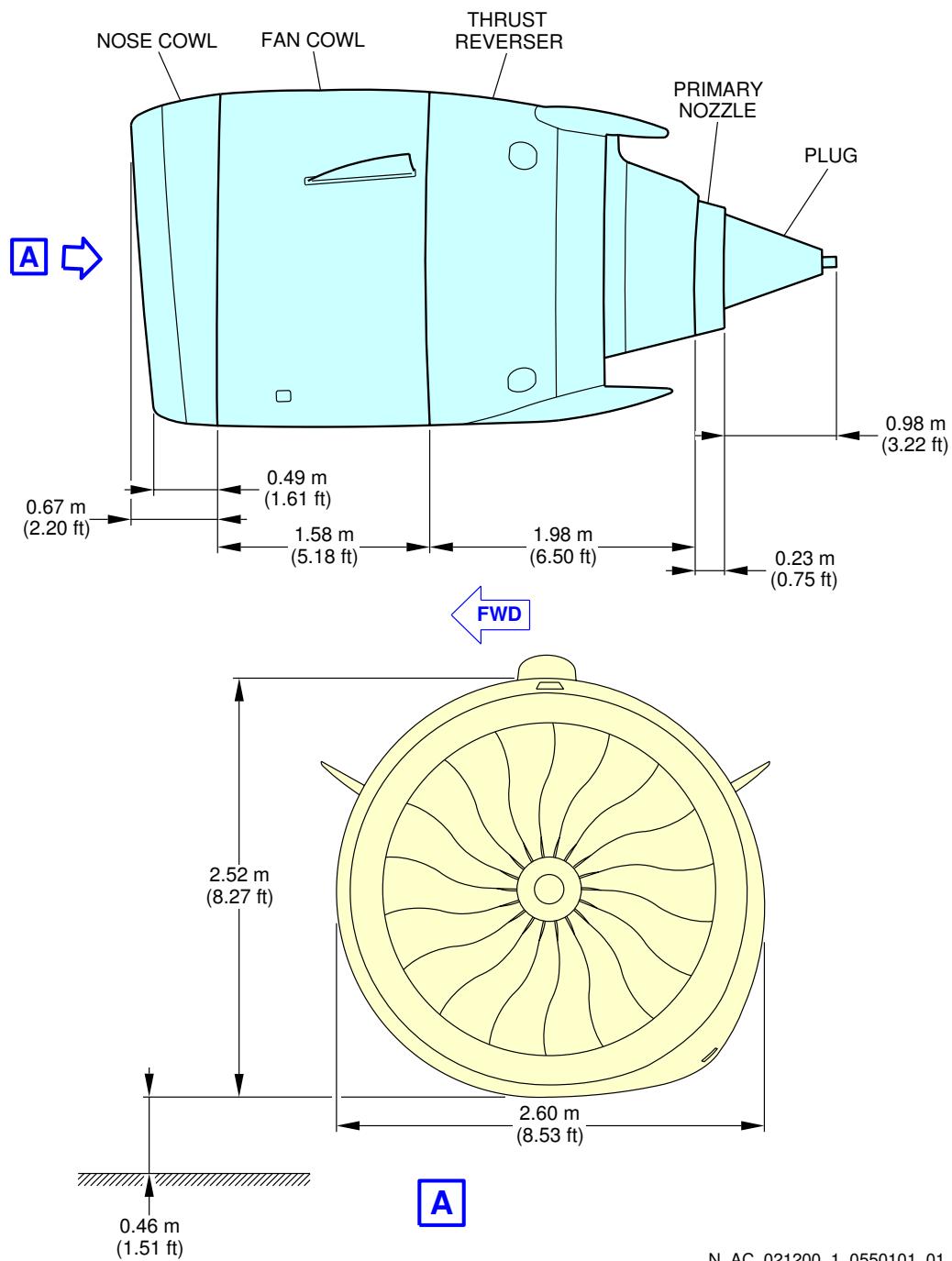
**ON A/C A320neo



N_AC_021200_1_0540101_01_00

Power Plant Handling
Major Dimensions - CFM LEAP-1A Engine
FIGURE-2-12-0-991-054-A01

**ON A/C A320neo



N_AC_021200_1_0550101_01_00

Power Plant Handling
Major Dimensions - CFM LEAP-1A Engine
FIGURE-2-12-0-991-055-A01

2-13-0 Leveling, Symmetry and Alignment

**ON A/C A320-200 A320neo

Leveling, Symmetry and Alignment

1. Quick Leveling

There are three alternative procedures to level the aircraft:

- Quick leveling procedure with Air Data/Inertial Reference Unit (ADIRU).
- Quick leveling procedure with a spirit level in the passenger compartment.
- Quick leveling procedure with a spirit level in the FWD cargo compartment.

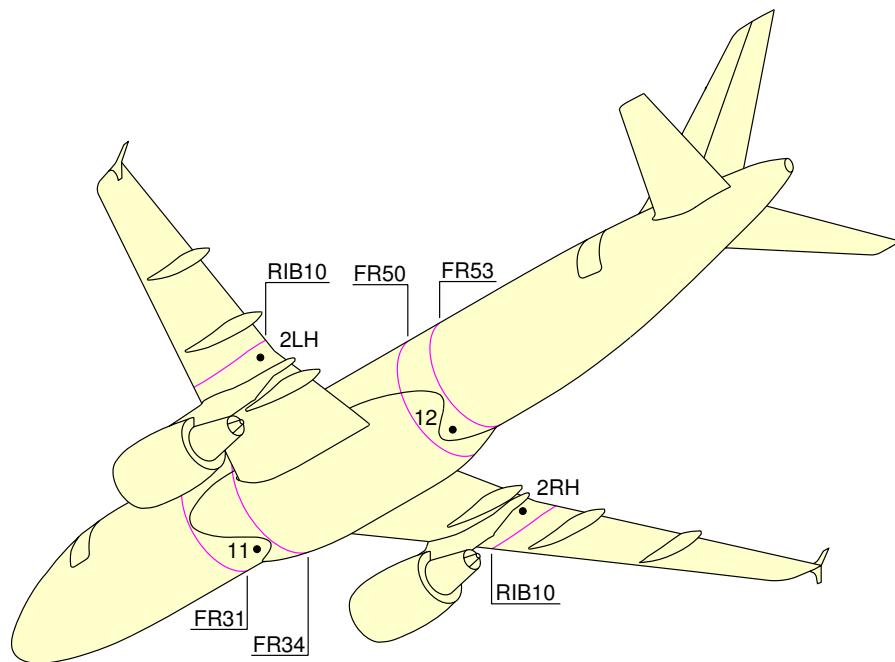
2. Precise Leveling

For precise leveling, it is necessary to install sighting rods in the receptacles located under the fuselage (points 11 and 12 for longitudinal leveling) and under the wings (points 2LH and 2RH for lateral leveling) and use a sighting tube. With the aircraft on jacks, adjust the jacks until the reference marks on the sighting rods are aligned in the sighting plane (aircraft level).

3. Symmetry and Alignment Check

Possible deformation of the aircraft is measured by photogrammetry.

**ON A/C A320-200 A320neo



N_AC_021300_1_0040101_01_00

Location of the Leveling Points
FIGURE-2-13-0-991-004-A01

2-14-0 Jacking

****ON A/C A320-200 A320neo**Jacking for Maintenance

1. Aircraft Jacking Points for Maintenance

A. General

- (1) The A320 can be jacked:
- At not more than 59 000 kg (130 073 lb),
 - Within the limits of the permissible wind speed when the aircraft is not in a closed environment.

B. Primary Jacking Points

- (1) The aircraft is provided with three primary jacking points:
- One located under the forward fuselage (FR8),
 - Two located under the wings (one under each wing, located at the intersection of RIB9 and the datum of the rear spar).
- (2) Three jack adapters are used as intermediary parts between the aircraft and the jacks:
- One male spherical jack adapter of 19 mm (0.75 in) radius, forming part of the aircraft structure (FR8),
 - Two wing jack pads (one attached to each wing at RIB9 with 2 bolts) for the location of the jack adaptor.
- Wing jack pads are ground equipment.

C. Auxiliary Jacking Points (Safety Stay)

- (1) When the aircraft is on jacks, it is recommended that a safety stay be placed under the fuselage, between FR73 and FR74, to prevent tail tipping caused by accidental displacement of the center of gravity.
- (2) The safety stay must not be used to lift the aircraft.
- (3) A male spherical ball pad with a 19 mm (0.75 in) radius, forming part of the aircraft structure, is provided for using the safety stay.

2. Jacks and Safety Stay

A. Jack Design

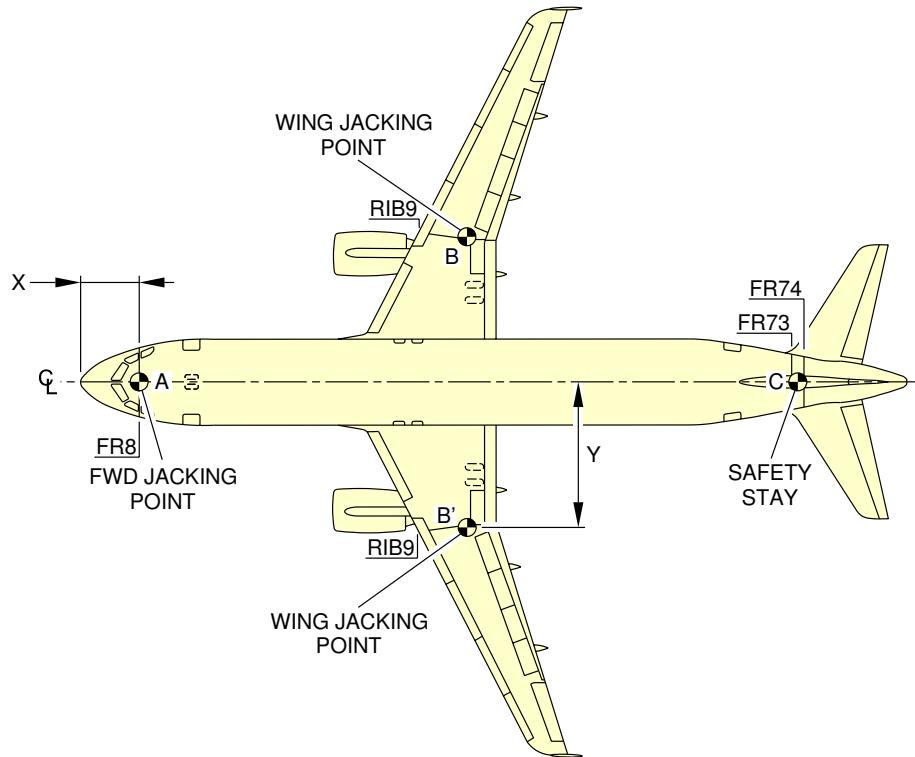
- (1) The maximum permitted loads given in the table in FIGURE 2-14-0-991-030-A are the maximum loads applicable on jack fittings.
- (2) In the fully retracted position (jack stroke at minimum), the height of the jack is such that the jack may be placed beneath the aircraft in the most adverse conditions, namely, tires deflated and shock absorbers depressurized. In addition, there must be a clearance of approximately 50 mm (1.97 in) between the aircraft jacking point and the jack upper end.

- (3) The lifting jack stroke enables the aircraft to be jacked up so that the fuselage longitudinal datum line (aircraft center line) is parallel to the ground, with a clearance of 100 mm (3.94 in) between the main landing gear wheels and the ground. This enables the landing gear extension/retraction tests to be performed.
3. Shoring Cradles

When it is necessary to support the aircraft in order to relieve the loads on the structure to do modifications or major work, shoring cradles shall be placed under each wing and the fuselage as necessary.

NOTE : The aircraft must not be lifted or supported by the wings or fuselage alone without adequate support of the other.

**ON A/C A320-200 A320neo



	X		Y		MAXIMUM LOAD ELIGIBLE daN
	m	ft	m	ft	
FORWARD FUSELAGE JACKING POINT A	2.74	8.99	0	0	6 800
WING JACKING POINT B	17.56	57.61	6.50	21.33	28 500
WING JACKING POINT B'	17.56	57.61	-6.50	-21.33	28 500
SAFETY STAY C	32.57	106.86	0	0	2 000

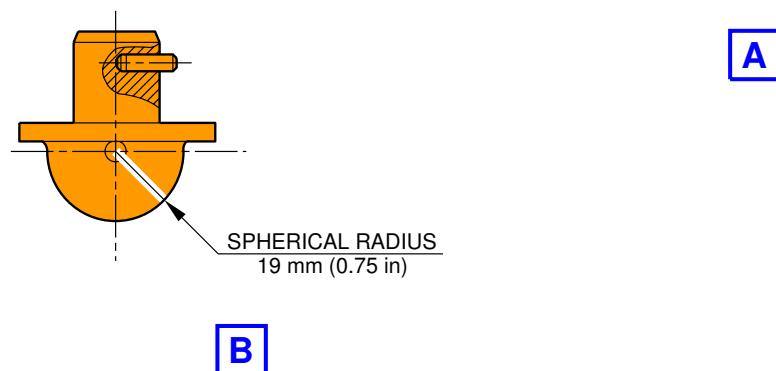
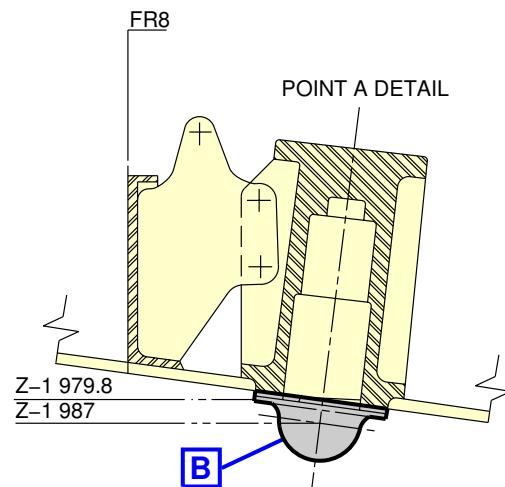
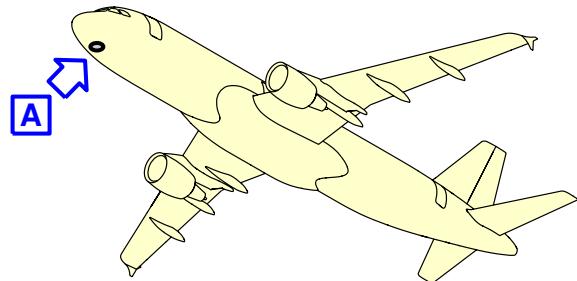
NOTE:

SAFETY STAY IS NOT USED FOR JACKING.

N_AC_021400_1_0300101_01_02

Jacking for Maintenance
Jacking Point Locations
FIGURE-2-14-0-991-030-A01

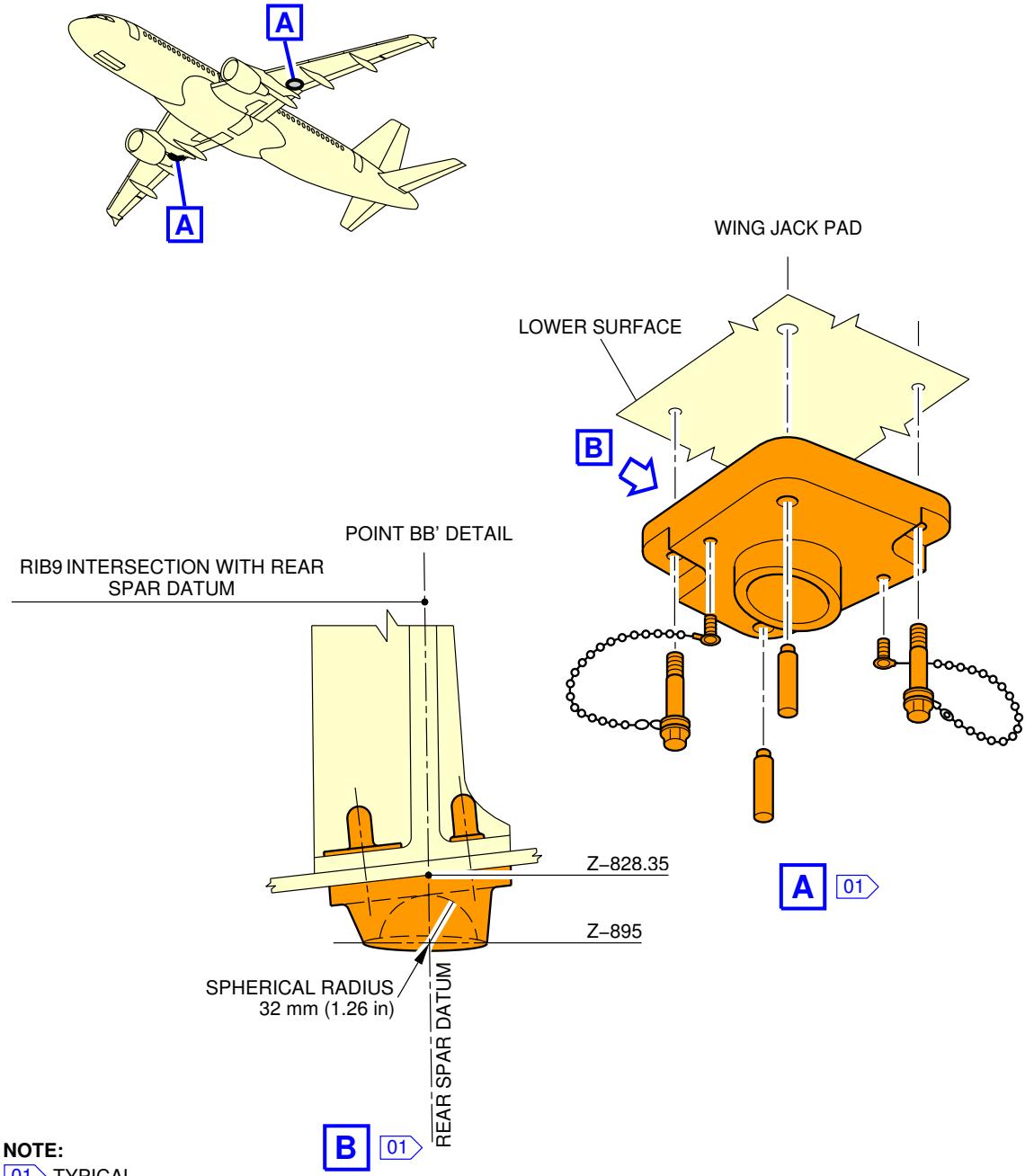
****ON A/C A320-200 A320neo**



N_AC_021400_1_0310101_01_00

Jacking for Maintenance
Forward Jacking Point
FIGURE-2-14-0-991-031-A01

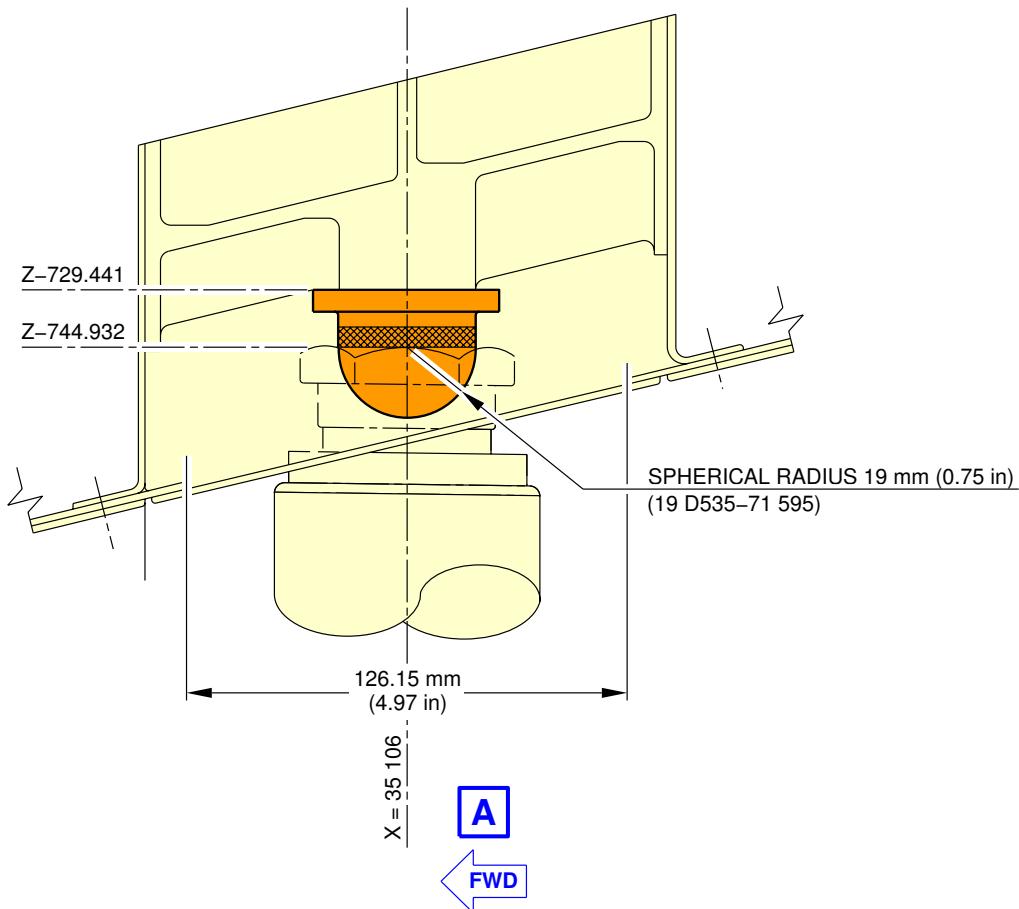
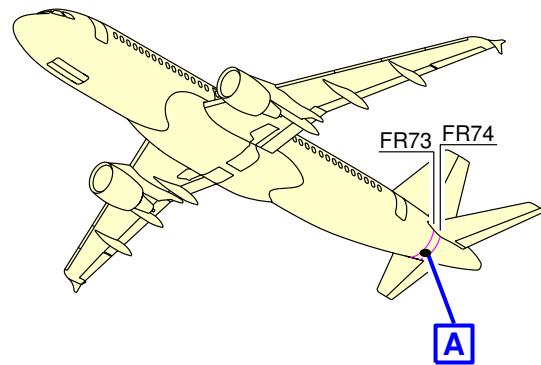
**ON A/C A320-200 A320neo



N_AC_021400_1_0320101_01_01

Jacking for Maintenance
Wing Jacking Points
FIGURE-2-14-0-991-032-A01

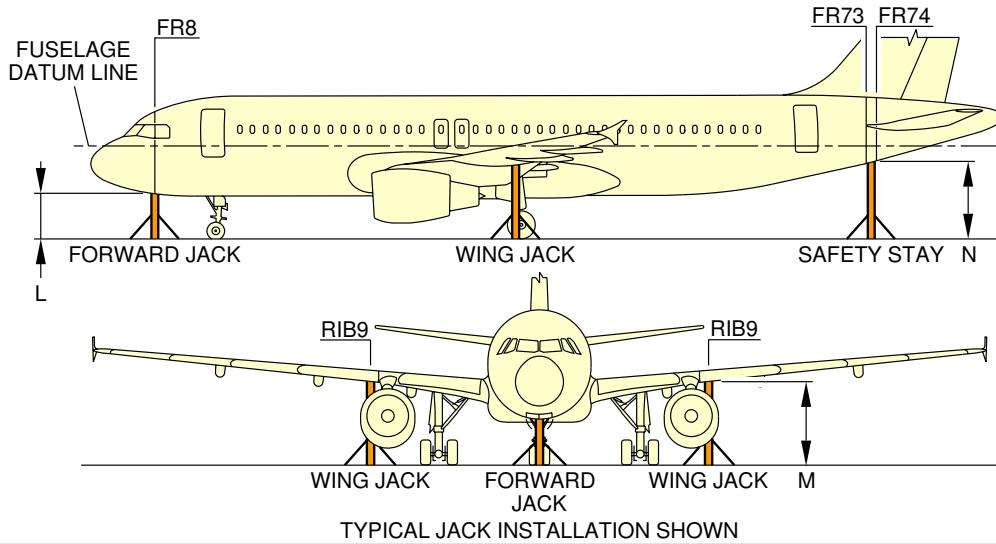
**ON A/C A320-200 A320neo



N_AC_021400_1_0330101_01_01

Jacking for Maintenance
Safety Stay
FIGURE-2-14-0-991-033-A01

**ON A/C A320-200 A320neo



CONFIGURATION	DESCRIPTION	DISTANCE BETWEEN JACKING/SAFETY POINTS AND THE GROUND		
		L (FORWARD JACK)	M (WING JACK)	N (SAFETY STAY)
-AIRCRAFT ON WHEELS	- NLG SHOCK ABSORBER DEFLATED AND NLG TIRES FLAT - MLG STANDARD TIRES, WITH STANDARD SHOCK ABSORBERS	1 588 mm (62.52 in)	3 113 mm (122.56 in)	3 656 mm (143.00 in)
	TIRES FLAT SHOCK ABSORBERS DEFLATED	1 660 mm (65.35 in)	2 735 mm (107.68 in)	2 834 mm (111.57 in)
	STANDARD TIRES STANDARD SHOCK ABSORBERS	1 880 mm (74.02 in)	3 112 mm (122.52 in)	3 364 mm (132.44 in)
-AIRCRAFT ON JACKS (FORWARD JACK AND WING JACKS) -FUSELAGE DATUM LINE PARALLEL TO THE GROUND	STANDARD TIRES MLG SHOCK ABSORBERS EXTENDED WITH WHEEL CLEARANCE OF 120 mm (4.72 in) FOR MLG RETRACTION OR EXTENSION	2 554 mm (100.55 in)	3 655 mm (143.90 in)	3 779 mm (148.78 in)
	STANDARD TIRES MLG SHOCK ABSORBERS EXTENDED WITH WHEEL CLEARANCE OF 770 mm (30.31 in) FOR REPLACEMENT OF THE MLG	3 204 mm (126.14 in)	4 305 mm (169.49 in)	4 429 mm (174.37 in)
-AIRCRAFT ON FORWARD JACK -MLG WHEELS ON THE GROUND	STANDARD TIRES NLG SHOCK ABSORBERS EXTENDED WITH WHEEL CLEARANCE OF 60 mm (2.36 in) FOR NLG RETRACTION OR EXTENSION	2 387 mm (93.98 in)	NA	2 854 mm (112.36 in)

NOTE:

THE SAFETY STAY IS NOT USED FOR JACKING.

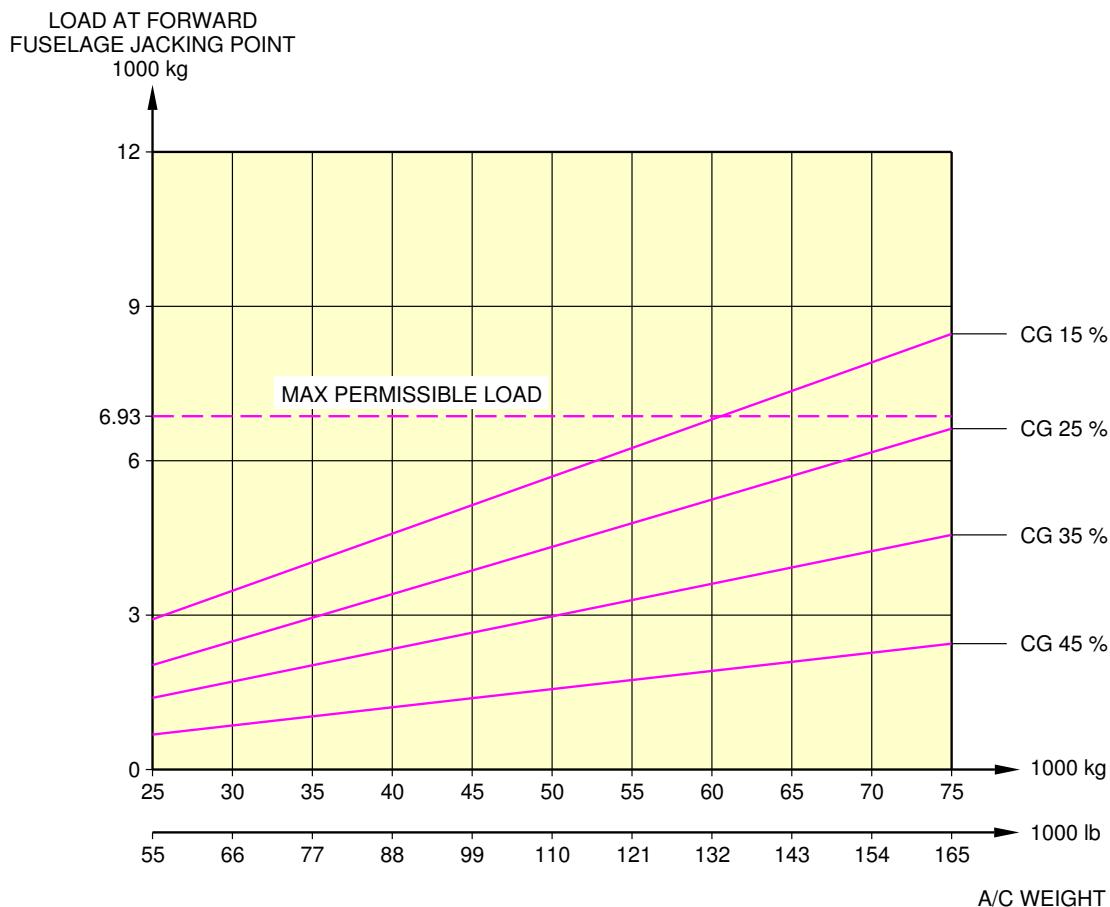
N_AC_021400_1_0340101_01_02

Jacking for Maintenance

Jacking Design

FIGURE-2-14-0-991-034-A01

**ON A/C A320-200 A320neo

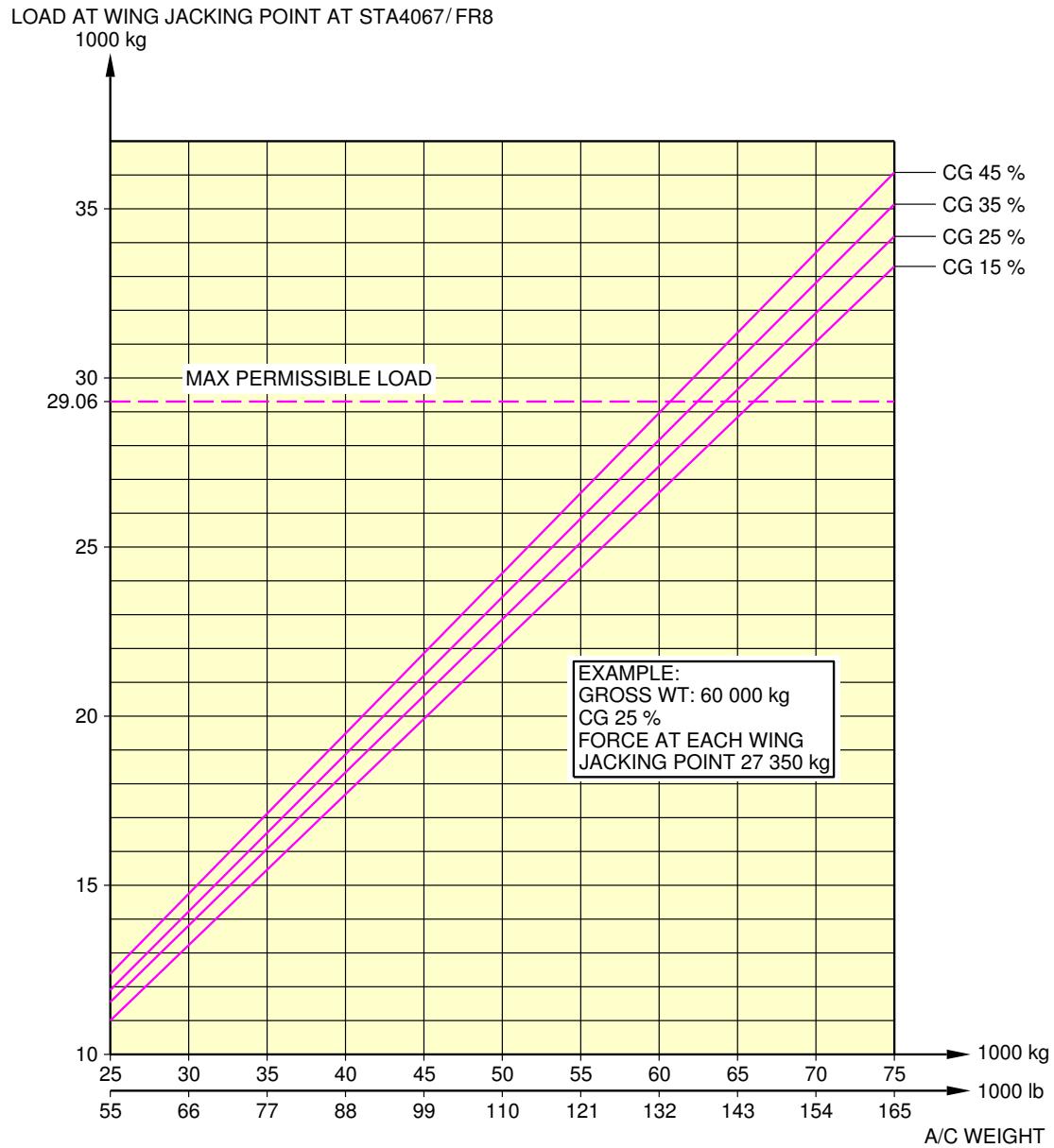


NOTE: AS AN EXAMPLE ASSUME THAT THE AIRCRAFT HAS A GROSS WEIGHT OF 66 000 kg AND THE CENTER OF GRAVITY (CG) IS AT 25 %. THUS THE FORCE AT THE FORWARD FUSELAGE JACKING POINT IS 5 300 kg.

N_AC_021400_1_0350101_01_00

Loads at the Aircraft Jacking Points
Forward Fuselage Jacking Point - Twin Wheel/Bogie
FIGURE-2-14-0-991-035-A01

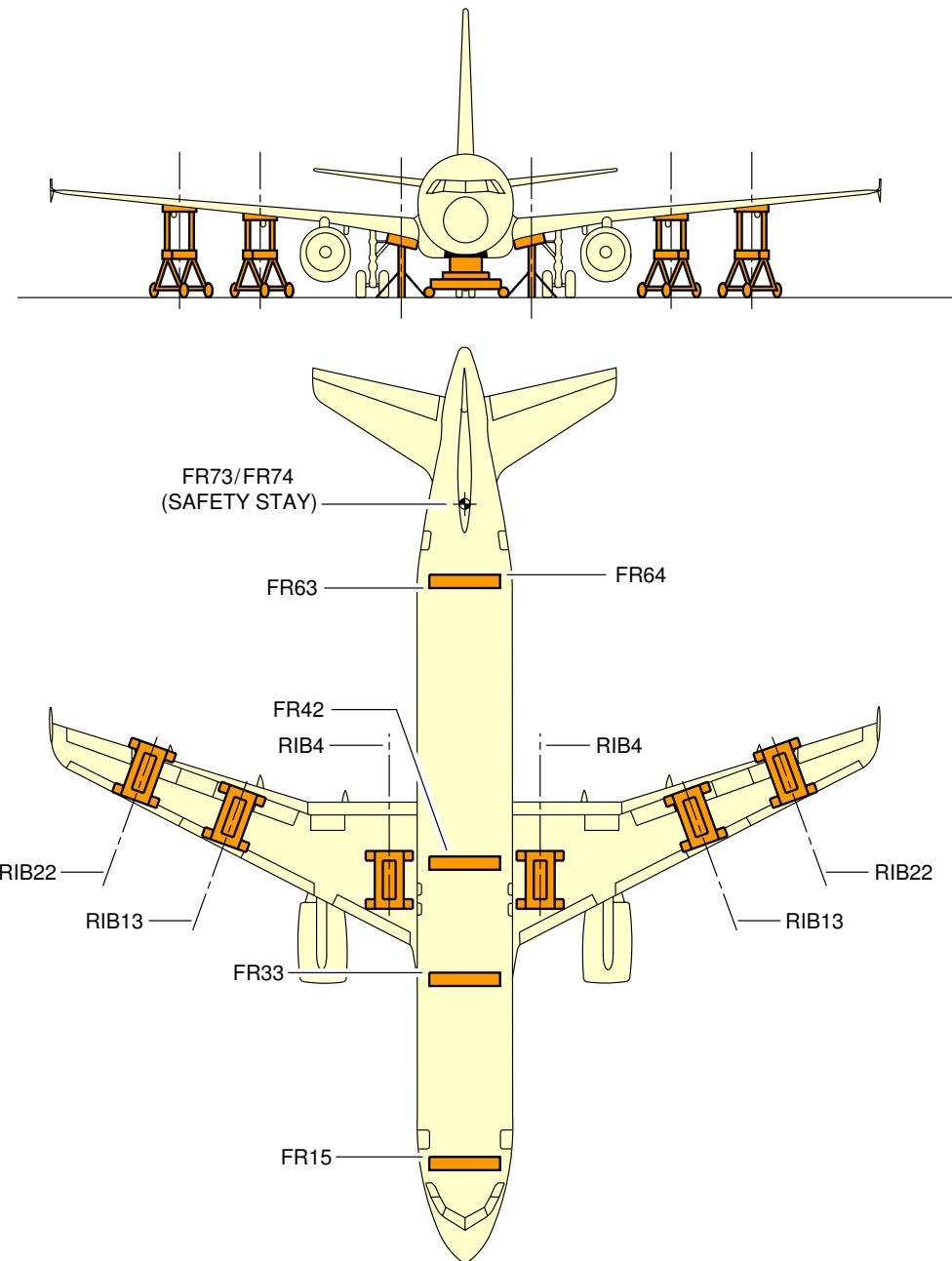
**ON A/C A320-200 A320neo



N_AC_021400_1_0360101_01_00

Loads at the Aircraft Jacking Points
Wing Jacking Point Rib 8 - Twin Wheel/Bogie
FIGURE-2-14-0-991-036-A01

**ON A/C A320-200 A320neo



NOTE: THE SHORING CRADLE MUST BE INSTALLED AT THE EXACT LOCATION OF THE FRAME.

N_AC_021400_1_0370101_01_00

Jacking for Maintenance
Location of Shoring Cradles
FIGURE-2-14-0-991-037-A01

****ON A/C A320-200 A320neo**Jacking of the Landing Gear

1. General

Landing gear jacking will be required to lift the landing gear wheels off the ground.

NOTE : You can lift the aircraft at Maximum Ramp Weight (MRW).

NOTE : The load at each jacking position is the load required to give a 25.4 mm (1 in) clearance between the ground and the tire.

2. Main Gear Jacking (Twin Wheel)

The main gears are normally jacked up by placing a jack directly under the ball pad.

The ball spherical radius is 19 mm (0.75 in).

It is also possible to jack the main gear using a cantilever jack.

****ON A/C A320-200**

3. Main Gear Jacking (4-Wheel Bogie)

The fore and aft pairs of MLG wheels can be jacked by placing a jack directly under the ball pads located at each end of the bogie beam.

The ball spherical radius is 19 mm (0.75 in).

The leading dimensions and environmental distances of these jacking points are shown on FIGURE 2-14-0-991-048-A, FIGURE 2-14-0-991-049-A and FIGURE 2-14-0-991-050-A.

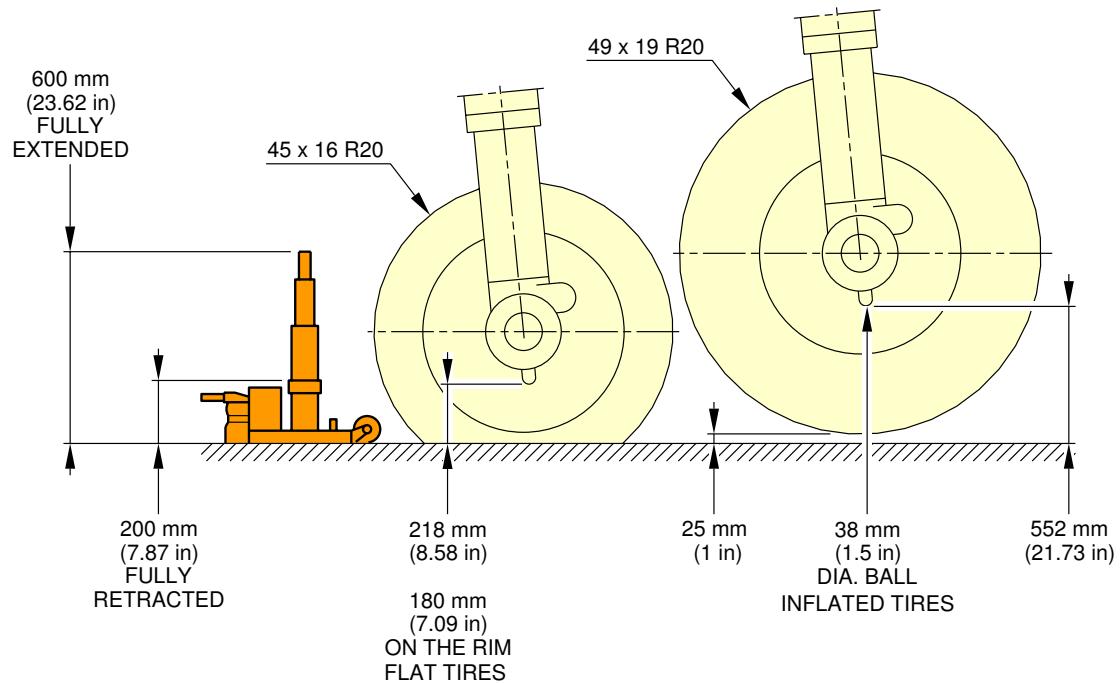
The reactions at each of the jacking points are shown on the graph FIGURE 2-14-0-991-051-A.

****ON A/C A320-200 A320neo**

4. Nose Gear Jacking

For nose gear jacking, a 19 mm (0.75 in) radius ball pad is fitted under the lower end of the shock-absorber sliding tube. Jacking can be accomplished either by placing a jack directly under the ball pad, or using an adapter fitting provided with an identical ball pad.

**ON A/C A320-200 A320neo

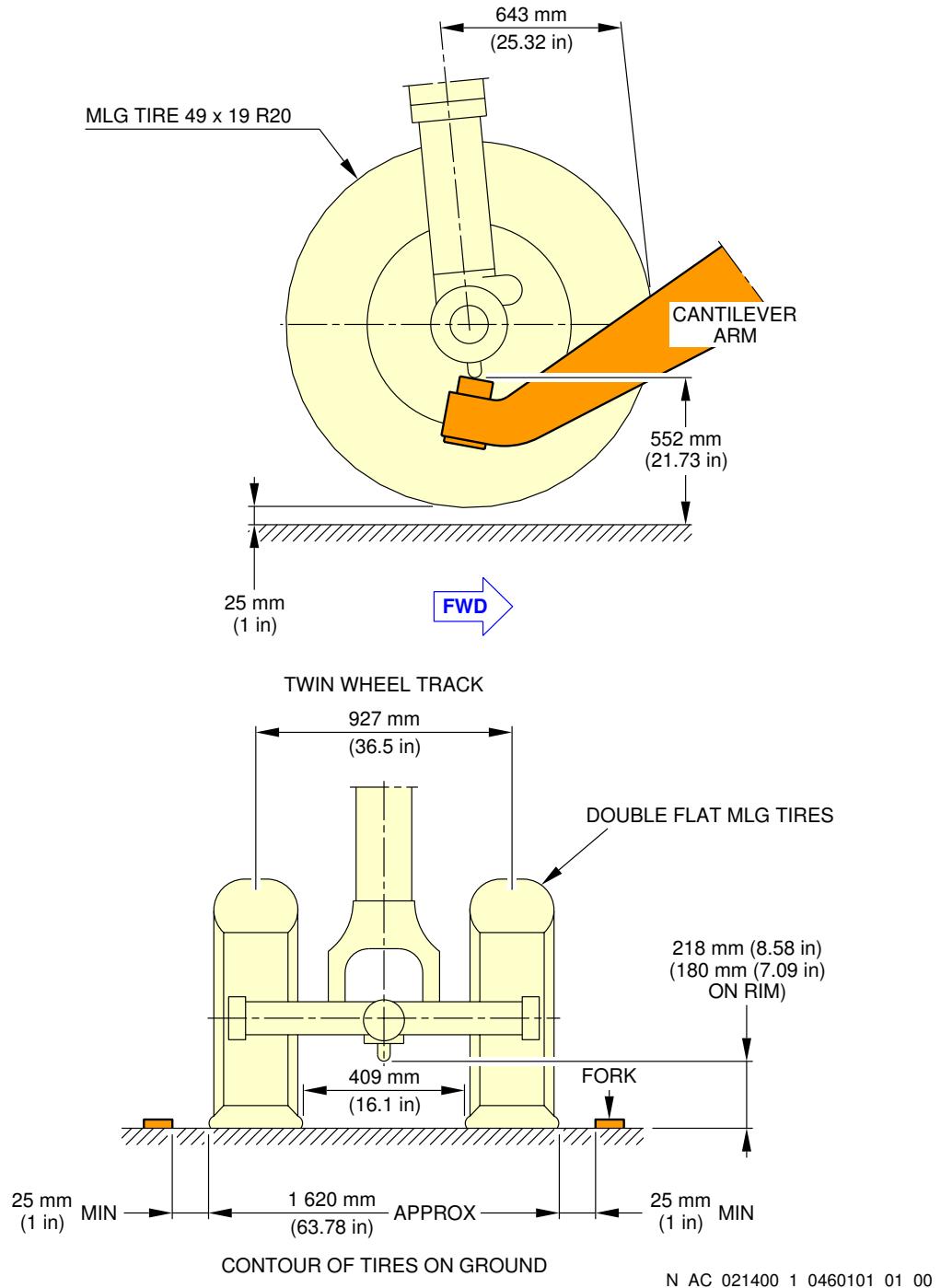


NOTE: TWIN WHEEL TRACK IS 927 mm (36.5 in).
 THE FLAT TIRES VIEW SHOWS THE MINIMUM HEIGHT TO ENGAGE JACK WITH 2 FLAT TIRES.
 THE INFLATED TIRES VIEW SHOWS THE JACKING HEIGHT TO GIVE 25 mm (1 in)
 CLEARANCE BETWEEN THE TIRE AND GROUND.

N_AC_021400_1_0450101_01_00

Jacking of the Landing Gear
 MLG Jacking Point Location - Twin Wheels
 FIGURE-2-14-0-991-045-A01

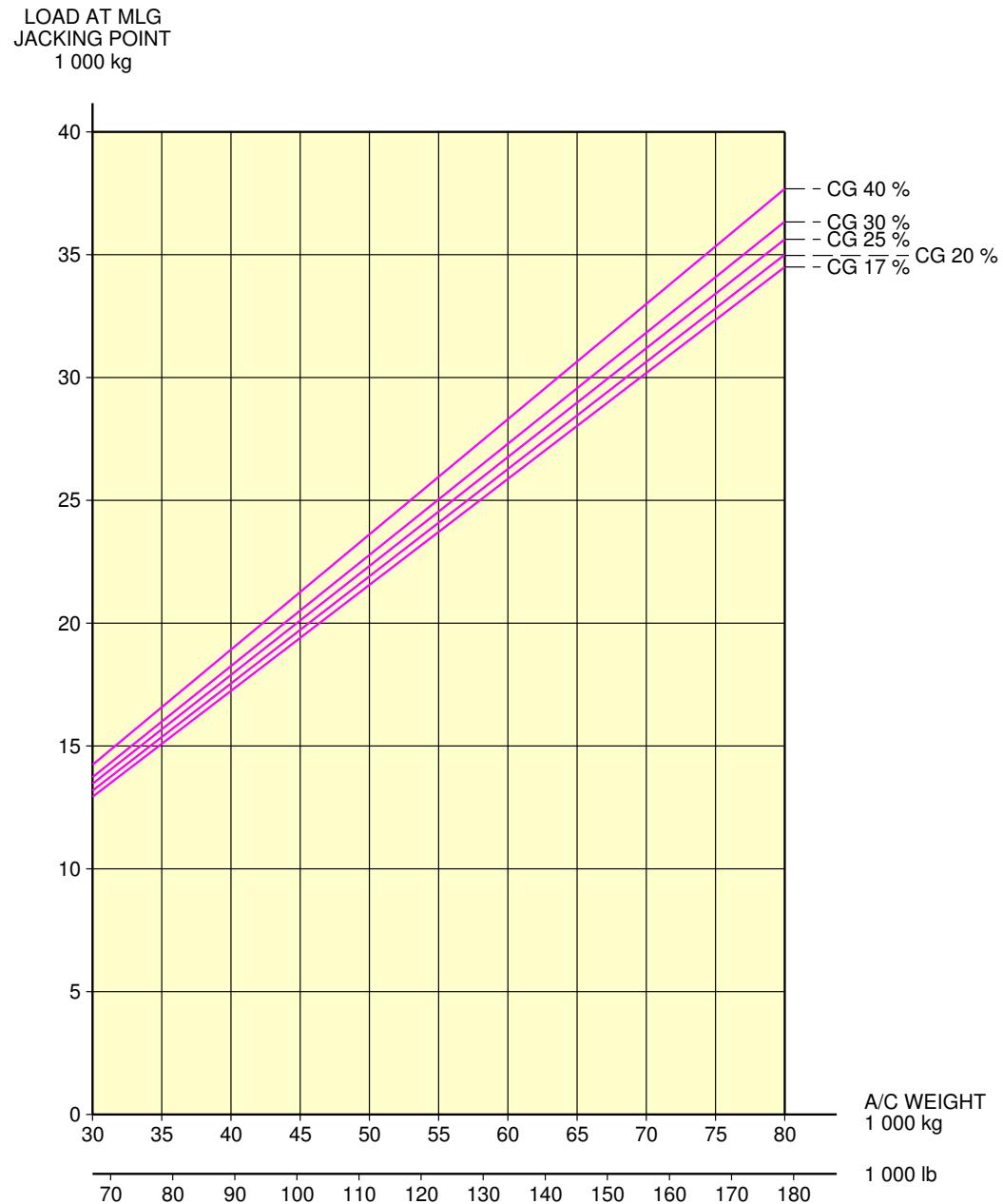
**ON A/C A320-200 A320neo



Jacking of the Landing Gear
MLG Jacking with Cantilever Jack - Twin Wheels
FIGURE-2-14-0-991-046-A01

N_AC_021400_1_0460101_01_00

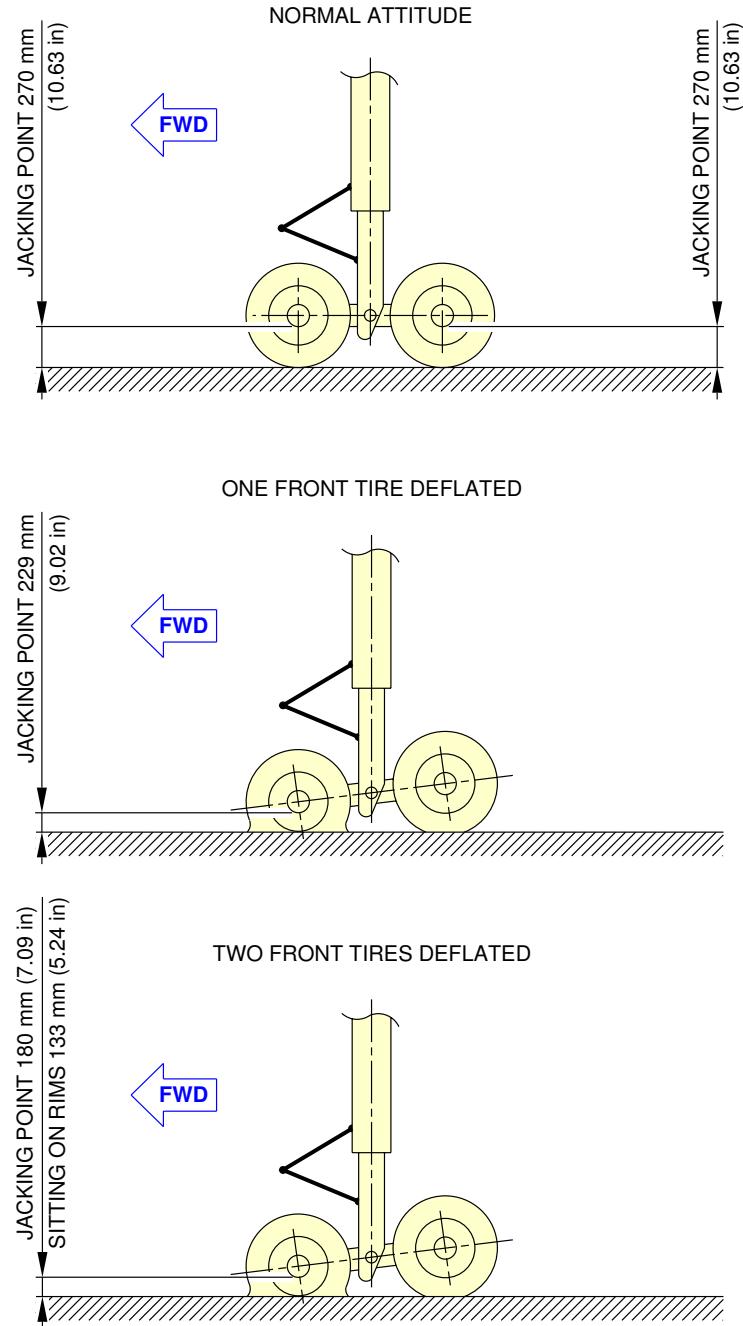
****ON A/C A320-200 A320neo**



N_AC_021400_1_0470101_01_00

Jacking of the Landing Gear
Loads at MLG Jacking Points - Twin Wheels
FIGURE-2-14-0-991-047-A01

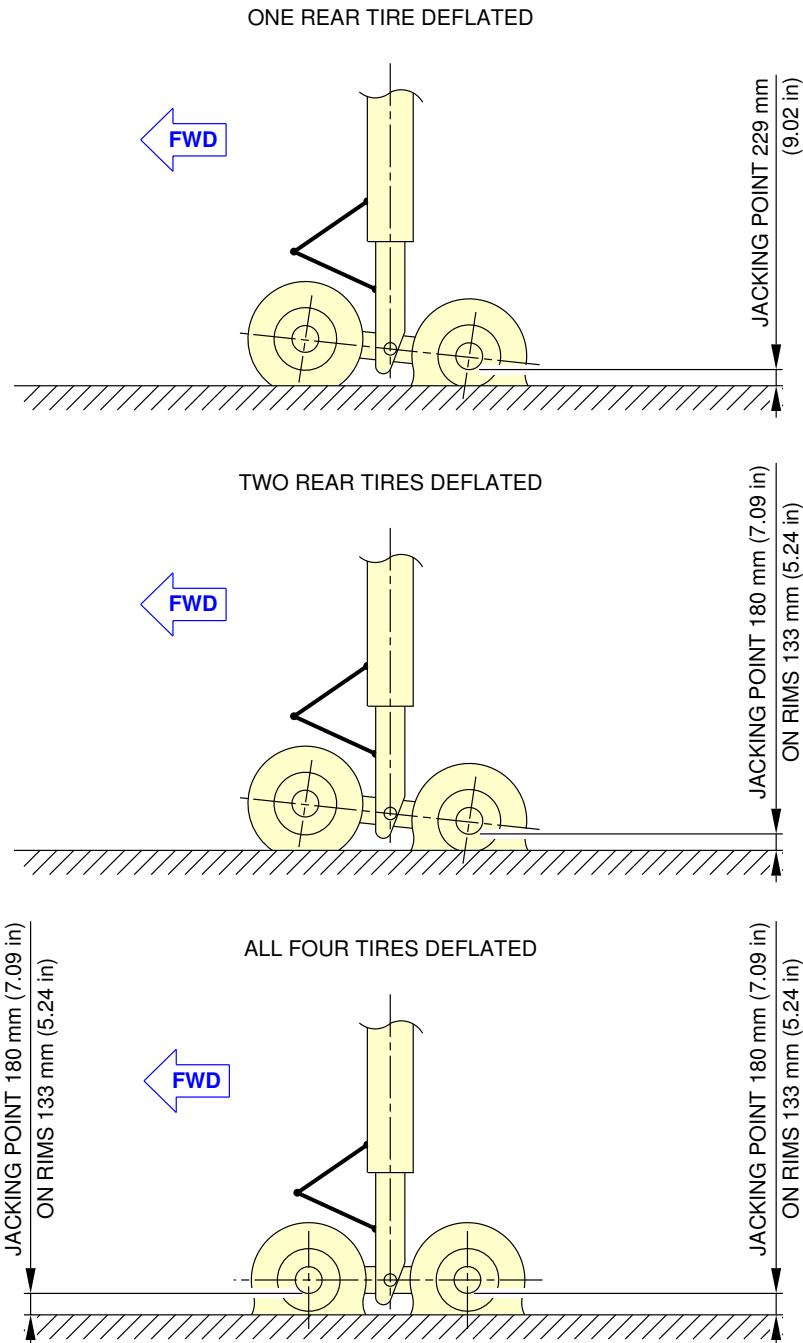
****ON A/C A320-200**



N_AC_021400_1_0480101_01_00

Jacking of the Landing Gear
 MLG Jacking Point Location Bogie
 FIGURE-2-14-0-991-048-A01

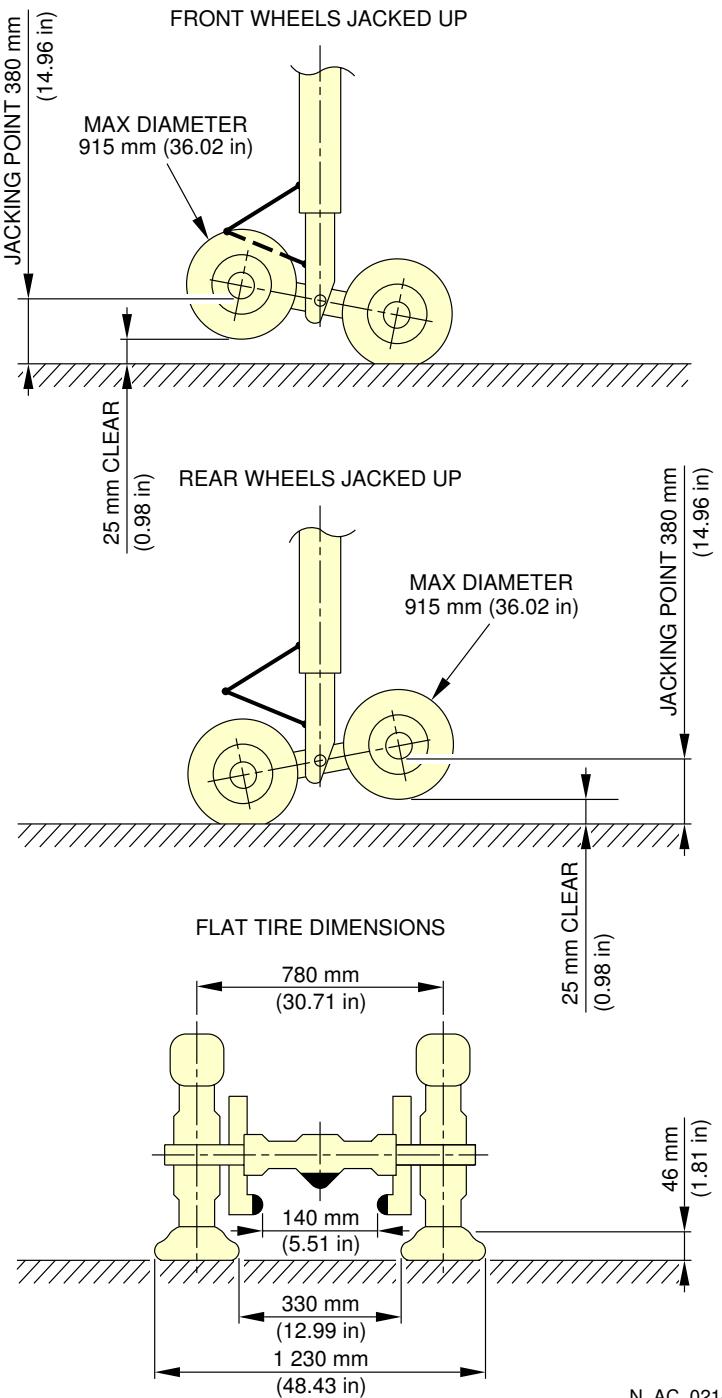
**ON A/C A320-200



N_AC_021400_1_0490101_01_00

Jacking of the Landing Gear
MLG Jacking Point Location Bogie
FIGURE-2-14-0-991-049-A01

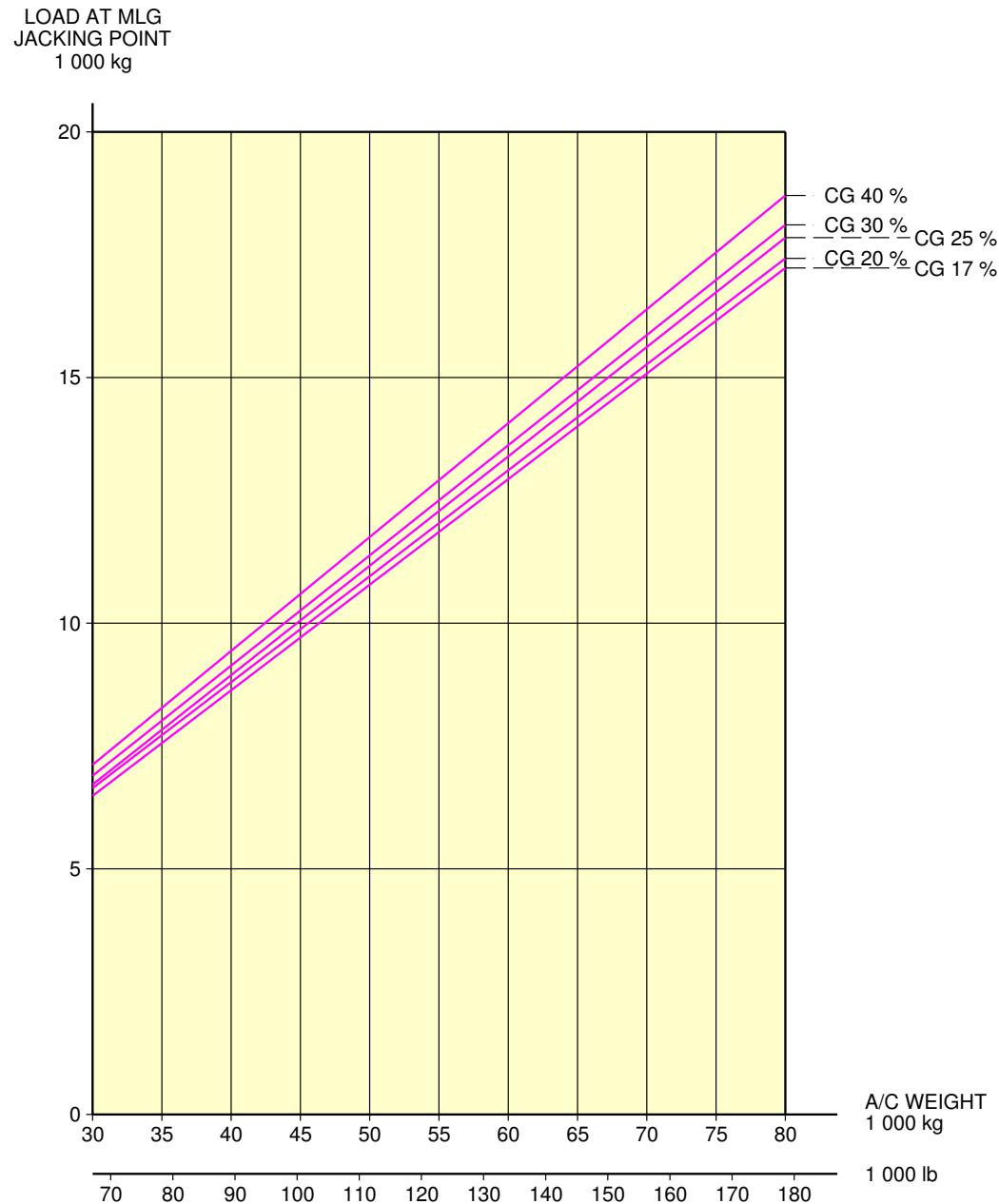
**ON A/C A320-200



N_AC_021400_1_0500101_01_00

Jacking of the Landing Gear
MLG Jacking Point Location Bogie
FIGURE-2-14-0-991-050-A01

****ON A/C A320-200**

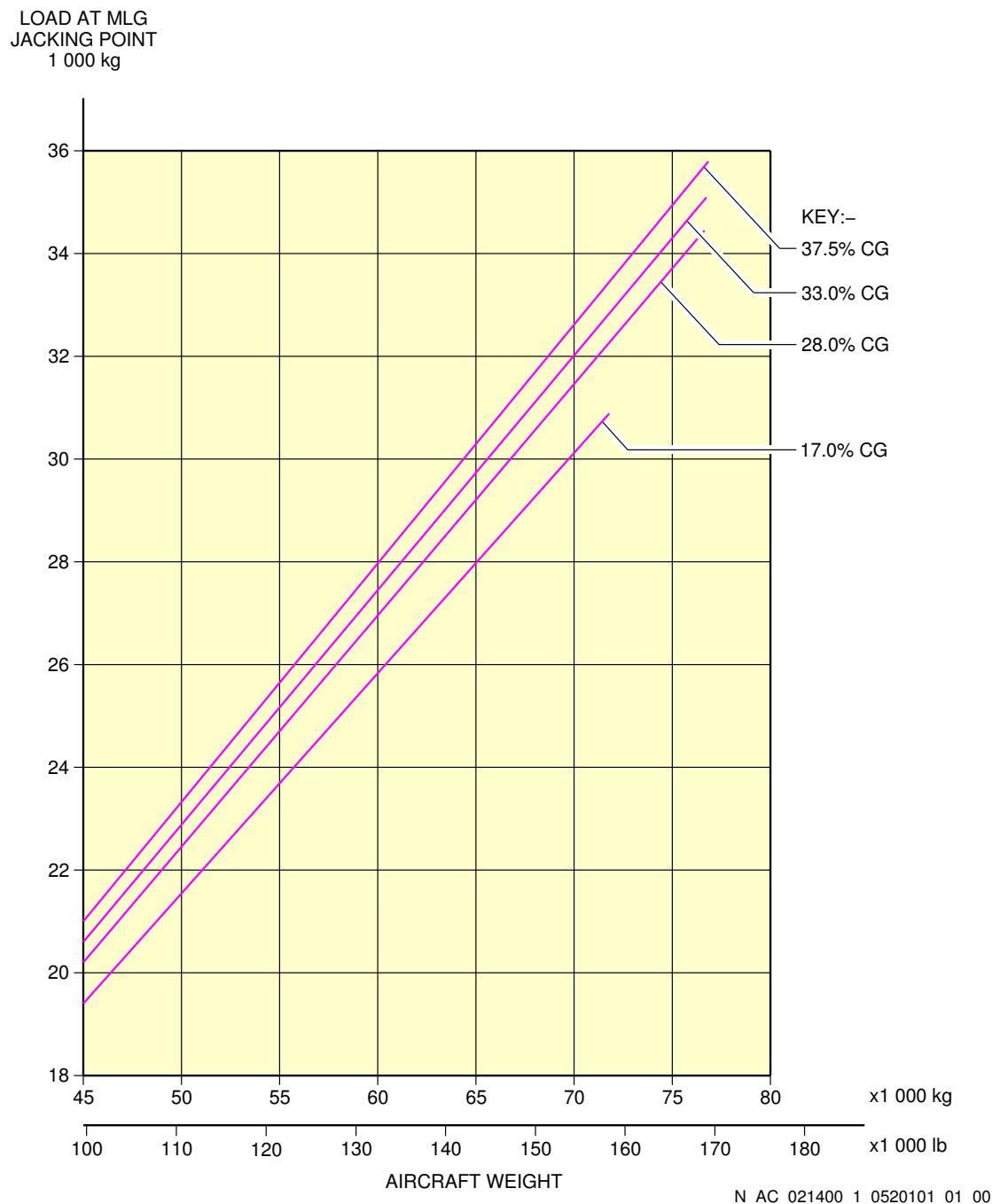


NOTE: LOADS GIVEN ARE THOSE AT EACH BOGIE BEAM
JACKING POINT (FRONT AND REAR)

N_AC_021400_1_0510101_01_00

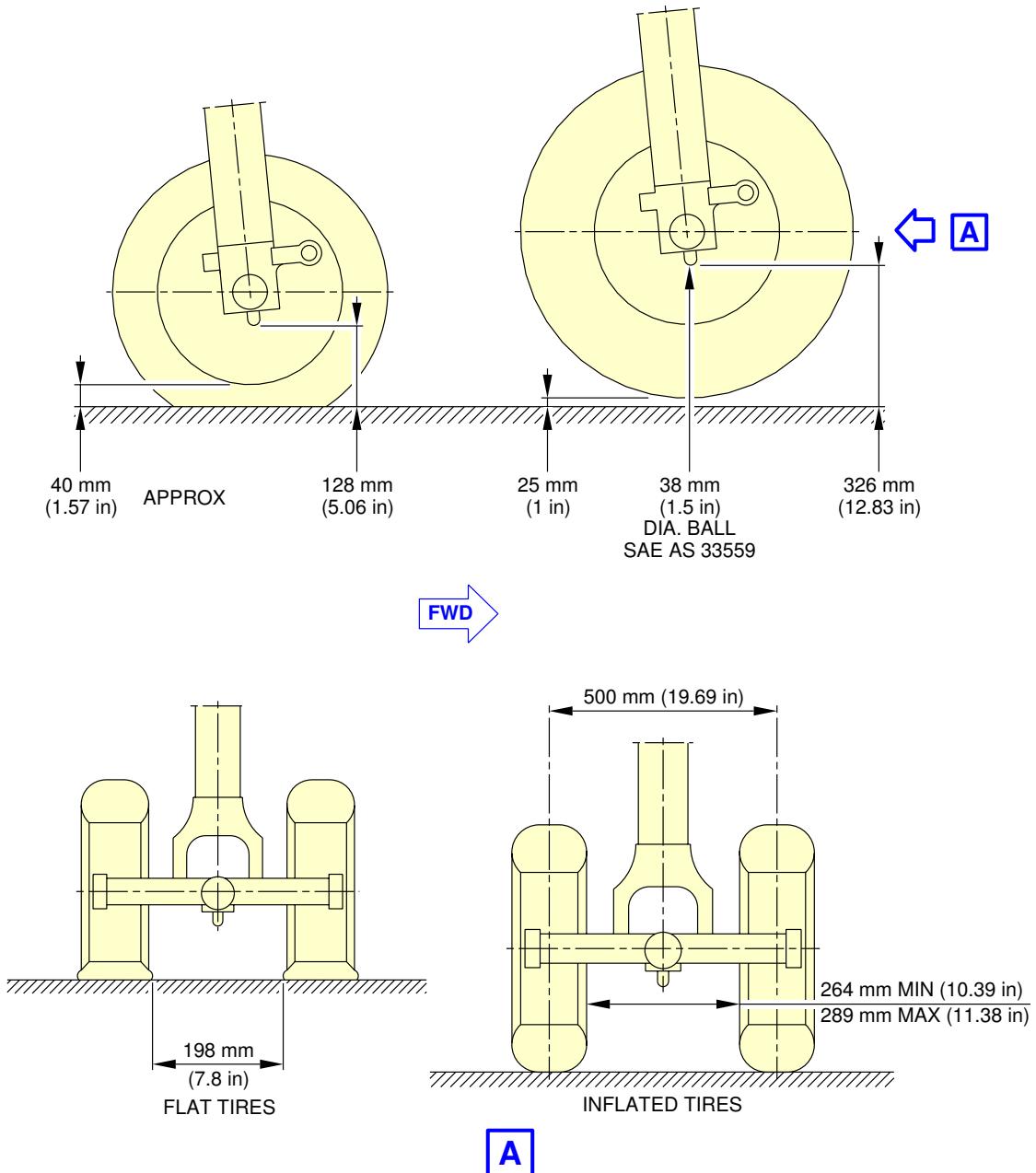
Jacking of the Landing Gear
Loads at MLG Jacking Points - Bogie Version
FIGURE-2-14-0-991-051-A01

**ON A/C A320-200 A320neo



Jacking of the Landing Gear
Loads at MLG Jacking Points - 77 000 kg
FIGURE-2-14-0-991-052-A01

**ON A/C A320-200 A320neo

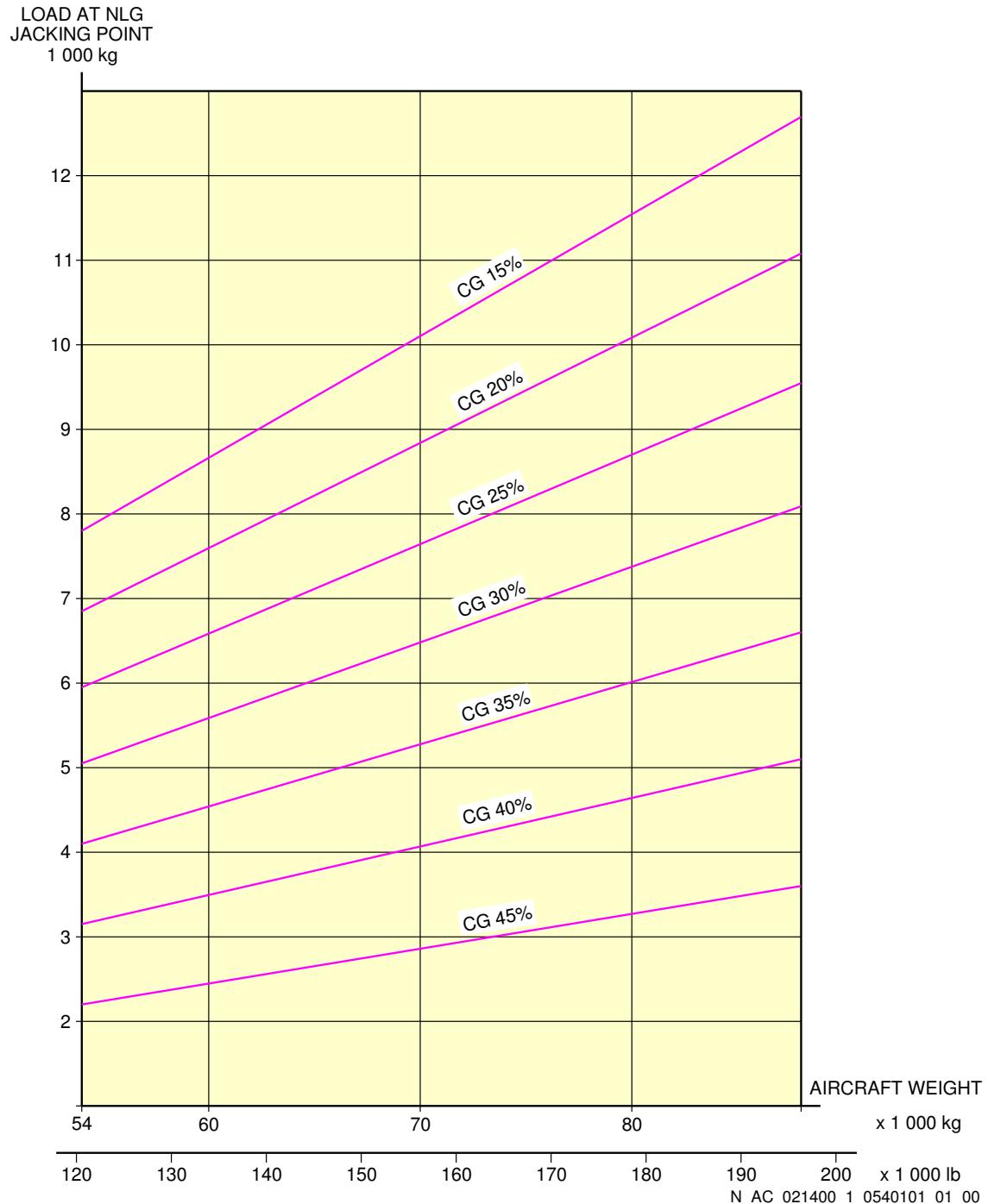


NOTE: THE FLAT TIRES VIEW SHOWS THE MINIMUM HEIGHT TO ENGAGE JACK WITH 2 FLAT TIRES.
THE INFLATED TIRES VIEW SHOWS THE JACKING HEIGHT TO GIVE 25 mm (1 in)
CLEARANCE BETWEEN THE TIRE AND GROUND.

N_AC_021400_1_0530101_01_00

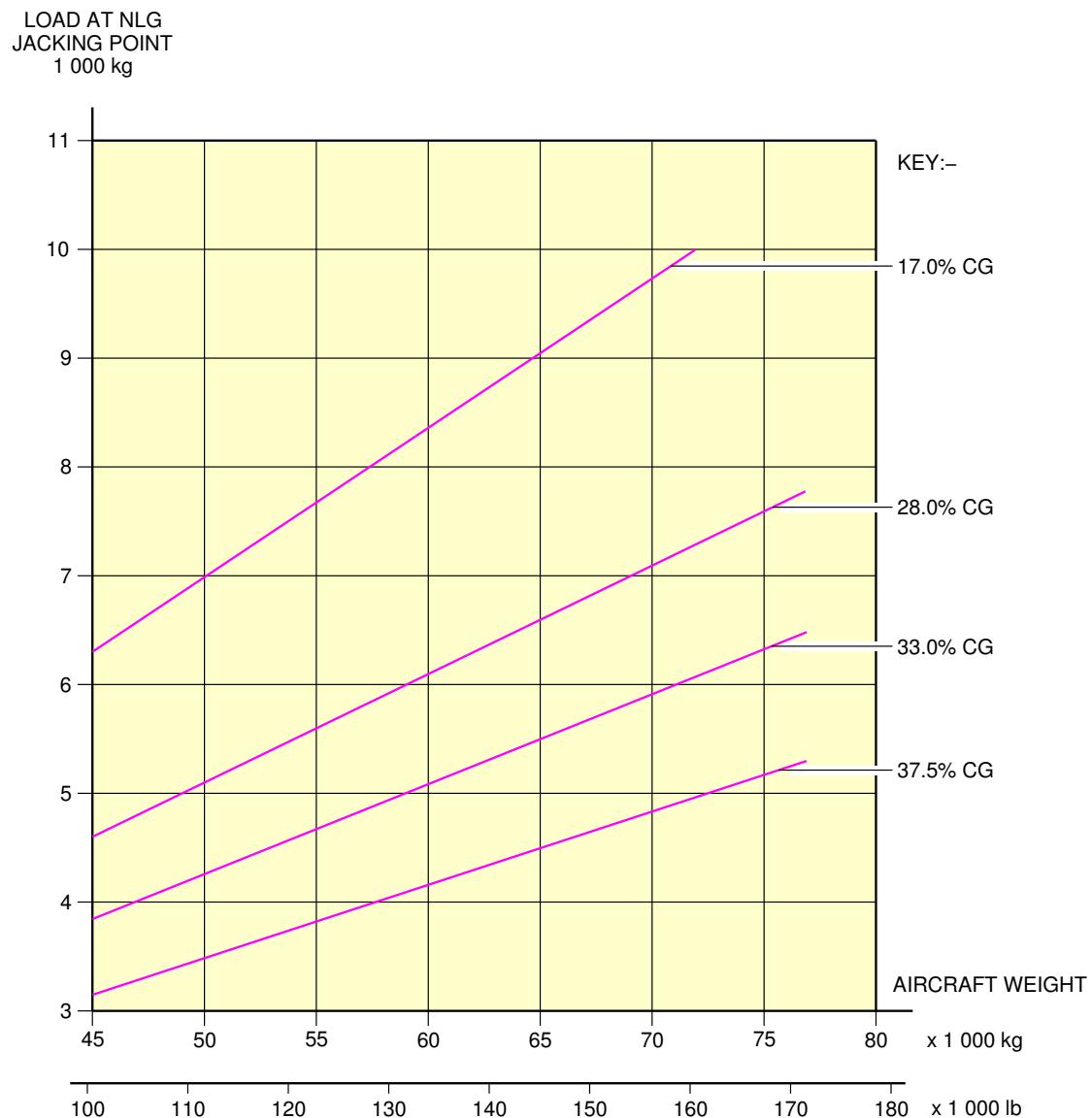
Jacking of the Landing Gear
NLG Jacking - Point Location
FIGURE-2-14-0-991-053-A01

**ON A/C A320-200 A320neo



Jacking of the Landing Gear
Loads at NLG Jacking Points
FIGURE-2-14-0-991-054-A01

**ON A/C A320-200 A320neo



N_AC_021400_1_0550101_01_00

Jacking of the Landing Gear
Loads at NLG Jacking Points - 77 000 kg
FIGURE-2-14-0-991-055-A01

AIRCRAFT PERFORMANCE

3-1-0 General Information

**ON A/C A320-200 A320neo

General Information

1. Standard day temperatures for the altitudes shown are tabulated below:

Standard Day Temperatures for the Altitudes			
Altitude		Standard Day Temperature	
FEET	METERS	° F	° C
0	0	59.0	15.0
2 000	610	51.9	11.1
4 000	1 220	44.7	7.1
6 000	1 830	37.6	3.1
8 000	2 440	30.5	-0.8

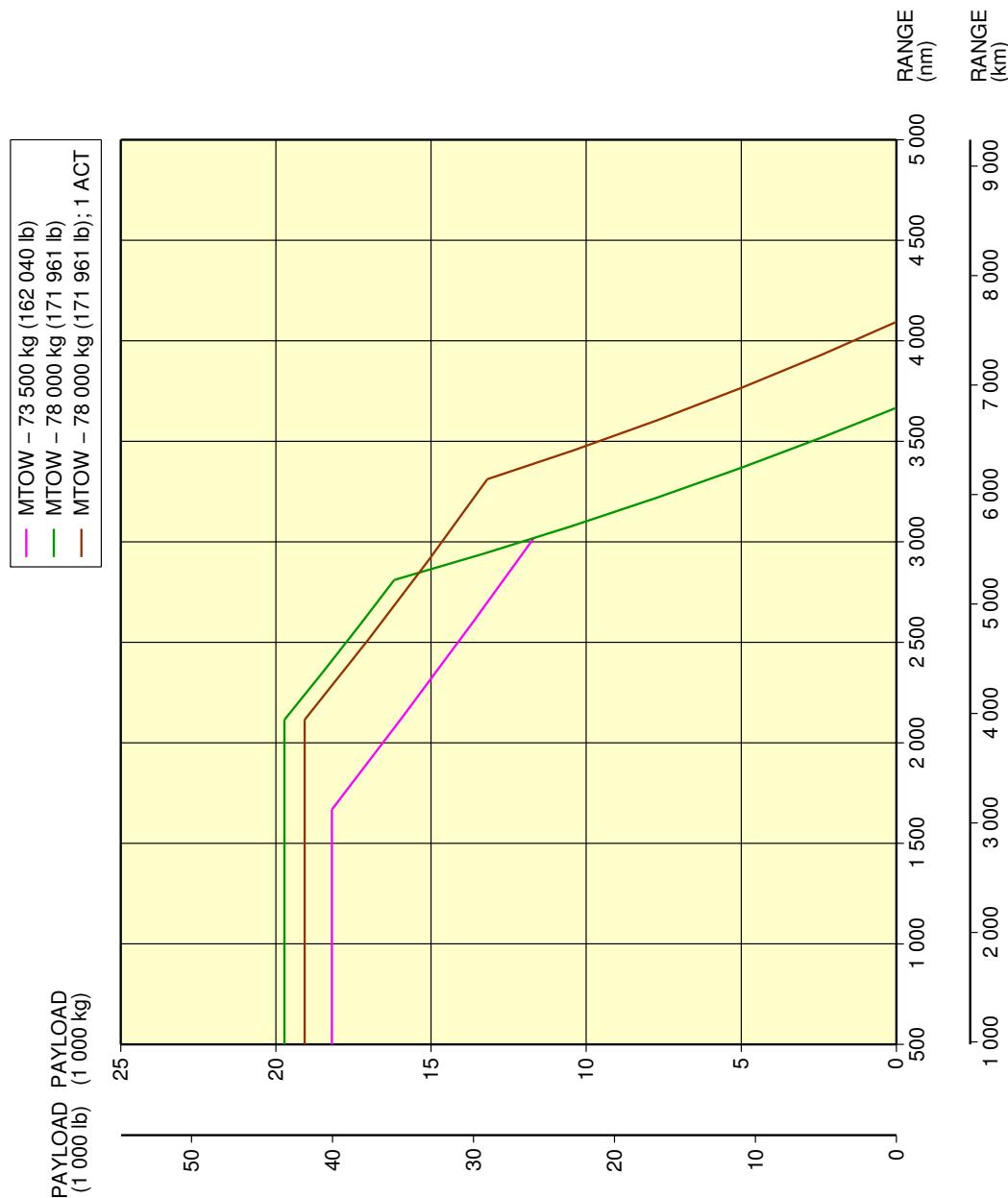
3-2-1 Payload / Range - ISA Conditions

**ON A/C A320-200 A320neo

| Payload/Range - ISA Conditions

1. This section provides the payload/range at ISA conditions.

**ON A/C A320-200

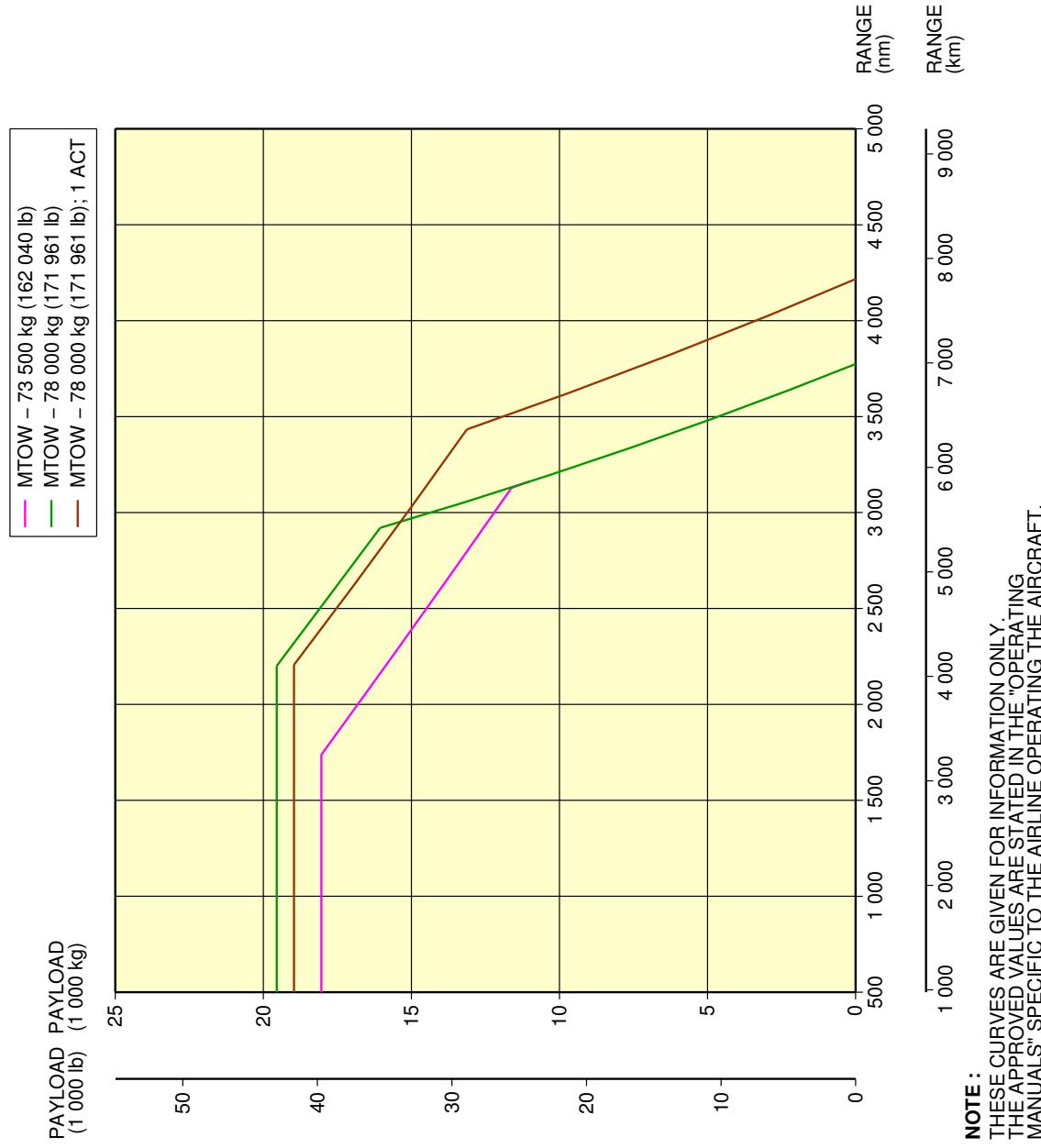


NOTE :
 THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

N_AC_030201_1_0160101_01_00

Payload/Range - ISA Conditions
 FIGURE-3-2-1-991-016-A01

**ON A/C A320-200



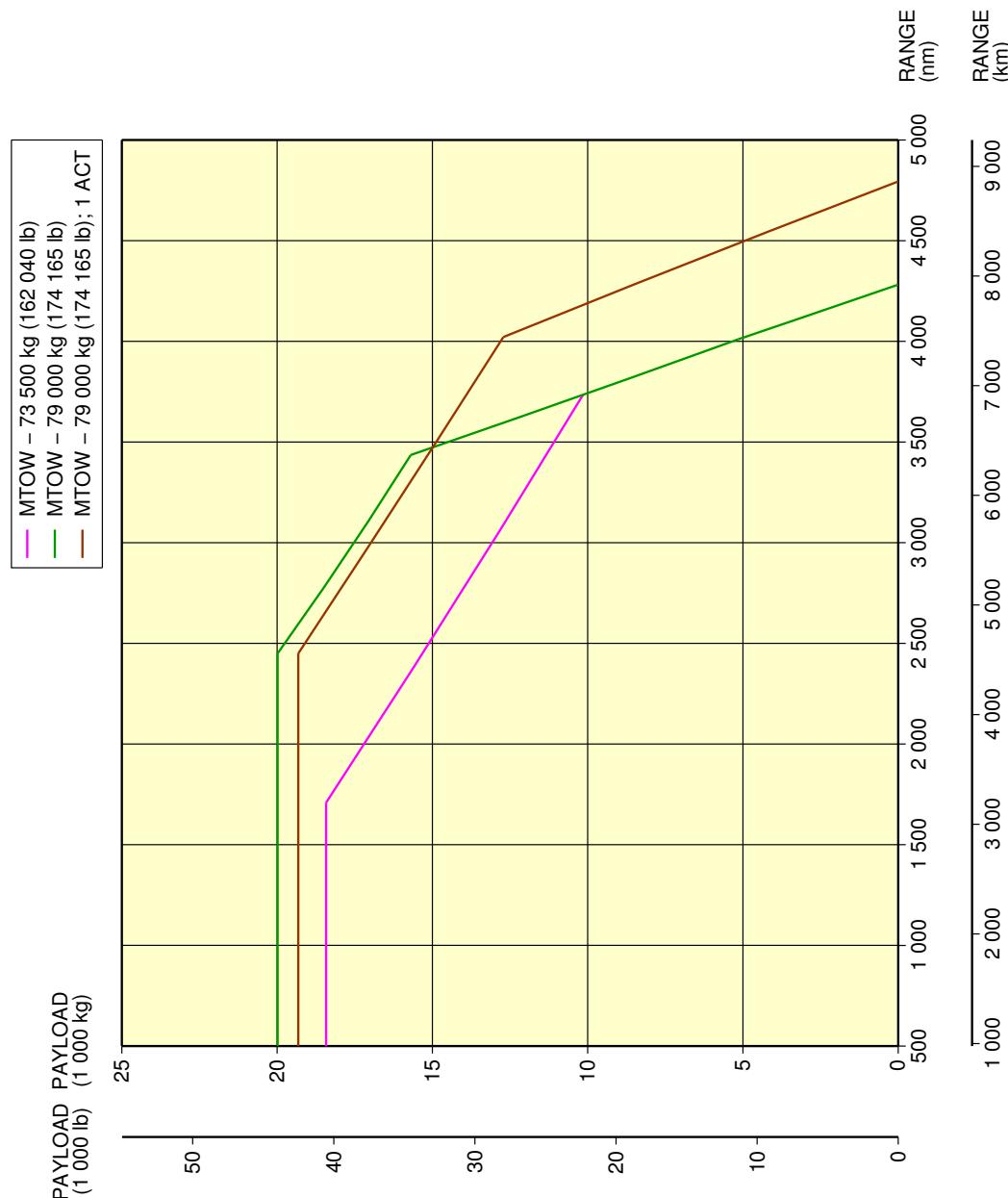
N_AC_030201_1_0170101_01_00

Payload/Range - ISA Conditions

Sharklet

FIGURE-3-2-1-991-017-A01

**ON A/C A320neo



NOTE :
 THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

N_AC_030201_1_0180101_01_00

Payload/Range - ISA Conditions
 FIGURE-3-2-1-991-018-A01

3-3-1 Take-off Weight Limitation - ISA Conditions

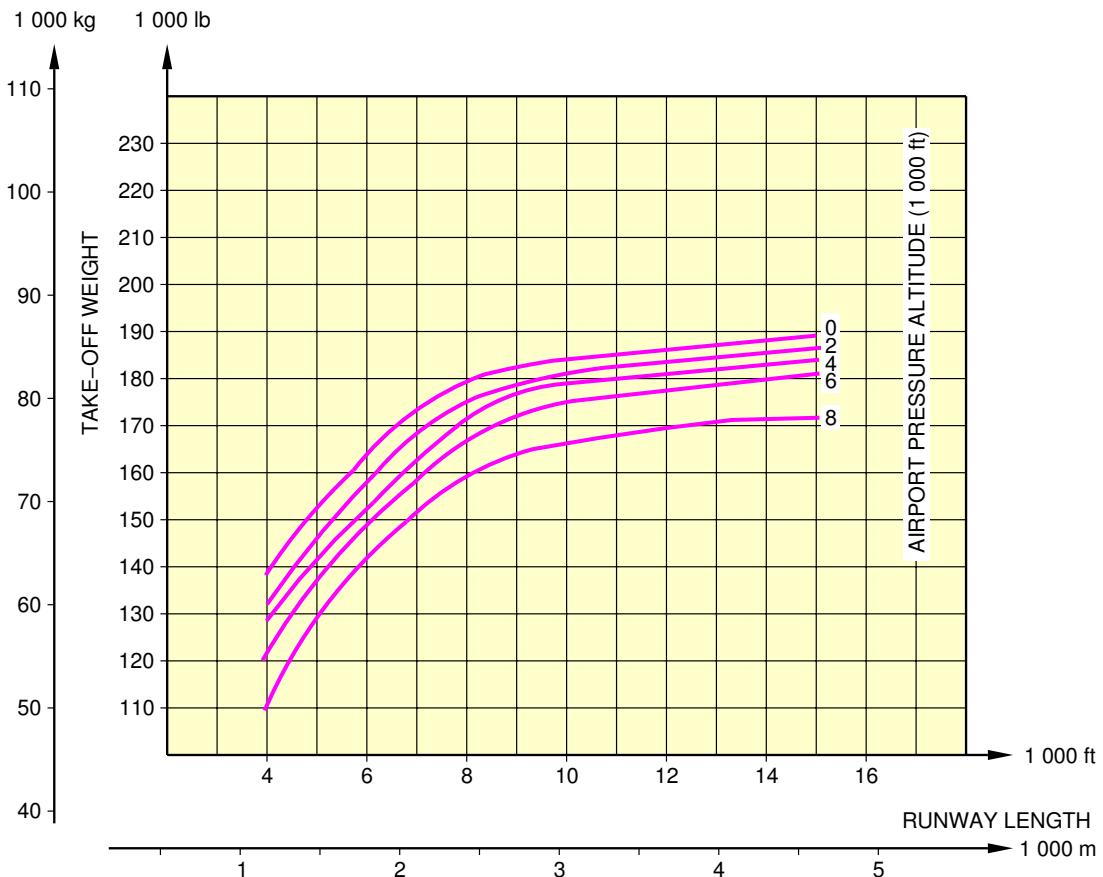
****ON A/C A320-200**

Take-Off Weight Limitation - ISA Conditions

1. This section gives the take-off weight limitation at ISA conditions.

****ON A/C A320-200**

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

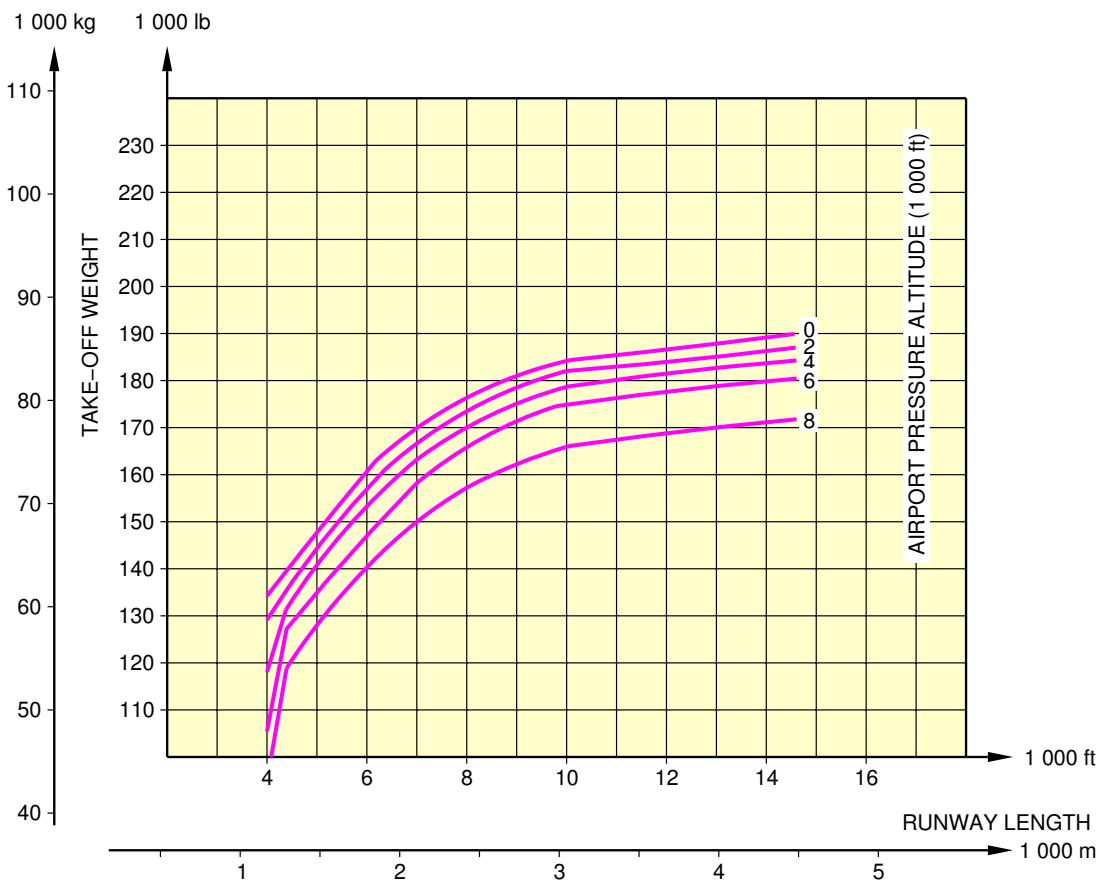


N_AC_030301_1_0050101_01_01

Take-Off Weight Limitation - ISA Conditions
CFM56 Series Engine
FIGURE-3-3-1-991-005-A01

****ON A/C A320-200**

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



N_AC_030301_1_0060101_01_01

Take-Off Weight Limitation - ISA Conditions
IAE V2500 Series Engine
FIGURE-3-3-1-991-006-A01



3-3-2 Take-off Weight Limitation - ISA +15 °C (+59 °F) Conditions

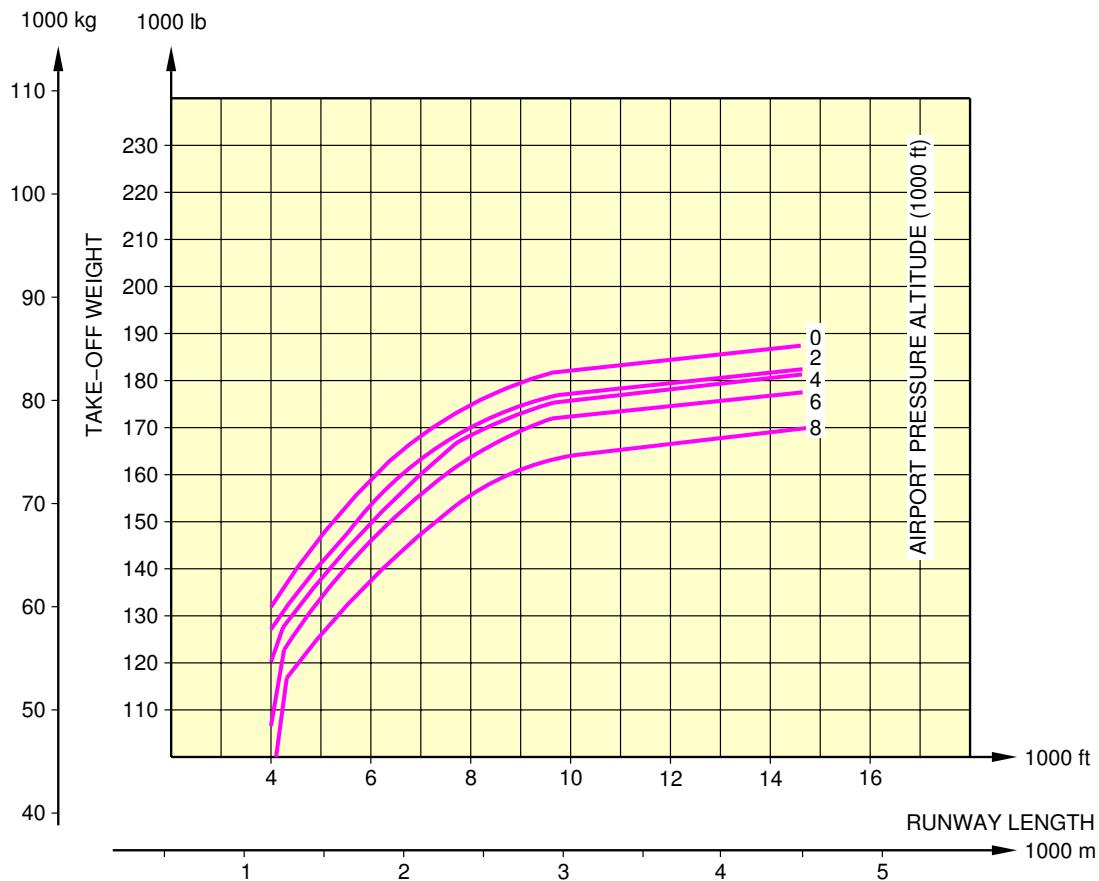
**ON A/C A320-200

Take-Off Weight Limitation - ISA +15 °C (+59 °F) Conditions

1. This section gives the take-off weight limitation at ISA +15 °C (+59 °F) conditions.

****ON A/C A320-200**

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

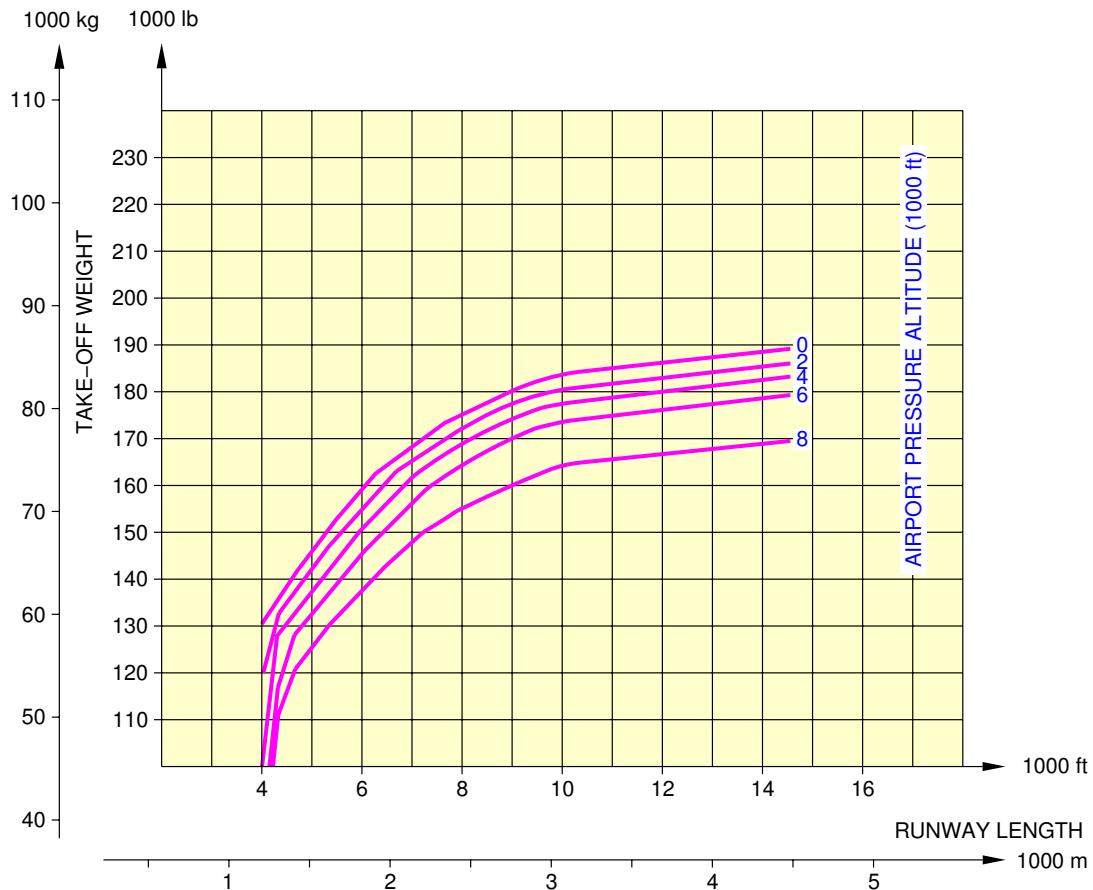


N_AC_030302_1_0050101_01_01

Take-Off Weight Limitation - ISA +15 °C (+59 °F) Conditions
CFM56 Series Engine
FIGURE-3-3-2-991-005-A01

****ON A/C A320-200**

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



N_AC_030302_1_0060101_01_00

Take-Off Weight Limitation - ISA +15 °C (+59 °F) Conditions
IAE V2500 Series Engine
FIGURE-3-3-2-991-006-A01

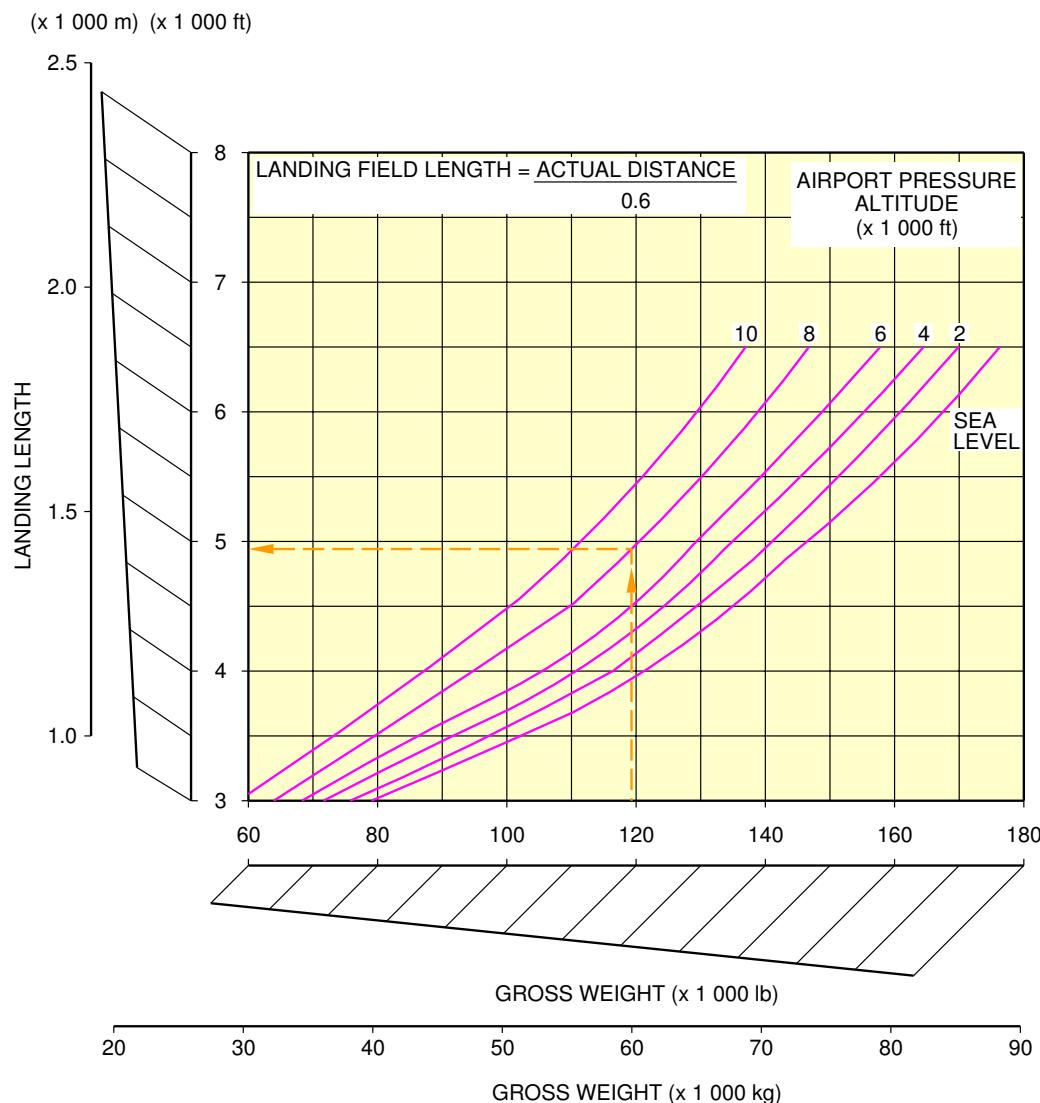
3-4-1 Landing Field Length - ISA Conditions

****ON A/C A320-200**

Landing Field Length - ISA Conditions

1. This section provides the landing field length.

**ON A/C A320-200

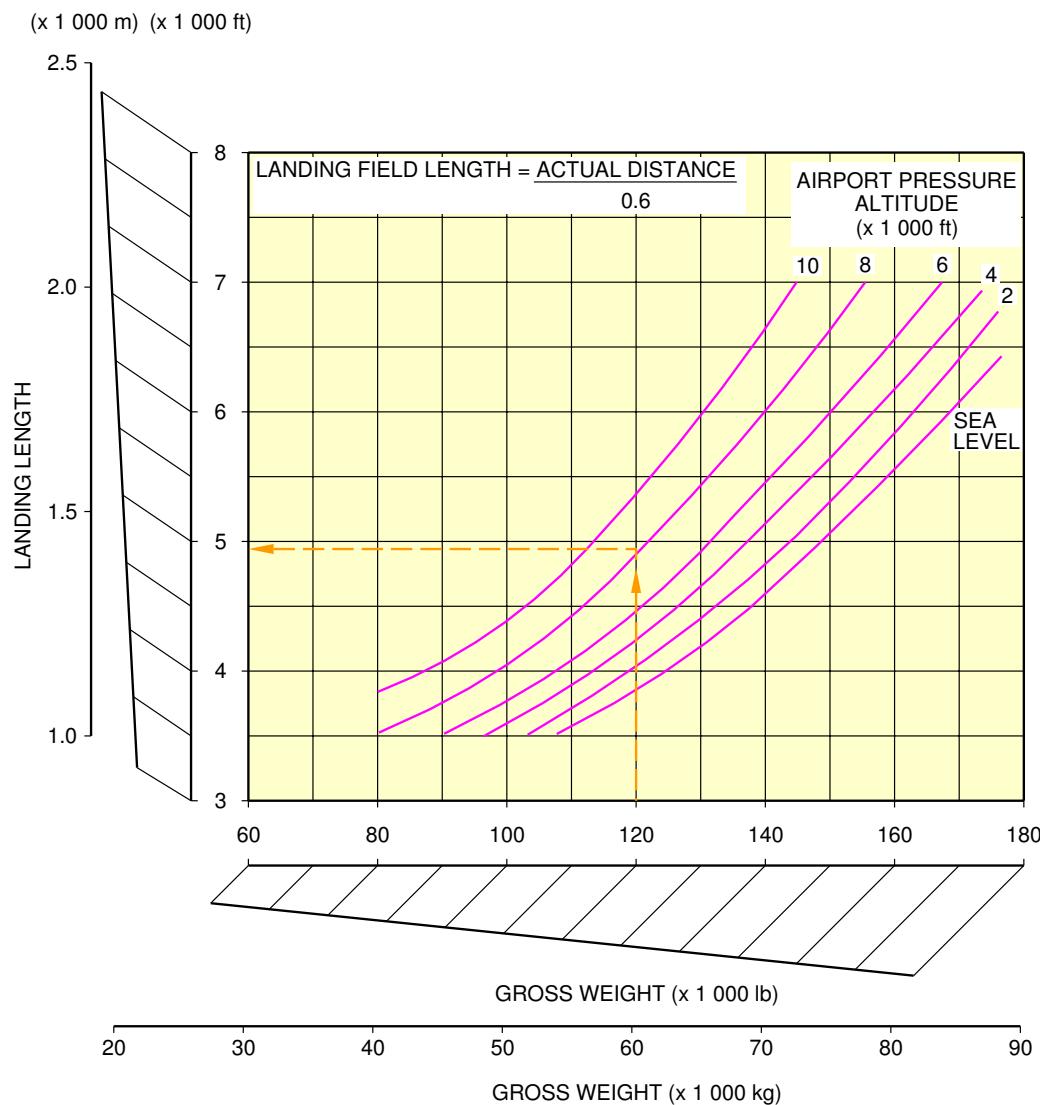

NOTE:

THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
 THE APPROVED VALUES ARE STATED IN THE "OPERATING
 MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

N_AC_030401_1_0050101_01_01

Landing Field Length - ISA Conditions
 CFM56 Series Engine
 FIGURE-3-4-1-991-005-A01

**ON A/C A320-200



NOTE:

THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING
MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

N_AC_030401_1_0060101_01_01

Landing Field Length - ISA Conditions
 IAE V2500 Series Engine
 FIGURE-3-4-1-991-006-A01

3-5-0 Final Approach Speed

****ON A/C A320-200**Final Approach Speed

1. This section provides the final approach speed. It is defined as the indicated airspeed at threshold in the landing configuration, at the certificated maximum flap setting and Maximum Landing Weight (MLW), in standard atmospheric conditions. The approach speed is used to classify the aircraft into an Aircraft Approach Category, a grouping of aircraft based on the indicated airspeed at threshold.
2. The final approach speed is 136 kt at a MLW of 66 000 kg (145 505 lb) and classifies the aircraft into the Aircraft Approach Category C.

NOTE : This value is given for information only.

GROUND MANEUVERING

4-1-0 General Information

**ON A/C A320-200 A320neo

General Information

1. This section provides aircraft turning capability and maneuvering characteristics.

For ease of presentation, this data has been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, provides for a normal allowance for tire slippage. As such, it reflects the turning capability of the aircraft in favorable operating circumstances. This data should only be used as a guideline for the method of determination of such parameters and for the maneuvering characteristics of this aircraft type.

In ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating techniques will vary in the level of performance, over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area or a high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the airlines in question prior to layout planning.



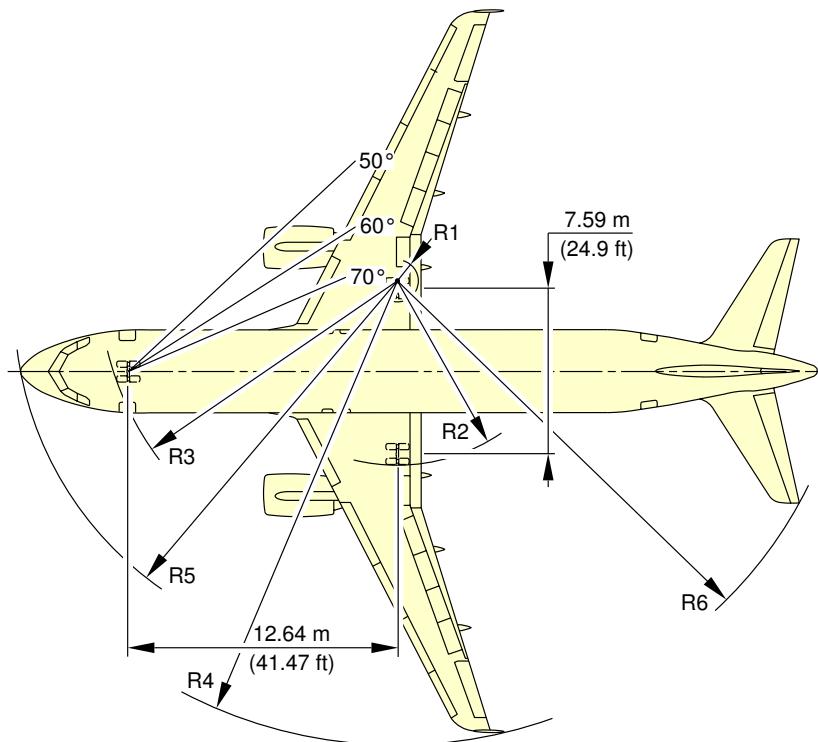
4-2-0 **Turning Radii**

****ON A/C A320-200 A320neo**

Turning Radii

1. This section gives the turning radii.

****ON A/C A320-200 A320neo**



NOTE: FOR STEERING DIMENSION TABLE SEE SHEET 2.

TURN TYPE:

1. ASYMMETRIC THRUST DIFFERENTIAL BRAKING
(PIVOTTING ON ONE MAIN GEAR).
2. SYMMETRIC THRUST NO BRAKING.

N_AC_040200_1_0050101_01_01

Turning Radii, No Slip Angle
Turning Radii – Dual Landing Gear
FIGURE-4-2-0-991-005-A01

**ON A/C A320-200 A320neo

TYPE OF TURN	MAXIMUM RAMP WEIGHT	R1 RMLG	R2 LMLG		R3 NLG		R4 - WING		R5 NOSE		R6 THS	
			m	ft	m	ft	m	ft	m	ft	m	ft
2	20	19.5	32.6	107	40.2	132	38.2	125	52.9	174	53.8	176
2	25	24.4	24.8	81	32.3	106	30.9	101	45.1	148	46.0	151
2	30	29.3	19.4	64	27.0	89	26.2	86	39.8	131	40.7	133
2	35	34.2	15.5	51	23.1	76	22.8	75	35.9	118	36.8	121
2	40	39.0	12.5	41	20.1	66	20.4	67	32.9	108	33.8	111
2	45	43.8	10.1	33	17.6	58	18.5	61	30.5	100	31.4	103
2	50	48.6	8.0	26	15.6	51	17.1	56	28.5	94	29.4	96
2	55	53.3	6.3	21	13.9	46	16.0	52	26.8	88	27.7	91
2	60	57.9	4.8	16	12.4	41	15.1	50	25.4	83	26.2	86
2	65	62.4	3.5	12	11.1	36	14.4	47	24.1	79	24.9	82
2	70	66.8	2.4	8	9.9	33	13.9	46	22.9	75	23.7	78
2	75 (MAX)	70.2	1.5	5	9.0	30	13.6	44	22.0	72	22.9	75
1	50	48.8	8.0	26	15.5	51	17.0	56	28.4	93	29.3	96
1	55	53.6	6.2	20	13.8	45	15.9	52	26.7	88	27.6	90
1	60	58.4	4.7	15	12.3	40	15.0	49	25.2	83	26.0	85
1	65	63.1	3.3	11	10.9	36	14.3	47	23.9	78	24.7	81
1	70	67.8	2.1	7	9.6	32	13.8	45	22.6	74	23.5	77
1	75 (MAX)	71.9	1.1	4	8.6	28	13.4	44	21.6	71	22.5	74

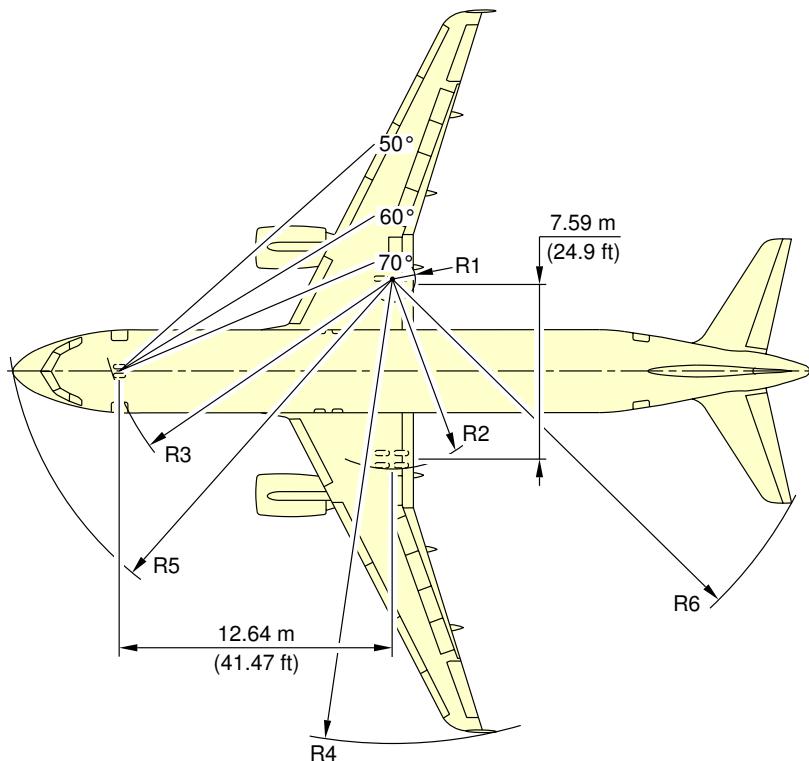
N_AC_040200_1_0100101_01_00

NOTE: ABOVE 50°, AIRLINES MAY USE TYPE 1 OR TYPE 2 TURNS DEPENDING ON THE SITUATION.
 TYPE 1 TURNS USE: ASYMMETRIC THRUST DURING THE WHOLE TURN; AND DIFFERENTIAL BRAKING TO INITIATE

TYPE 2 TURNS USE: SYMMETRIC THRUST DURING THE WHOLE TURN; AND NO DIFFERENTIAL BRAKING AT ALL.
 IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING
 THE WHOLE TURN.

Turning Radii, No Slip Angle
 Turning Radii – Dual Landing Gear
 FIGURE-4-2-0-991-010-A01

**ON A/C A320-200 A320neo



NOTE: FOR STEERING DIMENSION TABLE SEE SHEET 2.

N_AC_040200_1_0060101_01_02

Turning Radii, No Slip Angle
Turning Radii – Bogie Landing Gear
FIGURE-4-2-0-991-006-A01

**ON A/C A320-200 A320neo

STEERING ANGLE (deg)	R1		R2		R3		R4		R5		R6	
	m	ft	m	ft	m	ft	m	ft	m	ft	m	ft
30	17.55	58	26.23	86	25.64	84	39.1	128	28.16	92	33.96	111
35	13.71	45	22.39	73	22.40	73	35.28	116	25.29	83	30.86	101
40	10.72	35	19.40	64	20.02	66	32.32	106	23.25	76	28.56	94
45	8.3	27	16.98	56	18.24	60	29.92	98	21.76	71	26.81	88
50	6.27	21	14.95	49	16.86	55	27.90	92	20.65	68	25.42	83
55	4.51	15	13.19	43	15.79	52	26.17	86	19.80	65	24.29	80
60	2.96	10	11.64	38	14.95	49	24.64	81	19.16	63	23.36	77
65	1.55	5	10.23	34	14.31	47	23.26	78	18.67	61	22.58	74
70	0.26	1	8.94	29	13.81	45	21.99	72	18.3	60	21.91	72

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Turning Radii, No Slip Angle
 Turning Radii – Bogie Landing Gear
 FIGURE-4-2-0-991-011-A01



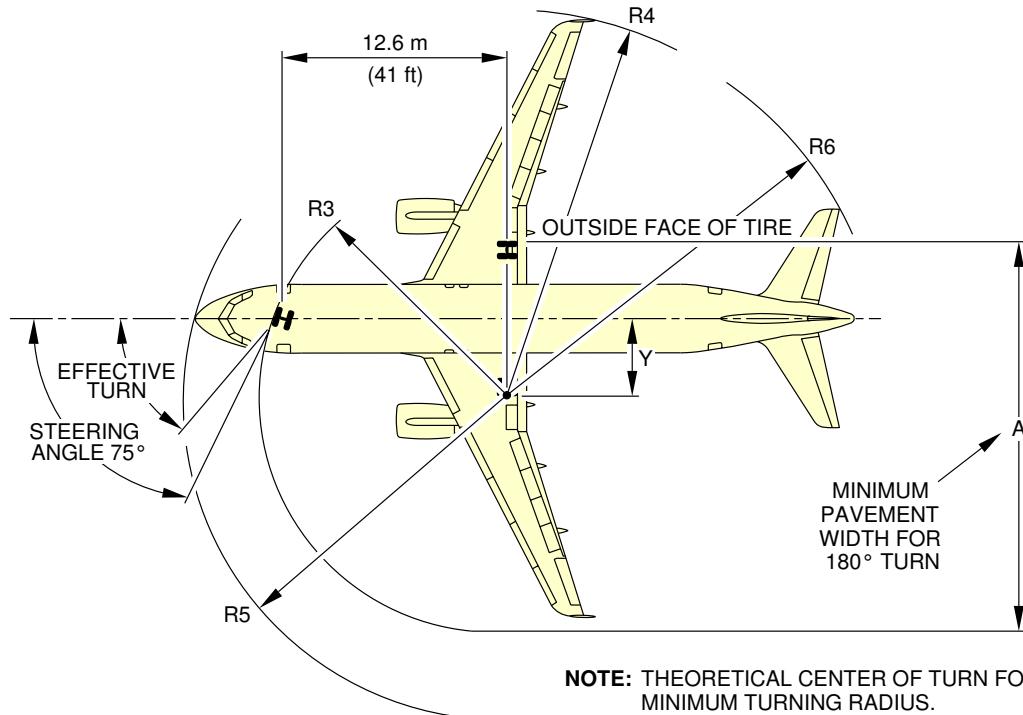
4-3-0 Minimum Turning Radii

**ON A/C A320-200 A320neo

Minimum Turning Radii

1. This section gives the minimum turning radii.

**ON A/C A320-200 A320neo



NOTE: THEORETICAL CENTER OF TURN FOR MINIMUM TURNING RADIUS.
SLOW CONTINUOUS TURNING.
APPROXIMATELY IDLE THRUST ON ALL ENGINES.
NO DIFFERENTIAL BRAKING.
NOSE GEAR RADII TRACK MEASURED FROM OUTSIDE FACE OF TIRE.

DUAL LANDING GEAR

TYPE OF TURN	STEERING ANGLE (DEG)	EFFECTIVE STEERING ANGLE		Y	A	R3 NLG	R4 WING		R5 NOSE	R6 THS
							WING TIP FENCE	SHARKLET		
1	75 (MAX)	71.9°	m	4.1	22.3	13.4	21.6	22.5	18.2	21.6
			ft	14	73	44	71	74	60	71
2	75 (MAX)	70.2°	m	4.5	22.8	13.6	22.0	22.9	18.3	21.8
			ft	15	75	44	72	75	60	72

NOTE: IT IS POSSIBLE TO GET LOWER VALUES THAN THOSE FROM TYPE 1 BY APPLYING DIFFERENTIAL BRAKING DURING THE WHOLE TURN.

BOGIE LANDING GEAR

STEERING ANGLE (DEG)	EFFECTIVE STEERING ANGLE		Y	A	R3 NLG	R4 WING		R5 NOSE	R6 THS
						WING TIP FENCE	SHARKLET		
75 (MAX)	70.0°		m	4.6	22.8	13.8	22.0	18.3	21.9
			ft	15	75	45	72	60	72

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Minimum Turning Radii
FIGURE-4-3-0-991-003-A01

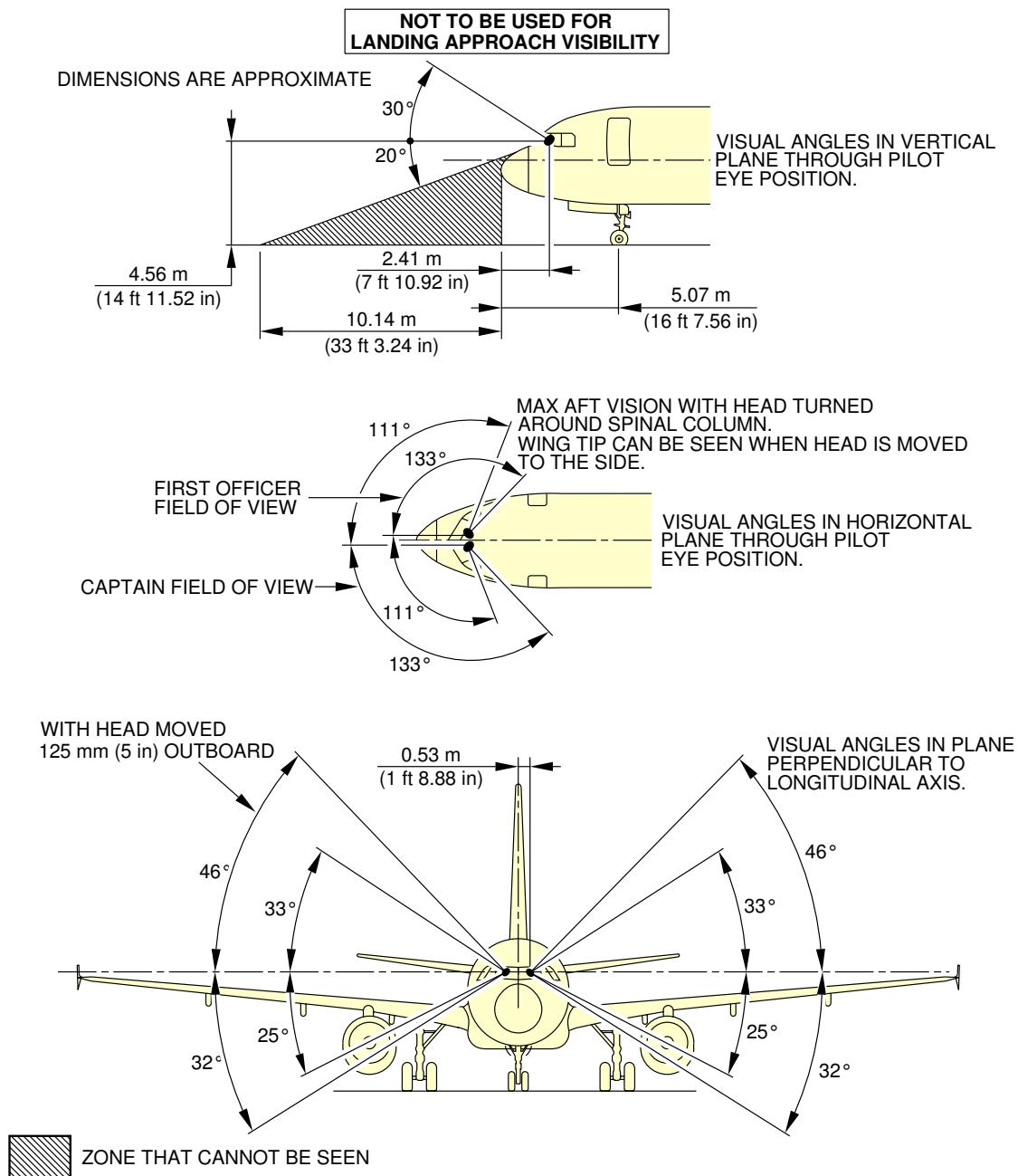
4-4-0 Visibility from Cockpit in Static Position

****ON A/C A320-200 A320neo**

Visibility from Cockpit in Static Position

1. This section gives the visibility from cockpit in static position.

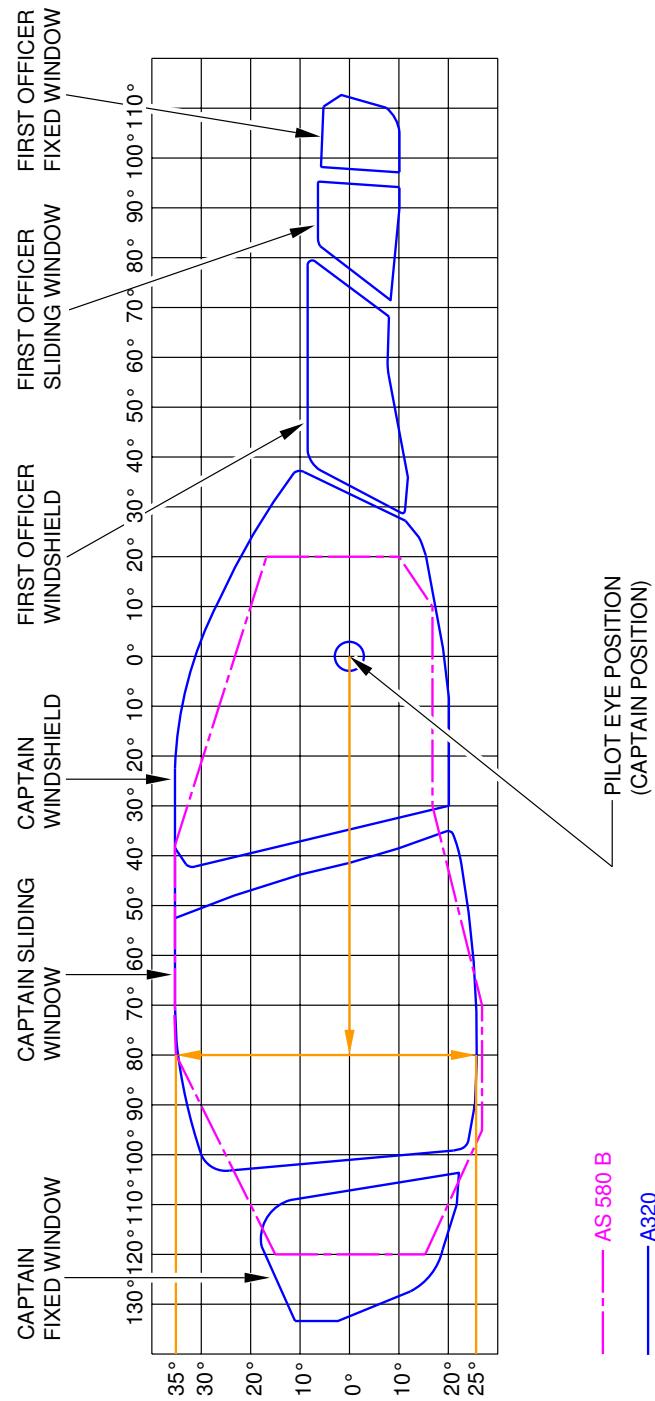
**ON A/C A320-200 A320neo



N_AC_040400_1_0010101_01_03

Visibility from Cockpit in Static Position
FIGURE-4-4-0-991-001-A01

**ON A/C A320-200 A320neo



N_AC_040400_1_0050101_01_00

Binocular Visibility Through Windows from Captain Eye Position
FIGURE-4-4-0-991-005-A01



4-5-0 Runway and Taxiway Turn Paths

****ON A/C A320-200 A320neo**

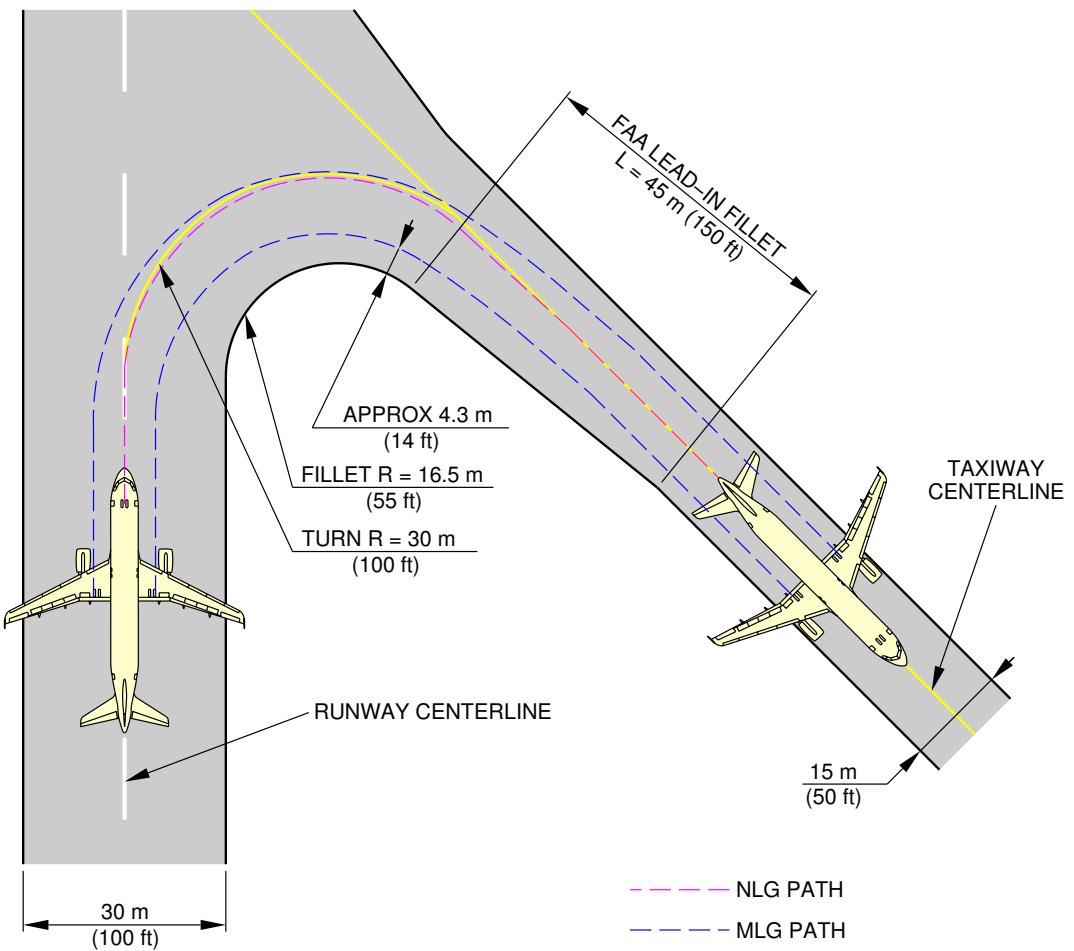
Runway and Taxiway Turn Paths

1. Runway and Taxiway Turn Paths.

4-5-1 135° Turn - Runway to Taxiway****ON A/C A320-200 A320neo****135° Turn - Runway to Taxiway**

1. This section gives the 135° turn - runway to taxiway.

**ON A/C A320-200 A320neo

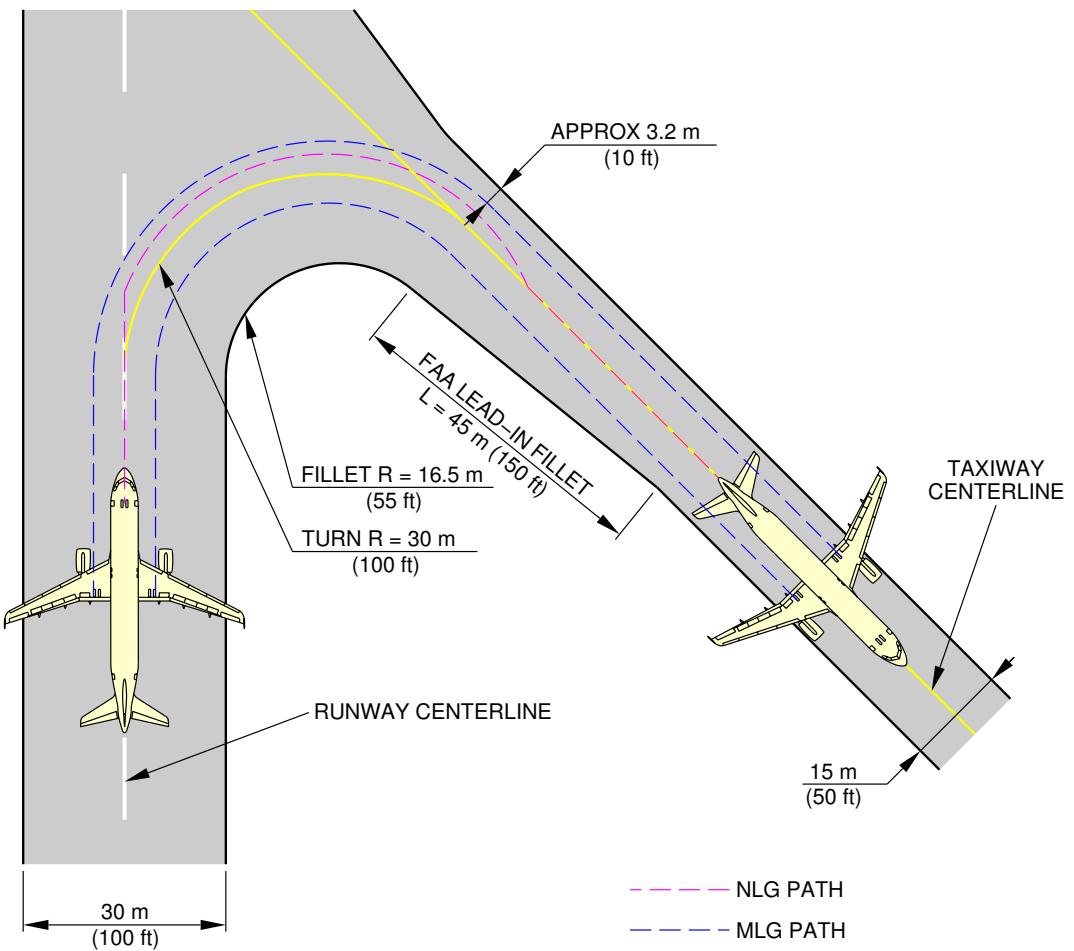


NOTE: FAA GROUP III FACILITIES.

N_AC_040501_1_0040101_01_01

135° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE-4-5-1-991-004-A01

**ON A/C A320-200 A320neo



NOTE: FAA GROUP III FACILITIES.

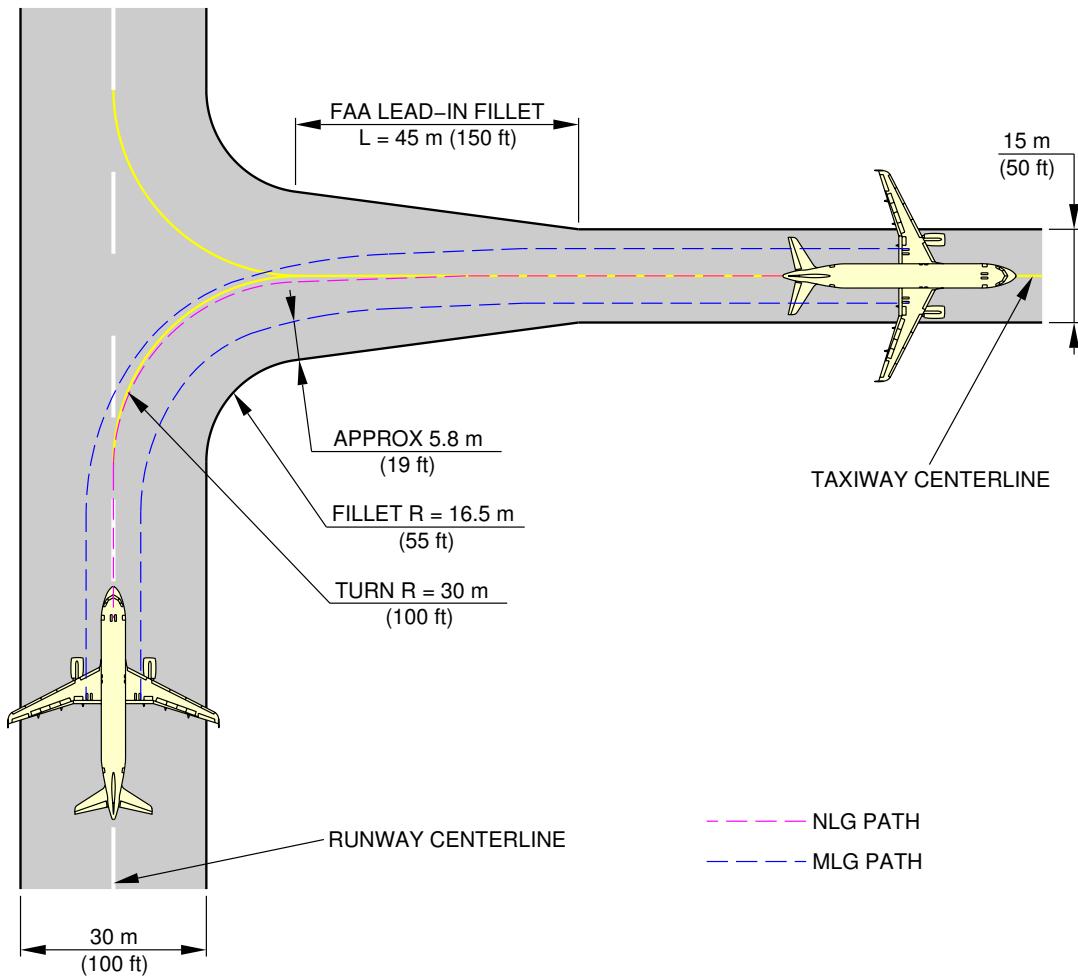
N_AC_040501_1_0120101_01_00

135° Turn - Runway to Taxiway
Judgemental Oversteering Method
FIGURE-4-5-1-991-012-A01

4-5-2 **90° Turn - Runway to Taxiway******ON A/C A320-200 A320neo****90° Turn - Runway to Taxiway**

1. This section gives the 90° turn - runway to taxiway.

**ON A/C A320-200 A320neo

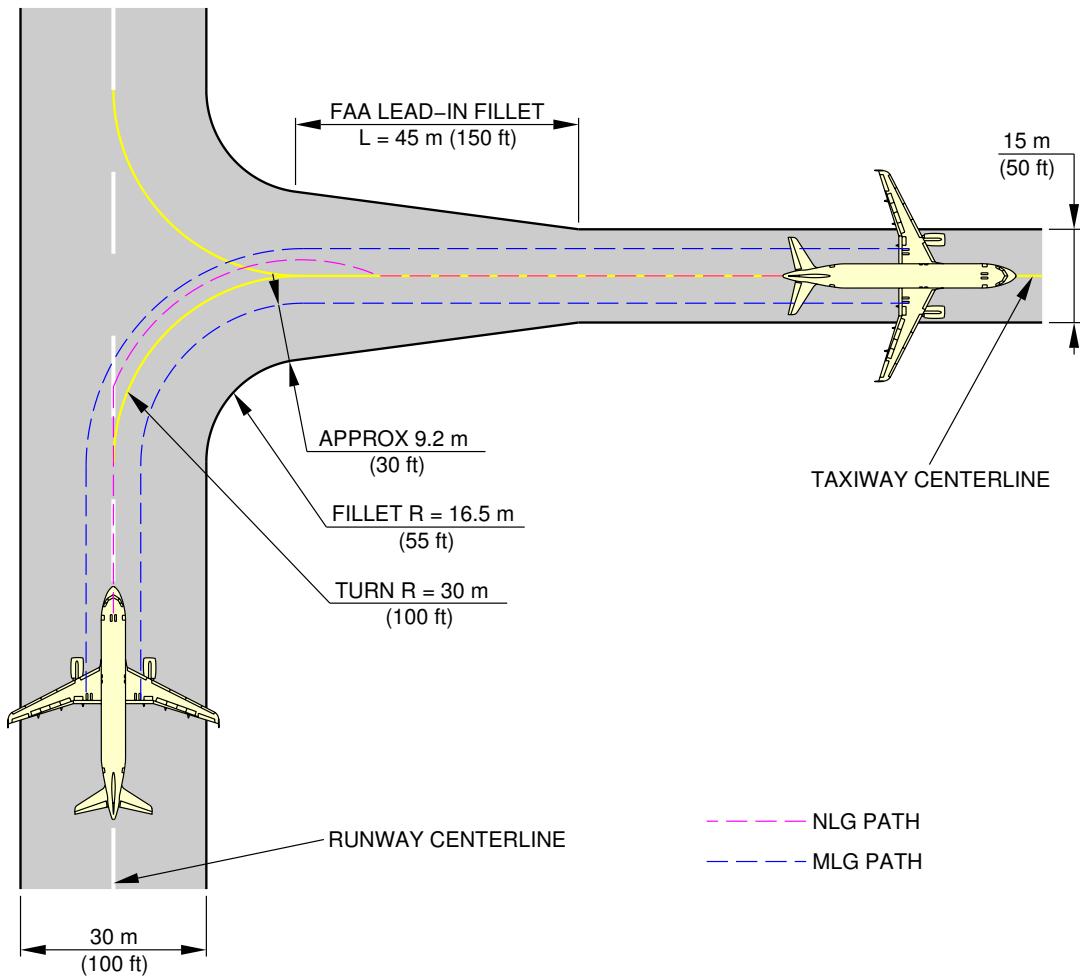


NOTE: FAA GROUP III FACILITIES.

N_AC_040502_1_0040101_01_01

90° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE-4-5-2-991-004-A01

**ON A/C A320-200 A320neo



NOTE: FAA GROUP III FACILITIES.

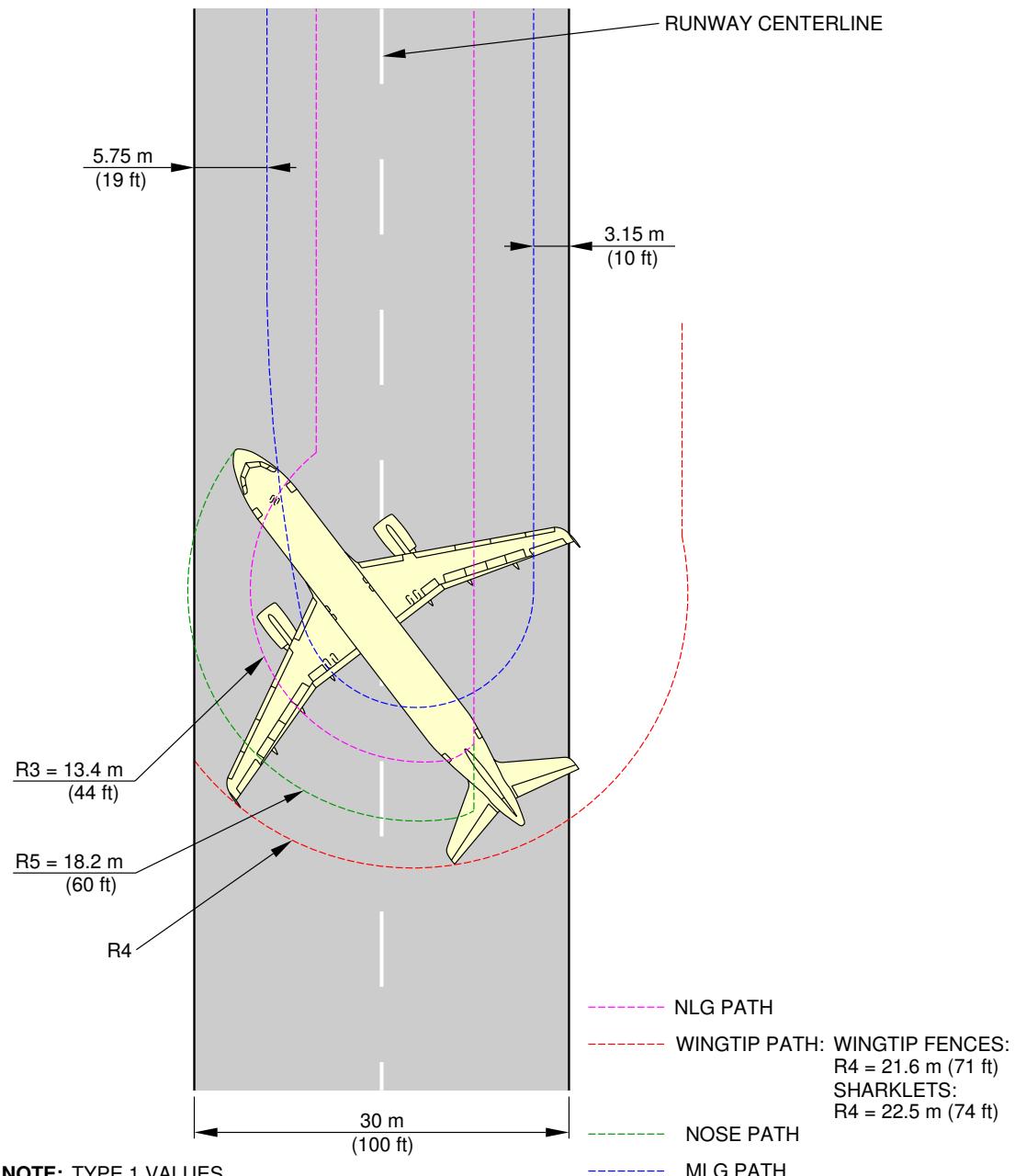
N_AC_040502_1_0090101_01_00

90° Turn - Runway to Taxiway
Judgemental Oversteering Method
FIGURE-4-5-2-991-009-A01

4-5-3 **180° Turn on a Runway******ON A/C A320-200 A320neo****180° Turn on a Runway**

1. This section gives the 180° turn on a runway.

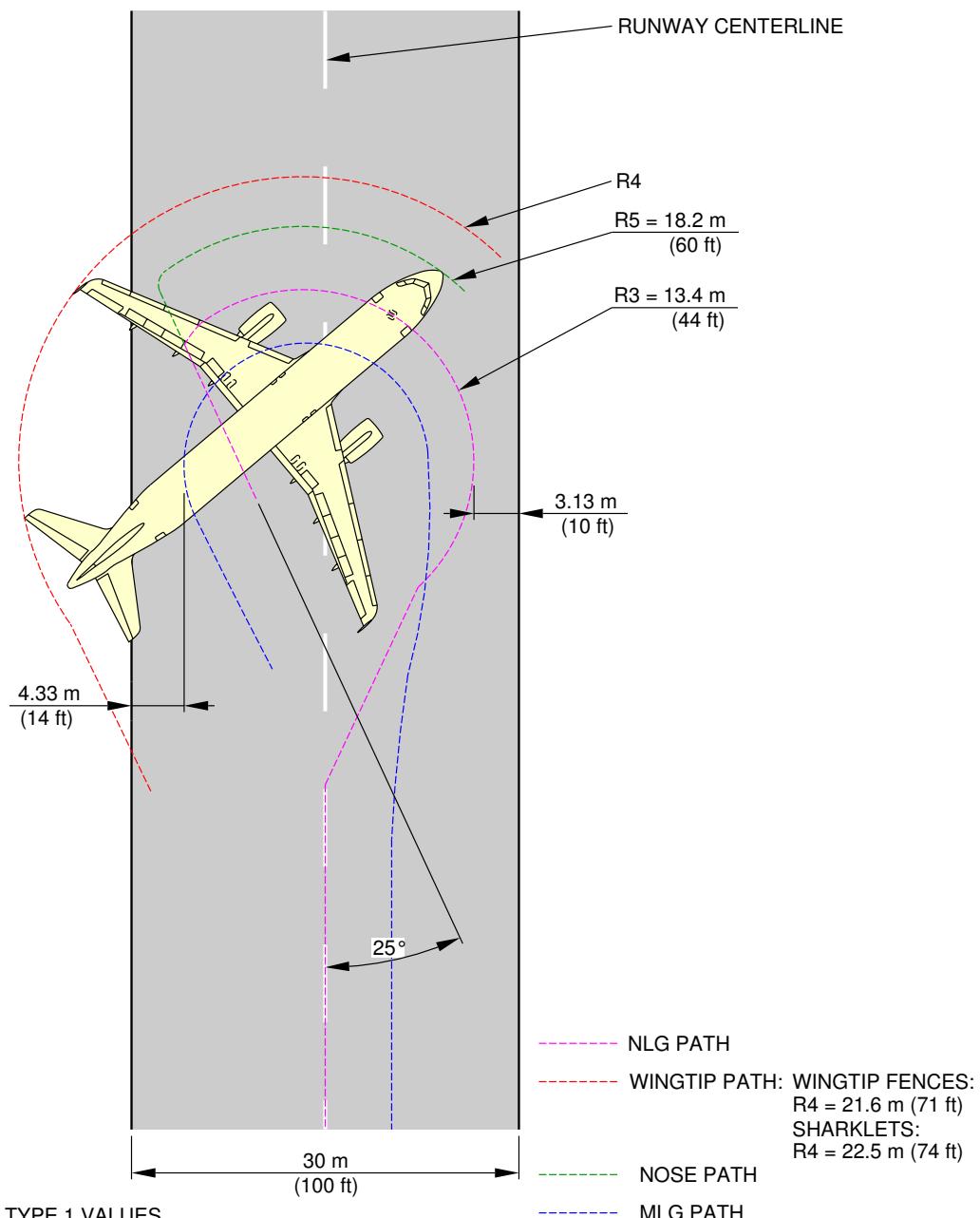
**ON A/C A320-200 A320neo



N_AC_040503_1_0060101_01_00

180° Turn on a Runway
Edge of Runway Method (Sheet 1 of 2)
FIGURE-4-5-3-991-006-A01

**ON A/C A320-200 A320neo



N_AC_040503_1_0060102_01_00

180° Turn on a Runway
Center of Runway Method (Sheet 2 of 2)
FIGURE-4-5-3-991-006-A01



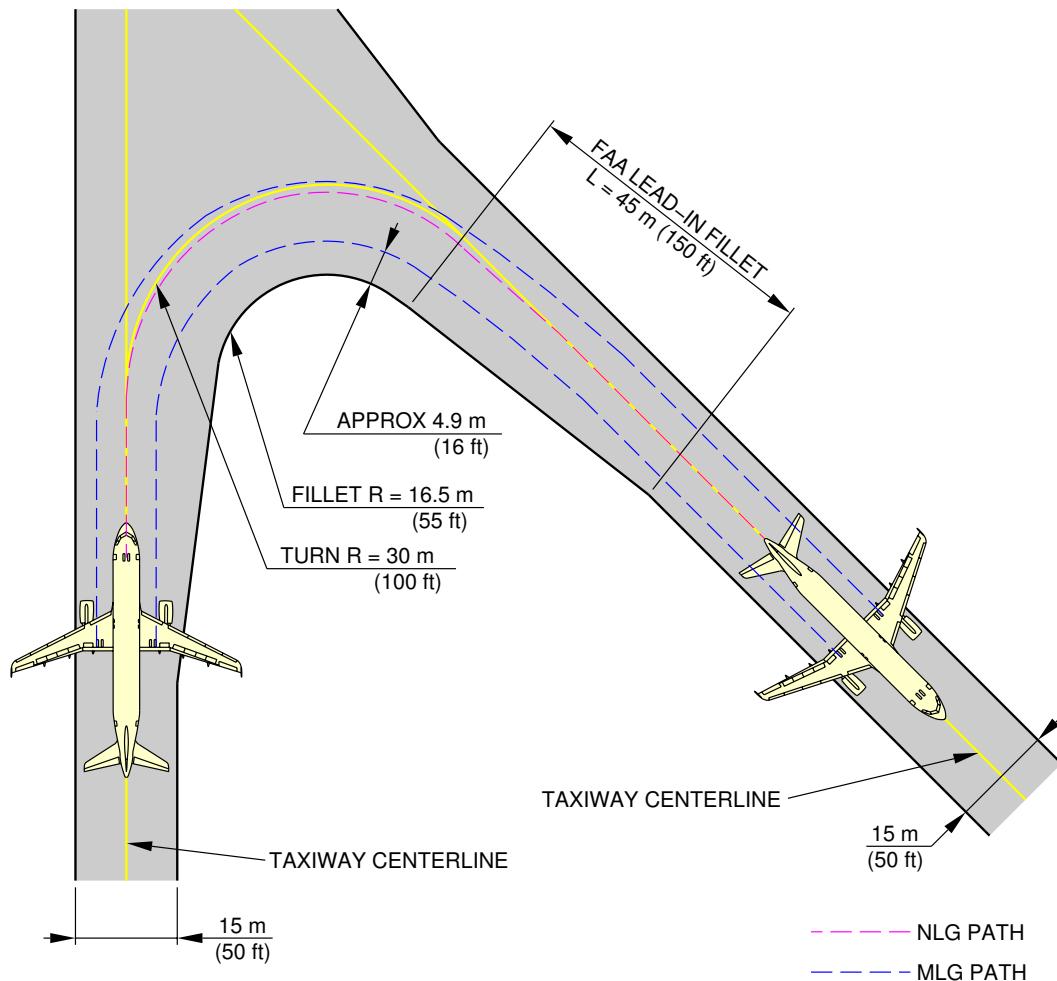
4-5-4 **135° Turn - Taxiway to Taxiway**

****ON A/C A320-200 A320neo**

135° Turn - Taxiway to Taxiway

1. This section gives the 135° turn - taxiway to taxiway.

**ON A/C A320-200 A320neo

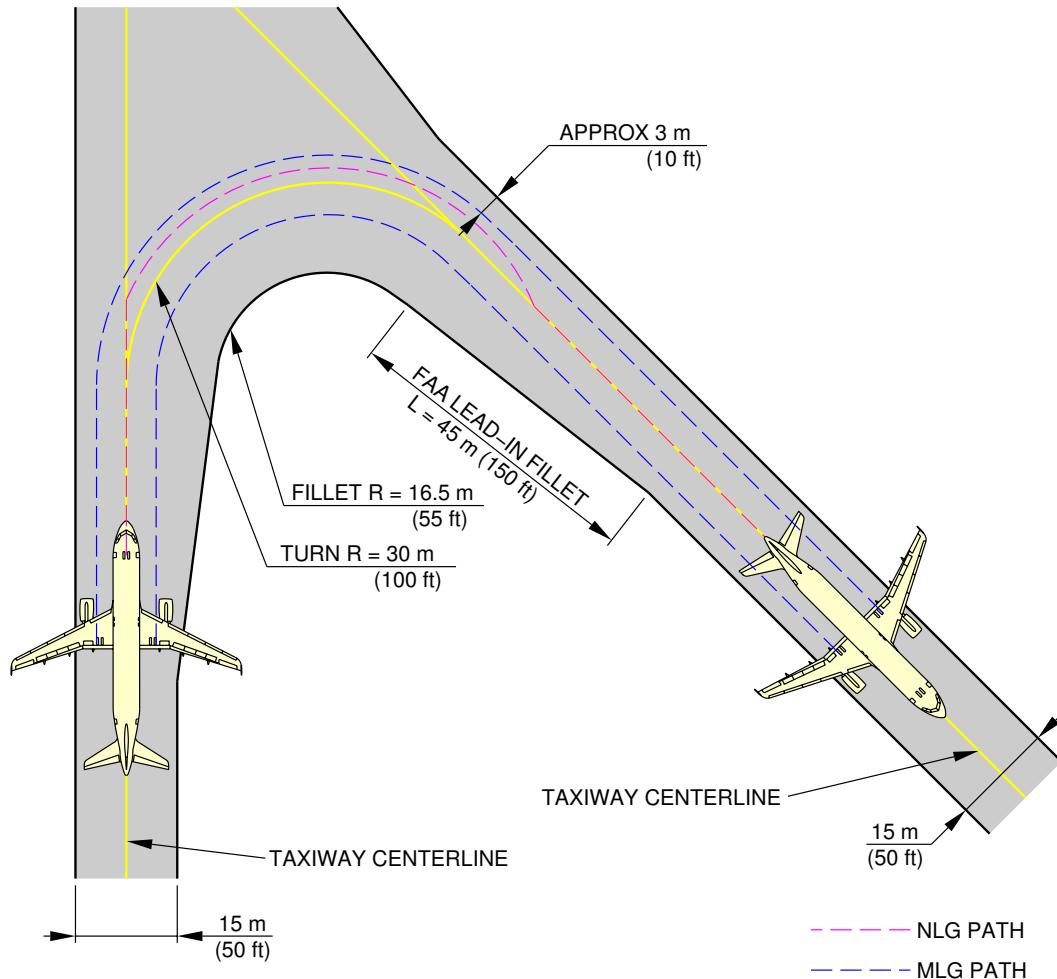


NOTE: FAA GROUP III FACILITIES

N_AC_040504_1_0060101_01_00

135° Turn - Taxiway to Taxiway
Cockpit Over Centerline Method (Sheet 1 of 2)
FIGURE-4-5-4-991-006-A01

****ON A/C A320-200 A320neo**



NOTE: FAA GROUP III FACILITIES

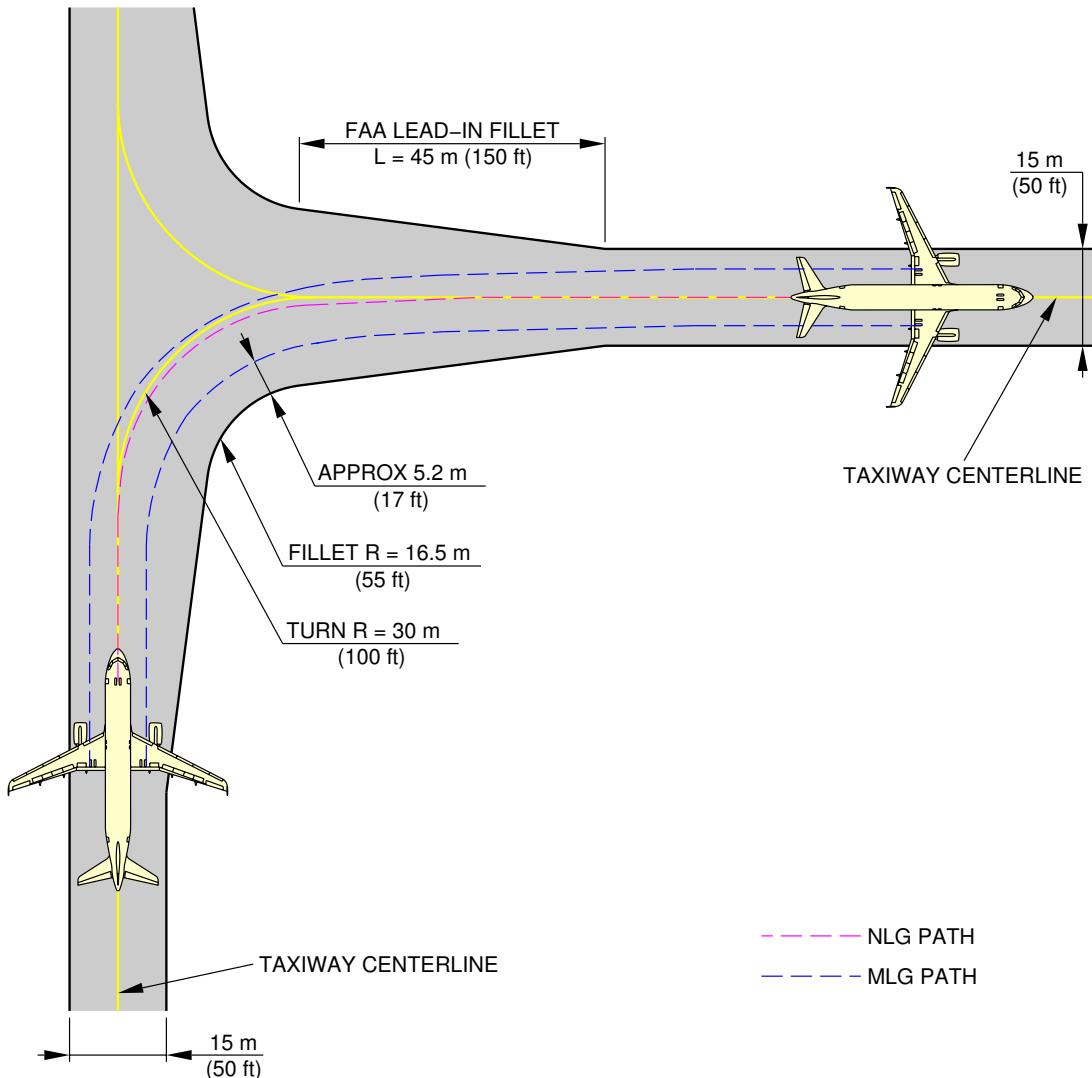
N_AC_040504_1_0060102_01_00

135° Turn - Taxiway to Taxiway
 Judgemental Oversteering Method (Sheet 2 of 2)
 FIGURE-4-5-4-991-006-A01

4-5-5 **90° Turn - Taxiway to Taxiway******ON A/C A320-200 A320neo****90° Turn - Taxiway to Taxiway**

1. This section gives the 90° turn - taxiway to taxiway.

**ON A/C A320-200 A320neo



NOTE: FAA GROUP III FACILITIES.

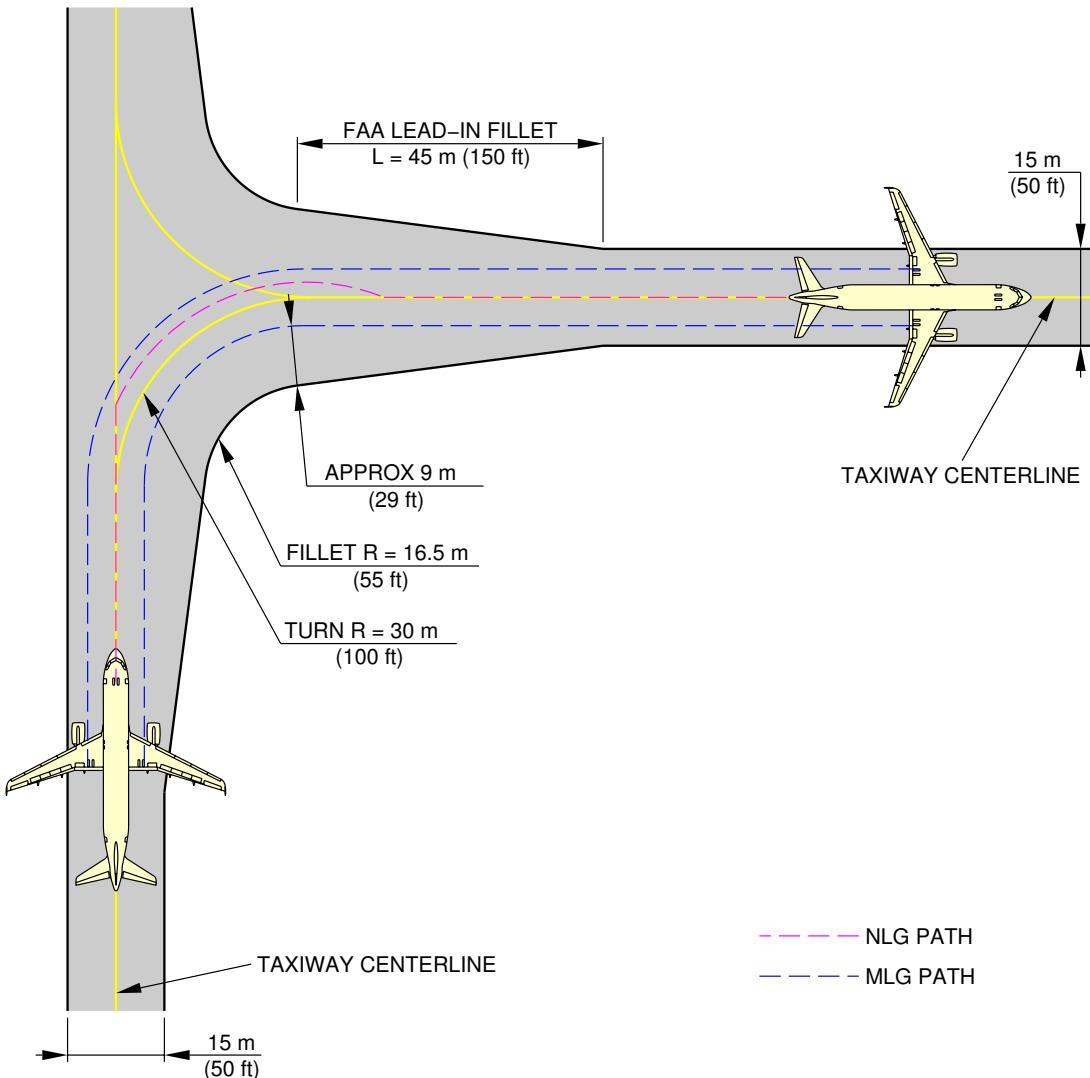
N_AC_040505_1_0020101_01_01

90° Turn - Taxiway to Taxiway
 Cockpit Over Centerline Method (Sheet 1 of 2)
 FIGURE-4-5-5-991-002-A01

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320-200 A320neo



NOTE: FAA GROUP III FACILITIES.

N_AC_040505_1_0020102_01_00

90° Turn - Taxiway to Taxiway
Judgemental Oversteering Method (Sheet 2 of 2)
FIGURE-4-5-5-991-002-A01



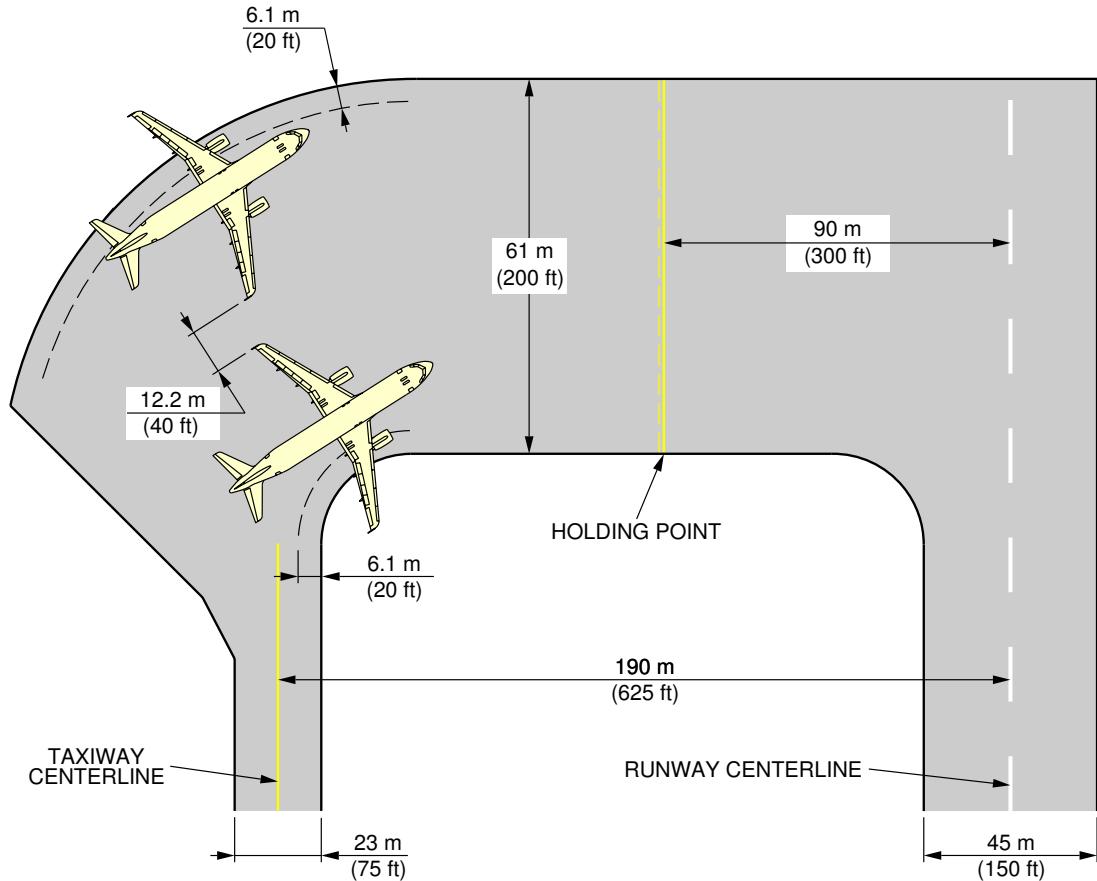
4-6-0 Runway Holding Bay (Apron)

****ON A/C A320-200 A320neo**

Runway Holding Bay (Apron)

1. This section gives the runway holding bay (Apron).

**ON A/C A320-200 A320neo



NOTE: COORDINATE WITH USING AIRLINE FOR SPECIFIC PLANNED OPERATING PROCEDURES.

N_AC_040600_1_0030101_01_01

Runway Holding Bay (Apron)
FIGURE-4-6-0-991-003-A01

4-7-0 Minimum Line-Up Distance Corrections

****ON A/C A320-200 A320neo**Minimum Line-Up Distance Corrections

1. The ground maneuvers were performed using asymmetric thrust and differential braking only to initiate the turn.

TODA: Take-Off Distance Available

ASDA: Acceleration-Stop Distance Available

2. 90° Turn on Runway Entry

This section gives the minimum line-up distance correction for a 90° turn on runway entry.

This maneuver consists in a 90° turn at minimum turn radius. It starts with the edge of the MLG at a distance of 3 m (10 ft) from the taxiway edge, and finishes with the aircraft aligned on the centerline of the runway, see FIGURE 4-7-0-991-023-A.

During the turn, all the clearances must meet the minimum value of 3 m (10 ft) for this category of aircraft as recommended in ICAO Annex 14.

3. 180° Turn on Runway Turn Pad

This section gives the minimum line-up distance correction for a 180° turn on the runway turn pad. This maneuver consists in a 180° turn at minimum turn radius on a runway turn pad with standard ICAO geometry.

It starts with the edge of the MLG at a distance of 3 m (10 ft) from the pavement edge, and it finishes with the aircraft aligned on the centerline of the runway, see FIGURE 4-7-0-991-024-A.

During the turn, all the clearances must meet the minimum value of 3 m (10 ft) for this category of aircraft as recommended in ICAO Annex 14.

4. 180° Turn on Runway Width

This section gives the minimum line-up distance correction for a 180° turn on the runway width.

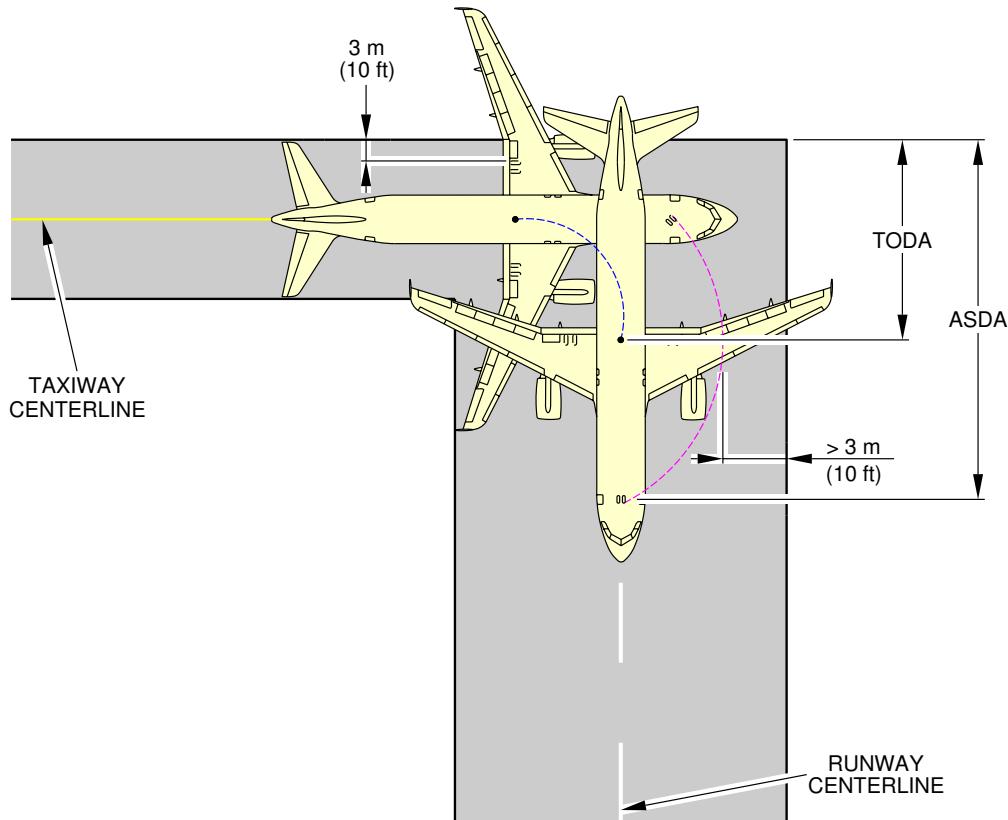
For this maneuver, the pavement width is considered to be the runway width, which is a frozen parameter (30 m (100 ft), 45 m (150 ft) and 60 m (200 ft)).

As per the standard operating procedures for the "180° turn on runway" (described in the Flight Crew Operating Manual), the aircraft is initially angled with respect to the runway centerline when starting the 180° turn, see FIGURE 4-7-0-991-025-A.

The value of this angle depends on the aircraft type and is mentioned in the FCOM.

During the turn, all the clearances must meet the minimum value of 3 m (10 ft) for this category of aircraft as recommended in ICAO Annex 14.

**ON A/C A320-200 A320neo



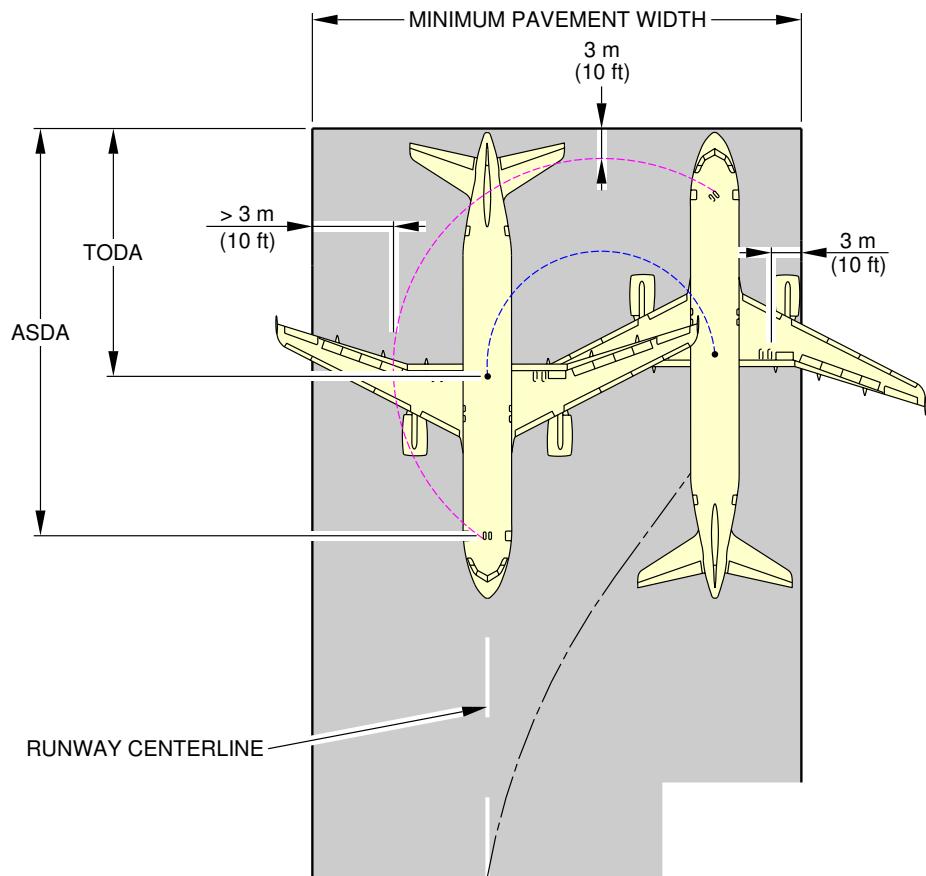
— ASDA: ACCELERATION-STOP DISTANCE AVAILABLE
— TODA: TAKE-OFF DISTANCE AVAILABLE

90° TURN ON RUNWAY ENTRY					
AIRCRAFT TYPE	MAX STEERING ANGLE	30 m (100 ft)/45 m (150 ft)/60 m (200 ft) WIDE RUNWAY			
		MINIMUM LINE-UP DISTANCE CORRECTION			
		ON TODA		ON ASDA	
A320	75°	11.7 m	38 ft	24.3 m	80 ft

N_AC_040700_1_0230101_01_00

Minimum Line-Up Distance Corrections
 90° Turn on Runway Entry
 FIGURE-4-7-0-991-023-A01

**ON A/C A320-200 A320neo



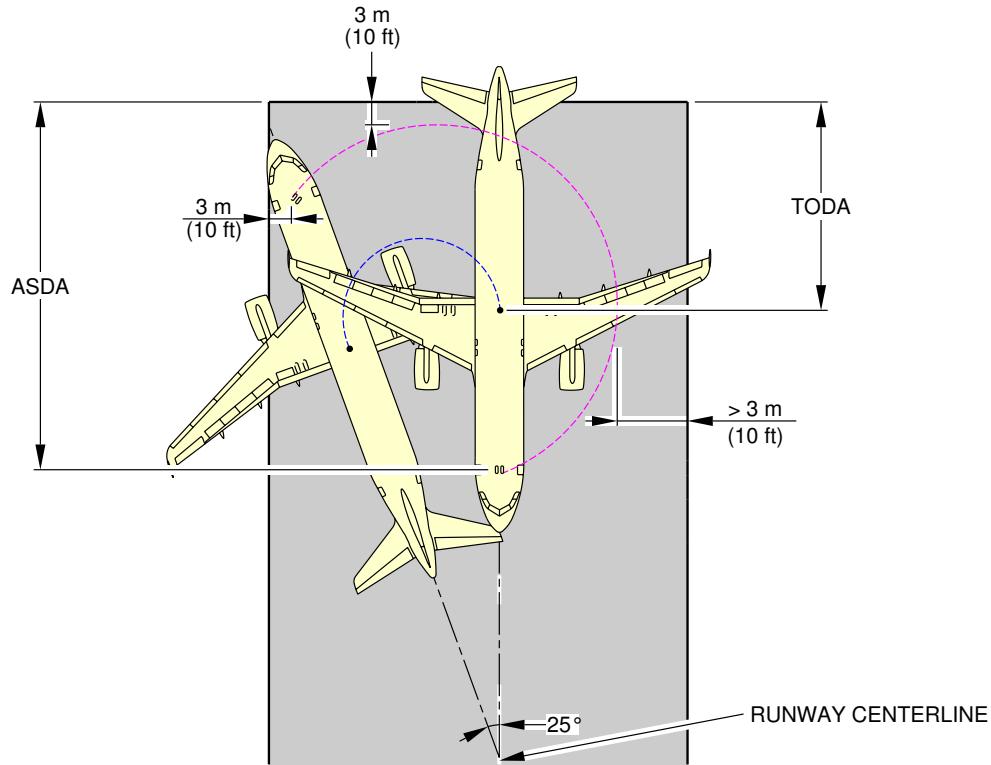
— ASDA: ACCELERATION-STOP DISTANCE AVAILABLE
— TODA: TAKE-OFF DISTANCE AVAILABLE

180° TURN ON RUNWAY TURN PAD								
AIRCRAFT TYPE	MAX STEERING ANGLE	30 m (100 ft)/45 m (150 ft)/60 m (200 ft) WIDE RUNWAY			REQUIRED MINIMUM PAVEMENT WIDTH			
		MINIMUM LINE-UP DISTANCE CORRECTION		ON ASDA				
		ON TODA	ON ASDA					
A320	75°	16.7 m 55 ft	29.3 m 96 ft	30.8 m	101 ft			

N_AC_040700_1_0240101_01_00

Minimum Line-Up Distance Corrections
 180° Turn on Runway Turn Pad
 FIGURE-4-7-0-991-024-A01

****ON A/C A320-200 A320neo**



— ASDA: ACCELERATION-STOP DISTANCE AVAILABLE
— TODA: TAKE-OFF DISTANCE AVAILABLE

180° TURN ON RUNWAY WIDTH									
AIRCRAFT TYPE	MAX STEERING ANGLE	30 m (100 ft) WIDE RUNWAY				45 m (150 ft)/60 m (200 ft) WIDE RUNWAY			
		MINIMUM LINE-UP DISTANCE CORRECTION				MINIMUM LINE-UP DISTANCE CORRECTION			
		ON TODA	ON ASDA	ON TODA	ON ASDA	ON TODA	ON ASDA	ON TODA	ON ASDA
A320	75°	21.3 m	70 ft	33.9 m	111 ft	16.7 m	55 ft	29.3 m	96 ft

N_AC_040700_1_0250101_01_00

Minimum Line-Up Distance Corrections

180° Turn on Runway Width

FIGURE-4-7-0-991-025-A01



AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

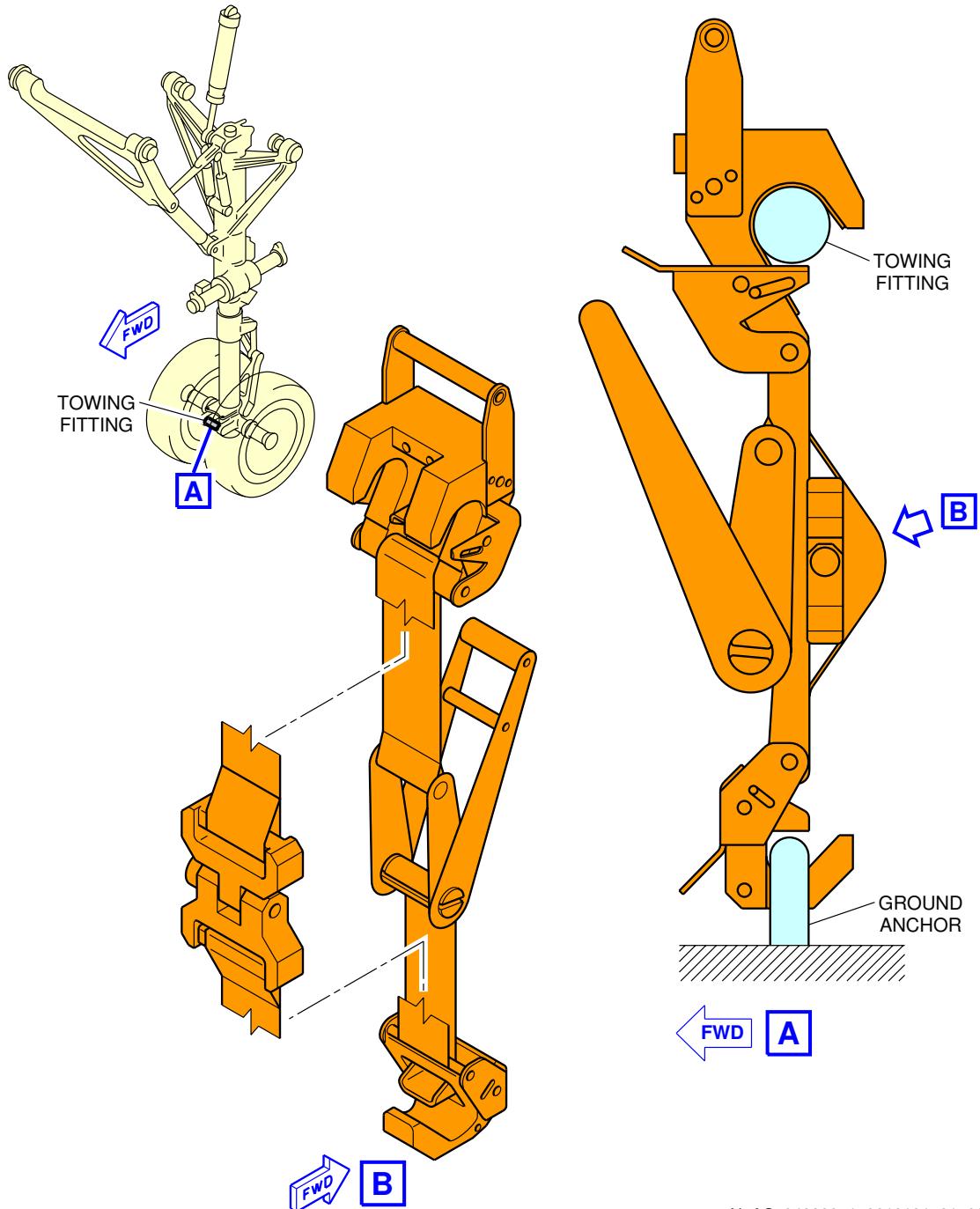
4-8-0 Aircraft Mooring

****ON A/C A320-200 A320neo**

Aircraft Mooring

1. This section provides information on aircraft mooring.

**ON A/C A320-200 A320neo



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Aircraft Mooring
FIGURE-4-8-0-991-001-A01

TERMINAL SERVICING

5-1-1 Aircraft Servicing Arrangements

**ON A/C A320-200 A320neo

Aircraft Servicing Arrangements

1. This section provides typical ramp layouts, showing the various GSE items in position during typical turn-round scenarios.

These ramp layouts show typical arrangements only. Each operator will have its own specific requirements/regulations for positioning and operation on the ramp.

This table gives the symbols used on servicing diagrams.

Ground Support Equipment	
AC	AIR CONDITIONING UNIT
AS	AIR START UNIT
BULK	BULK TRAIN
CAT	CATERING TRUCK
CB	CONVEYOR BELT
CLEAN	CLEANING TRUCK
FUEL	FUEL HYDRANT DISPENSER or TANKER
GPU	GROUND POWER UNIT
LDCL	LOWER DECK CARGO LOADER
LV	LAVATORY VEHICLE
PBB	PASSENGER BOARDING BRIDGE
PS	PASSENGER STAIRS
TOW	TOW TRACTOR
ULD	ULD TRAIN
WV	POTABLE WATER VEHICLE

5-1-2 Typical Ramp Layout - Open Apron

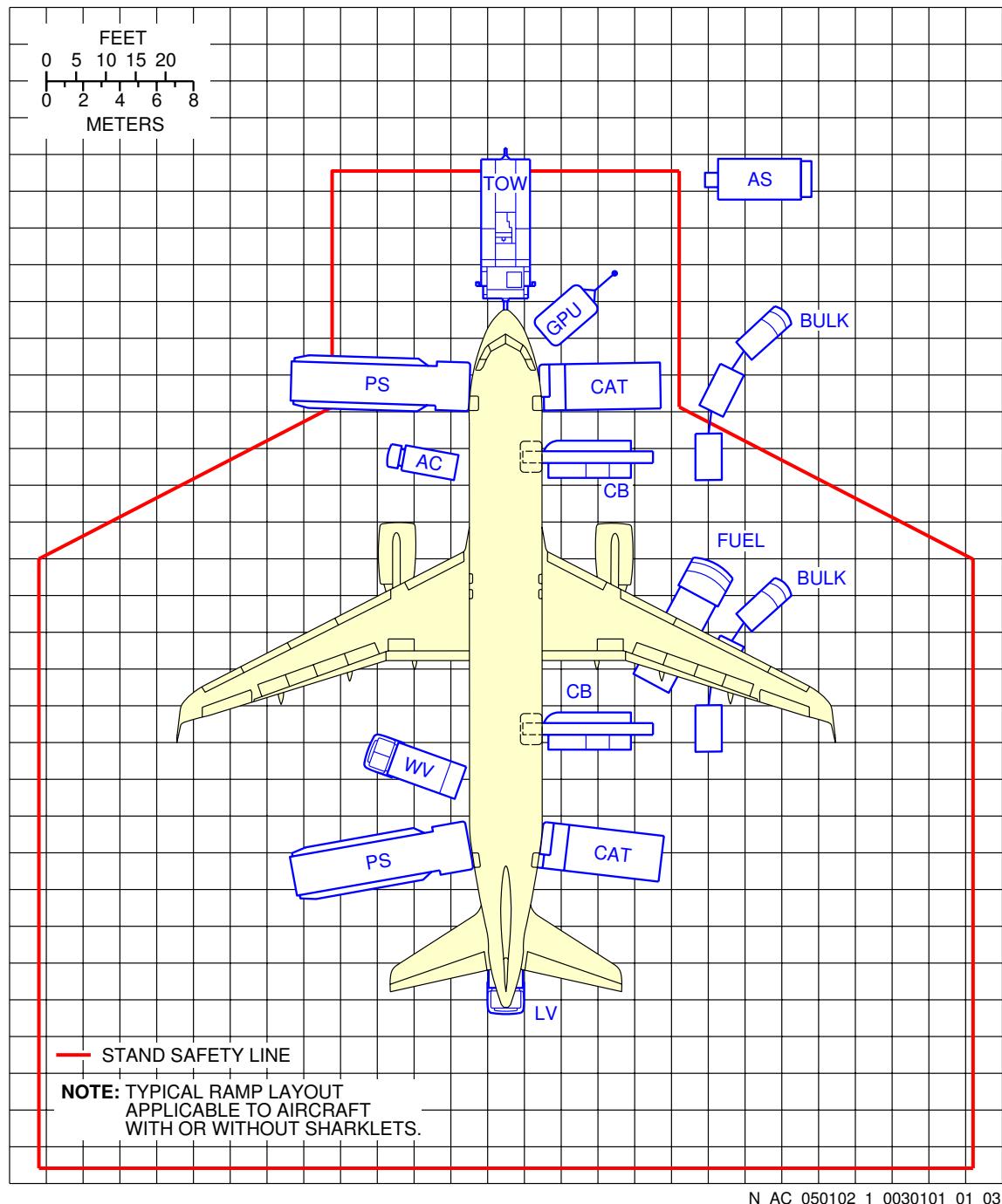
**ON A/C A320-200 A320neo

Typical Ramp Layout - Open Apron

1. This section gives the typical servicing arrangement for pax version (Open Apron).

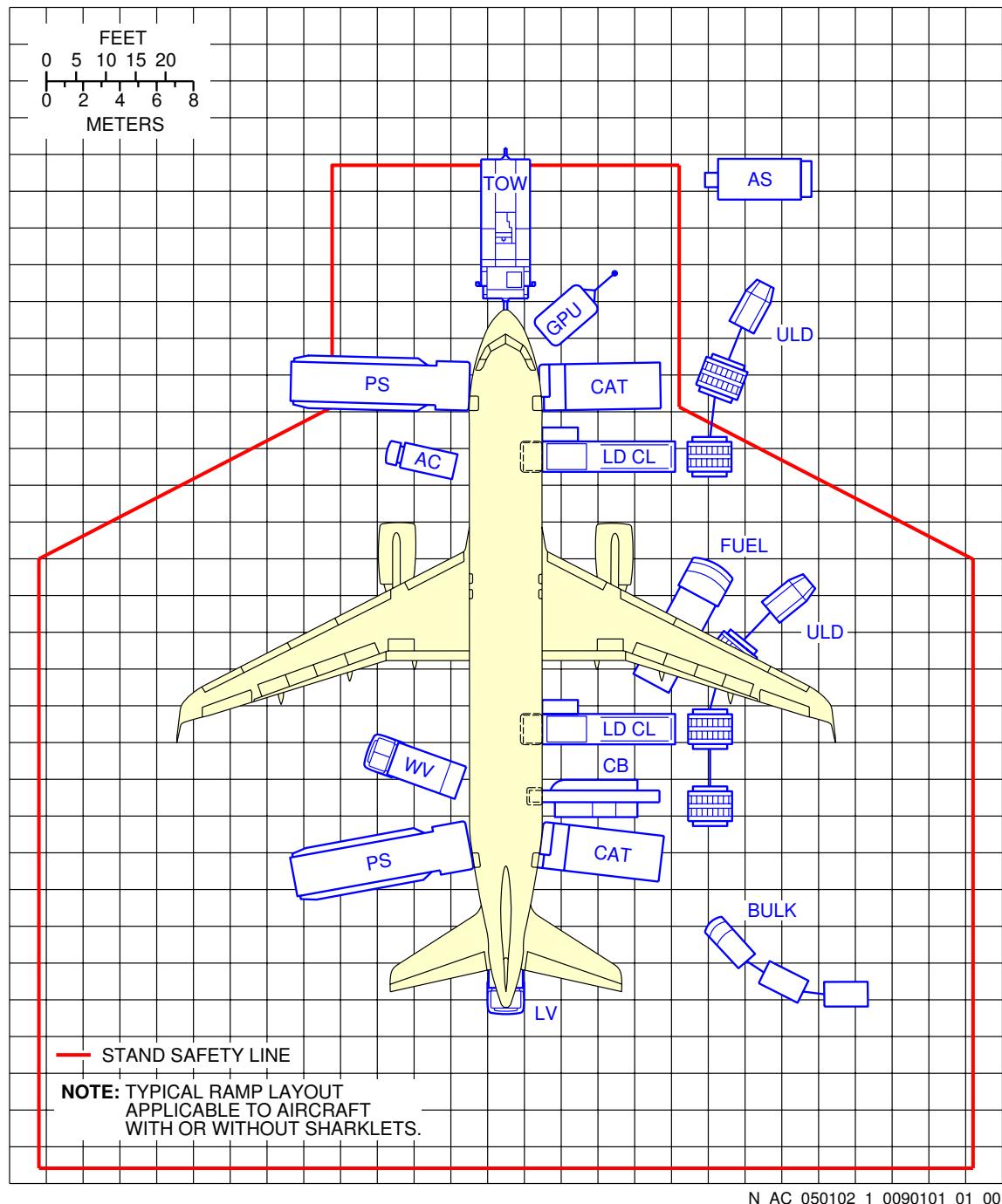
The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.5 m from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

**ON A/C A320-200 A320neo



Typical Ramp Layout
Open Apron - Bulk Loading
FIGURE-5-1-2-991-003-A01

**ON A/C A320-200 A320neo



Typical Ramp Layout
Open Apron - ULD Loading
FIGURE-5-1-2-991-009-A01

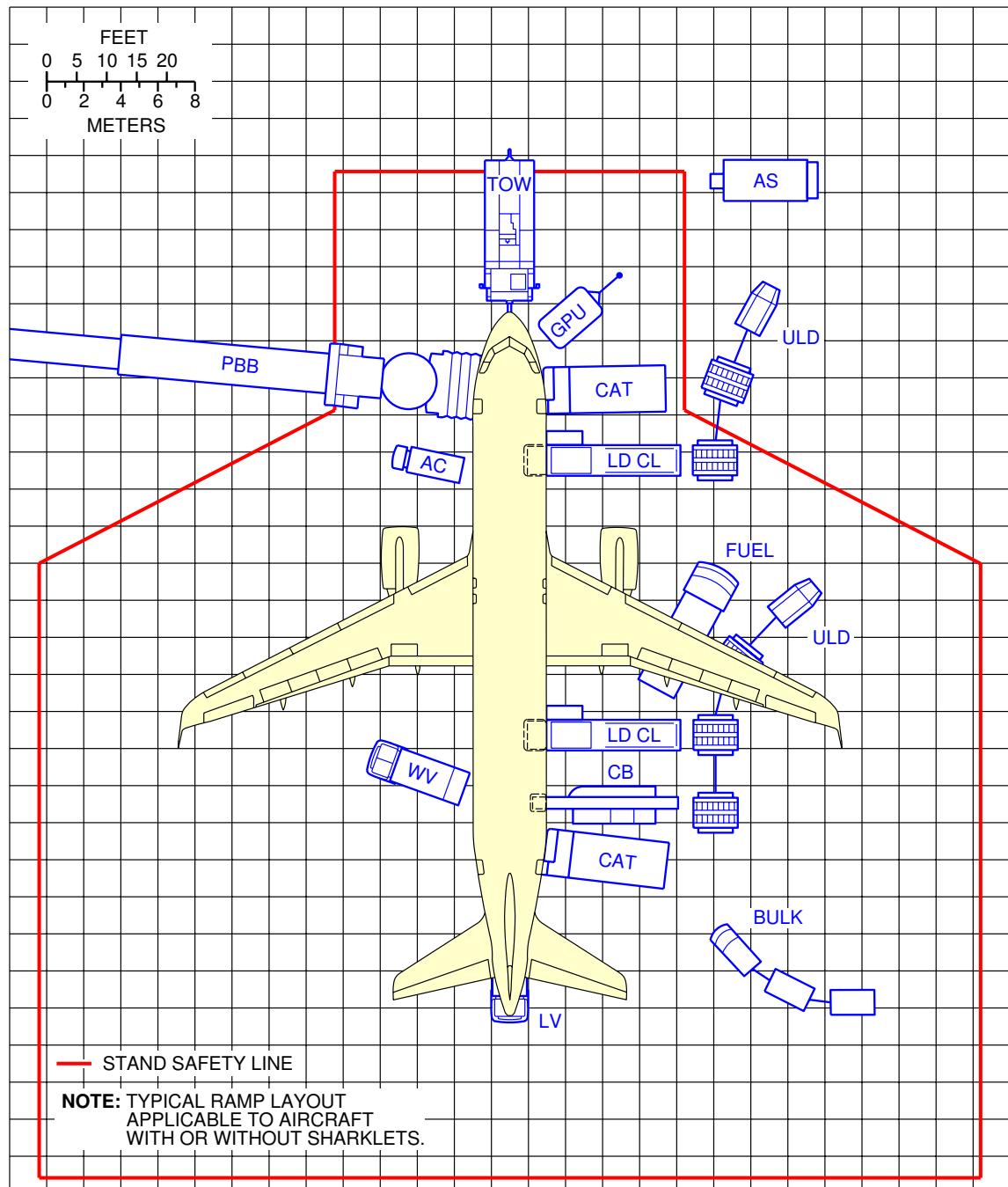
5-1-3 Typical Ramp Layout - Gate

****ON A/C A320-200 A320neo**Typical Ramp Layout - Gate

1. This section gives the typical servicing arrangement for pax version (Passenger Bridge).

The Stand Safety Line delimits the Aircraft Safety Area (minimum distance of 7.5 m from the aircraft). No vehicle must be parked in this area before complete stop of the aircraft (wheel chocks in position on landing gears).

**ON A/C A320-200 A320neo



N_AC_050103_1_0020101_01_03

Typical Ramp Layout

Gate

FIGURE-5-1-3-991-002-A01

5-2-0 Terminal Operations - Full Servicing Turn Round Time Chart

****ON A/C A320-200 A320neo**Terminal Operations - Full Servicing Turn Round Time

1. This section provides a typical turn round time chart showing the typical time for ramp activities during aircraft turn round.
Actual times may vary due to each operator's specific practices, resources, equipment and operating conditions.
2. Assumptions used for full servicing turn round time chart

A. PASSENGER HANDLING

150 pax: 12 F/C + 138 Y/C.

All passengers deplane and board the aircraft.

1 Passenger Boarding Bridge (PBB) used at door L1.

Equipment positioning + opening door = +2 min.

Closing door + equipment removal = +1.5 min.

No Passenger with Reduced Mobility (PRM) on board.

Deplaning:

- 150 pax at door L1
- Deplaning rate = 20 pax/min per door
- Priority deplaning for premium passengers.

Boarding:

- 150 pax at door L1
- Boarding rate = 12 pax/min per door
- Last Pax Seating allowance (LPS) + headcounting = +2 min.

B. CARGO

2 cargo loaders + 1 belt loader.

Opening door + equipment positioning = +2 min.

Equipment removal + closing door = +1.5 min.

100% cargo exchange (baggage only):

- FWD cargo compartment: 3 containers
- AFT cargo compartment: 4 containers
- Bulk compartment: 500 kg (1 102 lb).

Container unloading/loading times:

- Unloading = 1.5 min/container
- Loading = 1.5 min/container.

Bulk unloading/loading times:

- Unloading = 120 kg/min (265 lb/min)
- Loading = 100 kg/min (220 lb/min).

C. REFUELING

20 000 l (5 283 US gal) at 50 psig (3.45 bars-rel), one hose (right wing).
Dispenser positioning/removal + connection/disconnection times = +2.5 min.

D. CLEANING

Cleaning is performed in available time.

E. CATERING

1 catering truck for servicing galleys sequentially at doors R1 and R2.
Equipment positioning + opening door = +2 min.
Closing door + equipment removal = +1.5 min.
Time to drive from one door to the other = +2 min.

Full Size Trolley Equivalent (FSTE) to unload and load: 11 FSTE

- 4 FSTE at door R1
- 7 FSTE at door R2.

Time for trolley exchange = 1.2 min per FSTE.

F. GROUND HANDLING/GENERAL SERVICING

Start of operations:

- Bridges/stairs: $t_0 = 0$
- Other equipment: $t = t_0 + 1$ min.

Ground Power Unit (GPU): up to 90 kVA.

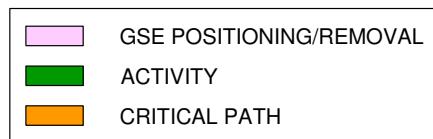
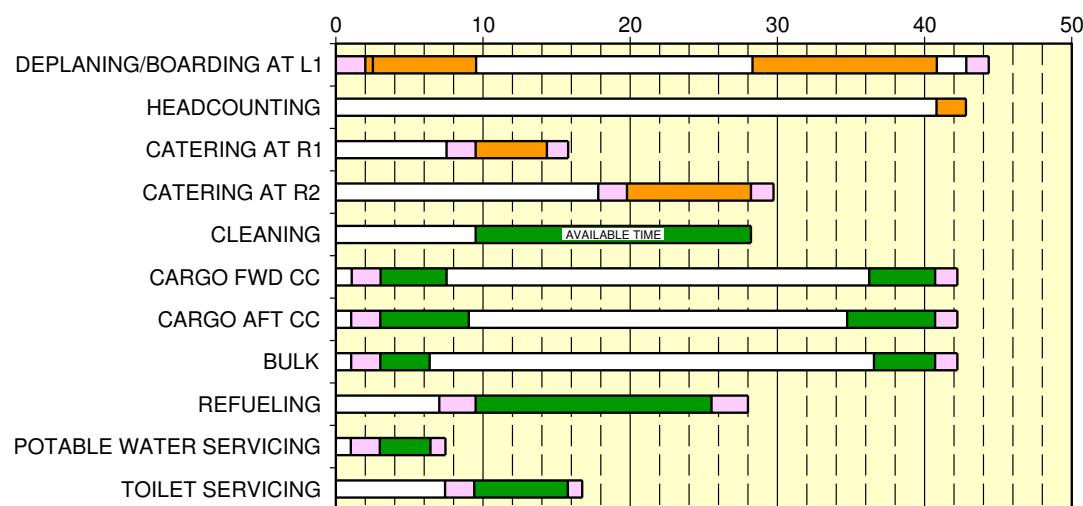
Air conditioning: one hose.

Potable water servicing: 100% uplift, 200 l (53 US gal).

Toilet servicing: draining + rinsing.

**ON A/C A320-200 A320neo

TRT: 44 min



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Full Servicing Turn Round Time Chart
FIGURE-5-2-0-991-006-A01

5-3-0 Terminal Operation - Outstation Turn Round Time Chart

****ON A/C A320-200 A320neo**Terminal Operations - Outstation Turn Round Time

1. This section provides a typical turn round time chart showing the typical time for ramp activities during aircraft turn round.
Actual times may vary due to each operator's specific practices, resources, equipment and operating conditions.
2. Assumptions used for outstation turn round time chart

A. PASSENGER HANDLING

- 180 pax (all Y/C).
- All passengers deplane and board the aircraft.
- 2 stairways used at doors L1 & L2.
- Equipment positioning + opening door = +2 min.
- Closing door + equipment removal = +1.5 min.
- No Passenger with Reduced Mobility (PRM) on board.

Deplaning:

- 90 pax at door L1
- 90 pax at door L2
- Deplaning rate = 18 pax/min per door.

Boarding:

- 90 pax at door L1
- 90 pax at door L2
- Boarding rate = 12 pax/min per door
- Last Pax Seating allowance (LPS) + headcounting = +2 min.

B. CARGO

- 2 cargo loaders.
- Opening door + equipment positioning = +2 min.
- Equipment removal + closing door = +1.5 min.

100% cargo exchange:

- FWD cargo compartment: 3 containers
- AFT cargo compartment: 4 containers.

Container unloading/loading times:

- Unloading = 1.5 min/container
- Loading = 1.5 min/container.

C. REFUELING

- No refueling.

D. CLEANING

Cleaning is performed in available time.

E. CATERING

One catering truck for servicing the galleys as required.

F. GROUND HANDLING/GENERAL SERVICING

Start of operations:

- Bridges/stairs: $t_0 = 0$
- Other equipment: $t = t_0 + 1 \text{ min.}$

Ground Power Unit (GPU): up to 90 kVA.

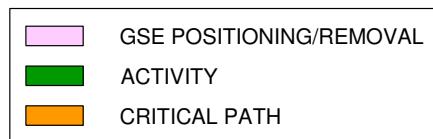
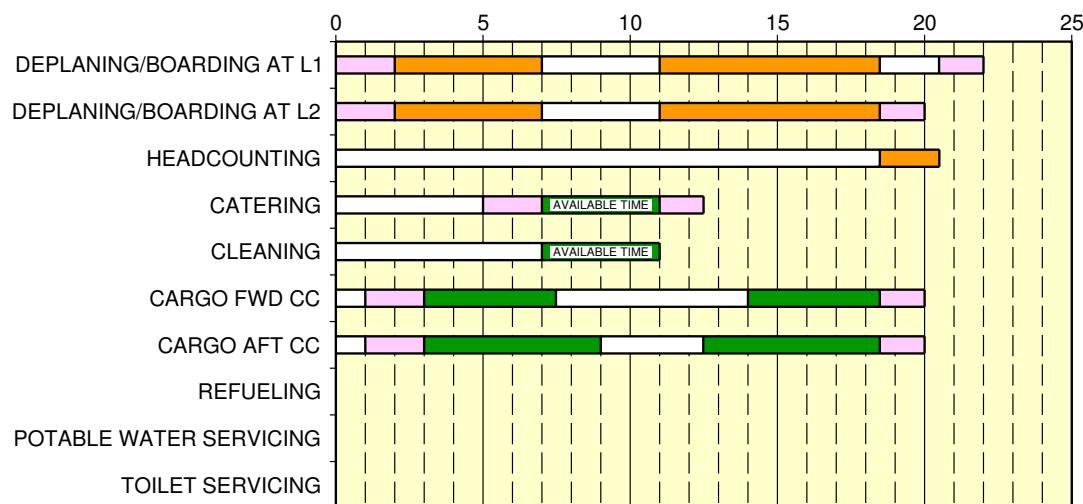
Air conditioning: one hose.

No potable water servicing.

No toilet servicing.

**ON A/C A320-200 A320neo

TRT: 22 min



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Outstation Turn Round Time Chart
FIGURE-5-3-0-991-003-A01



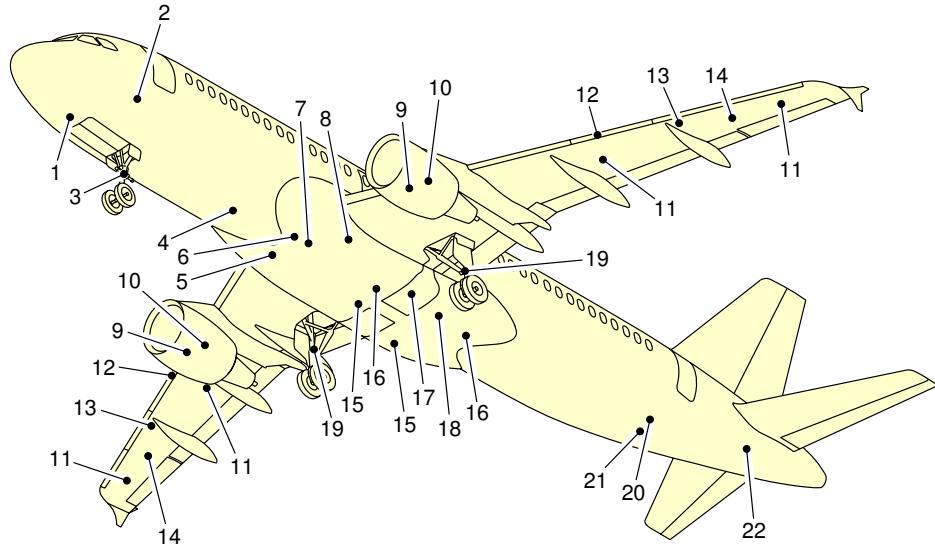
5-4-1 Ground Service Connections

****ON A/C A320-200 A320neo**

Ground Service Connections Layout

1. This section provides the ground service connections layout.

****ON A/C A320-200 A320neo**



- | | |
|---|---|
| 1 – GROUND ELECTRICAL POWER CONNECTOR | 13 – OVERWING REFUEL (IF INSTALLED) |
| 2 – OXYGEN SYSTEM | 14 – NACA VENT INTAKE |
| 3 – NLG GROUNDING (EARTHING) POINT | 15 – YELLOW HYDRAULIC-SYSTEM SERVICE PANEL |
| 4 – POTABLE WATER DRAIN PANEL (OPTIONAL) | 16 – BLUE HYDRAULIC-SYSTEM SERVICE PANEL |
| 5 – POTABLE WATER DRAIN PANEL | 17 – ACCUMULATOR CHARGING (GREEN SYSTEM) AND RESERVOIR DRAIN (GREEN SYSTEM) |
| 6 – LOW PRESSURE AIR PRE-CONDITIONING | 18 – GREEN HYDRAULIC-SYSTEM SERVICE PANEL |
| 7 – HIGH PRESSURE AIR PRE-CONDITIONING | 19 – MLG GROUNDING (EARTHING) POINT |
| 8 – REFUEL/DEFUEL INTEGRATED PANEL | 20 – WASTE WATER SERVICE PANEL |
| 9 – IDG/STARTER OIL SERVICING | 21 – POTABLE WATER SERVICE PANEL |
| 10 – ENGINE OIL SERVICING | 22 – APU OIL SERVICING |
| 11 – OVERPRESSURE PROTECTOR | |
| 12 – REFUEL/DEFUEL COUPLINGS (OPTIONAL-LH WING) | |

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Ground Service Connections Layout
FIGURE-5-4-1-991-005-A01

5-4-2 **Grounding Points**

****ON A/C A320-200 A320neo**

Grounding (Earthing) Points

1. Grounding (Earthing) Points

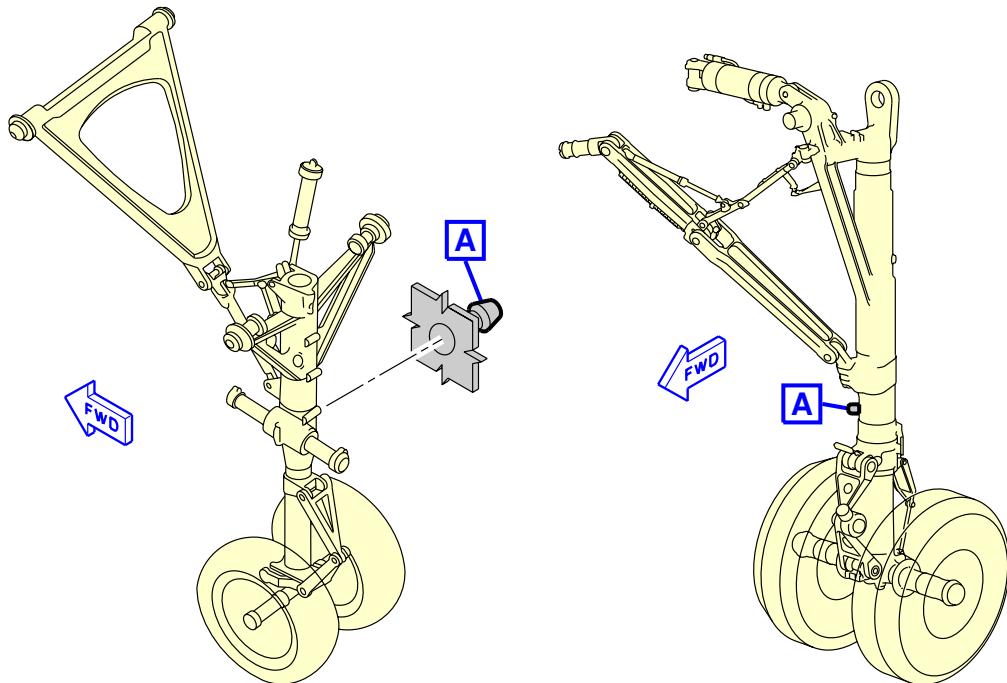
	AFT OF NOSE	DISTANCE		MEAN HEIGHT FROM GROUND	
		FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
On Nose Landing Gear leg:	5.07 m (16.63 ft)	On Centerline		0.94 m (3.08 ft)	
On left Main Landing Gear leg:	20.25 m (66.44 ft)	3.79 m (12.43 ft)	-	1.07 m (3.51 ft)	
On right Main Landing Gear leg:	20.25 m (66.44 ft)	-	3.79 m (12.43 ft)	1.07 m (3.51 ft)	

- A. The grounding (earthing) stud on each landing gear leg is designed for use with a clip-on connector (such as Appleton TGR).
- B. The grounding (earthing) studs are used to connect the aircraft to an approved ground (earth) connection on the ramp or in the hangar for:
 - Refuel/defuel operations,
 - Maintenance operations,
 - Bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tire is sufficient.
 If the aircraft is on jacks for retraction and extension checks or for the removal/installation of the landing gear, the grounding (earthing) alternative points (if installed) are:

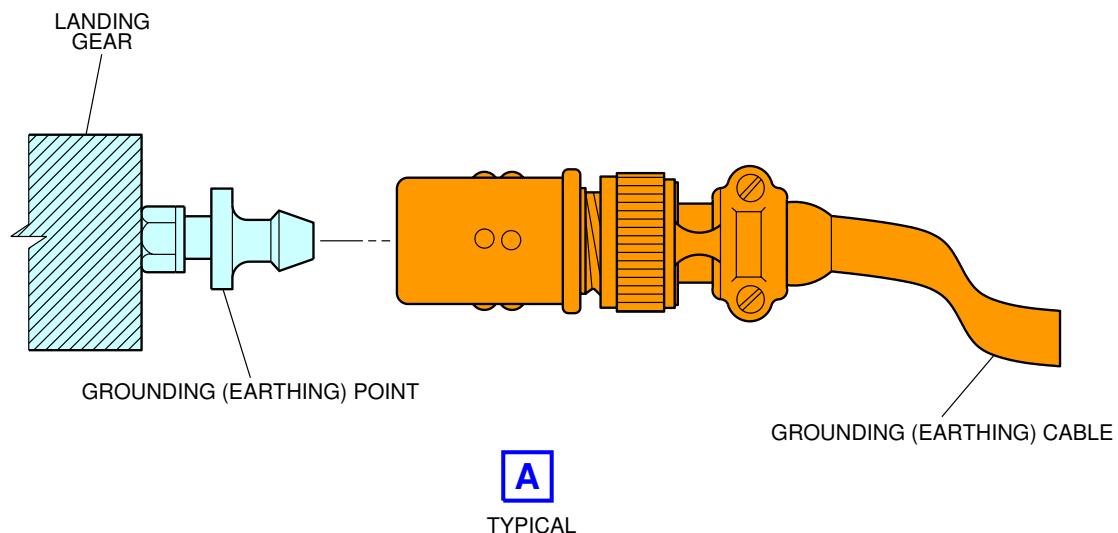
- In the hole on the avionics-compartment lateral right door-frame (on FR14),
- On the engine nacelles,
- Adjacent to the high-pressure connector,
- On the wing upper surfaces.

**ON A/C A320-200 A320neo



NOSE LANDING GEAR

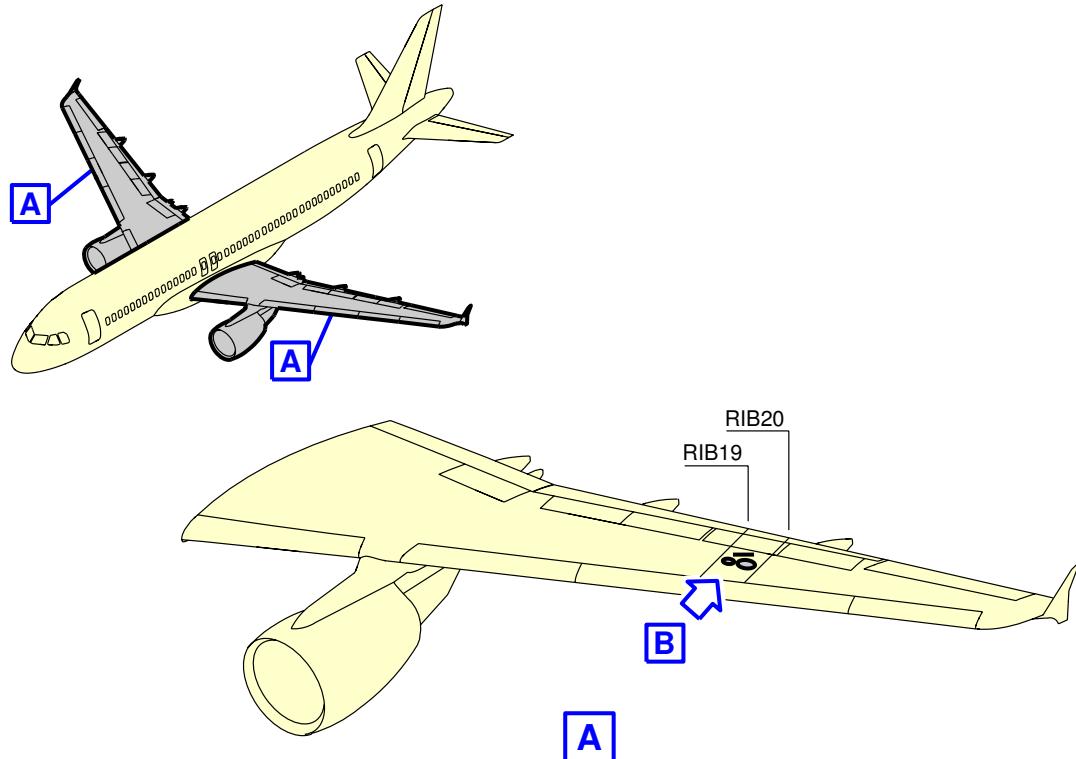
MAIN LANDING GEAR



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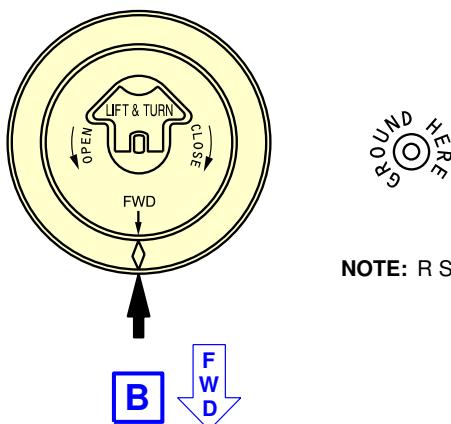
Ground Service Connections
Grounding (Earthing) Points - Landing Gear
FIGURE-5-4-2-991-005-A01

**ON A/C A320-200 A320neo



JET FUEL

FOR SPECIFICATIONS REFER
TO FLIGHT MANUAL

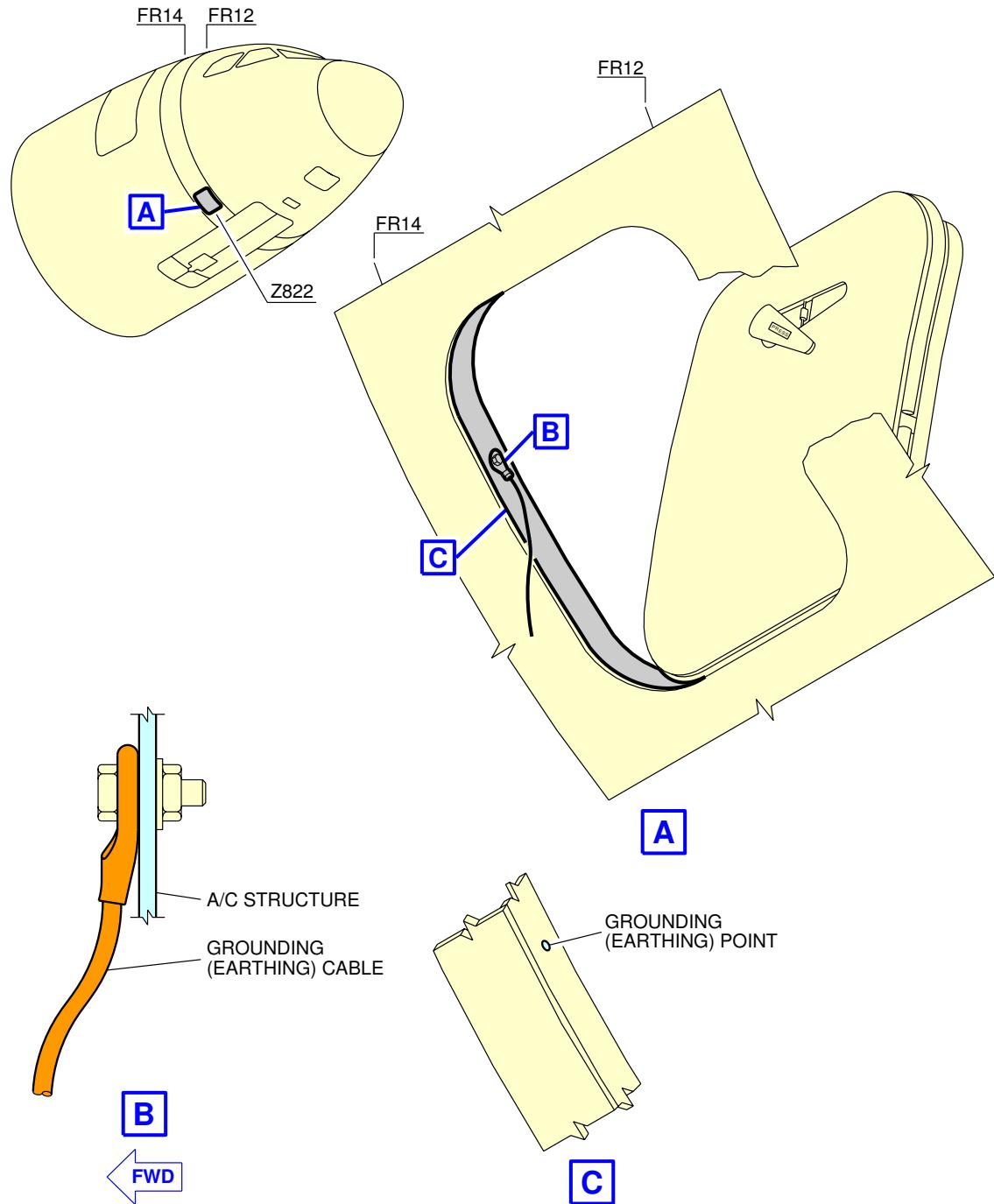


NOTE: R SIDE SYMMETRICAL

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Ground Service Connections
Grounding (Earthing) Points - Wing (If Installed)
FIGURE-5-4-2-991-006-A01

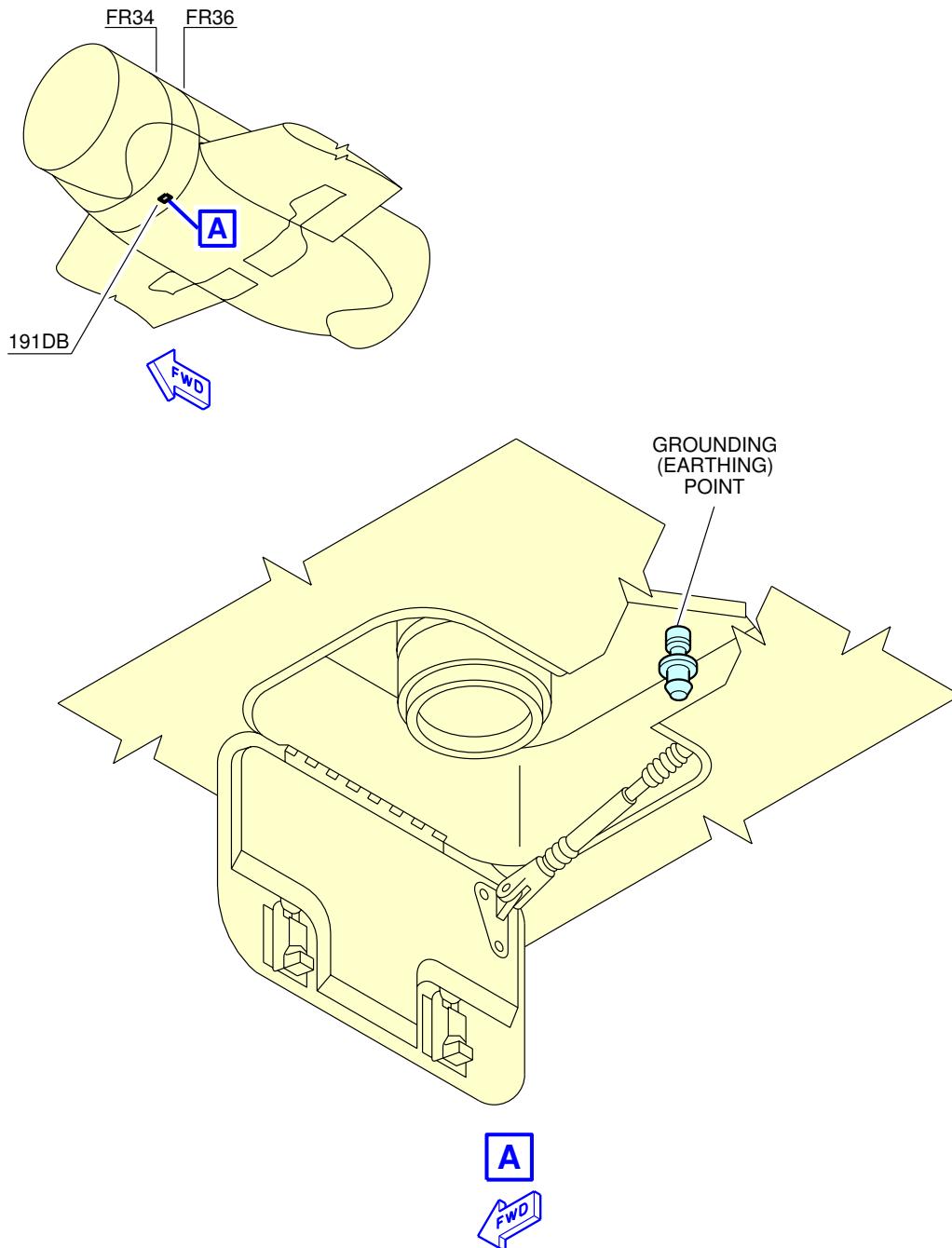
**ON A/C A320-200 A320neo



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Ground Service Connections
Grounding (Earthing) Point - Avionics Compartment Door-Frame
FIGURE-5-4-2-991-015-A01

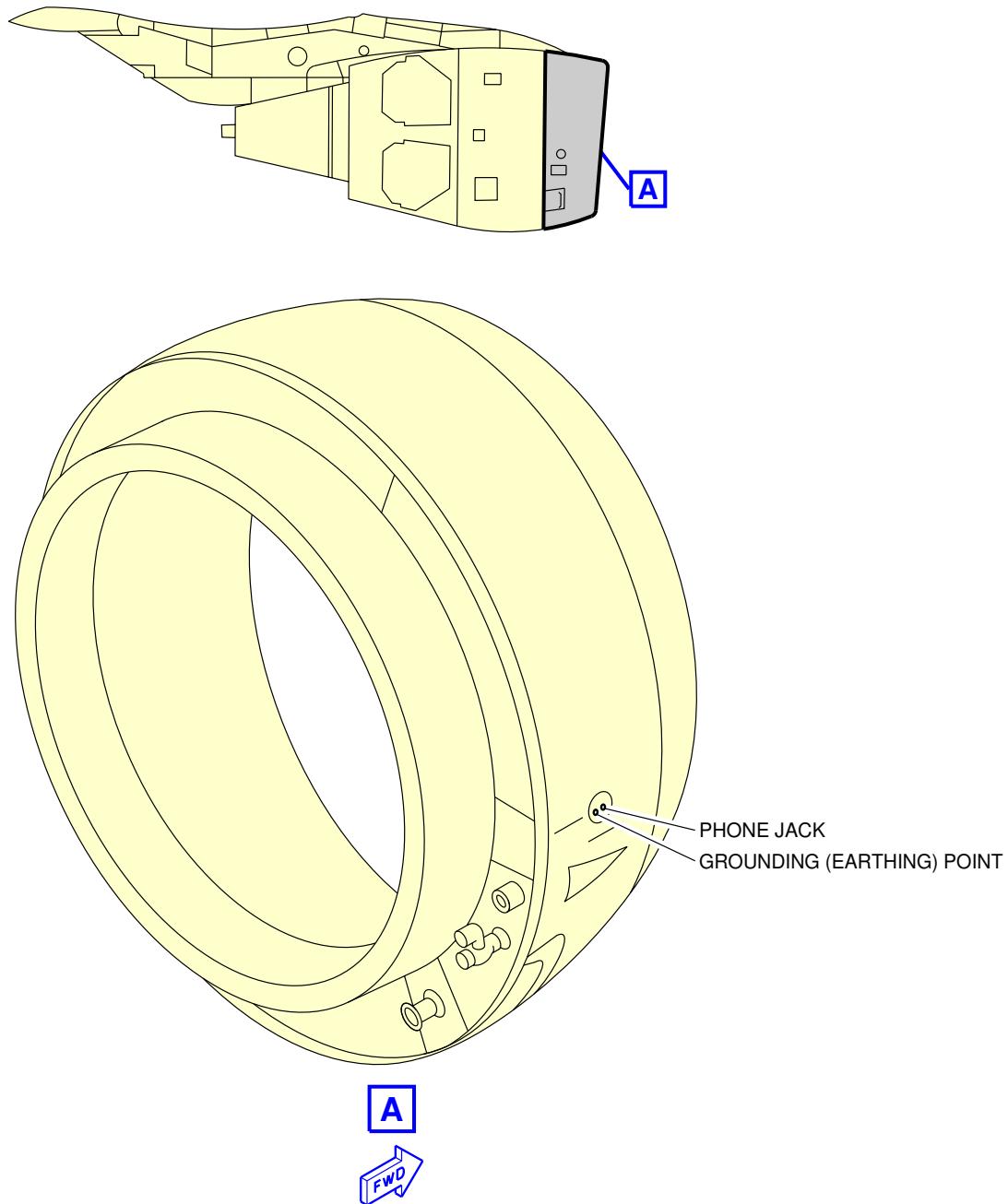
**ON A/C A320-200 A320neo



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Ground Service Connections
Grounding (Earthing) Point - High-Pressure Connector (If Installed)
FIGURE-5-4-2-991-016-A01

**ON A/C A320-200 A320neo



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Ground Service Connections
Grounding (Earthing) Point - Engine Air Intake (If Installed)
FIGURE-5-4-2-991-017-A01

5-4-3 Hydraulic System

**ON A/C A320-200 A320neo

Hydraulic System

1. Access

ACCESS	DISTANCE				MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		RH SIDE		
		LH SIDE	RH SIDE			
Green System: Access Door 197CB	19.17 m (62.89 ft)	1.27 m (4.17 ft)	-	-	1.76 m (5.77 ft)	
Yellow System: Access Door 198CB	19.17 m (62.89 ft)	-	1.27 m (4.17 ft)	-	1.76 m (5.77 ft)	
Blue System: Access Door 197EB	20.22 m (66.34 ft)	1.27 m (4.17 ft)	-	-	1.76 m (5.77 ft)	

2. Reservoir Pressurization

ACCESS	DISTANCE				MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		RH SIDE		
		LH SIDE	RH SIDE			
Access Door 195BB	15.65 m (51.35 ft)	0.25 m (0.82 ft)	-	-	1.74 m (5.71 ft)	

3. Accumulator Charging

Four MIL-PRF-6164 connections:

ACCESS	DISTANCE				MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		RH SIDE		
		LH SIDE	RH SIDE			
Yellow System Accumulator: Access Door 196BB	15.65 m (51.35 ft)	-	0.25 m (0.82 ft)	-	1.74 m (5.71 ft)	

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Green System Accumulator: Left MLG Door	16.77 m (55.02 ft)	0.25 m (0.82 ft)	-	3.20 m (10.50 ft)
Blue System Accumulator: Access Door 195BB	15.65 m (51.35 ft)	0.25 m (0.82 ft)	-	1.74 m (5.71 ft)
Yellow System Braking Accumulator: Access Door 196BB	15.65 m (51.35 ft)	-	0.25 m (0.82 ft)	1.74 m (5.71 ft)

4. Reservoir Filling

Centralized filling capability on the Green System ground service panel:

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Access Door 197CB	19.17 m (62.89 ft)	1.27 m (4.17 ft)	-	1.76 m (5.77 ft)

Filling: Ground pressurized supply or hand pump.

5. Reservoir Drain

Three 3/8 in. self-sealing connections:

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Yellow System: Access Door 196BB	15.65 m (51.35 ft)	-	0.25 m (0.82 ft)	1.74 m (5.71 ft)
Green System: Left MLG Door	16.77 m (55.02 ft)	0.25 m (0.82 ft)	-	3.20 m (10.50 ft)

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
Blue System: Access Door 197EB	20.22 m (66.34 ft)	1.27 m (4.17 ft)	-	1.76 m (5.77 ft)	

NOTE : The drain valve is on the Blue System ground service panel for the reservoir of the Blue hydraulic system.

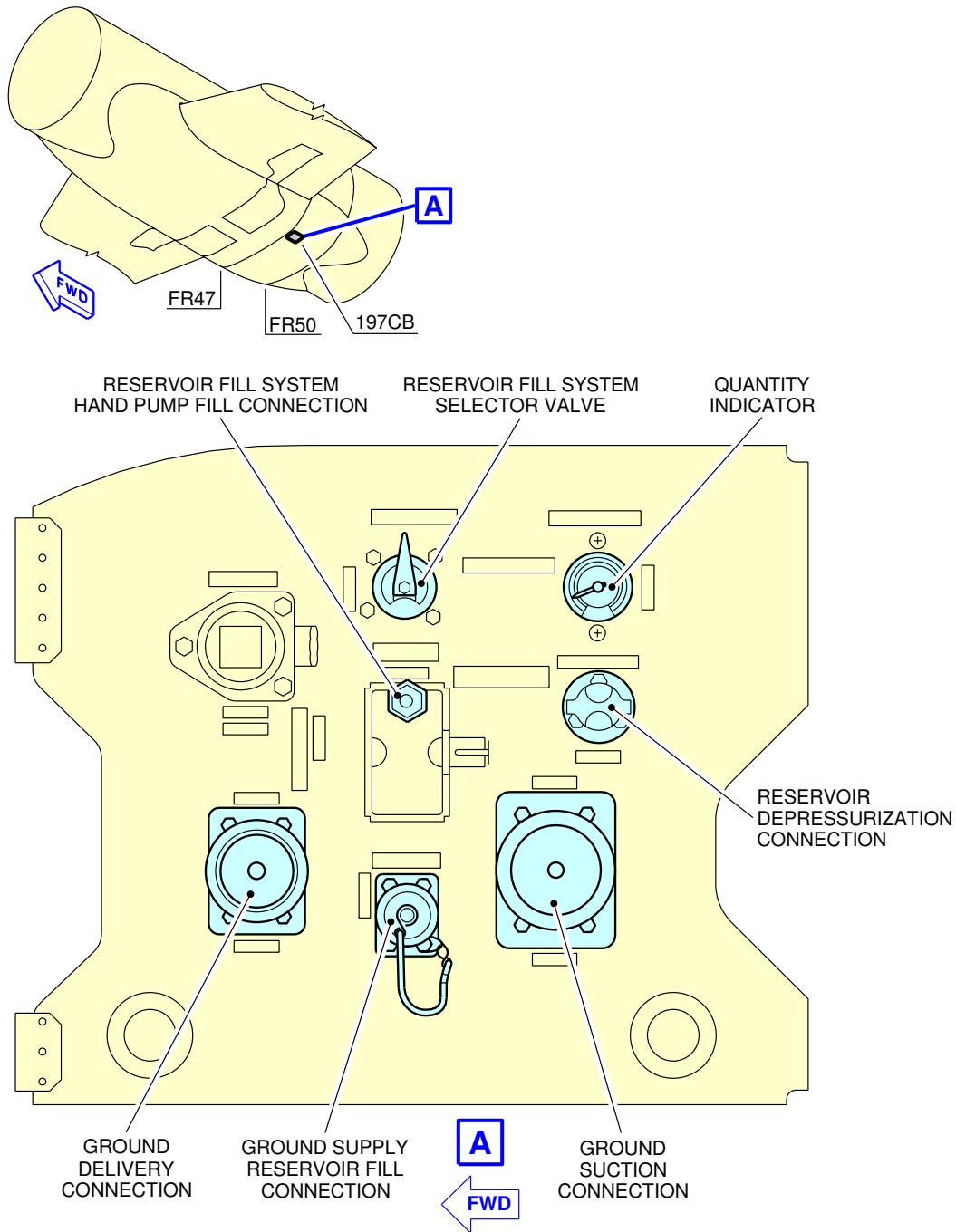
The drain valve is on the reservoir for the Green and Yellow Hydraulic Systems.

6. Ground Test

On each ground service panel:

- One self-sealing connector (suction).
- One self-sealing connector (delivery).

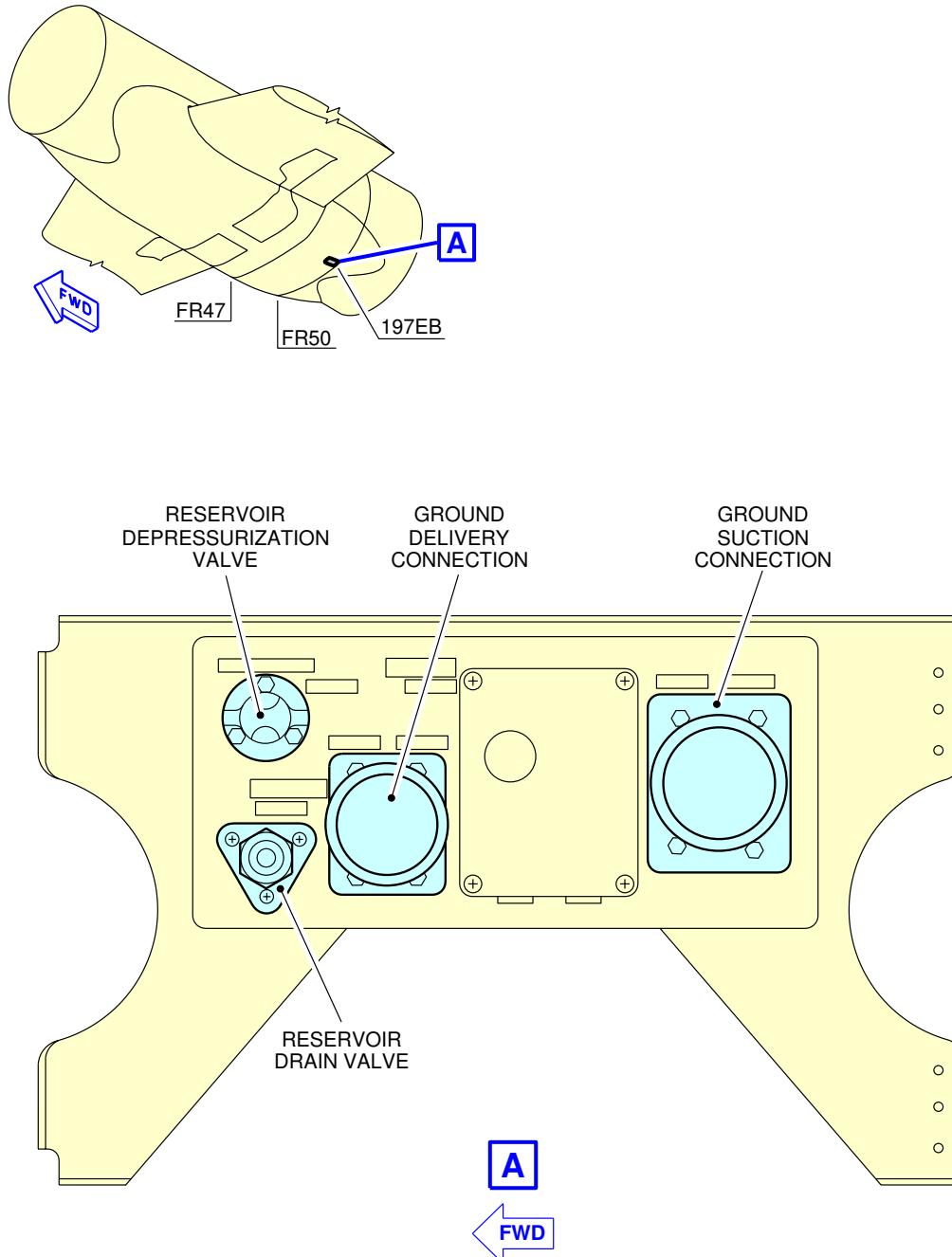
**ON A/C A320-200 A320neo



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Hydraulic System
Green System Ground Service Panel
FIGURE-5-4-3-991-004-A01

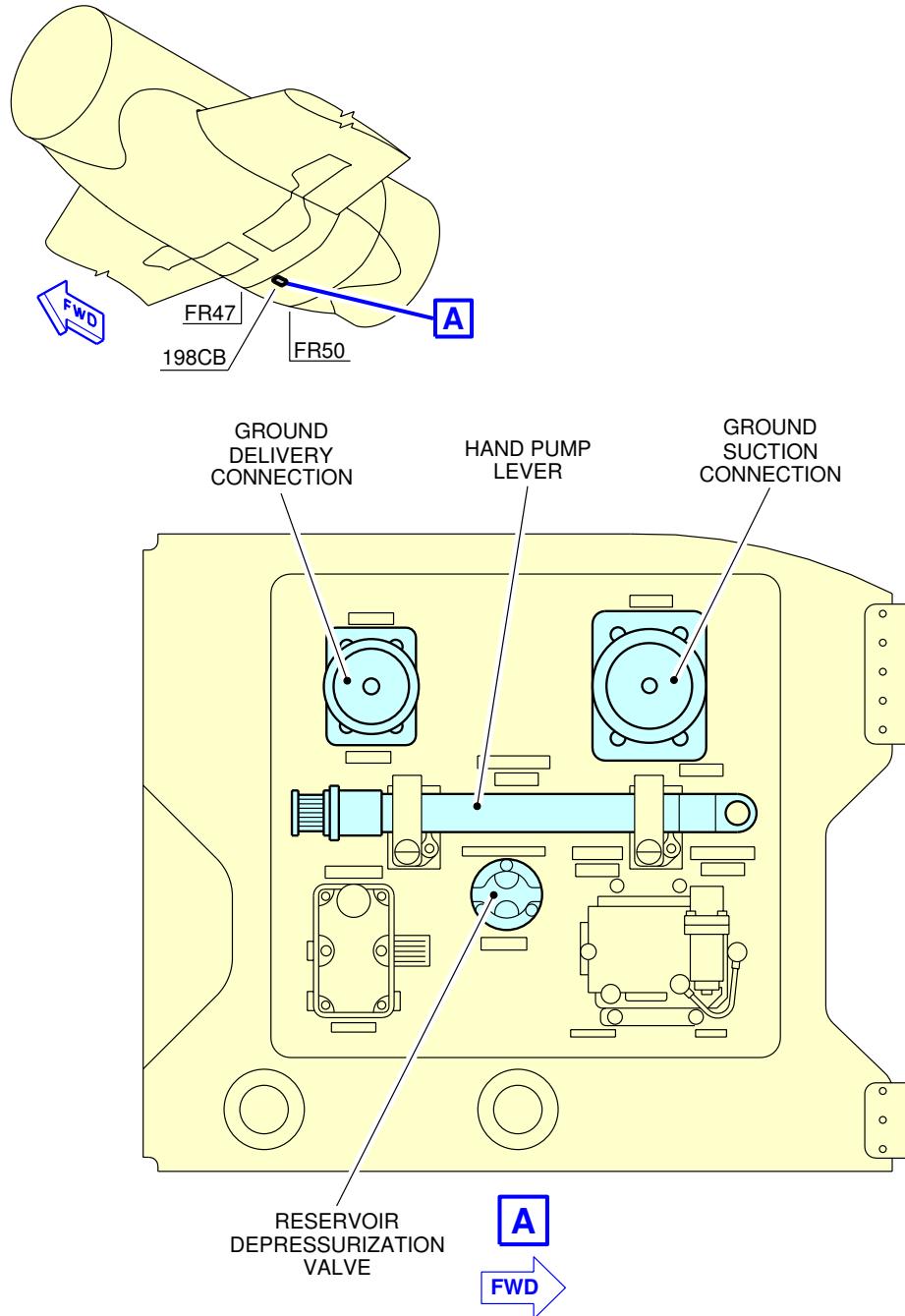
**ON A/C A320-200 A320neo



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Hydraulic System
Blue System Ground Service Panel
FIGURE-5-4-3-991-005-A01

**ON A/C A320-200 A320neo



N_AC_050403_1_0060101_01_01

Hydraulic System
Yellow System Ground Service Panel
FIGURE-5-4-3-991-006-A01

5-4-4 Electrical System

****ON A/C A320-200 A320neo**Electrical System

1. Electrical System

This chapter provides data related to the location of the ground service connections.

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
A/C External Power: Access Door 121AL	2.55 m (8.37 ft)	On centerline		2.00 m (6.56 ft)	

NOTE : Distances are approximate.

2. Technical Specifications

A. External Power Receptacle:

- One receptacle according to MS 90362-3 (without shield MS 17845-1) – 90 kVA.

NOTE : Make sure that for connectors featuring micro switches, the connector is chamfered to properly engage in the receptacle.

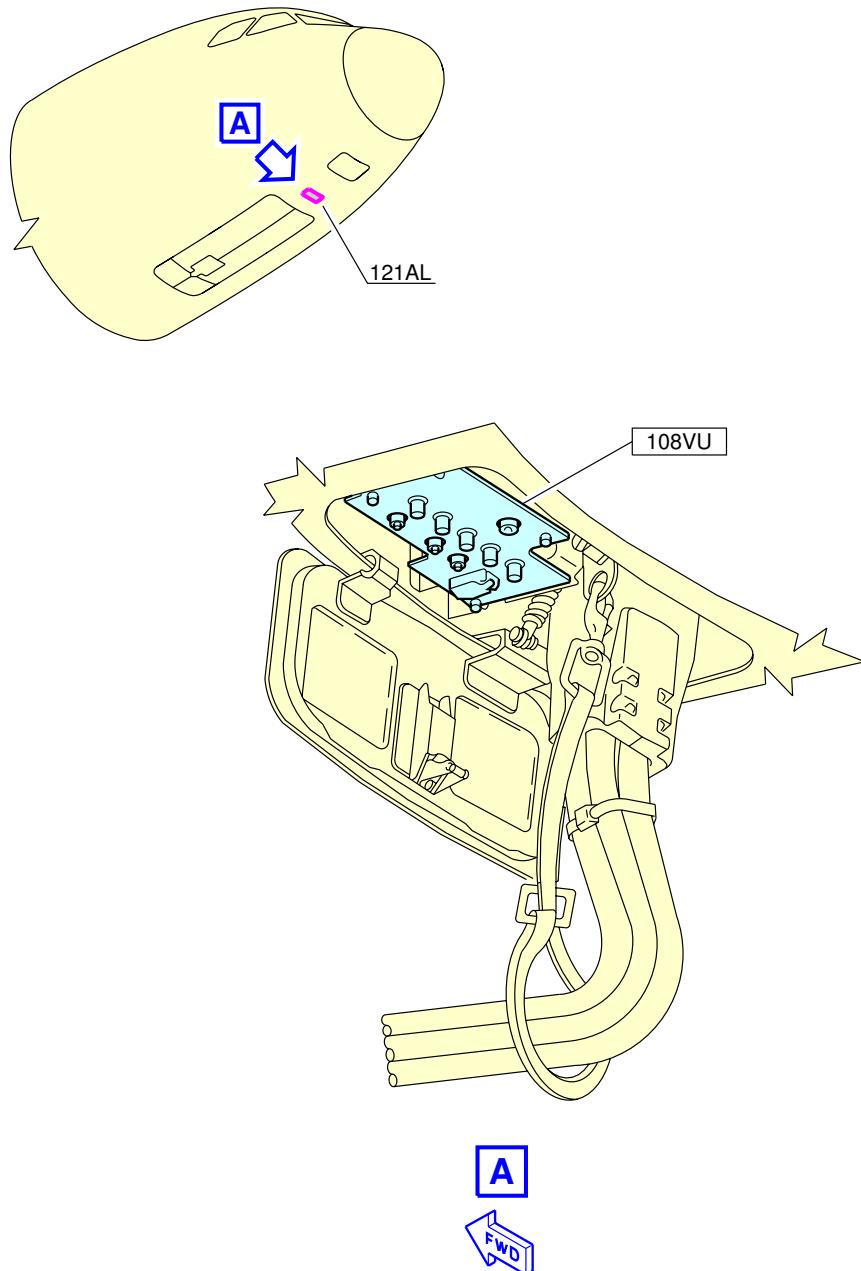
B. Power Supply:

- Three-phase, 115/200V, 400 Hz.

C. Electrical Connectors for Servicing:

- AC outlets: HUBBELL 5258
- DC outlets: HUBBELL 7472.

**ON A/C A320-200 A320neo



N_AC_050404_1_0010101_01_01

Ground Service Connections
External Power Receptacles
FIGURE-5-4-4-991-001-A01

5-4-5 Oxygen System

**ON A/C A320-200 A320neo

Oxygen System

1. Oxygen System

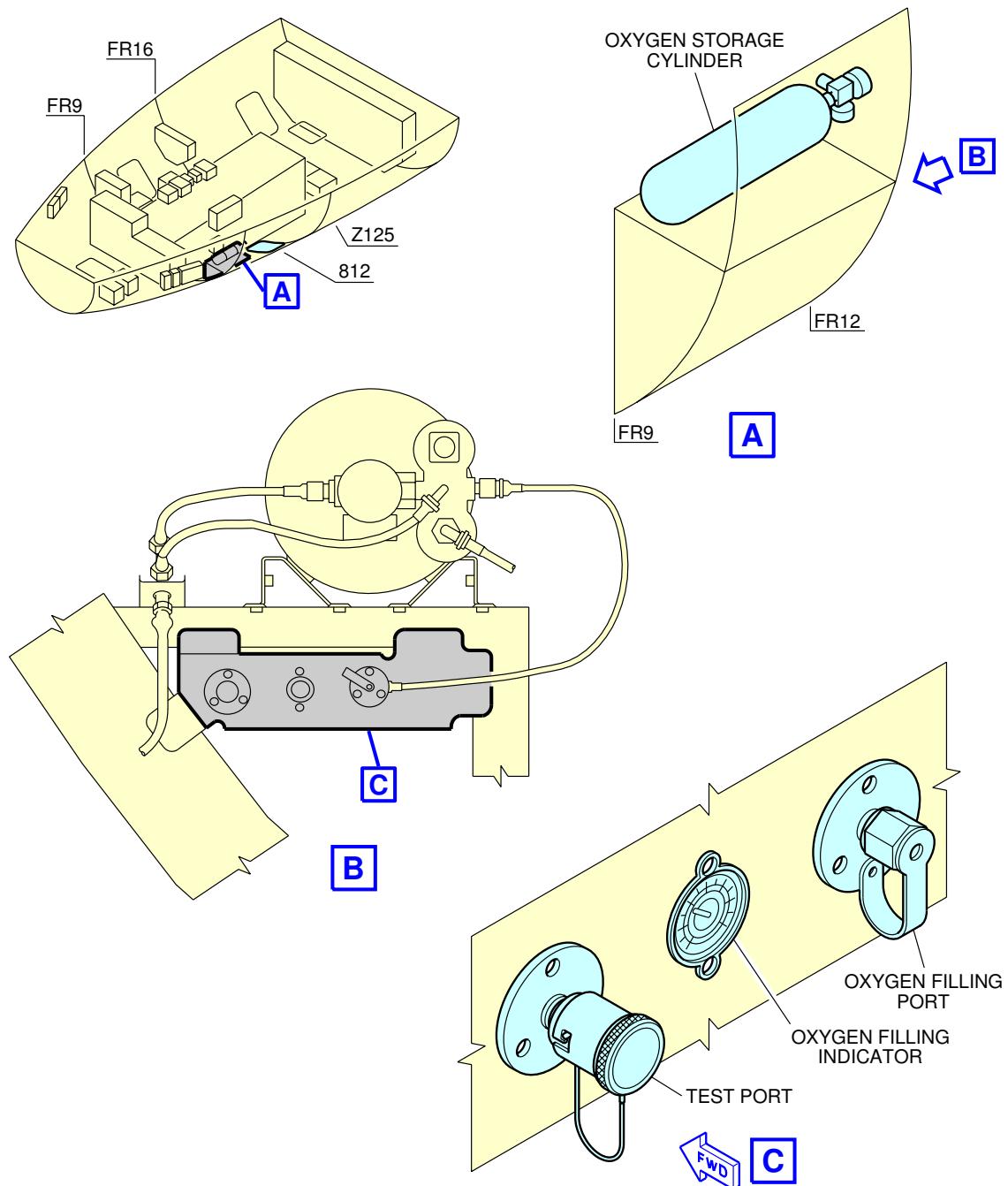
ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE	LH SIDE	RH SIDE
Oxygen Replenishment: Access Door 812	3.45 m (11.32 ft)	1.15 m (3.77 ft)	-	2.60 m (8.53 ft)

2. Technical Specifications

- One 3/8 in. MIL-DTL 7891 standard service connection.

NOTE : External charging in the avionics compartment.

**ON A/C A320-200 A320neo



N_AC_050405_1_0010101_01_00

Ground Service Connections

Oxygen System

FIGURE-5-4-5-991-001-A01

5-4-6 Fuel System
****ON A/C A320-200 A320neo**
Fuel System
1. Refuel/Defuel Control Panel

ACCESS	DISTANCE			
	AFT OF NOSE	POSITION FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Integrated Panel: Access Door 192MB	16.4 m (53.81 ft)	-	1.8 m (5.91 ft)	1.8 m (5.91 ft)

2. Refuel/Defuel Connectors

ACCESS	DISTANCE			
	AFT OF NOSE	POSITION FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		LH SIDE	RH SIDE	
Refuel/Defuel Coupling, Left: Access Panel 522HB (Optional)	17.59 m (57.71 ft)	9.83 m (32.25 ft)	-	3.65 m (11.98 ft)
Refuel/Defuel Coupling, Right: Access Panel 622HB	17.59 m (57.71 ft)	-	9.83 m (32.25 ft)	3.65 m (11.98 ft)
Overwing Gravity- Refuel Cap	19.1 m (62.66 ft)	12.4 m (40.68 ft)	12.4 m (40.68 ft)	3.7 m (12.14 ft)

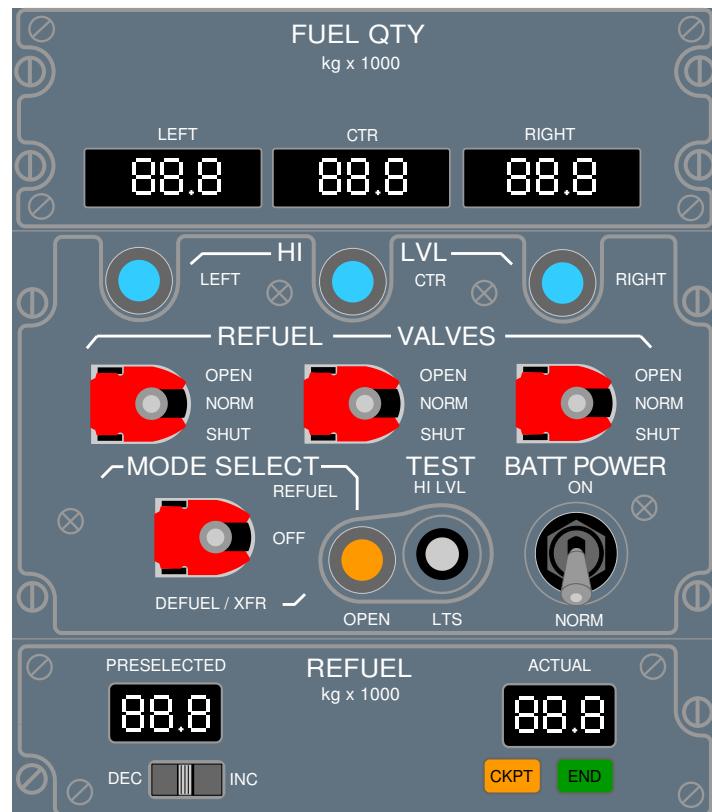
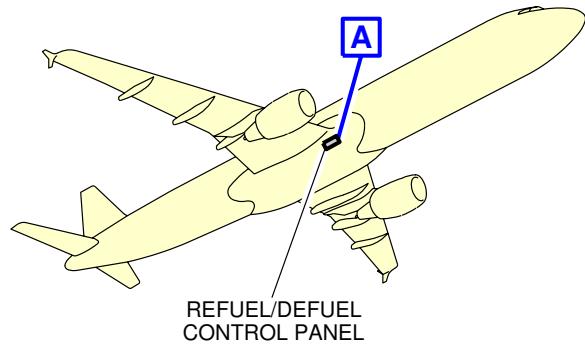
- A. Refuel/Defuel Couplings:
 - Right wing: one standard ISO 45, 2.5 in.
 - Left wing: one optional standard ISO 45, 2.5 in.
- B. Refuel Pressure:
 - Maximum pressure: 3.45 bar (50 psi).
- C. Average Flow Rate:
 - 1250 l/min (330 US gal/min).

3. Overpressure Protectors and NACA Vent Intake

ACCESS	DISTANCE				MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	POSITION FROM AIRCRAFT CENTERLINE		RH SIDE		
		LH SIDE	RH SIDE			
Surge Tank Overpressure- Protector: Access Panel 550CB (650CB)	20.36 m (66.80 ft)	14.9 m (48.88 ft)	14.9 m (48.88 ft)		4.32 m (14.17 ft)	
Inner Cell Overpressure- Protector: Access Panel 540HB (640HB)	19.5 m (63.98 ft)	9.19 m (30.15 ft)	9.19 m (30.15 ft)		4.1 m (13.45 ft)	
NACA Vent Intake: Access Panel 550AB (650AB)	19.8 m (64.96 ft)	13.7 m (44.95 ft)	13.7 m (44.95 ft)		4.02 m (13.19 ft)	

NOTE : Distances are approximate.

**ON A/C A320-200 A320neo



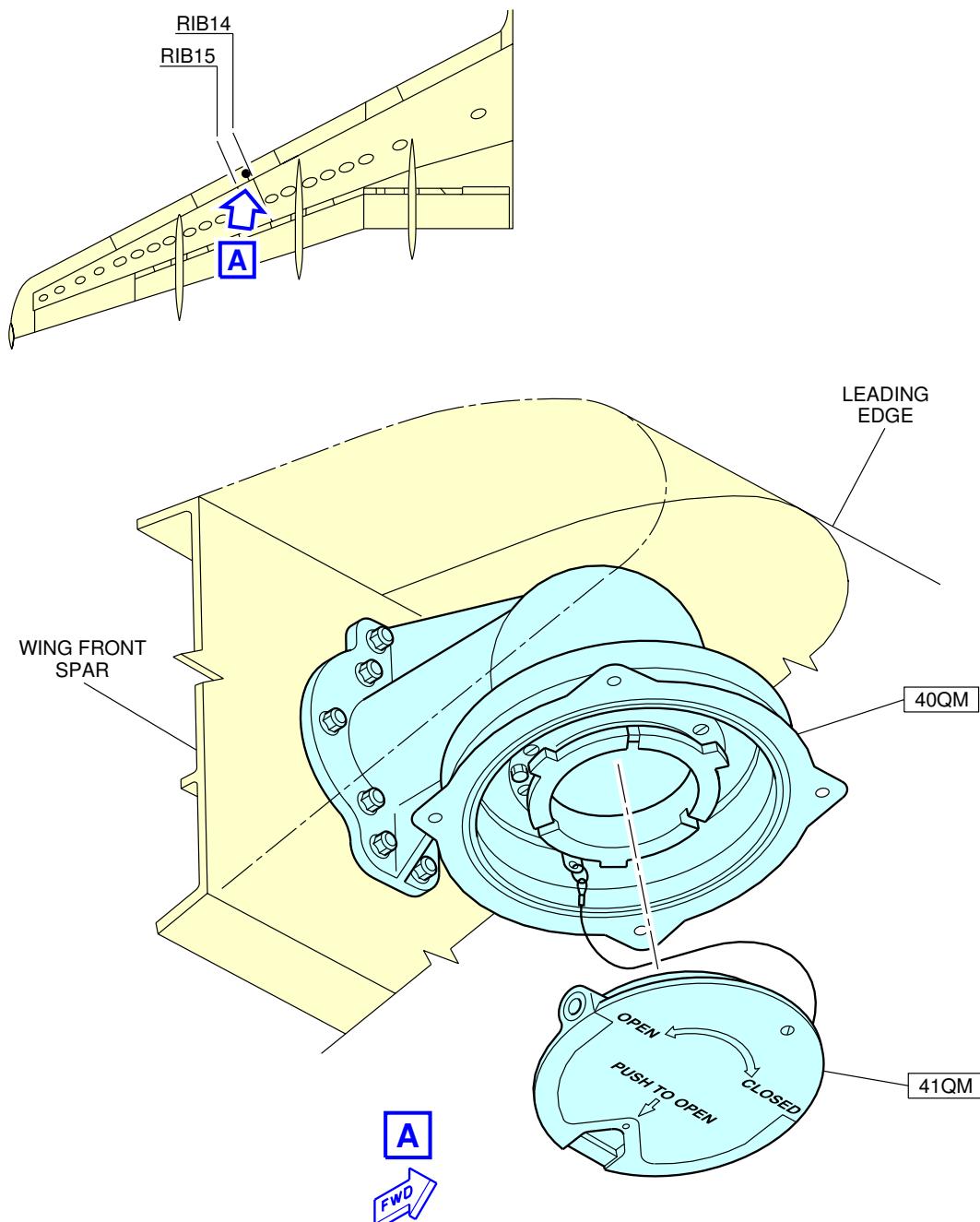
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NOTE: STANDARD CONFIGURATION OF REFUEL/DEFUEL PANEL.

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Ground Service Connections
Refuel/Defuel Control Panel
FIGURE-5-4-6-991-001-A01

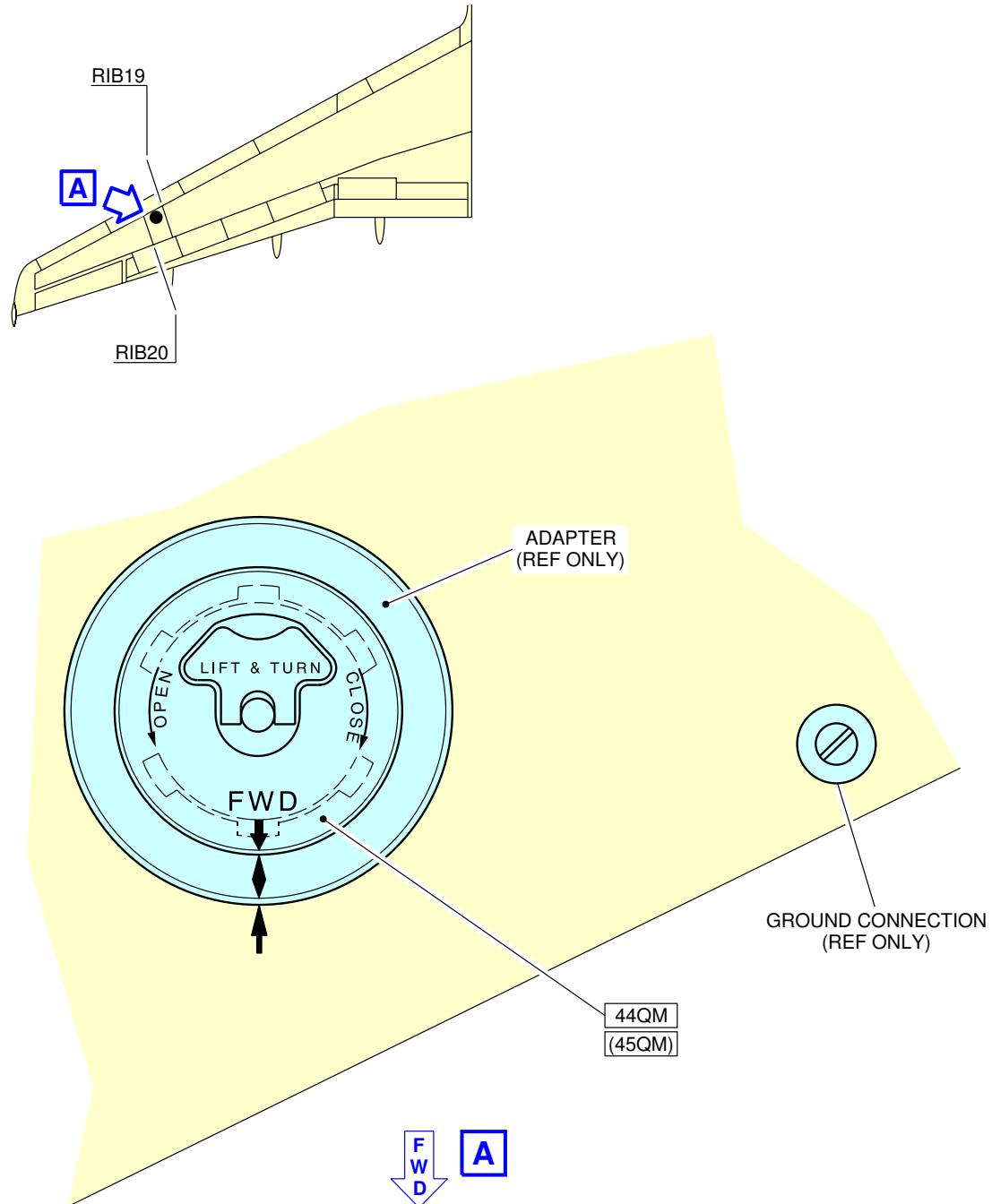
**ON A/C A320-200 A320neo



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Ground Service Connections
Refuel/Defuel Couplings
FIGURE-5-4-6-991-002-A01

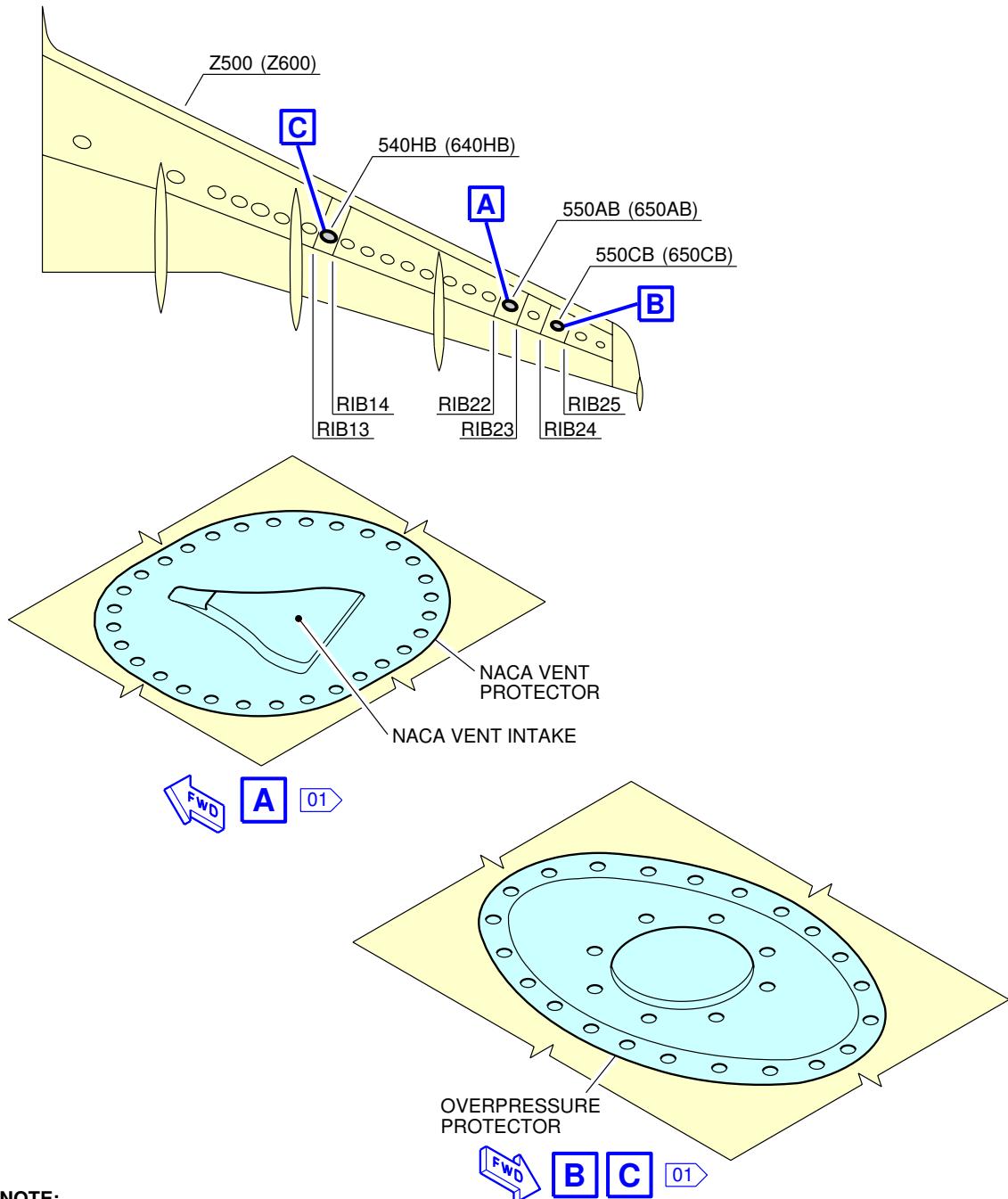
**ON A/C A320-200 A320neo



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Ground Service Connections
Overwing Gravity-Refuel Cap (If Installed)
FIGURE-5-4-6-991-003-A01

**ON A/C A320-200 A320neo



NOTE:

01 LH SHOWN, RH SYMMETRICAL

N_AC_050406_1_0040101_01_01

Ground Service Connections
Overpressure Protectors and NACA Vent Intake
FIGURE-5-4-6-991-004-A01

5-4-7 **Pneumatic System**

****ON A/C A320-200 A320neo**

Pneumatic System

1. High Pressure Air Connector

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
HP Connector: Access Door 191DB	12.98 m (42.59 ft)	0.84 m (2.76 ft)	-	1.76 m (5.77 ft)	

A. Connector:

- One standard 3 in. ISO 2026 connection.

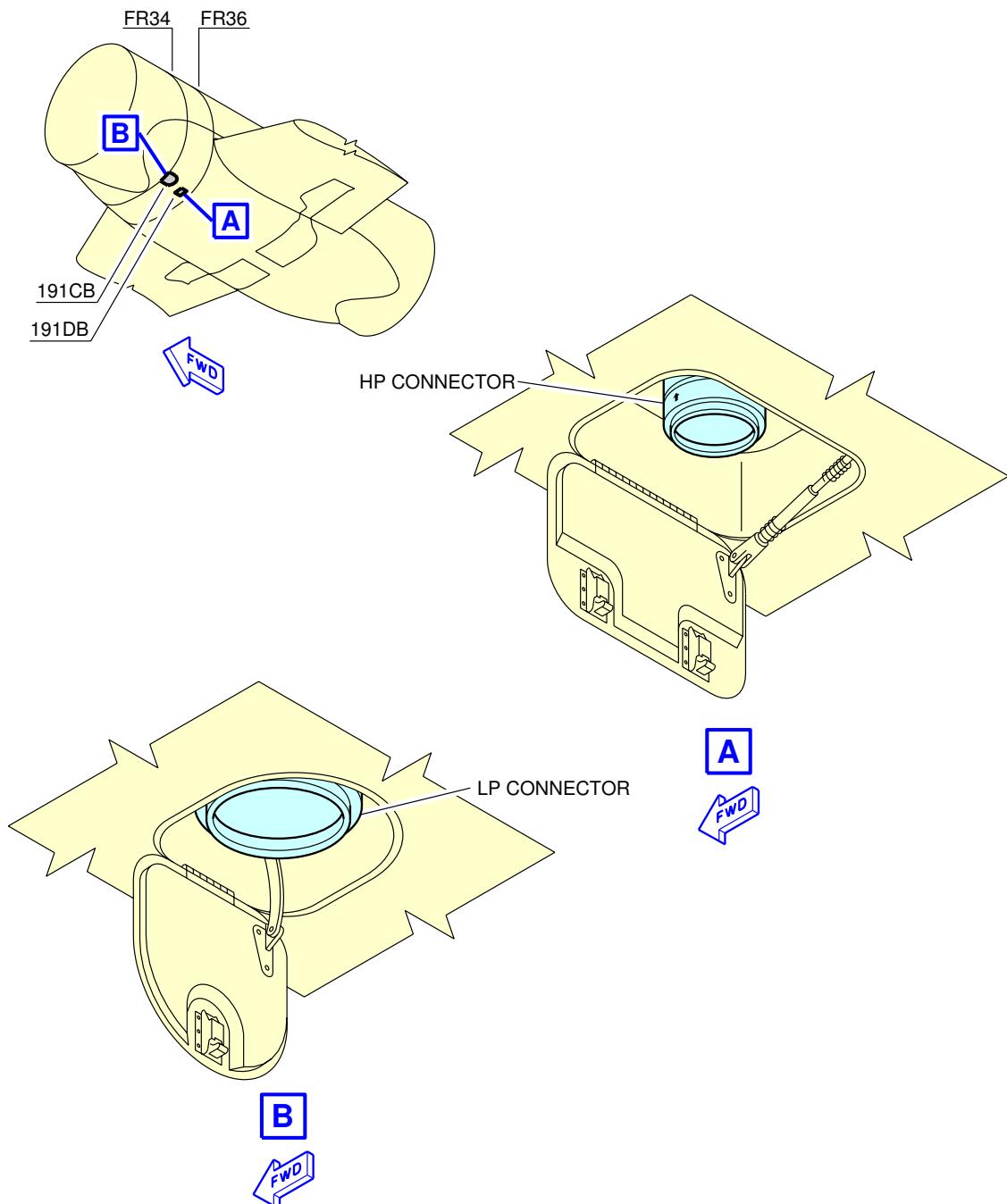
2. Low Pressure Air Connector

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
LP Connector: Access Door 191CB	12.45 m (40.85 ft)	1.11 m (3.64 ft)	-	1.73 m (5.68 ft)	

A. Connector:

- One standard 8 in. SAE AS4262 connection.

**ON A/C A320-200 A320neo



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Ground Service Connections
LP and HP Ground Connectors
FIGURE-5-4-7-991-001-A01

5-4-8 Oil System

**ON A/C A320-200 A320neo

Oil System

**ON A/C A320-200

1. Engine Oil Replenishment for CFM56 Series Engine (See FIGURE 5-4-8-991-003-A):
One gravity filling cap and one pressure filling connection per engine.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		ENGINE 1 (LH)	ENGINE 2 (RH)	
Engine Oil Gravity Filling Cap: Access door: 437BL (LH), 447BL (RH)	13.12 m (43.04 ft)	6.63 m (21.75 ft)	4.82 m (15.81 ft)	1.46 m (4.79 ft)
Engine Oil Pressure Filling Port:	13.00 m (42.65 ft)	6.49 m (21.29 ft)	4.74 m (15.55 ft)	1.42 m (4.66 ft)

NOTE : Distances are approximate.

- A. Tank capacity:
 - Full level: 19.6 l (5 US gal),
 - Usable: 9.46 l (3 US gal).
 - B. Maximum delivery pressure required: 1.72 bar (25 psi).
Maximum delivery flow required: 180 l/h (48 US gal/h).
2. IDG Oil Replenishment for CFM56 Series Engine (See FIGURE 5-4-8-991-004-A):
One pressure filling connection per engine: OMP 2506-18 plus one connection overflow: OMP 2505-18.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		ENGINE 1 (LH)	ENGINE 2 (RH)	
IDG Oil Pressure Filling Connection: Access door: 438AR (LH), 448AR (RH)	12.20 m (40.03 ft)	6.90 m (22.64 ft)	5.52 m (18.11 ft)	0.68 m (2.23 ft)

NOTE : Distances are approximate.

- A. Tank capacity: 5 l (1 US gal).
 - B. Delivery pressure required: 0.34 bar (5 psi) to 2.76 bar (40 psi) at the IDG inlet.
3. Starter Oil Replenishment for CFM56 Series Engine (See FIGURE 5-4-8-991-005-A):
One gravity filling cap per engine.

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		ENGINE 1 (LH)	ENGINE 2 (RH)		
Starter Oil Filling Connection:	12.70 m (41.67 ft)	5.30 m (17.39 ft)	6.20 m (20.34 ft)	0.76 m (2.49 ft)	

NOTE : Distances are approximate.

- A. Tank capacity: 0.8 l (0.21 US gal).
4. Engine Oil Replenishment for IAE V2500 Series Engine (See FIGURE 5-4-8-991-006-B):
One gravity filling cap per engine.

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE			
		ENGINE 1 (LH)	ENGINE 2 (RH)		
Engine Oil Gravity Filling Cap: Access door: 437BL (LH), 447BL (RH)	12.24 m (40.16 ft)	6.56 m (21.52 ft)	4.92 m (16.14 ft)	1.22 m (4.00 ft)	

NOTE : Distances are approximate.

- A. Tank capacity:
 - Full level: 28 l (7 US gal),
 - Usable: 23.50 l (6 US gal).
5. IDG Oil Replenishment for IAE V2500 Series Engine (See FIGURE 5-4-8-991-007-B):
One pressure filling connection per engine: OMP 2506-2 plus one overflow connection: OMP 2505-2.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		ENGINE 1 (LH)	ENGINE 2 (RH)	
IDG Oil Pressure Filling Connection:	12.80 m (41.99 ft)	5.42 m (17.78 ft)	6.04 m (19.82 ft)	0.80 m (2.62 ft)

NOTE : Distances are approximate.

- A. Tank capacity: 4.10 l (1 US gal).
6. Starter Oil Replenishment for IAE V2500 Series Engine (See FIGURE 5-4-8-991-008-B):
One gravity filling cap per engine.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		ENGINE 1 (LH)	ENGINE 2 (RH)	
Starter Oil Filling Connection:	15.40 m (50.52 ft)	5.30 m (17.39 ft)	6.14 m (20.14 ft)	0.75 m (2.46 ft)

NOTE : Distances are approximate.

- A. Tank capacity: 0.35 l (0.09 US gal).

**ON A/C A320-200 A320neo

7. APU Oil System (See FIGURE 5-4-8-991-009-A):
APU oil gravity filling cap.

ACCESS	DISTANCE			
	AFT OF NOSE	FROM AIRCRAFT CENTERLINE		MEAN HEIGHT FROM GROUND
		ENGINE 1 (LH)	ENGINE 2 (RH)	
GTCP 36-300	35.49 m (116.44 ft)	0.30 m (0.98 ft)	-	4.83 m (15.85 ft)
APS 3200	35.49 m (116.44 ft)	0.30 m (0.98 ft)	-	4.78 m (15.68 ft)
131-9	35.39 m (116.11 ft)	0.35 m (1.15 ft)	-	4.32 m (14.17 ft)

NOTE : Distances are approximate.

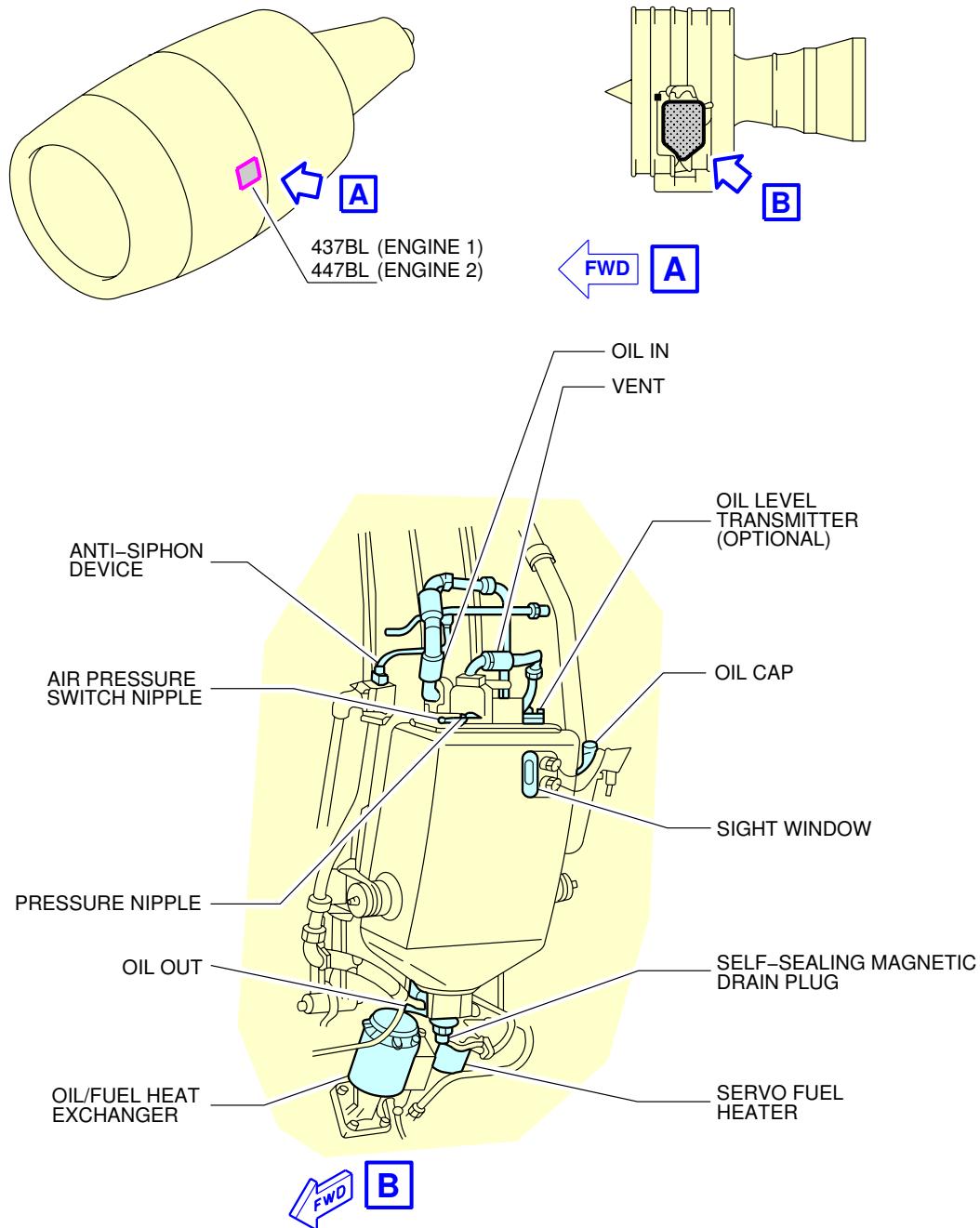


AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

A. Tank capacity (usable):

- APU type GTCP 36-300: 6.20 l (2 US gal),
- APU type APS 3200: 5.40 l (1 US gal),
- APU type 131-9: 6.25 l (2 US gal).

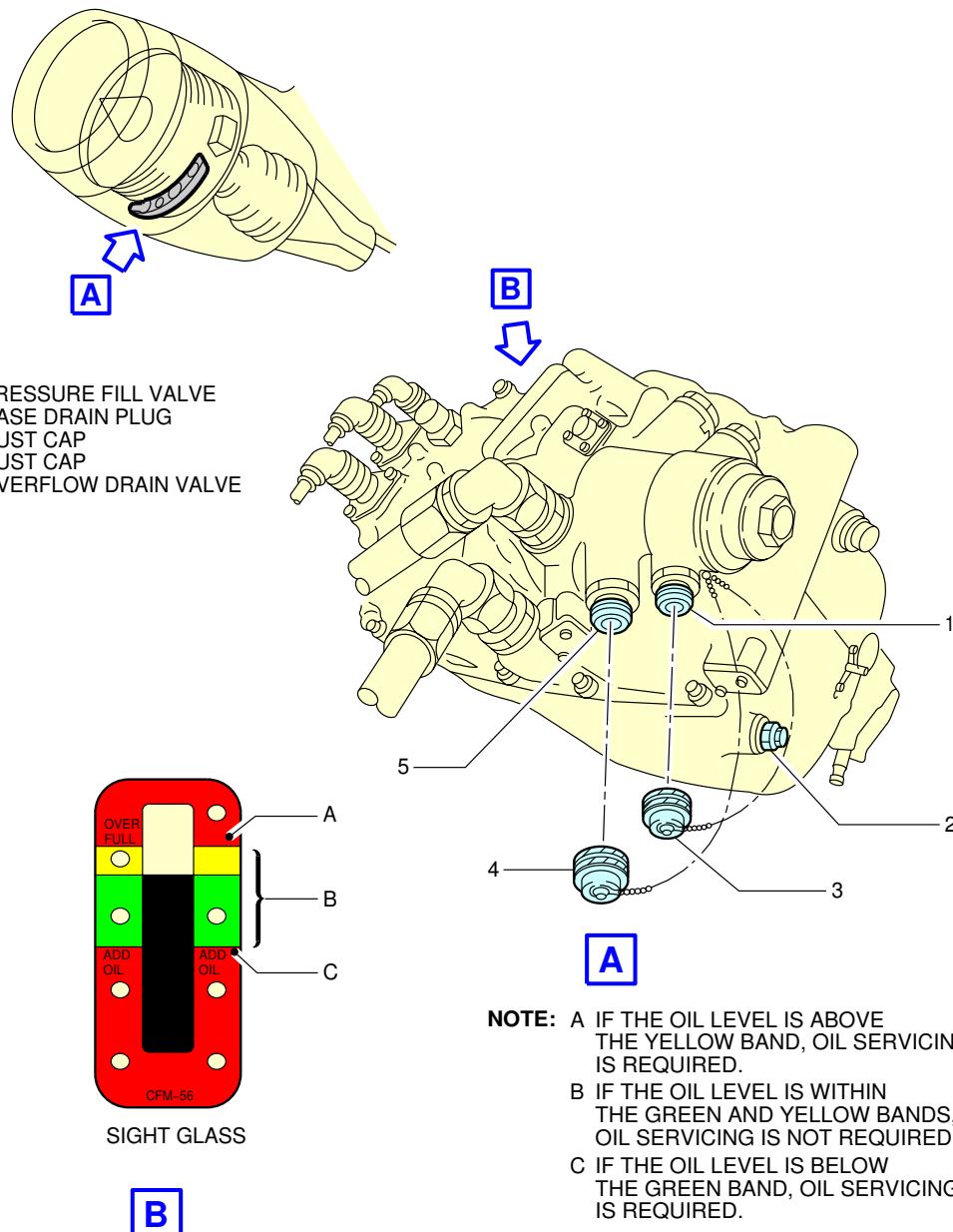
**ON A/C A320-200



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Ground Service Connections
Engine Oil Tank – CFM56 Series Engine
FIGURE-5-4-8-991-003-A01

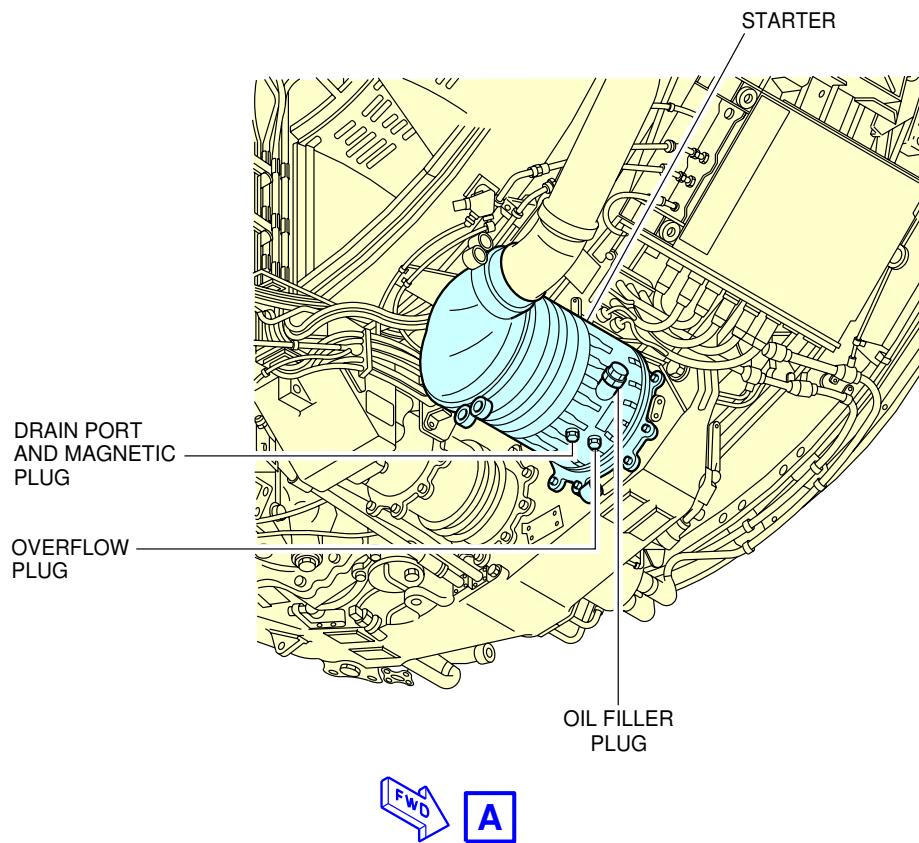
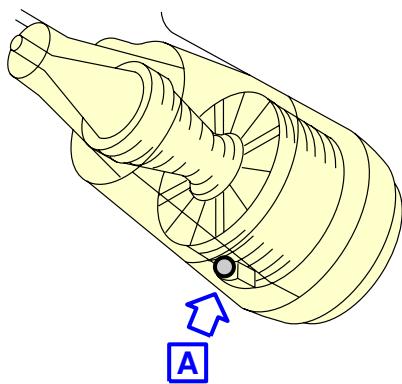
****ON A/C A320-200**



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Ground Service Connections
 IDG Oil Tank – CFM56 Series Engine
 FIGURE-5-4-8-991-004-A01

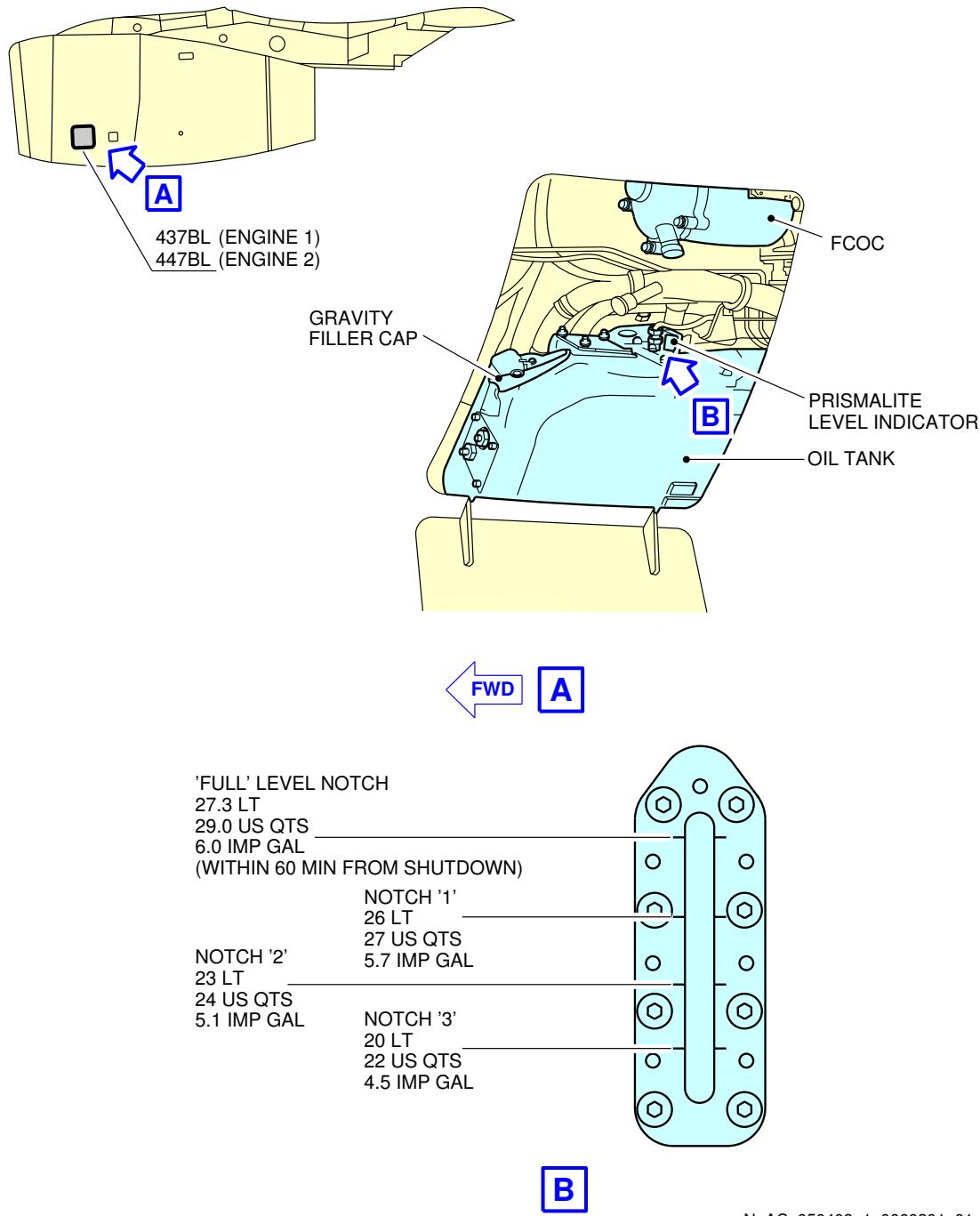
**ON A/C A320-200



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Ground Service Connections
Starter Oil Tank – CFM56 Series Engine
FIGURE-5-4-8-991-005-A01

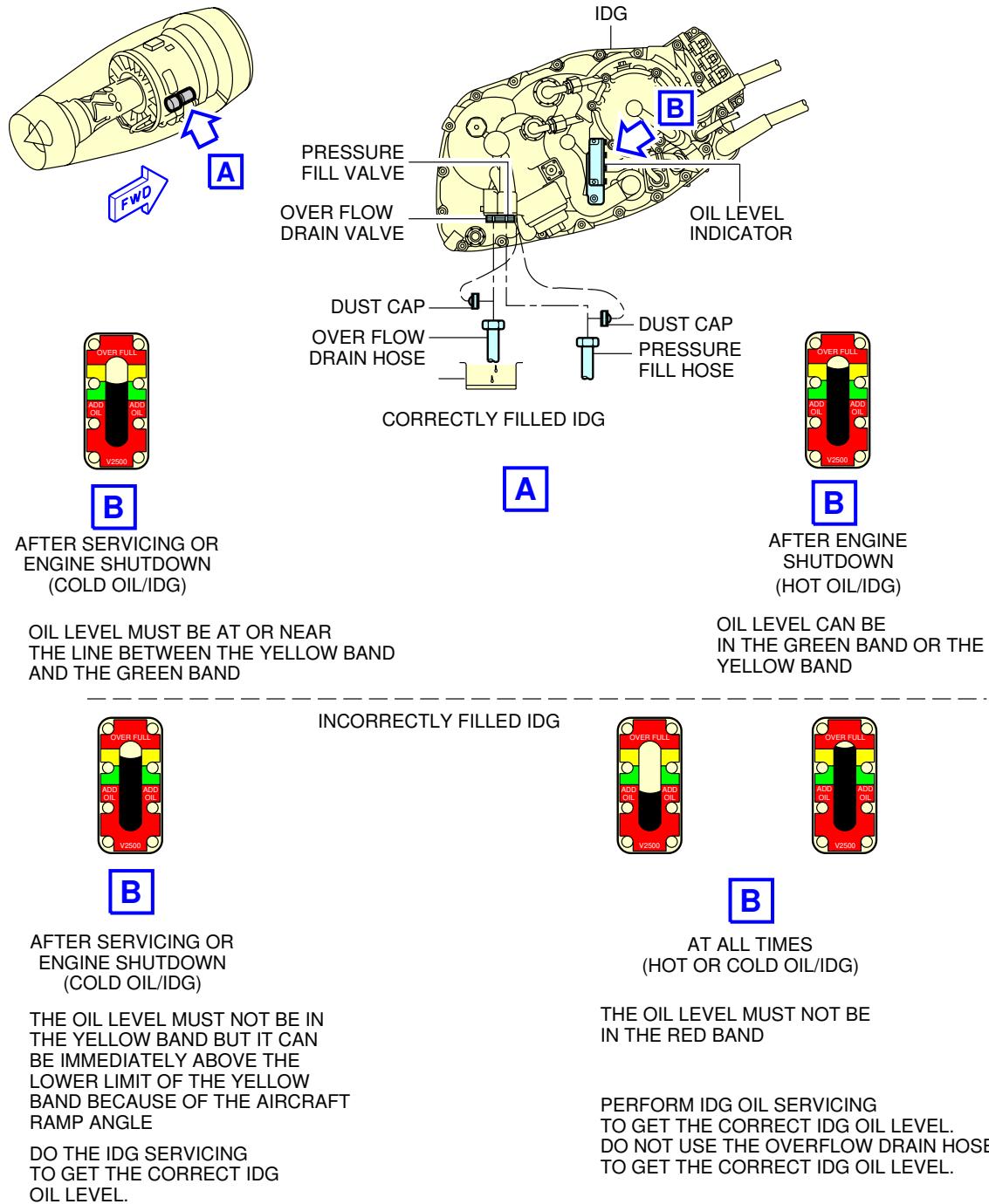
**ON A/C A320-200



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Ground Service Connections
Engine Oil Tank – IAE V2500 Series Engine
FIGURE-5-4-8-991-006-B01

**ON A/C A320-200

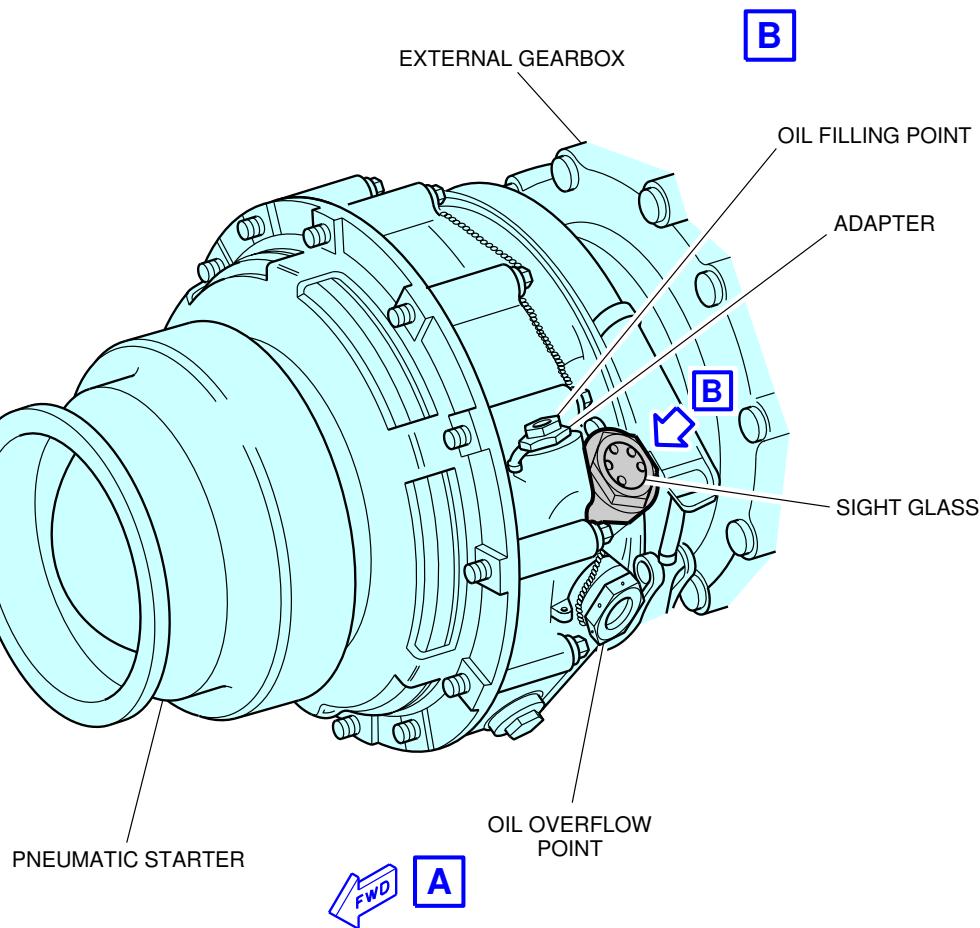
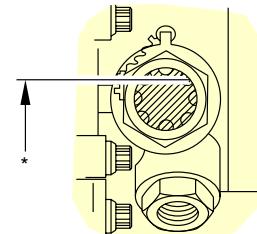
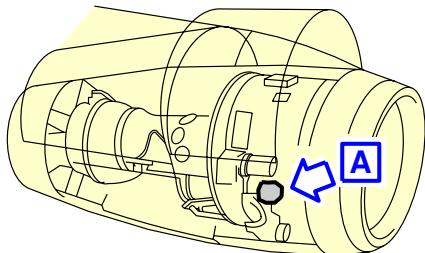


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Ground Service Connections
IDG Oil Tank – IAE V2500 Series Engine
FIGURE-5-4-8-991-007-B01

**ON A/C A320-200

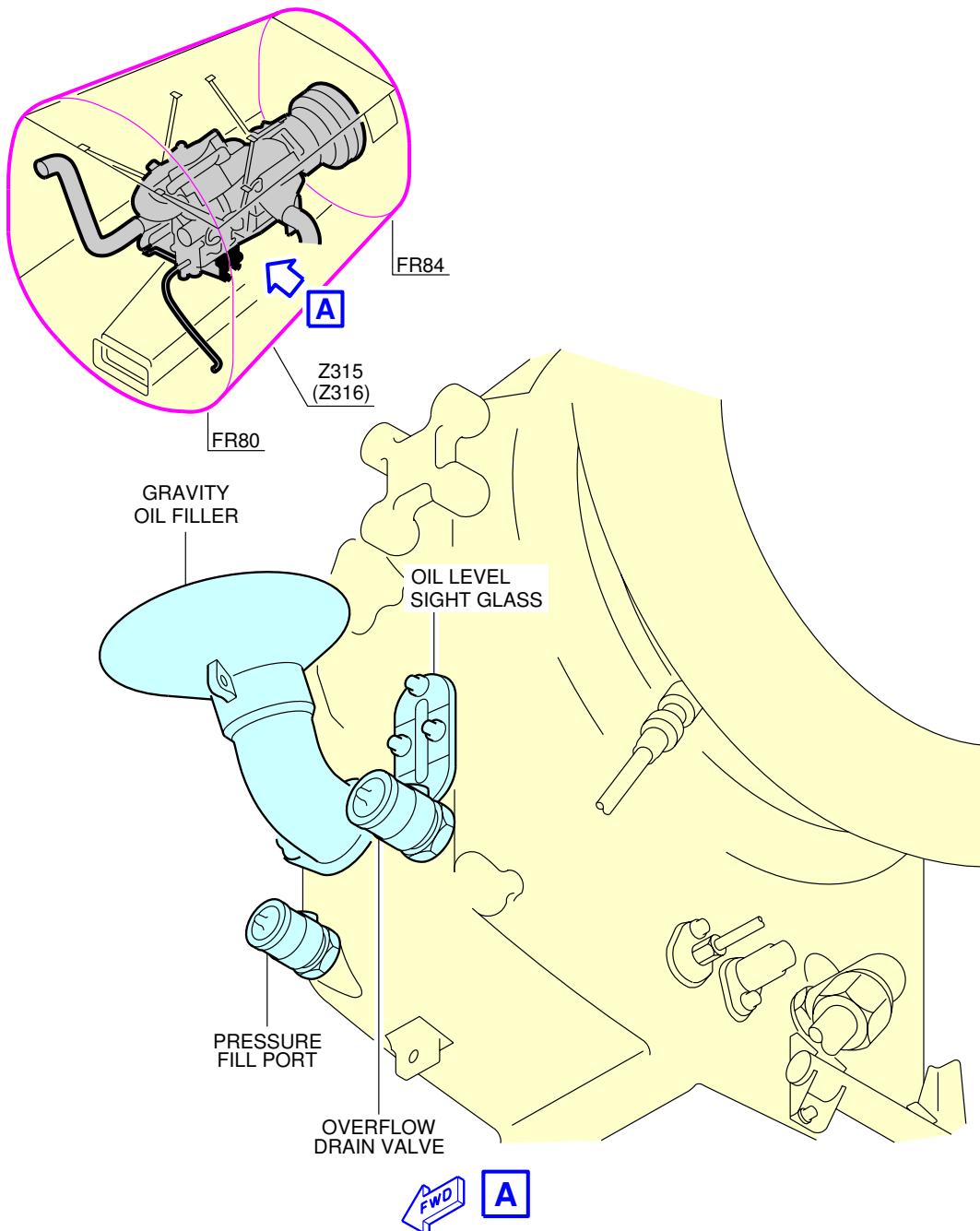
* THE STARTER IS FULL WHEN THE OIL LEVEL SHOWS NOT LESS THAN 3/4 FULL ON THE SIGHT GLASS



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Ground Service Connections
Starter Oil Tank – IAE V2500 Series Engine
FIGURE-5-4-8-991-008-B01

**ON A/C A320-200 A320neo



N_AC_050408_1_0090101_01_00

Ground Service Connections

APU Oil Tank

FIGURE-5-4-8-991-009-A01

5-4-9 Potable Water System

**ON A/C A320-200 A320neo

Potable Water System

1. Potable Water Ground Service Panels

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	POSITION FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
Potable-Water Service Panel: Access Door 171AL	31.3 m (102.69 ft)	0.3 m (0.98 ft)	-	2.6 m (8.53 ft)	
Potable-Water Drain Panel: Access Door 133AL (Optional)	11.8 m (38.71 ft)	0.15 m (0.49 ft)	-	1.75 m (5.74 ft)	
Potable-Water Drain Panel: Access Door 192NB	12.5 m (41.01 ft)	-	0.51 m (1.67 ft)	1.75 m (5.74 ft)	

NOTE : Distances are approximate.

2. Technical Specifications

A. Connectors:

- (1) On the potable-water service panel (Access Door 171AL)
 - Fill/Drain Nipple 3/4 in. (ISO 17775).
 - One ground air-pressure connector.
- (2) On the potable-water drain panel (Access Door 133AL and/or 192NB)
 - Drain Nipple 3/4 in. (ISO 17775).

B. Usable capacity:

- Standard configuration - one tank: 200 l (53 US gal).

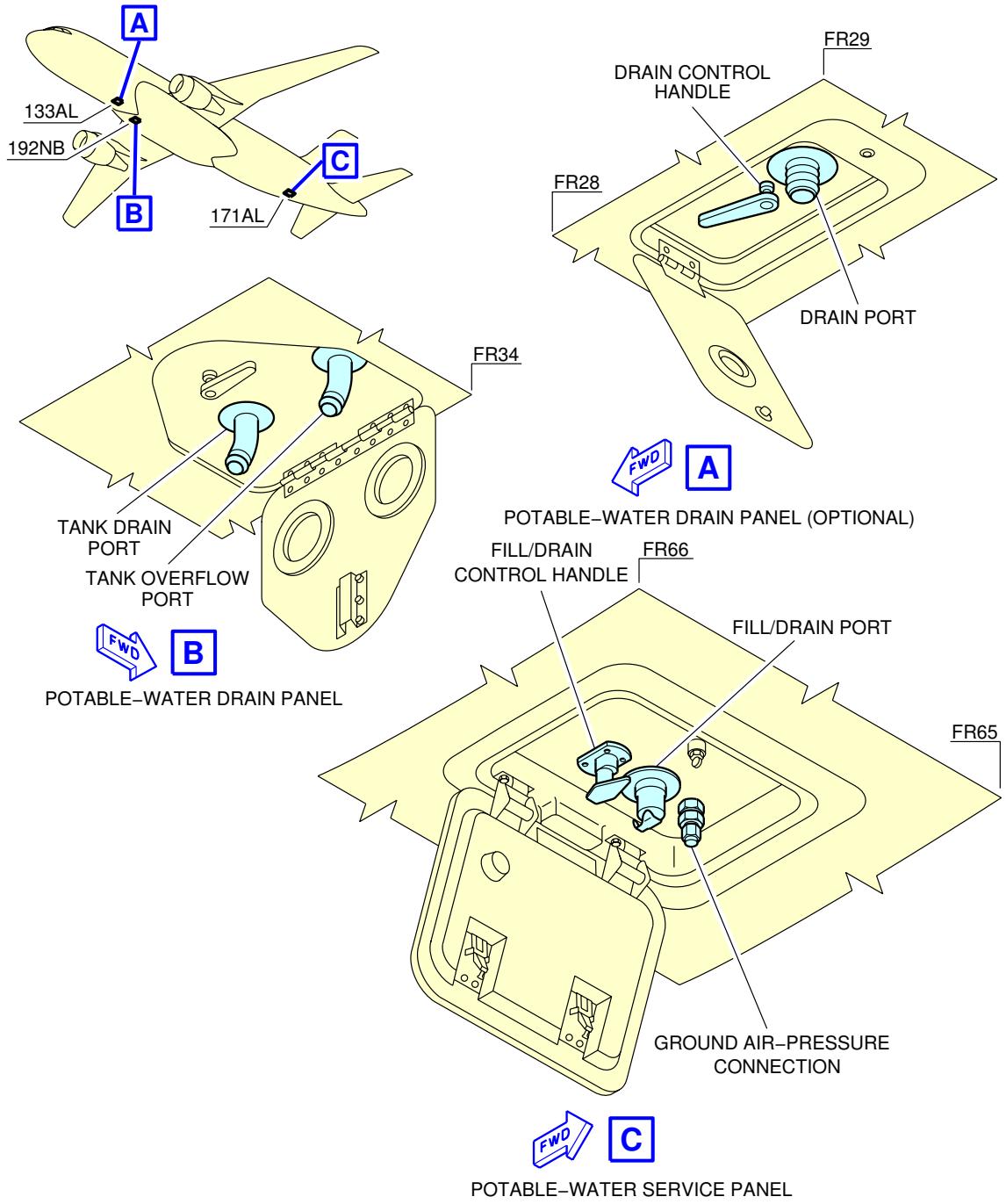
C. Filling pressure:

- 3.45 bar (50 psi).

D. Typical flow rate:

- 50 l/min (13 US gal/min).

**ON A/C A320-200 A320neo

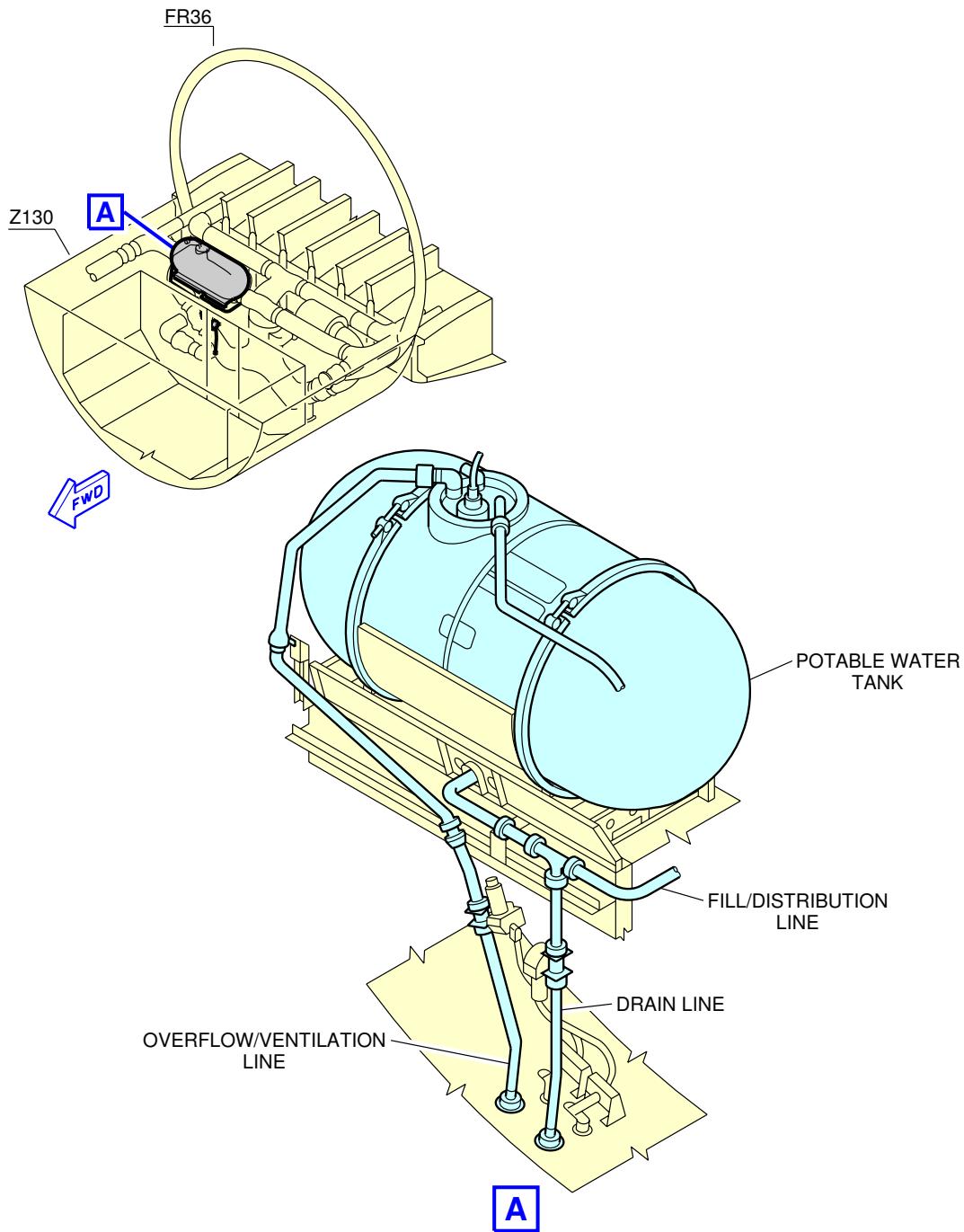


POTABLE-WATER SERVICE PANEL

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Ground Service Connections
Potable Water Ground Service Panels
FIGURE-5-4-9-991-029-B01

**ON A/C A320-200 A320neo



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Ground Service Connections
Potable Water Tank Location
FIGURE-5-4-9-991-030-B01

5-4-10 Waste Water System

**ON A/C A320-200 A320neo

Vacuum Toilet System

1. Vacuum Toilet System

ACCESS	DISTANCE			MEAN HEIGHT FROM GROUND	
	AFT OF NOSE	POSITION FROM AIRCRAFT CENTERLINE			
		LH SIDE	RH SIDE		
Waste-Water Ground Service Panel: Access door 172AR	31.3 m (102.69 ft)	-	0.8 m (2.62 ft)	2.8 m (9.19 ft)	

NOTE : Distances are approximate.

2. Technical Specifications

A. Connectors:

- Draining: 4 in. (ISO 17775).
- Flushing and filling: 1 in. (ISO 17775).

B. Usable waste tank capacity:

- Standard configuration - one tank: 177 l (47 US gal).

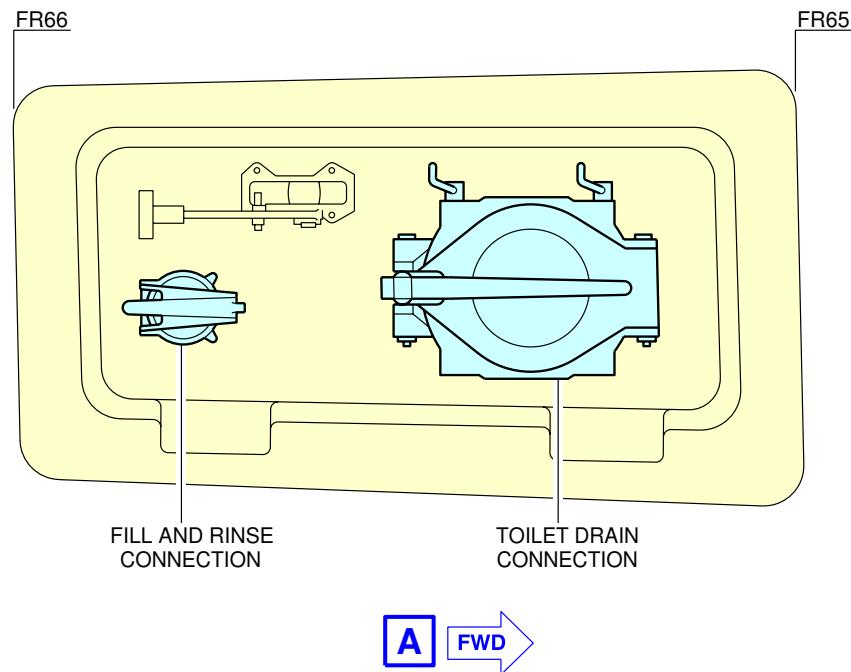
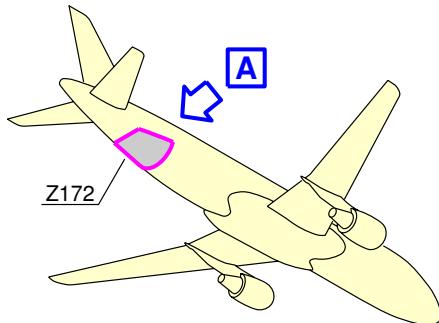
C. Waste tank - Rinsing:

- Operating pressure: 3.45 bar (50 psi).

D. Waste tank - Precharge:

- 10 l (3 US gal).

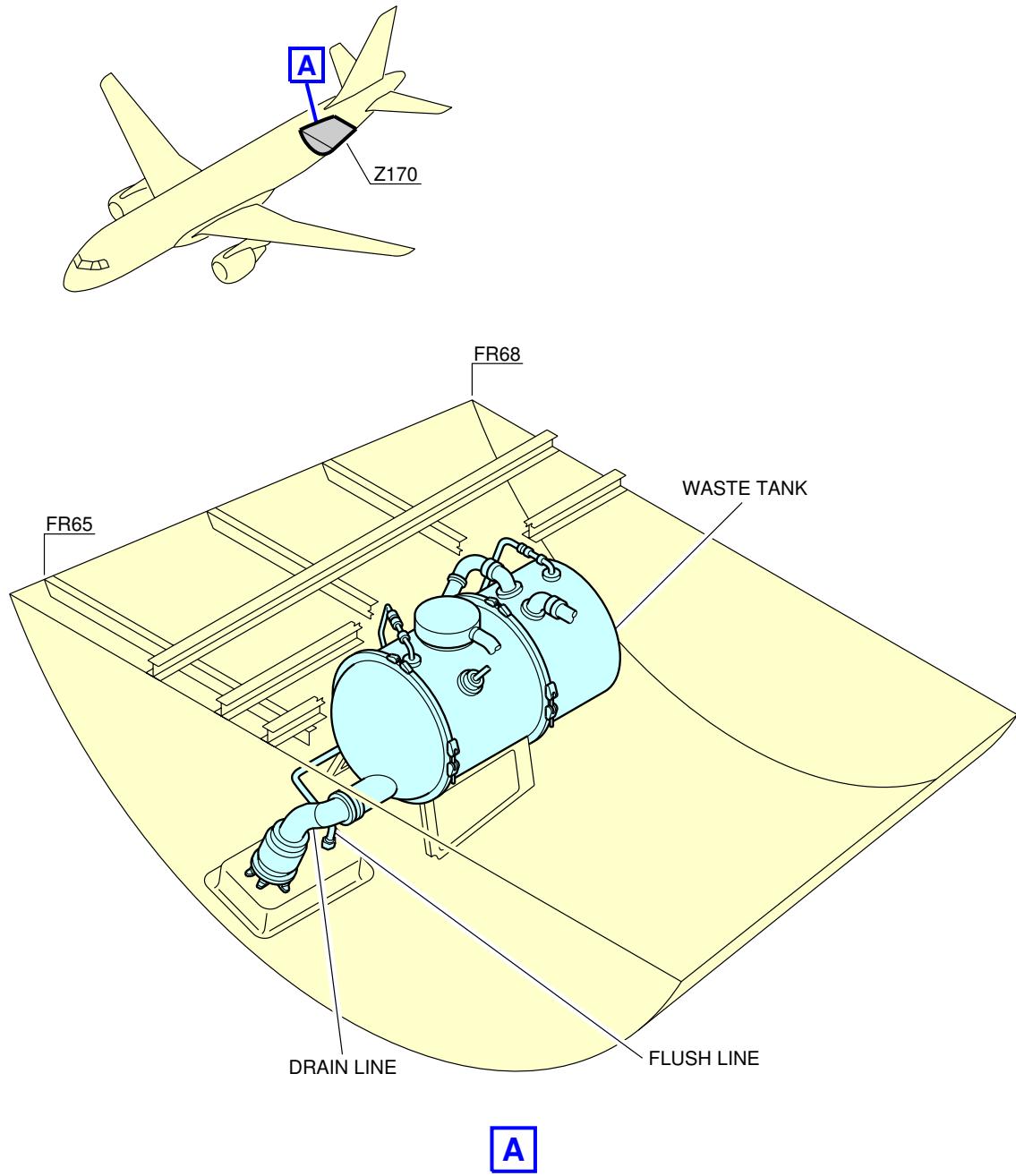
**ON A/C A320-200 A320neo



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Ground Service Connections
Waste Water Ground Service Panel
FIGURE-5-4-10-991-001-A01

**ON A/C A320-200 A320neo



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Ground Service Connections
Waste Tank Location
FIGURE-5-4-10-991-004-A01

5-5-0 Engine Starting Pneumatic Requirements

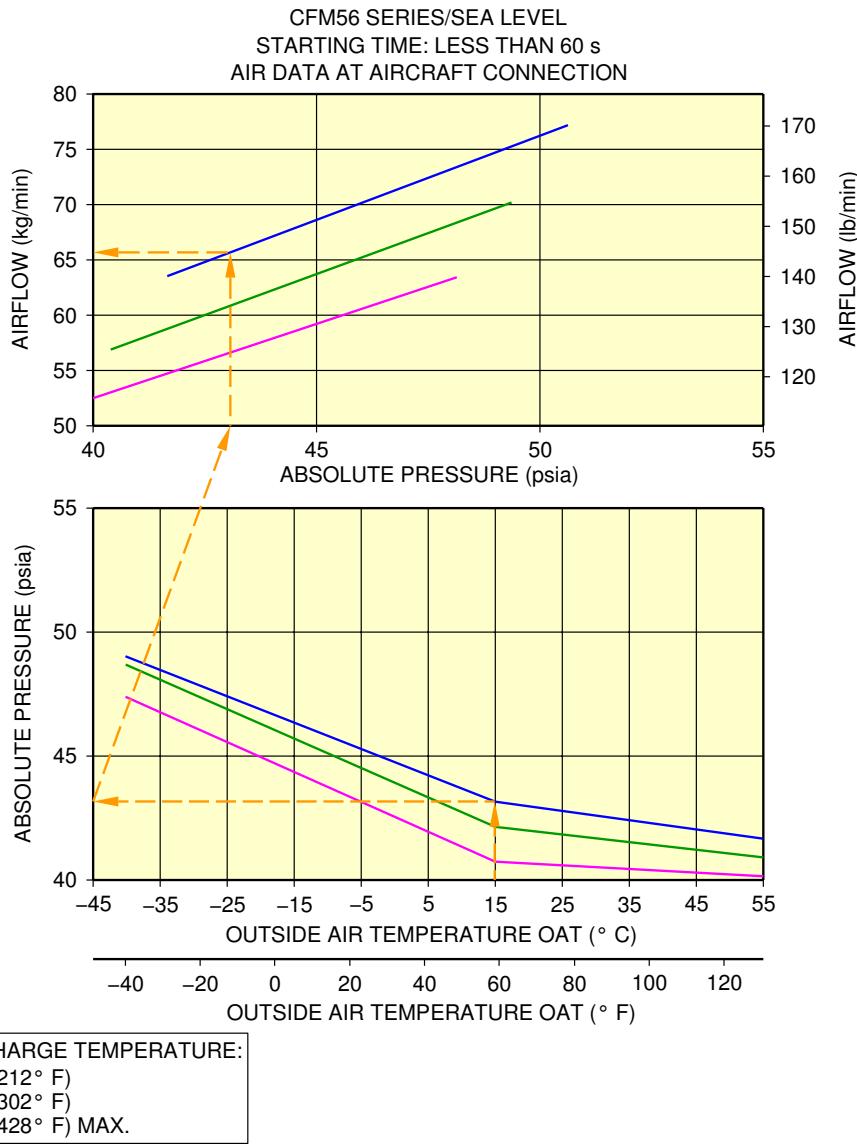
****ON A/C A320-200 A320neo**Engine Starting Pneumatic Requirements

1. The purpose of this section is to provide the minimum air data requirements at the aircraft connection, needed to start the engine within no more than 60 seconds, at sea level (0 feet), for a set of Outside Air Temperatures (OAT).

ABBREVIATION	DEFINITION
A/C	Aircraft
ASU	Air Start Unit
HPGC	High Pressure Ground Connection
OAT	Outside Air Temperature

- A. Air data (discharge temperature, absolute discharge pressure) are given at the HPGC.
- B. For a given OAT the following charts are used to determine an acceptable combination for air discharge temperature, absolute discharge pressure and mass flow rate.
- C. This section addresses requirements for the ASU only, and is not representative of the start performance of the aircraft using the APU or engine cross bleed procedure.
- D. To protect the A/C, the charts feature, if necessary:
 - The maximum discharge pressure at the HPGC
 - The maximum discharge temperature at the HPGC.

**ON A/C A320-200 A320neo



EXAMPLE:

FOR AN OAT OF 15° C (59° F) AND AN ASU PROVIDING A DISCHARGE TEMPERATURE OF 100° C (212° F) AT HPGC:

- THE REQUIRED PRESSURE AT HPGC IS 43 psia
- THE REQUIRED AIRFLOW AT A/C CONNECTION IS 66 kg/min.

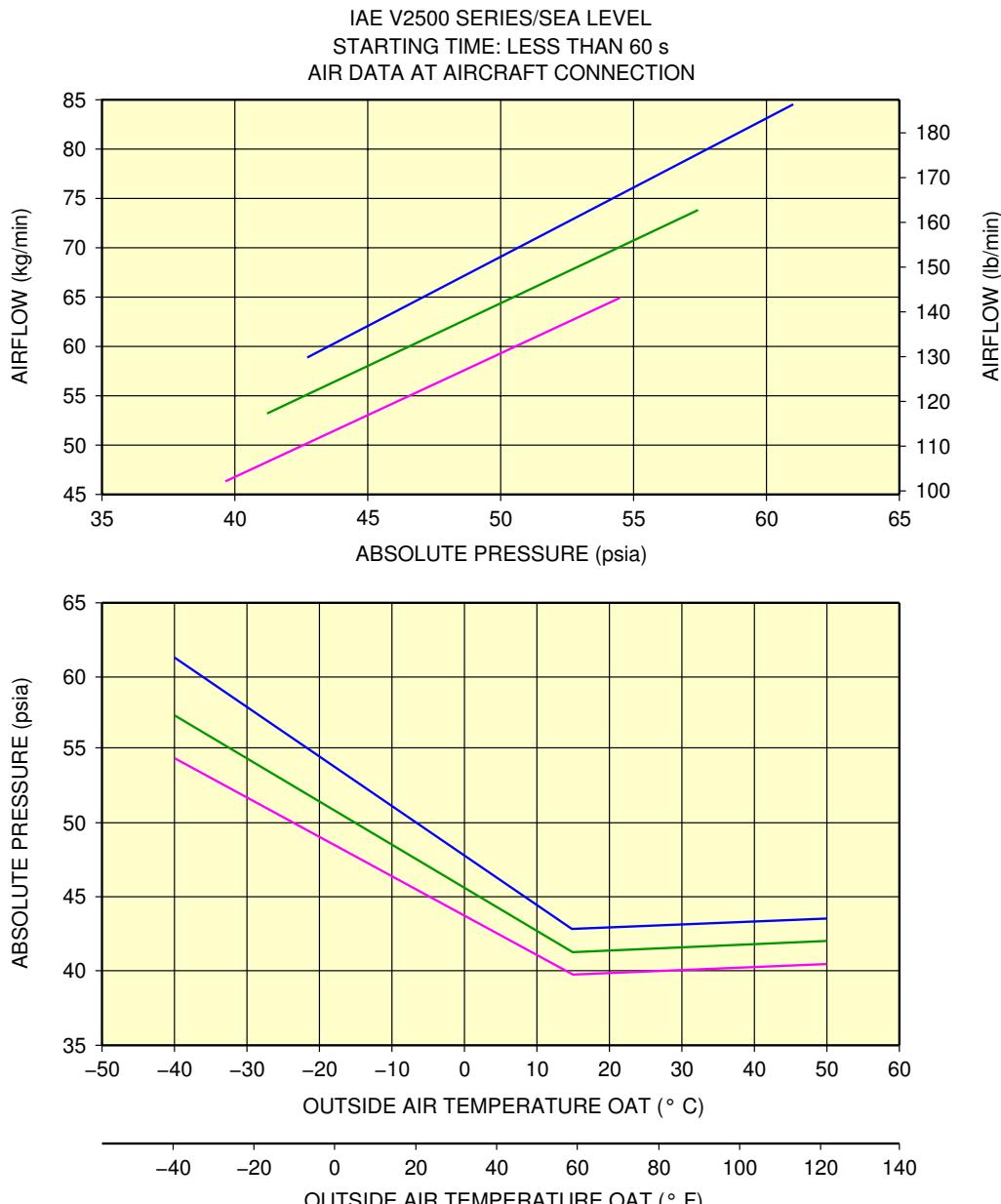
NOTE:

IN CASE THE ACTUAL DISCHARGE TEMPERATURE OF THE ASU DIFFERS SUBSTANTIALLY FROM THE ONES GIVEN IN THE CHARTS, A SIMPLE INTERPOLATION (LINEAR) IS SUFFICIENT TO DETERMINE THE REQUIRED AIR DATA.

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Example for Use of the Charts
FIGURE-5-5-0-991-012-A01

**ON A/C A320-200

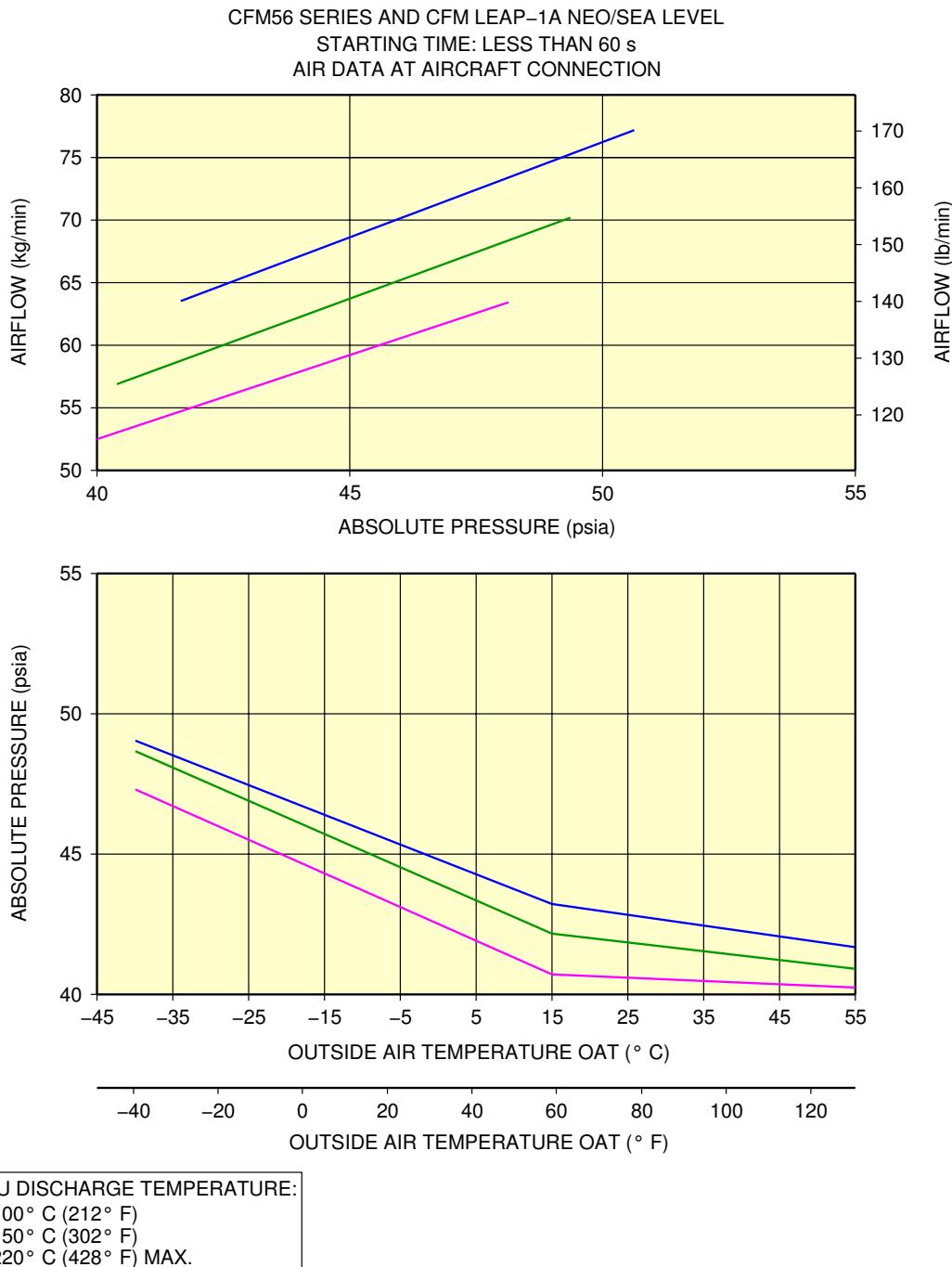


ASU DISCHARGE TEMPERATURE:
 — 100° C (212° F)
 — 150° C (302° F)
 — 220° C (428° F) MAX.

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Engine Starting Pneumatic Requirements
 IAE V2500 Series Engine
 FIGURE-5-5-0-991-013-A01

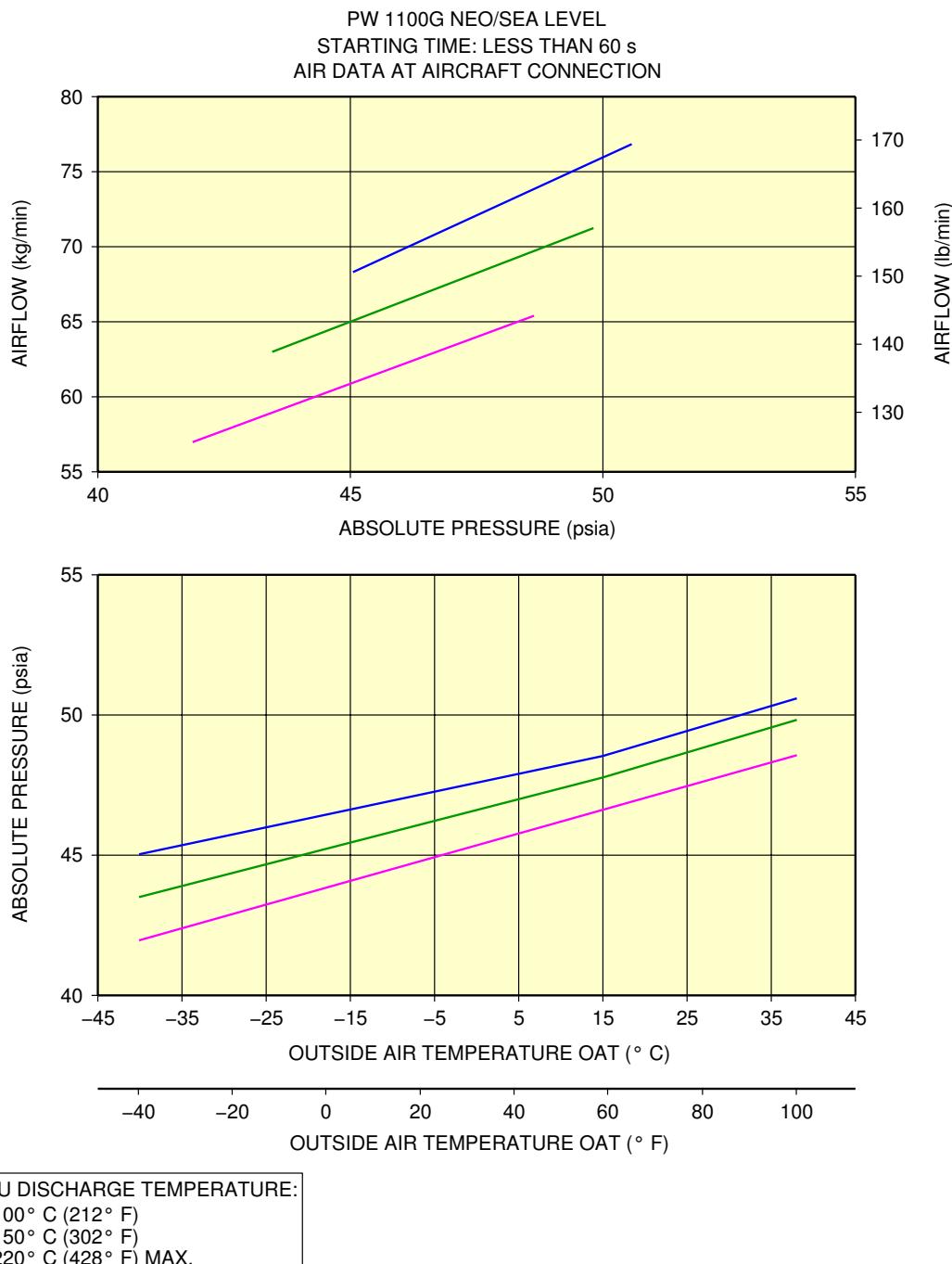
**ON A/C A320-200 A320neo



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Engine Starting Pneumatic Requirements
CFM56 Series and CFM LEAP-1A NEO Engine
FIGURE-5-5-0-991-014-A01

****ON A/C A320neo**



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Engine Starting Pneumatic Requirements
PW 1100G NEO Engine
FIGURE-5-5-0-991-015-A01

5-6-0 **Ground Pneumatic Power Requirements******ON A/C A320-200 A320neo**Ground Pneumatic Power Requirements

1. General

This section describes the required performance for the ground equipment to maintain the cabin temperature at 27 °C (80.6 °F) for the cooling or 21 °C (69.8 °F) for heating cases after boarding (Section 5.7 - steady state), and provides the time needed to cool down or heat up the aircraft cabin to the required temperature (Section 5.6 - dynamic cases with aircraft empty).

ABBREVIATION	DEFINITION
A/C	Aircraft
AHM	Aircraft Handling Manual
AMM	Aircraft Maintenance Manual
GC	Ground Connection
GSE	Ground Service Equipment
IFE	In-Flight Entertainment
OAT	Outside Air Temperature
PCA	Pre-Conditioned Air

- A. The air flow rates and temperature requirements for the GSE, provided in Sections 5.6 and 5.7, are given at A/C ground connection.

NOTE : The cooling capacity of the equipment (kW) is only indicative and is not sufficient by itself to ensure the performance (outlet temperature and flow rate combinations are the requirements needed for ground power). An example of cooling capacity calculation is given in Section 5.7.

NOTE : The maximum air flow is driven by pressure limitation at the ground connection.

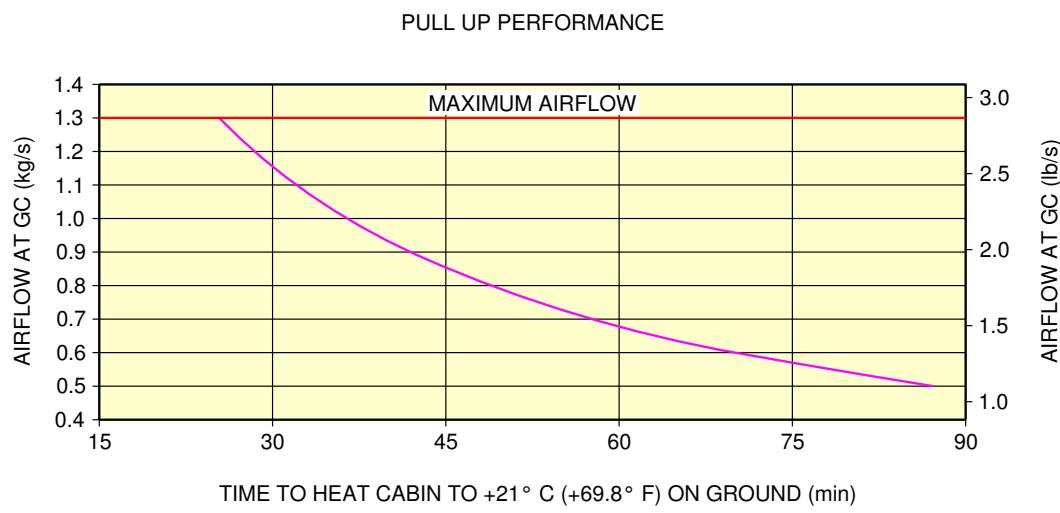
- B. For temperatures at ground connection below 2 °C (35.6 °F) (Subfreezing), the ground equipment shall be compliant with the Airbus document "Subfreezing PCA Carts - Compliance Document for Suppliers" (contact Airbus to obtain this document) defining all the requirements with which Subfreezing Pre-Conditioning Air equipment must comply to allow its use on Airbus aircraft. These requirements are in addition to the functional specifications included in the IATA AHM997.

2. Ground Pneumatic Power Requirements

This section provides the ground pneumatic power requirements for:

- Heating (pull up) the cabin, initially at OAT, up to 21 °C (69.8 °F) (see FIGURE 5-6-0-991-001-A)
- Cooling (pull down) the cabin, initially at OAT, down to 27 °C (80.6 °F) (see FIGURE 5-6-0-991-002-A).

**ON A/C A320-200 A320neo



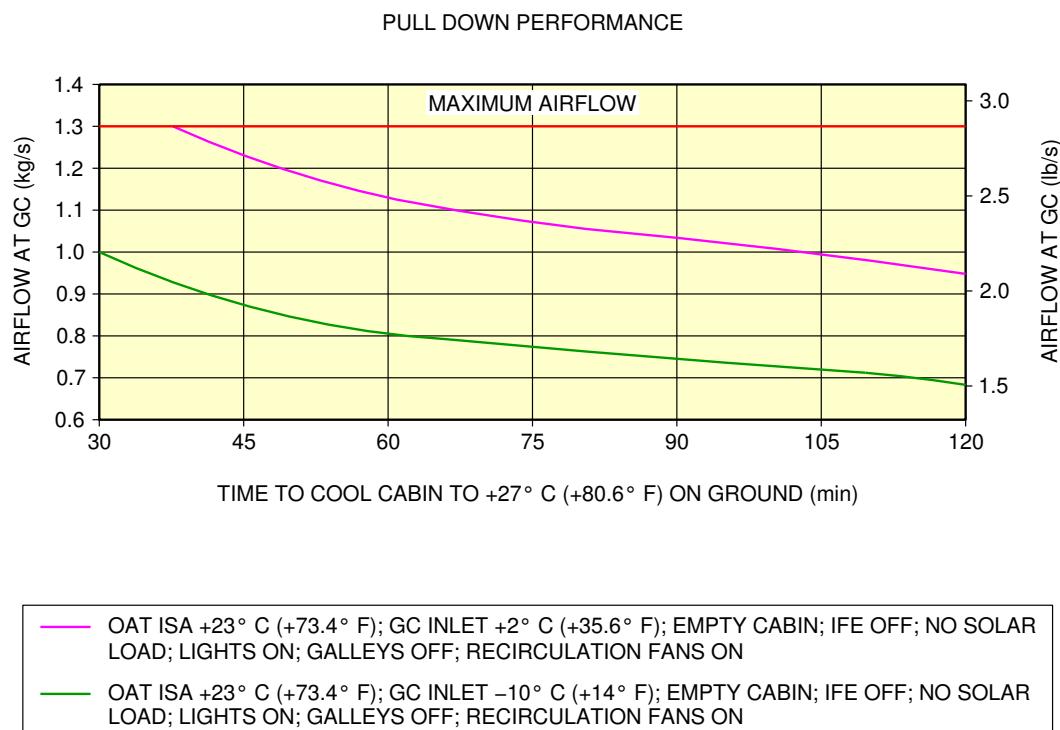
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Ground Pneumatic Power Requirements

Heating

FIGURE-5-6-0-991-001-A01

****ON A/C A320-200 A320neo**



N_AC_050600_1_0020101_01_00

Ground Pneumatic Power Requirements

Cooling

FIGURE-5-6-0-991-002-A01

5-7-0 Preconditioned Airflow Requirements

**ON A/C A320-200 A320neo

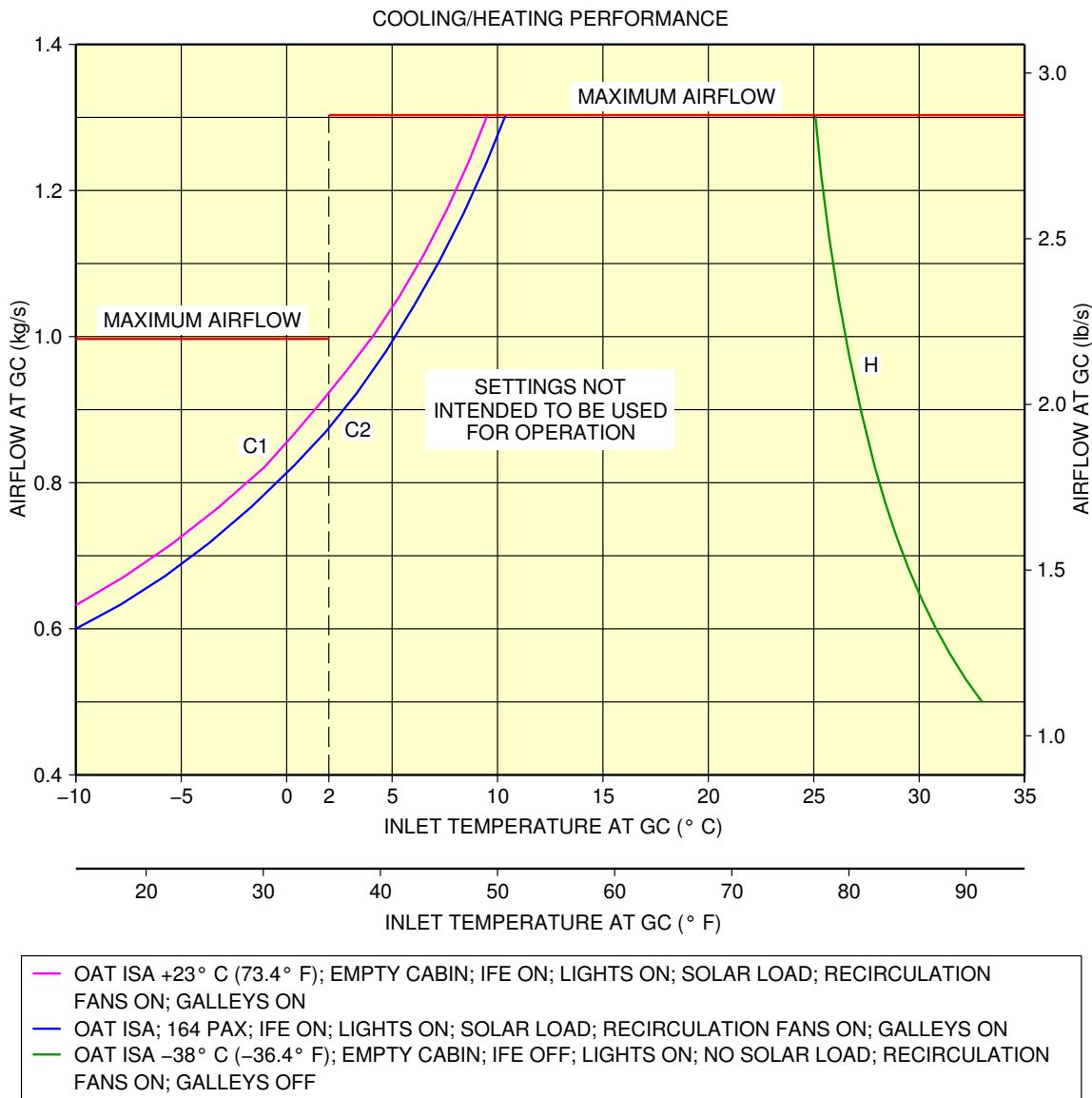
Preconditioned Airflow Requirements

1. This section provides the preconditioned airflow rate and temperature needed to maintain the cabin temperature at 27 °C (80.6 °F) for the cooling or 21 °C (69.8 °F) for the heating cases.

These settings are not intended to be used for operation (they are not a substitute for the settings given in the AMM). They are based on theoretical simulations and give the picture of a real steady state.

The purpose of the air conditioning (cooling) operation (described in the AMM) is to maintain the cabin temperature below 27 °C (80.6 °F) during boarding (therefore it is not a steady state).

**ON A/C A320-200 A320neo



EXAMPLE:

COOLING CAPACITY CALCULATION:

FOR THE CONDITIONS "C2", THE COOLING CAPACITY OF $1 \text{ kg/s} \times 1 \text{ kJ/(kg. } ^\circ \text{C)} \times (27 - 5) = 22 \text{ kW}$ (OR 6.6 TONS COOLING CAPACITY) IS NEEDED TO MAINTAIN THE CABIN TEMPERATURE AT 27° C (80.6° F) (1 kg/s AT 5° C (41° F) FOR AIR AT GC INLET).

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Preconditioned Airflow Requirements
FIGURE-5-7-0-991-003-A01

5-8-0 **Ground Towing Requirements******ON A/C A320-200**Ground Towing Requirements

1. This section provides information on aircraft towing.

This aircraft is designed with means for conventional or towbarless towing. Information/procedures can be found for both in AMM 09.

Status on towbarless towing equipment qualification can be found in ISI 09.11.00001.

One towbar fitting is installed at the front of the leg.

The main landing gears have attachment points for towing or debogging (for details, refer ARM 07).

This section shows the chart to determine the drawbar pull and tow tractor mass requirements as a function of the following physical characteristics:

- Aircraft weight,
- Number of engines at idle,
- Slope.

The chart is based on the engine type with the highest idle thrust level.

2. Towbar design guidelines

The aircraft towbar shall comply with the following standards:

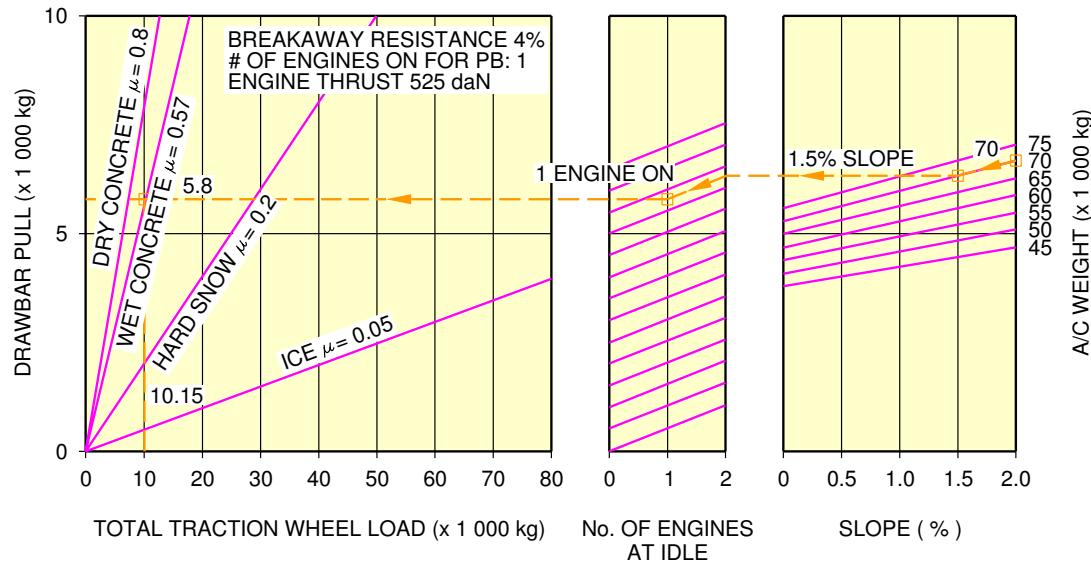
- ISO 8267-1, "Aircraft - Towbar Attachment Fitting - Interface Requirements - Part 1: Main Line Aircraft",
- SAE AS 1614, "Main Line Aircraft Towbar Attach Fitting Interface",
- SAE ARP 1915, "Aircraft Towbar",
- ISO 9667, "Aircraft Ground Support Equipment - Towbar - Connection to Aircraft and Tractor",
- EN 12312-7, "Aircraft Ground Support Equipment - Specific Requirements - Part 7: Aircraft Movement Equipment",
- IATA Airport Handling Manual AHM 958, "Functional Specification for an Aircraft Towbar".

A conventional type towbar is required which should be equipped with a damping system (to protect the nose gear against jerks) and with towing shear pins:

- A traction shear pin calibrated at 9 425 daN (21 188 lbf),
- A torsion pin calibrated at 826 m.daN (6 092 lbf.ft).

The towing head is designed according to ISO 8267-1, cat. I.

**ON A/C A320-200



EXAMPLE HOW TO DETERMINE THE MASS REQUIREMENT TO TOW A A320 AT 70 000 kg, AT 1.5% SLOPE, 1 ENGINE AT IDLE AND FOR WET TARMAC CONDITIONS:

- ON THE RIGHT HAND SIDE OF THE GRAPH, CHOOSE THE RELEVANT AIRCRAFT WEIGHT (70 000 kg),
 - FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUIRED SLOPE PERCENTAGE (1.5%),
 - FROM THE POINT OBTAINED DRAW A STRAIGHT HORIZONTAL LINE UNTIL No. OF ENGINES AT IDLE = 2,
 - FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUESTED No. OF ENGINES (1),
 - FROM THIS POINT DRAW A STRAIGHT HORIZONTAL LINE TO THE DRAWBAR PULL AXIS,
 - THE Y-COORDINATE OBTAINED IS THE NECESSARY DRAWBAR PULL FOR THE TRACTOR (5 800 kg),
 - SEARCH THE INTERSECTION WITH THE "WET CONCRETE" LINE.
- THE OBTAINED X-COORDINATE IS THE RECOMMENDED MINIMUM TRACTOR WEIGHT (10 150 kg).

N_AC_050800_1_0010301_01_04

Ground Towing Requirements
FIGURE-5-8-0-991-001-C01

5-9-0 De-Icing and External Cleaning

**ON A/C A320-200 A320neo

De-Icing and External Cleaning

1. De-Icing and External Cleaning on Ground

The mobile equipment for aircraft de-icing and external cleaning must be capable of reaching heights up to approximately 13 m (43 ft).

2. De-Icing

AIRCRAFT TYPE	Wing Top Surface (Both Sides)		Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)		HTP Top Surface (Both Sides)		VTP (Both Sides)	
	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320	100	1 076	2	22	27	291	43	463
A320 Sharklet/neo	100	1 076	10	108	27	291	43	463

AIRCRAFT TYPE	Fuselage Top Surface (Top Third - 120° Arc)		Nacelle and Pylon (Top Third - 120° Arc) (All Engines)		Total De-Iced Area	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320	138	1 485	24	258	333	3 584
A320 Sharklet/neo	138	1 485	24	258	341	3 670

NOTE : Dimensions are approximate.

3. External Cleaning

AIRCRAFT TYPE	Wing Top Surface (Both Sides)		Wing Lower Surface (Including Flap Track Fairing) (Both Sides)		Wingtip Devices (Both Inside and Outside Surfaces) (Both Sides)	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320	100	1 076	103	1 109	2	22
A320 Sharklet/neo	100	1 076	103	1 109	10	108

AIRCRAFT TYPE	HTP Top Surface (Both Sides)		HTP Lower Surface (Both Sides)		VTP (Both Sides)	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320	27	291	27	291	43	463

AIRCRAFT TYPE	HTP Top Surface (Both Sides)		HTP Lower Surface (Both Sides)		VTP (Both Sides)	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320 Sharklet/neo	27	291	27	291	43	463

AIRCRAFT TYPE	Fuselage and Belly Fairing		Nacelle and Pylon (All Engines)		Total Cleaned Area	
	m ²	ft ²	m ²	ft ²	m ²	ft ²
A320	421	4 532	73	786	796	8 568
A320 Sharklet/neo	421	4 532	73	786	804	8 654

NOTE : Dimensions are approximate.



OPERATING CONDITIONS

6-1-0 Engine Exhaust Velocities and Temperatures

**ON A/C A320-200

Engine Exhaust Velocities and Temperatures

1. General

This section shows the estimated engine exhaust efflux velocities and temperatures contours for Ground Idle, Breakaway, Maximum Takeoff conditions.

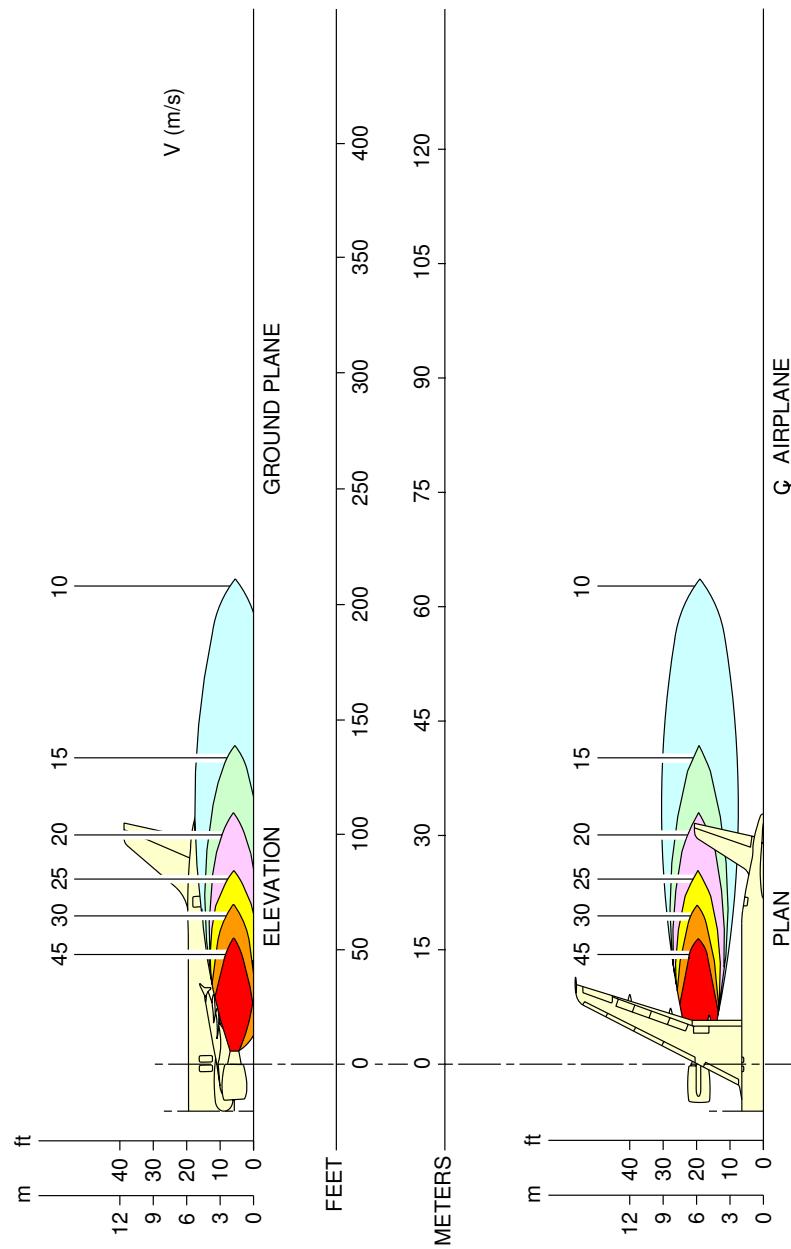
6-1-1 Engine Exhaust Velocities Contours - Ground Idle Power

**ON A/C A320-200

Engine Exhaust Velocities Contours - Ground Idle Power

1. This section gives engine exhaust velocities contours at ground idle power.

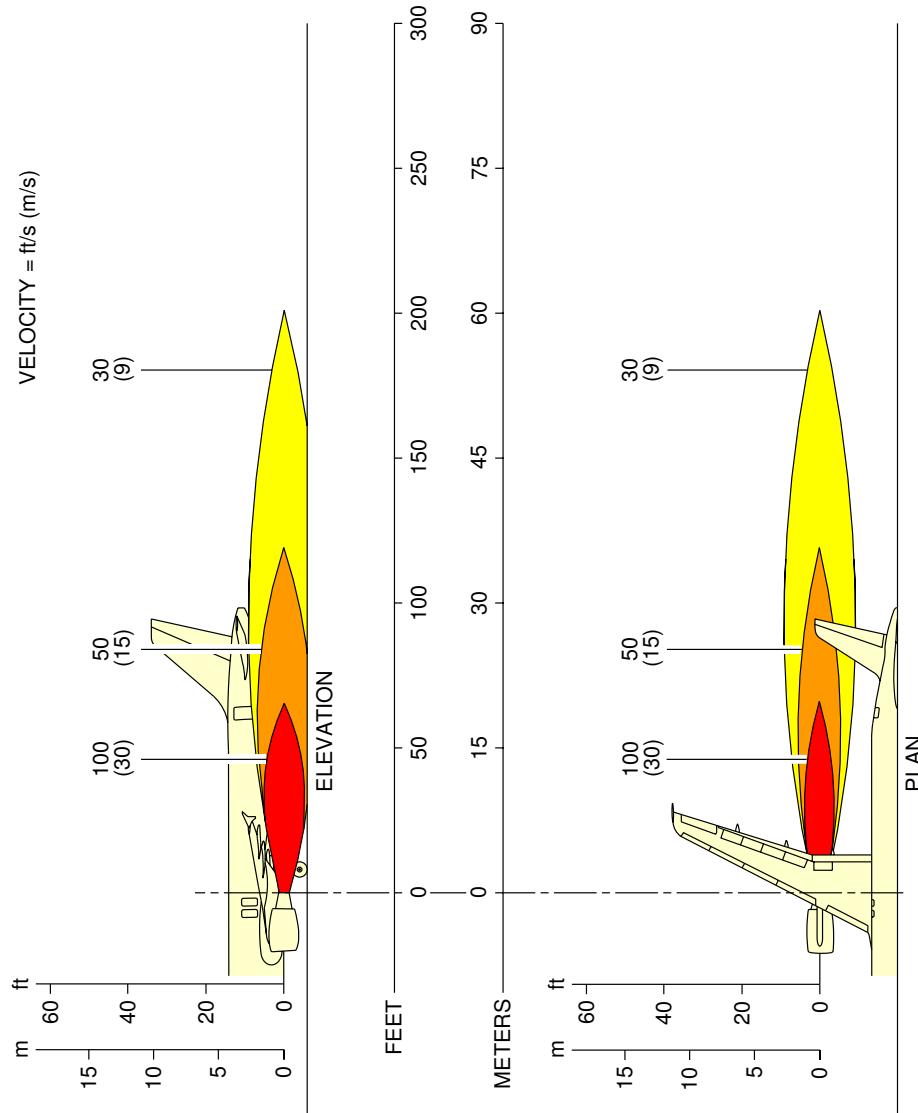
**ON A/C A320-200



N_AC_060101_1_0050101_01_00

Engine Exhaust Velocities
Ground Idle Power – CFM56 series engine
FIGURE-6-1-1-991-005-A01

**ON A/C A320-200



N_AC_060101_1_0060101_01_00

Engine Exhaust Velocities
Ground Idle Power – IAE V2500 series engine
FIGURE-6-1-1-991-006-A01

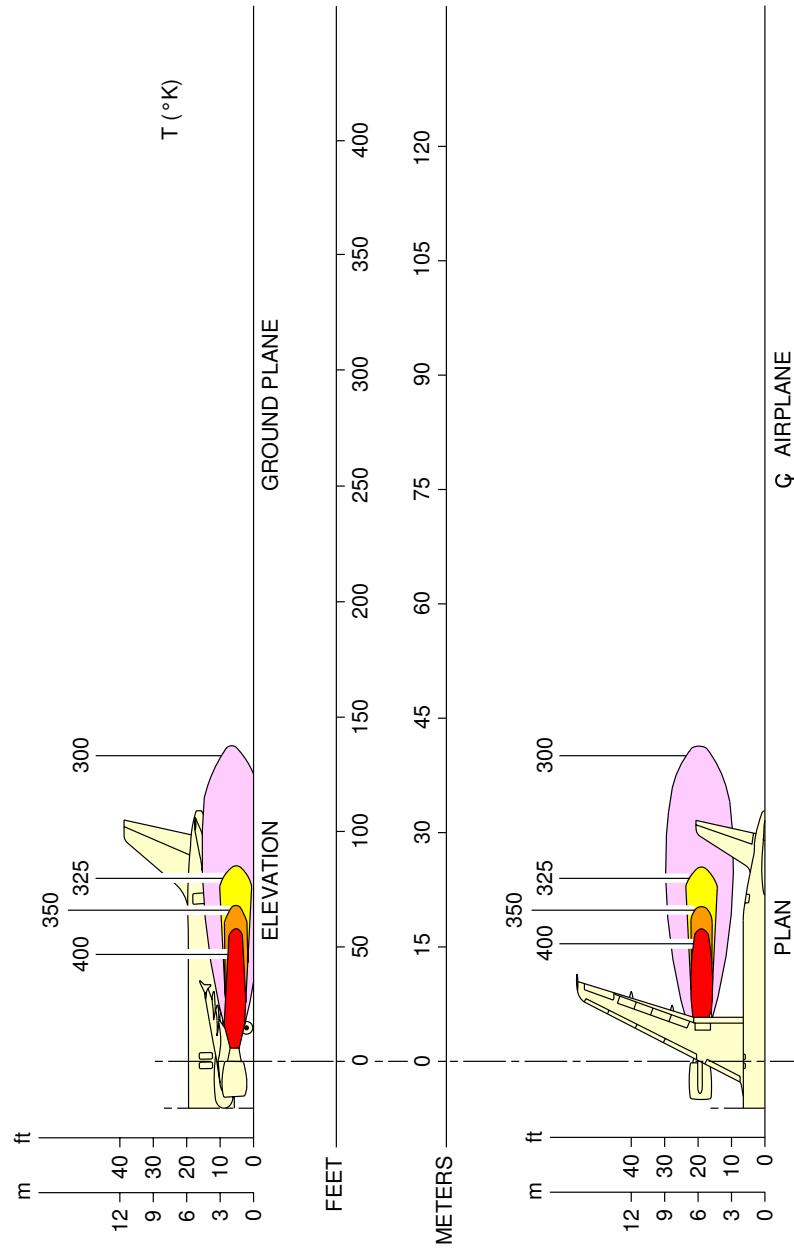
6-1-2 Engine Exhaust Temperatures Contours - Ground Idle Power

****ON A/C A320-200**

Engine Exhaust Temperatures Contours - Ground Idle Power

1. This section gives engine exhaust temperatures contours at ground idle power.

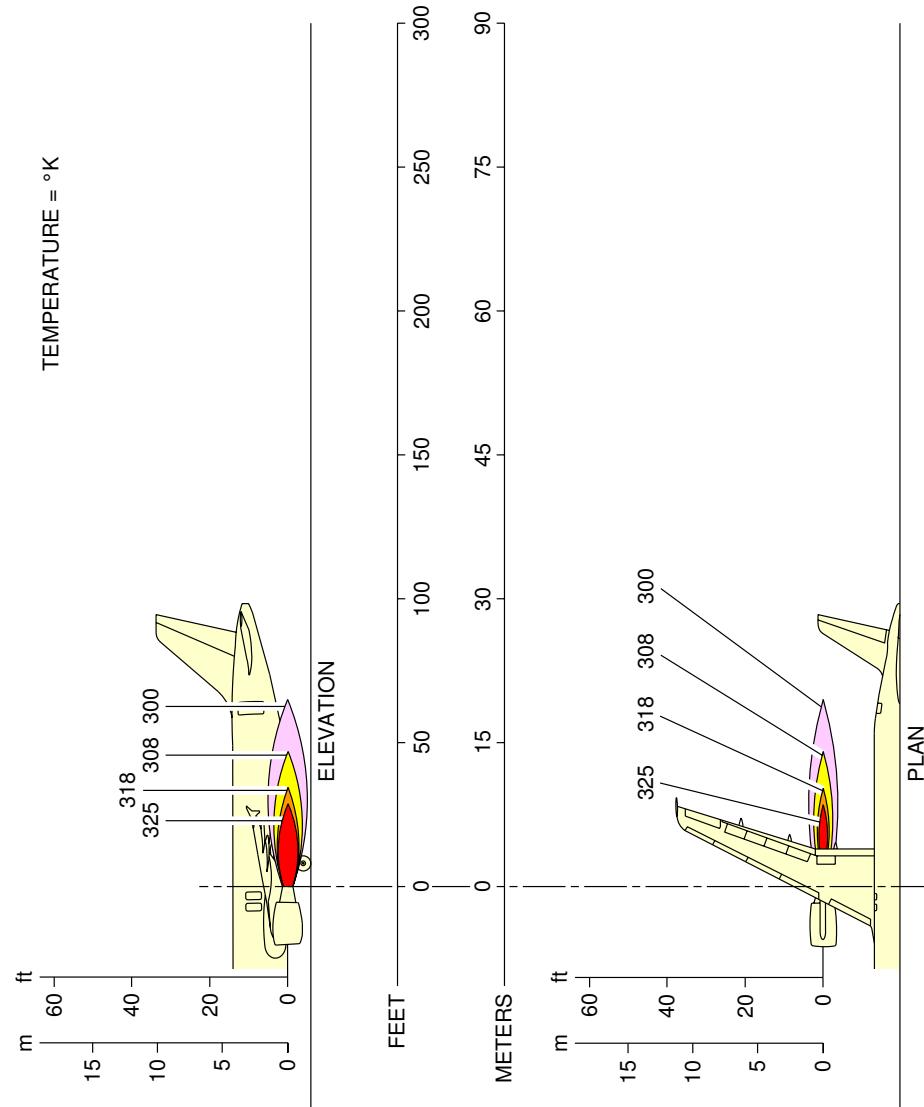
**ON A/C A320-200



N_AC_060102_1_0050101_01_00

Engine Exhaust Temperatures
Ground Idle Power – CFM56 series engine
FIGURE-6-1-2-991-005-A01

**ON A/C A320-200



N_AC_060102_1_0060101_01_00

Engine Exhaust Temperatures
Ground Idle Power – IAE V2500 series engine
FIGURE-6-1-2-991-006-A01

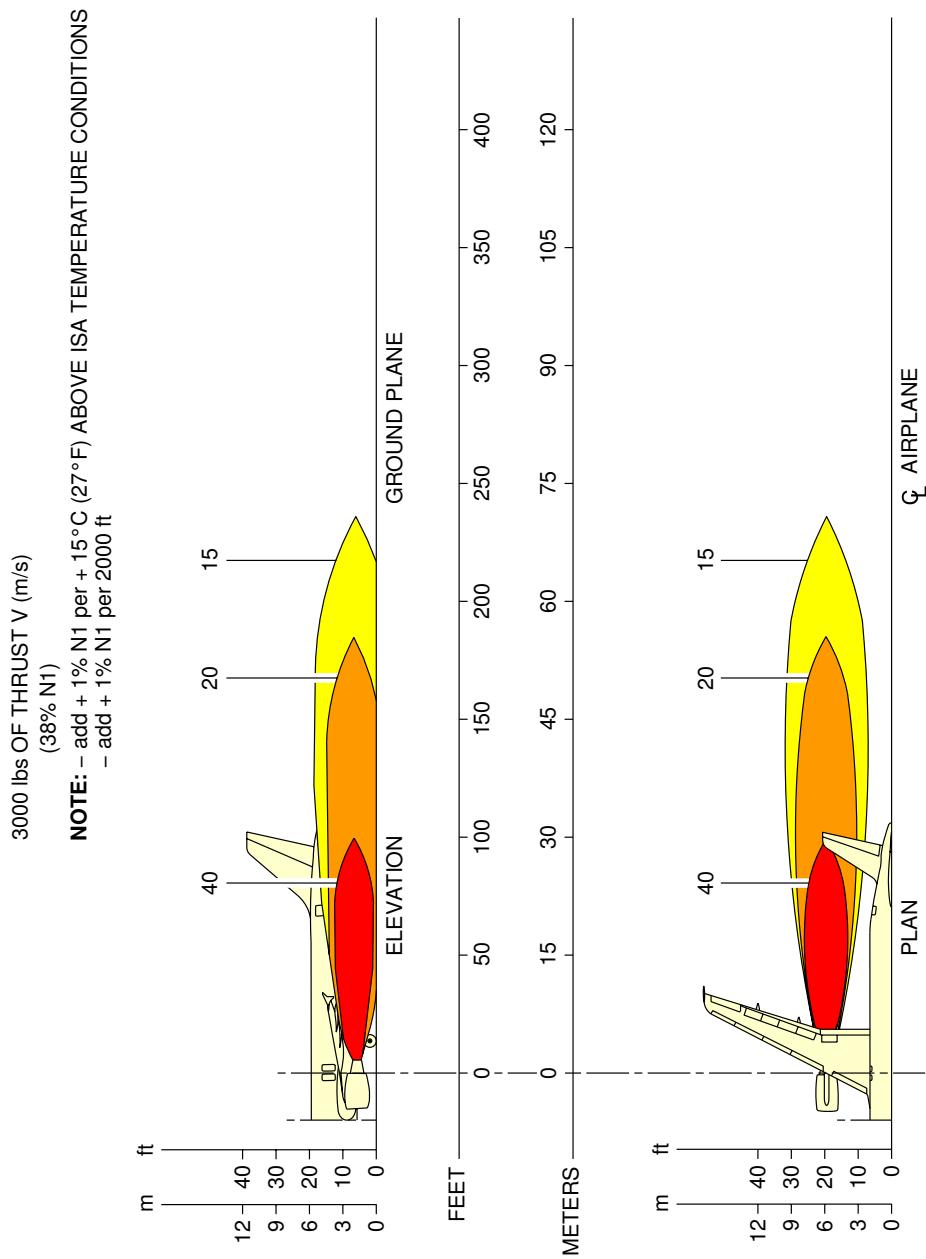
6-1-3 Engine Exhaust Velocities Contours - Breakaway Power

****ON A/C A320-200**

Engine Exhaust Velocities Contours - Breakaway Power

1. This section gives engine exhaust velocities contours at breakaway power.

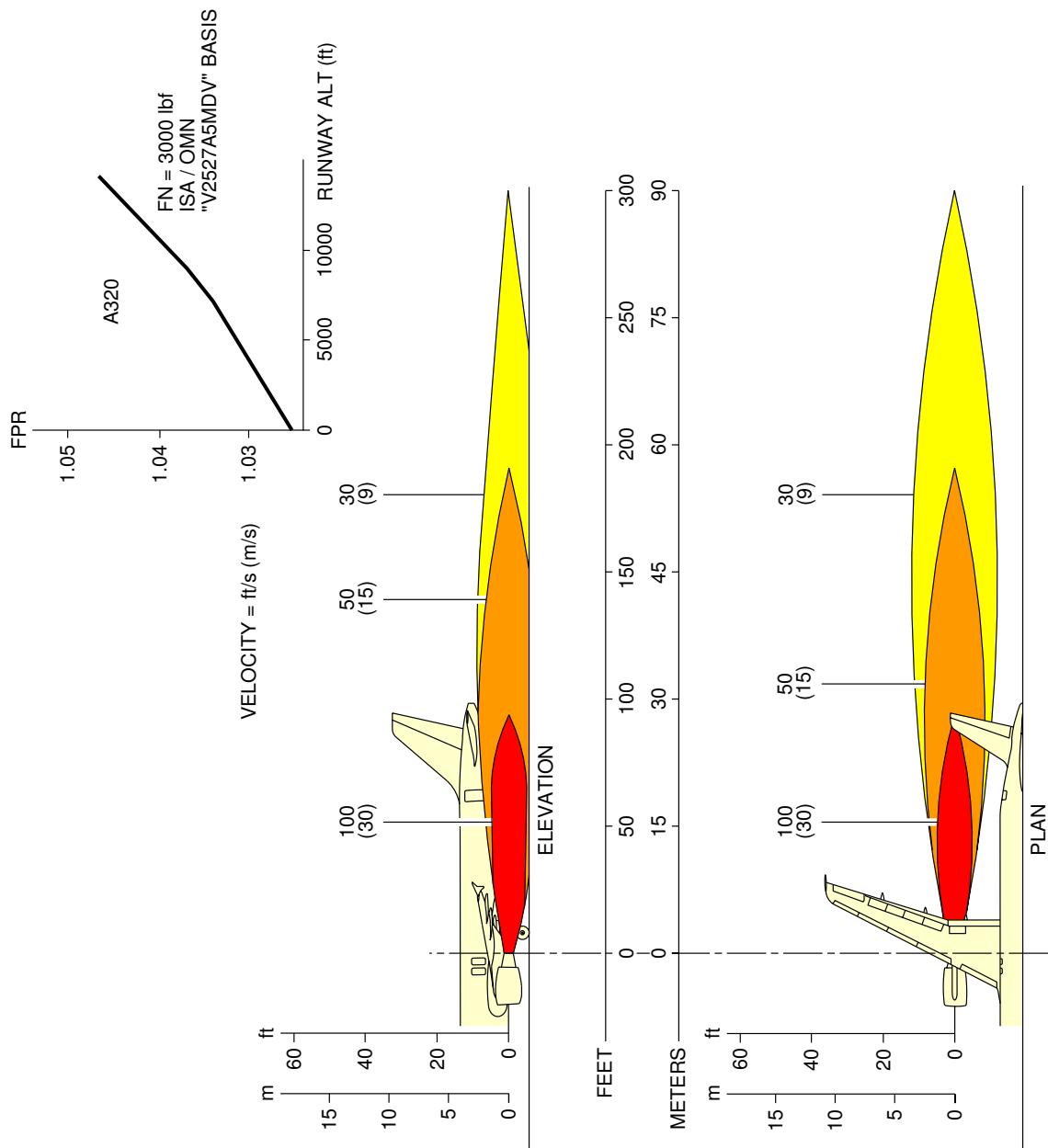
**ON A/C A320-200



N_AC_060103_1_0030101_01_00

Engine Exhaust Velocities
Breakaway Power – CFM56 series engine
FIGURE-6-1-3-991-003-A01

**ON A/C A320-200



N_AC_060103_1_0040101_01_00

Engine Exhaust Velocities
 Breakaway Power – IAE V2500 series engine
 FIGURE-6-1-3-991-004-A01

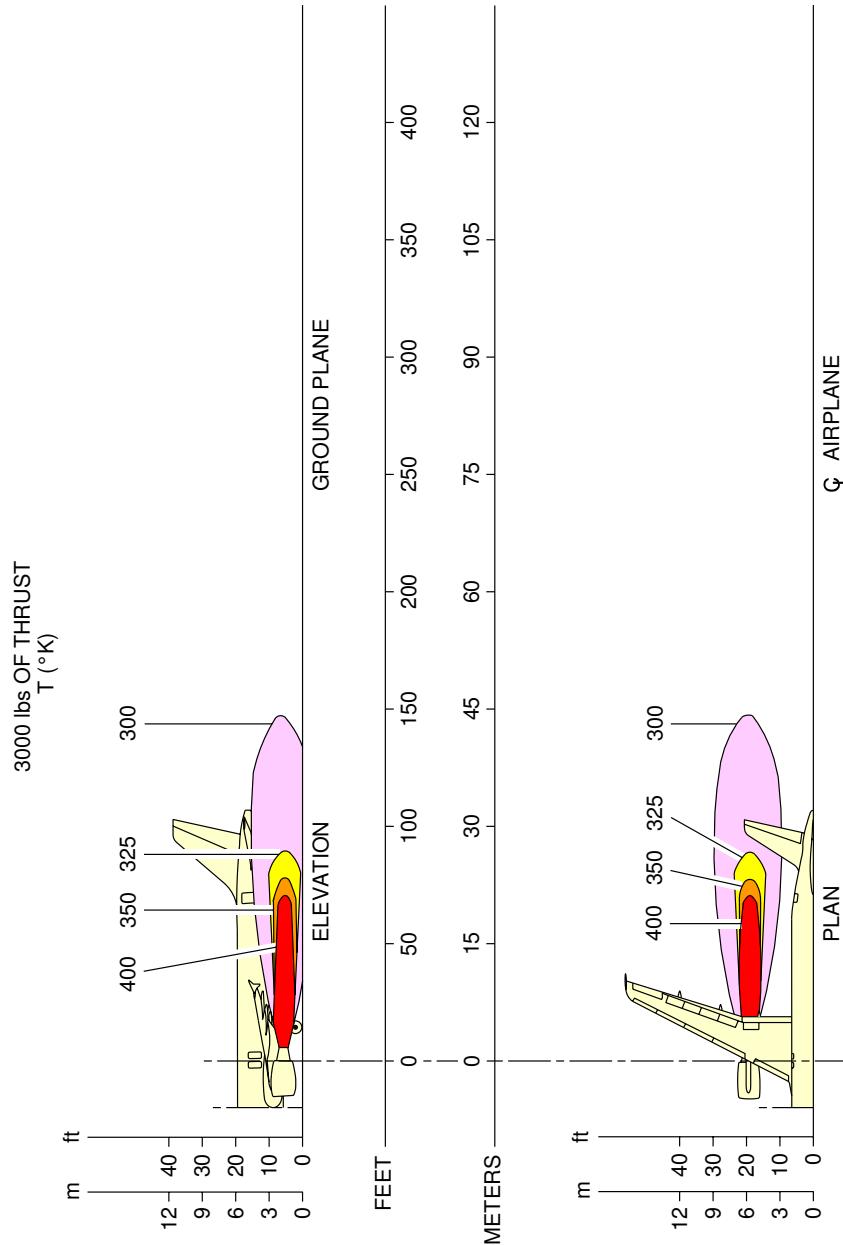
6-1-4 Engine Exhaust Temperatures Contours - Breakaway Power

**ON A/C A320-200

Engine Exhaust Temperatures Contours - Breakaway Power

1. This section gives engine exhaust temperatures contours at breakaway power.

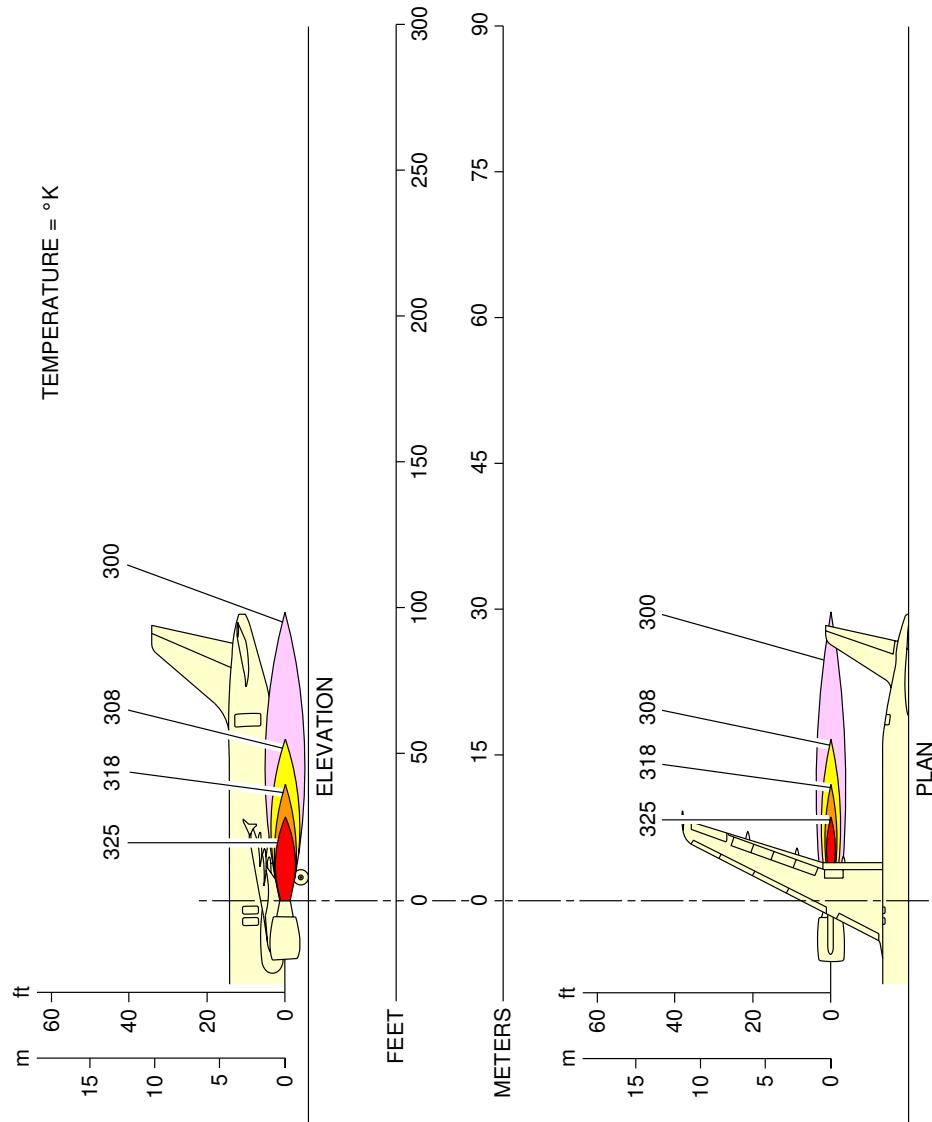
**ON A/C A320-200



N_AC_060104_1_0030101_01_00

Engine Exhaust Temperatures
 Breakaway Power – CFM56 series engine
 FIGURE-6-1-4-991-003-A01

**ON A/C A320-200



N_AC_060104_1_0040101_01_00

Engine Exhaust Temperatures
 Breakaway Power – IAE V2500 series engine
 FIGURE-6-1-4-991-004-A01

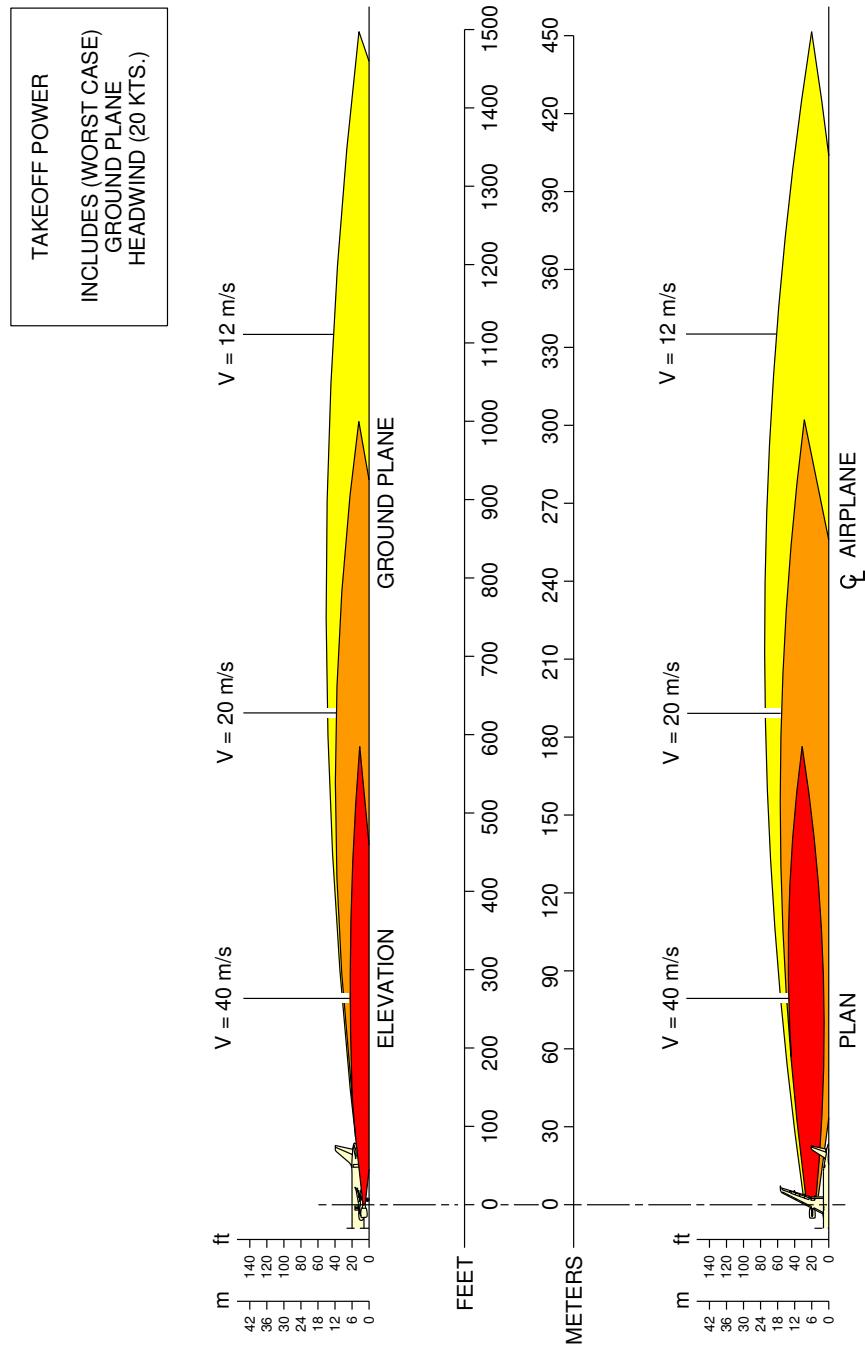
6-1-5 Engine Exhaust Velocities Contours - Takeoff Power

**ON A/C A320-200

Engine Exhaust Velocities Contours - Takeoff Power

1. This section gives engine exhaust velocities contours at takeoff power.

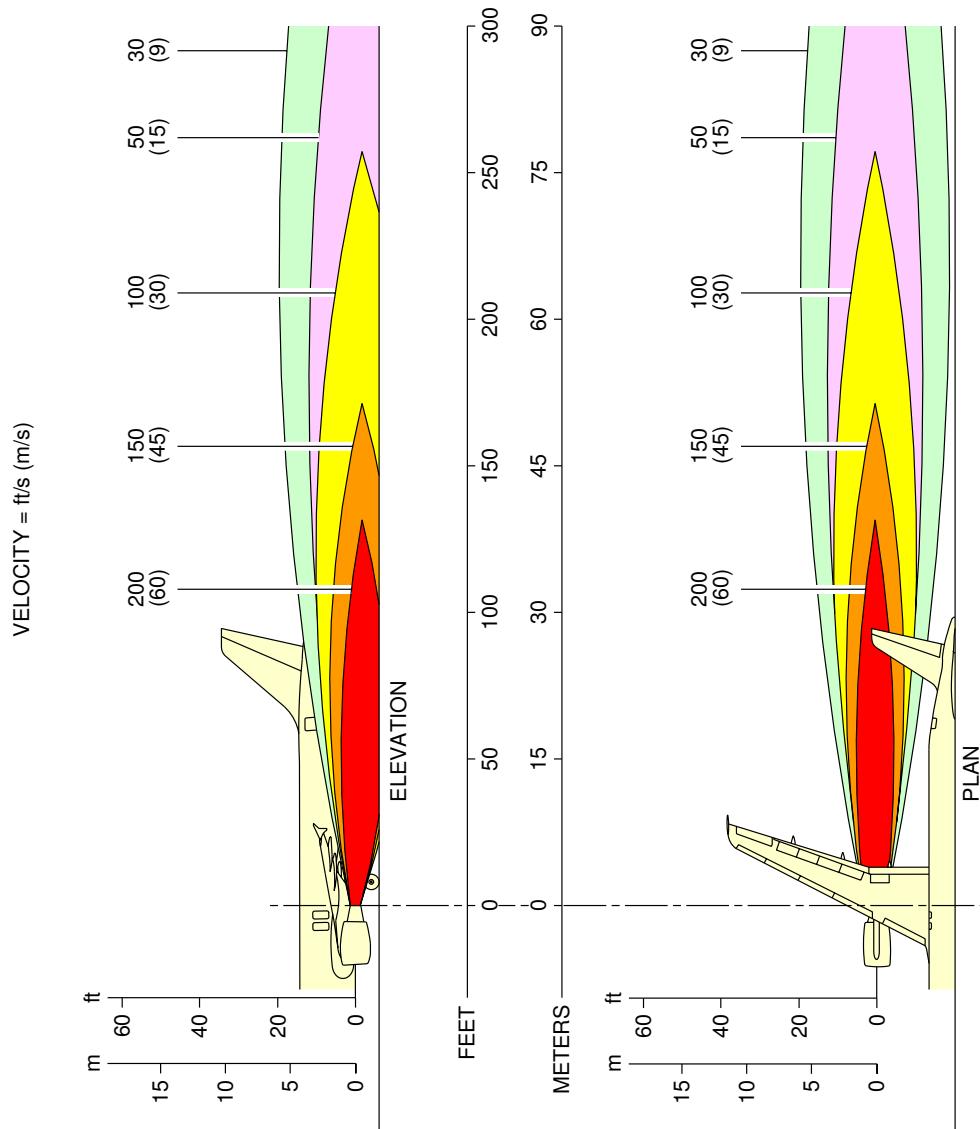
**ON A/C A320-200



N_AC_060105_1_0050101_01_00

Engine Exhaust Velocities
Takeoff Power – CFM56 series engine
FIGURE-6-1-5-991-005-A01

**ON A/C A320-200



N_AC_060105_1_0060101_01_01

Engine Exhaust Velocities
 Takeoff Power – IAE V2500 series engine
 FIGURE-6-1-5-991-006-A01

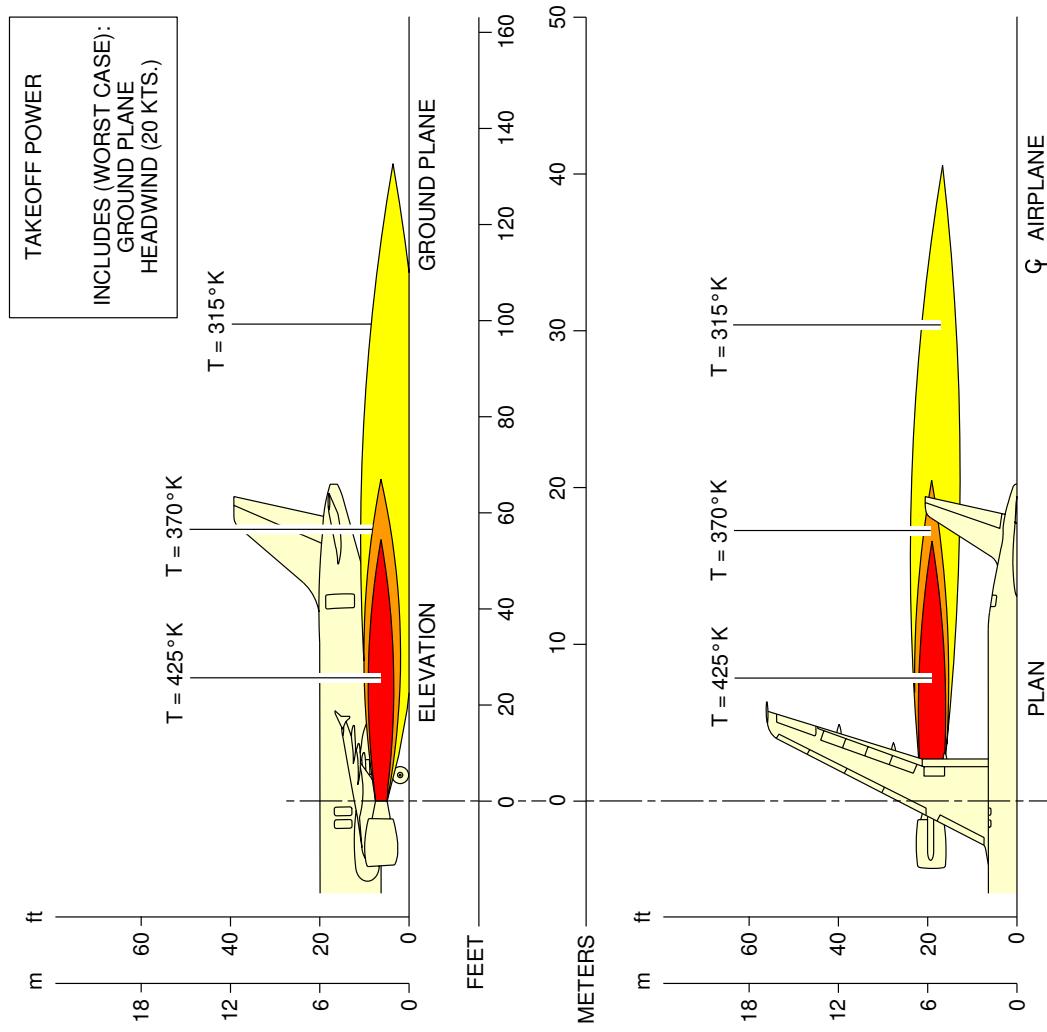
6-1-6 Engine Exhaust Temperatures Contours - Takeoff Power

**ON A/C A320-200

Engine Exhaust Temperatures Contours - Takeoff Power

1. This section gives engine exhaust temperatures contours at takeoff power.

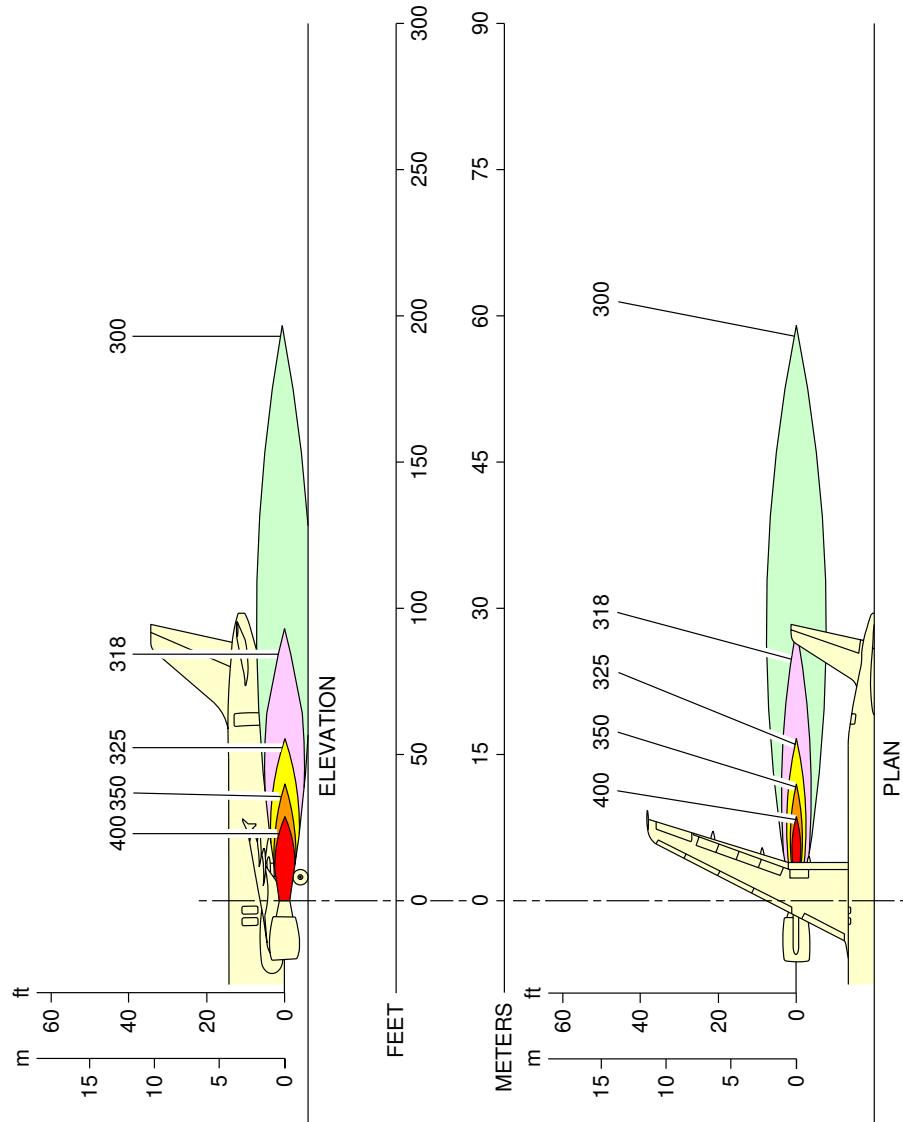
**ON A/C A320-200



N_AC_060106_1_0050101_01_00

Engine Exhaust Temperatures
Takeoff Power – CFM56 series engine
FIGURE-6-1-6-991-005-A01

**ON A/C A320-200



N_AC_060106_1_0060101_01_00

Engine Exhaust Temperatures
Takeoff Power – IAE V2500 series engine
FIGURE-6-1-6-991-006-A01



6-3-0 **Danger Areas of Engines**

****ON A/C A320-200**

Danger Areas of Engines

1. Danger Areas of the Engines.



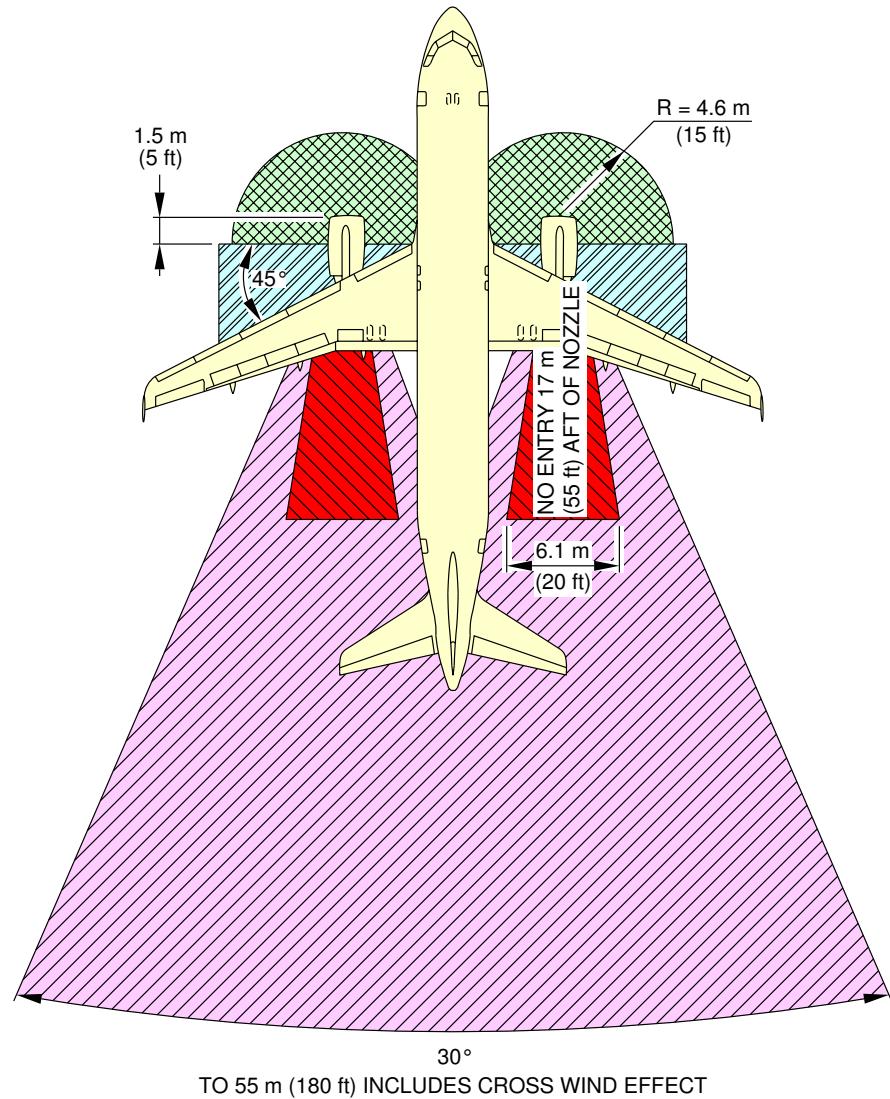
6-3-1 Ground Idle Power

****ON A/C A320-200**

Ground Idle Power

1. This section gives danger areas of the engines at ground idle power conditions.

****ON A/C A320-200**



NOTE:

 INLET SUCTION DANGER AREA

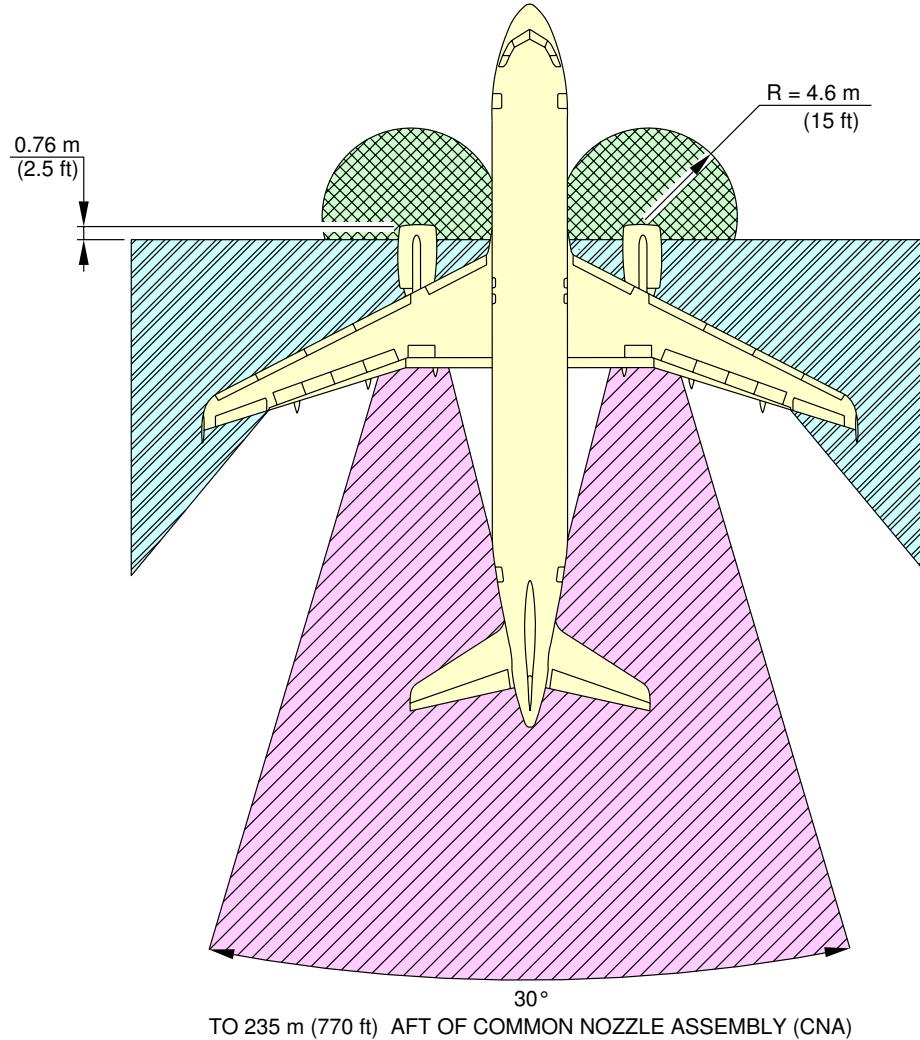
 EXHAUST WAKE DANGER AREA
65 mph (105 km/h) OR GREATER

 ENTRY CORRIDOR

 EXHAUST WAKE DANGER AREA
65 mph (105 km/h) OR LESS

N_AC_060301_1_0050101_01_02

Danger Areas of the Engines
CFM56 Series Engine
FIGURE-6-3-1-991-005-A01

****ON A/C A320-200****NOTE:**

- [Green square] INTAKE SUCTION DANGER AREA MINIMUM IDLE POWER
- [Blue square] ENTRY CORRIDOR
- [Pink square] EXHAUST DANGER AREA

N_AC_060301_1_0060101_01_01

Danger Areas of the Engines
IAE V2500 Series Engine
FIGURE-6-3-1-991-006-A01



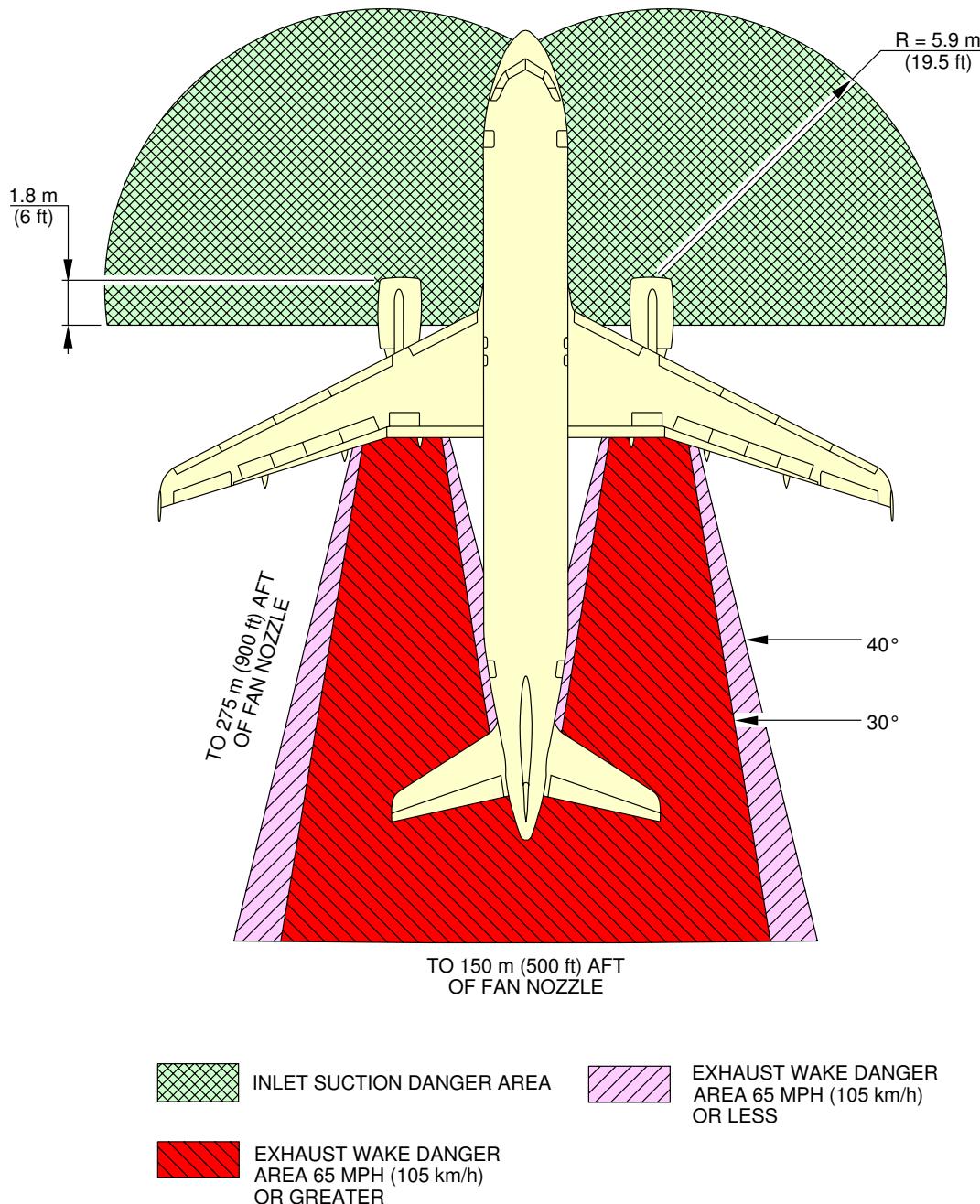
6-3-2 Takeoff Power

****ON A/C A320-200**

Takeoff Power

1. This section gives danger areas of the engines at max. takeoff conditions.

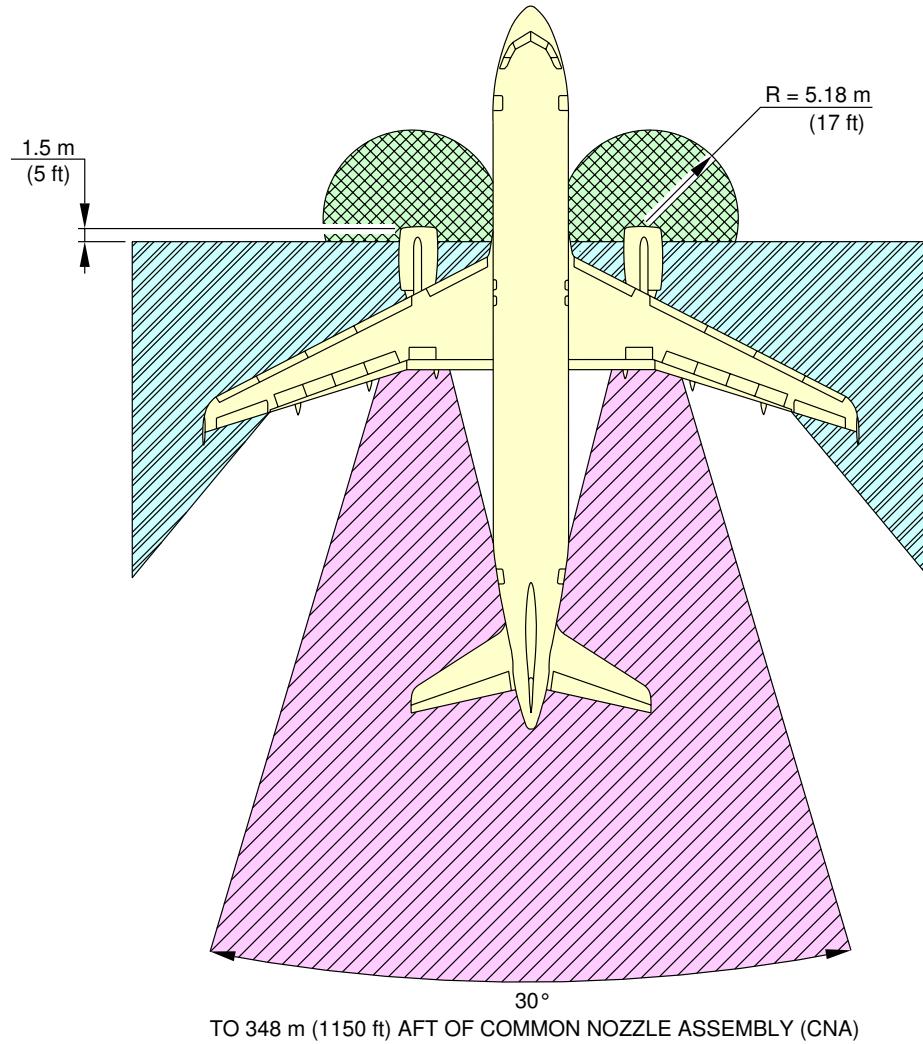
**ON A/C A320-200



N_AC_060302_1_0050101_01_01

Danger Areas of the Engines
CFM56 series engine
FIGURE-6-3-2-991-005-A01

**ON A/C A320-200



NOTE:

- [Green Hatching] INTAKE SUCTION DANGER AREA MAX. TAKEOFF POWER
- [Light Blue Hatching] ENTRY CORRIDOR
- [Pink Hatching] EXHAUST DANGER AREA

N_AC_060302_1_0060101_01_01

Danger Areas of the Engines
IAE V2500 series engine
FIGURE-6-3-2-991-006-A01

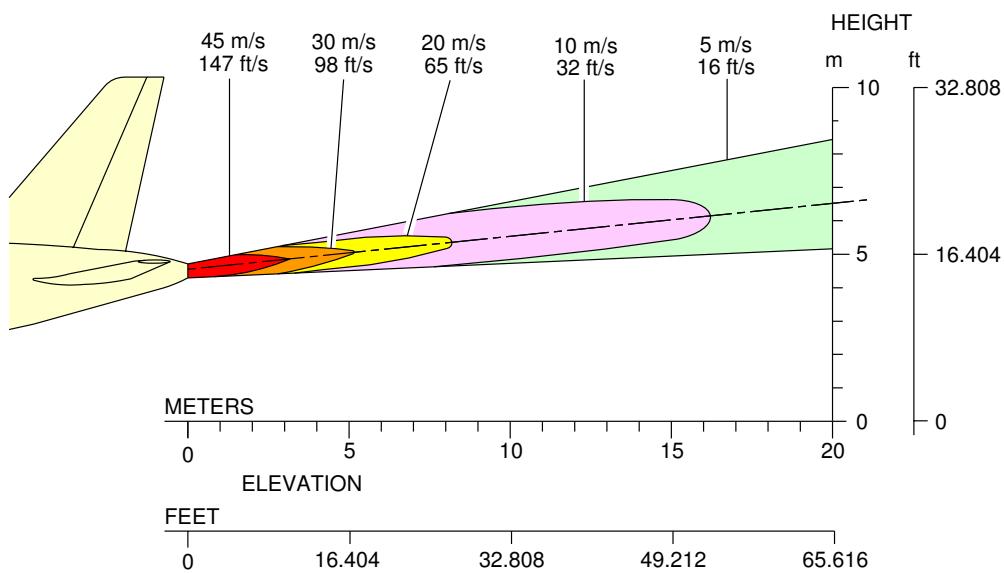
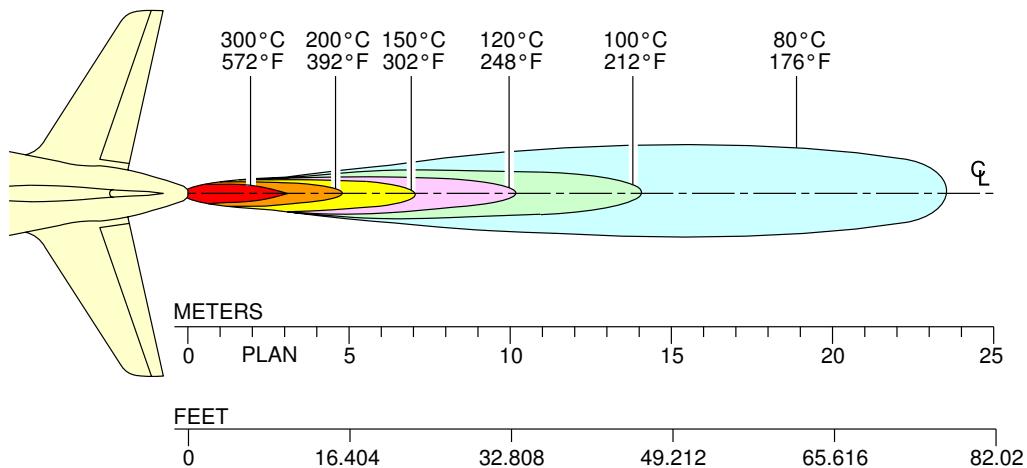
6-4-1 APU

****ON A/C A320-200 A320neo**

APU - APIC & GARRETT

1. This section gives APU exhaust velocities and temperatures.

**ON A/C A320-200 A320neo



N_AC_060401_1_0030101_01_00

Exhaust Velocities and Temperatures
APU – APIC & GARRETT
FIGURE-6-4-1-991-003-A01

PAVEMENT DATA

7-1-0 General Information

**ON A/C A320-200 A320neo

General Information

- | 1. A brief description of the pavement charts that follow will help in airport planning.

To aid in the interpolation between the discrete values shown, each aircraft configuration is shown with a minimum range of five loads on the Main Landing Gear (MLG).

All curves on the charts represent data at a constant specified tire pressure with:

- The aircraft loaded to the Maximum Ramp Weight (MRW),
- The CG at its maximum permissible aft position.

Pavement requirements for commercial aircraft are derived from the static analysis of loads imposed on the MLG struts.

Landing Gear Footprint:

Section 07-02-00 presents basic data on the landing gear footprint configuration, MRW and tire sizes and pressures.

Maximum Pavement Loads:

Section 07-03-00 shows maximum vertical and horizontal pavement loads for certain critical conditions at the tire-ground interfaces.

Landing Gear Loading on Pavement:

Section 07-04-00 contains charts to find these loads throughout the stability limits of the aircraft at rest on the pavement.

These MLG loads are used as the point of entry to the pavement design charts which follow, interpolating load values where necessary.

Flexible Pavement Requirements - US Army Corps of Engineers Design Method:

Section 07-05-00 uses procedures in Instruction Report No. S-77-1 "Procedures for Development of CBR Design Curves", dated June 1977 and as modified according to the methods described in ICAO Aerodrome Design Manual, Part 3. Pavements, 2nd Edition, 1983, Section 1.1 (The ACN-PCN Method), and utilizing the alpha factors approved by ICAO in October 2007.

The report was prepared by the "U.S. Army Corps Engineers Waterways Experiment Station, Soils and Pavement Laboratory, Vicksburg, Mississippi".

The line showing 10 000 coverages is used to calculate the Aircraft Classification Number (ACN).

Flexible Pavement Requirements - LCN Conversion Method:

The Load Classification Number (LCN) curves are no longer provided in section 07-06-00 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983.

For questions regarding the LCN system, contact Airbus.

Rigid Pavement Requirements - PCA (Portland Cement Association) Design Method:

Section 07-07-00 gives the rigid pavement design curves that have been prepared with the use of the Westergaard Equation.

This is in general accordance with the procedures outlined in the Portland Cement Association publications, "Design of Concrete Airport Pavement", 1973 and "Computer Program for Airport Pavement Design" (Program PDILB), 1967 both by Robert G. Packard.

Rigid Pavement Requirements - LCN Conversion:

The Load Classification Number (LCN) curves are no longer provided in section 07-08-00 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983.

For questions regarding the LCN system, contact Airbus.

ACN/PCN Reporting System:

Section 07-09-00 provides ACN data prepared according to the ACN/PCN system as referenced in ICAO Annex 14, "Aerodromes", Volume 1 "Aerodrome Design and Operations" Fourth Edition, July 2004, incorporating Amendments 1 to 6.

The ACN/PCN system provides a standardized international aircraft/pavement rating system replacing the various S, T, TT, LCN, AUW, ISWL, etc., rating systems used throughout the world. ACN is the Aircraft Classification Number and PCN is the corresponding Pavement Classification Number.

An aircraft having an ACN less than or equal to the PCN can operate without restriction on the pavement.

Numerically the ACN is two times the derived single wheel load expressed in thousands of kilograms. The derived single wheel load is defined as the load on a single tire inflated to 1.25 MPa (181 psi) that would have the same pavement requirements as the aircraft.

Computationally the ACN/PCN system uses PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values.

The Airport Authority must decide on the method of pavement analysis and the results of their evaluation shown as follows:

PCN			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
R – Rigid	A – High	W – No pressure limit	T – Technical
F – Flexible	B – Medium	X – High pressure limited to 1.75 MPa (254 psi)	U – Using Aircraft

PCN			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
	C – Low D – Ultra Low	Y – Medium pressure limited to 1.25 MPa (181 psi) Z – Low pressure limited to 0.5 MPa (73 psi)	

For flexible pavements, the four subgrade categories (CBR) are:

- A. High Strength CBR 15
- B. Medium Strength CBR 10
- C. Low Strength CBR 6
- D. Ultra Low Strength CBR 3

For rigid pavements, the four subgrade categories (k) are:

- A. High Strength $k = 150 \text{ MN/m}^3$ (550 pci)
- B. Medium Strength $k = 80 \text{ MN/m}^3$ (300 pci)
- C. Low Strength $k = 40 \text{ MN/m}^3$ (150 pci)
- D. Ultra Low Strength $k = 20 \text{ MN/m}^3$ (75 pci)

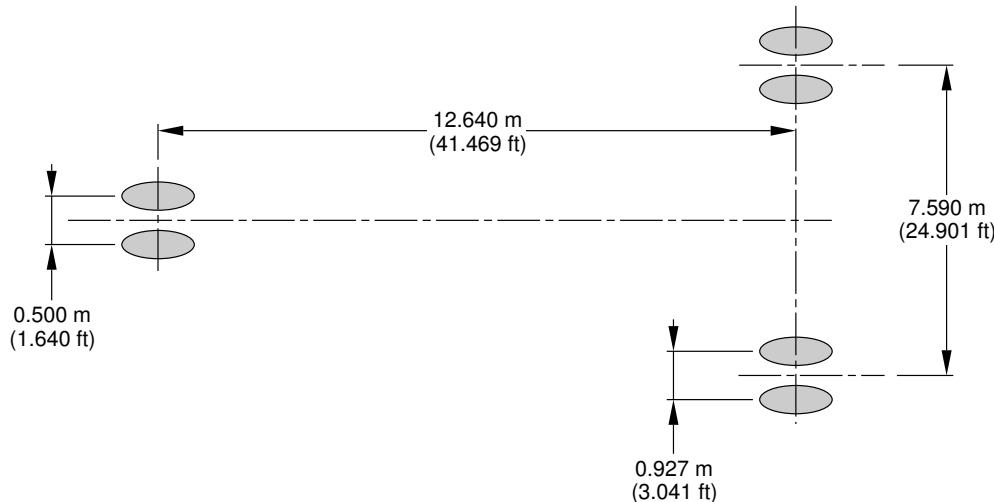
7-2-0 Landing Gear Footprint

****ON A/C A320-200 A320neo**Landing Gear Footprint

1. This section gives data about the landing gear footprint in relation to the aircraft MRW and tire sizes and pressures.

The landing-gear footprint information is given for all the operational weight variants of the aircraft.

**ON A/C A320-200



WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV000	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV001	68 400 kg (150 800 lb)	95.0%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
					49x17-20	10.6 bar (154 psi)
					1 270x455R22 (49x18-22)	10.9 bar (158 psi)
					49x19-20	9.6 bar (139 psi)

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Landing Gear Footprint
(Sheet 1 of 5)
FIGURE-7-2-0-991-010-A01

**ON A/C A320-200

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV002 (CG 42.6%)	70 400 kg (155 200 lb)	94.9%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
					49x17-20	10.6 bar (154 psi)
					1 270x455R22 (49x18-22)	10.9 bar (158 psi)
					49x19-20	9.6 bar (139 psi)
A320-200 WV002 (CG 41%)	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
					49x17-20	10.6 bar (154 psi)
					1 270x455R22 (49x18-22)	10.9 bar (158 psi)
					49x19-20	9.6 bar (139 psi)
A320-200 WV003	75 900 kg (167 325 lb)	93.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV004	71 900 kg (158 500 lb)	94.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV005	67 400 kg (148 600 lb)	95.0%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
					49x17-20	10.6 bar (154 psi)
					1 270x455R22 (49x18-22)	10.9 bar (158 psi)
					49x19-20	9.6 bar (139 psi)
A320-200 WV006	66 400 kg (146 375 lb)	95.0%	30x8.8R15 (30x8.8-15)	11 bar (160 psi)	46x17R20 (46x16-20)	12.3 bar (178 psi)
					49x17-20	10.2 bar (148 psi)
					49x19-20	9.2 bar (133 psi)

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Landing Gear Footprint
(Sheet 2 of 5)

FIGURE-7-2-0-991-010-A01

**ON A/C A320-200

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV007 (CG 37.5%)	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
					49x17-20	12 bar (174 psi)
					1 270x455R22 (49x18-22)	12.3 bar (178 psi)
					49x19-20	10.7 bar (155 psi)
A320-200 WV007 (CG 33%)	77 400 kg (170 650 lb)	91.6%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
					49x17-20	12 bar (174 psi)
					1 270x455R22 (49x18-22)	12.3 bar (178 psi)
					49x19-20	10.7 bar (155 psi)
A320-200 WV008	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV009	75 900 kg (167 325 lb)	93.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV010 (CG 37.5%)	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
					49x17-20	12 bar (174 psi)
					1 270x455R22 (49x18-22)	12.3 bar (178 psi)
					49x19-20	10.7 bar (155 psi)
A320-200 WV010 (CG 33%)	77 400 kg (170 650 lb)	91.6%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
					49x17-20	12 bar (174 psi)
					1 270x455R22 (49x18-22)	12.3 bar (178 psi)
					49x19-20	10.7 bar (155 psi)

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Landing Gear Footprint
(Sheet 3 of 5)

FIGURE-7-2-0-991-010-A01

7-2-0

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May 01/15

**ON A/C A320-200

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV011	75 900 kg (167 325 lb)	93.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV012	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
					49x17-20	12 bar (174 psi)
					1 270x455R22 (49x18-22)	12.3 bar (178 psi)
					49x19-20	10.7 bar (155 psi)
A320-200 WV013 (CG 41.42%)	71 900 kg (158 500 lb)	94.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV013 (CG 41%)	71 900 kg (158 500 lb)	94.3%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV014	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
A320-200 WV015	78 400 kg (172 850 lb)	92.9%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
A320-200 WV016	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)

N_AC_070200_1_0100104_01_00

Landing Gear Footprint
(Sheet 4 of 5)

FIGURE-7-2-0-991-010-A01

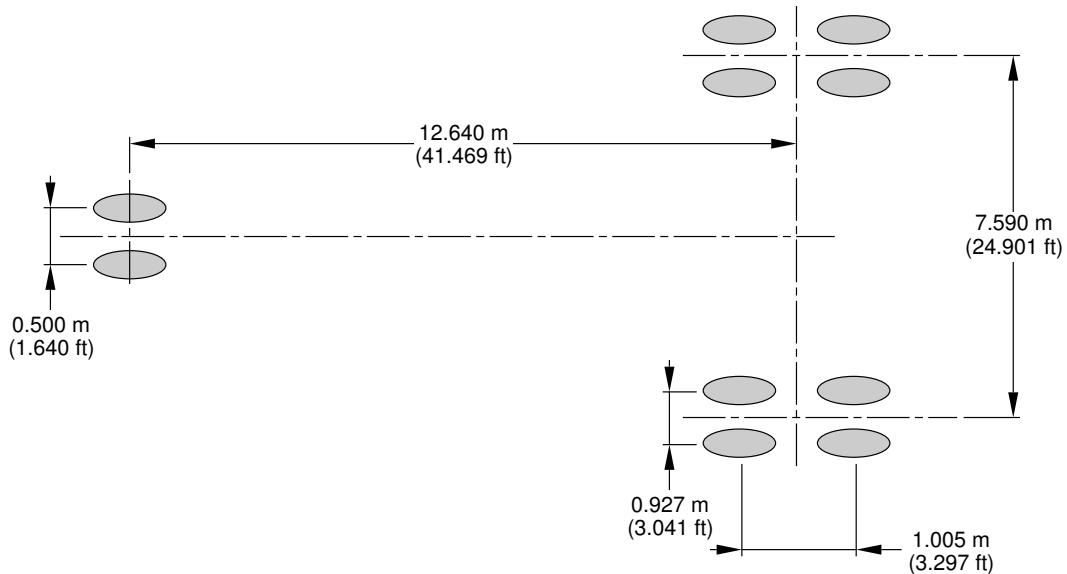
****ON A/C A320-200**

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV017	78 400 kg (172 850 lb)	92.9%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
A320-200 WV018 (CG 41.46%)	71 900 kg (158 500 lb)	94.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
					46x17R20 (46x16-20)	13.8 bar (200 psi)
A320-200 WV018 (CG 41.42%)	71 900 kg (158 500 lb)	94.5%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x17-20	11.4 bar (165 psi)
					1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)
					46x17R20 (46x16-20)	13.8 bar (200 psi)
					49x17-20	11.4 bar (165 psi)
A320-200 WV018 (CG 41%)	71 900 kg (158 500 lb)	94.3%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	1 270x455R22 (49x18-22)	11.8 bar (171 psi)
					49x19-20	10.3 bar (149 psi)

N_AC_070200_1_0100105_01_00

Landing Gear Footprint
 (Sheet 5 of 5)
 FIGURE-7-2-0-991-010-A01

****ON A/C A320-200**

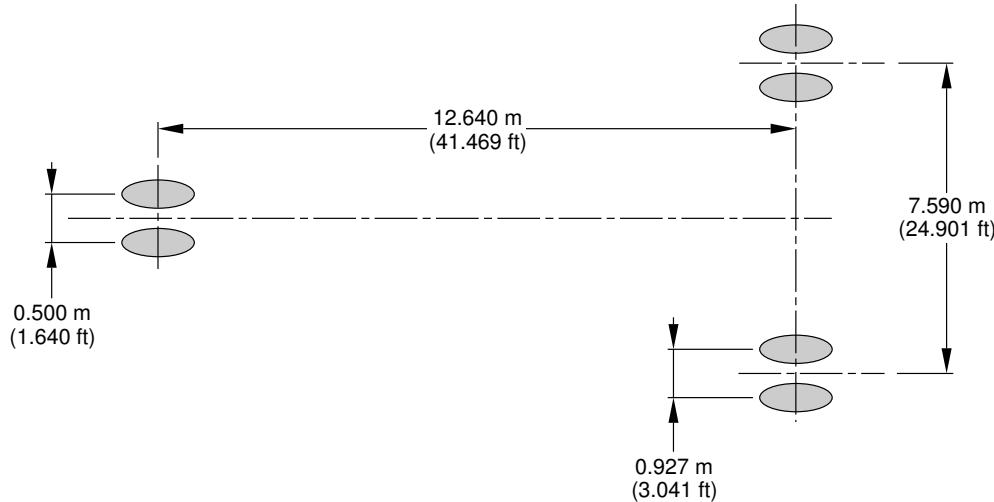


WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320-200 WV000 BOGIE	73 900 kg (162 925 lb)	93.9%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	915x300R16 (36x11-16)	12.2 bar (177 psi)

N_AC_070200_1_0330101_01_00

Landing Gear Footprint
FIGURE-7-2-0-991-033-A01

**ON A/C A320neo



WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320NEO WV050	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
A320NEO WV050	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x17-20	11.4 bar (165 psi)
A320NEO WV050	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	1 270x455R22 (49x18-22)	11.8 bar (171 psi)
A320NEO WV050	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x19-20	10.3 bar (149 psi)
A320NEO WV051	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	13.8 bar (200 psi)
A320NEO WV051	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x17-20	11.4 bar (165 psi)
A320NEO WV051	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	1 270x455R22 (49x18-22)	11.8 bar (171 psi)
A320NEO WV051	73 900 kg (162 925 lb)	94.0%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x19-20	10.3 bar (149 psi)

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Landing Gear Footprint
(Sheet 1 of 2)

FIGURE-7-2-0-991-036-A01

**ON A/C A320neo

WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	NOSE GEAR TIRE SIZE	NOSE GEAR TIRE PRESSURE	MAIN GEAR TIRE SIZE	MAIN GEAR TIRE PRESSURE
A320NEO WV052	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
A320NEO WV052	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x17-20	12 bar (174 psi)
A320NEO WV052	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	1 270x455R22 (49x18-22)	12.3 bar (178 psi)
A320NEO WV052	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x19-20	10.7 bar (155 psi)
A320NEO WV053	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.4 bar (209 psi)
A320NEO WV053	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x17-20	12 bar (174 psi)
A320NEO WV053	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	1 270x455R22 (49x18-22)	12.3 bar (178 psi)
A320NEO WV053	77 400 kg (170 650 lb)	93.1%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	49x19-20	10.7 bar (155 psi)
A320NEO WV054	79 400 kg (175 050 lb)	92.9%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.5 bar (210 psi)
A320NEO WV055	79 400 kg (175 050 lb)	92.9%	30x8.8R15 (30x8.8-15)	12.3 bar (178 psi)	46x17R20 (46x16-20)	14.5 bar (210 psi)
A320NEO WV056	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
A320NEO WV056	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	49x17-20	10.6 bar (154 psi)
A320NEO WV056	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	1 270x455R22 (49x18-22)	10.9 bar (158 psi)
A320NEO WV056	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	49x19-20	9.6 bar (139 psi)
A320NEO WV057	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	46x17R20 (46x16-20)	12.8 bar (186 psi)
A320NEO WV057	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	49x17-20	10.6 bar (154 psi)
A320NEO WV057	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	1 270x455R22 (49x18-22)	10.9 bar (158 psi)
A320NEO WV057	70 400 kg (155 200 lb)	94.3%	30x8.8R15 (30x8.8-15)	11.4 bar (165 psi)	49x19-20	9.6 bar (139 psi)

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Landing Gear Footprint
(Sheet 2 of 2)

FIGURE-7-2-0-991-036-A01

7-3-0 Maximum Pavement Loads

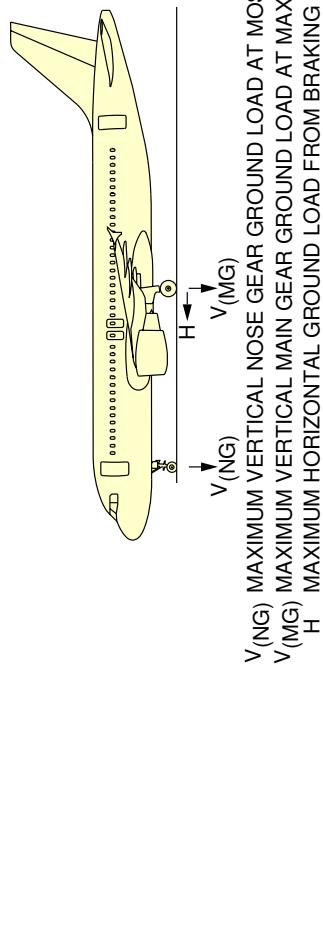
**ON A/C A320-200 A320neo

Maximum Pavement Loads

1. This section provides maximum vertical and horizontal pavement loads for some critical conditions at the tire-ground interfaces.

The maximum pavement loads are given for all the operational weight variants of the aircraft.

**ON A/C A320-200



1	2	3	4	5	6
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG	STATIC BRAKING AT 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG	STEADY BRAKING AT 10 ft/s ² DECELERATION
A320-200 WV000	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb) 40 % MAC (a)
A320-200 WV001	68 400 kg (150 800 lb)	9 510 kg (20 975 lb)	17 % MAC (a)	15 070 kg (33 225 lb)	32 500 kg (71 650 lb) 43 % MAC (a)
A320-200 WV002 (CG 42.6 %)	70 400 kg (155 200 lb)	9 780 kg (21 575 lb)	17 % MAC (a)	15 500 kg (34 175 lb)	33 400 kg (73 625 lb) 42.6 % MAC (a)
A320-200 WV002 (CG 41 %)	70 400 kg (155 200 lb)	9 780 kg (21 575 lb)	17 % MAC (a)	15 500 kg (34 175 lb)	33 200 kg (73 200 lb) 41 % MAC (a)
A320-200 WV003	75 900 kg (167 325 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	35 490 kg (78 250 lb) 38.7 % MAC (a)

NOTE:

- (a) LOADS CALCULATED USING AIRCRAFT AT MRW.
- (b) LOADS CALCULATED USING AIRCRAFT AT 72 000 kg (158 725 lb).

N_AC_070300_1_0100101_01_02

Maximum Pavement Loads
 (Sheet 1 of 3)
 FIGURE-7-3-0-991-010-A01

**ON A/C A320-200

1	2	3	V _(NG)	4	V _(MG) (PER STRUT)	5	H (PER STRUT)	6
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG	STATIC BRAKING AT 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG	STEADY BRAKING AT 10 ft/s ² DECELERATION	STEADY BRAKING AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	H (PER STRUT)	
A320-200 WV004	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 970 kg (74 900 lb)	41.5 % MAC (a)	11 170 kg (24 625 lb)	27 180 kg (59 925 lb)
A320-200 WV005	67 400 kg (148 600 lb)	9 380 kg (20 675 lb)	17 % MAC (a)	14 860 kg (32 750 lb)	32 020 kg (70 600 lb)	43 % MAC (a)	10 470 kg (23 100 lb)	25 620 kg (56 475 lb)
A320-200 WV006	66 400 kg (146 375 lb)	9 240 kg (20 375 lb)	17 % MAC (a)	14 650 kg (32 300 lb)	31 540 kg (69 550 lb)	43 % MAC (a)	10 320 kg (22 750 lb)	25 230 kg (55 625 lb)
A320-200 WV007 (CG 37.5 %)	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 030 kg (79 450 lb)	37.5 % MAC (a)	12 030 kg (26 525 lb)	28 830 kg (63 550 lb)
A320-200 WV007 (CG 33 %)	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	35 440 kg (78 125 lb)	33 % MAC (a)	12 030 kg (26 525 lb)	28 350 kg (62 500 lb)
A320-200 WV008	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb)	40 % MAC (a)	11 480 kg (25 325 lb)	27 780 kg (61 250 lb)
A320-200 WV009	75 900 kg (167 325 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 900 lb)	35 490 kg (78 250 lb)	38.7 % MAC (a)	11 800 kg (26 000 lb)	28 390 kg (62 600 lb)
A320-200 WV010 (CG 37.5 %)	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 030 kg (79 450 lb)	37.5 % MAC (a)	12 030 kg (26 525 lb)	28 830 kg (63 550 lb)
A320-200 WV010 (CG 33 %)	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	35 440 kg (78 125 lb)	33 % MAC (a)	12 030 kg (26 525 lb)	28 350 kg (62 500 lb)
A320-200 WV011	75 900 kg (167 325 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	35 490 kg (78 250 lb)	38.7 % MAC (a)	11 800 kg (26 000 lb)	28 390 kg (62 600 lb)

NOTE:

- (a) LOADS CALCULATED USING AIRCRAFT AT MRW.
- (b) LOADS CALCULATED USING AIRCRAFT AT 72 000 kg (158 725 lb).

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 Maximum Pavement Loads
 (Sheet 2 of 3)

FIGURE-7-3-0-991-010-A01

**ON A/C A320-200

1	2	3	V _(NG)	4	V _(MG) (PER STRUT)	5	H (PER STRUT)	6
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG	STATIC BRAKING AT 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG	STEADY BRAKING AT 10 ft/s ² DECELERATION	STEADY BRAKING AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	H (PER STRUT)	
A320-200 WV012	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 030 kg (79 450 lb)	37.5 % MAC (a)	12 030 kg (26 525 lb)	28 830 kg (63 550 lb)
A320-200 WV013 (CG 41.42 %)	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 960 kg (74 875 lb)	41.42 % MAC (a)	11 170 kg (24 625 lb)	27 170 kg (59 900 lb)
A320-200 WV013 (CG 41 %)	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 910 kg (74 750 lb)	41 % MAC (a)	11 170 kg (24 625 lb)	27 130 kg (59 800 lb)
A320-200 WV014	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb)	40 % MAC (a)	11 480 kg (25 325 lb)	27 780 kg (61 250 lb)
A320-200 WV015	78 400 kg (172 850 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 410 kg (80 250 lb)	36.8 % MAC (a)	12 180 kg (26 850 lb)	29 120 kg (64 200 lb)
A320-200 WV016	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb)	40 % MAC (a)	11 480 kg (25 325 lb)	27 780 kg (61 250 lb)
A320-200 WV017	78 400 kg (172 850 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 410 kg (80 250 lb)	36.8 % MAC (a)	12 180 kg (26 850 lb)	29 120 kg (64 200 lb)
A320-200 WV018 (CG 41.46 %)	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 970 kg (74 875 lb)	41.46 % MAC (a)	11 170 kg (24 625 lb)	27 170 kg (59 900 lb)
A320-200 WV018 (CG 41.42 %)	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 960 kg (74 875 lb)	41.42 % MAC (a)	11 170 kg (24 625 lb)	27 170 kg (59 900 lb)
A320-200 WV018 (CG 41 %)	71 900 kg (158 500 lb)	9 990 kg (22 025 lb)	17 % MAC (a)	15 820 kg (34 875 lb)	33 910 kg (74 750 lb)	41 % MAC (a)	11 170 kg (24 625 lb)	27 130 kg (59 800 lb)

NOTE:

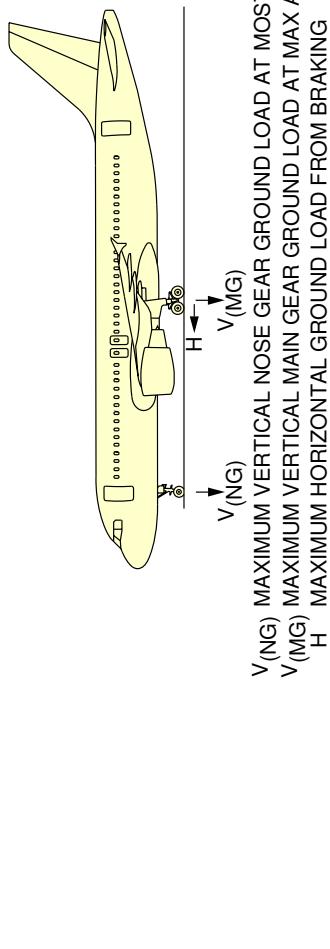
- (a) LOADS CALCULATED USING AIRCRAFT AT MRW.
- (b) LOADS CALCULATED USING AIRCRAFT AT 72 000 kg (158 725 lb).

N_AC_070300_1_0100103_01_00

Maximum Pavement Loads
(Sheet 3 of 3)
FIGURE-7-3-0-991-010-A01

7-3-0

**ON A/C A320-200



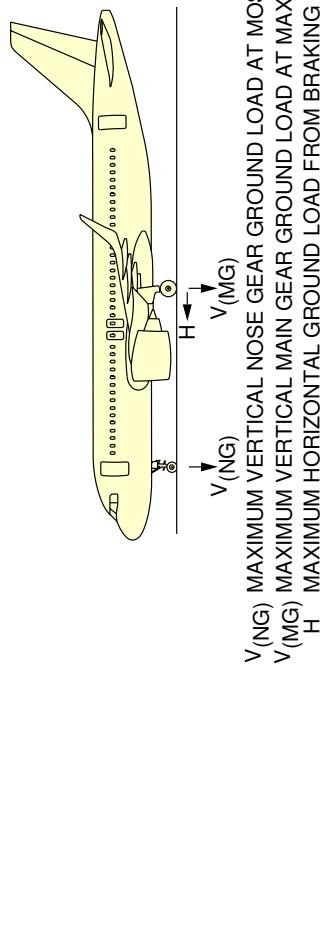
1	2	3	V _(NG)	V _(MG) (PER STRUT)	5	6
WEIGHT VARIANT	MAXIMUM RAMP WEIGHT	STATIC LOAD AT MOST FWD CG	STATIC BRAKING AT 10 ft/s ² DECELERATION	STATIC LOAD AT MAX AFT CG	STEADY BRAKING AT 10 ft/s ² DECELERATION	H (PER STRUT)
A320-200 WV000 BOGIE	73 900 kg (162 925 lb)	10 050 kg (22 150 lb)	17 % MAC (a)	15 940 kg (35 150 lb)	34 700 kg (76 500 lb)	11 480 kg (25 325 lb)
					40 % MAC (a)	27 760 kg (61 200 lb)

NOTE:
(a) LOADS CALCULATED USING AIRCRAFT AT 72 000 kg (158 725 lb).

N_AC_070300_1_0140101_01_02

Maximum Pavement Loads
FIGURE-7-3-0-991-014-A01

**ON A/C A320neo



1 WEIGHT VARIANT	2 MAXIMUM RAMP WEIGHT	3 STATIC LOAD AT MOST FWD CG	4 STATIC BRAKING AT 10 ft/s ² DECELERATION	5 STATIC LOAD AT MAX AFT CG	6 STEADY BRAKING AT 10 ft/s ² DECELERATION AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8
A320NEO WV050	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb)
A320NEO WV051	73 900 kg (162 925 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 830 kg (34 900 lb)	34 720 kg (76 550 lb)
A320NEO WV052	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 030 kg (79 450 lb)
A320NEO WV053	77 400 kg (170 650 lb)	10 000 kg (22 050 lb)	17 % MAC (b)	15 820 kg (34 875 lb)	36 030 kg (79 450 lb)
A320NEO WV054	79 400 kg (175 050 lb)	9 900 kg (21 825 lb)	17 % MAC (b)	15 710 kg (34 625 lb)	36 760 kg (81 025 lb)
A320NEO WV055	79 400 kg (175 050 lb)	9 900 kg (21 825 lb)	17 % MAC (b)	15 710 kg (34 625 lb)	36 760 kg (81 025 lb)
A320NEO WV056	70 400 kg (155 200 lb)	9 780 kg (21 575 lb)	17 % MAC (a)	15 500 kg (34 175 lb)	33 200 kg (73 200 lb)
A320NEO WV057	70 400 kg (155 200 lb)	9 780 kg (21 575 lb)	17 % MAC (a)	15 500 kg (34 175 lb)	33 200 kg (73 200 lb)

NOTE:

- (a) LOADS CALCULATED USING AIRCRAFT AT MRW.
- (b) LOADS CALCULATED USING AIRCRAFT AT 72 000 kg (158 725 lb).

N_AC_070300_1_0410101_01_00

Maximum Pavement Loads
FIGURE-7-3-0-991-041-A01

7-4-0 Landing Gear Loading on Pavement

**ON A/C A320-200 A320neo

Landing Gear Loading on Pavement

1. Landing Gear Loading on Pavement

This section provides data about the landing gear loading on pavement.

The MLG loading on pavement graphs are given for the weight variants that produce (at the MRW and maximum aft CG) the lowest MLG load and the highest MLG load for each type of aircraft.

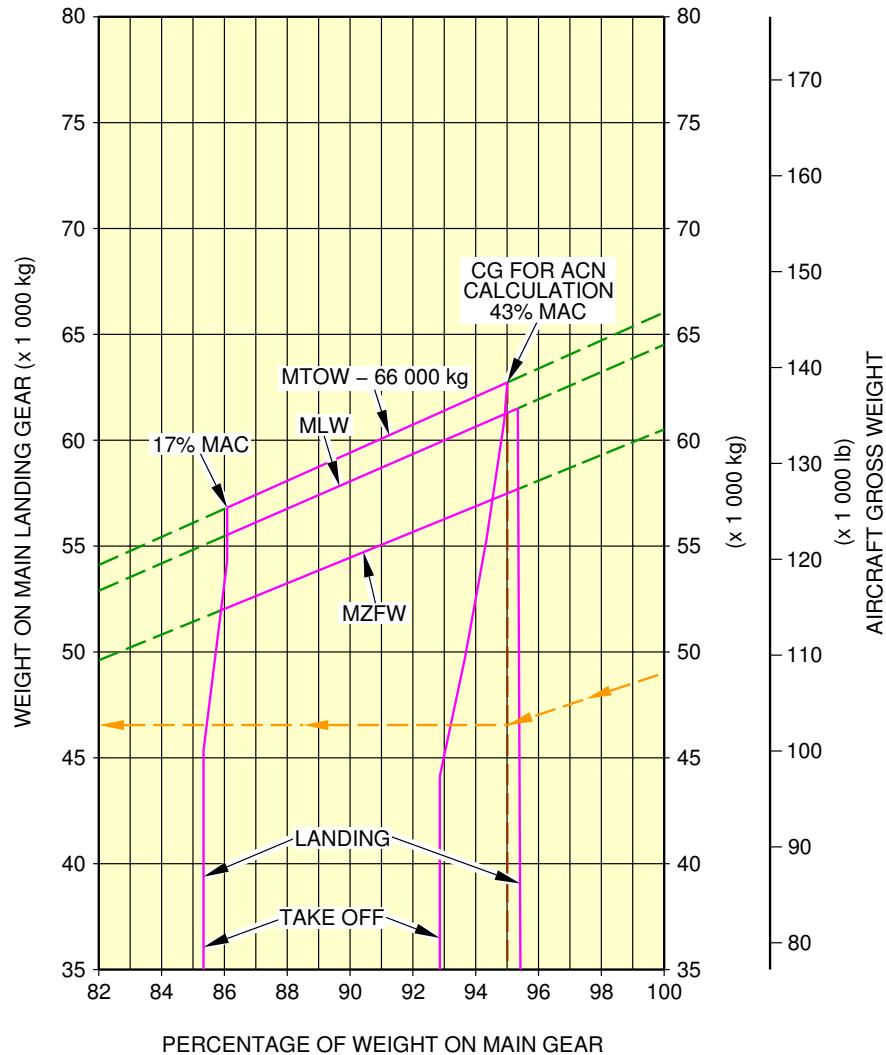
Example, see FIGURE 7-4-0-991-009-A, calculation of the total weight on the MLG for:

- An aircraft with a MRW of 66 400 kg (146 375 lb),
- The aircraft gross weight is 49 000 kg (108 025 lb),
- A percentage of weight on the MLG of 95.0% (percentage of weight on the MLG at MRW and maximum aft CG).

The total weight on the MLG group is 46 550 kg (102 625 lb).

NOTE : The CG in the figure title is the CG used for ACN/LCN calculation.

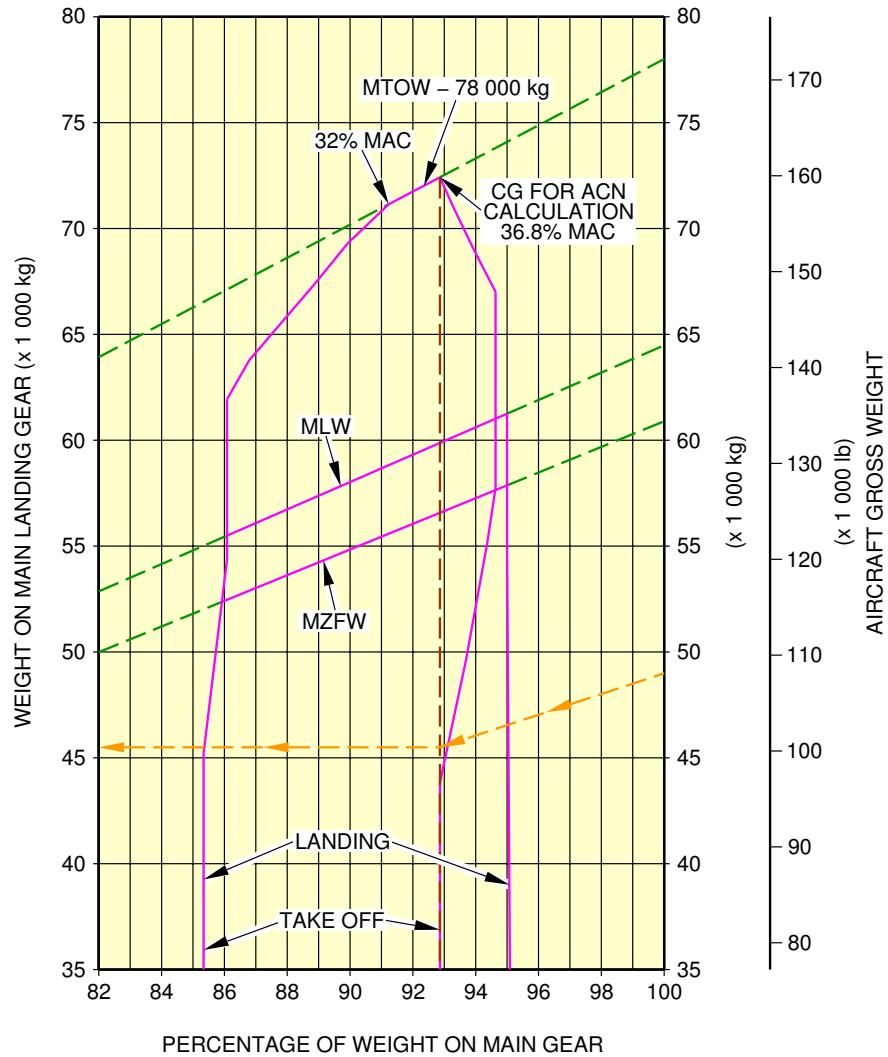
**ON A/C A320-200



N_AC_070400_1_0090101_01_00

Landing Gear Loading on Pavement
WV006, MRW 66 400 kg, CG 43%
FIGURE-7-4-0-991-009-A01

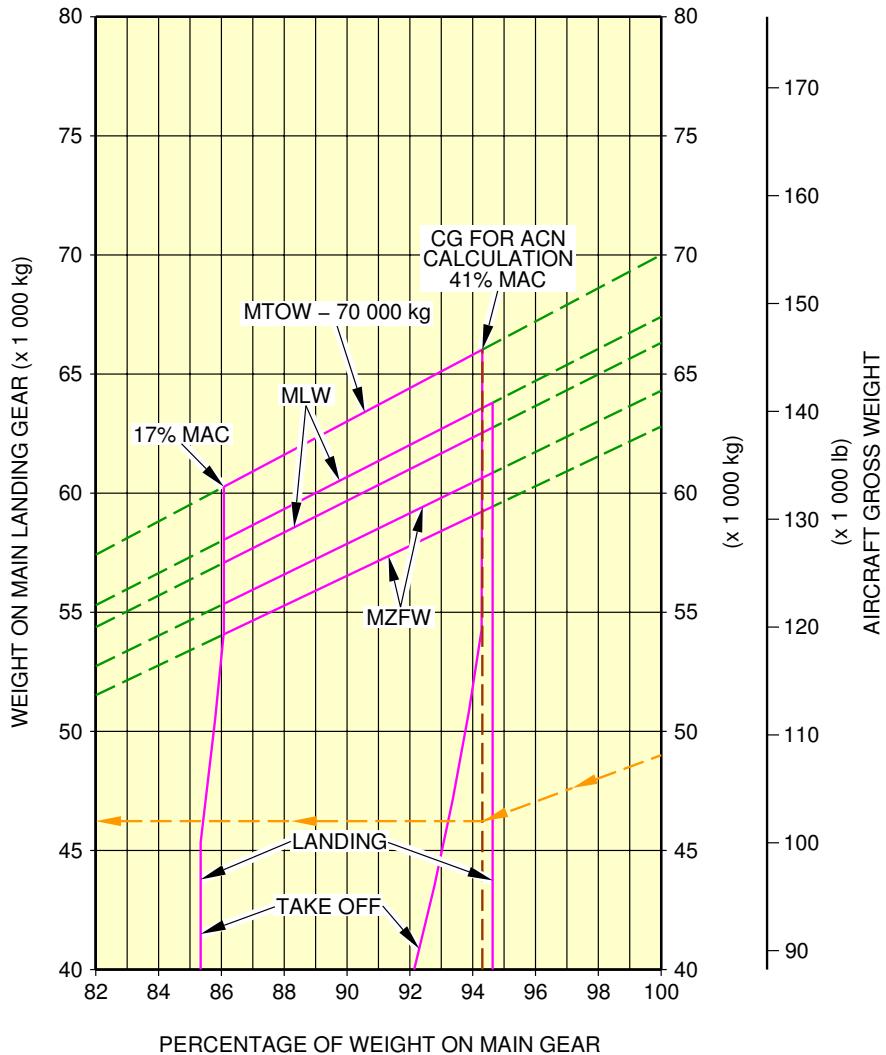
**ON A/C A320-200



N_AC_070400_1_0100101_01_00

Landing Gear Loading on Pavement
WV015, MRW 78 400 kg, CG 36.8%
FIGURE-7-4-0-991-010-A01

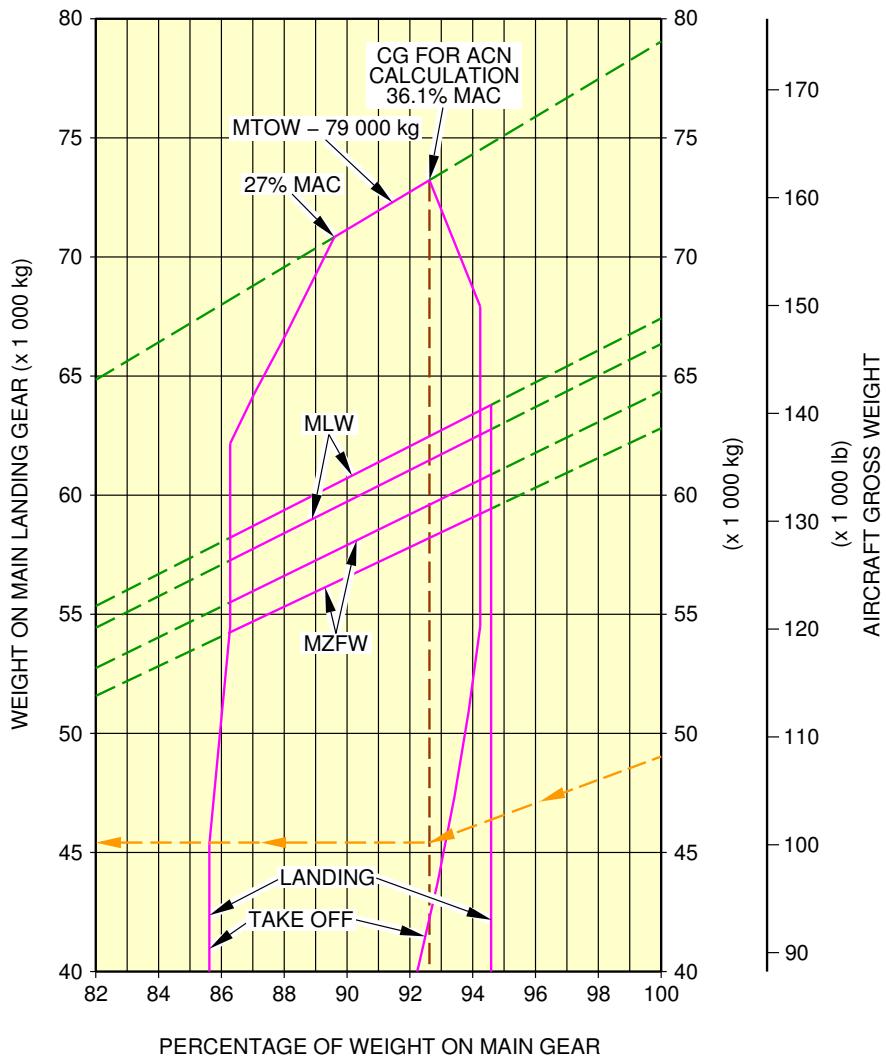
**ON A/C A320neo



N_AC_070400_1_0110101_01_00

Landing Gear Loading on Pavement
WV056, MRW 70 400 kg, CG 41%
FIGURE-7-4-0-991-011-A01

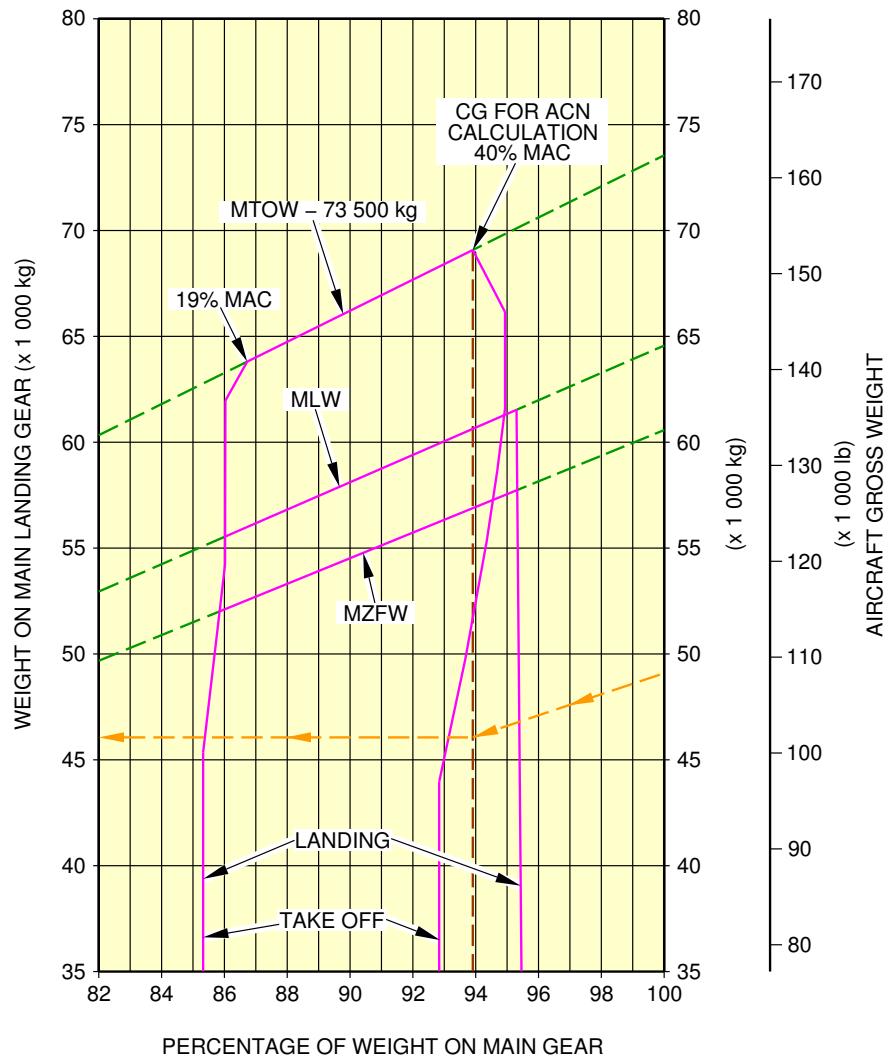
**ON A/C A320neo



N_AC_070400_1_0120101_01_00

Landing Gear Loading on Pavement
WV054, MRW 79 400 kg, CG 36.1%
FIGURE-7-4-0-991-012-A01

**ON A/C A320-200



N_AC_070400_1_0130101_01_00

Landing Gear Loading on Pavement
 WV000 (Bogie), MRW 73 900 kg, CG 40%
 FIGURE-7-4-0-991-013-A01

7-5-0 Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method

**ON A/C A320-200 A320neo

Flexible Pavement Requirements - US Army Corps of Engineers Design Method

1. This section provides data about the flexible pavement requirements.

The flexible pavement requirement graphs are given at standard tire pressure for the weight variants producing (at the MRW and maximum aft CG) the lowest MLG load and the highest MLG load for each type of aircraft.

They are calculated with the US Army Corps of Engineers Design Method.

To find a flexible pavement thickness, you must know the Subgrade Strength (CBR), the annual departure level and the weight on one MLG.

The line that shows 10 000 coverages is used to calculate the Aircraft Classification Number (ACN).

The procedure that follows is used to develop flexible pavement design curves:

- With the scale for pavement thickness at the bottom and the scale for CBR at the top, a random line is made to show 10 000 coverages,
- A plot is then made of the incremental values of the weight on the MLG,
- Annual departure lines are made based on the load lines of the weight on the MLG that is shown on the graph.

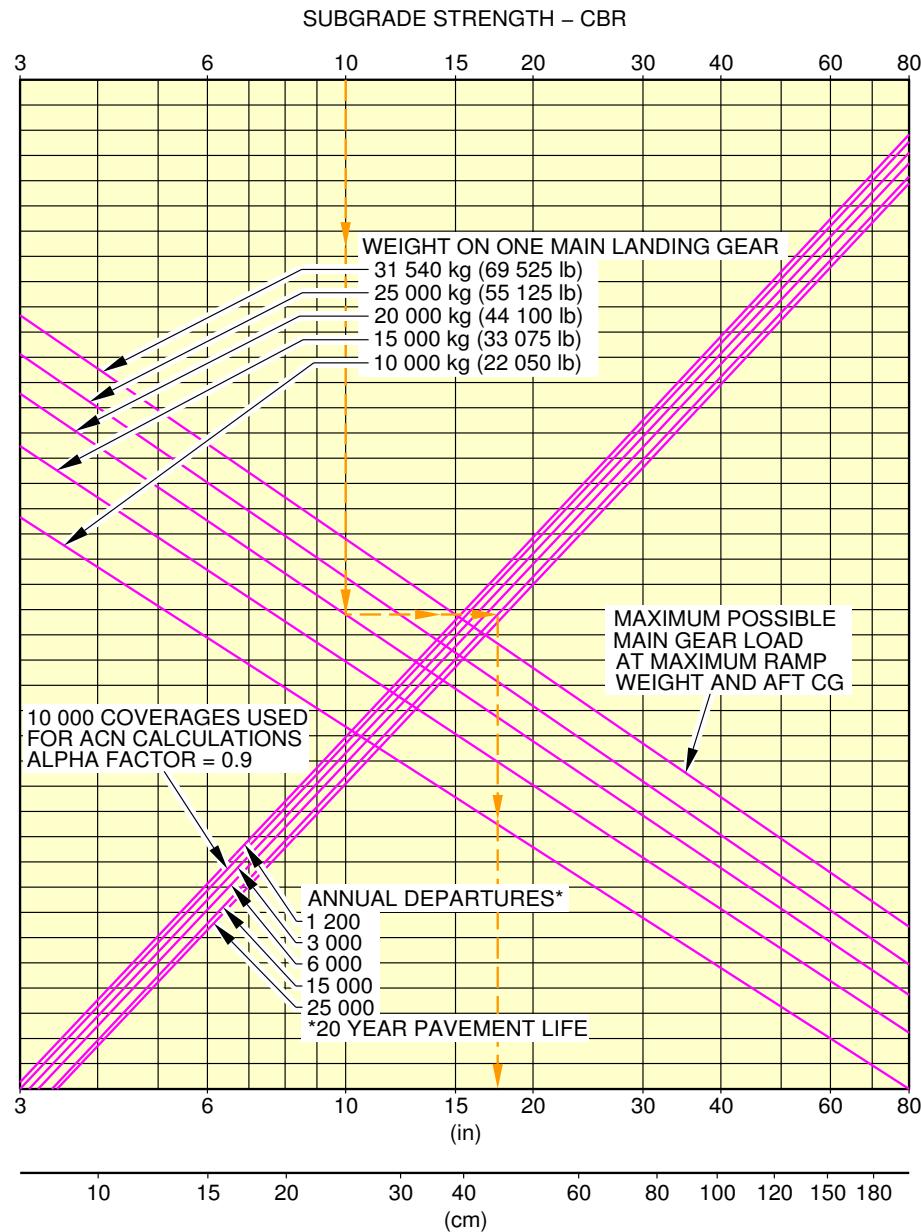
Example, see FIGURE 7-5-0-991-009-A, calculation of the thickness of the flexible pavement for MLG:

- An aircraft with a MRW of 66 400 kg (146 375 lb),
- A "CBR" value of 10,
- An annual departure level of 15 000,
- The load on one MLG of 20 000 kg (44 100 lb).

The required flexible pavement thickness is 44.4 cm (17 in).

NOTE : The CG in the figure title is the CG used for ACN calculation.

****ON A/C A320-200**

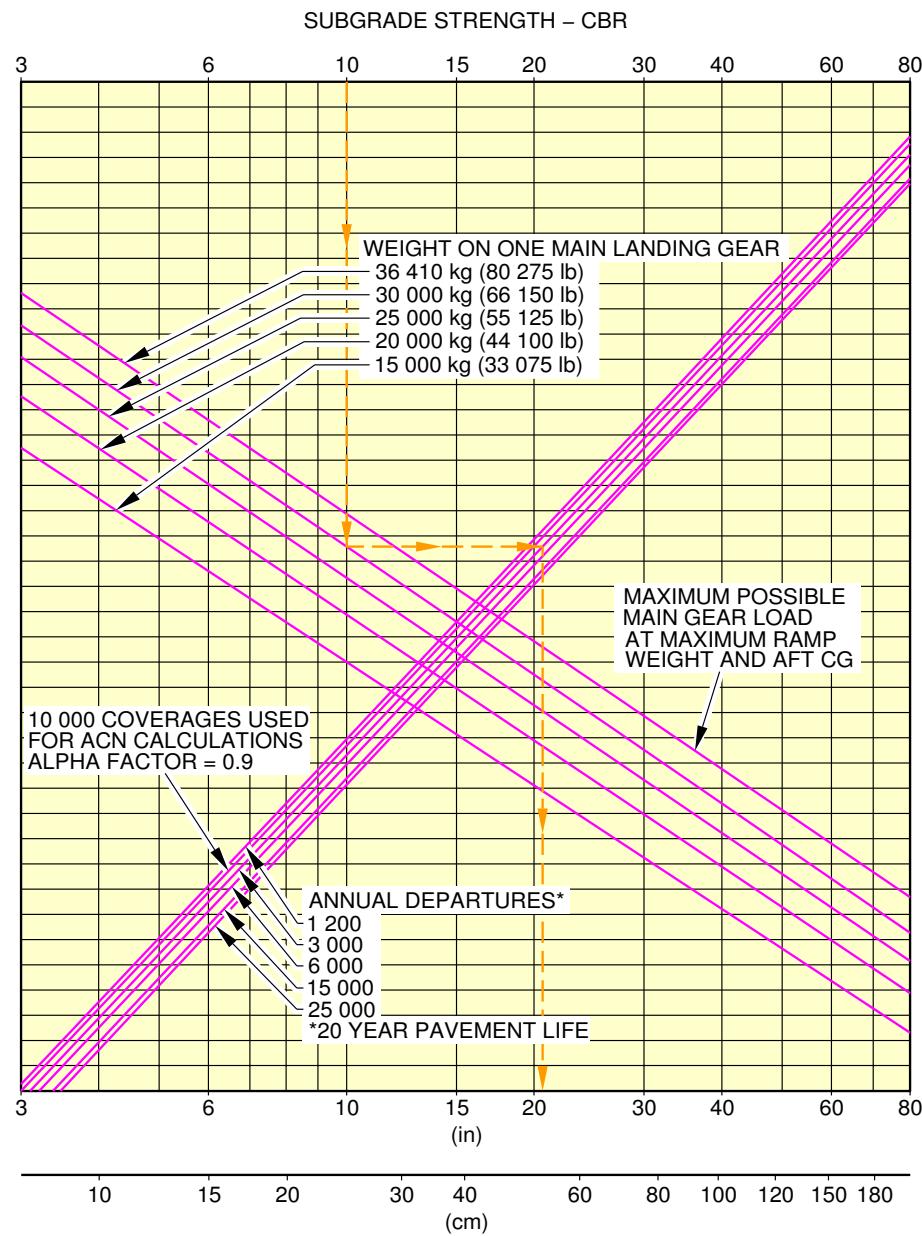


Flexible Pavement Requirements
WV006, MRW 66 400 kg, CG 43 %
FIGURE-7-5-0-991-009-A01

FIGURE-7-5-0-991-009-A01

N AC 070500 1 0090101 01 00

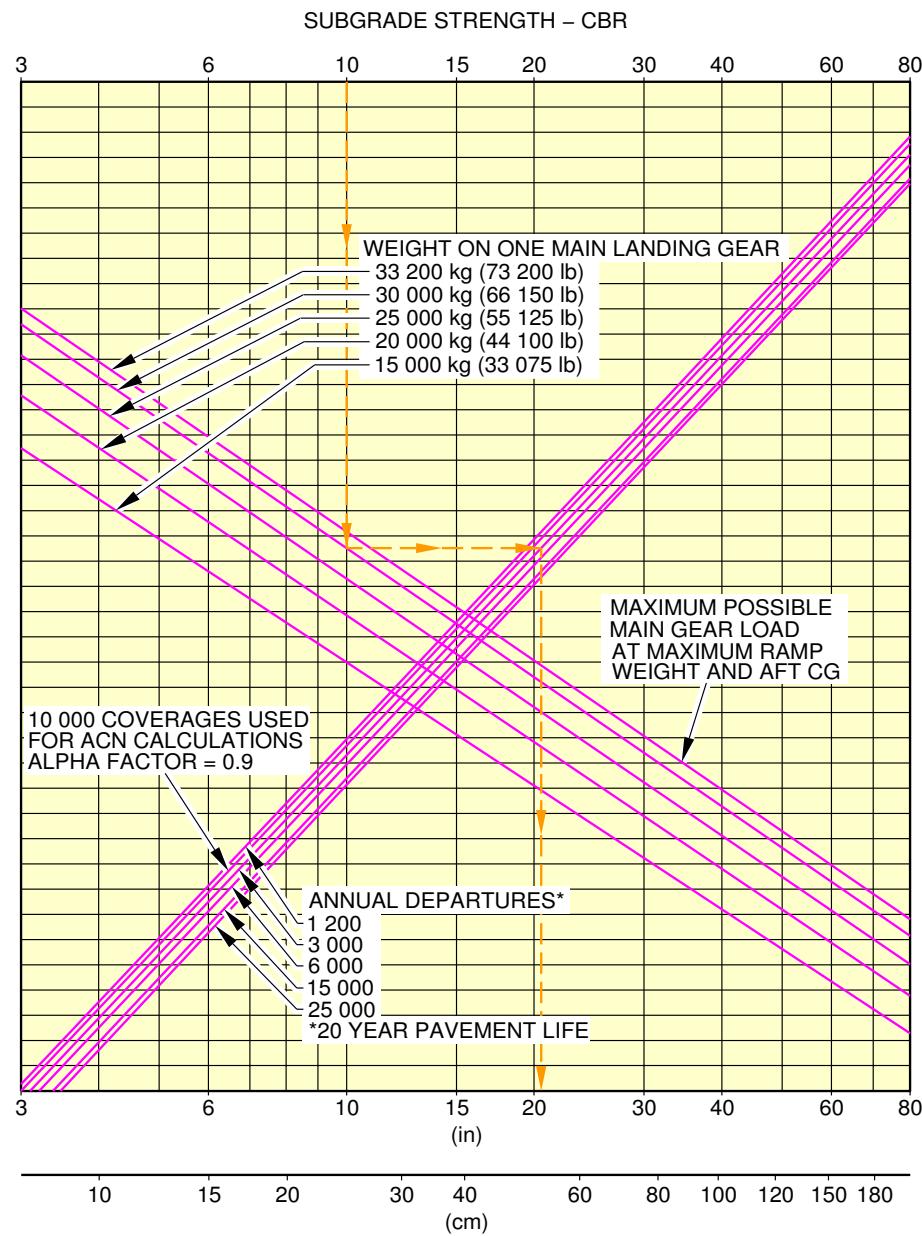
**ON A/C A320-200



N_AC_070500_1_0100101_01_00

Flexible Pavement Requirements
WV015, MRW 78 400 kg, CG 36.8 %
FIGURE-7-5-0-991-010-A01

**ON A/C A320neo

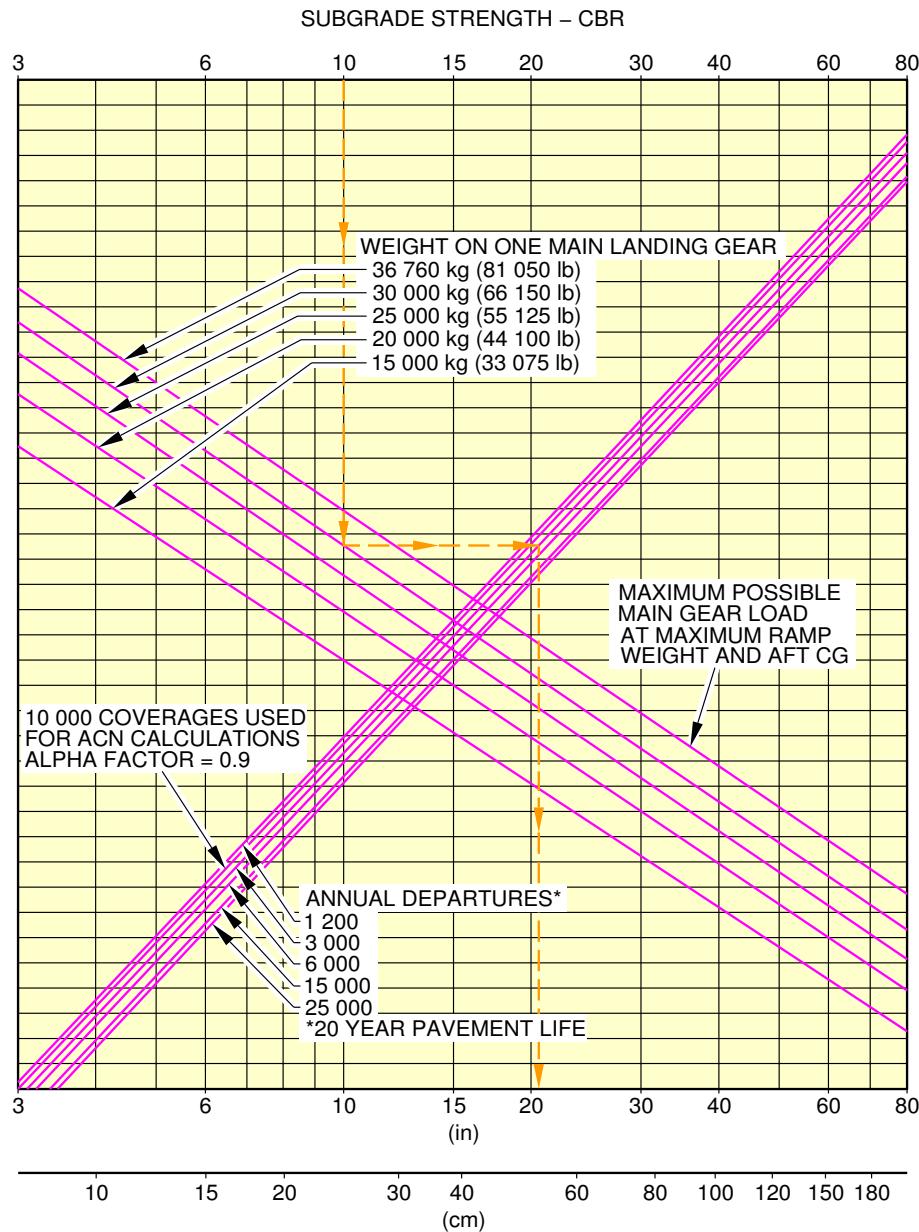


46x17R20 (46x16-20) TIRES
TIRE PRESSURE CONSTANT AT 12.8 bar (186 psi)

N_AC_070500_1_0110101_01_00

Flexible Pavement Requirements
WV056, MRW 70 400 kg, CG 41 %
FIGURE-7-5-0-991-011-A01

****ON A/C A320neo**

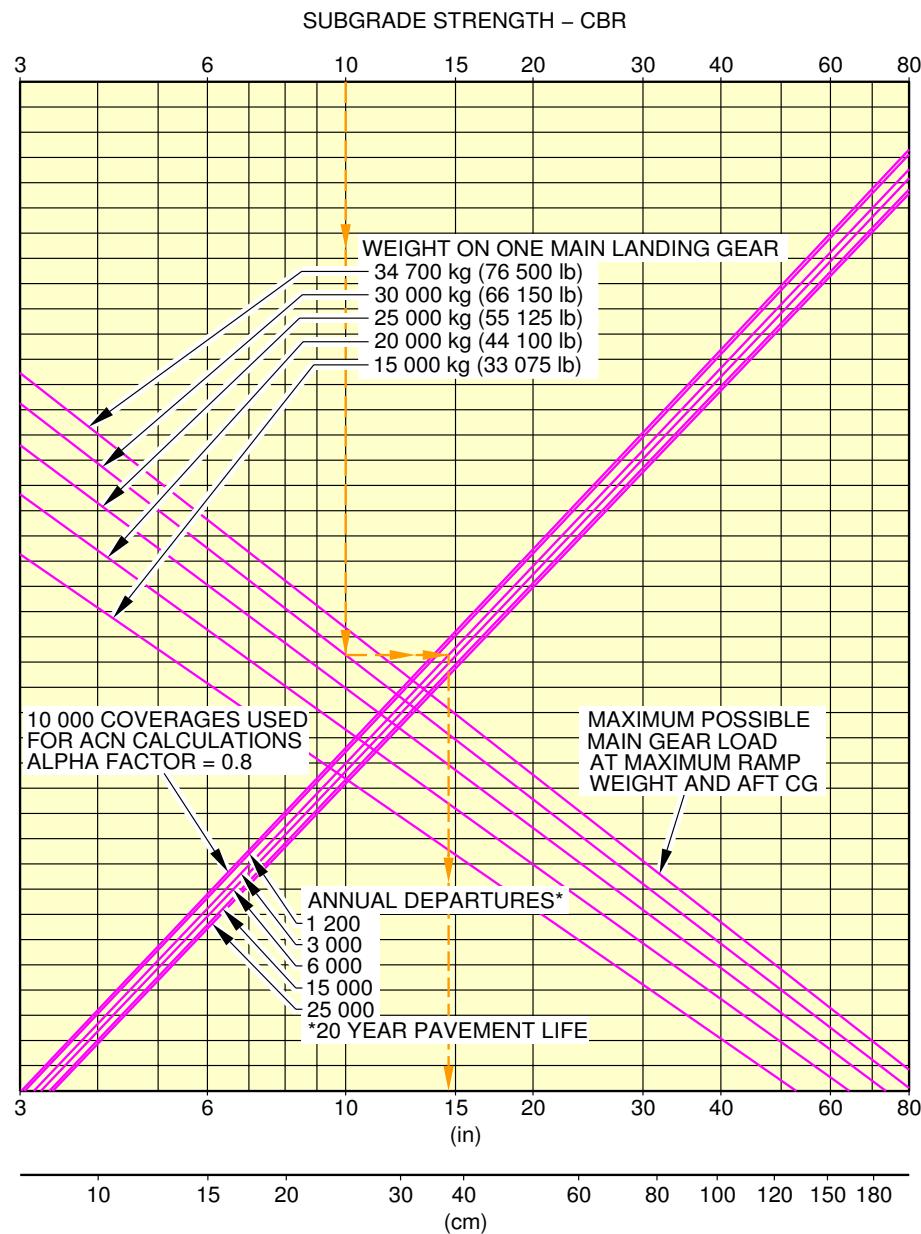


Flexible Pavement Requirements
WV054, MRW 79 400 kg, CG 36.1 %
FIGURE-7-5-0-991-012-A01

FIGURE-7-5-0-991-012-A01

N AC 070500 1 0120101 01 00

**ON A/C A320-200



N_AC_070500_1_0130101_01_00

Flexible Pavement Requirements
WV000 (Bogie), MRW 73 900 kg, CG 40 %
FIGURE-7-5-0-991-013-A01



7-6-0 **Flexible Pavement Requirements - LCN Conversion**

****ON A/C A320-200 A320neo**

Flexible Pavement Requirements - LCN Conversion

1. The Load Classification Number (LCN) curves are no longer provided in section 07-06-00 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983.

For questions regarding the LCN system, contact Airbus.

7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method****ON A/C A320-200 A320neo****Rigid Pavement Requirements - Portland Cement Association Design Method**

1. This section provides data about the rigid pavement requirements for the PCA (Portland Cement Association) design method.

The rigid pavement requirement graphs are given at standard tire pressure for the weight variants producing (at the MRW and maximum aft CG) the lowest MLG load and the highest MLG load for each A/C type.

They are calculated with the PCA design method.

To find a rigid pavement thickness, you must know the Subgrade Modulus (k), the permitted working stress and the weight on one MLG.

The procedure that follows is used to develop rigid pavement design curves:

- With the scale for pavement thickness on the left and the scale for permitted working stress on the right, a random load line is made. This represents the MLG maximum weight to be shown,
- A plot is then made of all values of the subgrade modulus (k values),
- More load lines for the incremental values of the weight on the MLG are made based on the curve for $k = 150 \text{ MN/m}^3$, which is already shown on the graph.

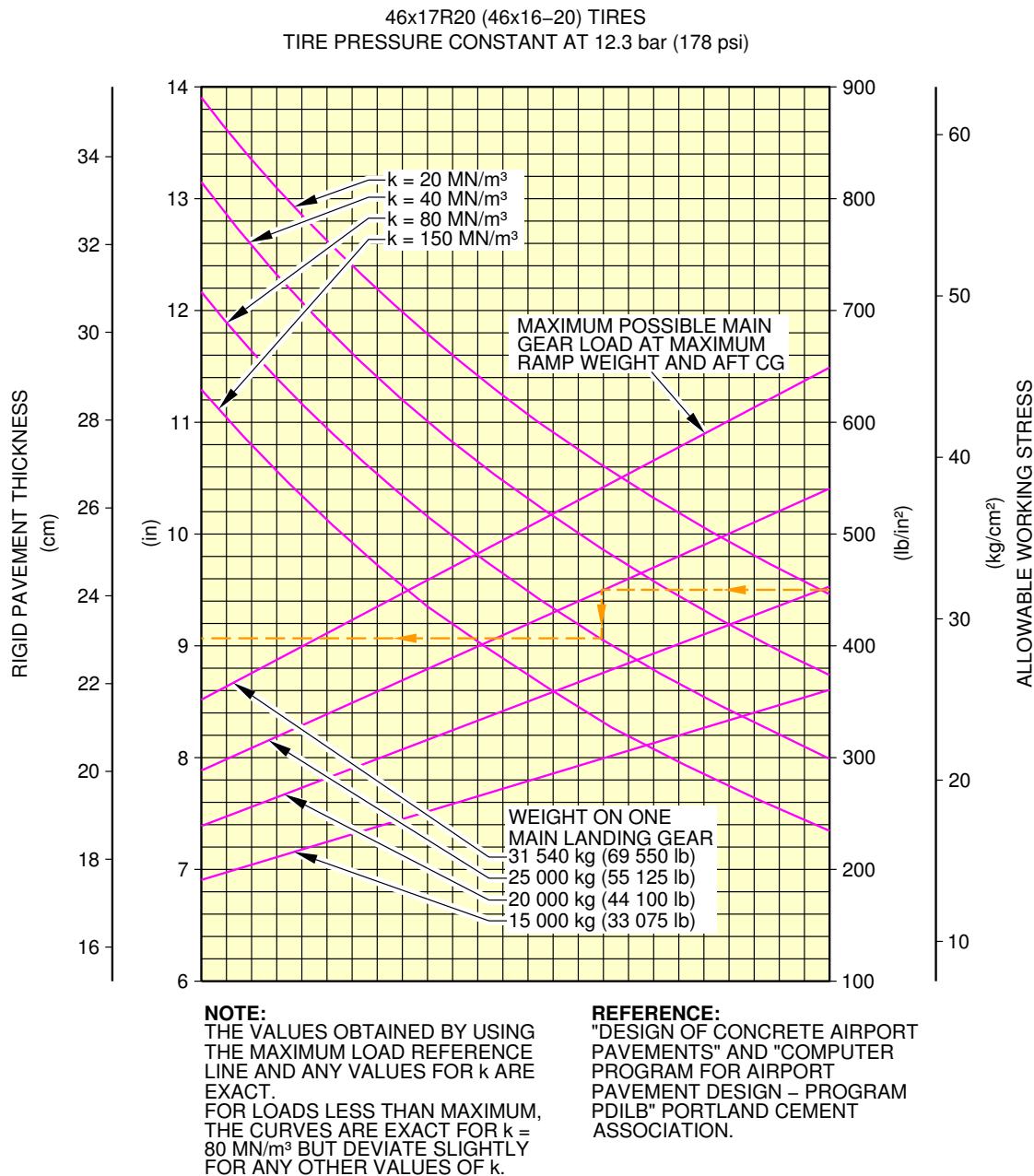
Example, see FIGURE 7-7-0-991-011-A, calculation of the thickness of the rigid pavement for the MLG:

- An aircraft with a MRW of 66 400 kg (146 375 lb),
- A k value of 80 MN/m^3 (300 lbf/in^3)
- A permitted working stress of 31.64 kg/cm^2 (450 lb/in^2),
- The load on one MLG is 25 000 kg (55 125 lb).

The required rigid pavement thickness is 230 mm (9 in).

NOTE : The CG in the figure title is the CG used for ACN calculation.

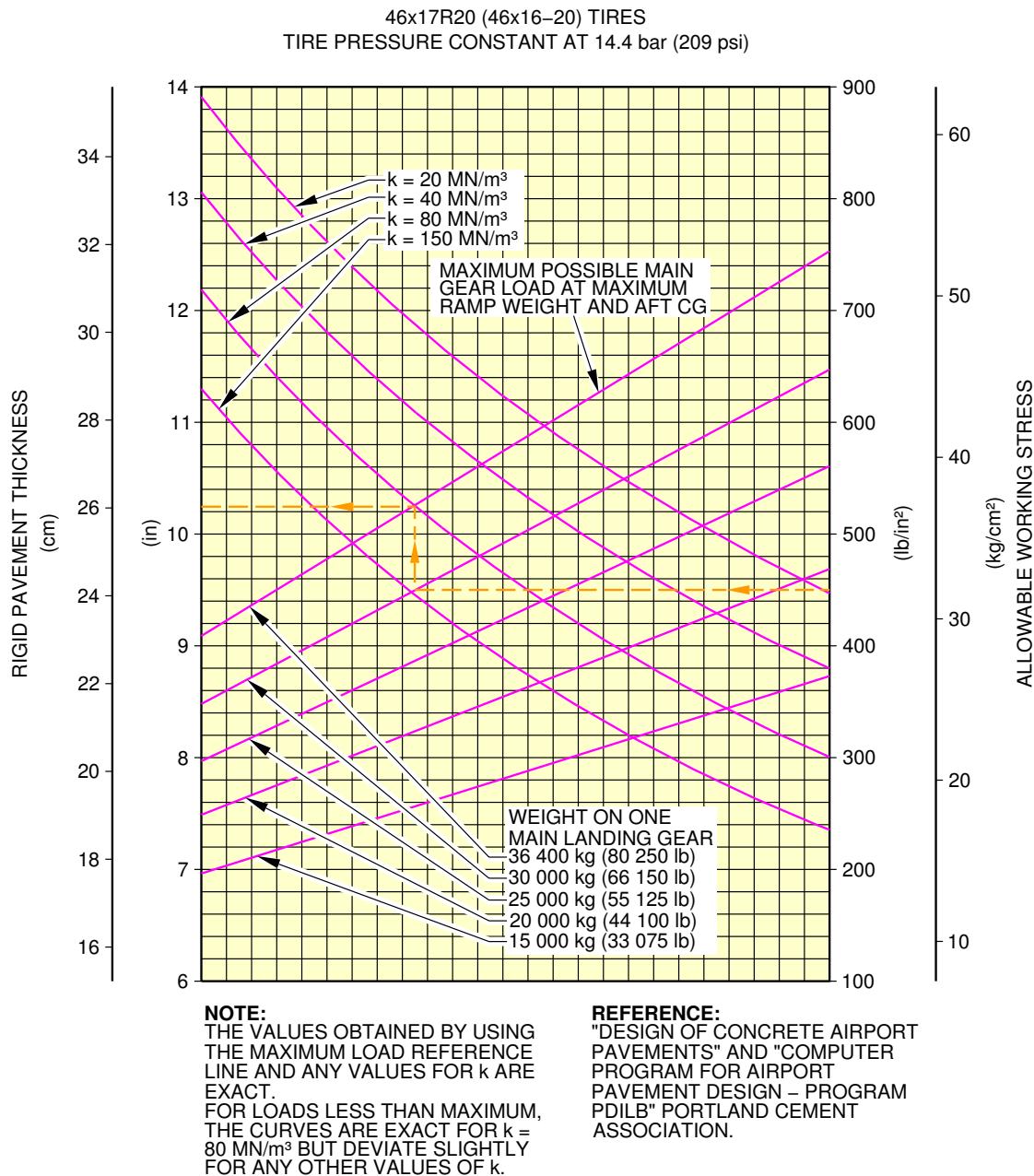
**ON A/C A320-200



N_AC_070700_1_0110101_01_00

Rigid Pavement Requirements
WV006, MRW 66 400 kg, CG 43 %
FIGURE-7-7-0-991-011-A01

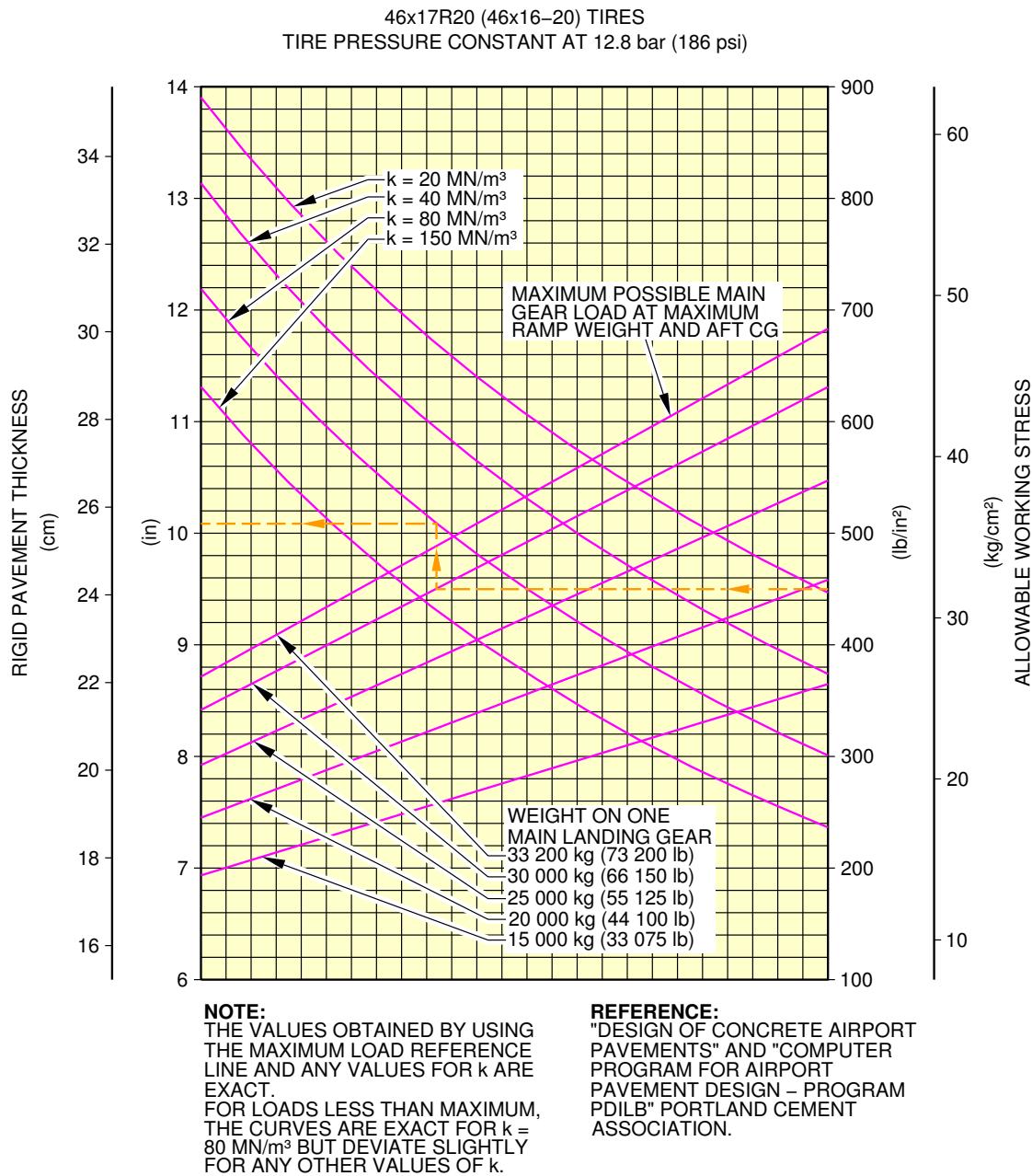
**ON A/C A320-200



N_AC_070700_1_0120101_01_00

Rigid Pavement Requirements
WV015, MRW 78 400 kg, CG 36.8 %
FIGURE-7-7-0-991-012-A01

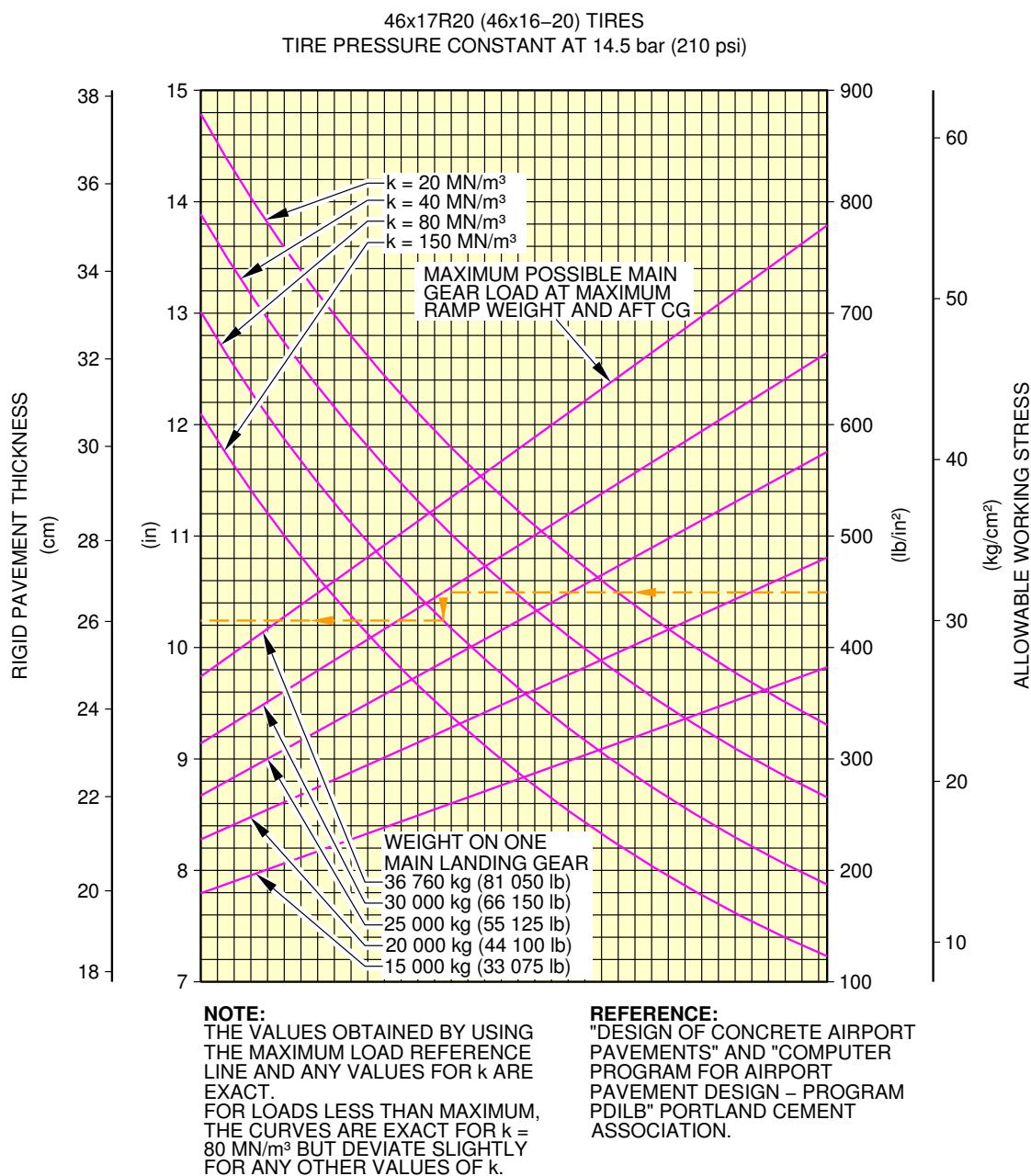
**ON A/C A320neo



N_AC_070700_1_0130101_01_00

Rigid Pavement Requirements
WV056, MRW 70 400 kg, CG 41 %
FIGURE-7-7-0-991-013-A01

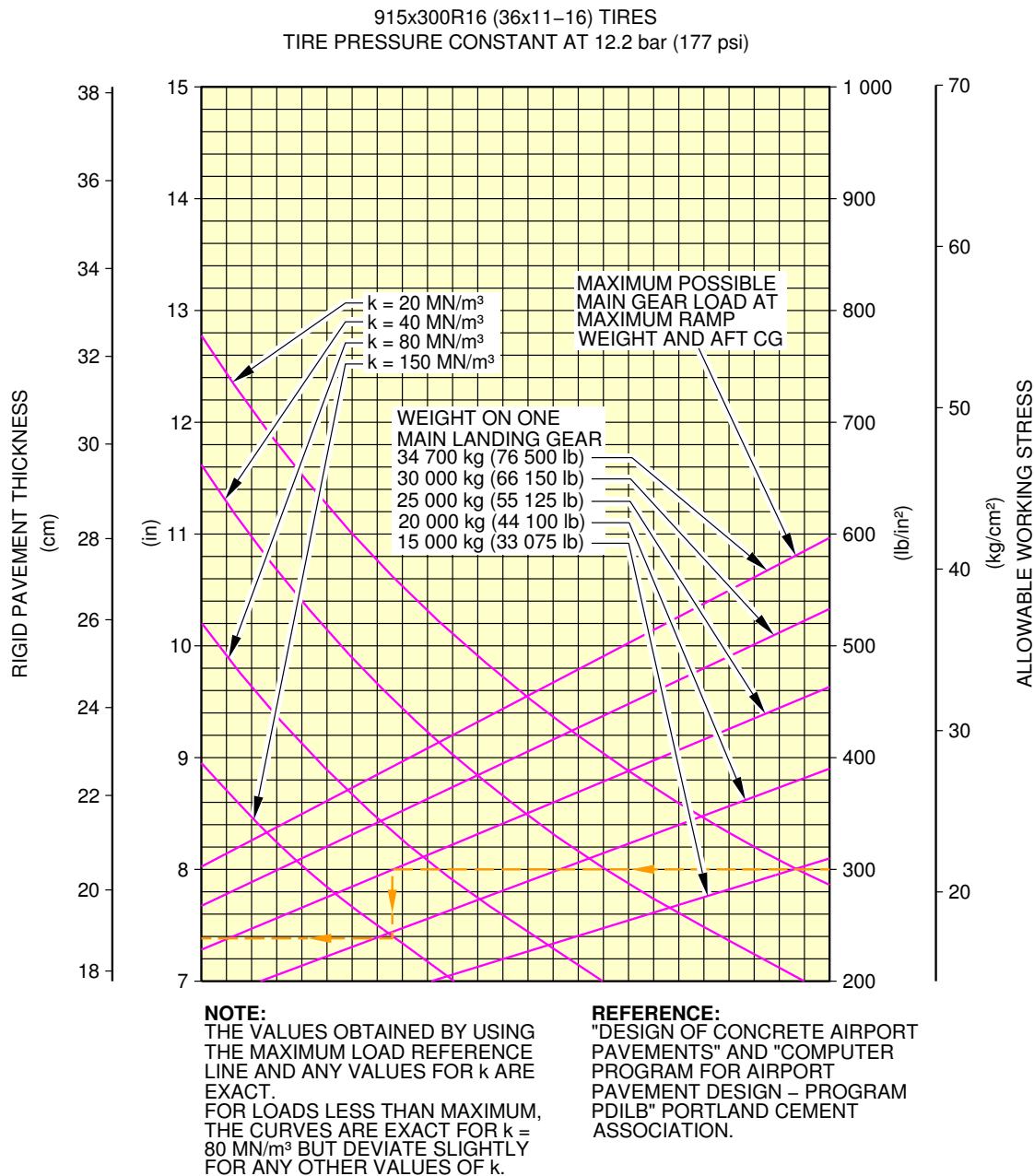
**ON A/C A320neo



N_AC_070700_1_0140101_01_00

Rigid Pavement Requirements
WV054, MRW 79 400 kg, CG 36.1 %
FIGURE-7-7-0-991-014-A01

**ON A/C A320-200



N_AC_070700_1_0150101_01_00

Rigid Pavement Requirements
WV000 (Bogie), MRW 73 900 kg, CG 40 %
FIGURE-7-7-0-991-015-A01

7-8-0 **Rigid Pavement Requirements - LCN Conversion**

****ON A/C A320-200 A320neo**

Rigid Pavement Requirements - LCN Conversion

1. The Load Classification Number (LCN) curves are no longer provided in section 07-08-00 since the LCN system for reporting pavement strength is obsolete, having been replaced by the ICAO recommended ACN/PCN system in 1983.

For questions regarding the LCN system, contact Airbus.

7-9-0 ACN/PCN Reporting System - Flexible and Rigid Pavements

**ON A/C A320-200 A320neo

Aircraft Classification Number - Flexible and Rigid Pavements

1. This section gives data about the Aircraft Classification Number (ACN) for an aircraft gross weight in relation to a subgrade strength value for flexible and rigid pavement.

The flexible and rigid pavement requirement graphs are given at standard tire pressure for the weight variants producing (at the MRW and maximum aft CG) the lowest MLG load and the highest MLG load for each type of aircraft.

To find the ACN of an aircraft on flexible and rigid pavement, you must know the aircraft gross weight and the subgrade strength.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.

(Ref: ICAO Aerodrome Design Manual, Part 3, Chapter 1, Second Edition 1983).

Example, see FIGURE 7-9-0-991-013-A (sheet 1), calculation of the ACN for flexible pavement for:

- An aircraft with a MRW of 66 400 kg (146 375 lb),
- An aircraft gross weight of 55 000 kg (121 250 lb),
- A medium subgrade strength (code B).

The ACN for flexible pavement is 28.

Example, see FIGURE 7-9-0-991-013-A (sheet 2), calculation of the ACN for rigid pavement for:

- An aircraft with a MRW of 66 400 kg (146 375 lb),
- An aircraft gross weight of 55 000 kg (121 250 lb),
- A medium subgrade strength (code B).

The ACN for rigid pavement is 32.

2. Aircraft Classification Number - ACN table

The tables in FIGURE 7-9-0-991-012-A and FIGURE 7-9-0-991-016-A provide ACN data in tabular format similar to the one used by ICAO in the "Aerodrome Design Manual Part 3, Pavements - Edition 1983" for all the operational weight variants of the aircraft.

As an approximation, use a linear interpolation in order to get the ACN at the required operating weight using the following equation:

- $ACN = ACN_{min} + (ACN_{max} - ACN_{min}) \times (\text{Operating weight} - 42\,000\text{ kg}) / (\text{MRW} - 42\,000\text{ kg})$

As an approximation, also use a linear interpolation in order to get the aircraft weight at the pavement PCN using the following equation:

- $\text{Operating weight} = 42\,000\text{ kg} + (\text{MRW} - 42\,000\text{ kg}) \times (PCN - ACN_{min}) / (ACN_{max} - ACN_{min})$

With ACN max: ACN calculated at the MRW in the table and with ACN min: ACN calculated at 42 000 kg.



AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

NOTE : The CG in the figure title is the CG used for ACN calculation.

**ON A/C A320-200

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV000	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320-200 WV000	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320-200 WV000	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25
A320-200 WV000	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320-200 WV001	68 400	47.5	1.28	39	42	44	46	35	36	41	47
	42 000	47.5		22	24	25	26	21	21	22	26
A320-200 WV001	68 400	47.5	1.06	37	40	42	45	34	36	40	46
	42 000	47.5		21	22	24	25	20	20	22	26
A320-200 WV001	68 400	47.5	1.09	37	40	43	45	35	36	40	46
	42 000	47.5		21	23	24	26	20	20	22	26
A320-200 WV001	68 400	47.5	0.96	36	39	41	44	34	35	40	46
	42 000	47.5		20	22	23	25	19	20	22	26
A320-200 WV002 (CG 42.6%)	70 400	47.4	1.28	41	43	46	48	37	38	42	48
	42 000	47.4		22	24	25	26	20	21	22	26
A320-200 WV002 (CG 42.6%)	70 400	47.4	1.06	38	41	44	46	36	37	42	48
	42 000	47.4		21	22	24	25	20	20	22	26
A320-200 WV002 (CG 42.6%)	70 400	47.4	1.09	39	41	44	46	36	37	42	48
	42 000	47.4		21	23	24	25	20	20	22	26
A320-200 WV002 (CG 42.6%)	70 400	47.4	0.96	37	40	43	45	35	37	42	48
	42 000	47.4		20	22	23	25	19	20	22	26
A320-200 WV002 (CG 41%)	70 400	47.2	1.28	40	43	45	47	36	37	42	48
	42 000	47.1		22	23	25	26	20	21	22	26
A320-200 WV002 (CG 41%)	70 400	47.2	1.06	38	41	43	46	35	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320-200 WV002 (CG 41%)	70 400	47.2	1.09	38	41	44	46	36	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320-200 WV002 (CG 41%)	70 400	47.2	0.96	37	40	42	45	35	36	41	47
	42 000	47.1		20	22	23	25	19	20	22	25

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Aircraft Classification Number
 ACN Table (Sheet 1 of 6)
 FIGURE-7-9-0-991-012-A01

7-9-0

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**ON A/C A320-200

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV003	75 900	46.8	1.38	45	47	50	52	40	41	46	52
	42 000	46.7		22	24	25	26	20	20	22	25
A320-200 WV003	75 900	46.8	1.14	42	45	48	50	39	40	45	51
	42 000	46.7		21	22	24	25	20	20	22	25
A320-200 WV003	75 900	46.8	1.18	43	45	48	50	39	40	45	51
	42 000	46.7		21	23	24	25	20	20	22	25
A320-200 WV003	75 900	46.8	1.03	41	44	47	49	38	40	45	51
	42 000	46.7		20	22	23	25	19	20	22	25
A320-200 WV004	71 900	47.3	1.38	42	45	47	49	38	39	43	49
	42 000	47.2		23	24	25	27	20	21	22	26
A320-200 WV004	71 900	47.3	1.14	40	43	45	48	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV004	71 900	47.3	1.18	40	43	46	48	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV004	71 900	47.3	1.03	39	42	44	47	36	38	43	49
	42 000	47.2		20	22	24	25	19	20	22	26
A320-200 WV005	67 400	47.5	1.28	39	41	43	45	35	36	40	46
	42 000	47.5		22	24	25	26	21	21	22	26
A320-200 WV005	67 400	47.5	1.06	36	39	42	44	34	35	40	46
	42 000	47.5		21	22	24	25	20	20	22	26
A320-200 WV005	67 400	47.5	1.09	37	39	42	44	34	35	40	46
	42 000	47.5		21	23	24	26	20	20	22	26
A320-200 WV005	67 400	47.5	0.96	35	38	41	43	33	35	39	45
	42 000	47.5		20	22	23	25	19	20	22	26
A320-200 WV006	66 400	47.5	1.23	37	40	42	44	34	35	39	45
	42 000	47.5		22	23	25	26	20	21	22	26
A320-200 WV006	66 400	47.5	1.02	35	38	41	43	33	34	39	45
	42 000	47.5		21	22	24	25	20	20	22	26
A320-200 WV006	66 400	47.5	0.92	34	37	40	42	32	34	39	45
	42 000	47.5		20	21	23	25	19	20	22	26
A320-200 WV007 (CG 37.5%)	77 400	46.6	1.44	46	49	51	53	41	42	47	53
	42 000	46.5		23	24	25	26	20	21	22	25

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Aircraft Classification Number
 ACN Table (Sheet 2 of 6)
 FIGURE-7-9-0-991-012-A01

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**ON A/C A320-200

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV007 (CG 37.5%)	77 400	46.6	1.20	44	46	49	51	40	41	46	52
	42 000	46.5		21	23	24	25	20	20	22	25
A320-200 WV007 (CG 37.5%)	77 400	46.6	1.23	44	47	49	52	40	41	46	52
	42 000	46.5		21	23	24	26	20	20	22	25
A320-200 WV007 (CG 37.5%)	77 400	46.6	1.07	42	45	48	50	39	41	46	52
	42 000	46.5		20	22	23	25	19	20	22	25
A320-200 WV007 (CG 33%)	77 400	45.8	1.44	45	48	50	52	40	42	46	52
	42 000	45.7		22	23	25	26	20	20	22	25
A320-200 WV007 (CG 33%)	77 400	45.8	1.20	43	46	48	50	39	40	45	51
	42 000	45.7		21	22	24	25	20	20	21	25
A320-200 WV007 (CG 33%)	77 400	45.8	1.23	43	46	48	51	39	40	45	51
	42 000	45.7		21	22	24	25	20	20	21	25
A320-200 WV007 (CG 33%)	77 400	45.8	1.07	41	44	47	49	39	40	45	51
	42 000	45.7		20	21	23	24	19	19	21	25
A320-200 WV008	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320-200 WV008	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320-200 WV008	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25
A320-200 WV008	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320-200 WV009	75 900	46.8	1.38	45	47	50	52	40	41	46	52
	42 000	46.7		22	24	25	26	20	20	22	25
A320-200 WV009	75 900	46.8	1.14	42	45	48	50	39	40	45	51
	42 000	46.7		21	22	24	25	20	20	22	25
A320-200 WV009	75 900	46.8	1.18	43	45	48	50	39	40	45	51
	42 000	46.7		21	23	24	25	20	20	22	25
A320-200 WV009	75 900	46.8	1.03	41	44	47	49	38	40	45	51
	42 000	46.7		20	22	23	25	19	20	22	25
A320-200 WV010 (CG 37.5%)	77 400	46.6	1.44	46	49	51	53	41	42	47	53
	42 000	46.5		23	24	25	26	20	21	22	25

N_AC_070900_1_0120103_01_00

Aircraft Classification Number
 ACN Table (Sheet 3 of 6)
 FIGURE-7-9-0-991-012-A01

****ON A/C A320-200**

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV010 (CG 37.5%)	77 400	46.6	1.20	44	46	49	51	40	41	46	52
	42 000	46.5		21	23	24	25	20	20	22	25
A320-200 WV010 (CG 37.5%)	77 400	46.6	1.23	44	47	49	52	40	41	46	52
	42 000	46.5		21	23	24	26	20	20	22	25
A320-200 WV010 (CG 37.5%)	77 400	46.6	1.07	42	45	48	50	39	41	46	52
	42 000	46.5		20	22	23	25	19	20	22	25
A320-200 WV010 (CG 33%)	77 400	45.8	1.44	45	48	50	52	40	42	46	52
	42 000	45.7		22	23	25	26	20	20	22	25
A320-200 WV010 (CG 33%)	77 400	45.8	1.20	43	46	48	50	39	40	45	51
	42 000	45.7		21	22	24	25	20	20	21	25
A320-200 WV010 (CG 33%)	77 400	45.8	1.23	43	46	48	51	39	40	45	51
	42 000	45.7		21	22	24	25	20	20	21	25
A320-200 WV010 (CG 33%)	77 400	45.8	1.07	41	44	47	49	39	40	45	51
	42 000	45.7		20	21	23	24	19	19	21	25
A320-200 WV011	75 900	46.8	1.38	45	47	50	52	40	41	46	52
	42 000	46.7		22	24	25	26	20	20	22	25
A320-200 WV011	75 900	46.8	1.14	42	45	48	50	39	40	45	51
	42 000	46.7		21	22	24	25	20	20	22	25
A320-200 WV011	75 900	46.8	1.18	43	45	48	50	39	40	45	51
	42 000	46.7		21	23	24	25	20	20	22	25
A320-200 WV011	75 900	46.8	1.03	41	44	47	49	38	40	45	51
	42 000	46.7		20	22	23	25	19	20	22	25
A320-200 WV012	77 400	46.6	1.44	46	49	51	53	41	42	47	53
	42 000	46.5		23	24	25	26	20	21	22	25
A320-200 WV012	77 400	46.6	1.20	44	46	49	51	40	41	46	52
	42 000	46.5		21	23	24	25	20	20	22	25
A320-200 WV012	77 400	46.6	1.23	44	47	49	52	40	41	46	52
	42 000	46.5		21	23	24	26	20	20	22	25
A320-200 WV012	77 400	46.6	1.07	42	45	48	50	39	41	46	52
	42 000	46.5		20	22	23	25	19	20	22	25
A320-200 WV013 (CG 41.42%)	71 900	47.2	1.38	42	45	47	49	38	39	43	49
	42 000	47.2		23	24	25	27	20	21	22	26

N_AC_070900_1_0120104_01_00

Aircraft Classification Number
 ACN Table (Sheet 4 of 6)
 FIGURE-7-9-0-991-012-A01

**ON A/C A320-200

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV013 (CG 41.42%)	71 900	47.2	1.14	40	43	45	47	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV013 (CG 41.42%)	71 900	47.2	1.18	40	43	46	48	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV013 (CG 41.42%)	71 900	47.2	1.03	39	42	44	47	36	38	43	49
	42 000	47.2		20	22	24	25	19	20	22	26
A320-200 WV013 (CG 41%)	71 900	47.2	1.38	42	45	47	49	38	39	43	49
	42 000	47.1		23	24	25	26	20	21	22	26
A320-200 WV013 (CG 41%)	71 900	47.2	1.14	40	43	45	47	37	38	43	49
	42 000	47.1		21	23	24	26	20	20	22	26
A320-200 WV013 (CG 41%)	71 900	47.2	1.18	40	43	46	48	37	38	43	49
	42 000	47.1		21	23	24	26	20	20	22	26
A320-200 WV013 (CG 41%)	71 900	47.2	1.03	38	41	44	46	36	38	43	49
	42 000	47.1		20	22	24	25	19	20	22	25
A320-200 WV014	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320-200 WV014	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320-200 WV014	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25
A320-200 WV014	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320-200 WV015	78 400	46.4	1.44	47	49	52	54	41	43	47	53
	42 000	46.4		22	24	25	26	20	20	22	25
A320-200 WV016	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320-200 WV016	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320-200 WV016	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25

N_AC_070900_1_0120105_01_00

Aircraft Classification Number
 ACN Table (Sheet 5 of 6)
 FIGURE-7-9-0-991-012-A01

7-9-0

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****ON A/C A320-200**

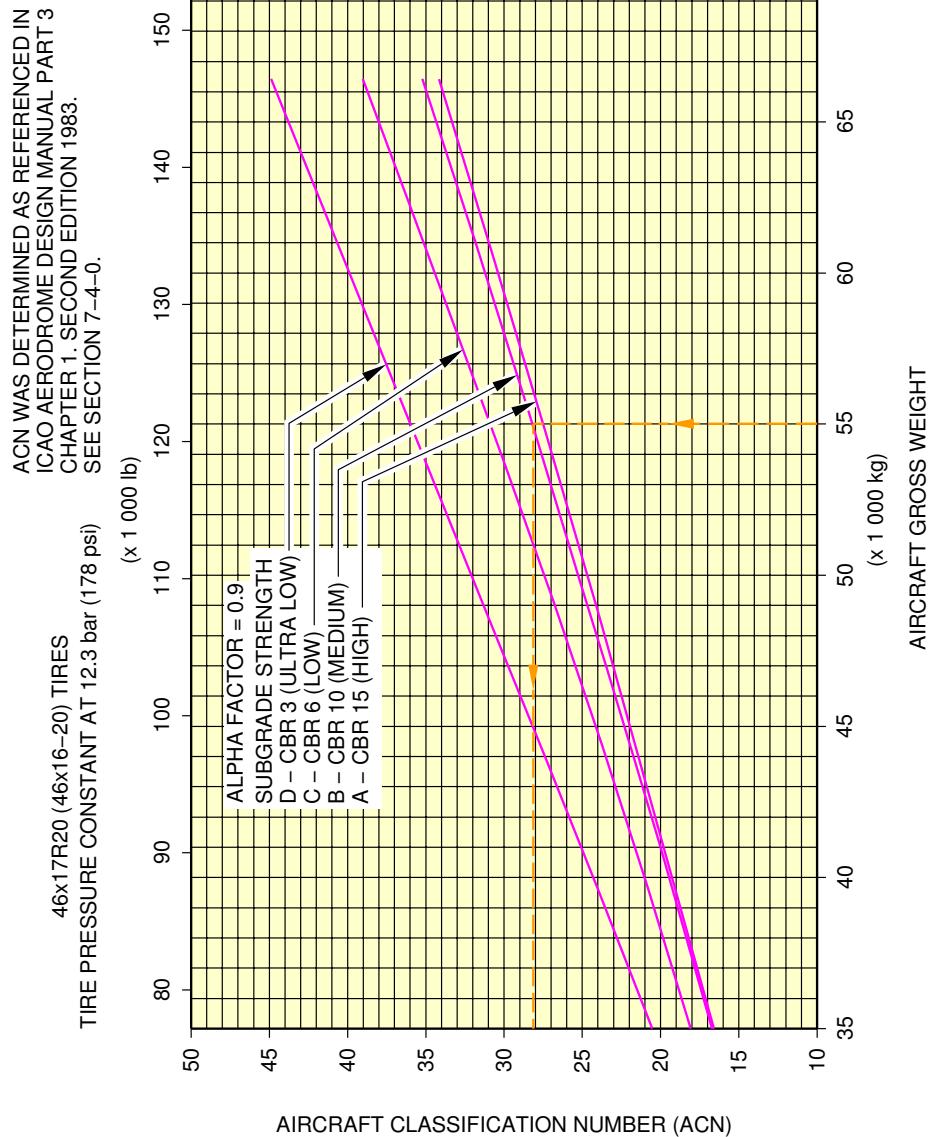
WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES – MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES – CBR			
				High 150	Medium 80	Low 40	Ultra-low 20	High 15	Medium 10	Low 6	Ultra-low 3
A320-200 WV016	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320-200 WV017	78 400	46.4	1.44	47	49	52	54	41	43	47	53
	42 000	46.4		22	24	25	26	20	20	22	25
A320-200 WV018 (CG 41.46%)	71 900	47.2	1.38	42	45	47	49	38	39	43	49
	42 000	47.2		23	24	25	27	20	21	22	26
A320-200 WV018 (CG 41.46%)	71 900	47.2	1.14	40	43	45	47	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41.46%)	71 900	47.2	1.18	40	43	46	48	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41.46%)	71 900	47.2	1.03	39	42	44	47	36	38	43	49
	42 000	47.2		20	22	24	25	19	20	22	26
A320-200 WV018 (CG 41.42%)	71 900	47.2	1.38	42	45	47	49	38	39	43	49
	42 000	47.2		23	24	25	27	20	21	22	26
A320-200 WV018 (CG 41.42%)	71 900	47.2	1.14	40	43	45	47	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41.42%)	71 900	47.2	1.18	40	43	46	48	37	38	43	49
	42 000	47.2		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41.42%)	71 900	47.2	1.03	39	42	44	47	36	38	43	49
	42 000	47.2		20	22	24	25	19	20	22	26
A320-200 WV018 (CG 41%)	71 900	47.2	1.38	42	45	47	49	38	39	43	49
	42 000	47.1		23	24	25	26	20	21	22	26
A320-200 WV018 (CG 41%)	71 900	47.2	1.14	40	43	45	47	37	38	43	49
	42 000	47.1		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41%)	71 900	47.2	1.18	40	43	46	48	37	38	43	49
	42 000	47.1		21	23	24	26	20	20	22	26
A320-200 WV018 (CG 41%)	71 900	47.2	1.03	38	41	44	46	36	38	43	49
	42 000	47.1		20	22	24	25	19	20	22	25
A320-200 WV000 BOGIE	73 900	46.9	1.22	18	21	25	28	18	19	22	31
	42 000	46.9		9	10	12	13	9	9	10	13

N_AC_070900_1_0120106_01_00

Aircraft Classification Number
 ACN Table (Sheet 6 of 6)
 FIGURE-7-9-0-991-012-A01

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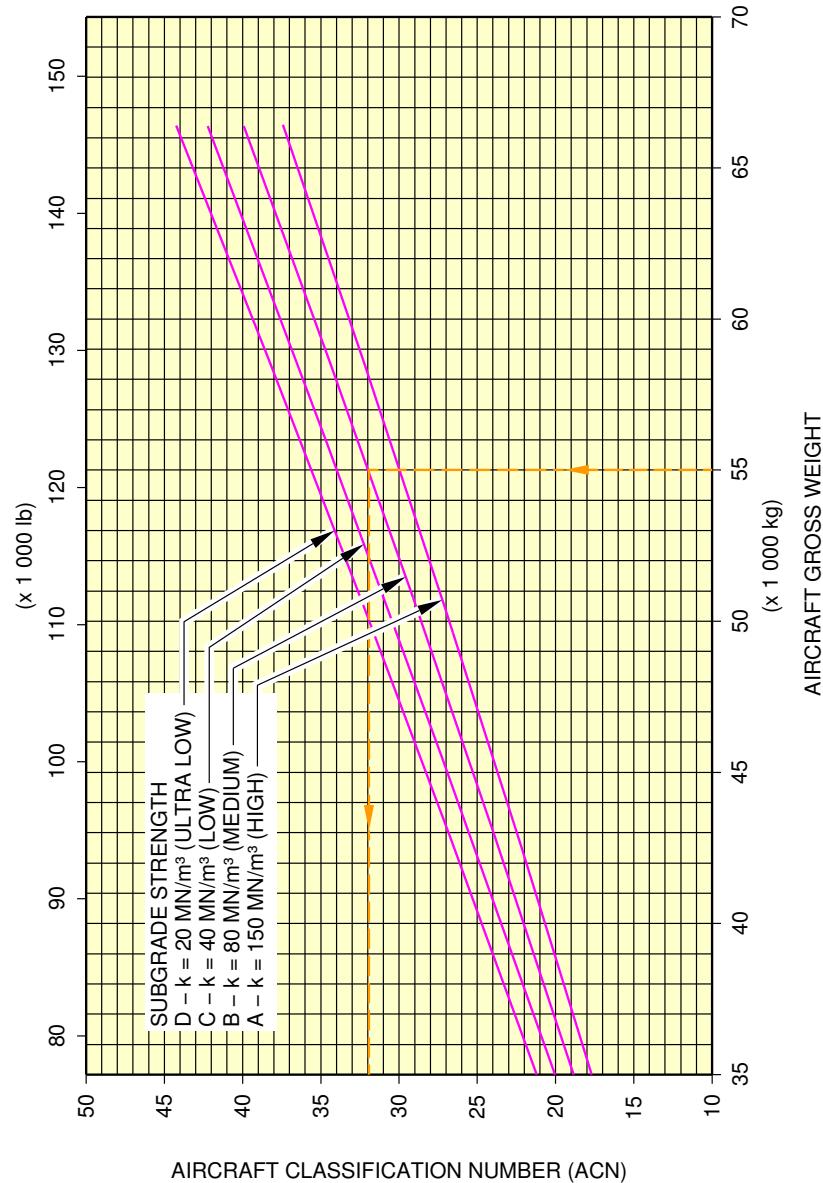
**ON A/C A320-200



N_AC_070900_1_0130101_01_00
Aircraft Classification Number
Flexible Pavement - WV006, MRW 66 400 kg, CG 43 % (Sheet 1 of 2)
FIGURE-7-9-0-991-013-A01

**ON A/C A320-200

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1, SECOND EDITION 1983.
SEE SECTION 7-4-0.

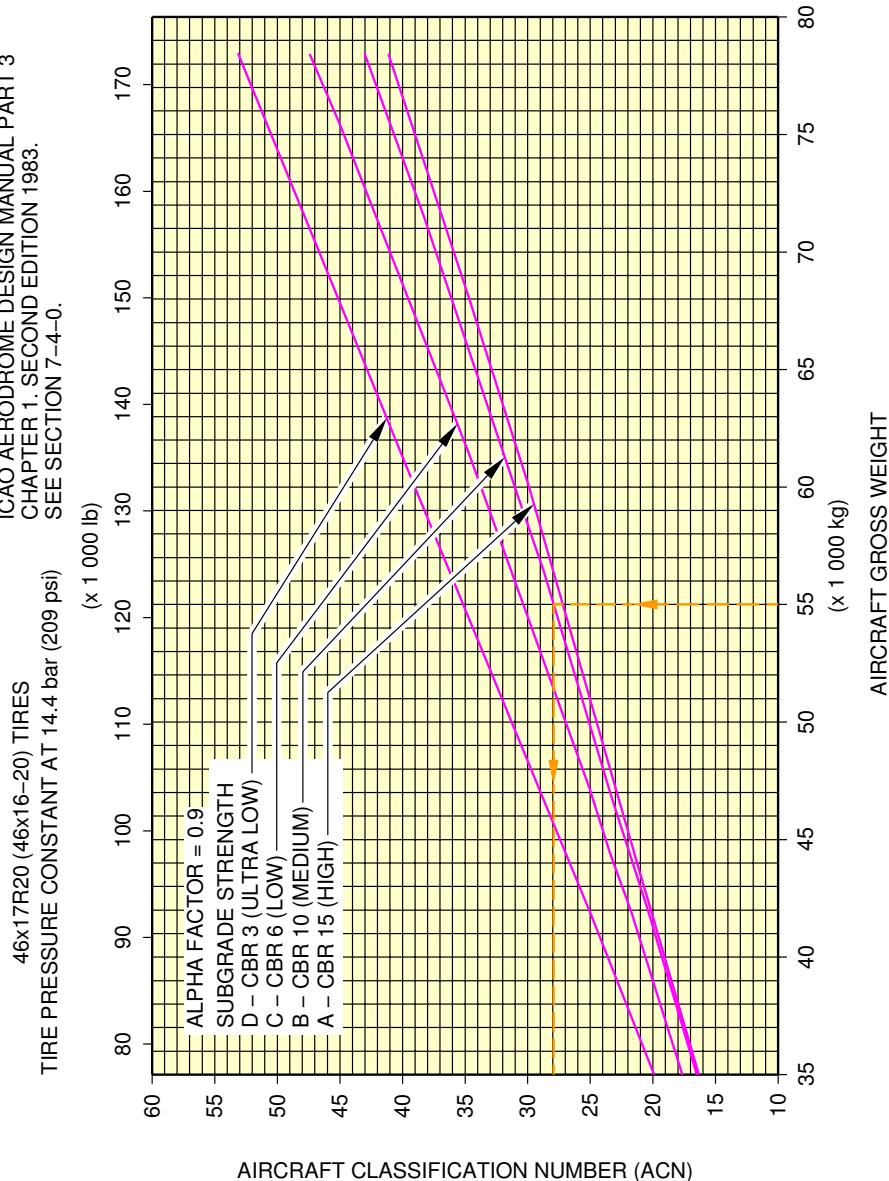


N_AC_070900_1_0130102_01_00

Aircraft Classification Number
Rigid Pavement - WV006, MRW 66 400 kg, CG 43 % (Sheet 2 of 2)
FIGURE-7-9-0-991-013-A01

**ON A/C A320-200

ACN WAS DETERMINED AS REFERENCED IN
 ICAO AERODROME DESIGN MANUAL PART 3
 CHAPTER 1, SECOND EDITION 1983.
 SEE SECTION 7-4-0.

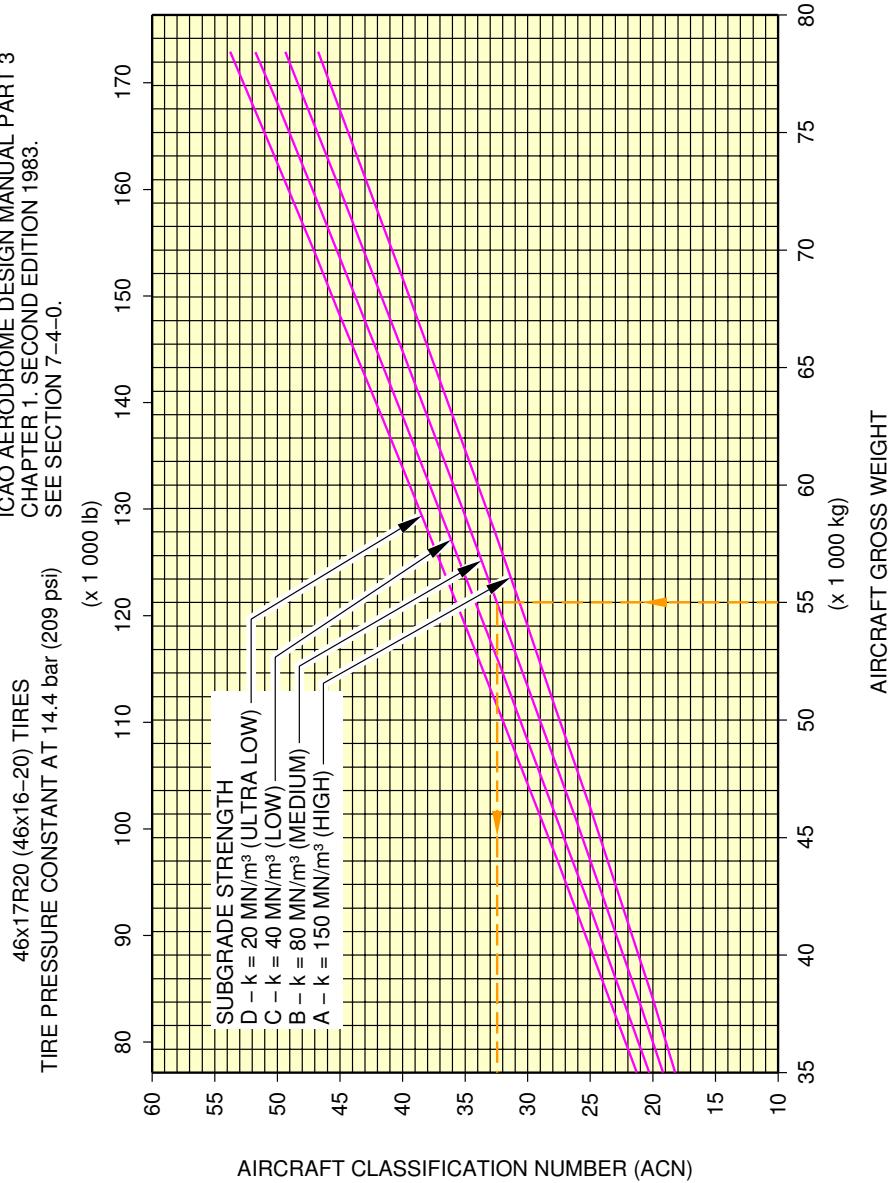


N_AC_070900_1_0140101_01_00

Aircraft Classification Number
 Flexible Pavement - WV015, MRW 78 400 kg, CG 36.8 % (Sheet 1 of 2)
 FIGURE-7-9-0-991-014-A01

**ON A/C A320-200

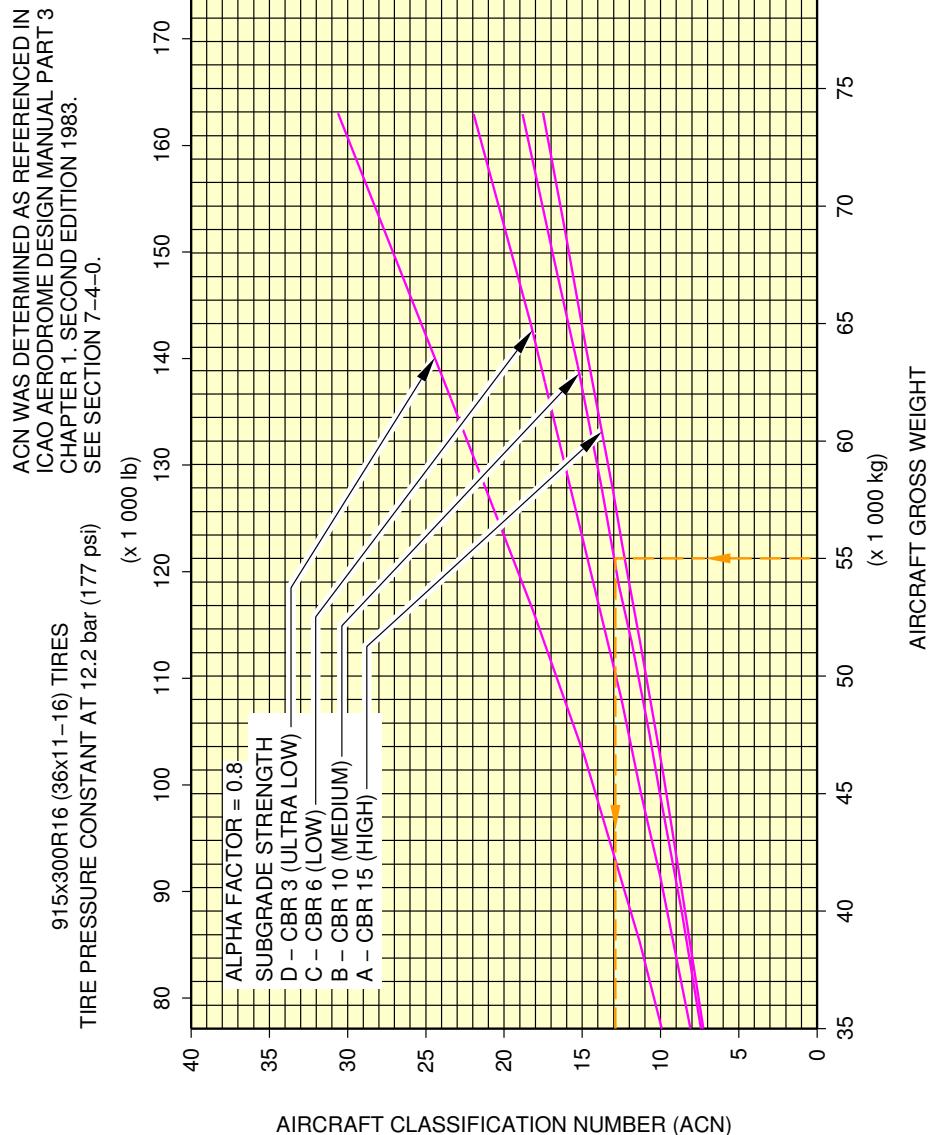
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CHAPTER 1, SECOND EDITION 1983.
SEE SECTION 7-4-0.



N_AC_070900_1_0140102_01_00

Aircraft Classification Number
Rigid Pavement - WV015, MRW 78 400 kg, CG 36.8 % (Sheet 2 of 2)
FIGURE-7-9-0-991-014-A01

**ON A/C A320-200



N_AC_070900_1_0150101_01_00

Aircraft Classification Number

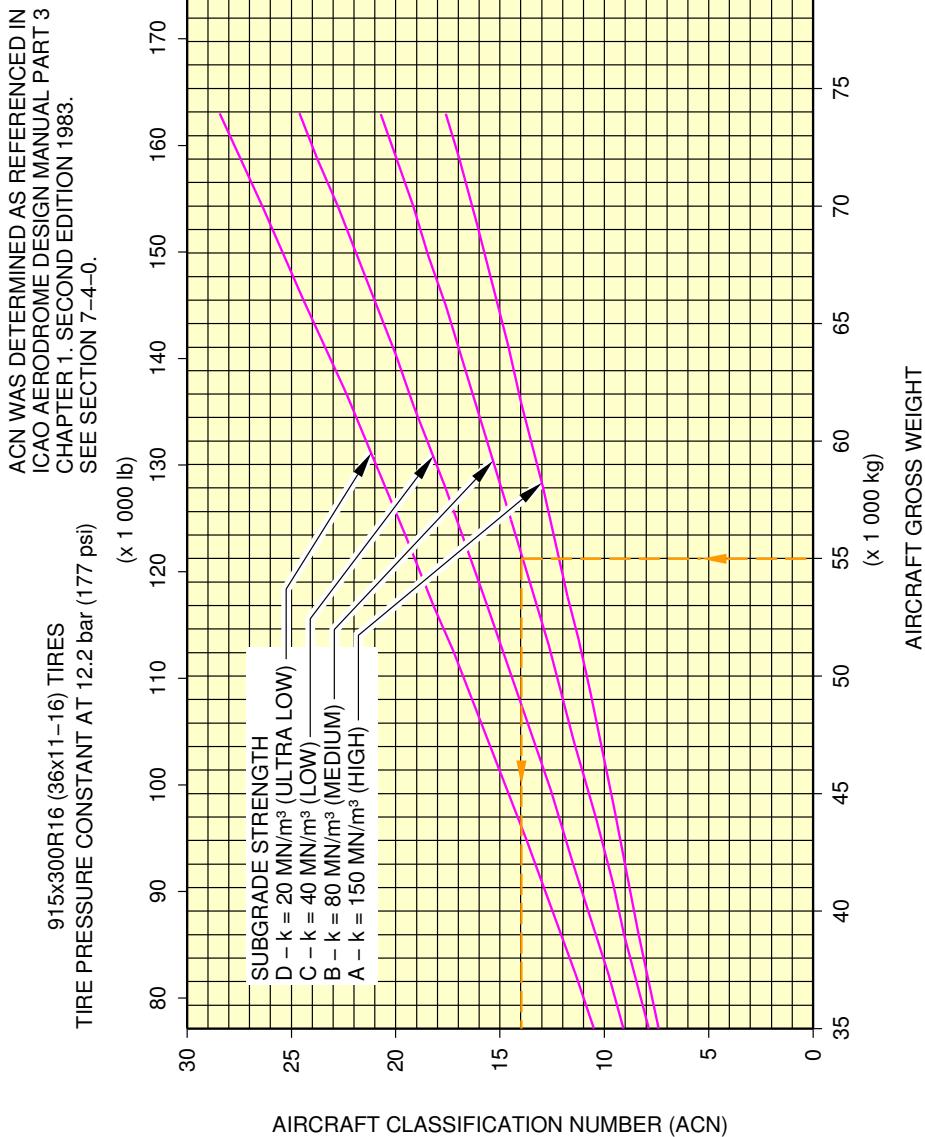
Flexible Pavement - WV000 (Bogie), MRW 73 900 kg, CG 40 % (Sheet 1 of 2)

FIGURE-7-9-0-991-015-A01

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**ON A/C A320-200



N_AC_070900_1_0150102_01_00

Aircraft Classification Number
Rigid Pavement - WV000 (Bogie), MRW 73 900 kg, CG 40 % (Sheet 2 of 2)
FIGURE-7-9-0-991-015-A01

**ON A/C A320neo

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA-LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA-LOW 3
A320NEO WV050	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320NEO WV050	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320NEO WV050	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25
A320NEO WV050	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320NEO WV051	73 900	47.0	1.38	44	46	48	50	39	40	44	50
	42 000	46.9		22	24	25	26	20	20	22	26
A320NEO WV051	73 900	47.0	1.14	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	25	20	20	22	25
A320NEO WV051	73 900	47.0	1.18	41	44	47	49	38	39	44	50
	42 000	46.9		21	23	24	26	20	20	22	25
A320NEO WV051	73 900	47.0	1.03	40	43	45	48	37	39	44	50
	42 000	46.9		20	22	23	25	19	20	22	25
A320NEO WV052	77 400	46.6	1.44	46	49	51	53	41	42	47	53
	42 000	46.5		23	24	25	26	20	21	22	25
A320NEO WV052	77 400	46.6	1.20	44	46	49	51	40	41	46	52
	42 000	46.5		21	23	24	25	20	20	22	25
A320NEO WV052	77 400	46.6	1.23	44	47	49	52	40	41	46	52
	42 000	46.5		21	23	24	26	20	20	22	25
A320NEO WV052	77 400	46.6	1.07	42	45	48	50	39	41	46	52
	42 000	46.5		20	22	23	25	19	20	22	25

N_AC_070900_1_0160101_01_01

Aircraft Classification Number
 ACN Table (Sheet 1 of 2)
 FIGURE-7-9-0-991-016-A01

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**ON A/C A320neo

WEIGHT VARIANT	ALL UP MASS (kg)	LOAD ON ONE MAIN GEAR LEG (%)	TIRE PRESSURE (MPa)	ACN FOR RIGID PAVEMENT SUBGRADES - MN/m³				ACN FOR FLEXIBLE PAVEMENT SUBGRADES - CBR			
				HIGH 150	MEDIUM 80	LOW 40	ULTRA-LOW 20	HIGH 15	MEDIUM 10	LOW 6	ULTRA-LOW 3
A320NEO WV053	77 400	46.6	1.44	46	49	51	53	41	42	47	53
	42 000	46.5		23	24	25	26	20	21	22	25
A320NEO WV053	77 400	46.6	1.20	44	46	49	51	40	41	46	52
	42 000	46.5		21	23	24	25	20	20	22	25
A320NEO WV053	77 400	46.6	1.23	44	47	49	52	40	41	46	52
	42 000	46.5		21	23	24	26	20	20	22	25
A320NEO WV053	77 400	46.6	1.07	42	45	48	50	39	41	46	52
	42 000	46.5		20	22	23	25	19	20	22	25
A320NEO WV054	77 400	46.6	1.45	48	50	53	55	41	44	48	54
	42 000	46.3		22	24	25	26	20	20	22	25
A320NEO WV055	79 400	46.3	1.45	47	50	52	54	41	44	48	54
	42 000	46.3		22	24	25	26	20	20	22	25
A320NEO WV056	70 400	47.2	1.28	41	43	46	48	36	37	42	48
	42 000	47.1		22	24	25	26	20	21	22	26
A320NEO WV056	70 400	47.2	1.06	38	41	43	46	35	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320NEO WV056	70 400	47.2	1.09	38	41	44	46	36	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320NEO WV056	70 400	47.2	0.96	37	40	42	45	35	36	41	47
	42 000	47.1		20	22	23	25	19	20	22	25
A320NEO WV057	70 400	47.2	1.28	41	43	46	48	36	37	42	48
	42 000	47.1		22	24	25	26	20	21	22	26
A320NEO WV057	70 400	47.2	1.06	38	41	43	46	35	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320NEO WV057	70 400	47.2	1.09	38	41	44	46	36	37	41	48
	42 000	47.1		21	22	24	25	20	20	22	26
A320NEO WV057	70 400	47.2	0.96	37	40	42	45	35	36	41	47
	42 000	47.1		20	22	23	25	19	20	22	25

N_AC_070900_1_0160103_01_00

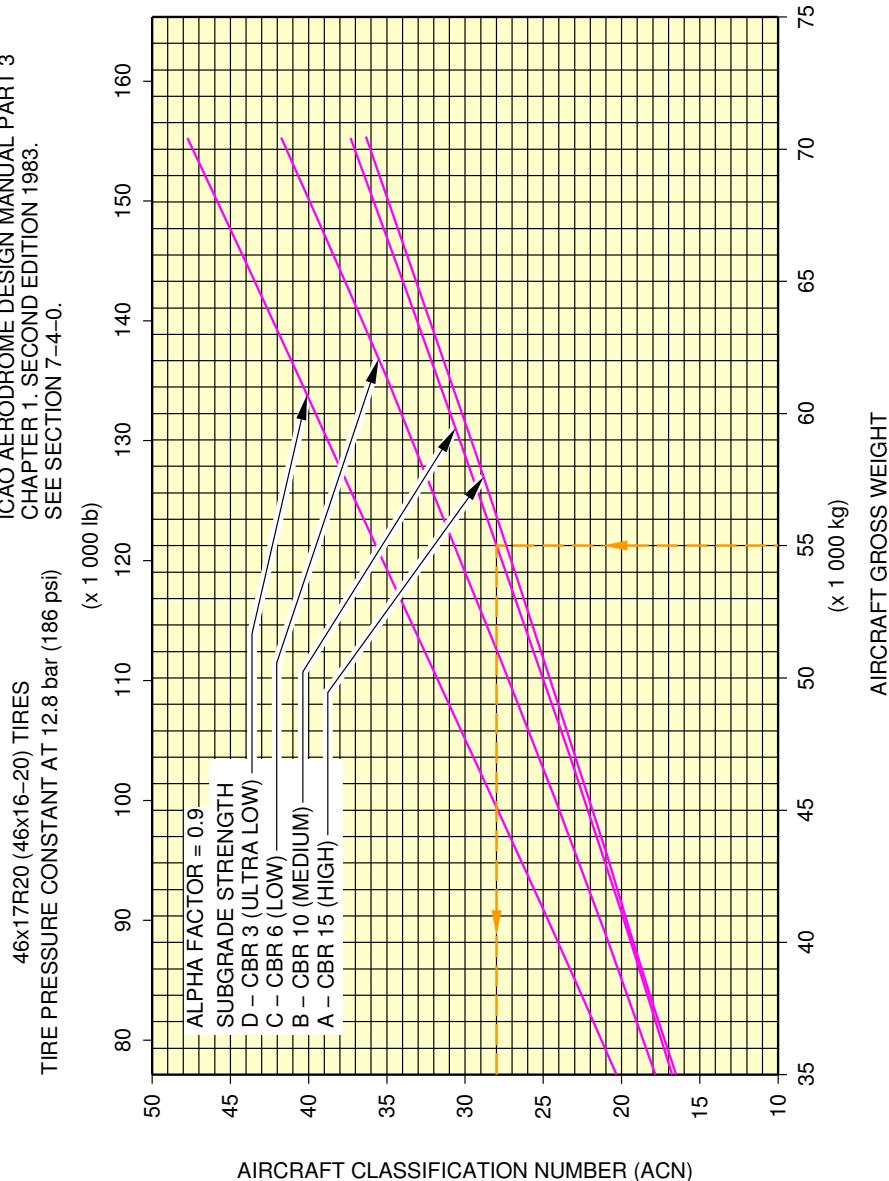
Aircraft Classification Number
 ACN Table (Sheet 2 of 2)
 FIGURE-7-9-0-991-016-A01

7-9-0

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**ON A/C A320neo

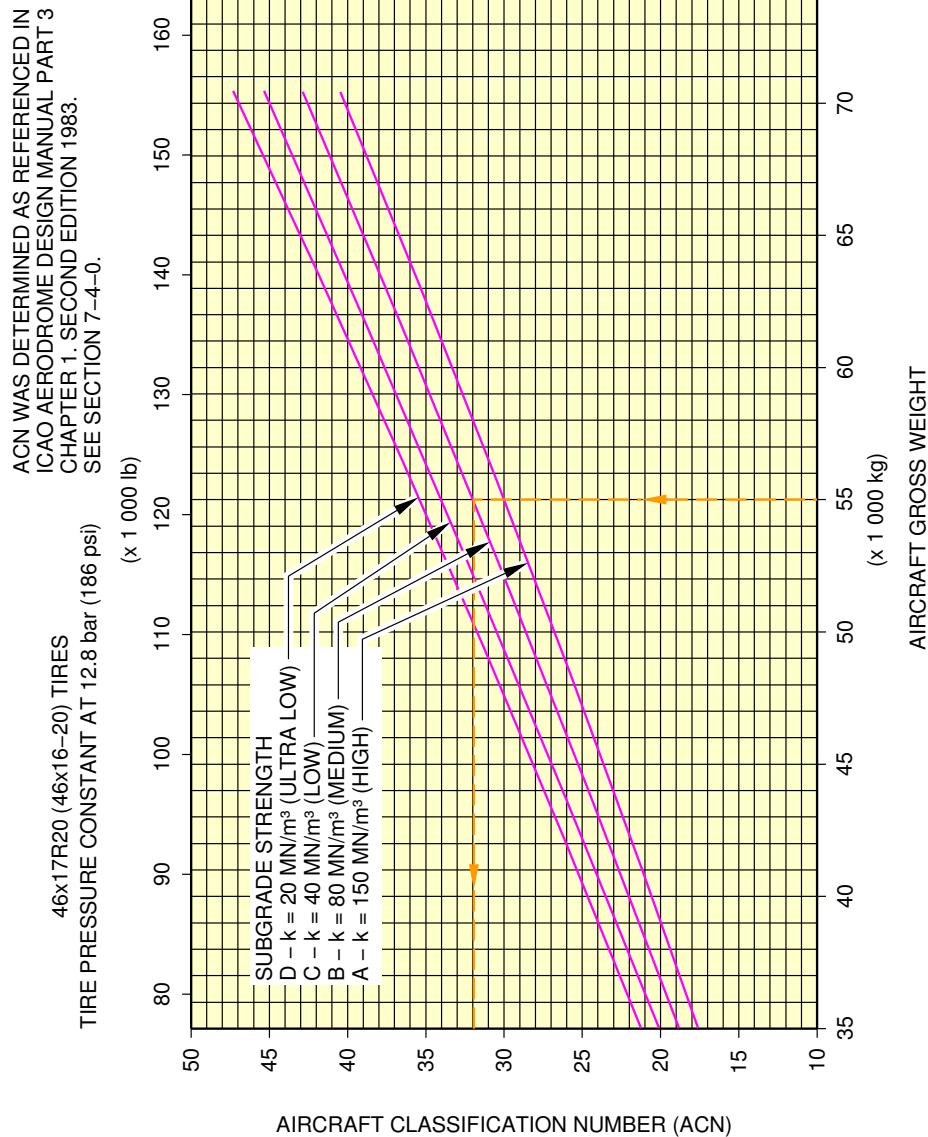
ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1, SECOND EDITION 1983.
SEE SECTION 7-4-0.



N_AC_070900_1_0170101_01_00

Aircraft Classification Number
Flexible Pavement - WV056, MRW 70 400 kg, CG 41 % (Sheet 1 of 2)
FIGURE-7-9-0-991-017-A01

**ON A/C A320neo

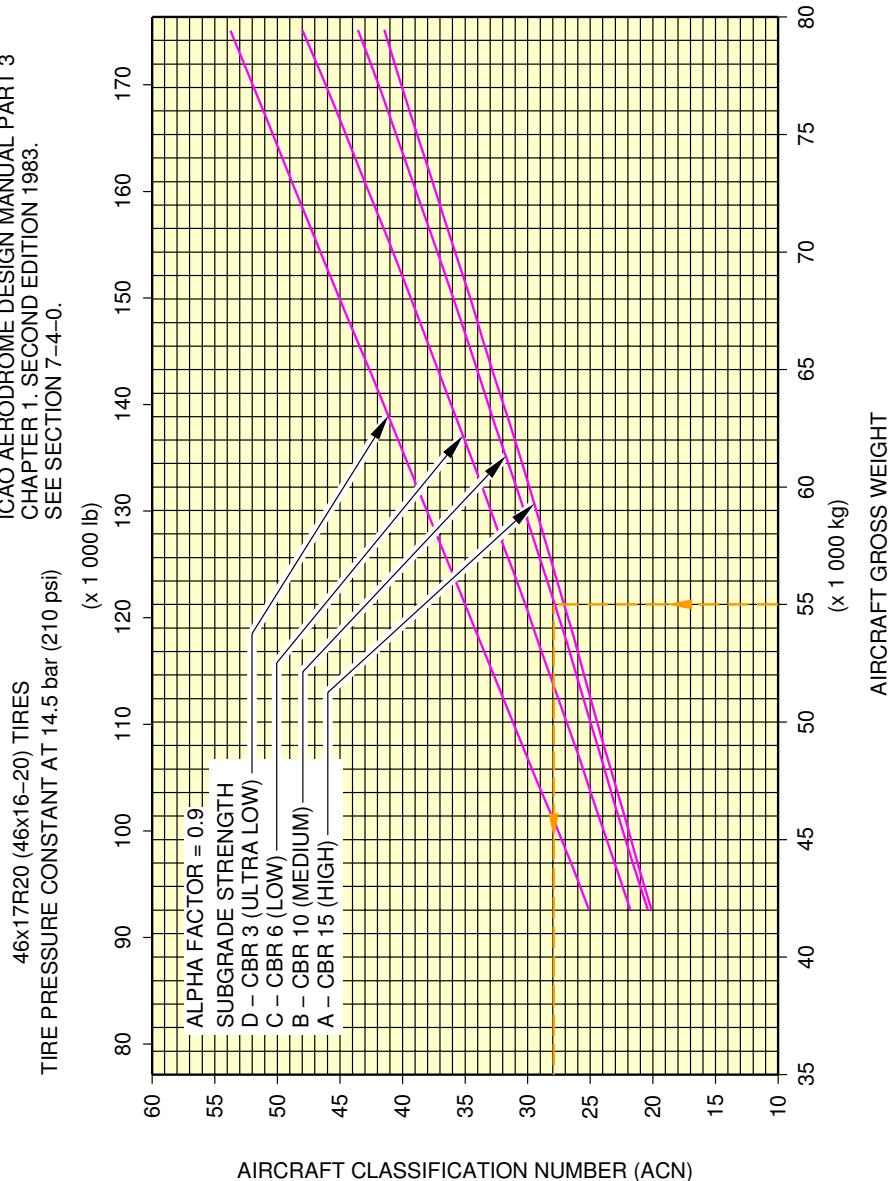


N_AC_070900_1_0170102_01_00

Aircraft Classification Number
Rigid Pavement - WV056, MRW 70 400 kg, CG 41 % (Sheet 2 of 2)
FIGURE-7-9-0-991-017-A01

**ON A/C A320neo

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1, SECOND EDITION 1983.
SEE SECTION 7-4-0.

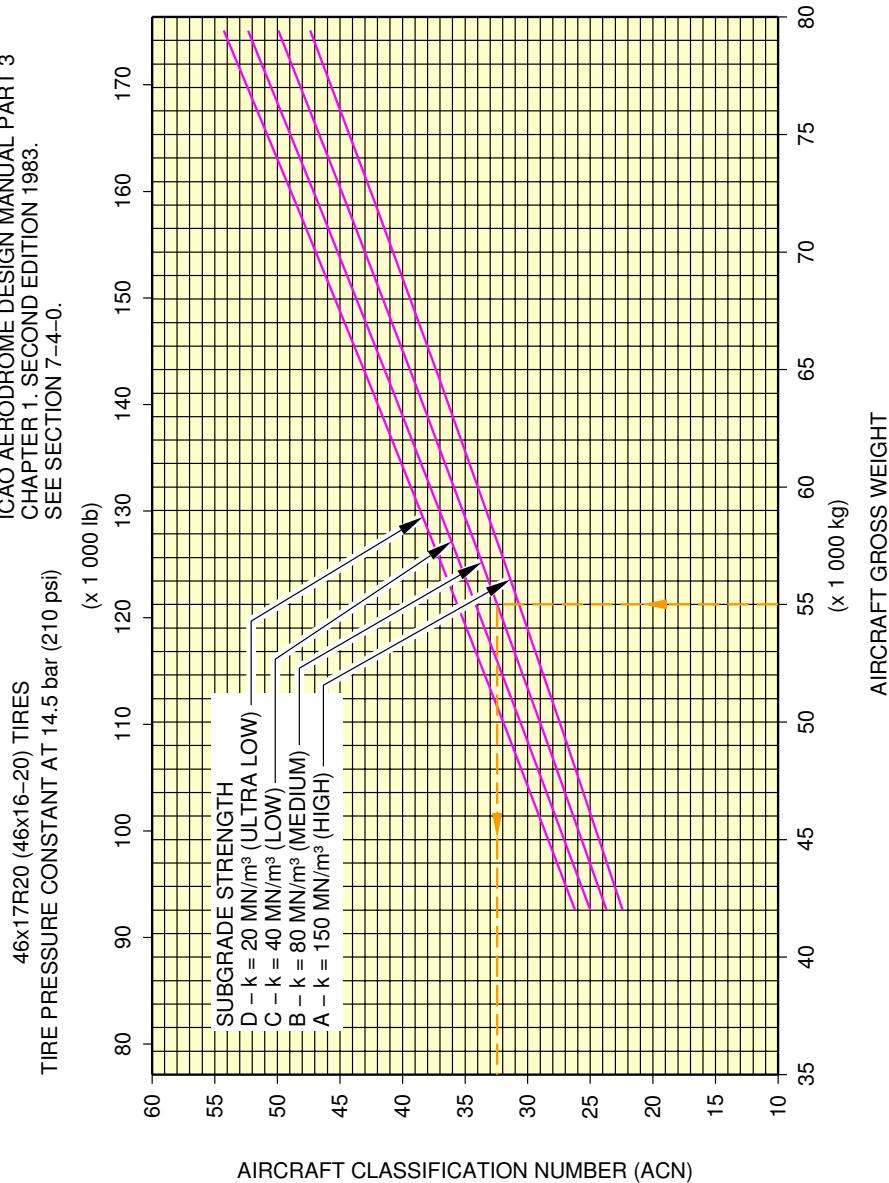


N_AC_070900_1_0180101_01_00

Aircraft Classification Number
Flexible Pavement - WV054, MRW 79 400 kg, CG 36.1 % (Sheet 1 of 2)
FIGURE-7-9-0-991-018-A01

**ON A/C A320neo

ACN WAS DETERMINED AS REFERENCED IN
ICAO AERODROME DESIGN MANUAL PART 3
CHAPTER 1, SECOND EDITION 1983.
SEE SECTION 7-4-0.



N_AC_070900_1_0180102_01_00

Aircraft Classification Number
Rigid Pavement - WV054, MRW 79 400 kg, CG 36.1 % (Sheet 2 of 2)
FIGURE-7-9-0-991-018-A01



SCALDED DRAWINGS

8-0-0 SCALED DRAWINGS

**ON A/C A320-200 A320neo

Scaled Drawings

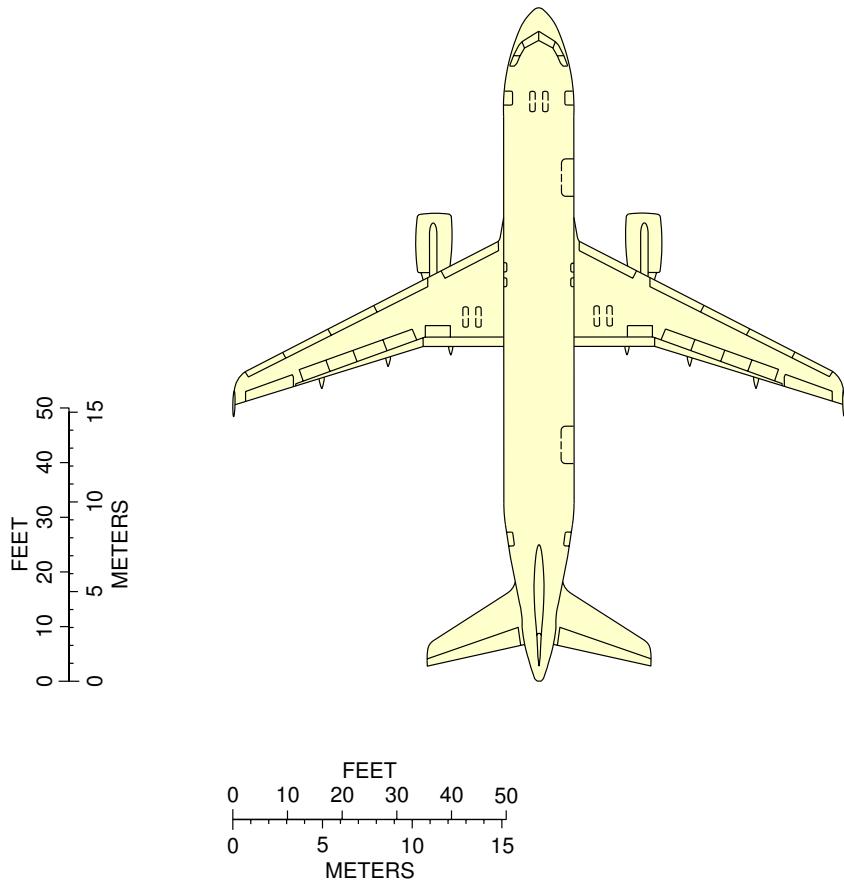
1. This section provides the scaled drawings.

NOTE : When printing this drawing, make sure to adjust for proper scaling.

A320

AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING

**ON A/C A320-200 A320neo



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING.

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Scaled Drawing
FIGURE-8-0-0-991-003-A01

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AIRCRAFT RESCUE AND FIRE FIGHTING**10-0-0 AIRCRAFT RESCUE AND FIRE FIGHTING**

**ON A/C A320-200 A320neo

Aircraft Rescue and Fire Fighting**1. Aircraft Rescue and Fire Fighting Charts**

This sections provides data related to aircraft rescue and fire fighting.

The figures contained in this section are the figures that are in the Aircraft Rescue and Fire Fighting Charts poster available for download on AIRBUSWorld and the Airbus website.

**ON A/C A320-200 A320neo



A320/A320neo

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE:

THIS CHART GIVES THE GENERAL LAYOUT OF THE A320 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE
"AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

ISSUED BY:

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REVISION DATE: MAY 2015
REFERENCE : N_RF_000000_1_A320000
SHEET 1/2

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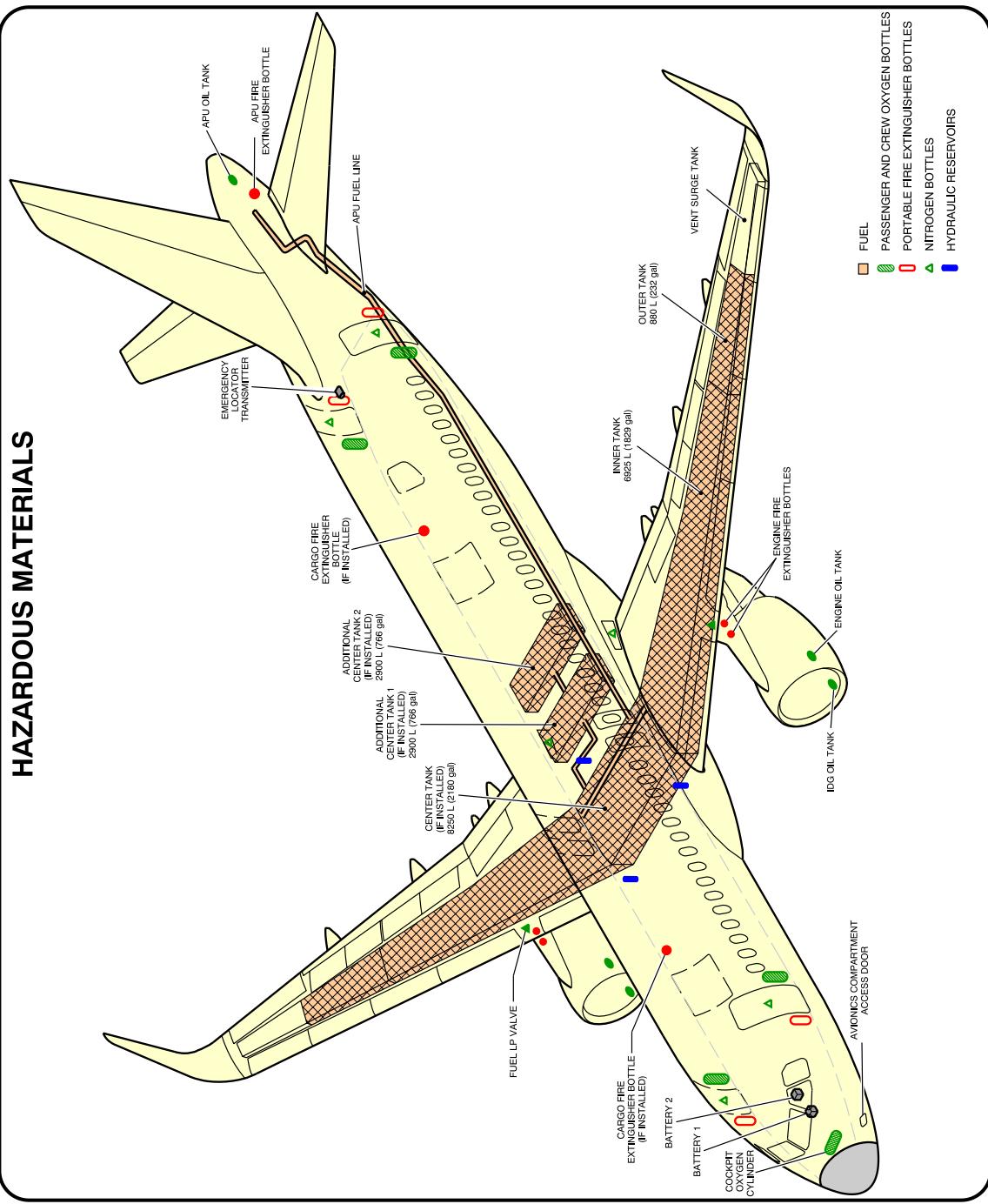
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Front Page
FIGURE-10-0-0-991-030-A01

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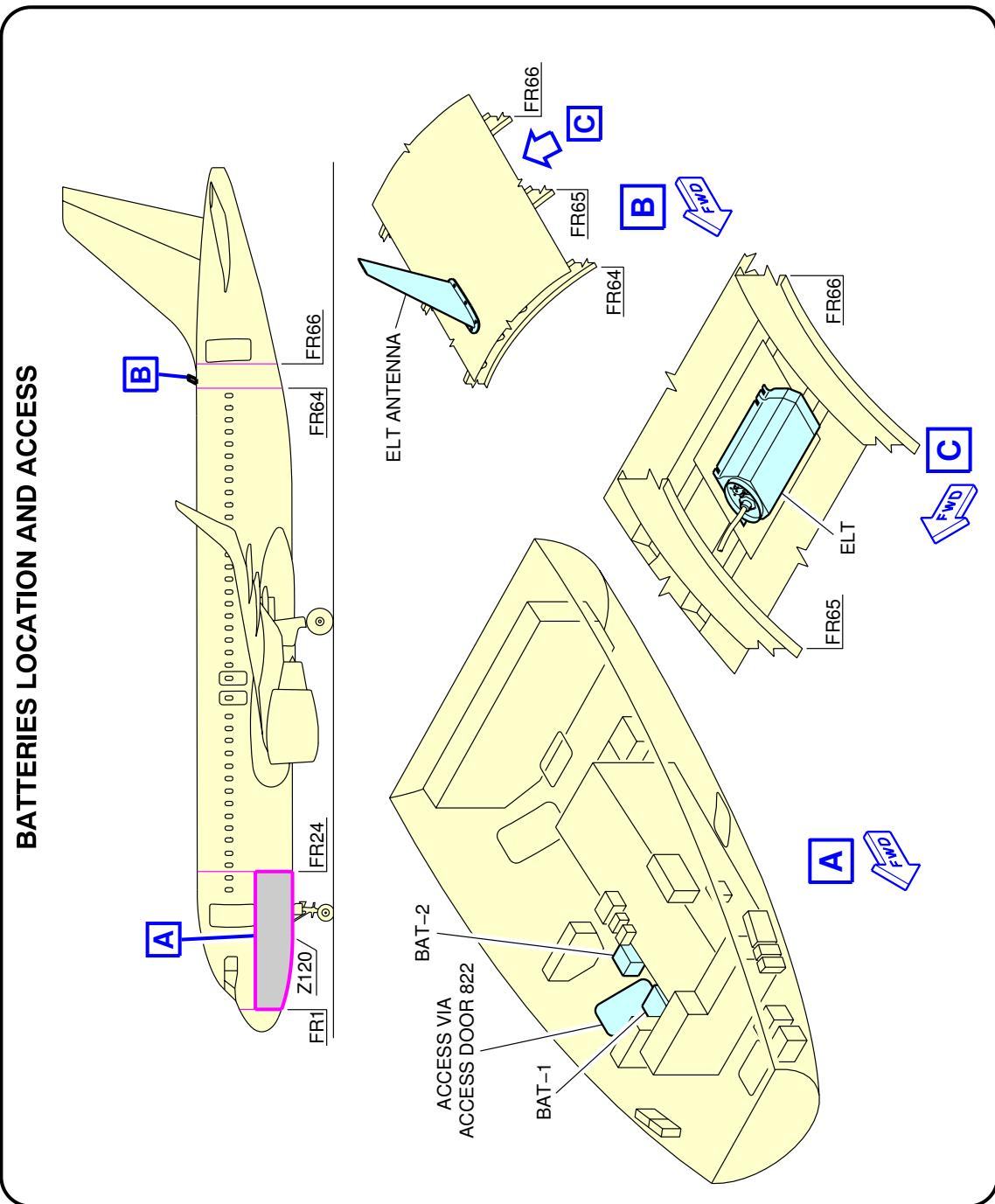
**ON A/C A320-200 A320neo



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Highly Flammable and Hazardous Materials and Components
FIGURE-10-0-0-991-031-A01

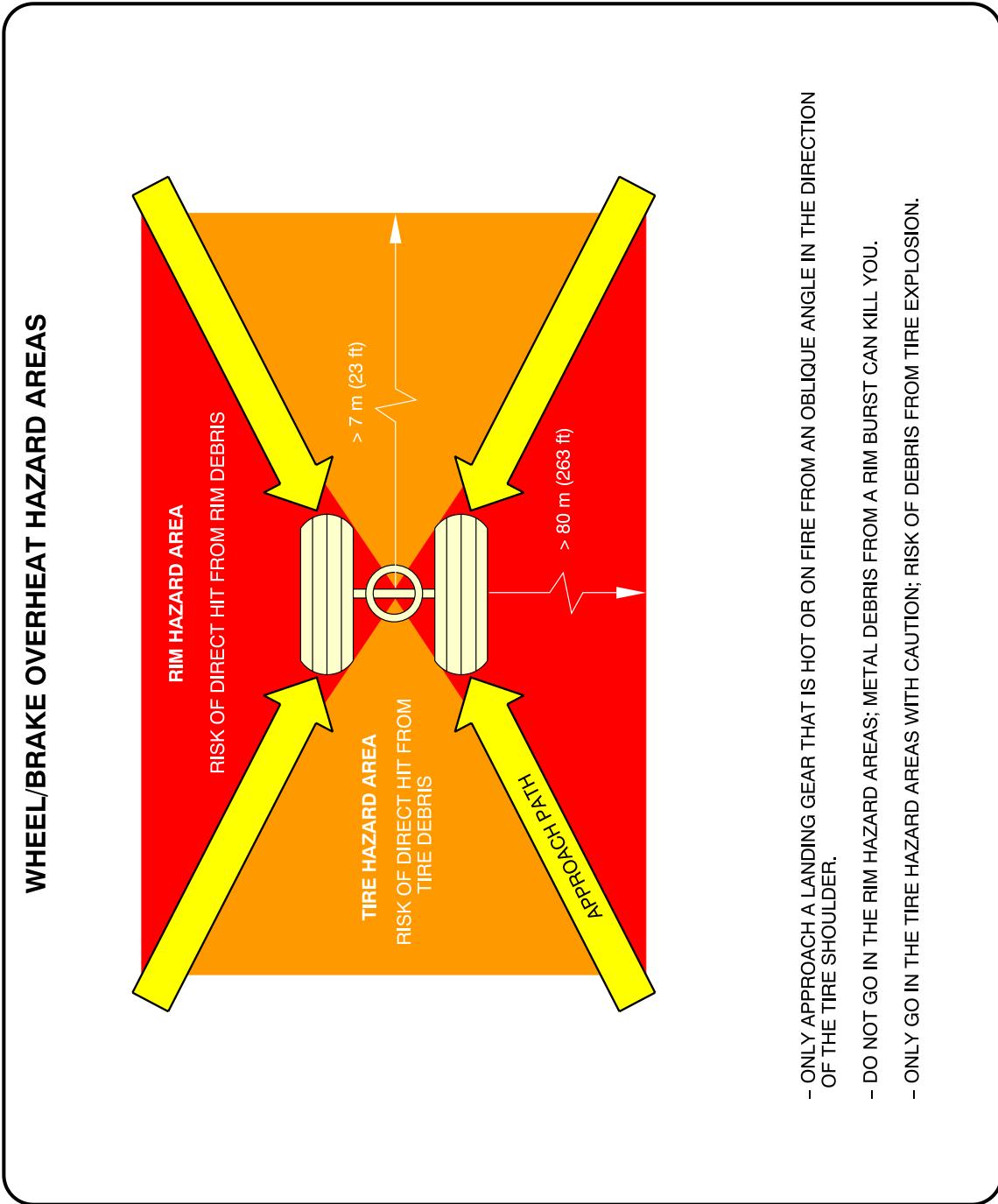
**ON A/C A320-200 A320neo



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Batteries Location and Access
FIGURE-10-0-0-991-057-A01

**ON A/C A320-200 A320neo



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Wheel/Brake Overheat
Wheel Safety Area (Sheet 1 of 2)
FIGURE-10-0-0-991-032-A01

**ON A/C A320-200 A320neo

BRAKE OVERHEAT AND LANDING GEAR FIRE

WARNING: BE VERY CAREFUL WHEN THERE IS A BRAKE OVERHEAT AND/OR LANDING GEAR FIRE.
THERE IS A RISK OF TIRE EXPLOSION AND/OR WHEEL RIM BURST THAT CAN CAUSE DEATH OR INJURY.
MAKE SURE THAT YOU OBEY THE SAFETY PRECAUTIONS THAT FOLLOW.

THE PROCEDURES THAT FOLLOW GIVE RECOMMENDATIONS AND SAFETY PRECAUTIONS FOR THE COOLING OF VERY HOT BRAKES AFTER ABNORMAL OPERATIONS SUCH AS A REJECTED TAKE-OFF OR OVERWEIGHT LANDING. FOR THE COOLING OF BRAKES AFTER NORMAL TAXI-IN, REFER TO YOUR COMPANY PROCEDURES.

BRAKE OVERHEAT:

- 1 - GET THE BRAKE TEMPERATURE FROM THE COCKPIT OR USE A REMOTE MEASUREMENT TECHNIQUE.
THE REAL TEMPERATURE OF THE BRAKES CAN BE MUCH HIGHER THAN THE TEMPERATURE SHOWN ON THE ECAM.
NOTE: AT HIGH TEMPERATURES ($>800^{\circ}\text{C}$), THERE IS A RISK OF WARPING OF THE LANDING GEAR STRUTS AND AXLES.
- 2 - APPROACH THE LANDING GEAR WITH EXTREME CAUTION AND FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. (REF FIG. WHEEL/BRAKE OVERHEAT HAZARD AREAS, IF POSSIBLE, STAY IN A VEHICLE).
- 3 - LOOK AT THE CONDITION OF THE TIRES:
IF THE TIRES ARE STILL INFLATED (FUSE PLUGS NOT MELTED), THERE IS A RISK OF TIRE EXPLOSION AND RIM BURST.
DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.
- 4 - USE WATER MIST TO DECREASE THE TEMPERATURE OF THE COMPLETE WHEEL AND BRAKE ASSEMBLY.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.
DO NOT APPLY WATER, FOAM OR CO₂. THESE COOLING AGENTS (AND ESPECIALLY CO₂, WHICH HAS A VERY STRONG COOLING EFFECT) CAN CAUSE THERMAL SHOCKS AND BURST OF HOT PARTS.

LANDING GEAR FIRE:

CAUTION: AIRBUS RECOMMENDS THAT YOU DO NOT USE DRY POWDERS OR DRY CHEMICALS ON HOT BRAKES OR LANDING GEAR FIRES. THESE AGENTS CAN CHANGE INTO SOLID OR ENAMELED DEPOSITS. THEY CAN DECREASE THE SPEED OF HEAT DISSIPATION WITH A POSSIBLE RISK OF PERMANENT STRUCTURAL DAMAGE TO THE BRAKES, WHEELS OR WHEEL AXLES.

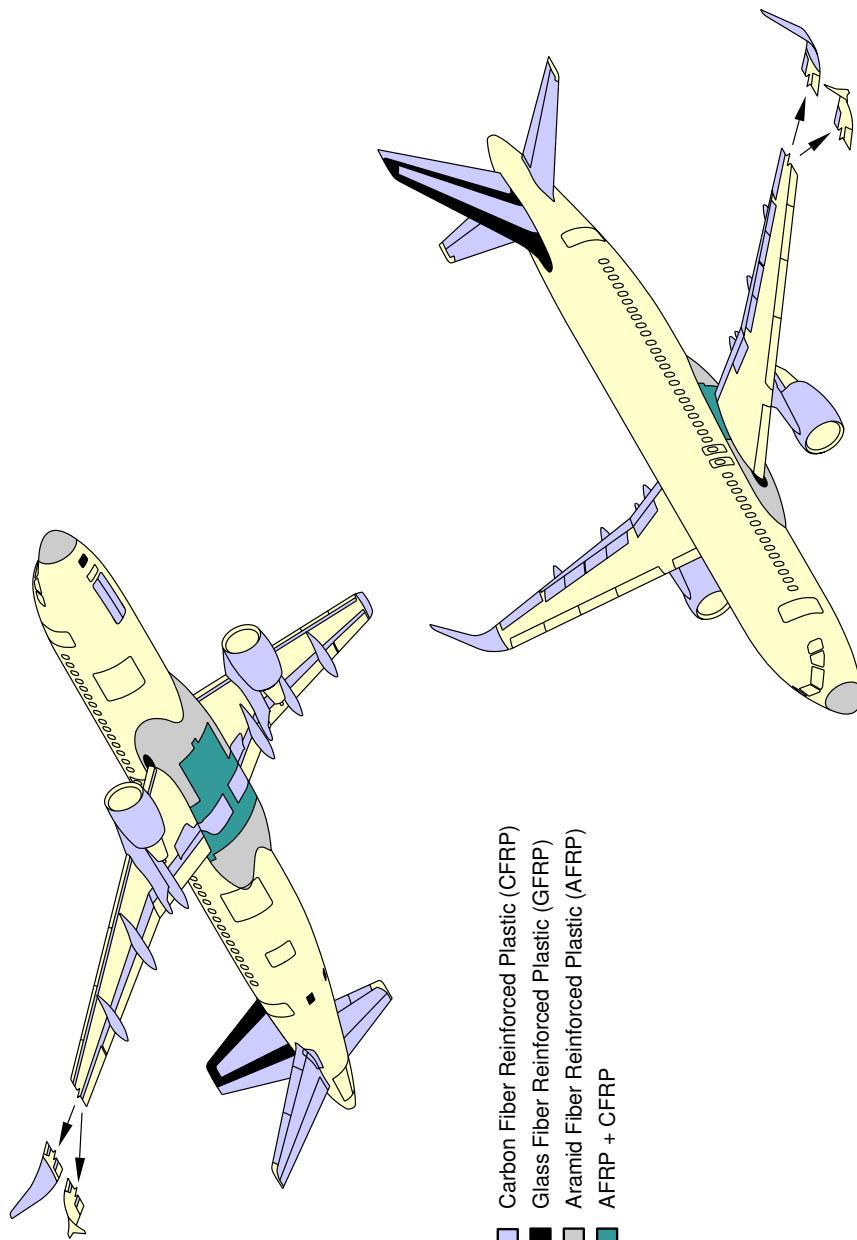
1 - IMMEDIATELY STOP THE FIRE:

- A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION AND FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION.
IF POSSIBLE, STAY IN A VEHICLE.
- B) USE LARGE AMOUNTS OF WATER, WATER MIST; IF THE FUEL TANKS ARE AT RISK, USE FOAM.
USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.
- C) DO NOT USE FANS OR BLOWERS.

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Wheel/Brake Overheat
Recommendations (Sheet 2 of 2)
FIGURE-10-0-0-991-032-A01

**ON A/C A320-200 A320neo

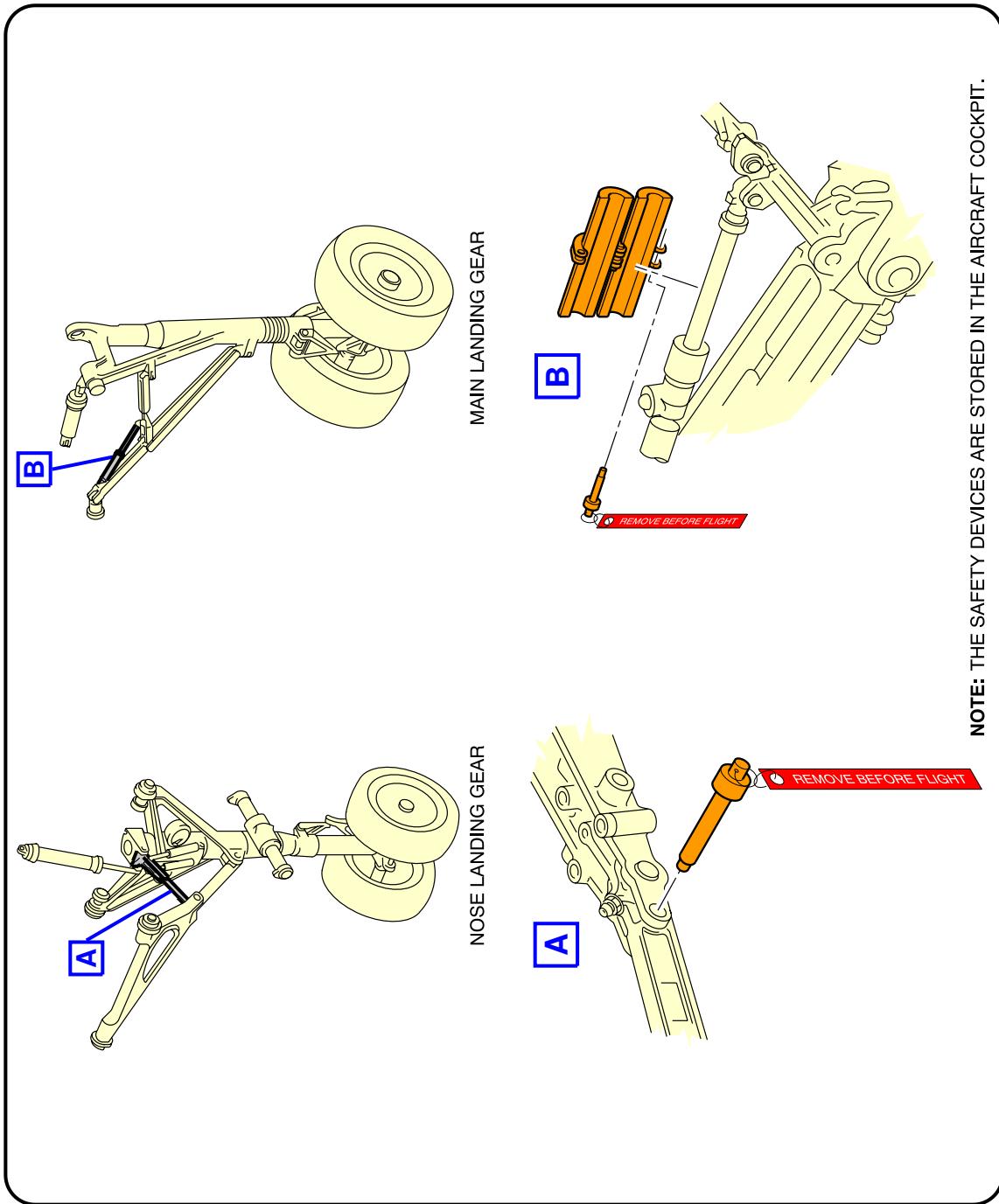
COMPOSITE MATERIALS

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Composite Materials
FIGURE-10-0-0-991-033-A01

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**ON A/C A320-200 A320neo

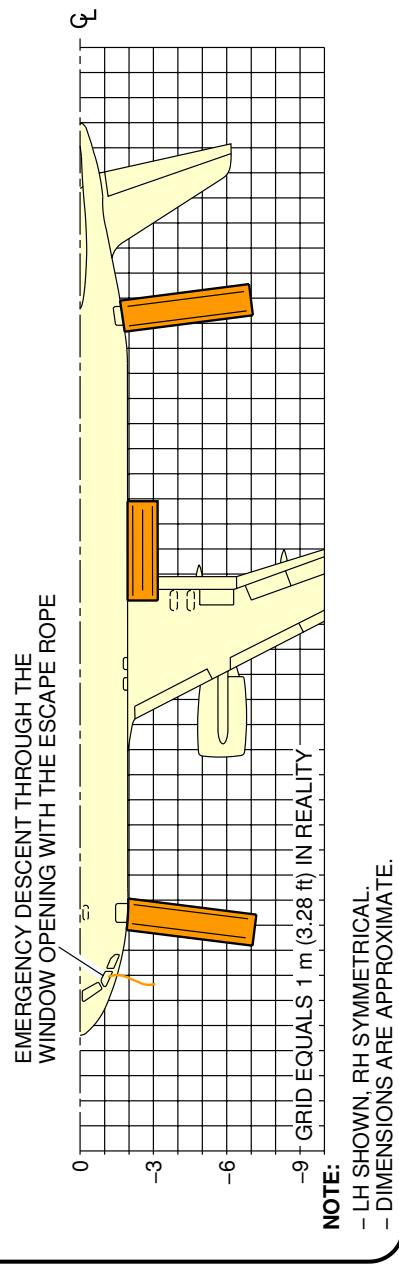
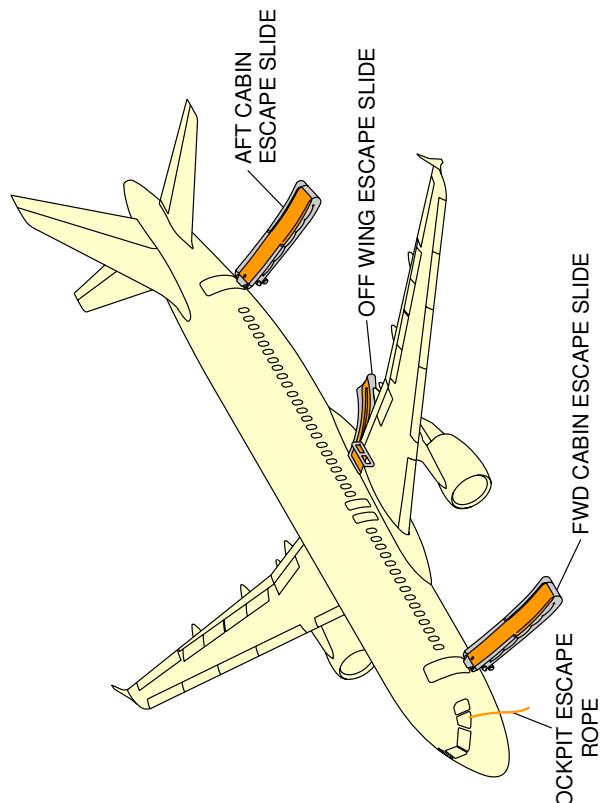


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L/G Ground Lock Safety Devices
FIGURE-10-0-0-991-034-A01

**ON A/C A320-200 A320neo

EMERGENCY EVACUATION



NOTE:
 - LH SHOWN, RH SYMMETRICAL.
 - DIMENSIONS ARE APPROXIMATE.

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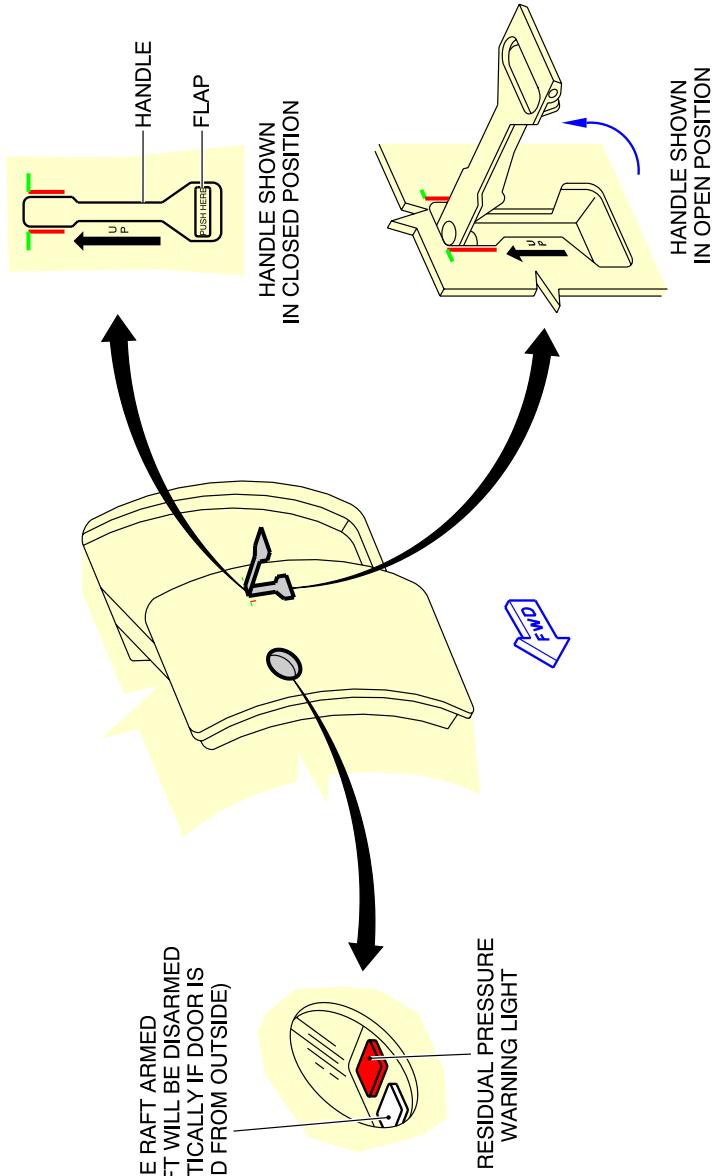
Emergency Evacuation Devices
 FIGURE-10-0-0-991-035-A01

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**ON A/C A320-200 A320neo

PASSENGER/CREW DOORS EXTERIOR CONTROL HANDLES



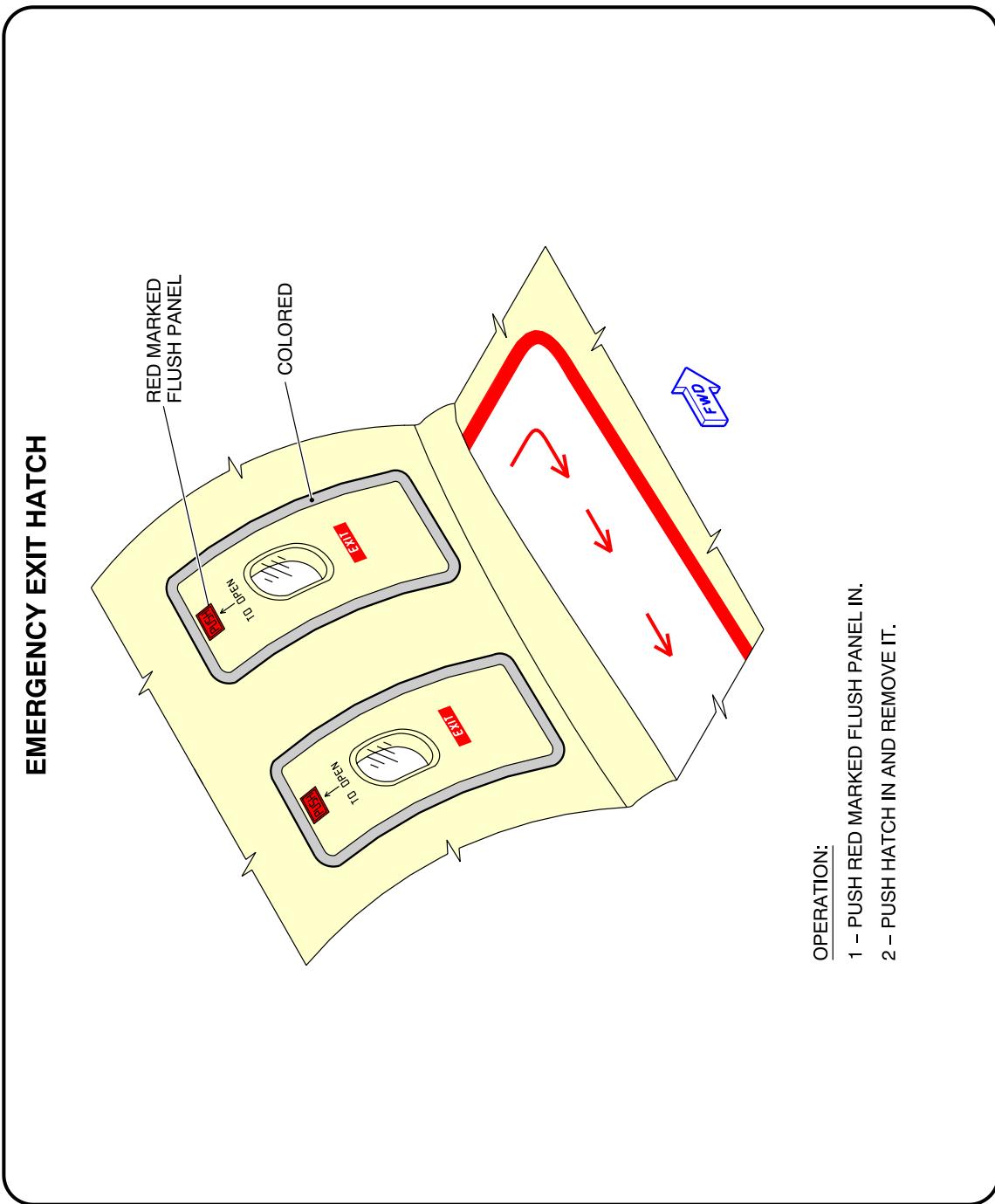
TO OPEN:

- 1 - MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHT IS OFF.
- 2 - PUSH FLAP TO HOLD HANDLE.
- 3 - LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE.
- 4 - PULL THE DOOR OUT AND MOVE IT FORWARD.

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Pax/Crew Doors
FIGURE-10-0-0-991-036-A01

**ON A/C A320-200 A320neo



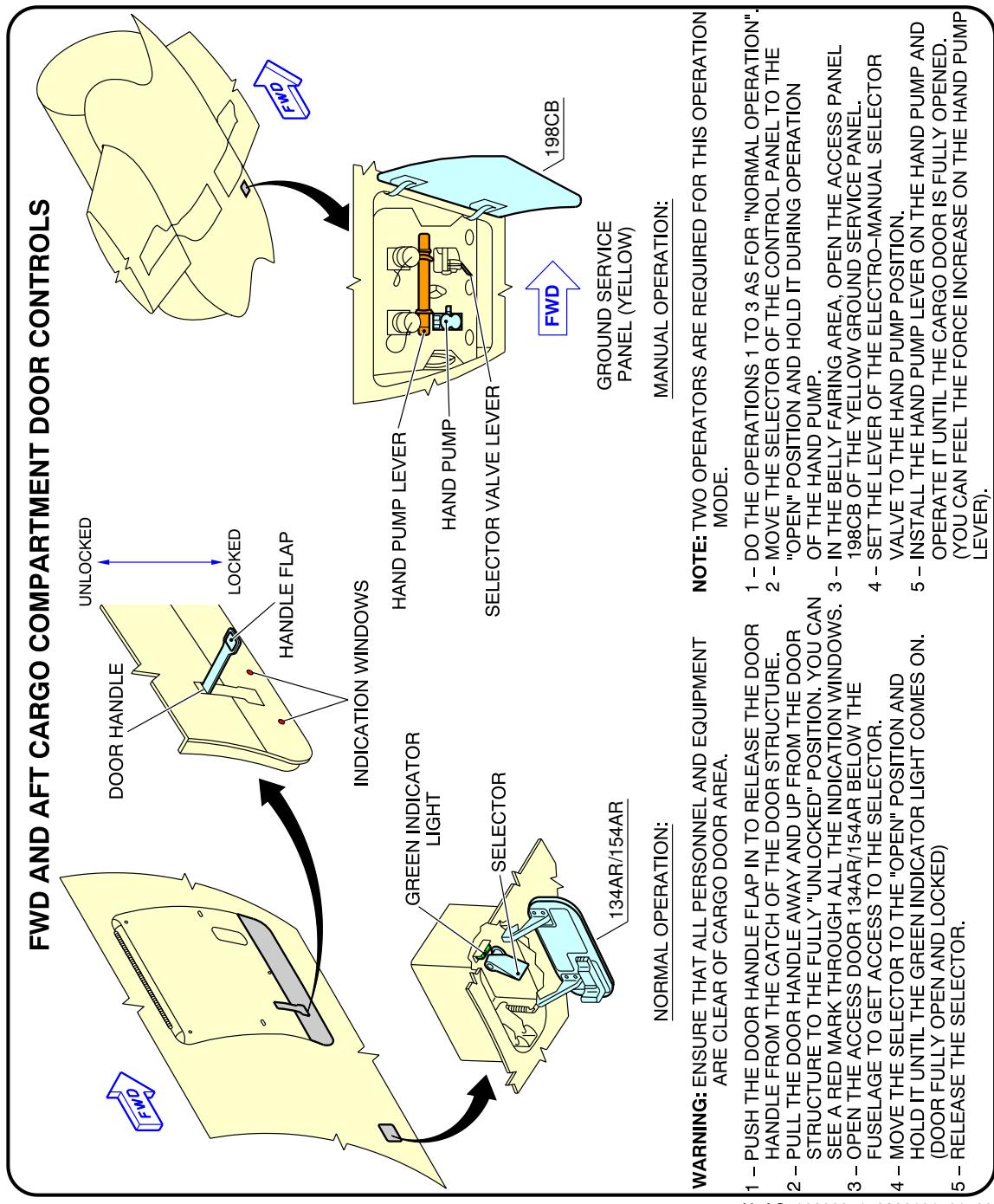
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Emergency Exit Hatch
FIGURE-10-0-0-991-037-A01

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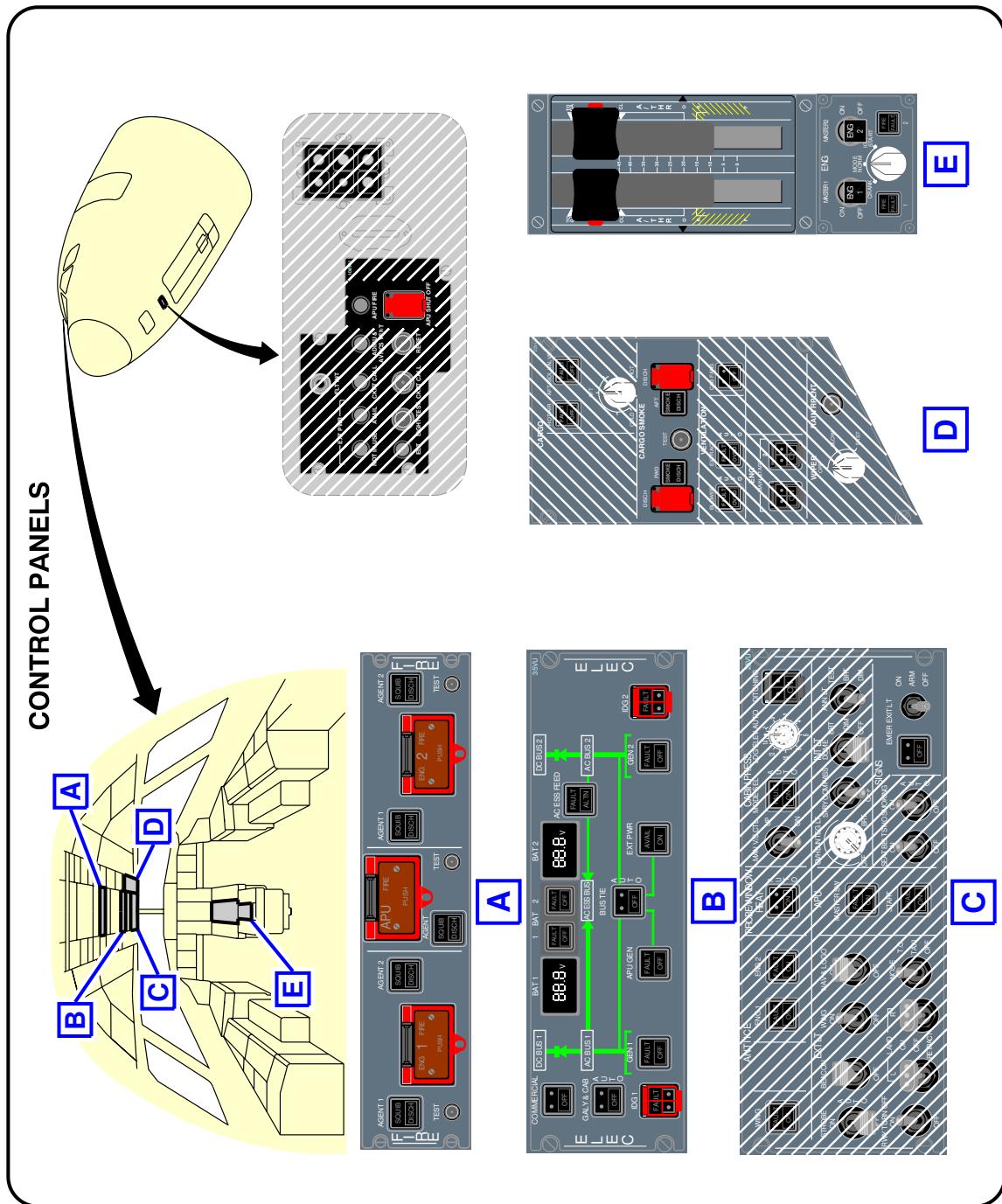
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**ON A/C A320-200 A320neo



FWD and AFT Lower Deck Cargo Doors
FIGURE-10-0-0-991-038-A01

**ON A/C A320-200 A320neo

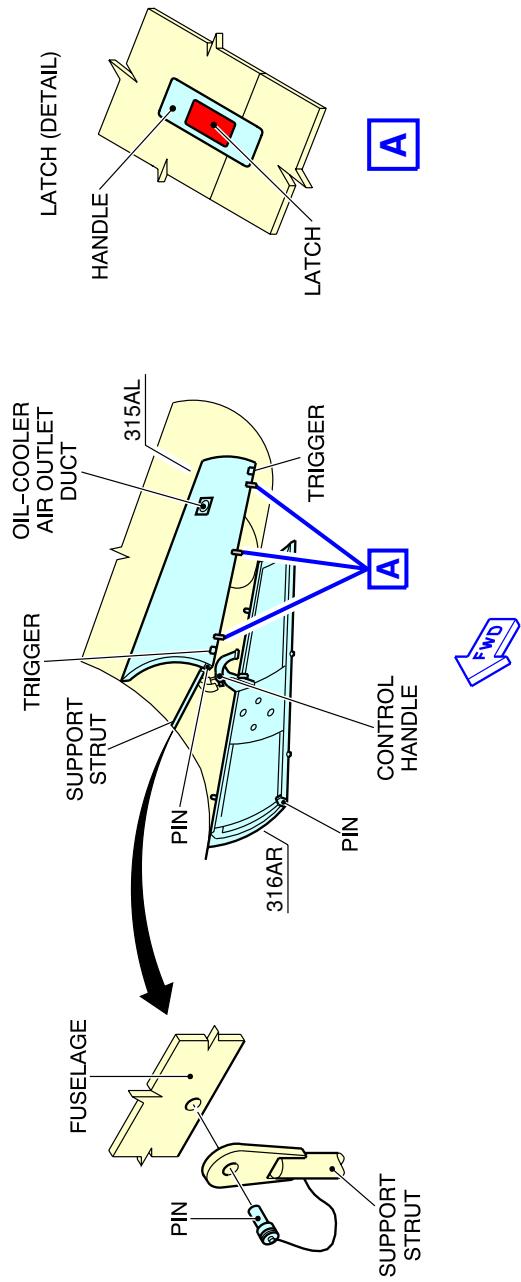


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Control Panels
FIGURE-10-0-0-991-039-A01

**ON A/C A320-200 A320neo

APU ACCESS DOOR



315AL OPERATION:

- 1 - OPERATE THE TRIGGERS.
- 2 - RELEASE THE LATCHES AND PULL THE HANDLES.
- 3 - REMOVE THE SUPPORT STRUT PIN.
- 4 - PUT THE SUPPORT STRUT AGAINST FUSELAGE AND LOCK THE DOOR IN THE OPEN POSITION WITH THE PIN.

316AR OPERATION:

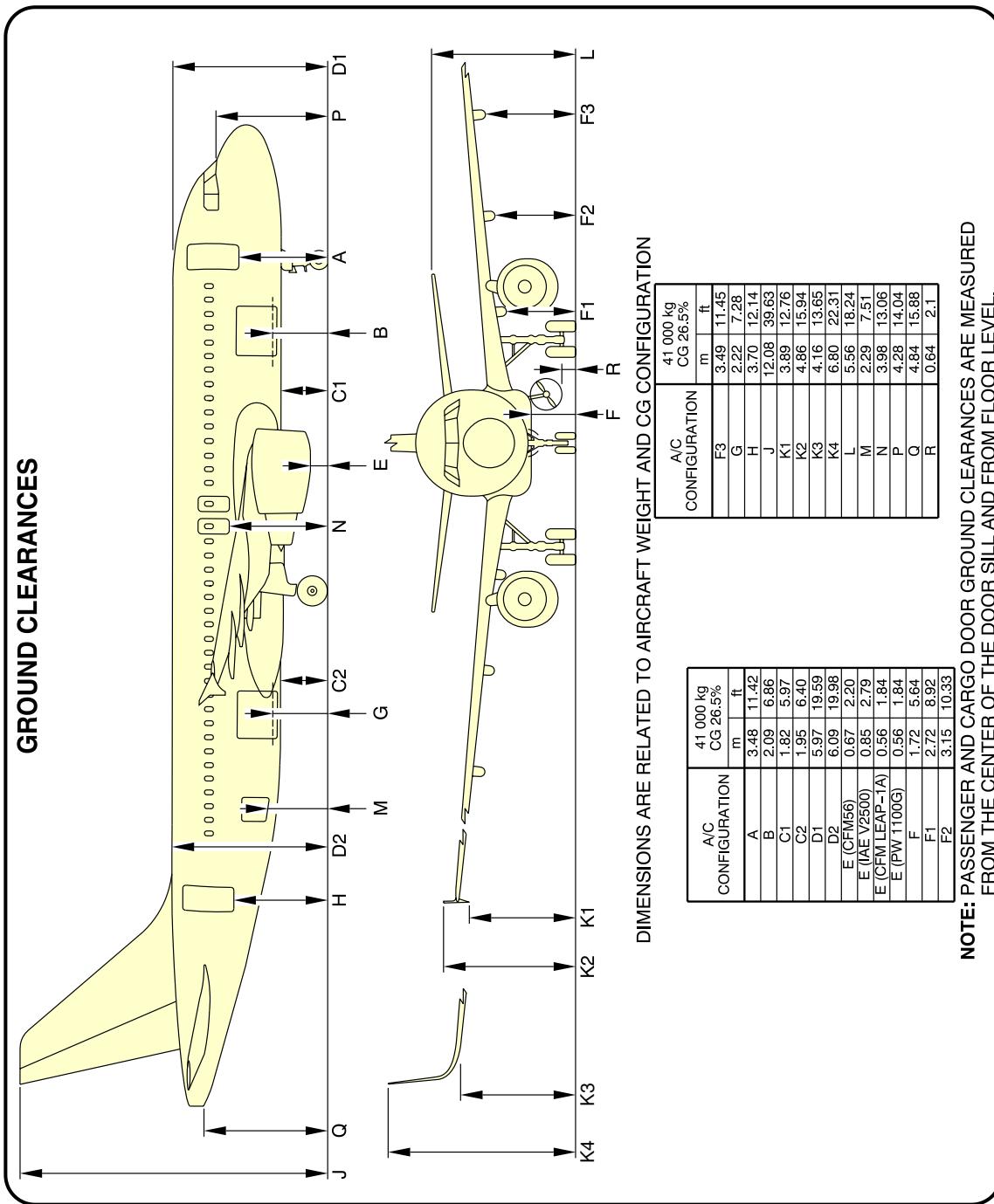
- 1 - OPERATE THE TRIGGERS.
- 2 - PUT THE CONTROL HANDLE UP TO MOVE THE DOOR TO ITS OVERCENTER POSITION.

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APU Access Door
FIGURE-10-0-0-991-040-A01

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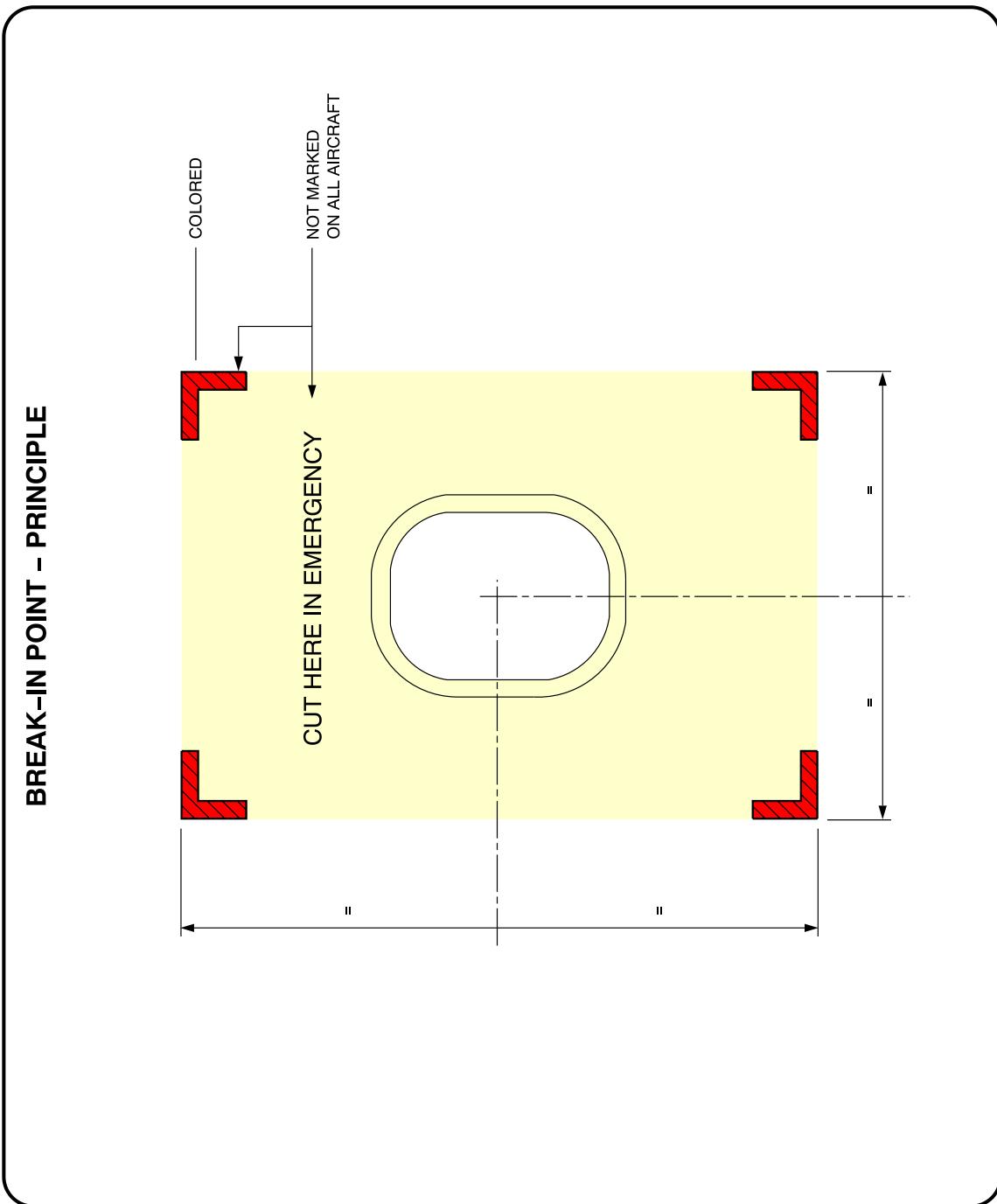
**ON A/C A320-200 A320neo



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Aircraft Ground Clearances
FIGURE-10-0-0-991-041-A01

**ON A/C A320-200 A320neo



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Structural Break-in Points
FIGURE-10-0-0-991-042-A01