



OM B A320 - Revision 15

Effective from: 01.09.2023

Table of Contents

OM B A320.....	6
PRA.....	7
List of Changes.....	8
0 General information and units of measurement.....	9
0.1 Introduction.....	9
0.1.1 General.....	9
0.1.2 Reference manuals.....	9
0.2 System of Amendment and Revision.....	9
0.2.1 General.....	9
0.2.2 Reference manual revision management.....	9
0.2.3 List of customisations.....	10
0.3 General Information.....	25
0.3.1 Abbreviations.....	25
0.3.2 Aeroplane dimensions.....	25
0.3.3 Units of measurements.....	26
1 Limitations.....	27
1.1 Certification status.....	27
1.2 Passenger seating configuration.....	27
1.3 Types of operation that are approved.....	28
1.4 Crew composition.....	28
1.5 Mass and center of gravity.....	28
1.6 Speed limitations.....	28
1.7 Flight envelope.....	28
1.8 Wind limits including operations on contaminated runways.....	28
1.9 Performance limitations for applicable configurations.....	28
1.10 Runway slope.....	29
1.11 Limitations on wet or contaminated runways.....	29
1.12 Airframe contamination.....	29
1.13 System limitations.....	29
2 Normal Procedures.....	30
2.1 Pre-Flight.....	32
2.2 Pre-Departure.....	32
2.3 Altimeter setting and checking.....	32
2.4 Taxi, Take-Off and Climb.....	32
2.5 Noise abatement.....	33
2.6 Cruise and Descent.....	33
2.7 Approach, Landing preparation and briefing.....	33
2.8 VFR approach.....	33
2.9 IFR approach.....	33
2.10 Visual approach and circling.....	34

2.11	Missed Approach.	34
2.12	Normal Landing.	34
2.13	Post Landing.	34
2.14	Operation on wet and contaminated Runways.	34
3	Abnormal and Emergency Procedures.	35
3.1	Crew incapacitation.	35
3.2	Fire and Smoke Drills.	35
3.3	Unpressurised and partially pressurised Flight.	35
3.4	Exceeding structural Limits such as Overweight Landing.	36
3.5	Lightning Strikes.	36
3.6	Distress Communications and Alerting ATC to Emergencies.	37
3.7	Engine Failure.	37
3.8	System Failures.	37
3.9	Guidance for Diversion in Case of Serious Technical Failure.	37
3.10	Ground Proximity Warning.	37
3.11	TCAS Warning.	37
3.12	Windshear.	38
3.13	Forced Landing/Ditching.	38
3.14	Departure Contingency Procedures.	38
4	Performance.	39
4.0	Description of FS+.	39
4.1	Performance Data.	39
4.1.1	Take-Off Climb Limits; Mass, Altitude, Temperature.	39
4.1.2	Take-Off Field Length (Dry, Wet, Contaminated).	39
4.1.3	Net Flight Path Data for Obstacle Clearance Calculation or, where applicable, Take-Off Flight Path.	39
4.1.4	The Gradient Losses for Banked Climb Outs.	40
4.1.5	En-Route Climb Limits.	40
4.1.6	Approach Climb Limits.	40
4.1.7	Landing Climb Limits.	41
4.1.8	Landing Field Length (Dry, Wet, Contaminated) including the Effects of an In-Flight Failure of a System or Device.	41
4.1.9	Brake Energy Limits.	41
4.1.10	Speeds applicable for the various Flight Stages (also considering wet or contaminated Runways).	41
4.1.11	Supplementary Data covering Flights in Icing Conditions.	41
4.2	Additional Performance Data.	42
4.2.1	All Engine Climb Gradients.	42
4.2.2	Drift-Down Data.	42
4.2.3	Effect of De-Icing/Anti-Icing Fluids.	42
4.2.4	Flight with Landing Gear Down.	42
4.2.5	Flights conducted under the Provision of the CDL.	42
5	Flight Planning.	43

5.1	Data and instructions necessary for pre-flight and in-flight planning. . .	43
5.2	Method for calculating fuel needed for the various stages of flight. . .	43
5.3	Performance data for ETOPS critical fuel reserve and area of operation.	43
6	Mass and Balance.	44
6.1	Calculation System (e.g. Index System).	44
6.2	Information and Instructions for Completion of Mass and Balance Documentation.	44
6.3	Limiting Masses and Centre of Gravity.	44
6.4	Dry Operating Mass and corresponding Centre of Gravity or Index. . .	44
7	Loading.	45
7.1	Cargo compartments.	45
7.1.1	Introduction.	45
7.1.2	Forward cargo hold.	46
7.1.2.1	Cargo hold door.	46
7.1.2.2	Cross section.	48
7.1.2.3	Section arrangement.	49
7.1.3	Aft cargo hold.	50
7.1.3.1	Cargo hold door.	50
7.1.3.2	Cross section.	52
7.1.3.3	Section arrangement.	53
7.1.4	Rear bulk cargo hold.	55
7.1.4.1	Cargo hold door.	55
7.1.4.2	Cross section.	57
7.1.4.3	Section arrangement.	58
7.1.5	Loading line.	60
7.1.6	Maximum volumes allowed in cargo compartments.	61
7.1.7	Maximum package size.	61
7.1.8	Ventilation and heating.	62
7.2	Cargo loading.	63
7.2.1	Securing load.	63
7.2.2	Securing of bulk load.	63
7.3	Ground stability.	64
7.4	Live Animals.	65
7.5	Dangerous Goods.	66
7.5.1	Dangerous Goods loading.	66
7.5.2	Compartment definition.	66
7.5.3	Dry ice.	66
7.5.4	Polystyrene beads.	67
7.5.5	Radioactive materials.	67
7.5.5.1	Handling.	67
7.5.5.2	Maximum transport index (TI) / package heights and separations distance.	67


8	Configuration Deviation List.	69
9	Minimum Equipment List.	70
10	Survival and Emergency Equipment Including Oxygen.	71
10.1	Survival and Emergency Equipment.	71
10.1.1	List of Emergency Equipment.	71
10.1.2	Overview of Survival Equipment on EDW A320 Aircraft.	71
10.1.3	Procedures for Checking.	72
10.2	Oxygen.	72
11	Emergency Evacuation Procedures.	73
11.1	Preparation for Emergency Evacuation.	73
11.2	Emergency Evacuation Procedures.	73
12	Aircraft systems.	74
12.1	System Description.	74

OM B A320

A320

**OM B**

PRA

	Schweizerische Eidgenossenschaft Confédération suisse Confederazione Svizzera Confederaziun svizra Swiss Confederation	Federal Department of the Environment, Transport, Energy and Communications DETEC Federal Office of Civil Aviation FOCA Safety Division - Flight Operations Section Operations of complex airplanes
---	--	--

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Document Reference</td> <td>58-12 SBOC Forms</td> </tr> <tr> <td>Issue Date</td> <td>16.06.2023</td> </tr> <tr> <td>Revision No.</td> <td>11.5</td> </tr> <tr> <td>FOCA box amended</td> <td></td> </tr> <tr> <td>Registration No.</td> <td>311.120.1</td> </tr> <tr> <td>Prepared by</td> <td>SBOC / of, ij, kis</td> </tr> <tr> <td>Released by</td> <td>SBOC / wer</td> </tr> <tr> <td>Distribution</td> <td>FOCA, public, www</td> </tr> </table>	Document Reference	58-12 SBOC Forms	Issue Date	16.06.2023	Revision No.	11.5	FOCA box amended		Registration No.	311.120.1	Prepared by	SBOC / of, ij, kis	Released by	SBOC / wer	Distribution	FOCA, public, www	<p>The PRA form shall be submitted together with the respective Compliance List for each document concerned at least 60 days before the proposed effective date to:</p> <p style="text-align: right;">Federal Office of Civil Aviation FOCA Safety Division - Operations of Complex Airplanes SBOC 3003 Bern</p>
Document Reference	58-12 SBOC Forms																
Issue Date	16.06.2023																
Revision No.	11.5																
FOCA box amended																	
Registration No.	311.120.1																
Prepared by	SBOC / of, ij, kis																
Released by	SBOC / wer																
Distribution	FOCA, public, www																

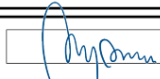
Proposed Revision / Amendment (PRA)

☒ OPS: Manuals based on EU 965/2012 and amendments
☐ ATO: Manuals based on EU 1178/2011 and EU 290/2012 and amendments

Project No. 2023-01180	
PM: roh	FOI: roh
Date in: 31.07.2023	

<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Applicant Name</td> <td>Edelweiss Air AG</td> </tr> <tr> <td>Contact person</td> <td>Manuel Burgauer</td> </tr> <tr> <td>Function</td> <td>Nominated Person Flight Operations</td> </tr> <tr> <td>Company address</td> <td>The Circle 32, 8058 Zurich Airport</td> </tr> <tr> <td>e-mail</td> <td>manuel.burgauer@flyedelweiss.com</td> </tr> </table>	Applicant Name	Edelweiss Air AG	Contact person	Manuel Burgauer	Function	Nominated Person Flight Operations	Company address	The Circle 32, 8058 Zurich Airport	e-mail	manuel.burgauer@flyedelweiss.com	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">AOC No.</td> <td>1007</td> </tr> <tr> <td>Office phone</td> <td>+41 43 456 56 51</td> </tr> <tr> <td>Mobile phone</td> <td>+41 76 316 70 90</td> </tr> </table>	AOC No.	1007	Office phone	+41 43 456 56 51	Mobile phone	+41 76 316 70 90
Applicant Name	Edelweiss Air AG																
Contact person	Manuel Burgauer																
Function	Nominated Person Flight Operations																
Company address	The Circle 32, 8058 Zurich Airport																
e-mail	manuel.burgauer@flyedelweiss.com																
AOC No.	1007																
Office phone	+41 43 456 56 51																
Mobile phone	+41 76 316 70 90																

Document	OM B A320	Revision	15
Reason for change		Kind of change	Change ident
Change in AFM / MEL		Proposed effective date	01.09.2023
Additional information:		Note: The effective date of the revision / amendment will be fixed by the FOCA in accordance with the applicant, who shall state the proposed effective date only.	
Submitted doc medium:		Yonder & Upload via Filetransfer Service BIT	

Date: 27.07.2023 Signature: 

The amendment/revision does affect material requiring formal approval by the FOCA. Formal approval will be granted on specific documentation and will be effective only after the operator has received the respective documentation, signed by the FOCA.

Effective date: 01.09.2023 3 letter code: roh	Roelin Raphael 49RYGO 04.08.2023 Info: admin.ch/esignature validator.ch
--	---

For revisions not requiring prior approval according ORO.GEN.130 the special form NMR shall be used instead of this PRA.

List of Changes

A320

Title	Type	CR Label	Change Reason
0.2.2 Reference manual revision management	Changed	CR-B32-9653	EDW effective dates for FCOM/FCTM/MEL/QRH updated
0.2.3 List of customisations	Changed	CR-B32-9670	A320: List of customisations FCOM/FCTM/QRH updated
7.4 Live Animals	Changed	CR-B32-9123	Number of AVIH for unventilated holds updated
10.1.2 Overview of Survival Equipment on EDW A320 Aircraft	Changed	CR-B32-9341	JLR/JLS/JLT: Portable ELT equipped

0 General information and units of measurement

A320

0.1 Introduction

A320

0.1.1 General

A320

Edelweiss uses the original aircraft manufacturer manuals as an integral part of the OM B, they are called reference manuals.

Where necessary, reference is made to other manuals such as the OMM, OM A, CSPM and further operationally relevant documentation.

A320

0.1.2 Reference manuals

Edelweiss uses the following Airbus documents as reference manuals:

Manual	Description
AFM / CDL	Airplane Flight Manual / Configuration Deviation List
FCOM	Flight Crew Operating Manual
FCTM	Flight Crew Techniques Manual
MEL	Minimum Equipment List
QRH	Quick Reference Handbook

A320

0.2 System of Amendment and Revision

A320

0.2.1 General

Refer to [OMM Organisation Documentation, System of Amendment and Revision](#)

A320

0.2.2 Reference manual revision management

Apart from the AFM, each revision of a reference manual triggers an OM B revision. This revision is forwarded to FOCA with a PRA, a List of Changes, and a Compliance List. The manual effective date will be changed in the OM B to reflect the correct status of the

reference manual. The AFM is a pure Airbus manual and is not customised by Edelweiss. AFM revisions have the original Airbus AFM manual issue date. All other reference manuals are customised by Edelweiss and will be published with an Edelweiss Effective Date.

Edelweiss Effective Dates are shown in the header of the FS+ application.

Manual	Description	Airbus Issue Date	EDW Effective Date	For operational use	For info only
AFM / CDL	Airplane Flight Manual / Configuration Deviation List	Original Airbus issue date		FS+	Yonder
FCOM	Flight Crew Operating Manual	16.05.2023	01.09.2023	FS+	Yonder
FCTM	Flight Crew Techniques Manual	16.05.2023	01.09.2023	FS+	Yonder
MEL	Minimum Equipment List	16.05.2023	01.09.2023	FS+	Yonder
QRH	Quick Reference Handbook	16.05.2023	01.09.2023	FS+	n/a

A320

0.2.3 List of customisations

The following tables serve as an overview of the customisations done by Edelweiss.

FCOM A320:

Documentary Unit (DU)	Original AIB	EDW Customisation
GEN – IF INSTALLED TABLE	Not included in AIB FCOM	“Predictive GPS” created and added to reflect JJN GPS status
PRO - ABN - Introduction - Ab-	Standard AIB DU	Reference to CSPM for abnormal Cockpit-Cabin communication added.

Documentary Unit (DU)	Original AIB	EDW Customisation
normal and Emergency Cal-louts		
PRO - ABN – MISC – EMER DESCENT	Standard AIB DU	Wording PA “EMERGENCY DESCENT” added.
PRO - ABN – MISC – Bomb on board	Standard AIB DU	Reference at end changed to refer to EDW “EMER EVAC” or “Rapid Disembarkation” CL
PRO - ABN – MISC – EMER EVAC	Standard AIB DU	C/L edited to include EDW SOP call outs
PRO-ABN-90-Communications	Standard AIB DU	Reference to CSPM for EDW communication between cockpit and cabin.
PRO-ABN-90-On Ground Evacuation - Cockpit Crew Procedures	Standard AIB DU	Modified text to reflect EDW EVAC commands.
PRO-ABN-90-Evacuation on Water	Standard AIB DU	Reference to CSPM.
PRO-NOR-SOP-03-Safety Exterior Inspection - Wheel Chocks	Standard AIB DU	Wheel chocks changed from "CHECK" to "AS REQUIRED".
PRO-NOR-SOP-04-Before Walkaround - Blue Aircraft Folder and Mobile Phone	Standard AIB DU	Added line for CM2 to check whether blue aircraft folder and aircraft mobile phone is on board.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-04-APU Fire Test/APU Start - RMP	Standard AIB DU	SEL light "CHECK OFF" line deleted since VHF 1 is used by either pilot side for communication which causes the SEL light to illuminate.
		Note added to use VHF for emergency frequency.
PRO-NOR-SOP-04-EFB/ACARS (if Installed) Initialization - FMGS Pre-Initialization	Standard AIB DU	Added point to check COMM CONFIG.
		Added EDW specific INIT procedure.
		All ACARS Init tasks reallocated from CM1 to CM2.
PRO-NOR-SOP-05-Exterior Walk-Around - Nose L/G	Standard AIB DU	Nose wheel chocks changed from "IN PLACE" to "AS REQUIRED".
PRO-NOR-SOP-05-Exterior Walk-Around - RH L/G and Fuselage	Standard AIB DU	Chocks changed from "REMOVED" to "AS REQUIRED".
PRO-NOR-SOP-05-Exterior Walk-Around - LH Landing Gear	Standard AIB DU	Chocks changed from "REMOVED" to "AS REQUIRED".
PRO-NOR-SOP-05-Exterior Walk-Around - LH Wing Leading Edge	Standard AIB DU	Refuel coupling installed on LH side of EDW aircraft also.
PRO-NOR-SOP-06-Overhead Panel -	Standard AIB DU	Procedure specified to set sw to CAPT position as per EDW policy.

Documentary Unit (DU)	Original AIB	EDW Customisation
EVAC		
PRO-NOR-SOP-06-RMP	Standard AIB DU	SEL light "CHECK OFF" line deleted since VHF 1 is used by either pilot side for VHF communication which will cause the SEL light to illuminate.
		Note added to use VHF 2 for the emergency frequency.
PRO-NOR-SOP-06-FMGS Preparation - General	Standard AIB DU	Added "COMM CONFIG CHECK" to list.
		Added "INIT VHF DATALINK AVAILABLE" to list.
PRO-NOR-SOP-06-FMGS Preparation - Takeoff Data Insertion (PERF TAKEOFF PAGE)	Standard AIB DU	Set RED/ACC according CCI or FS+ Takeoff application.
PRO-NOR-SOP-06-FMGS Preparation - FM Database Validity	Standard AIB DU	Added item to check COMM CONFIG.
PRO-NOR-SOP-06-FMGS Initialization - Active F-PLN Check	Standard AIB DU	Note added to check MCDU FPLN distance against distance on OFP.
PRO-NOR-SOP-07-Before Pushback/Start Clearance - Loadsheet	Standard AIB DU	Note added that the PM is to note relevant data on the OFP as per OM A.
PRO-NOR-SOP-07-Before Pushback/Start Clearance - Door	Standard AIB DU	Door arming orders added to SOPs according to CSPM callouts.

Documentary Unit (DU)	Original AIB	EDW Customisation
Arming		Note added that a member of the crew is to check water pressure once APU BLEED is available and prior to closing aircraft doors.
		Task reallocated from PF to CM1.
PRO-NOR-SOP-07-At Push-back/Start Clearance - Before Start Flow Pattern	Standard AIB DU	Integrated checking the NWS Memo into the flow graphic.
PRO-NOR-SOP-09-After Start - ENG Mode Selector	Standard AIB DU	EDW guideline for One-Engine Taxi at departure inserted.
PRO-NOR-SOP-11-Before Takeoff - Cabin Crew	Standard AIB DU	Cabin crew advisory orders added to SOPs according to CSPM callouts.
PRO-NOR-SOP-12-Takeoff - Exterior Lights & Signs	Standard AIB DU	Added to cycle SEAT BELT SIGNS to inform crew that takeoff is imminent.
PRO-NOR-SOP-12-Takeoff - Thrust Setting	Standard AIB DU	Item added that PM is to start "ELAPSED TIME" on F/O side clock.
PRO-NOR-SOP-14-Climb - Climb At 10'000 ft	Standard AIB DU	Note added that, if SEAT BELT SIGNS are to remain ON at 10'000 ft AAL, the cabin crew may be released with "CABIN CREW, RELEASED" according CSPM.
		Note added that if the departure aerodrome has a high elevation, the crew may delay the flow accordingly.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-16-Descent Preparation - Anti-Ice	Standard AIB DU	Note added to perform a WING ANTI ICE test on even days inbound ZRH to keep valves moving and prevent them from getting stuck.
PRO-NOR-SOP-17-Descent Adjustment - At 10'000 FT AAL	Standard AIB DU	Note added to perform flow earlier if destination aerodrome has a high elevation.
		Added Cabin crew advisory that landing is imminent within the next "__" minutes according CSPM.
PRO-NOR-SOP-18-B-Intermediate/Final Approach - When Landing Gear is down	Standard AIB DU	Line "CABIN ADVISE" deleted since EDW advises cabin at earlier point during approach.
PRO-NOR-SOP-18-C-Approach using FINAL APP Guidance - Descent Preparation	Standard AIB DU	Added note to perform RNAV Approach checklist in QRH when performing a RNAV Approach.
PRO-NOR-SOP-18-C-Approach using FPA Guidance - Descent Preparation	Standard AIB DU	Added note to perform RNAV Approach checklist in QRH when performing a RNAV Approach.
PRO-NOR-SOP-21-After Landing - Brake Temperature	Standard AIB DU	Handling of BRAKE FAN clarified.
PRO-NOR-SOP-22-Parking -	Standard AIB DU	Integrated "INIT B Fuel erase" into the flow graphic.

Documentary Unit (DU)	Original AIB	EDW Customisation
Parking Flow Pattern		
PRO-NOR-SOP-22-Parking - Door Disarming	Standard AIB DU	Added Door Disarming order according CSPM.
		Task reallocated from PM to PF.
PRO-NOR-SOP-22-Parking - Slides	Standard AIB DU	"CABIN CREW DOORS OK" added to inform cabin crew doors are disarmed according to CSPM.
PRO-NOR-SOP-22-Parking - ATC	Standard AIB DU	Line added to set squawk 2000 as per EDW company policy.
PRO-NOR-SOP-22-Parking - Record of flight time, FOB	Standard AIB DU	Added item line for CM2 to record flight time and FOB.
		Removed wording "ON OFF".
PRO-NOR-SOP-23-Securing the Aircraft - Chargers/Cables	Standard AIB DU	Added action line to disconnect all chargers/ cables from power outlets.
PRO-NOR-SCO-FMA	Standard AIB DU	Added line to clarify FMA callouts for items not described specifically by AIB.
PRO-NOR-SCO-RAAS	Standard AIB DU	Added line to clarify crew action in regard to the RAAS.
PRO-NOR-SCO-Stabilisation	Standard AIB DU	Added line for PF to call out "Stabilized" once stabilization criteria is met.
PRO-NOR-SCO-PF/PM Duties Transfer	Standard AIB DU	Added callouts when transferring ATC.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SCO-Summary for Each Phase - Altimeter Setting Changes To/ From QNH/QFE-STD	Standard AIB DU	Footnote added to clarify that CM1 is responsible for setting STBY altimeter.
PRO-NOR-TSK-Preliminary Cockpit Preparation - AIRCRAFT SETUP	Standard AIB DU	Added lines to check aircraft blue folder and mobile phone.
PRO-NOR-TSK-Preliminary Cockpit Preparation - EFB Initialization	Standard AIB DU	Added point to check COMM CONFIG.
		ACARS Init tasks reallocated from CM1 to CM2.
PRO-NOR-TSK-Cockpit Preparation - OVERHEAD PANEL	Standard AIB DU	CAPTPURS sw to be in CAPT position according EDW policy.
PRO-NOR-TSK-Before Pushback or Start - BEFORE PUSHBACK/ START CLEARANCE	Standard AIB DU	Added door arming item.
		Door Arming task reallocated from PF to CM1.
PRO-NOR-TSK-Takeoff	Standard AIB DU	Added recycling of SEAT BELTS to advise cabin crew takeoff is imminent.
		Chrono and Clock "Elapsed time" started by PM.
PRO-NOR-TSK-Descent	Standard AIB DU	Added line to advise cabin crew that landing is imminent.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-TSK-APPROACH - Aircraft Configuration for Approach	Standard AIB DU	Line "CABIN ADVISE" deleted since EDW advises cabin at earlier point during approach.
PRO-NOR-TSK-Parking	Standard AIB DU	Added "DOORS OK" order.
		Added line for CM2 to record FOB and flight time.
		Added line to order the disarming of the doors by PF.
		Added line to squawk 2000.
PRO-NOR-TSK-Securing the Aircraft	Standard AIB DU	Added action line to disconnect all chargers/ cables form power outlets.
PRO-NOR-SUP-Engines - One Engine Taxi - General	Standard AIB DU	Added note that the procedure is to be performed by the PM as read and do.
		Added "Situations with increased workload" as a condition which may prevent one-engine taxi out.
PRO-NOR-SUP-Engines - One Engine Taxi - At Departure	Standard AIB DU	EDW guideline for One-Engine Taxi at departure inserted.
LIM – Aircraft General – Operational Parameters – Airport Ops and Wind Limitations – Maximum recommended crosswind on wet and contaminated runways	AIB Matrix	AIB Matrix deleted and reference to eQRH-QL-LDG/TKOF RWY Condition Assessment Matrix inserted

Documentary Unit (DU)	Original AIB	EDW Customisation
PERFORMANCE (EFB) – LDG – Runway Conditions – RCAM	AIB Matrix	AIB Matrix deleted and reference to eQRH-QL-LDG/TKOF RWY Condition Assessment Matrix inserted


FCTM A320:

Documentary Unit (DU)	Original AIB	EDW Customisation
AOP – 20 – How to Conduct Briefings – Briefing Technique	Standard AIB DU	Added item under "Airport" tab to also consider chart NOTAMS.
PR – NP – Normal Checklists	Standard AIB DU	"Taxi" and "Landing" C/L: "CABIN READY" item deleted since it is integrated into ECAM on entire EDW fleet.
PR – NP – GEN – Communication – Sterile Cockpit Rule	Standard AIB DU	Sterile cockpit altitude increased to 15'000 ft iso 10'000 ft according OM A policy.
PR – NP – SOP – 40 – Preliminary Takeoff Performance Computation	Standard AIB DU	Added to also take AIP SUPs into consideration.
		Added bullet point to crosscheck RWY length against airport chart RWY length.
		Added hints to consider during calculation in case of outside conditions changes between performance calculation and takeoff time.
PR – NP – SOP – 70 – Takeoff Data	Standard AIB DU	Added additional takeoff conditions which may change before pushback.
		Added cautionary note that ZFMCG may be wrong if PAX are not seated according loadsheet OA/OB/OC distribution.

Documentary Unit (DU)	Original AIB	EDW Customisation
PR – NP – SOP – 120 – Takeoff Roll	Standard AIB DU	Paragraph added describing the hand position of the PM during the takeoff roll.
		Added comment to clarify feet position of the CM1 and CM2 during the takeoff roll.
PR – NP – SOP – 160 – Landing Performance	Standard AIB DU	Added certain parameters EDW wants its pilots to take into account.
		EDW removed the line "The intended use of REV IDLE" to require a new inflight performance calculation since the DISPATCH calculation already does not give REV credit.
PR – NP – SOP – 160 – Content of a Landing Performance Data Crosscheck	Standard AIB DU	Added sentence that the FS+ RWY length must be compared to the chart RWY length.
		Calculated V_{LS} vs. FMS V_{LS} shall be crosschecked additionally.
PR – NP – SOP – 190 – CONF – Deceleration and Configuration Change	Standard AIB DU	Added recommended speed schedule.
PR – NP – SOP – 250 – HAND POSITION ON SIDE-STICK	Standard AIB DU	Description of hand positions during landing phase.
PR – NP – CL – General	Standard AIB DU	Note added that the LANDING and AFTER LANDING checklists may be performed by-heard as long as the correct wording is used.
PR – NP – CL – Before Start	Standard AIB DU	Speed names (e.g. "Vee One", "Vee R") do need to be called out. Hence callout example amended.
PR – NP – CL – Securing the Aircraft	Standard AIB DU	Removed "EFB.....OFF" since this item is not applicable to EDW (no fixed EFBs installed).
		Added item to check that chargers/cables are disconnected.

Documentary Unit (DU)	Original AIB	EDW Customisation
PR – NP – SP – 20 – General	Standard AIB DU	Note added that EDW crews operate according Green Operating Procedures whenever reasonable.
PR – NP – SP – 20 – Cockpit Preparation	Standard AIB DU	Note added to use the CI published on the EDW OFP.
PR – NP – SP – 20 – Before Takeoff	Standard AIB DU	Note added that it is company policy to perform takeoff with Packs OFF.
PR – NP – SP – 20 – Descent Preparation	Standard AIB DU	Added note to select IDLE REV if performance permits.
PR – NP – SP – 20 – After Landing	Standard AIB DU	AIB text amended to switch Pack 1 OFF on uneven and Pack 2 OFF on even days.
		Added information to omit starting the APU if not required according to CCI.
PR – AEP – MISC – EMER DESCENT	Standard AIB DU	Clarified, that the PA announcement is issued by the PM.
PR – AEP – MISC – Recovery Techniques	Standard AIB DU	Inserted wording to be used if an upset is recognised.

QRH A320:

Documentary Unit (DU)	Original AIB	EDW Customisation
«Rapid Access» Icon 	The Operator is responsible to define if and which emergency procedures	<ul style="list-style-type: none"> • EMER LANDING – ALL ENG FAILURE • EMER EVAC

Documentary Unit (DU)	Original AIB	EDW Customisation
	are shown in the "Rapid Access" Icon Checklist "ALL ENG FAILURE" normally separate on back cover of AIB paper QRH	The above emergency procedures are made available under this "Rapid Access" Icon
ABN – MEM Items – EMERGENCY DESCENT	Standard AIB DU	Wording PA "EMERGENCY DESCENT" added according EDW SOPs
ABN – ELEC – ELEC EMER CONFIG – Approach	Standard AIB DU	EDW added note to describe inop systems when L/G down for IHX/IHY/IHZ A/C
ABN – MISC – Bomb on board	Standard AIB DU	Reference at end changed to refer to EDW "EMER EVAC" or "Rapid Disembarkation" CL
ABN – MISC – EMER EVAC	Standard AIB DU	C/L edited to include EDW SOP call outs
ABN – SMOKE – TIM Smoke/ Fumes or Fault	C/L does not exist within AIB	C/L created and inserted into QRH. Reference from AID/TIM manual – abnormal procedures
NP – Safety Exterior Inspection	Standard AIB DU	Wheel chocks changed from "CHECK" to "AS REQUIRED".
NP – Preliminary Cockpit Preparation – Aircraft	Standard AIB DU	Added points to check blue aircraft folder and mobile phone to be onboard.

Documentary Unit (DU)	Original AIB	EDW Customisation
Setup		
NP – Preliminary Cockpit Preparation – EFB Initialization	Standard AIB DU	Added point to check COMM CONFIG.
		ACARS Init tasks reallocated from CM1 to CM2.
NP – Securing the Aircraft	Standard AIB DU	Added action line to disconnect all chargers/ cables.
QL – EDW Quick-Links tab	Not published by AIB	The QL tab contains links to procedures/information from various other manuals. Its purpose serves to enable crews to navigate to various procedures/information quickly from one application (eQRH). It also includes EDW checklists.
QL – E00 Required Equipment	Not published by AIB in 1 document. Information has to be found on different location in FCOM	Summary of required Equipment for specific kind of operation (RVSM, RNP, NAT-HLA etc..)
QL – Checklist for RNAV (GNSS) Approaches	Not published by AIB	Checklist for RNAV Approaches
		New reference to OM A / Lido when considering cold temperature correction.
		Differentiated when to discontinue approach if deviation exceeds minus/plus 75 ft.
QL – Requirements for use of low visibility minima	Not published by AIB	Summary Low Visibility
QL - TKOF RWY Condition Assess-	Content and values by AIB in FCOM-PER-	Content from airbus not userfriendly published on different locations. Therefore one table containing all relevant information required to perform the per-

Documentary Unit (DU)	Original AIB	EDW Customisation
ment Matrix (RCAM)	FORMANCE (EFB) – Takeoff, and Performance Tools from Airbus	formance computation for takeoff published in the Quick Links tab: QL-Takeoff Runway Condition Assessment Matrix (RCAM) Additionally, this table links the Airbus content with the new GRF format .
QL - LDG RWY Condition Assessment Matrix (RCAM)	PERFORMANCE (EFB)-LDG-Runway Conditions-RCAM	Values from airbus are identical. Table customized with "How to use and Notes"
QL – Deicing/ Antiicing Procedure on ground	Published by AIB in FCOM-Supplementary Procedures-Adverse Weather	Link inserted to AIB Procedure in FCOM for quick access
QL – One Engine Taxi - At Departure	Published by AIB in FCOM-Supplementary Procedures-Engines	Added "One Engine Taxi - At Departure" procedure to QL tab.
QL – One Engine Taxi - At Arrival	Published by AIB in FCOM-Supplementary Procedures-Engines	Link inserted to AIB Procedure in FCOM for quick access
QL - LDTA Reference Table	Not published by AIB	QL "LDTA Reference Table" added.
QL – Cockpit Security Checklist	Not published by AIB	Cockpit Security Checklist for quick access published in QRH
QL – Incident/ Accident Guide	Not published by AIB	Guide for actions following an incident/accident

Documentary Unit (DU)	Original AIB	EDW Customisation
QL – Rapid Disembarkation	Not published by AIB	Checklist for Rapid Disembarkation
Normal Checklist – C3 – Cockpit Preparation	Standard AIB DU	Removed "LB" unit since EDW aircraft only use "KG"
Normal Checklist – C3 – In case of De-icing	Not published by AIB	Created checklist "In case of de-icing" for crews to serve as a reminder what the flow is in case of de-icing.
Normal Checklist – C3 – Taxi	Standard AIB DU	Removed item "CABIN READY" since the item is integrated on the ECAM on all EDW aircraft.
Normal Checklist – C3 – Landing	Standard AIB DU	Removed item "CABIN READY" since the item is integrated on the ECAM on all EDW aircraft.
Normal Checklist – C3 – Securing the Aircraft	Standard AIB DU	Item "EFBs.....OFF(BOTH)" replaced with "Chargers/Cables.....Disconnected".

A320

0.3 General Information

A320

0.3.1 Abbreviations

Refer to [FCOM GEN-ABBREVIATIONS](#) and [OMM Abbreviations](#)

A320

0.3.2 Aeroplane dimensions

Refer to [FCOM DSC-20-20 PRINCIPAL DIMENSIONS](#)

A320

0.3.3 Units of measurements

Refer to [FCOM DSC-22_20-50-30 MCDU DATA FORMAT LIST](#)

1 Limitations

A320

A320

1.1 Certification status

The A320 aircraft of Edelweiss are certified in accordance with EASA and regulatory requirements as detailed in the [AFM](#) and the [EASA type certificate](#).

A320

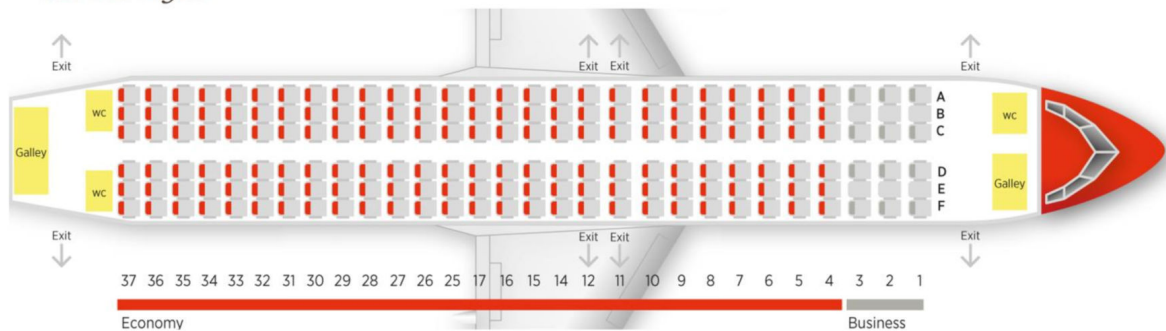
1.2 Passenger seating configuration

The maximum number of passenger seats for the A320 of Edelweiss is: 174

Cabin layout:

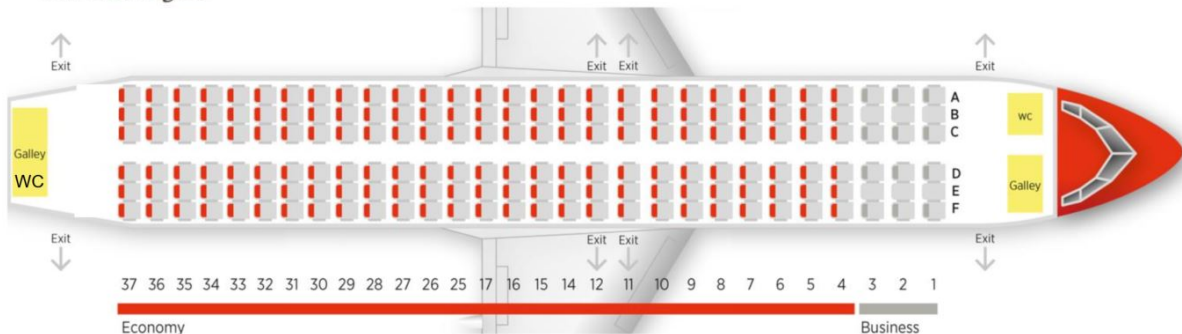
HB-IHX, HB-IHY, HB-IHZ, HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-JJN

Seat map
Airbus A320



HB-JLR, HB-JLS, HB-JLT

Seat map
Airbus A320



A320

1.3 Types of operation that are approved

For types of operation of the A320 fleet refer to [Operations Specifications A320 Flotte](#).

In addition to the Operations Specifications, the aircraft may only be operated in accordance with [OM A Areas of operation](#) and the technical limitations according to [FCOM LIMITATIONS](#).

A320

1.4 Crew composition

Refer to [OM A crew composition](#)

A320

1.5 Mass and center of gravity

For Mass limits refer to [FCOM LIM-AG-WEIGHT LIMITATIONS](#)

For Center of gravity limits refer to [AFM LIM-GEN- CENTER OF GRAVITY ENVELOPE](#)

A320

1.6 Speed limitations

Refer to [FCOM LIM-AG-SPEEDS](#)

A320

1.7 Flight envelope

Refer to [FCOM LIM-AG-OPERATIONAL PARAMETERS](#)

A320

1.8 Wind limits including operations on contaminated runways

Refer to [FCOM LIM-AG-OPS-AIRPORT OPERATIONS AND WIND LIMITATIONS](#)

For wind limitations refer to eQRH-QL A320 Takeoff Runway Condition Assessment Matrix (RCAM) and A320 Landing Runway Condition Assessment Matrix (RCAM)

A320

1.9 Performance limitations for applicable configurations

Refer to [FS+ Takeoff Module](#)

Refer to [FS+ Inflight Module](#)

Refer to [FS+ Landing Module](#)

A320

1.10 Runway slope

Refer to [FCOM LIM-AG-OPS-AIRPORT OPERATIONS AND WIND LIMITATIONS](#)

A320

1.11 Limitations on wet or contaminated runways;

Refer to [eQRH-QL A320 Takeoff Runway Condition Assessment Matrix \(RCAM\)](#) and [A320 Landing Runway Condition Assessment Matrix \(RCAM\)](#)

A320

1.12 Airframe contamination

Refer to [FCOM PRO-NOR-SUP-ADVERSE WEATHER](#)

A320


1.13 System limitations

Refer to [FCOM LIMITATIONS](#)

2 Normal Procedures

A320

The Normal Checklist is available in the eQRH C/L tab and also as a hard copy in the cockpit.

 A320 QUICK REFERENCE HANDBOOK	NORMAL CHECKLIST (REV01 / 01MAR23)	C3 01 MAR 23
--	---	----------------------------

<div style="background-color: black; color: white; text-align: center; padding: 2px; font-weight: bold;">COCKPIT PREPARATION</div> GEAR PINS & COVERS..... REMOVED FUEL QUANTITY..... KG SEAT BELTS..... ON ADIRS..... NAV BARO REF..... (BOTH)

BEFORE START

AFTER START

IN CASE OF DE-ICING

TAKEOFF CG/TRIM POS

A320

TAKEOFF CG 10.5/17 18 20 22 24 26 28 30 32 34 36 38 40/43



TRIM POS 2.5 2 1 0 1 2 2.5

NOSE UP NOSE DOWN

A320

2.1 Pre-Flight

Refer to [FCOM PRO-NOR-SOP-SAFETY EXTERIOR INSPECTION](#)

Refer to [FCOM PRO-NOR-SOP-PRELIMINARY COCKPIT PREPARATION](#) and [FCTM PR-NP-SOP-PRELIMINARY COCKPIT PREPARATION](#)

Refer to [FCOM PRO-NOR-SOP-EXTERIOR WALKAROUND](#) and [FCTM PR-NP-SOP-EXTERIOR WALKAROUND](#)

A320

2.2 Pre-Departure

Refer to [FCOM PRO-NOR-SOP-COCKPIT PREPARATION](#) and [FCTM PR-NP-SOP-COCKPIT PREPARATION](#)

Refer to [FCOM PRO-NOR-SOP-BEFORE PUSHBACK OR START](#) and [FCTM PR-NP-SOP-BEFORE PUSHBACK OR START](#)

Refer to [FCOM PRO-NOR-SOP-ENGINE START](#)

Refer to [FCOM PRO-NOR-SOP-AFTER START](#)

A320

2.3 Altimeter setting and checking

Refer to [FCOM PRO-NOR-SOP-COCKPIT PREPARATION-GLARESHIELD-EFIS CONTROL PANEL](#)

Refer to [FCOM PRO-NOR-SOP-CLIMB-AT THE TRANSITION ALTITUDE](#)

Refer to [FCOM PRO-NOR-SOP-DESCENT ADJUSTMENT-BARO REF](#)

A320

2.4 Taxi, Take-Off and Climb

Refer to [FCOM PRO-NOR-SOP-TAXI](#) and [FCTM PR-NP-SOP-TAXI](#)

Refer to [FCOM PRO-NOR-SOP-BEFORE TAKEOFF](#) and [FCTM PR-NP-SOP-BEFORE TAKEOFF](#)

Refer to [FCOM PRO-NOR-SOP-TAKEOFF](#) and [FCTM PR-NP-SOP-TAKEOFF](#)

Refer to [FCOM PRO-NOR-SOP-CLIMB](#) and [FCTM PR-NP-SOP-CLIMB](#)

A320

2.5 Noise abatement

Refer to [FCTM PR-NP-SOP-TAKEOFF-NOISE ABATEMENT TAKEOFF](#)

For general take off profile refer to [FCOM PRO-NOR-SOP-TAKEOFF-TAKEOFF PATTERN](#)

For standard clean up and noise abatement refer to [OM A Clean up](#)

For noise abatement during approach refer to [OM A Noise abatement](#)

For description of NADP refer to Lido Route Manual 1.4.9.5

A320

2.6 Cruise and Descent

Refer to [FCOM PRO-NOR-SOP-CRUISE](#) and [FCTM PR-NP-SOP-CRUISE](#)

Refer to [FCOM PRO-NOR-SOP-DESCENT PREPARATION](#) and [FCTM PR-NP-SOP-DESCENT PREPARATION](#)

Refer to [FCOM PRO-NOR-SOP-DESCENT](#) and [FCTM PR-NP-SOP-DESCENT](#)

A320

2.7 Approach, Landing preparation and briefing

Refer to [FCOM PRO-NOR-SOP-APPROACH](#) and [FCTM PR-NP-SOP-APPROACH](#)

Refer to [FCTM AOP-TASKSHARING RULES AND COMMUNICATION-EDELWEISS BRIEFINGS](#)

2.8 VFR approach

Refer to [FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE](#)

A320

2.9 IFR approach

Refer to [FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING LOC G/S GUIDANCE](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING LOC G/S FOR CATII CATIII](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING FINAL APP GUIDANCE](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING FPA GUIDANCE](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-ILS RAW DATA](#)

A320

2.10 Visual approach and circling

Refer to [FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-VISUAL APPROACH](#)

Refer to [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-CIRCLING APPROACH](#)

A320

2.11 Missed Approach

Refer to [FCOM PRO-NOR-SOP-GO AROUND](#) and [FCTM PR-NP-SOP-GO-AROUND](#)

A320

2.12 Normal Landing

Refer to [FCOM PRO-NOR-SOP-LANDING](#) and [FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-LANDING](#)

A320

2.13 Post Landing

Refer to [FCOM PRO-NOR-SOP-AFTER LANDING](#) and [FCTM PR-NP-SOP-AFTER LANDING](#)

Refer to [FCOM PRO-NOR-SOP-PARKING](#)

Refer to [FCOM PRO-NOR-SOP-SECURING THE AIRCRAFT](#)

A320

2.14 Operation on wet and contaminated Runways

Refer to [FCOM PRO-NOR-SUP-ADWXR-OPERATIONS ON CONTAMINATED AIRPORTS](#)

Refer to [FS+ Takeoff Module](#)

Refer to [FS+ Landing Module](#)

3 Abnormal and Emergency Procedures

A320

All checklists for abnormal and emergency procedures are stored in the eQRH. Refer to eQRH ABN and QL tab.

3.1 Crew incapacitation

A320

Refer to [FCTM PR-AEP-MISC-FLIGHT CREW INCAPACITATION](#)

Refer to [OM A Incapacitation of crew members](#)

Refer to [CSPM Flight crew incapacitation](#)

3.2 Fire and Smoke Drills

A320

Refer to [FCOM PRO-ABN-APU FIRE](#)

Refer to [FCOM PRO-ABN-AVIONICS SMOKE](#)

Refer to [FCOM PRO-ABN-CARGO SMOKE](#)

Refer to [FCOM PRO-ABN-ENG-ENGINE TAILPIPE FIRE](#) and [FCTM-PR-AEP-ENG-ENGINE TAILPIPE FIRE](#)

Refer to [FCOM PRO-ABN-ENG-ENG 1\(2\) FIRE \(IN FLIGHT\)](#)

Refer to [FCOM PRO-ABN-ENG-ENG 1\(2\) FIRE \(ON GROUND\)](#)

Refer to [FCOM PRO-ABN-SMOKE](#) and [FCTM-PR-AEP-SMOKE](#)

Refer to [CSPM Fire/smoke on board](#)

3.3 Unpressurised and partially pressurised Flight

A320

Decompression procedure

If 2% of pax require first aid oxygen FL80 must be reached in:

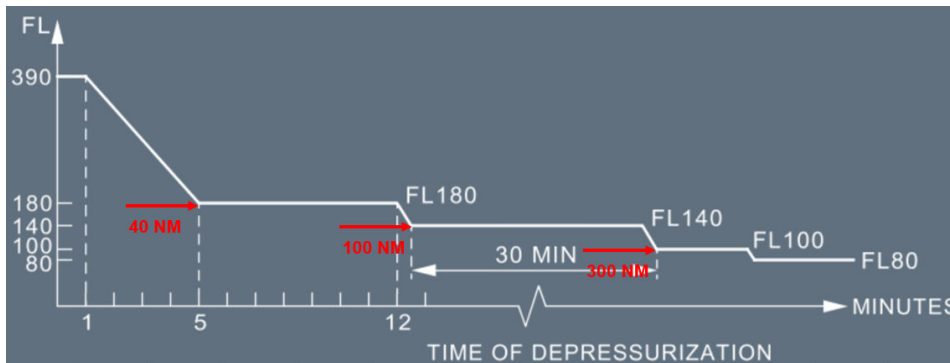
- A320: 45min;

The descent to FL80 is not required as long as first aid oxygen is available.

To meet the terrain clearance requirements, the following profiles may be used:

Aeroplane with 15' pax-oxy supply (A320)	Time	Total distance	Max FL
	5'	40nm	FL180
	12.5'	100nm	FL140
	42.5'	300nm	FL100

Profile for A320:



- Descent phase: Emergency descent at M_{MO}/V_{MO} .
- Cruise phase: Cruise at maximum speed (limited to V_{MO}).

Note: It is always assumed that the aircraft is able to fly at M_{MO}/V_{MO} . Cases where speed should be decreased (structural damage, turbulence etc.) have not to be taken into account. Regulations do not require to consider performance to cope with decompression and engine failure simultaneously.

Refer to [OM C Appendix Decompression escape routes](#)

Refer to [FCOM PRO-ABN-MISC-EMER DESCENT](#) and [FCTM PR-AEP-MISC-EMER DESCENT](#)

A320

3.4 Exceeding structural Limits such as Overweight Landing

Refer to [FCOM PRO-ABN-MISC-OVERWEIGHT LANDING](#) and [FCTM PR-AEP-MISC-OVERWEIGHT LANDING](#)

A320

3.5 Lightning Strikes

After a lightning strike, contact MCC and obtain information about the possibility to perform the required maintenance tasks at the planned destination. If the maintenance organisation at the planned destination is not able to perform the required tasks, in

coordination with MCC consider a return to ZRH or an in-flight Diversion to an airport with suitable maintenance facility.

A320

3.6 Distress Communications and Alerting ATC to Emergencies

Refer to Lido Route Manual 1.6.1.3

A320

3.7 Engine Failure

Refer to [FCOM PRO-ABN-ENG-ENG FAIL 1\(2\)](#) and [FCTM PR-AEP-ENG](#)

A320

3.8 System Failures

Refer to [FCOM PRO-ABNORMAL AND EMERGENCY](#) and [FCTM AOP-MANAGEMENT OF ABNORMAL OPERATIONS](#)

A320

3.9 Guidance for Diversion in Case of Serious Technical Failure

Refer to [OM A Malfunctions and emergencies](#)

Refer to [OM A Diversion](#)

A320

3.10 Ground Proximity Warning

Refer to [FCOM PRO-ABN-SURV-MEM-EGPWS CAUTIONS](#) and [FCOM PRO-ABN-SURV-MEM-EGPWS WARNINGS](#)

For callout refer to [FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS](#)

A320

3.11 TCAS Warning

Refer to [FCOM PRO-ABN-SURV-MEM-TCAS WARNING](#)

For callout refer to [FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS](#)

A320

3.12 Windshear

Refer to [FCOM PRO-ABN-SURV-MEM-WINDSHEAR](#)

For callout refer to [FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS](#)

A320

3.13 Forced Landing/Ditching

Refer to [FCOM PRO-ABN-MISC-FORCED LANDING](#) and [FCTM PR-AEP-ENG-ALL ENGINES FAILURE-FORCED LANDING](#)

Refer to [FCOM PRO-ABN-MISC-DITCHING](#) and [FCTM PR-AEP-ENG-ALL ENGINES FAILURE-DITCHING](#)

A320

3.14 Departure Contingency Procedures

Refer to [FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MALFUNCTION BEFORE V1 AT TAKEOFF](#)

Refer to [FCTM PR-AEP-MISC-REJECTED TAKEOFF](#)

Refer to [OM A Takeoff - engine failure after V1](#)

4 Performance

A320

A320

4.0 Description of FS+

Performance data supplied by Airbus are expressed in the FCOM chapter "Performance". Refer to [FCOM PERFORMANCE \(EFB\)](#).

For daily operations FS+ (FlySmart+ for iPad) electronic performance calculation platform is used to process the data supplied by the manufacturer. FS+ has a module for takeoff, inflight and landing performance, it is considering also abnormals, dispatch under MEL and CDL. For a detailed description of FS+ refer to the relevant documentation under [EFB PPM Appendix - User Guides](#).

A320

4.1 Performance Data

A320

4.1.1 Take-Off Climb Limits; Mass, Altitude, Temperature

Refer to [FCOM PERFORMANCE \(EFB\) - TAKEOFF](#)

Refer to [FS+ Takeoff Module](#)

A320

4.1.2 Take-Off Field Length (Dry, Wet, Contaminated)

Refer to [FCOM PERFORMANCE \(EFB\) - RUNWAY CONDITIONS](#)

Refer to [FS+ Takeoff Module](#)

A320

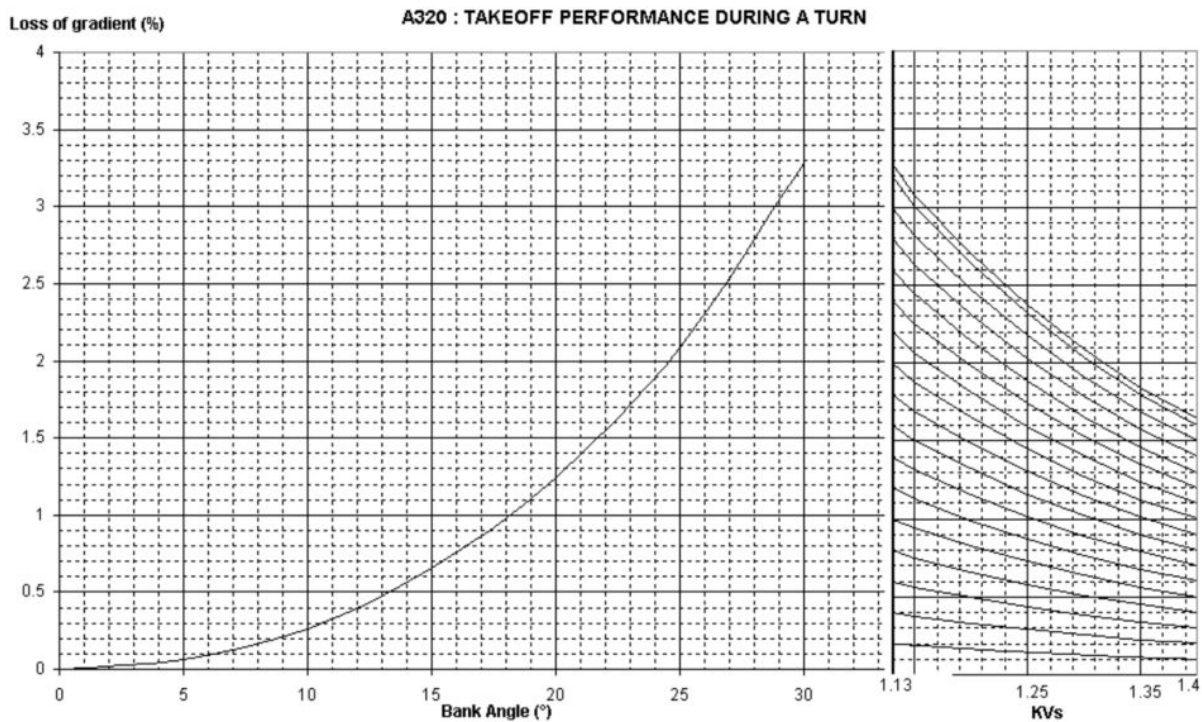
4.1.3 Net Flight Path Data for Obstacle Clearance Calculation or, where applicable, Take-Off Flight Path

Refer to [FCOM PERFORMANCE \(EFB\) - TAKEOFF](#)

Refer to [FS+ Takeoff Module](#)

A320

4.1.4 The Gradient Losses for Banked Climb Outs



A320

4.1.5 En-Route Climb Limits

Refer to [FCOM PERFORMANCE \(EFB\) - IN-FLIGHT](#)

Refer to [FS+ InFlight](#)

A320

4.1.6 Approach Climb Limits

Refer to [FCOM PERFORMANCE \(EFB\) - LANDING](#)

Refer to [FS+ Landing Module](#)

A320

4.1.7 Landing Climb Limits

For all Airbus aircraft, this constraint is covered by the approach climb requirement. In its operational documentation (FCOM), Airbus publishes the maximum weight limited by the approach climb gradient only.

Refer to [FCOM PERFORMANCE \(EFB\) - LANDING](#).

A320

4.1.8 Landing Field Length (Dry, Wet, Contaminated) including the Effects of an In-Flight Failure of a System or Device

Refer to [FCOM PERFORMANCE \(EFB\) - LANDING](#)

Refer to [FS+ Landing Module](#)

A320

4.1.9 Brake Energy Limits

Refer to [FCOM LIM-LANDING GEAR](#)

Refer to [FCOM PRO-NOR-SOP-AFTER LANDING-BRAKE TEMPERATURE](#)

Refer to MEL/MO-32-07 Brakes Temperature Indication on the WHEEL SD page.

A320

4.1.10 Speeds applicable for the various Flight Stages (also considering wet or contaminated Runways)

For Takeoff Speeds refer to [FS+ TakeOff](#)

For Approach Speeds refer to [FS+ Landing](#)

For Cruise Speeds refer to [FS+ InFlight](#)

Refer to [FCOM DSC_22-10-50 SPEEDS DEFINITION](#)

A320

4.1.11 Supplementary Data covering Flights in Icing Conditions

Refer to [FCOM PRO-NOR-SUP-ADVWXR-MINIMUM SPEED WITH ICE ACCREATION](#)

A320

4.2 Additional Performance Data

A320

4.2.1 All Engine Climb Gradients

Refer to [FCOM PERFORMANCE \(EFB\) - IN-FLIGHT - ALL ENGINES OPERATIVE OPERATIONS](#)

Refer to [FS+ TakeOff module](#)

A320

4.2.2 Drift-Down Data

Refer to [FCOM PERFORMANCE \(EFB\) - IN-FLIGHT](#)

Refer to [FS+ Inflight module](#)

A320

4.2.3 Effect of De-Icing/Anti-Icing Fluids

Not Applicable

A320

4.2.4 Flight with Landing Gear Down

Refer to [FCOM PRO-NOR-SUP-FLIGHT WITH LANDING GEAR DOWN](#)

A320

4.2.5 Flights conducted under the Provision of the CDL

Refer to CDL, Performance impact is described at every single CDL item

5 Flight Planning

A320

Refer to OM A [Flight Preparation Instructions](#).

5.1 Data and instructions necessary for pre-flight and in-flight planning

A320

Refer to [OM A Flight Preparation Instructions](#)

Refer to [FS+ Inflight Module](#)

5.2 Method for calculating fuel needed for the various stages of flight

A320

Refer to [OM A Determination of the quantities of fuel and oil carried](#)

Refer to [FS+ Inflight Module](#)

5.3 Performance data for ETOPS critical fuel reserve and area of operation

A320

Not applicable for EDW

6 Mass and Balance

A320

6.1 Calculation System (e.g. Index System)

A320

Refer to [FS+ Weight and Balance Module](#)

6.2 Information and Instructions for Completion of Mass and Balance Documentation

A320

Refer to [OM A Mass and centre of gravity](#)

Refer to [FS+ Loadsheet](#)

6.3 Limiting Masses and Centre of Gravity

A320

Refer to [FCOM LIM-AG-WEIGHT LIMITATIONS](#)

Refer to [AFM LIM-WGHT-CENTER OF GRAVITY ENVELOPE](#)

Refer to [FS+ Weight and Balance Module](#)

6.4 Dry Operating Mass and corresponding Centre of Gravity or Index

A320

Refer to [FOSI DOM/DOI Tables](#)

Refer to [FS+ Weight and Balance Module](#)

7 Loading

A320

All EDW A320 aircraft operate in open load configuration.

Cargo and dangerous goods must be secured in a manner that prevents any in-flight movement that may change the orientation of the cargo or cause damage to the cargo or the aircraft.

For detailed information refer to [GOM](#).

A320

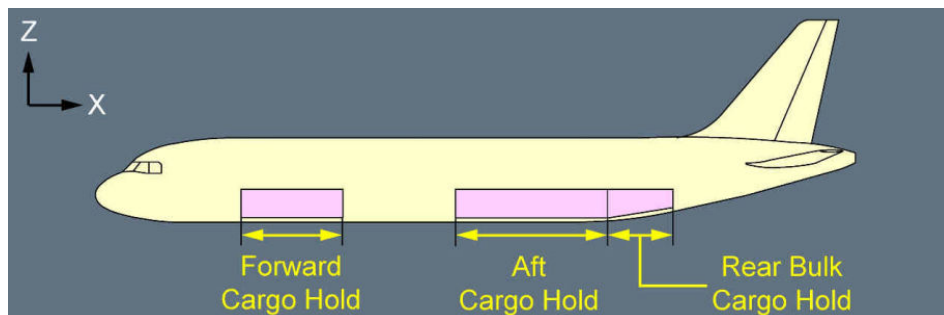
7.1 Cargo compartments

A320

7.1.1 Introduction

Cargo can be loaded in the lower deck cargo holds. The lower deck includes the forward, aft, and rear bulk cargo holds.

A divider net and a tarpaulin separate the aft and rear bulk cargo holds.



	H-ARMs	
	From (m)	To (m)
Forward cargo hold (Compartment 1)	9.858	14.708
Aft cargo hold (Compartments 3 and 4)	21.208	27.762
Rear bulk cargo hold (Compartment 5)	27.762	31.003

A320

7.1.2 Forward cargo hold

A320

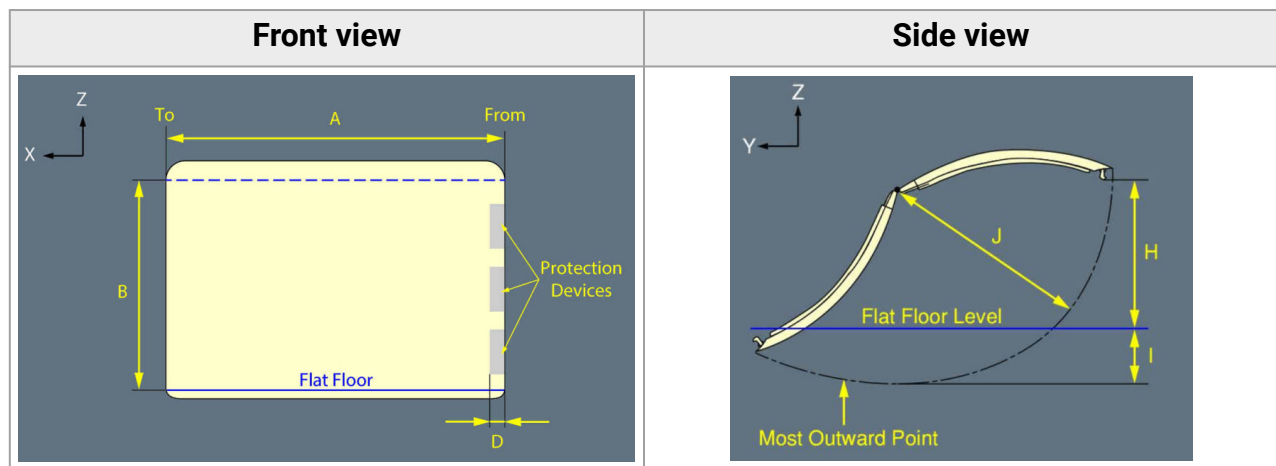
7.1.2.1 Cargo hold door

The forward cargo hold is equipped with a door on the right side of the fuselage.

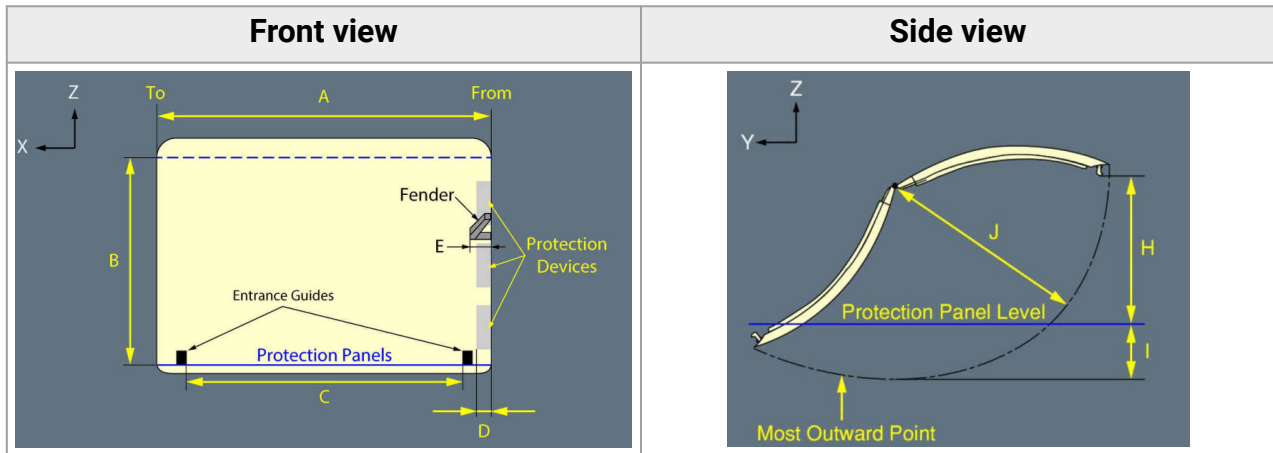
The door opens outward.

The forward door must be used to load and unload the forward cargo hold.

HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM, HB-JJN

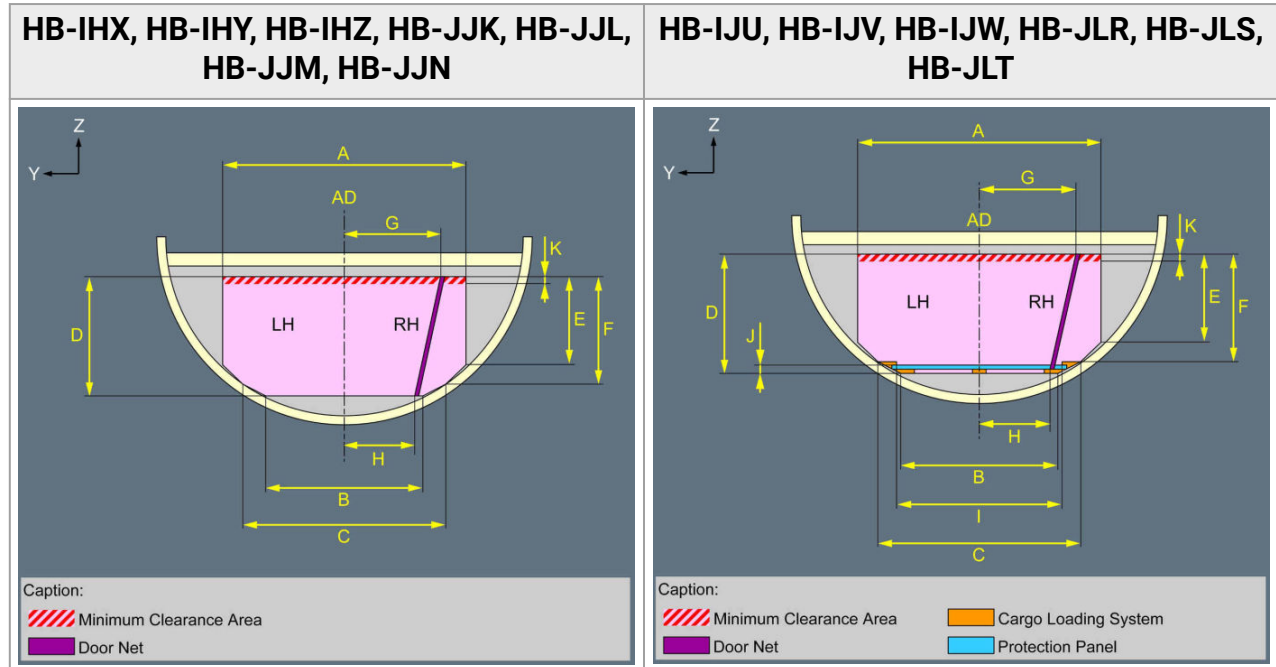


Legend		Dimen- sions (m)	Legend		Dimen- sions (m)
A	Clear opening width	1.817	H	Clearance between the flat floor level and the hooks (when the door is in fully opened position)	1.420
B	Clear opening height	1.233	I	Clearance below the flat floor level when the door is operated	0.652
D	Protection device thickness	0.067	J	Door opening radius	2.024

HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT


Legend		Dimen- sions (m)	Legend		Dimen- sions (m)
A	Clear opening width	1.817	H	Clearance between the protection panels level and the hooks (when the door is in fully opened position)	1.348
B	Clear opening height	1.161	I	Clearance below the protection panels level when the door is operated	0.724
C	Door width at protection panels level	1.541	J	Door opening radius	2.024
D	Protection device thickness	0.067			
E	Fender thickness	0.096			

7.1.2.2 Cross section



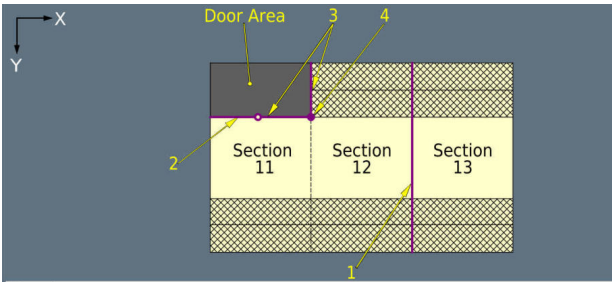
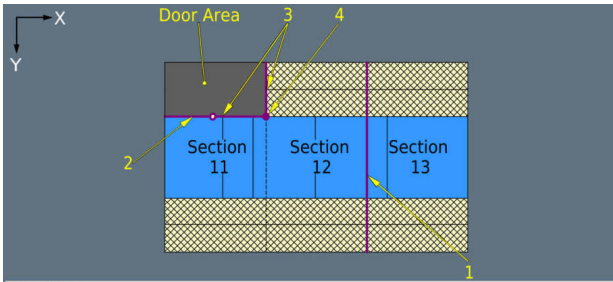
Dimensions (m)										Dimensions (m)											
H-A R M (m)	A	B	C	D	E	F	G	H	K	H - A R M (m)	A	B	C	D	E	F	G	H	I	J	K
9.858	2.630	1.430	2.098	1.242	0.797	1.065	0.765	0.577	0.051	9.858	2.630	1.430	2.098	1.242	0.797	1.065	0.765	0.688	1.520	0.051	0.051
11.633	2.630	1.430	2.098	1.242	0.797	1.065	0.765	0.577	0.051	11.633	2.630	1.430	2.098	1.242	0.797	1.065	0.765	0.688	1.520	0.051	0.051

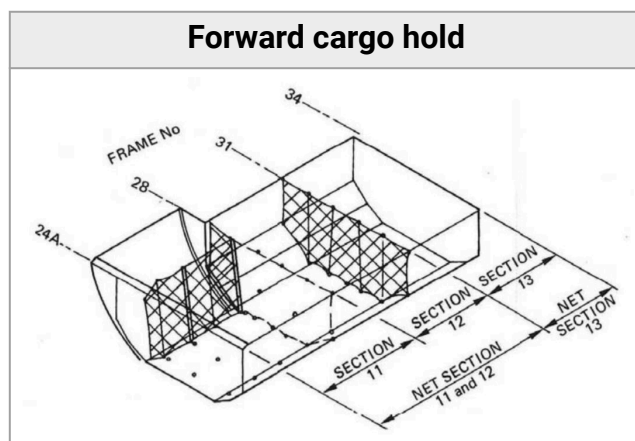
Dimensions (m)										Dimensions (m)									
14.708	2.630	1.430	2.098	1.242	0.797	1.065	-	-	0.051	17.908	2.630	1.430	2.098	1.242	0.797	1.065	-	-	0.051

A320

7.1.2.3 Section arrangement

The forward cargo hold is divided into sections and net sections as indicated in the illustration below.

HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM, HB-JJN	HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT
 <p>Caption:</p> <ul style="list-style-type: none"> Flat Floor Sloped Floor Door Area Net Stanchion Junction Between Nets 	 <p>Caption:</p> <ul style="list-style-type: none"> Flat Floor Sloped Floor Door Area Net Stanchion Junction Between Nets Protection Panel



Legend	Related net type	Installation requirement
1	Divider net type A2	Mandatory
2	Door net type C	Mandatory

Legend	Related net type	Installation requirement
3	Door net type A	Mandatory
4	Stanchion	Mandatory

Max usable volume

Section	HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM, HB-JJN (m ³)	HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT (m ³)
11	4.14	3.91
12	4.77	4.66
13	4.39	4.29
Total	13.3	12.86

The maximum usable volume of the cargo hold is based on:

- The maximum theoretical volume
- The volume reduction due to the door area
- The volume reduction due to the minimum clearance between the top of the load and the cargo hold ceiling
- The volume reduction due to the protection devices for the decompression devices on the cargo hold wall
- The volume reduction due to the installation of protection panels (HB-IJU, HB-IJV, HB-IJW only).

A320

7.1.3 Aft cargo hold

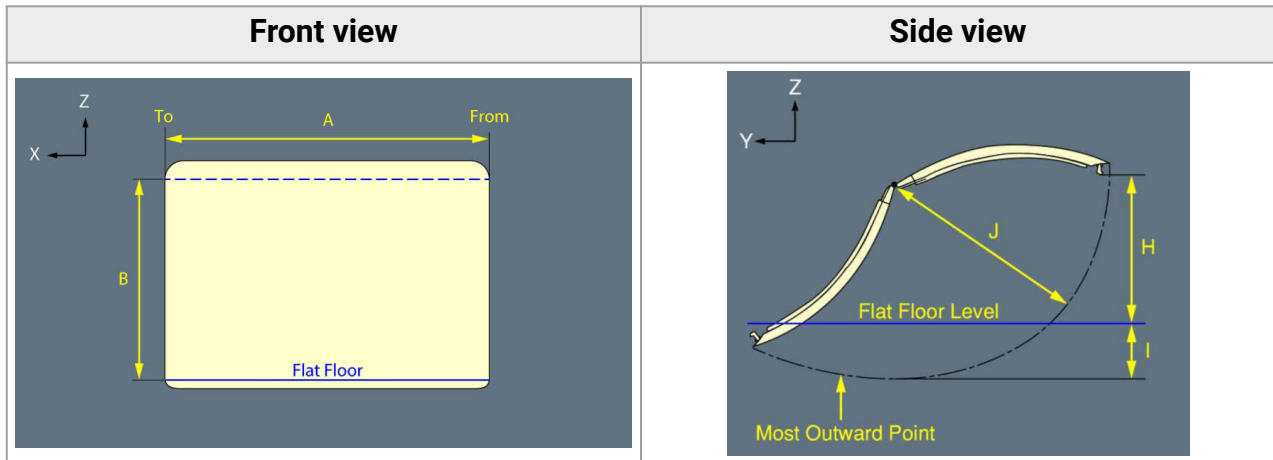
A320

7.1.3.1 Cargo hold door

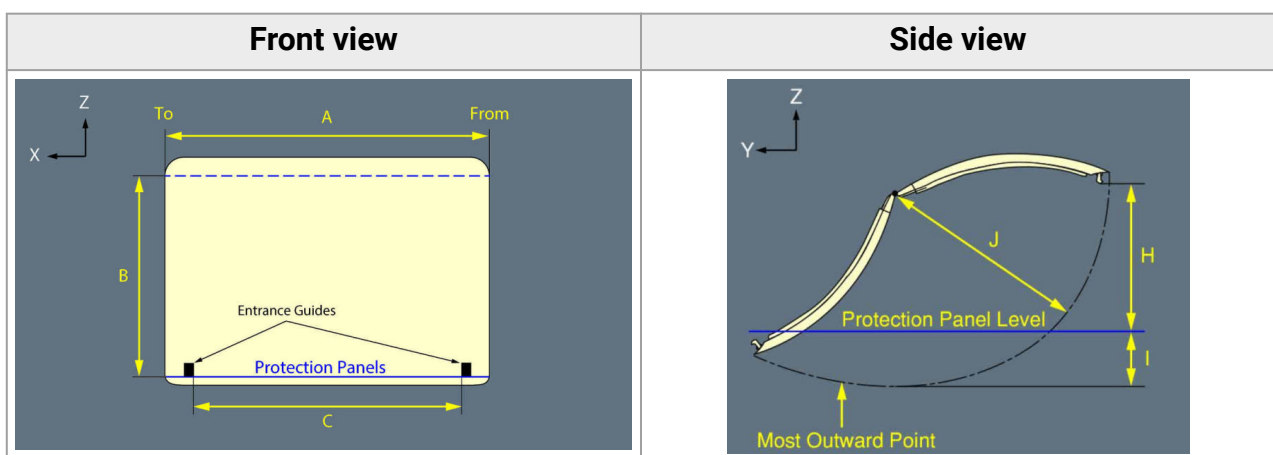
The aft cargo hold is equipped with a door on the right side of the fuselage.

The door opens outward.

The aft door must be used to load and unload the forward cargo hold.

HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM, HB-JJN


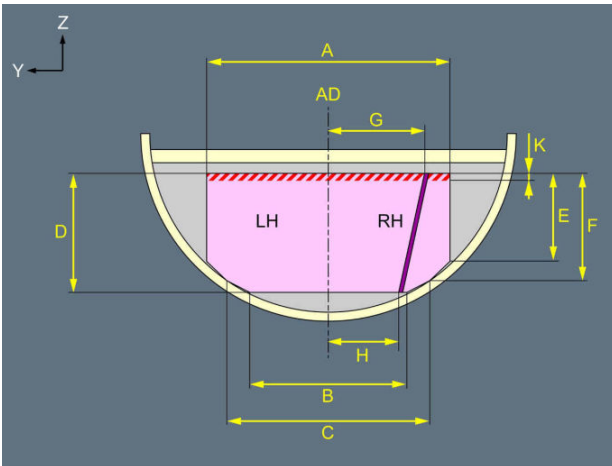
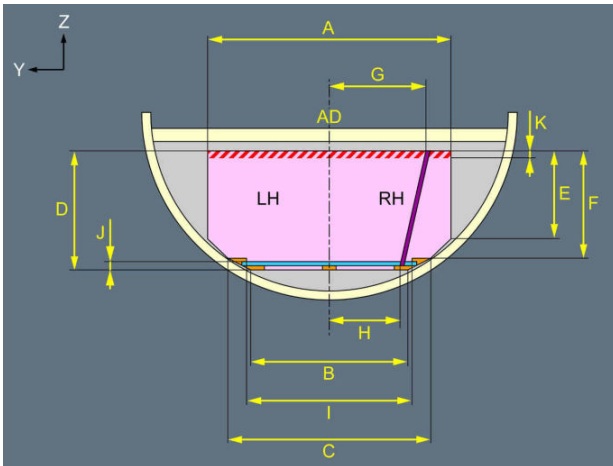
Legend		Dimen- sions (m)	Legend		Dimen- sions (m)
A	Clear opening width	1.817	H	Clearance between the flat floor level and the hooks (when the door is in fully opened position)	1.420
B	Clear opening height	1.233	I	Clearance below the flat floor level when the door is operated	0.652
			J	Door opening radius	2.024

HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT


Legend			Legend		
		Dimen- sions (m)			Dimen- sions (m)
A	Clear opening width	1.817	H	Clearance between the protection panels level and the hooks (when the door is in fully opened position)	1.348
B	Clear opening height	1.161	I	Clearance below the protection panels level when the door is operated	0.724
C	Door width at protection panels level	1.541	J	Door opening radius	2.024

A320

7.1.3.2 Cross section

HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM, HB-JJN		HB-IJU, HB-IJV, HB-IJWHB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT	
 <p>Caption:</p> <ul style="list-style-type: none"> Minimum Clearance Area Door Net 		 <p>Caption:</p> <ul style="list-style-type: none"> Minimum Clearance Area Door Net Cargo Loading System Protection Panel 	

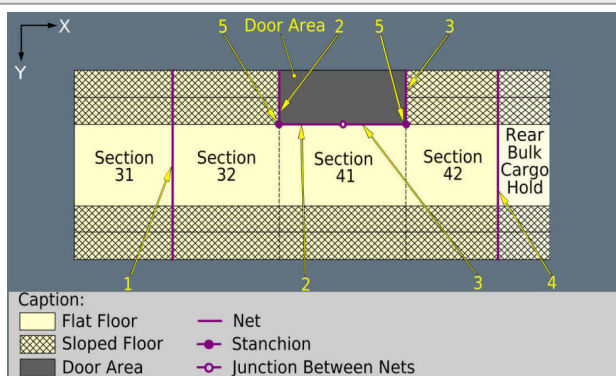
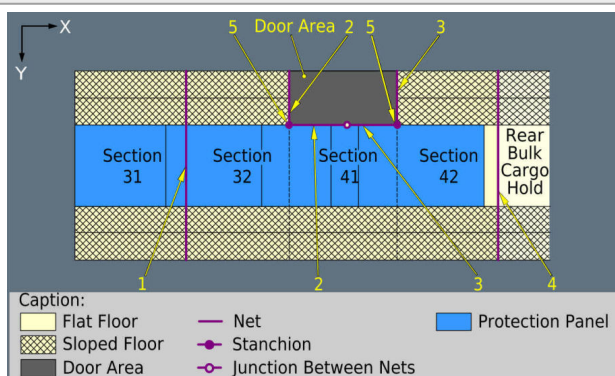
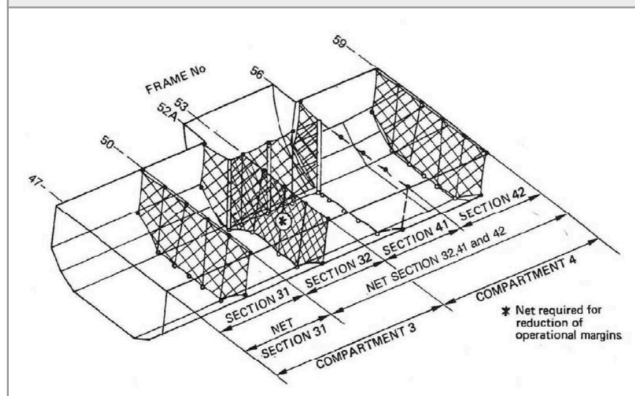
Dimensions (m)										Dimensions (m)											
H- A R M (m)	A	B	C	D	E	F	G	H	K	H - A R M (A	B	C	D	E	F	G	H	I	J	K

Dimensions (m)										Dimensions (m)											
										m)											
21 .2 08	2.6 30	1.4 30	2.0 98	1.2 42	0.7 97	1.0 65	-	-	0.0 51	2 1. 2 0 8	2. 6 3 0	1. 4 3 0	2. 09 8	1. 2 4 2	0. 79 7	0. 06 5	-	-	1. 52 0	0. 05 1	0 .0 5 1
24 .2 95	2.6 30	1.4 30	2.0 98	1.2 42	0.7 97	1.0 65	0.7 65	0.5 77	0.0 51	2 4. 4 9 5	2. 6 3 0	1. 4 3 0	2. 09 8	1. 2 4 2	0. 79 7	1. 06 5	0. 76 5	0. 6 8 8	1. 52 0	0. 05 1	0 .0 5 1
26 .1 62	2.6 30	1.4 30	2.0 98	1.2 42	0.7 97	1.0 65	0.7 65	0.5 77	0.0 51	2 6. 1 6 2	2. 6 3 0	1. 4 3 0	2. 09 8	1. 2 4 2	0. 79 7	1. 06 5	0. 76 5	0. 6 8 8	1. 52 0	0. 05 1	0 .0 5 1
27 .2 29	2.6 30	1.4 30	2.0 98	1.2 42	0.7 97	1.0 65	-	-	0.0 51	2 7. 2 2 9	2. 6 3 0	1. 4 3 0	2. 09 8	1. 2 4 2	0. 79 7	1. 06 5	-	-	1. 52 0	0. 05 1	0 .0 5 1
27 .7 62	2.6 30	1.4 08	2.0 98	1.2 08	0.7 56	1.0 24	-	-	0.0 51	2 7. 7 6 2	2. 6 3 0	1. 4 0 8	2. 09 8	1. 2 0 8	0. 75 6	1. 02 4	-	-	1. 52 0	0. 01 6	0 .0 5 1

A320

7.1.3.3 Section arrangement

The aft cargo hold is divided into sections and net sections as indicated in the illustration below.

**HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL,
HB-JJM, HB-JJN**

**HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS,
HB-JLT**

Aft compartment


Legend	Related net type	Installation requirement
1	Divider net type A2	Mandatory
2	Door net type B	Mandatory
3	Door net type A	Mandatory
4	Divider net type A1	Mandatory
5	Stanchion	Mandatory

Max usable volume

Sec- tion	HB-IHX, HB-IHY, HB-IHZ, HB-JJK, HB-JJL, HB-JJM HB-JJN (m ³)	HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT (m ³)
31	5.23	5.10
32	4.53	4.41
41	3.79	3.58
42	4.75	4.65
To- tal	18.3	12.86

The maximum usable volume of the cargo hold is based on:

- The maximum theoretical volume
- The volume reduction due to the door area
- The volume reduction due to the minimum clearance between the top of the load and the cargo hold ceiling
- The volume reduction due to the installation of protection panels (HB-IJU, HB-IJV, HB-IJW, HB-JLR, HB-JLS, HB-JLT only).

A320

7.1.4 Rear bulk cargo hold

A320

7.1.4.1 Cargo hold door

The rear bulk cargo hold is equipped with a door on the right side of the fuselage.

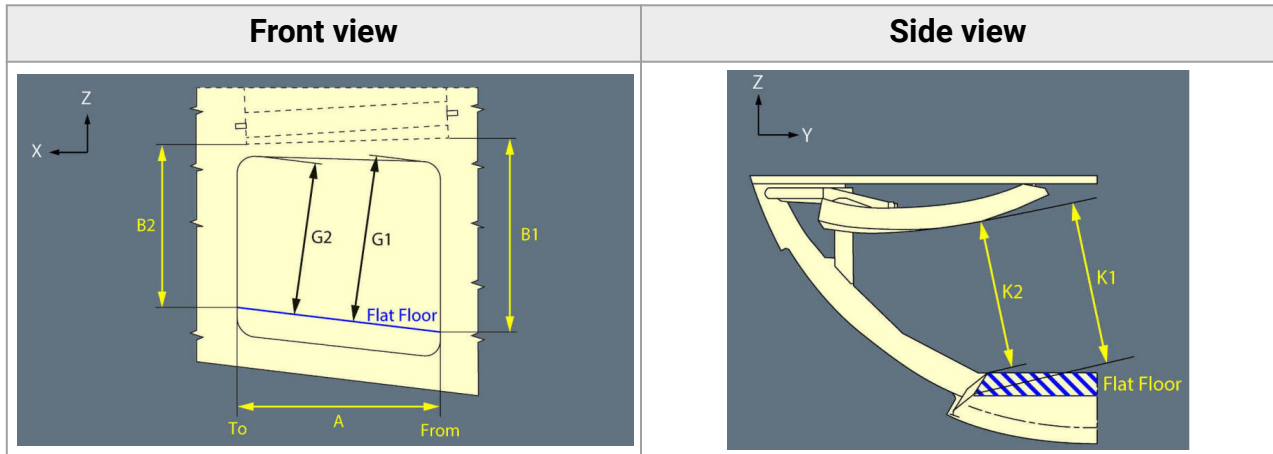
The door opens inward.

To load and unload the rear bulk cargo hold

- the door of the rear bulk cargo hold, or
- the door of the aft cargo hold, after removal of the divider net between the aft and rear bulk cargo holds must be used.

HB-JJN: The rear bulk cargo hold is not equipped with a door. To load and unload the rear bulk cargo hold, the door of the aft cargo hold after removal of the divider net between the aft and rear bulk cargo holds must be used.

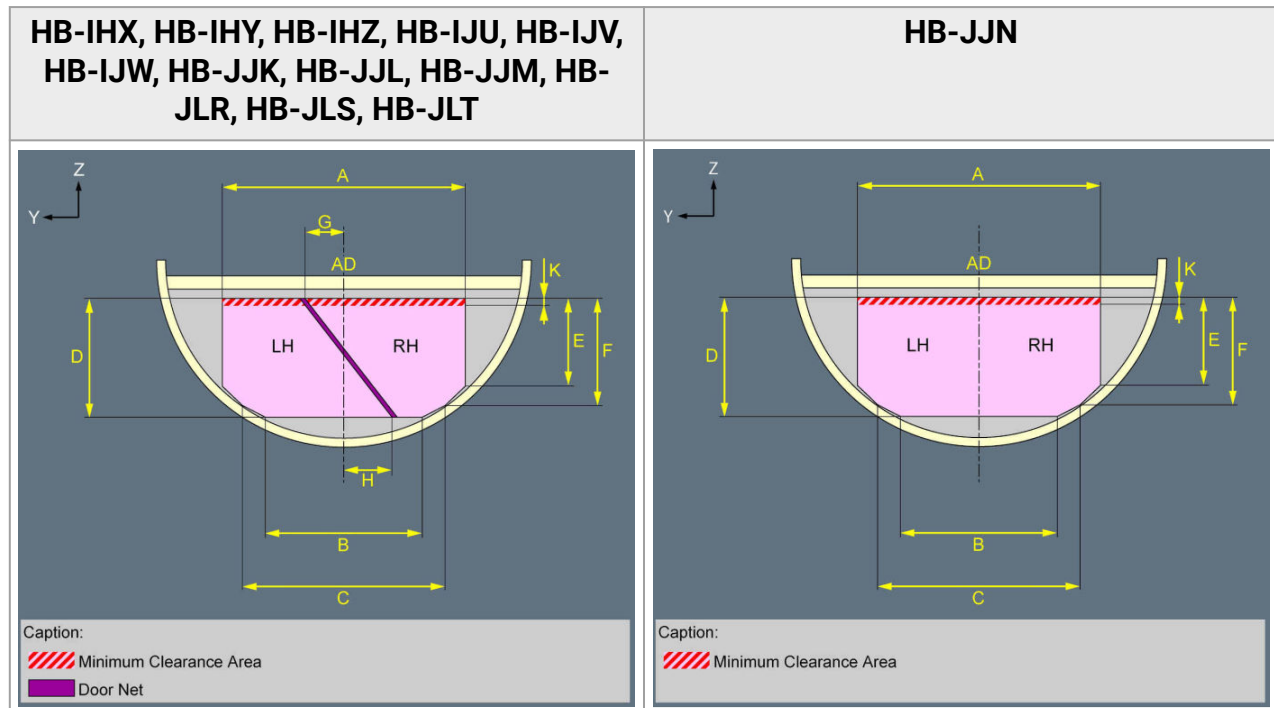
HB-IHX, HB-IHY, HB-IHZ, HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-JLR, HB-JLS, HB-JLT



Legend		Dimen- sions (m)	Legend		Dimen- sions (m)
A	Clear opening width	0.954	K1	Clearance between the flat floor and the door (when the door is in fully open position) at H-ARM 28.352 m	0.900
B1	Clearance opening height at H-ARM 28.352 m	0.880	K2	Clearance between the flat floor and the door (when the door is in fully open position) at H-ARM 29.305 m	0.810
B2	Clearance opening height at H-ARM 29.305 m	0.765			
G1	Clear door height at H-ARM 28.352 m	0.773			
G2	Clear door height at H-ARM 29.305 m	0.704			

A320

7.1.4.2 Cross section



Dimensions (m)											Dimensions (m)							
H - A R M (m)	A	B	C	D	E	F	G	H	K		H- AR M (m)	A	B	C	D	E	F	K
2 7	2	1	2	1	0	1			0		27.7 62	2.63 0						
· 7	· 6	· 4	· 0	· 2	· 7	· 0	-	-	· 0				1.40 8	2.09 8	1.21 1	0.75 6	1.02 7	0.05 1
6	3	0	9	1	5	2			5									
2	0	8	8	1	6	7			1									
2 8	2	1	2	1	0	0	0	0	0		28.2 96	2.63 0						
· 2	· 6	· 3	· 0	· 1	· 6	· 9	· 2	· 4	· 0				1.36 8	2.09 8	1.14 7	0.68 2	0.95 3	0.05 1

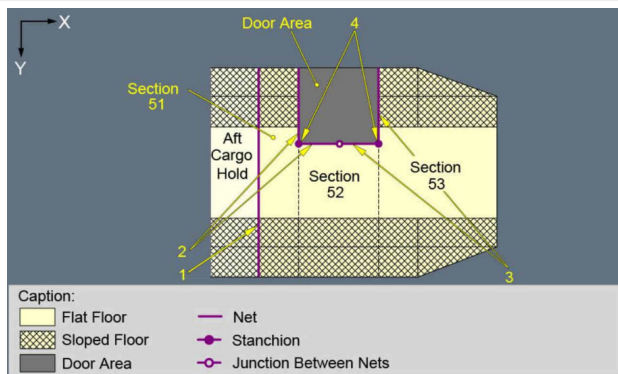
Dimensions (m)										Dimensions (m)									
9 6	3 0	6 8	9 8	4 7	8 2	5 3	5 4	2 1	5 1										
2 8	2 8	1 6	2 3	1 0	0 6	0 8	0 2	0 3	0 0	28.8 29	2.63 0		1.32 8	2.09 8	1.08 4	0.60 8	0.87 9	0.05 1	
2 9	2 9	1 6	2 3	1 0	0 5	0 8	0 2	0 4	0 0	29.3 62	2.63 0		1.28 8	2.09 8	1.02 0	0.53 3	0.80 5	0.05 1	
2 9	2 8	1 3	2 0	0 9	0 5	0 7	-	-	0 5	29.8 96	2.63 0		1.24 8	2.09 8	0.95 7	0.45 9	0.73 1	0.05 1	
3 0	-	1 1	1 3	0 9	0 5	0 9	-	-	0 5	30.4 29	2.11 3		1.11 3	1.83 9	0.89 1	0.55 8	0.69 9	0.05 1	
3 1	-	0 6	-	0 2	0 6	-	-	-	0 5	31.0 03	1.55 8		0.96 8	-	0.82 0	0.66 4	-	0.05 1	

A320

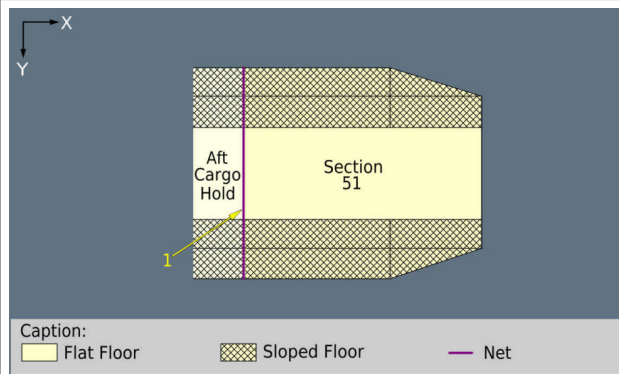
7.1.4.3 Section arrangement

The rear bulk cargo hold is divided into sections and net sections as indicated in the illustration below.

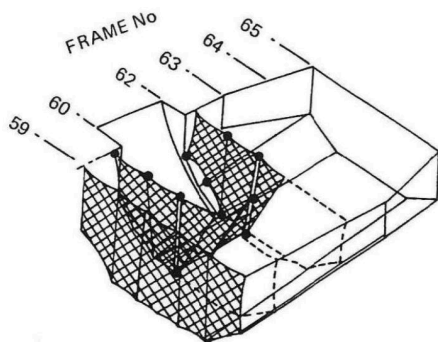
HB-IHX, HB-IHY, HB-IHZ, HB-IJU, HB-IJV,
HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-
JLR, HB-JLS, HB-JLT



HB-JJN



Bulk



Legend	Related net type	Installation requirement
1	Divider net type A1	Mandatory
2	Door net type E	Mandatory
3	Door net type D	Mandatory
4	Stanchion	Mandatory

Max usable volume

Sec- tion	HB-IHX, HB-IHY, HB-IHZ, HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-JLR, HB-JLS, HB-JLT (m ³)	HB-JJN (m ³)
51	1.490	7.220
52	1.390	
53	3.040	
To- tal	5.92	7.220

The maximum usable volume of the cargo hold is based on:

- The maximum theoretical volume
- The volume reduction due to the door area (exemption HB-JJN)
- The volume reduction due to the minimum clearance between the top of the load and the cargo hold ceiling

A320

7.1.5 Loading line

The maximum loading height as defined per loading line (see pictures) must be adhered to in all compartments in order to ensure proper functionality of the fire extinguishing system.



A320

7.1.6 Maximum volumes allowed in cargo compartments

Compartment	Max Load	Max Floor Load
1	3402 kg	732 kg/m ²
3	2426 kg	732 kg/m ²
4	2110 kg	732 kg/m ²
5	1497 kg	732 kg/m ²
Total	9435 kg	---

A320

7.1.7 Maximum package size

Compartment 1																		
Width cm	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	164
Heightrange 1-115cm	435	415	395	375	355	335	315	294	274	254	234	214	194	173	165	143	143	143
Heightrange 1-97cm	475	475	475	455	435	414	394	374	354	334	314	294	273	253	233	212	200	200
Heightrange 1-70cm	475	475	475	475	475	475	465	333	424	403	382	362	341	319	298	275	253	253
	Package length in cm																	

Compartment 3/4 (same door)																		
Width cm	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	171
Heightrange 1-115cm	444	424	404	384	364	344	324	304	284	264	243	223	203	182	172	143	143	143

Compartment 3/4 (same door)																		
Heightrange 1-97cm	48 5	48 5	48 5	46 5	44 5	42 5	40 5	38 4	36 4	34 4	32 4	30 4	28 4	26 4	24 3	22 3	20 2	20 0
Heightrange 1-70cm	48 5	48 5	48 5	48 5	48 5	48 5	47 5	45 5	43 5	41 4	39 4	37 3	35 2	33 1	31 0	28 8	26 6	25 3
	Package length in cm																	

Compartment 5									
Width cm	10	20	30	40	50	60	70	80	85
Heightrange 1-65cm	279	261	243	225	205	186	165	148	141
Heightrange 1-60cm	279	261	243	225	205	186	165	148	141
Heightrange 1-50cm	279	261	243	225	205	186	165	148	141
Heightrange 1-40cm	282	261	243	225	205	186	165	148	141
Heightrange 1-30cm	282	261	243	225	205	186	165	148	141
Heightrange 1-20cm	282	261	243	225	205	186	165	148	141
Heightrange 1-10cm	282	262	244	225	205	186	165	148	141
	Package length in cm								

A320

7.1.8 Ventilation and heating

HB-IHX, HB-IHY, HB-IHZ, HB-JJN

No ventilation and heating system is installed in all compartments. The temperature in the compartments therefore depends on the initial temperature prior to departure. However, it will not drop below 10° C, provided the initial temperature was above freezing point.

HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JLR, HB-JLS, HB-JLT

The aft hold (compartment 3, 4, and 5) is ventilated by air drawn from the cabin. A heating system is not incorporated in the ventilation system of the aft hold. Temperatures between 10° C and 20° C are therefore prevalent in flight.

HB-JJL, HB-JJM

The aft hold (compartment 3, 4, and 5) is ventilated by air drawn from the cabin. Additional an aft cargo hold heating system is installed. The temperature can be selected from the cockpit.

A320

7.2 Cargo loading

A320

7.2.1 Securing load

The following items must be secured:

- Items weighing 150 kg or more, irrespective whether the compartment or net section is volumetrically full or not.
- Items with an individual mass between 50 kg and 150 kg, if the compartment is not volumetrically full.
- Items with an individual mass of less than 50 kg, but having a density of more than 240 kg/m³ (high density load, e.g. pieces of machinery, metal bars); lashing is not required if the compartment or net section is volumetric full and remains full up to the point of unloading of these items.

The following methods must be used for securing these items:

- Items described above must be tied down to the tie-down tracks of the compartment by means of tie-down fittings and ropes or straps.
- Any other individual items which by their nature, shape or density may constitute a hazard, must be restrained by either filling the compartment or net section to its volumetric capacity or by using the previous method.

A320

7.2.2 Securing of bulk load

The following general guidelines apply to the securing of bulk load:

- All load must be secured in such a way that:

- In flight, it cannot work loose and cause hazardous displacement of the centre of gravity of the aeroplane, injure passengers and crew, or damage the aeroplane.
- In case of forced landings, it cannot injure passengers and crew.
- Load must be restrained against shifting forwards, backwards, sideways and upwards (force directions).
- Long load or load which is sensitive against shocks or tilting, wet cargo, pipes, tubes, bars, beams, planks, poles or other objects of a penetrating nature must be secured.
- Load factors, expressed in units of "G", must be applied for the calculation of restraint requirements.

A320

7.3 Ground stability

HB-IHX, HB-IHY, HB-IHZ, HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-JJN

To ensure ground stability, a minimum load must be loaded in compartment 1 if the total load in compartments 3,4,5 exceeds 1000 kg.

Load in compartments 3,4,5 (kg)	Minimum load required in compartment 1 (kg)
0 to 1000	0
1001 to 1500	300
1501 to 2000	600
2001 to 2500	900
2501 to 3000	1200
3001 to 3500	1500
3501 to 4000	1800

HB-JLR, HB-JLS, HB-JLT

To ensure ground stability, a minimum load must be loaded in compartment 1 if the total load in compartments 3,4,5 exceeds 500 kg.

Load in compartments 3,4,5 (kg)	Minimum load required in compartment 1 (kg)
0 to 500	0
501 to 1000	500

Load in compartments 3,4,5 (kg)	Minimum load required in compartment 1 (kg)
1001 to 1500	700
1501 to 2000	1000
2001 to 2500	1300
2501 to 3000	1800
3001 to 3500	2000
3501 to 4000	2000

A320

7.4 Live Animals

Suitable Compartments

Animals shall always be loaded in compartments 3, 4 or 5.

Loading Instruction

Live animal shipments shall be handled in accordance with the IATA Live Animals Regulations (LAR) and the IATA Airport Handling Manual (AHM). Animal containers shall always be tied down tightly to prevent shifting during the flight. Moreover, the animal kennel shall be underlaid with boards and absorbent mats to protect the animal against the cold and to keep the hold floor from being soiled. The drinking bowl is affixed to prevent water leakage during any stage of the flight.

Maximum Number of AVIH per flight

HB-IJU, HB-IJV, HB-IJW, HB-JJK, HB-JJL, HB-JJM, HB-JLR, HB-JLS, HB-JLT

The maximum number of AVIH to be loaded is 4.

HB-IHX, HB-IHY, HB-IHZ, HB-JJN

Max flight time (hours)	Max number of AVIH in hold
3:00	4
4:30	3
6:30	2

Live Animals and ICE / RCL

Live animals should not be put in the same compartment with ICE and/or RCL.

Live Animals and Radioactive Materials Cat II and III (RRY)

It must be ensured that live animals and packages which contain radioactive materials categories II or III are not less than 1 meter apart.

A320

7.5 Dangerous Goods

A320

7.5.1 Dangerous Goods loading

Packages and overpack containing dangerous goods shall not be loaded onto the aircraft unless the package or overpack has been inspected immediately prior loading and found free from visible leaks or damage.

Any package, which appears to be damaged or leaking, must be removed from the aircraft without delay and safe disposal arranged. In the case of leakage, the handling agent must ensure the remainder of the consignment is undamaged and that no other package, baggage or cargo has been contaminated. In case of radioactive contamination, arrangements shall be made to take the aircraft out of service for evaluation by appropriately qualified personnel.

Dangerous Goods shall be handled and secured in a manner that:

- prevents damage to packages during aircraft loading and unloading
- provides for separation and segregation of packages on the aircraft to prevent interaction in the event of leakage
- orients packages on the aircraft so the hazard label is visible
- prevents movement that could change the orientation of packages on the aircraft. Tying down dangerous goods is therefore mandatory.

A320

7.5.2 Compartment definition

For the purpose of special load segregation and quantity limits the compartments 3, 4 and 5 are to be considered as one unit.

A320

7.5.3 Dry ice

The quantities shown below refer to the total quantity of dry ice loaded, including dry ice as a refrigerant and dry ice together with DG.

Compartment	Max. quantity of dry ice
1 + 2	82kg
3 + 4 + 5	486kg

Note: Live animals should not be put in the same compartment with ICE and/or RCL.

A320

7.5.4 Polystyrene beads

A maximum of 100 kg net mass can be put in each compartment.

A320

7.5.5 Radioactive materials

A320

7.5.5.1 Handling

- Radioactive materials of categories II and III (RRY) may not be loaded if there is no entry in the transport index box (i.e. "no transport index" or "NIL").
- Radioactive materials of categories II and III (RRY) may not be loaded if any seal on the package is broken.
- They must be stowed on the floor of the compartment to ensure maximum distance from passengers and crew.
- Packages must be stowed with the shortest side up, unless otherwise instructed (e.g. by label "this side up").
- Individual packages or groups of packages must be tied down or secured by other load.

A320

7.5.5.2 Maximum transport index (TI) / package heights and separations distance

- The maximum height of radioactive packages is limited by the transport index (TI).
- If packages are grouped together, the maximum height for an individual package in the group is limited by the sum of the transport indexes of all packages in the group.

- For separation of packages or groups of packages with different transport indexes, the minimum separation distance required for the package or group of packages with the higher transport index must be applied.

Transport Index (TI)	Height of packages		Minimum separation distance* (cm)
	Compts 1, 3, 4 (cm)	Section 51** (cm)	
0.1-1.0	88	85	90
1.1-2.0	68	65	150
2.1-3.0	48	45	210
3.1-4.0	33	30	255
4.1-5.0	18	15	300
5.1-6.0	NA	NA	345

* Minimum separation distance between single packages or group of packages.

** Compartment 5: RRY packages can be put into section 51 only.

8 Configuration Deviation List

A320

Refer to [AFM / CDL](#)

9 Minimum Equipment List

A320

Refer to [MEL](#)

10 Survival and Emergency Equipment Including Oxygen A320

A320

10.1 Survival and Emergency Equipment

A320

10.1.1 List of Emergency Equipment

Refer to [CSPM Safety Equipment General](#)

Refer to [CSPM Location of Safety Equipment](#)

For Safety Equipment on the flight deck refer to [FCOM PRO-NOR-SOP-04-BEFORE WALKAROUND-EMERGENCY EQUIPMENT](#)

A320

10.1.2 Overview of Survival Equipment on EDW A320 Aircraft

Equipment	A320
Emergency Locator Transmitter (ELT) Refer to CSPM Emergency locator transmitter (ELT)	<ul style="list-style-type: none"> • 1 fix installed ELT¹ • 1 portable ELT¹ (HB-JJN/JLR/JLS/JLT)
Slide / Rafts Refer to CSPM Cabin doors and exits	<ul style="list-style-type: none"> • Slides only on EDW A320 aircrafts.
Pyrotechnics	NIL
Emergency medical supplies: Refer to CSPM First aid equipment	<ul style="list-style-type: none"> • First Aid Kit (FAK) • Emergency medical Kit (EMK) • Respiration (AMBU Kit) • Automatic external defibrillator (AED)
Emergency water supplies	NIL
Other survival equipment	NIL

¹ ELT's transmitting on frequencies 121.5MHz, 243MHz, 406.025MHz

A320

10.1.3 Procedures for Checking

Refer to [CSPM Pre-departure safety equipment check](#)

Refer to [FCOM PRO-NOR-SOP-04-BEFORE WALKAROUND-EMERGENCY EQUIPMENT](#)

A320

10.2 Oxygen

Refer to [FCOM DSC-Oxygen](#)

Refer to [CSPM Oxygen](#)

Refer to [CSPM Oxygen System](#)

Refer to [OM A Oxygen Requirements](#)

11 Emergency Evacuation Procedures

A320

11.1 Preparation for Emergency Evacuation

A320

Refer to [CSPM Planned Emergency Preparation / Evacuation Checklist](#)

11.2 Emergency Evacuation Procedures

A320

Refer to [FCOM PRO-ABN-MISC-EMER EVAC](#) and [FCTM PR-AEP-MISC-EMER EVAC](#)

Refer to [CSPM Emergency procedures](#)

Refer to eQRH - EMER EVAC

Refer to [FCOM PRO-ABN-DETAILED CABIN / COCKPIT EVACUATION PROCEDURE](#)

12 Aircraft systems

A320

12.1 System Description

A320

Refer to [FCOM Aircraft Systems](#)