AIRBUS INDUSTRIE

A319

MODEL : *319 - 115*

FLIGHT MANUAL

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

APPROVED BY D.G.A.C.

30 JUIL. 1999

Airbus Industrie
CUSTOMER SERVICES DIRECTORATE
31707 Blagnac Cedex
FRANCE

Reference : Airbus Industrie AI / EV - O 10000

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TRANSMITTAL LETTER

Issue date: 12 DEC 17

This is the AIRPLANE FLIGHT MANUAL at issue date 12 DEC 17 for the A319-115 and replacing last issue dated 14 NOV 17

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FILING INSTRUCTIONS

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert Rev. Date
PLP-LESS **LIST OF EFFECTIVE SECTIONS/SUBSECTIONS**	ALL	12 DEC 17
PLP-LEDU **LIST OF EFFECTIVE DOCUMENTARY UNITS**	ALL	12 DEC 17
PLP-LAR **LIST OF APPROVAL REFERENCES**	ALL	12 DEC 17
APPRO-PLP-TOC **TABLE OF CONTENTS**	ALL	12 DEC 17
PERF-PLP-TOC **TABLE OF CONTENTS**	ALL	12 DEC 17
PERF-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 DEC 17
PERF-OCTO **PERFORMANCE DATABASE**	ALL	12 DEC 17
MCDL-PLP-TOC **TABLE OF CONTENTS**	ALL	12 DEC 17
MCDL-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 DEC 17
MCDL-27-01 **Flap Track Fairing**	ALL	12 DEC 17
MCDL-27-03 **Slat Track Closing Plate**	ALL	12 DEC 17
MCDL-27-08 **Seal Between Inboard and Outboard Flap**	ALL	12 DEC 17
MCDL-27-16 **Flap Track Moveable Fairing Pivot Cover**	ALL	12 DEC 17
MCDL-28-01 **Refuel/Defuel Coupling Cap 101 QM Or 41 QM**	ALL	12 DEC 17
MCDL-28-02 **Refuel Panel Door 192MB**	ALL	12 DEC 17
MCDL-33-02 **Taxi Light Lamp 8LR**	ALL	12 DEC 17
MCDL-33-07 **Landing Light Lens 7LB, 8LB**	ALL	12 DEC 17
MCDL-52-05 **Access Door to Air Conditioning Ground Supply 191 CB**	ALL	12 DEC 17
MCDL-52-21 **Blue Hydraulic Access Door 197 FB**	ALL	12 DEC 17

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Localization Subsection Title	Remove	Insert Rev. Date
MCDL-57-01 **Wing Tip Fence**	ALL	12 DEC 17
MCDL-57-02 **Belly Fairing Sliding Panel**	ALL	12 DEC 17
MCDL-57-06 **Outer Flap Blade Seal**	ALL	12 DEC 17
SPERF-PLP-TOC **TABLE OF CONTENTS**	ALL	12 DEC 17
SPERF-CONT-PERF **PERFORMANCE**	ALL	12 DEC 17

PRELIMINARY PAGES

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PLP PRELIMINARY PAGES

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LIST OF EFFECTIVE DOCUMENTARY UNITS
LIST OF EFFECTIVE TEMPORARY REVISIONS
LIST OF APPROVAL REFERENCES
LIST OF MODIFICATIONS

APPRO APPROVAL DATA

GEN GENERAL

LIM LIMITATIONS

EMER EMERGENCY PROCEDURES

ABN ABNORMAL PROCEDURES

NORM NORMAL PROCEDURES

PERF PERFORMANCE

APP APPENDICES AND SUPPLEMENTS

MCDL MASTER CONFIGURATION DEVIATION LIST

SPERF SUPPLEMENTARY PERFORMANCE

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PRELIMINARY PAGES

LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

M(1)	Localization	Subsection Title	Rev. Date
	APPRO-TR	**TEMPORARY REVISIONS**	14 NOV 17
	GEN-INTR	**INTRODUCTION**	07 FEB 17
	GEN-DESC	**AFM DESCRIPTION**	07 FEB 17
	GEN-DEF	**WORDING DEFINITIONS**	24 OCT 16
	GEN-ABB	**ABBREVIATIONS**	24 OCT 16
	GEN-UNIT	**UNITS**	24 OCT 16
	GEN-VIEW	**3-VIEW DRAWING**	24 OCT 16
	LIM-GEN	**GENERAL**	24 OCT 16
	LIM-WGHT	**WEIGHTS AND LOADING**	24 OCT 16
	LIM-SPD	**AIRSPEEDS**	24 OCT 16
	LIM-OPS	**OPERATIONAL PARAMETERS**	24 OCT 16
	LIM-09	**TOWING AND TAXIING**	24 OCT 16
	LIM-21	**AIR COND/PRESS/VENT**	24 OCT 16
	LIM-22-FMS	**Flight Management System**	13 JUN 17
	LIM-22-FGS	**Flight Guidance System**	10 OCT 17
	LIM-24	**ELECTRICAL POWER**	24 OCT 16
	LIM-28	**FUEL**	12 SEP 17
	LIM-29	**HYDRAULIC**	24 OCT 16
	LIM-32	**LANDING GEAR**	24 OCT 16
	LIM-34	**NAVIGATION**	14 NOV 17
	LIM-46	**INFORMATION SYSTEMS**	24 OCT 16
	LIM-49	**AUXILIARY POWER UNIT**	24 OCT 16
	LIM-70	**POWER PLANT**	13 JUN 17
	EMER-GEN	**GENERAL**	08 AUG 17
	EMER-21	**AIR COND/PRESS/VENT**	24 OCT 16
	EMER-24	**ELECTRICAL POWER**	24 OCT 16
	EMER-26	**FIRE/SMOKE**	24 OCT 16
	EMER-27	**FLIGHT CONTROLS**	24 OCT 16
	EMER-29	**HYDRAULIC**	24 OCT 16
	EMER-32	**LANDING GEAR**	24 OCT 16
	EMER-34	**NAVIGATION**	24 OCT 16
	EMER-70	**POWER PLANT**	24 OCT 16
	EMER-90	**MISCELLANEOUS**	12 SEP 17
	ABN-GEN	**GENERAL**	08 AUG 17
	ABN-OEI-TO	**TAKEOFF**	24 OCT 16
	ABN-OEI-LDG	**APPROACH AND LANDING**	24 OCT 16
	ABN-21	**AIR COND/PRESS/VENT**	24 OCT 16
	ABN-22-AUTOFLT	**AUTO FLIGHT SYSTEM**	13 JUN 17
	ABN-22-CATII	**FAILURES OR WARNINGS DURING A CAT II APPROACH WITH OR WITHOUT AUTOMATIC LANDING**	24 OCT 16

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M(1)	Localization	Subsection Title	Rev. Date
	ABN-22-CATIIIDH	**FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH**	24 OCT 16
	ABN-22-CATIIInoDH	**FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH**	24 OCT 16
	ABN-24	**ELECTRICAL POWER**	24 OCT 16
	ABN-27	**FLIGHT CONTROLS**	14 APR 17
	ABN-28	**FUEL**	24 OCT 16
	ABN-29	**HYDRAULIC**	24 OCT 16
	ABN-30	**ICE AND RAIN PROTECTION**	24 OCT 16
	ABN-31	**INDICATING/RECORDING SYSTEM**	24 OCT 16
	ABN-32	**LANDING GEAR**	24 OCT 16
	ABN-34	**NAVIGATION**	13 JUN 17
	ABN-36	**PNEUMATIC**	24 OCT 16
	ABN-52	**DOORS**	24 OCT 16
	ABN-70	**POWER PLANT**	24 OCT 16
	ABN-90	**MISCELLANEOUS**	24 OCT 16
	NORM-GEN	**GENERAL**	24 OCT 16
	NORM-PFLT	**PREFLIGHT CHECKS**	24 OCT 16
	NORM-TO	**TAKEOFF**	24 OCT 16
	NORM-FLT	**FLIGHT**	07 MAR 17
	NORM-LDG	**APPROACH AND LANDING**	24 OCT 16
	NORM-22-CONF	**Demonstrated System Configuration**	24 OCT 16
	NORM-22-NPA	**Non Precision Approach**	24 OCT 16
	NORM-22-PA	**Precision Approach**	24 OCT 16
	NORM-28	**FUEL**	24 OCT 16
	NORM-30	**ICE AND RAIN PROTECTION**	24 OCT 16
	NORM-34	**NAVIGATION**	24 OCT 16
	NORM-49	**AUXILIARY POWER UNIT**	24 OCT 16
	PERF-GEN	**GENERAL**	24 OCT 16
	PERF-CAL-TO	**TAKEOFF**	24 OCT 16
	PERF-CAL-CRU	**CRUISE (Clean Configuration)**	24 OCT 16
	PERF-CAL-LDG	**LANDING**	24 OCT 16
	PERF-TO	**TAKEOFF PERFORMANCE**	24 OCT 16
	PERF-FLT	**IN FLIGHT PERFORMANCE**	24 OCT 16
	PERF-LDG	**LANDING PERFORMANCE**	24 OCT 16
R	PERF-OCTO	**PERFORMANCE DATABASE**	12 DEC 17
	PERF-ENG	**ENGINE MANAGEMENT**	24 OCT 16
	PERF-FLEX	**REDUCED THRUST TAKEOFF**	24 OCT 16
	APP-NOI	**EXTERNAL NOISE**	24 OCT 16

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M(1)	Localization	Subsection Title	Rev. Date
	APP-TCAS	**TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM**	12 JAN 17
	APP-INOP	**DISPATCH WITH INOPERATIVE ITEMS**	24 OCT 16
	APP-LGDN-GEN	**GENERAL**	24 OCT 16
	APP-LGDN-LIM	**LIMITATIONS**	24 OCT 16
	APP-LGDN-EMER	**EMERGENCY PROCEDURES**	24 OCT 16
	APP-LGDN-ABN	**ABNORMAL PROCEDURES**	24 OCT 16
	APP-LGDN-NORM	**NORMAL PROCEDURES**	24 OCT 16
	APP-LGDN-PERF	**PERFORMANCE**	24 OCT 16
	APP-LGDN-APP	**APPENDICES AND SUPPLEMENTS**	24 OCT 16
	APP-INTX-GEN	**GENERAL**	24 OCT 16
	APP-INTX-LIM	**LIMITATIONS**	24 OCT 16
	APP-INTX-ABN	**ABNORMAL PROCEDURES**	24 OCT 16
	APP-INTX-NORM	**NORMAL PROCEDURES**	24 OCT 16
	APP-HAO-GEN	**GENERAL**	24 OCT 16
	APP-HAO-LIM	**LIMITATIONS**	08 AUG 17
	APP-HAO-NORM	**NORMAL PROCEDURES**	24 OCT 16
	APP-HAO-PERF	**PERFORMANCE**	24 OCT 16
	APP-TLWD	**TAILWIND OPERATION**	24 OCT 16
	APP-TAWS	**TAWS-GPWS**	24 OCT 16
	APP-ROPS	**ROW-ROP**	08 AUG 17
	APP-NRWY	**NARROW RUNWAY**	08 AUG 17
	APP-PFC	**OPERATIONS ON WET GROOVED/PFC RUNWAYS**	24 OCT 16
	MCDL-GEN-INTR	**Introduction**	10 OCT 17
	MCDL-GEN-LIM	**Limitations**	24 OCT 16
	MCDL-GEN-PERF	**Performance**	24 OCT 16
	MCDL-21-01	**Ram Air Inlet Flap**	24 OCT 16
	MCDL-21-03	**Ram Air Inlet Leading Edge**	24 OCT 16
	MCDL-23-01	**Static Discharger**	24 OCT 16
R	MCDL-27-01	**Flap Track Fairing**	12 DEC 17
R	MCDL-27-03	**Slat Track Closing Plate**	12 DEC 17
	MCDL-27-05	**Access Panel for Bearings at Elevator**	24 OCT 16
	MCDL-27-06	**Flap Track Fairing Rear Top Cover and Tail Cone**	24 OCT 16
	MCDL-27-07	**Rubber Seal under Slat**	24 OCT 16
R	MCDL-27-08	**Seal Between Inboard and Outboard Flap**	12 DEC 17
	MCDL-27-09	**Inboard Aileron Edge to Wing Seal**	24 OCT 16
	MCDL-27-10	**Slat End Seal and Weather Seal**	24 OCT 16
	MCDL-27-11	**Slat Track Filler Block**	24 OCT 16
	MCDL-27-12	**Slat Track Sealing Packer**	24 OCT 16
	MCDL-27-13	**Inter-flap Cushion Seal**	24 OCT 16

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M(1)	Localization	Subsection Title	Rev. Date
	MCDL-27-14	**Flap Track Moveable Fairing Seal**	24 OCT 16
	MCDL-27-15	**Flap Track Fixed Fairing Seal**	24 OCT 16
R	MCDL-27-16	**Flap Track Moveable Fairing Pivot Cover**	12 DEC 17
R	MCDL-28-01	**Refuel/Defuel Coupling Cap 101 QM Or 41 QM**	12 DEC 17
R	MCDL-28-02	**Refuel Panel Door 192MB**	12 DEC 17
	MCDL-30-01	**Icing Indicator**	24 OCT 16
	MCDL-32-03	**Nose Wheel Hubcap**	24 OCT 16
	MCDL-32-04	**Nose Fitting Towing**	24 OCT 16
	MCDL-33-01	**Wing/Engine Scan light Cover 3LX, 4LX**	24 OCT 16
R	MCDL-33-02	**Taxi Light Lamp 8LR**	12 DEC 17
	MCDL-33-03	**Rear Navigation Light Lens 15LA**	24 OCT 16
	MCDL-33-04	**Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover**	24 OCT 16
	MCDL-33-05	**Logo Light Lens (Cover) 3LY, 4LY**	24 OCT 16
R	MCDL-33-07	**Landing Light Lens 7LB, 8LB**	12 DEC 17
	MCDL-33-08	**Turn OFF Light Lamp 3LC1, 3LC2**	24 OCT 16
	MCDL-33-09	**Takeoff Light Lamp 7LR**	24 OCT 16
	MCDL-49-01	**APU Overpressure Release Door**	24 OCT 16
	MCDL-51-02	**Passenger Door Scuff Plate**	24 OCT 16
	MCDL-51-04	**Fairing Aft Safety Stay Point 311 AL**	24 OCT 16
	MCDL-52-01	**Toilet Servicing and Drainage Door**	07 FEB 17
	MCDL-52-02	**Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB**	11 JUL 17
	MCDL-52-03	**Access Door to Potable Water Filling and Drainage**	24 OCT 16
	MCDL-52-04	**Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB**	24 OCT 16
R	MCDL-52-05	**Access Door to Air Conditioning Ground Supply 191 CB**	12 DEC 17
	MCDL-52-07	**External Power Ground Connection Access Door Assy 121 AL**	10 OCT 17
	MCDL-52-08	**Access Door of Cargo Opening System 134 AR - 154 AR**	24 OCT 16
	MCDL-52-09	**Nose Landing Gear Main Door (713, 714)**	24 OCT 16
	MCDL-52-10	**Nose Landing Gear Aft Door (715, 716)**	24 OCT 16
	MCDL-52-11	**Nose Landing Gear Leg Door (712)**	24 OCT 16
	MCDL-52-12	**Main Landing Gear Door (732, 742) (flight with gear up)**	24 OCT 16
	MCDL-52-13	**Main Landing Gear Door (733, 743) (flight with gear up)**	24 OCT 16
	MCDL-52-14	**Main Landing Gear Door (732, 742) (flight with gear down)**	24 OCT 16
	MCDL-52-15	**Main Landing Gear Door (733, 743) (Flight with gear down)**	24 OCT 16
	MCDL-52-16	**Main Landing Gear Door (734, 744) (Flight with gear down)**	24 OCT 16
	MCDL-52-18	**Main Landing Gear Door : Seal on Secondary Hinged Fairing**	24 OCT 16
	MCDL-52-19	**Pax Door Upper Cover Plate**	24 OCT 16
	MCDL-52-20	**Access Door to HP Air Ground Connector 191 DB**	24 OCT 16

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M(1)	Localization	Subsection Title	Rev. Date
R	MCDL-52-21	**Blue Hydraulic Access Door 197 FB**	12 DEC 17
	MCDL-52-22	**Forward Cargo Door Access Cover Panel 825 AR**	24 OCT 16
	MCDL-52-23	**Aft Cargo Door Access Cover Panel 826 AR**	24 OCT 16
	MCDL-53-01	**Belly Fairing Vent Louver Vane**	24 OCT 16
	MCDL-53-03	**Root Fillet Fairing**	24 OCT 16
	MCDL-54-01	**Nacelle Strake**	24 OCT 16
	MCDL-54-03	**Pylon Pressure Relief Door 413(423) BL - 414(424) BR**	24 OCT 16
	MCDL-54-04	**Pylon Access Door 415(425) AL - 415(425) AR**	24 OCT 16
	MCDL-54-05	**Pylon Fairing Seal**	24 OCT 16
	MCDL-54-06	**Aerodynamic Seal**	24 OCT 16
R	MCDL-57-01	**Wing Tip Fence**	12 DEC 17
R	MCDL-57-02	**Belly Fairing Sliding Panel**	12 DEC 17
	MCDL-57-03	**Outboard Flaps Rubbing Strip**	24 OCT 16
	MCDL-57-04	**Inboard Flap Rubbing Strip**	24 OCT 16
R	MCDL-57-06	**Outer Flap Blade Seal**	12 DEC 17
	MCDL-71-01	**Frangible Drain Mast**	24 OCT 16
	MCDL-71-09	**Fan Cowl Hold Open Rod**	01 DEC 16
	MCDL-78-01	**Duct Opening Actuator**	24 OCT 16
	MCDL-78-09	**Thrust Reverser 11 and 1 O'clock Struts**	24 OCT 16
	MCDL-78-11	**Thrust Reverser Lockout Fairing**	24 OCT 16
	SPERF-CONT-GEN	**GENERAL**	24 OCT 16
	SPERF-CONT-LIM	**LIMITATIONS**	24 OCT 16
R	SPERF-CONT-PERF	**PERFORMANCE**	12 DEC 17

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

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
R	PLP-LEDU		**List of Effective Documentary Units**		12 DEC 17
			Approved by Airbus under the authority of DOA ref. EASA. 21J.031		
	APPRO-HEAD		**Heading Approbation A319-115**	00007334.0009001	30 JUL 99
	Approval reference: .		**Approved by**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
	APPRO-TR	x	**ABN - ENG STALL**	00016179.0001001	03 SEP 15
	Approval reference: 10054650		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	APPRO-TR	x	**NAVIGATION - RNP AR**	00009882.0001001	01 JUN 15
	Approval reference: 10053424		**Approved by EASA**		
	Criteria: (SA and (150371 or 150372 or 150373))				
	Applicable to: MSN 3467				
	Impacted DU: NONE				
	APPRO-TR	x	**Unreliable Airspeed**	00009810.0003001	11 FEB 16
	Approval reference: 10056693		**Approved by EASA**		
	Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	APPRO-TR	x	**(TR 4.02.00/41) - ENG Compressor vane/ENG STALL on ground**	00009728.0001001	21 OCT 09
	Approval reference: 10027686		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	APPRO-TR	x	**(TR 2.05.00/47) - Non Precision Approaches with OEI**	00009667.0001001	23 NOV 09
	Approval reference: 10027986		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	APPRO-TR	x	**Autoland Databases with Honeywell ADIRU**	00014157.0006001	04 NOV 15
	Approval reference: 10055306		**Approved by EASA**		
	Criteria: (SA and (154407 or 156844 or 156889 or 35793 or 37784 or 37785 or 37806 or 38480))				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	APPRO-TR	x	**MCDL 54-05 Pylon Fairing Seal**	00015738.0001001	29 OCT 14
	Approval reference: 10050974		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	APPRO-TR	x	**MCDL 78-01 Duct Opening Actuator for CFM Engine**	00016021.0003001	20 MAR 15
	Approval reference: 10052671		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	APPRO-TR	x	**Abnormal V Alpha Prot**	00016062.0001001	05 DEC 14
	Approval reference: 10051494		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	APPRO-TR	x	**EMER DESCENT**	00016716.0001001	07 OCT 15
	Approval reference: 10055034		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	APPRO-TR	x	**Towbarless Operations**	00016598.0001001	09 JUL 15
	Approval reference: 10053997		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	APPRO-TR	x	**MCDL 52-03 Access Door TO Potable Water Filling and Drainage**	00016654.0001001	06 JUL 15
	Approval reference: 10053953		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	GEN-INTR		**Introduction**	00007010.0001001	16 JAN 17
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	GEN-DESC		**Approved AFM Format**	00015195.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	GEN-DESC		**Customized AFM**	00007013.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**Organization of the Manual**	00007015.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**Documentary Unit (DU)**	00007016.0001001	16 JAN 17
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**Identification Strip**	00007017.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**Approval Information**	00020434.0001001	16 JAN 17
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**AFM Revision**	00007366.0001001	16 JAN 17
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DESC		**Temporary Revision (TR)**	00007018.0001001	16 JAN 17
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DEF		**Warning Definition**	00007020.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DEF		**Caution Definition**	00007021.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-DEF		**Note Definition**	00006982.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	GEN-DEF		**LAND ASAP Definition**	00007322.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-ABB		**Abbreviations**	00006976.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-UNIT		**Correspondence Between Units**	00006979.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	GEN-VIEW		**3-View Drawing**	00006880.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Introduction**	00006957.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Kind of Operations**	00006958.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Minimum Flight Crew**	00006959.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Maximum Operating Altitude**	00006960.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 30748)				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Maneuver Limit Load Factors**	00006961.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-GEN		**Icing Conditions Definition**	00009165.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	LIM-WGHT		**Weight Limitations**	00006860.0016001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 and (27112 or 28951))				
	Applicable to: MSN 3467, 3518				
	LIM-WGHT		**Center of Gravity Envelope**	00006861.0141001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-115 or 319-133) and 27112)				
	Applicable to: MSN 3467, 3518				
	LIM-WGHT		**Performance Limitations**	00006962.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-WGHT		**Loading**	00006963.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-SPD		**VMO/MMO**	00007065.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-SPD		**VA**	00007319.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	LIM-SPD		**VFE**	00006883.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (320-231 or 320-232 or 320-233 or A318 or A319)				
	Applicable to: MSN 3467, 3518				
	LIM-SPD		**VLO and VLE/MLE**	00007317.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-OPS		**Environmental Envelope**	00006919.0017001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-111 or 319-112 or 319-115 or 321-211 or 321-212 or 321-213) and (30748 and 33323))				
	Applicable to: MSN 3467, 3518				
	LIM-OPS		**Tailwind**	00007309.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	LIM-OPS		**Runway Slope**	00007310.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-09		**Maneuvers on Ground**	00007357.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-09	x	**Towbarless Operations**	00016592.0001001	09 JUL 15
	Approval reference: 10053997		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: 00007358 Towbarless Operations*				
	LIM-09		***Towbarless Operations***	*00007358.0001001*	*03 AUG 10*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00016592 Towbarless Operations*				
	LIM-21		**Cabin Pressurization**	00007261.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-22-FMS		**General**	00009567.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)) **Applicable to: MSN 3467, 3518**				
	LIM-22-FMS		**Airworthiness Standards Compliance**	00009568.0016001	13 MAR 17
	Approval reference: 10061213		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and ((31896 or 31897) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))) **Applicable to: MSN 3467, 3518**				
	LIM-22-FMS	x	**Navigation Performance**	00009881.0002001	01 JUN 15
	Approval reference: 10053424		**Approved by EASA**		
	Criteria: (SA and (150371 or 150372 or 150373)) **Applicable to: MSN 3467** *Impacted DU: 00009569 Navigation Performance*				
	LIM-22-FMS		***Navigation Performance***	*00009569.0003001*	*23 NOV 09*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and ((31896 or 31897 or 32475 or 32929) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))) **Applicable to: MSN 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	LIM-22-FMS		***Navigation Performance***	*00009569.0015001*	*04 APR 11*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (150371 or 150372 or 150373)) **Applicable to: MSN 3467** *Impacted by TDU: 00009881 Navigation Performance*				
	LIM-22-FMS		**Use of NAV Mode**	00009570.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)) **Applicable to: MSN 3467, 3518**				
	LIM-22-FMS	x	**Non Precision Approaches with OEI**	00009620.0001001	23 NOV 09
	Approval reference: 10027986		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	LIM-22-FMS		**Approaches**	00009571.0002001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and (31896 or 31897 or 32401 or 32402 or 32475 or 32929))) **Applicable to: MSN 3467, 3518**				
	LIM-22-FGS		**Airworthiness Standards Compliance**	00009235.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-22-FGS	x	**Autoland Databases with Honeywell ADIRU**	00009711.0011001	04 NOV 15
	Approval reference: 10055306		**Approved by EASA**		
	Criteria: (SA and (154407 or 156844 or 156889 or 35793 or 37784 or 37785 or 37806 or 38480)) **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	LIM-22-FGS		**Autoland**	00009238.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (((320-211 or 320-212 or 320-214) and 24617) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115)) **Applicable to: MSN 3467, 3518**				
	LIM-22-FGS		**Minimum Height for Use of the Autopilot**	00009242.0001001	28 MAR 17
	Approval reference: SA22FM1701636		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	LIM-22-FGS		**CAT II / CAT III Operations**	00009243.0013001	11 AUG 17
	Approval reference: D01FM1703037		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	LIM-24 **Approval reference: 10060714**		**Electrical** **Approved by EASA**	00007263.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-28 **Approval reference: 10060714**		**Fuel and Additive Specifications** **Approved by EASA**	00007246.0001001	02 DEC 13
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	LIM-28 **Approval reference: 10060714**		**Usable Fuel** **Approved by EASA**	00007248.0016001	23 NOV 09
	Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 37331) **Applicable to: MSN 3467, 3518**				
	LIM-28 **Approval reference: D01FM1703948**		**Fuel Imbalance** **Approved by Airbus under the authority of DOA ref. EASA.21J.031**	00007254.0015001	11 AUG 17
	Criteria: (A319 or A320) **Applicable to: MSN 3467, 3518**				
	LIM-28 **Approval reference: 10060714**		**Fuel Temperature Limits** **Approved by EASA**	00007259.0002001	23 NOV 09
	Criteria: ((320-111 and 20024) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216)) **Applicable to: MSN 3467, 3518**				
	LIM-29 **Approval reference: 10060714**		**Hydraulics Fluid** **Approved by EASA**	00007262.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-32 **Approval reference: 10060714**		**Tire Speed** **Approved by EASA**	00011074.0001001	03 AUG 10
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	LIM-34 **Approval reference: SA03D17036154**		**Inertial Reference System (IRS)** **Approved by Airbus under the authority of DOA ref. EASA.21J.031**	00007264.0001001	10 NOV 17
	Criteria: ((A318 or A320) or ((A319 or A321) and (25204 or 30400 or 30941 or 31105 or 31706 or 33600 or 35793)) or ((A319 or A321) and (151772 or 24785 or 25294 or 26001))) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	LIM-34		**Reduced Vertical Separation Minimum (RVSM)**	00007359.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (25861 or 25910 or 25952 or 31039 or 31528))				
	Applicable to: MSN 3467, 3518				
	LIM-34		**Mode S - EHS Enhanced Surveillance**	00006966.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 35240)				
	Applicable to: MSN 3467, 3518				
	LIM-46		**Airline Operation Control Applications**	00006965.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 27522)				
	Applicable to: MSN 3467, 3518				
	LIM-49		**Auxiliary Power Unit (APU)**	00007260.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (22562 or 35864))				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Main Engines**	00007233.0028001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Engine Parameters**	00007235.0002001	11 MAY 17
	Approval reference: 10061833		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Reverse Thrust**	00007236.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Oil**	00007232.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Reduced Thrust Takeoff**	00007239.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-112 or 319-115 or 319-132 or 320-214 or 321-131 or 321-232) and 36750)				
	Applicable to: MSN 3467, 3518				
	LIM-70		**Operations in Icing Conditions**	00006881.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-GEN **Approval reference: 10060714**		**INTRODUCTION** **Approved by EASA**	00007037.0001001	14 JAN 15
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-GEN **Approval reference: 10062618**		**LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE** **Approved by EASA**	00015177.0001001	14 JUL 17
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-21 **Approval reference: 10060714**		**CAB PR - EXCESS CAB ALT** **Approved by EASA**	00007053.0004001	02 DEC 13
	Criteria: (SA and 37871) **Applicable to: MSN 3467, 3518**				
	EMER-21 **Approval reference: 10060714**		**CAB PR - EXCESS RESIDUAL PR** **Approved by EASA**	00009326.0001001	23 NOV 09
	Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 35220) **Applicable to: MSN 3467, 3518**				
	EMER-24 **Approval reference: 10060714**		**ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED)** **Approved by EASA**	00006884.0003001	02 DEC 13
	Criteria: ((A320 and 28160) or (A318 or A319 or A321)) **Applicable to: MSN 3467, 3518**				
	EMER-26 **Approval reference: 10060714**		**GENERAL** **Approved by EASA**	00007038.0001001	14 JAN 15
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-26 **Approval reference: 10060714**		**ENG 1 (2) FIRE (In Flight)** **Approved by EASA**	00007041.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-26 **Approval reference: 10060714**		**ENG 1 (2) FIRE (On Ground)** **Approved by EASA**	00007042.0002001	23 NOV 09
	Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and ((20067 or 20069) and (36847 or 37871))) **Applicable to: MSN 3467, 3518**				
	EMER-26 **Approval reference: 10060714**		**APU FIRE** **Approved by EASA**	00007043.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	EMER-26		**SMOKE - FWD or AFT CARGO SMOKE**	00009335.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (37871 and (20067 or 20069)))				
	Applicable to: MSN 3467, 3518				
	EMER-26		**SMOKE/FUMES/AVNCS SMOKE**	00007044.0006001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and (31276 and 37871))				
	Applicable to: MSN 3467, 3518				
	EMER-26		**REMOVAL OF SMOKE/FUMES**	00007045.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320)				
	Applicable to: MSN 3467, 3518				
	EMER-27		**F/CTL - L + R ELEV FAULT**	00007051.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321)				
	Applicable to: MSN 3467, 3518				
	EMER-27		**F/CTL - FLAP LVR NOT ZERO**	00009325.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (28479 or 28916))				
	Applicable to: MSN 3467, 3518				
	EMER-29		**HYD - G + B SYS LO PR**	00007048.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A320 and (26925 and 35220)) or (A319 and 26925))				
	Applicable to: MSN 3467, 3518				
	EMER-29		**HYD - B + Y SYS LO PR**	00007049.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320) and 26925)				
	Applicable to: MSN 3467, 3518				
	EMER-29		**HYD - G + Y SYS LO PR**	00007050.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320)				
	Applicable to: MSN 3467, 3518				
	EMER-32		**L/G - GEAR NOT DOWNLOCKED**	00007052.0001001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	EMER-32		**LOSS OF BRAKING**	00009809.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	EMER-34	x	**Abnormal V Alpha Prot**	00016060.0001001	05 DEC 14
	Approval reference: 10051494		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	EMER-70		**DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)**	00007039.0011001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-111 or 319-112 or 319-115) **Applicable to: MSN 3467, 3518**				
	EMER-70		**ENG - 1(2) OIL LO PR**	00007040.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	EMER-90		**STALL RECOVERY**	00013505.0001001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-90	x	**EMER DESCENT**	00016883.0001001	07 OCT 15
	Approval reference: 10055034		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: 00006626 EMER DESCENT*				
	EMER-90		***EMER DESCENT***	*00006626.0001001*	*02 DEC 13*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00016883 EMER DESCENT*				
	EMER-90		**EMERGENCY EVACUATION**	00006625.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	EMER-90		**DITCHING**	00006622.0002001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 31276) **Applicable to: MSN 3467, 3518**				
	EMER-90		**FORCED LANDING**	00006621.0002001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 31276) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	EMER-90		**Emergency Landing (All Engines Failure)**	00021836.0002001	11 AUG 17
	Approval reference: D01FM1703948		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-GEN		**INTRODUCTION**	00007087.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-GEN		**LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE**	00015178.0001001	14 JUL 17
	Approval reference: 10062618		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-OEI-TO		**ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)**	00007100.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-OEI-TO		**ENGINE FAILURE BETWEEN V1 AND V2**	00007102.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-OEI-TO		**ENGINE FAILURE DURING INITIAL CLIMB OUT**	00007103.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-OEI-LDG		**APPROACH AND LANDING**	00007104.0002001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-OEI-LDG		**MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)**	00007105.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-OEI-LDG		**BALKED LANDING**	00007106.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-21 **Approval reference: 10060714**		**AIR - PACK 1 + 2 FAULT** **Approved by EASA**	00007161.0001001	04 APR 11
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-21 **Approval reference: 10060714**		**CAB PR - SYS 1 + 2 FAULT** **Approved by EASA**	00006672.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-21 **Approval reference: 10060714**		**CAB PR - SAFETY VALVE OPEN** **Approved by EASA**	00007162.0002001	23 NOV 09
	Criteria: (SA and 35220) **Applicable to: MSN 3467, 3518**				
	ABN-21 **Approval reference: 10060714**		**COND - HOT AIR FAULT** **Approved by EASA**	00007164.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-21 **Approval reference: 10060714**		**VENT - SKIN VALVE FAULT** **Approved by EASA**	00007165.0001001	04 APR 11
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-AUTOFLT **Approval reference: 10060714**		**AUTO FLT - FCU 1(2) FAULT** **Approved by EASA**	00009309.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-AUTOFLT **Approval reference: 10060714**		**AUTO FLT - RUD TRV LIM SYS** **Approved by EASA**	00006936.0005001	03 AUG 10
	Criteria: ((A318 or A319) and 37871) **Applicable to: MSN 3467, 3518**				
	ABN-22-AUTOFLT **Approval reference: SA01D17016179**		**AUTO FLT - FAC 1+2 FAULT** **Approved by Airbus under the authority of DOA ref. EASA.21J.031**	00009311.0002001	15 MAY 17
	Criteria: ((318-121 or 318-122) or ((318-111 or 318-112 or A319) and (36847 or 37871))) **Applicable to: MSN 3467, 3518**				
	ABN-22-AUTOFLT **Approval reference: 10060714**		**AUTO FLT - YAW DAMPER SYS** **Approved by EASA**	00009310.0001001	03 AUG 10
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII **Approval reference: 10060714**		**Multiple Failures or Warnings (CAT II)** **Approved by EASA**	00009313.0001001	23 NOV 09

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Altitude Loss with Autopilot Malfunction (CAT II)**	00009795.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Failure Leading to Slats/Flaps less than FLAPS 3 (CAT II)**	00009315.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Antiskid System and/or Nosewheel Steering Failure (CAT II)**	00009338.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Alpha Floor Activation (CAT II)**	00009342.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**One Engine Failure (CAT II)**	00009343.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Red "RA" Flag on two PFDs (CAT II)**	00009344.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Amber "CHECK ATT" Flag on two PFDs (CAT II)**	00009349.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Red "ATT" Flag on one PFD (CAT II)**	00009350.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Diagonal Line or "INVALID DATA" on one PFD and one ND (CAT II)**	00009351.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Amber "CHECK HDG" Flag on two PFDs and on two NDs (CAT II)**	00009352.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Red "HDG" Flag on one PFD and one ND (CAT II)**	00009353.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Red "SPD" Flag on one PFD (CAT II)**	00009354.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**"AP OFF" Warning (CAT II)**	00009355.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**Loss of "CAT 2" Capability (CAT II)**	00009314.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**LOC or G/S Excessive Deviation on PFD (CAT II)**	00009356.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**"AUTOLAND" Light (CAT II)**	00009357.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**A/THR Fault (CAT II)**	00009358.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**No "LAND" at 350 ft (CAT II)**	00009359.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-22-CATII		**Incorrect Selected Course at 350 ft > 5 deg (CAT II)**	00009360.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATII		**No "FLARE" at 30 ft (CAT II)**	00009361.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Multiples Failures or Warnings (CAT III with DH)**	00009366.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Failure Leading to Slats/Flaps less than CONF 3 (CAT III with DH)**	00009383.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Nosewheel Steering Failure (CAT III with DH)**	00009382.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Antiskid Failure (CAT III with DH)**	00009381.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Alpha Floor Activation (CAT III with DH)**	00009380.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**One Engine Failure (CAT III with DH)**	00009379.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Auto Callout RA Failure (CAT III with DH)**	00009378.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-22-CATIIIDH		**Red "RA" Flag on two PFDs (CAT III with DH)**	00009377.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Amber "CHECK ATT" Flag on two PFDs (CAT III with DH)**	00009386.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Red "ATT" Flag on one PFD (CAT III with DH)**	00009385.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III with DH)**	00009376.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Red "HDG" Flag on one PFD and one ND (CAT III with DH)**	00009375.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Red "SPD" Flag on one PFD (CAT III with DH)**	00009374.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**"AP OFF" Warning (CAT III with DH)**	00009373.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Capability Decrease (Except if due to A/THR Loss) (CAT III with DH)**	00009372.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-22-CATIIIDH		**Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III with DH)**	00009384.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**LOC or G/S Excessive Deviation on PFD (CAT III with DH)**	00009371.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**"AUTOLAND" Light (CAT III with DH)**	00009370.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**No "LAND" at 350 ft (CAT III with DH)**	00009369.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**Incorrect Selected Course at 350 ft > 5 deg (CAT III with DH)**	00009368.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIIDH		**No "FLARE" at 30 ft (CAT III with DH)**	00009367.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIInoDH		**Multiple Failures or Warnings (CAT III no DH)**	00009393.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIInoDH		**Failure Leading to Slats/Flaps less than CONF 3 (CAT III no DH)**	00009394.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-22-CATIIInoDH		**Nosewheel Steering Failure (CAT III no DH)**	00009395.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Antiskid Failure (CAT III no DH)**	00009396.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Alpha Floor Activation (CAT III no DH)**	00009397.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**One Engine Failure (CAT III no DH)**	00009413.0002001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (A319 or A321)				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Auto Callout RA Failure (CAT III no DH)**	00009398.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Red "RA" Flag on two PFDs (CAT III no DH)**	00009399.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Amber "CHECK ATT" Flag on two PFDs (CAT III no DH)**	00009400.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Red "ATT" Flag on one PFD (CAT III no DH)**	00009401.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III no DH)**	00009402.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Red "HDG" Flag on one PFD and one ND (CAT III no DH)**	00009403.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Red "SPD" Flag on one PFD (CAT III no DH)**	00009404.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**"AP OFF" Warnings (CAT III no DH)**	00009405.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Capability Decrease (Except if due to A/THR Loss) (CAT III no DH)**	00009406.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III no DH)**	00009407.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**LOC or G/S Excessive Deviation on PFD (CAT III no DH)**	00009408.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**"AUTOLAND" Light (CAT III no DH)**	00009409.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**No "LAND" at 350 ft (CAT III no DH)**	00009410.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**Incorrect Selected Course at 350 ft > 5 deg (CAT III no DH)**	00009411.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-22-CATIIIInoDH		**No "FLARE" at 30 ft (CAT III no DH)**	00009412.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - AC ESS BUS FAULT**	00007139.0002001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 37871)				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - AC BUS 1 FAULT**	00007140.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - AC BUS 2 FAULT**	00007141.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC ESS BUS FAULT**	00007143.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC BUS 1 FAULT**	00007148.0002001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 151269)				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC BUS 2 FAULT**	00007150.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC EMER CONFIG**	00007152.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC BUS 1 + 2 FAULT**	00007154.0002001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (((A320 or A321) and 21678) or A319)				
	Applicable to: MSN 3467, 3518				
	ABN-24		**ELEC - DC ESS BUS SHED**	00007159.0002001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 151269)				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - FLAPS FAULT**	00007108.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-27		**F/CTL - FLAPS LOCKED**	00006637.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - SLATS FAULT**	00007109.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - SLATS LOCKED**	00006638.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A318 or A319 or A320) and 20024)				
	Applicable to: MSN 3467, 3518				
	ABN-27		**APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR**	00006879.0005001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	ABN-27		**PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION**	00007110.0003001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - SPLR FAULT**	00006639.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - GND SPLR FAULT**	00007114.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - SPD BRK DISAGREE**	00007117.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - SPD BRK FAULT**	00007118.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-27		**F/CTL - RUDDER JAM**	00007119.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - STOP RUDDER INPUT** **Approved by EASA**	00015241.0001001	02 DEC 13
	Criteria: (SA and 154473) **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - L (R) ELEV FAULT** **Approved by EASA**	00007120.0004001	02 DEC 13
	Criteria: (A318 or A319) **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - ELAC 1(2) FAULT** **Approved by EASA**	00007121.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - SEC FAULT** **Approved by EASA**	00006640.0001001	02 DEC 13
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - FCDC 1 + 2 FAULT** **Approved by EASA**	00007131.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - STABILIZER JAM** **Approved by EASA**	00007132.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - ATLN LAW (PROT LOST)** **Approved by EASA**	00006618.0001001	02 DEC 13
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-27 **Approval reference: 10060714**		**F/CTL - DIRECT LAW (PROT LOST)** **Approved by EASA**	00006671.0001001	02 DEC 13
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	ABN-28 **Approval reference: 10060714**		**FUEL - L(R) TK PUMP 1+2 LO PR** **Approved by EASA**	00007194.0002001	23 NOV 09
	Criteria: ((A319 or A320) and 20024) **Applicable to: MSN 3467, 3518**				
	ABN-28 **Approval reference: 10060714**		**FUEL - L(R) WING TK LO LVL** **Approved by EASA**	00007198.0002001	23 NOV 09
	Criteria: ((A319 or A320) and 20024)				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL - L+R WING TK LO LVL**	00007200.0004001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 151269)				
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL - CTR TK PUMPS LO PR**	00009364.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A318 or A319 or A320) and 151269)				
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL GRAVITY FEEDING**	00006624.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL - L INNER (R INNER) (L OUTER) (R OUTER) TK HI TEMP**	00007201.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318)				
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL IMBALANCE**	00007203.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 20024)				
	Applicable to: MSN 3467, 3518				
	ABN-28		**FUEL LEAK**	00006692.0003001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233 or A318 or A319) and 20024)				
	Applicable to: MSN 3467, 3518				
	ABN-29		**HYD - G SYS LO PR**	00006656.0005001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-29		**HYD - Y SYS LO PR**	00006657.0002001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 26925)				
	Applicable to: MSN 3467, 3518				
	ABN-29		**HYD - B SYS LO PR**	00006658.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-29		**HYD - RSVR LO AIR PR**	00009203.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-29		**HYD - RSVR OVHT**	00009204.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-29		**HYD - RSVR LO LVL**	00009205.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-30		**ANTI ICE - CAPT (F/O) PROBES HEAT FAULT**	00007178.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-30		**DOUBLE AOA HEAT FAILURE**	00007179.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 31283)				
	Applicable to: MSN 3467, 3518				
	ABN-30		**WING A.ICE - SYS FAULT or OFF**	00006619.0012001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 37871)				
	Applicable to: MSN 3467, 3518				
	ABN-30		**ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT**	00009388.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 35220)				
	Applicable to: MSN 3467, 3518				
	ABN-30		**ANTI ICE - ALL PITOT HEAT FAULT**	00009389.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 35220)				
	Applicable to: MSN 3467, 3518				
	ABN-31		**FWS - FWC 1 + 2 FAULT**	00007209.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-31		**FWS - SDAC 1 + 2 FAULT**	00007210.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	ABN-31		**DISPLAY UNIT FAILURE**	00007211.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**L/G GRAVITY EXTENSION**	00006663.0002001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: ((A319 or A320 or A321) and 26925)				
	Applicable to: MSN 3467, 3518				
	ABN-32		**L/G - GEAR NOT UPLOCKED**	00007168.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**L/G - GEAR UPLOCK FAULT**	00007169.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**L/G - SHOCK ABSORBER FAULT**	00007170.0002001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 37871)				
	Applicable to: MSN 3467, 3518				
	ABN-32		**L/G - DOORS NOT CLOSED**	00007171.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**BRAKES - A-SKID N-WS FAULT or OFF**	00006623.0005001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**BRAKES - HOT**	00007176.0004001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 153741)				
	Applicable to: MSN 3467, 3518				
	ABN-32		**AUTOBRAKE**	00007177.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-32		**BRAKES - NORM BRK FAULT**	00009339.0006001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (A318 or ((A319 or A320 or A321) and 26925))				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-32		**BRAKES - NORM + ALTN FAULT**	00009340.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 26925) **Applicable to: MSN 3467, 3518**				
	ABN-32		**BRAKES - RELEASED**	00009341.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 26925) **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV - RA 1+2 FAULT**	00007212.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV - IR 1+2 (1+3) (2+3) FAULT**	00007213.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV IR DISAGREE**	00007214.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV - ADR 1+2 FAULT**	00007186.0001001	15 MAY 17
	Approval reference: SA01D17016179		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV - ADR 1+3 FAULT**	00007187.0002001	15 MAY 17
	Approval reference: SA01D17016179		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (SA and 37871) **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV - ADR 2+3 FAULT**	00009566.0002001	15 MAY 17
	Approval reference: SA01D17016179		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (SA and 37871) **Applicable to: MSN 3467, 3518**				
	ABN-34		**ADR 1+2+3 FAULT**	00006691.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34		**NAV ADR DISAGREE**	00007192.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-34 **Approval reference: 10056693**	x	**UNRELIABLE AIRSPEED INDICATION** **Approved by EASA**	00009811.0003001	11 FEB 16
	Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200) **Applicable to: MSN 3467, 3518** *Impacted DU: 00006690 UNRELIABLE AIRSPEED INDICATION*				
	ABN-34 **Approval reference: 10060714**		***UNRELIABLE AIRSPEED INDICATION*** **Approved by EASA**	*00006690.0001001*	*23 NOV 09*
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00009811 UNRELIABLE AIRSPEED INDICATION*				
	ABN-36 **Approval reference: 10060714**		**AIR - ENG 1(2) BLEED HI TEMP** **Approved by EASA**	00015197.0001001	02 DEC 13
	Criteria: (SA and 151269) **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - ENG 1(2) BLEED FAULT** **Approved by EASA**	00007180.0004001	02 DEC 13
	Criteria: ((A319 or A320) and 151269) **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - ENG 1(2) BLEED ABNORM PR** **Approved by EASA**	00007181.0004001	02 DEC 13
	Criteria: ((A319 or A320) and 151269) **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - X BLEED FAULT** **Approved by EASA**	00007184.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - L (R) WING LEAK** **Approved by EASA**	00007188.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - ENG 1(2) BLEED LEAK** **Approved by EASA**	00007190.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-36 **Approval reference: 10060714**		**AIR - ENG 1(2) BLEED LO TEMP** **Approved by EASA**	00009345.0001001	23 NOV 09
	Criteria: (A321 or ((A318 or A319 or A320) and 21566)) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-36		**AIR - ENG 1 + 2 BLEED LO TEMP**	00009346.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A321 or ((A318 or A319 or A320) and 21566))				
	Applicable to: MSN 3467, 3518				
	ABN-52		**DOOR - DOOR NOT CLOSED**	00010780.0001001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-70	x	**ENG - STALL**	00016178.0001001	03 SEP 15
	Approval reference: 10054650		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	ABN-70	x	**ENG COMPRESSOR VANE/ENG STALL on ground**	00009732.0001001	21 OCT 09
	Approval reference: 10027686		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)				
	Applicable to: MSN 3467, 3518				
	Impacted DU: NONE				
	ABN-70		**ENG - FAIL**	00006885.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-70		**ENG - SHUTDOWN**	00007091.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-70		**ENG - REV PRESSURIZED**	00007092.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	ABN-70		**ENG - REVERSE UNLOCKED**	00007093.0002001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 30660)				
	Applicable to: MSN 3467, 3518				
	ABN-70		**ENG - REVERSER FAULT**	00009156.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 30660)				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-70		**ENG - THR LEVER FAULT**	00009157.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 30660) **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG - THR LEVER DISAGREE**	00009158.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 30660) **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG - OIL HI TEMP**	00007095.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG - FADEC FAULT**	00007096.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871)) **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG - FADEC HI TEMP (FADEC OVHT)**	00007097.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871)) **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG - N1 (N2) (EGT) OVERLIMIT**	00007098.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	ABN-70		**ENG RELIGHT IN FLIGHT**	00006620.0011001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 37147) **Applicable to: MSN 3467, 3518**				
	ABN-90		**BOMB ON BOARD**	00007024.0002001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and 31276) **Applicable to: MSN 3467, 3518**				
	ABN-90		**OVERWEIGHT LANDING**	00007107.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	ABN-90		**REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE**	00007183.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-GEN		**Introduction**	00009222.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-PFLT		**Electrical**	00007056.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A321) **Applicable to: MSN 3467, 3518**				
	NORM-PFLT		**Cockpit Door**	00007057.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-PFLT		**Braking Efficiency Test**	00007058.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-TO		**Takeoff Procedure**	00007059.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or A318) **Applicable to: MSN 3467, 3518**				
	NORM-FLT		**Buffet Onset**	00007063.0003001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	NORM-FLT		**Flight in Severe Turbulence**	00007066.0010001	14 FEB 17
	Approval reference: FM1700589		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (A319 and ((152153 or 27112 or 27770 or 35197 or 35198 or 35426 or 36438 or 37259 or 39021) or (28951 or 32635))) **Applicable to: MSN 3467, 3518**				
	NORM-LDG		**Normal Landing**	00007067.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	NORM-LDG		**Balked Landing (All Engines Operating)**	00007068.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-LDG		**Reverse Thrust**	00007069.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-LDG		**Autobrake**	00007070.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**AP/FD, Speed modes, Autothrust**	00009463.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**Takeoff**	00009464.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**Climb, Cruise, Descent**	00009465.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**Non Precision Approach**	00009466.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**CAT I ILS Approach**	00009467.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**CAT II ILS Approach**	00009468.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	NORM-22-CONF		**CAT II/III ILS Approach and Automatic Approach**	00009469.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	NORM-22-CONF		**Go-around**	00009470.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-22-CONF		**Altitude Loss after Automatic Go-around Initiation**	00009472.0003001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115) **Applicable to: MSN 3467, 3518**				
	NORM-22-NPA		**General**	00009575.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-22-NPA		**Instrument Approach Using NAV Mode**	00009576.0004001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and 150110)) **Applicable to: MSN 3467, 3518**				
	NORM-22-PA		**CAT II and CAT III Approach and/or Automatic Landing**	00009482.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A321) **Applicable to: MSN 3467, 3518**				
	NORM-22-PA		**Required Equipment for CAT II and CAT III Approach and Landing**	00009476.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-28		**Fuel System**	00009172.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A320 and 20024) or (A318 or A319 or A321)) **Applicable to: MSN 3467, 3518**				
	NORM-30		**Operations in Icing Conditions**	00007071.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-30		**Rain Repellent (If Activated)**	00007080.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	NORM-34		**Ground Proximity Warning System (GPWS)**	00007081.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-34		**Inertial Reference System (IRS)**	00009174.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	NORM-34		**Reduced Vertical Separation Minimum (RVSM)**	00009175.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or ((A319 or A320 or A321) and (31039 or 31528))) **Applicable to: MSN 3467, 3518**				
	NORM-34		**Windshear Warning and Guidance System**	00009761.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 22249) **Applicable to: MSN 3467, 3518**				
	NORM-34		**Integrated Standby Instrument System (ISIS)**	00010642.0001001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 27620) **Applicable to: MSN 3467, 3518**				
	NORM-49		**Auxiliary Power Unit (APU)**	00006923.0012001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A318 or A319 or A321) and (35864 or (22562 and 28897))) **Applicable to: MSN 3467, 3518**				
	PERF-GEN		**Introduction**	00006988.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-GEN		**Aircraft Configuration**	00007266.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	PERF-GEN		**Maximum Demonstrated Crosswind at Takeoff and Landing**	00007267.0001001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	PERF-CAL-TO		**Speed Corrections in Ground Effect**	00007268.0003001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-TO		**Speed Corrections out of Ground Effect**	00007269.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-TO		**Altitude Corrections**	00007270.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-CRU		**Speed and Mach Corrections**	00007271.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (((A320 or A321) and (25490 or 25570)) or A319)				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-CRU		**Altitude Corrections**	00007272.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (((A320 or A321) and (25490 or 25570)) or A319)				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-LDG		**Speed Corrections in Ground Effect**	00007273.0003001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-LDG		**Speed Corrections Out of Ground Effect**	00007274.0004001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-CAL-LDG		**Altitude Corrections**	00007275.0004001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				
	Applicable to: MSN 3467, 3518				
	PERF-TO		**Speeds Definitions**	00006991.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	PERF-TO		**Distances Definitions**	00006992.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	PERF-TO		**Takeoff Performance**	00006904.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-TO		**Takeoff Flight Path**	00006935.0001001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-FLT		**In-Flight Performance**	00006995.0006001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	PERF-LDG		**Approach Climb and Landing Climb**	00006909.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518**				
	PERF-LDG		**Approach and Landing Speeds Definition**	00006996.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-LDG		**Landing Distance Definitions**	00006997.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-LDG		**Landing Performance**	00006910.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	PERF-LDG		**Autoland Landing Distance Increments**	00006998.0007001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-111 or 319-112 or 319-115) **Applicable to: MSN 3467, 3518**				
	PERF-OCTO		**General**	00021844.0001001	11 AUG 17
	Approval reference: D01FM1703948		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-111 or 321-112 or 321-131 or 321-211 or 321-212 or 321-213 or 321-231 or 321-232) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	PERF-OCTO		**Performance Database**	00006895.0033001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
N	PERF-OCTO		**Complementary Performance Data File**	00021722.0005001	07 NOV 17
	Approval reference: 10063632		**Approved by EASA**		
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	PERF-ENG		**Takeoff Thrust**	00006989.0035001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
	PERF-ENG		**Maximum Continuous Thrust**	00007420.0018001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-115 and 32619)				
	Applicable to: MSN 3467, 3518				
	PERF-ENG		**Go-Around Thrust**	00007455.0015001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
	PERF-FLEX		**Reduced Thrust Takeoff**	00006990.0013001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (319-115 and 36750)				
	Applicable to: MSN 3467, 3518				
	APP-NOI		**General**	00007036.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (321-111 or 321-112 or 321-131 or 321-231 or 321-232 or A318 or A319 or A320)				
	Applicable to: MSN 3467, 3518				
	APP-NOI		**External Noise**	00006882.0052001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115				
	Applicable to: MSN 3467, 3518				
	APP-TCAS		**General**	00007060.0005001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (150842 or 152353 or 153870 or 39146))				
	Applicable to: MSN 3467, 3518				
	APP-TCAS		**Procedures**	00007062.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (26877 or 27698 or 27740 or 27753 or 28738 or 28739 or 30163))				
	Applicable to: MSN 3467, 3518				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	APP-INOP		**General**	00006946.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-INOP		**Performance**	00007064.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	APP-LGDN-GEN		**General**	00007074.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-LGDN-LIM		**Limitations**	00007075.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A320 and 28160) or (A318 or A319 or A321)) **Applicable to: MSN 3467, 3518**				
	APP-LGDN-EMER		**ENG DUAL FAILURE**	00007079.0006001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (((320-214 or 320-215 or 320-216) and 28160) or (319-111 or 319-112 or 319-115 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)) **Applicable to: MSN 3467, 3518**				
	APP-LGDN-ABN		**F/CTL FLIGHT CONTROLS FAILURE**	00007078.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-LGDN-NORM		**Preflight Check**	00007076.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-LGDN-PERF		**Performance**	00007354.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-LGDN-APP		**Appendices and Supplements**	00009236.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	APP-INTX-GEN		**General**	00007085.0007001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	APP-INTX-LIM		**Limitations**	00009744.0007001	03 AUG 10
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: 319-115 **Applicable to: MSN 3467, 3518**				
	APP-INTX-ABN		**ENG RELIGHT IN FLIGHT in case of SAC-TI intermix**	00009652.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	APP-INTX-NORM		**Takeoff Procedure**	00007088.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	APP-HAO-GEN		**General**	00007111.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-232 or 320-233 or 321-200) and (25615 or 34540)) **Applicable to: MSN 3467, 3518**				
	APP-HAO-LIM		**Environmental Envelope**	00007112.0046001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-111 or 319-112 or 319-115) and (25615 and 30748 and 33323)) **Applicable to: MSN 3467, 3518**				
	APP-HAO-LIM		**APU**	00007113.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-200) and ((21533 or 25615 or 34024 or 34540) and (22562 or 35864))) **Applicable to: MSN 3467, 3518**				
	APP-HAO-LIM		**Weight**	00021789.0001001	18 JUL 17
	Approval reference: 10062638		**Approved by EASA**		
	Criteria: (319-115 and (25615 or 34024 or 34540)) **Applicable to: MSN 3467, 3518**				
	APP-HAO-NORM		**Normal Procedures**	00007122.0006001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-232 or 320-233 or 321-200) and 25615)				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	APP-HAO-PERF		**Performance**	00007129.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-232 or 320-233 or 321-200) and 25615) **Applicable to: MSN 3467, 3518**				
	APP-TLWD		**General**	00007146.0004001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A318 or 319-100 or 320-200 or 321-100 or 321-200) and ((23222 and 26398) or (26057 and 26398))) **Applicable to: MSN 3467, 3518**				
	APP-TLWD		**Limitations**	00007147.0007001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((A318 or 319-100 or 320-200 or 321-200) and ((23222 and 26398) or (26057 and 26398))) **Applicable to: MSN 3467, 3518**				
	APP-TLWD		**Normal Procedures**	00009244.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and 26398) **Applicable to: MSN 3467, 3518**				
	APP-TAWS		**General**	00007228.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (26526 or 28244 or 34637 or 39146)) **Applicable to: MSN 3467, 3518**				
	APP-TAWS		**Limitations**	00007229.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and (26526 or 28244)) **Applicable to: MSN 3467, 3518**				
	APP-TAWS		**Normal Procedures**	00007231.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: ((SA and (26526 or (28244 and 30170))) or (SA and 34825)) **Applicable to: MSN 3467, 3518**				
	APP-ROPS		**General**	00015678.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and 155269) **Applicable to: MSN 3467**				
	APP-ROPS		**Limitations**	00015679.0001001	23 MAY 17
	Approval reference: D01FM1702705		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (SA and 155269) **Applicable to: MSN 3467**				
	APP-ROPS		**Normal Procedures**	00015681.0001001	26 JUL 17
	Approval reference: 10062724		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: (SA and 155269) **Applicable to: MSN 3467**				
	APP-ROPS **Approval reference: D01FM1702705**		**Abnormal Procedures** **Approved by Airbus under the authority of DOA ref. EASA.21J.031**	00015682.0001001	23 MAY 17
	Criteria: (SA and 155269) **Applicable to: MSN 3467**				
	APP-NRWY **Approval reference: 10060714**		**General** **Approved by EASA**	00006985.0002001	23 NOV 09
	Criteria: (SA and 30397) **Applicable to: MSN 3467, 3518**				
	APP-NRWY **Approval reference: 10060714**		**Limitations** **Approved by EASA**	00006987.0001001	23 NOV 09
	Criteria: (SA and 30397) **Applicable to: MSN 3467, 3518**				
	APP-NRWY **Approval reference: 10062810**		**Procedures** **Approved by EASA**	00007014.0002001	03 AUG 17
	Criteria: (SA and (26925 and 30397)) **Applicable to: MSN 3467, 3518**				
	APP-NRWY **Approval reference: 10060714**		**Performance** **Approved by EASA**	00006986.0002001	23 NOV 09
	Criteria: (SA and 30397) **Applicable to: MSN 3467, 3518**				
	APP-PFC **Approval reference: 10060714**		**General** **Approved by EASA**	00007028.0001001	23 NOV 09
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	APP-PFC **Approval reference: 10060714**		**Performance** **Approved by EASA**	00007029.0001001	23 NOV 09
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-GEN-INTR **Approval reference: SA03D17033085**		**Introduction** **Approved by Airbus under the authority of DOA ref. EASA.21J.031**	00006202.0001001	02 OCT 17
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-GEN-LIM **Approval reference: 10060714**		**Limitations** **Approved by EASA**	00006203.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-GEN-PERF		**Performance Determination Method**	00006204.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-GEN-PERF		**Performance Penalties published in the Airplane Flight Manual MCDL Chapter**	00006205.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-GEN-PERF		**Performance Penalties calculated with AFM_OCTO Software**	00006206.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-21-01		**Ram Air Inlet Flap**	00006207.0002001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (SA and ((26363 and A319) or (26363 and A320) or (26363 and A321) or A318)) **Applicable to: MSN 3467, 3518**				
	MCDL-21-01		**Illustration Ram Air Inlet Flap**	00006213.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-21-03		**Ram Air Inlet Leading Edge**	00006216.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-21-03		**Illustration Ram Air Inlet Leading Edge**	00006219.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-23-01		**Static Discharger**	00006220.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-23-01		**Illustration Static Discharger**	00006221.0001001	12 JUN 14
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-27-01		**Flap Track Fairing**	00006235.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: (A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-27-01		**Illustration Flap track fairing**	00006236.0001001	23 NOV 09
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
R	MCDL-27-03		**Slat Track Closing Plate**	00006239.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-03		**Illustration Slat track closing plate**	00006240.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-05		**Access Panel for Bearings at Elevator**	00006243.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-05		**Illustration Access panel for bearings at elevator**	00006244.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-06		**Flap Track Fairing Rear Top Cover and Tail Cone**	00006245.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-06		**Illustration Flap track fairing rear top cover and tail cone**	00006246.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-07		**Rubber Seal under Slat**	00006247.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-07		**Illustration Rubber seal under slat**	00006248.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-27-08		**Seal Between Inboard and Outboard Flap**	00006250.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-27-08		**Illustration Seal Between Inboard and Outboard Flap**	00006251.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-27-09		**Inboard Aileron Edge to Wing Seal**	00006252.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-09		**Illustration Inboard Aileron to Wing Seal**	00006253.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-10		**Slat End Seal and Weather Seal**	00006254.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-10		**Illustration Slat End Seal and Weather Seal**	00006255.0001001	24 NOV 15
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-11		**Slat Track Filler Block**	00006256.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-11		**Illustration Slat track filler block**	00006257.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-12		**Slat Track Sealing Packer**	00006258.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-12		**Illustration Slat track sealing packer**	00006259.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-13		**Inter-flap Cushion Seal**	00006249.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-13		**Illustration Inter-flap cushion seal**	00006260.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-14		**Flap Track Moveable Fairing Seal**	00006261.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-27-14		**Illustration Moveable flap track fairing seal**	00006262.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-15		**Flap Track Fixed Fairing seal**	00006263.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-27-15		**Illustration Fixed flap track fairing seal**	00006264.0001001	23 NOV 09
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
R	MCDL-27-16		**Flap Track Moveable Fairing Pivot Cover**	00006265.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-27-16		**Illustration Flap Track Moveable Fairing Pivot Cover**	00006266.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-28-01		**Refuel/Defuel Coupling Cap 101 QM Or 41 QM**	00006282.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-28-01		**Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM**	00006283.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-28-02		**Refuel Panel Door**	00006285.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-28-02		**Illustration Refuel Panel Door 192MB**	00006286.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-30-01		**Icing Indicator**	00006287.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-30-01		**Illustration Icing Indicator**	00006288.0001001	23 NOV 09
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	MCDL-32-03		**Nose Wheel Hubcap**	00006297.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-32-03		**Illustration Nose Wheel Hubcap**	00006298.0001001	23 NOV 09
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-32-04		**Nose Fitting Towing**	00006299.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-32-04		**Illustration Nose Fitting Towing**	00006300.0001001	23 NOV 09
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-01		**Wing/Engine Scan Light Cover 3LX, 4LX**	00006301.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-01		**Illustration Wing/Engine Scan light Cover 3LX, 4LX**	00006302.0001001	23 NOV 09
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
R	MCDL-33-02		**Taxi Light Lamp 8LR**	00006303.0001001	29 NOV 17
	Approval reference: 10063916			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-02		**Illustration Taxi Light Lamp 8LR**	00006304.0001001	23 NOV 09
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-03		**Rear Navigation Light Lens 15LA**	00006305.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-03		**Illustration Rear Navigation Light Lens 15LA**	00006306.0001001	23 NOV 09
	Criteria: SA				
	Applicable to: MSN 3467, 3518				
	MCDL-33-04		**Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover**	00006307.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-04		**Illustration Upper and Lower Anti-Collision (Beacon) Light Cover**	00006308.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-05		**Logo Light Lens (Cover) 3LY, 4LY**	00006309.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-05		**Illustration Logo Light Lens (Cover) 3LY, 4LY**	00006310.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-33-07		**Landing Light Lens 7LB, 8LB**	00006321.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-07		**Illustration Landing Light Lens 7LB, 8LB**	00006322.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-08		**Turn OFF Light Lamp 3LC1, 3LC2**	00006324.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-08		**Illustration Turn OFF Light Lamp 3LC1, 3LC2**	00006325.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-09		**Takeoff light lamp 7LR**	00006327.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-33-09		**Illustration Takeoff Light Lamp 7LR**	00006328.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-49-01		**APU Overpressure Release Door**	00006329.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-49-01		**Illustration APU Overpressure Release Door**	00006330.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-51-02		**Passenger Door Scuff Plate**	00006333.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-51-02		**Illustration Passenger Door Scuff Plate**	00006334.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-51-04		**Fairing Aft Safety Stay Point 311 AL**	00006338.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-51-04		**Illustration Fairing Aft Safety Stay Point 311AL**	00006339.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-01		**Toilet Servicing and Drainage Door 172 AR**	00006441.0003001	23 JAN 17
	Approval reference: SA52D17001991		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: ((A319 or A320 or A321) and 20109) **Applicable to: MSN 3467, 3518**				
	MCDL-52-01		**Illustration Toilet Servicing and Drainage Door**	00006442.0002001	23 NOV 09
	Criteria: (SA and 20109) **Applicable to: MSN 3467, 3518**				
	MCDL-52-02		**Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB**	00006447.0001001	16 JUN 17
	Approval reference: SA52FM1703062		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-52-02		**Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB**	00006449.0001001	24 NOV 15
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-52-03	x	**Access Door To Potable Water Filling And Drainage 133 AL - 171 AL**	00016655.0001001	06 JUL 15
	Approval reference: 10053953		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518** *Impacted DU: 00006452 Access Door to Potable Water Filling and Drainage*				
	MCDL-52-03		***Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB***	*00006452.0001001*	*14 JAN 15*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00016655 Access Door to Potable Water Filling and Drainage*				
	MCDL-52-03	x	**Illustration Access Door to Potable Water Filling and Drainage**	00016656.0001001	06 JUL 15
	Approval reference: 10053953		**Approved by EASA**		
	Criteria: (A319 or A321) **Applicable to: MSN 3467, 3518** *Impacted DU: 00006453 Illustration Access Door to Potable Water Filling and Drainage*				
	MCDL-52-03		***Illustration Access Door to Potable Water Filling and Drainage***	*00006453.0001001*	*23 NOV 09*
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00016656 Illustration Access Door to Potable Water Filling and Drainage*				
	MCDL-52-04		**Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB**	00006455.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-52-04		**Illustration Access door to opening control of landing gear doors on ground 195 BB - 196 BB**	00006456.0001001	03 AUG 10
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-52-05		**Access Door To Air Conditioning Ground Supply 191 CB**	00006457.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-52-05		**Illustration Access door to air conditionning ground supply 191 CB**	00006458.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-07		**External Power Ground Connection Access Door Assy 121 AL**	00006461.0001001	02 OCT 17
	Approval reference: SA03D17033085		**Approved by Airbus under the authority of DOA ref. EASA.21J.031**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-07		**Illustration External Power Ground Connection Access Door Assy 121 AL**	00006462.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-08		**Access Door Of Cargo Opening System 134 AR - 154 AR**	00006463.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-08		**Illustration Access Door of Cargo Opening System 134 AR - 154 AR**	00006464.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-09		**Nose Landing Gear Main Door (713, 714)**	00006465.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-09		**Illustration Nose Landing Gear Main Door (713, 714)**	00006466.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-10		**Nose Landing Gear Aft Door (715, 716)**	00006467.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-10		**Illustration Nose Landing Gear Aft Door (715, 716)**	00006468.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-11		**Nose Landing Gear Leg Door (712)**	00006471.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-11		**Illustration Nose Landing Gear Leg Door (712)**	00006472.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-12		**Main Landing Gear Door (732, 742) (flight with gear up)**	00006473.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-12		**Illustration Main Landing Gear Door (732, 742)**	00006474.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-13		**Main Landing Gear Door (733, 743) (flight with gear up)**	00006487.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-52-13		**Illustration Main Landing Gear Door (733, 743)**	00006488.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-14		**Main Landing Gear Door (732, 742) (Flight with gear down)**	00006475.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-14		**Illustration Main Landing Gear Door (732, 742)**	00006476.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-15		**Main Landing Gear Door (733, 743) (Flight with gear down)**	00006489.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-52-15		**Illustration Main Landing Gear Door (733, 743)**	00006490.0001001	23 NOV 09
	Criteria: SA				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	MCDL-52-16		**Main Landing Gear Door (734, 744) (Flight with gear down)**	00006491.0001001	02 DEC 13
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-16		**Illustration Main Landing Gear Door (734, 744)**	00006492.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-18		**Main Landing Gear Door : Seal On Secondary Hinged Fairing**	00006479.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-18		**Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing**	00006480.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-19		**Pax Door Upper Cover Plate**	00006481.0001001	23 NOV 09
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-52-19		**Illustration Pax Door Upper Cover Plate**	00006482.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-20		**Access Door To HP Air Ground Connector 191 DB**	00006483.0001001	14 JAN 15
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467**				
	MCDL-52-20		**Access Door to HP Air Ground Connector 191 DB**	00006483.0002001	14 JAN 15
	Approval reference: 10060714			**Approved by EASA**	
	Criteria: (SA and 38062) **Applicable to: MSN 3518**				
	MCDL-52-20		**Illustration Access Door to HP Air Ground Connector 191 DB**	00006484.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-52-20		**Illustration Access Door to HP Air Ground Connector 191 DB**	00006484.0002001	03 AUG 10
	Criteria: (SA and 38062) **Applicable to: MSN 3518**				
R	MCDL-52-21		**Blue Hydraulic Access Door 197 FB**	00007449.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-21		**Illustration Blue Hydraulic Access Door 197 FB**	00007450.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-22		**Forward Cargo Door Access Cover Panel 825 AR**	00007451.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-22		**Illustration Forward Cargo Door Access Cover Panel 825 AR**	00007452.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-23		**Aft Cargo Door Access Cover Panel 826 AR**	00007453.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-52-23		**Illustration Aft Cargo Door Access Cover Panel 826 AR**	00007454.0002001	17 AUG 16
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	MCDL-53-01		**Belly Fairing Vent Louver Vane**	00006512.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-53-01		**Illustration Belly Fairing Vent Louver Vane**	00006513.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-53-03		**Root Fillet Fairing**	00011063.0005001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Applicable to: MSN 3467, 3518				
	MCDL-53-03		**Illustration Root Fillet Fairing**	00011064.0001001	03 AUG 10
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-54-01		**Nacelle Strake**	00006516.0005001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	MCDL-54-01		**Illustration Nacelle Strake**	00006517.0002001	23 NOV 09
	Criteria: (A318 or A319 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-54-03		**Pylon Pressure Relief Door 413(423) BL - 414(424) BR**	00006540.0003001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	MCDL-54-03		**Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR**	00006541.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-54-04		**Pylon Access Door 415(425) AL - 415(425) AR**	00006543.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-54-04		**Illustration Pylon Access Door 415(425) AL - 415(425) AR**	00006544.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-54-05	x	**Pylon Fairing Seal**	00015527.0001001	29 OCT 14
	Approval reference: 10050974		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: 00006545 Pylon Fairing Seal*				
	MCDL-54-05		***Pylon Fairing seal***	*00006545.0001001*	*23 NOV 09*
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00015527 Pylon Fairing Seal*				
	MCDL-54-05	x	**Illustration Pylon Fairing Seal**	00015528.0001001	29 OCT 14
	Approval reference: 10050974		**Approved by EASA**		

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted DU: 00006546 Illustration Pylon Fairing Seal*				
	MCDL-54-05		***Illustration Pylon Fairing Seal***	*00006546.0001001*	*23 NOV 09*
	Criteria: SA **Applicable to: MSN 3467, 3518** *Impacted by TDU: 00015528 Illustration Pylon Fairing Seal*				
	MCDL-54-06		**Aerodynamic Seal**	00006547.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	MCDL-54-06		**Illustration Aerodynamic Seal**	00006548.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-57-01		**Wing Tip Fence**	00006549.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: A319 **Applicable to: MSN 3467, 3518**				
	MCDL-57-01		**Illustration Wing Tip Fence**	00006550.0001001	23 NOV 09
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	MCDL-57-02		**Belly Fairing Sliding Panel**	00006551.0002001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: (SA and 26495) **Applicable to: MSN 3467, 3518**				
	MCDL-57-02		**Illustration Belly Fairing Sliding Panel**	00006552.0002001	23 NOV 09
	Criteria: (SA and 26495) **Applicable to: MSN 3467, 3518**				
	MCDL-57-03		**Outboard Flap Rubbing Strip Items 10, 15, 20, 40**	00006564.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-57-03		**Illustration Outboard Flap Rubbing Strip**	00006565.0001001	23 NOV 09
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-57-04		**Inboard Flap Rubbing Strip items 1, 5, 10, 30**	00006567.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-57-04		**Illustration Inboard Flap Rubbing Strip**	00006568.0001001	02 DEC 13
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
R	MCDL-57-06		**Outer Flap Blade Seal**	00021897.0001001	29 NOV 17
	Approval reference: 10063916		**Approved by EASA**		
	Criteria: (A318 or A319 or A320 or A321) **Applicable to: MSN 3467, 3518**				
	MCDL-57-06		**Illustration Outer Flap Blade Seal**	00021942.0001001	07 SEP 17
	Criteria: (A318 or A319 or A320) **Applicable to: MSN 3467, 3518**				
	MCDL-71-01		**Frangible Drain Mast**	00006569.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-111 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-71-01		**Illustration Frangible Drain Mast**	00006570.0001001	23 NOV 09
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-71-09		**Fan Cowl Hold Open Rod**	00006587.0002001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-71-09		**Illustration Fan Cowl Hold Open Rod**	00006588.0003001	09 NOV 16
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-78-01	x	**Duct Opening Actuator**	00016031.0001001	20 MAR 15
	Approval reference: 10052671		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				
	MCDL-78-01	x	**Illustration Duct Opening Actuator**	00016033.0001001	20 MAR 15
	Approval reference: 10052671		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518** *Impacted DU: NONE*				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date
	MCDL-78-09		**Thrust Reverser 11 and 1 O'clock Struts**	00006596.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-78-09		**Illustration Thrust Reverser 11 and 1 O'clock Struts**	00006597.0001001	02 DEC 13
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-78-11		**Thrust Reverser Lockout Fairing**	00014886.0001001	14 JAN 15
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	MCDL-78-11		**Illustration of the Thrust Reverser Lockout Fairing**	00014887.0001001	02 DEC 13
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**				
	SPERF-CONT-GEN		**General**	00009415.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	SPERF-CONT-LIM		**Limitations**	00009416.0001001	04 APR 11
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	SPERF-CONT-PERF		**Introduction**	00009417.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
R	SPERF-CONT-PERF		**Aircraft Configuration**	00009441.0001001	07 NOV 17
	Approval reference: 10063632		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				
	SPERF-CONT-PERF		**Takeoff and Landing Performance**	00009429.0001001	23 NOV 09
	Approval reference: 10060714		**Approved by EASA**		
	Criteria: SA **Applicable to: MSN 3467, 3518**				

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M(1)	Localization	T(2)	DU Title	DU identification	DU date

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

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PRELIMINARY PAGES

LIST OF EFFECTIVE TEMPORARY REVISIONS

APPROVED

M(1)	TR identification	TR approval date	TR Title	Deleted by
	TR1 issue 1	23 NOV 09	**(TR 2.05.00/47) - Non Precision Approaches with OEI**	Mod 37665 for A318/A320 or Mod 153286 for A321
	Approval reference: 10027986		**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**			
	TR34 issue 1	21 OCT 09	**(TR 4.02.00/41) - ENG Compressor vane/ENG STALL on ground**	
	Approval reference: 10027686		**Approved by EASA**	
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**			
	TR423 issue 1	29 OCT 14	**MCDL 54-05 Pylon Fairing Seal**	
	Approval reference: 10050974		**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**			
	TR496 issue 1	01 JUN 15	**NAVIGATION - RNP AR**	
	Approval reference: 10053424		**Approved by EASA**	
	Criteria: (SA and (150371 or 150372 or 150373)) **Applicable to: MSN 3467**			
	TR499 issue 1	20 MAR 15	**MCDL 78-01 Duct Opening Actuator for CFM Engine**	
	Approval reference: 10052671		**Approved by EASA**	
	Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) **Applicable to: MSN 3467, 3518**			
	TR500 issue 1	03 SEP 15	**ABN - ENG STALL**	
	Approval reference: 10054650		**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**			
	TR502 issue 1	05 DEC 14	**Abnormal V Alpha Prot**	
	Approval reference: 10051494		**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**			
	TR556 issue 1	09 JUL 15	**Towbarless Operations**	
	Approval reference: 10053997		**Approved by EASA**	
	Criteria: SA **Applicable to: MSN 3467, 3518**			
	TR557 issue 1	04 NOV 15	**Autoland Databases with Honeywell ADIRU**	MOD 154721 or 156890
	Approval reference: 10055306		**Approved by EASA**	
	Criteria: (SA and (154407 or 156844 or 156889 or 35793 or 37784 or 37785 or 37806 or 38480)) **Applicable to: MSN 3467, 3518**			

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M(1)	TR identification	TR approval date	TR Title	Deleted by
	TR562 issue 1	11 FEB 16	**Unreliable Airspeed**	
	Approval reference: 10056693		**Approved by EASA**	
	Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)			
	Applicable to: MSN 3467, 3518			
	TR564 issue 1	06 JUL 15	**MCDL 52-03 Access Door TO Potable Water Filling and Drainage**	
	Approval reference: 10053953		**Approved by EASA**	
	Criteria: (A319 or A321)			
	Applicable to: MSN 3467, 3518			
	TR566 issue 1	07 OCT 15	**EMER DESCENT**	
	Approval reference: 10055034		**Approved by EASA**	
	Criteria: SA			
	Applicable to: MSN 3467, 3518			

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

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LIST OF APPROVAL REFERENCES

Approval Date	Approval Reference	Approved By
29 NOV 17	10063916	EASA
10 NOV 17	SA03D17036154	Airbus under the authority of DOA ref. EASA.21J.031
07 NOV 17	10063632	EASA
02 OCT 17	SA03D17033085	Airbus under the authority of DOA ref. EASA.21J.031
07 SEP 17	D03D17028536	Airbus under the authority of DOA ref. EASA.21J.031
11 AUG 17	D01FM1703037	Airbus under the authority of DOA ref. EASA.21J.031
11 AUG 17	D01FM1703948	Airbus under the authority of DOA ref. EASA.21J.031
03 AUG 17	10062810	EASA
26 JUL 17	10062724	EASA
18 JUL 17	10062638	EASA
14 JUL 17	10062618	EASA
16 JUN 17	SA52FM1703062	Airbus under the authority of DOA ref. EASA.21J.031
23 MAY 17	D01FM1702705	Airbus under the authority of DOA ref. EASA.21J.031
15 MAY 17	SA01D17016179	Airbus under the authority of DOA ref. EASA.21J.031
11 MAY 17	10061833	EASA
28 MAR 17	SA22FM1701636	Airbus under the authority of DOA ref. EASA.21J.031
13 MAR 17	10061213	EASA
14 FEB 17	FM1700589	Airbus under the authority of DOA ref. EASA.21J.031
23 JAN 17	SA52D17001991	Airbus under the authority of DOA ref. EASA.21J.031
16 JAN 17	10060714	EASA
16 JAN 17	10060714	EASA

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

M(1)	CRITERION	Linked SB	Incorp. Date	Title
	20024		24 OCT 16	FUEL- INSTALL A CENTRE TANK SYSTEM-
	Applicable to: MSN 3467, 3518			
	20067		24 OCT 16	FIRE PROTECTION - FWD CARGO COMPARTMENT - INSTALL SMOKE DETECTION SYSTEM -
	Applicable to: MSN 3467, 3518			
	20069		24 OCT 16	FIRE PROTECTION - AFT CARGO COMPARTMENT - INSTALL SMOKE DETECTION SYSTEM -
	Applicable to: MSN 3467, 3518			
	20109		24 OCT 16	WATER/WASTE- INSTALL VACUUM TOILET SYSTEM -
	Applicable to: MSN 3467, 3518			
	21566		24 OCT 16	ICE AND RAIN PROTECTION - MODIFY AIR BLEED SYSTEM TO PROVIDE LOW TEMPERATURE WARNING-
	Applicable to: MSN 3467, 3518			
	22249		24 OCT 16	AUTO FLIGHT - ACTIVATE WINDSHEAR FUNCTION
	Applicable to: MSN 3467, 3518			
	22562		24 OCT 16	AIRBORNE AUXILIARY POWER UNIT - INTRODUCE APIC APS-3200
	Applicable to: MSN 3467, 3518			
	23222		24 OCT 16	CERTIFICATION DOCUMENTS - GENERAL - CERTIFICATION FOR TAKE-OFF WITH 15 KNOT TAILWIND
	Applicable to: MSN 3467, 3518			
	25294		24 OCT 16	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRS CAPABLE OF A319 A/C
	Applicable to: MSN 3467, 3518			
	25615		24 OCT 16	CERTIFICATION - GENERAL - CERTIFICATION FOR HIGH ALTITUDE AIRPORT OPERATION
	Applicable to: MSN 3467, 3518			
	25861		24 OCT 16	NAVIGATION-REDUCED VERTICAL SEPARATION MINIMUM (RVSM) (CERTIFICATION APPLICABLE ON A319/A320 ONLY)
	Applicable to: MSN 3467, 3518			
	26001		24 OCT 16	NAVIGATION-ADIRS-INTRODUCE HONEYWELL 4 MCU P/N AC09
	Applicable to: MSN 3467, 3518			
	26363		24 OCT 16	AIR CONDITIONING-AIR COOLING SYSTEM- INTRODUCE MODIFIED RAM AIR OUTLET
	Applicable to: MSN 3467, 3518			
	26398		24 OCT 16	ADDITIONAL CERTIFICATION ITEMS - LANDING WITH A 15 KNOT TAILWIND
	Applicable to: MSN 3467, 3518			

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M(1)	CRITERION	Linked SB	Incorp. Date	Title
	26495		24 OCT 16	WINGS-INBOARD FLAP-MODIFY SLIDING PANEL DRIVING MECHANISM
	Applicable to: MSN 3467, 3518			
	26526		24 OCT 16	NAVIGATION - GPWS - ACTIVATE ENHANCED FUNCTIONS OF THE EGPWS
	Applicable to: MSN 3467, 3518			
	26925		24 OCT 16	LANDING GEAR-ALTERNATE BRAKING- INTRODUCE MODIFIED ALTERNATE BRAKING SYSTEM
	Applicable to: MSN 3467, 3518			
	26999		24 OCT 16	NAVIGATION - MMR - INSTALL COLLINS MMR PROVIDING ILS AND GPS FUNCTION
	Applicable to: MSN 3467, 3518			
	27112		24 OCT 16	GENERAL-A319/DESIGN WEIGHTS TO 75.5 T/62.5 T/58.5 T
	Applicable to: MSN 3467, 3518			
	27522		24 OCT 16	INFORMATION SYSTEM - AIR TRAFFIC AND INFORMATION SYSTEM (ATIMS) - INSTALL ATSU COMPUTER FOR ACARS
	Applicable to: MSN 3467, 3518			
	27620		24 OCT 16	NAVIGATION-STANDBY DATA : ALTITUDE AND HEADING - INSTALL INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)
	Applicable to: MSN 3467, 3518			
	27698		24 OCT 16	NAVIGATION - TCAS - INSTALL ALLIED SIGNAL TCAS COMPUTER P/N 066-50000-2220 (WITH CHANGE 7.0)
	Applicable to: MSN 3467, 3518			
	28244		24 OCT 16	NAVIGATION-GPWS-INTRODUCE EGPWS P/N 206-206 AND INHIBIT AUTOMATIC DEACTIVATION ENHANCED FUNCTIONS
	Applicable to: MSN 3467, 3518			
	28479		24 OCT 16	INDICATING RECORDING SYSTEM-FWC- INTRODUCE FWC STANDARD H2/E3P
	Applicable to: MSN 3467, 3518			
	28897		24 OCT 16	APU-CONTROL AND MONITORING-INTRODUCE APIC ECB SOFWARE VERSION 5
	Applicable to: MSN 3467, 3518			
	30397		24 OCT 16	CERTIFICATION DOCUMENTS - GENERAL - CERTIFY AIRCRAFT FOR OPERATION ON RUNWAYS LESS THAN 45M WIDTH
	Applicable to: MSN 3467, 3518			

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M(1)	CRITERION	Linked SB	Incorp. Date	Title
	30660		24 OCT 16	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2E4
	Applicable to: MSN 3467, 3518			
	30748		24 OCT 16	GENERAL-FLIGHT ENVIRONMENTAL ENVELOPE- EXTENSION TO 12100 M (39800 FT)
	Applicable to: MSN 3467, 3518			
	30941		24 OCT 16	NAVIGATION-ADIRU-INSTALL HONEYWELL ADIR U 4 MCU AD11 (NEW HARD)
	Applicable to: MSN 3467, 3518			
	31105		24 OCT 16	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU P/N HG2030AE21 (A318 COEFF CFM ADDED)
	Applicable to: MSN 3467, 3518			
	31276		24 OCT 16	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	Applicable to: MSN 3467, 3518			
	31283		24 OCT 16	INDICATING RECORDING SYSTEM-FWC- INTRODUCE FWC STANDARD H2 F1
	Applicable to: MSN 3467, 3518			
	31528		24 OCT 16	NAVIGATION-ADIRU-RESTORE RVSM 3 CIRCUIT CAPABILITIES (SERIAL SOLUTION)
	Applicable to: MSN 3467, 3518			
	31706		24 OCT 16	NAVIGATION-ADIRS-INTRODUCE HONEYWELL ADIRU 4 MCU P/N HG2030AE22
	Applicable to: MSN 3467, 3518			
	31896		24 OCT 16	AUTOFLIGHT-FMGC-INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2) HONEYWELL
	Applicable to: MSN 3467, 3518			
	32619		24 OCT 16	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE NEW FADEC SOFTWARE "5BK" ON SAC CFM56-5B ENGINES
	Applicable to: MSN 3467, 3518			
	33323		24 OCT 16	CERTIFICATION DOCUMENTS - GENERAL - EXTEND OPERATING FLIGHT ENVELOPE TO MINUS 2000FT PRESSURE ALTITUDE
	Applicable to: MSN 3467, 3518			
	34825		24 OCT 16	NAVIGATION- GPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION
	Applicable to: MSN 3467, 3518			

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M(1)	CRITERION	Linked SB	Incorp. Date	Title
	35220		24 OCT 16	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2F3
	Applicable to: MSN 3467, 3518			
	35240		24 OCT 16	NAVIGATION - ATC/MODE S (SELECT) - CERTIFY EHS FUNCTION
	Applicable to: MSN 3467, 3518			
	35793		24 OCT 16	NAVIGATION - ADIRU - INSTALL HONEYWELL ADIRU P/N HG2030-AE23
	Applicable to: MSN 3467, 3518			
	35864		24 OCT 16	AIRBORNE AUXILIARY POWER - GENERAL - INSTALL APIC APS3200 APU AS STANDARD (REPLACES HONEYWELL GTCP36-300)
	Applicable to: MSN 3467, 3518			
	36750		24 OCT 16	CERTIFICATION DOCUMENTS-GENERAL- EXTEND FLEXIBLE TEMPERATURE AND UPDATE FM AND FCOM DOCUMENTATION
	Applicable to: MSN 3467, 3518			
	37147		24 OCT 16	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
	Applicable to: MSN 3467, 3518			
	37331		24 OCT 16	WINGS - FIXED PARTITION - INTRODUCE A STANDARD OF BOX WITHOUT DRY BAY
	Applicable to: MSN 3467, 3518			
	37871		24 OCT 16	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	Applicable to: MSN 3467, 3518			
	38062		24 OCT 16	INERT GAS SYSTEM - CERTIFY FUEL TANK INERTING SYSTEM AND ACTIVATE MONITORING
	Applicable to: MSN 3518			
	150110		24 OCT 16	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM- ACTIVATE BARO RADIO SETTING FUNCTION
	Applicable to: MSN 3467, 3518			
	150372		13 JUN 17	NAVIGATION - GENERAL - CERTIFY RNP AR CAPABILITY (STEP3) ON A319
	Applicable to: MSN 3467			
	150842		12 JAN 17	NAVIGATION - TCAS - INSTALL TCAS HONEYWELL TPA-100B CHANGE 7.1 CAPABLE OF ATSAW
	Applicable to: MSN 3467, 3518			

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M(1)	CRITERION	Linked SB	Incorp. Date	Title
	151269		24 OCT 16	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	Applicable to: MSN 3467, 3518			
	153741		24 OCT 16	INDICATING RECORDING SYSTEMS-FWC- INTRODUCE FWC STANDARD H2-F7
	Applicable to: MSN 3467, 3518			
	154473		14 APR 17	AUTO FLIGHT-FLIGHT AUGMENTATION (FAC) DEFINE STOP RUDDER INPUT WARNING FUNCTION ON AIRCRAFT
	Applicable to: MSN 3467, 3518			
	155269		13 JUN 17	AUTO FLIGHT - GENERAL - ACTIVATE ROPS FUNCTION
	Applicable to: MSN 3467			

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

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APPROVAL DATA

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APPRO-TR TEMPORARY REVISIONS

ABN - ENG STALL....A
NAVIGATION - RNP AR....B
Unreliable Airspeed....C
(TR 4.02.00/41) - ENG Compressor vane/ENG STALL on ground....D
(TR 2.05.00/47) - Non Precision Approaches with OEI....E
Autoland Databases with Honeywell ADIRU....F
MCDL 54-05 Pylon Fairing Seal....G
MCDL 78-01 Duct Opening Actuator for CFM Engine....H
Abnormal V Alpha Prot....I
EMER DESCENT....J
Towbarless Operations....K
MCDL 52-03 Access Door TO Potable Water Filling and Drainage....L

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TR500 Issue 1
ABN - ENG STALL

Ident.: **TDU / APPRO-TR-00016179.0001001 / 03 SEP 15** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 03 SEP 15 Approval reference: 10054650

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

Reason for issue: This Temporary Revision is issued to provide the ENG STALL Abnormal procedure.

Applicable to: All A318/A319/A320/A321 aircraft.

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

APPRO-TR-00016179.0001001/03 SEP 15 ABN-70-00016178.0001001/03 SEP 15

APPROVAL DATA

TEMPORARY REVISIONS

TR496 Issue 1
NAVIGATION - RNP AR

Ident.: **TDU / APPRO-TR-00009882.0001001 / 01 JUN 15** **APPROVED**
Criteria: (SA and (150371 or 150372 or 150373))
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 01 JUN 15 Approval reference: 10053424

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

Reason for issue:

This TR provides:
- Compliances to the EASA AMC 20-26, the FAA AC 90-101A Appendix 2 and the FAA AC 20-138C Appendix 2, and
- The updated reference to the Airbus Airworthiness Compliance Document (ACD).

Applicable to:

A318 or A319 or A320 or A321 aircraft fitted with Mod 150371 or 150372 or 150373.

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

APPRO-TR-00009882.0001001/01 JUN 15 LIM-22-FMS-00009881.0002001/01 JUN 15

TR562 Issue 1
UNRELIABLE AIRSPEED

Ident.: **TDU / APPRO-TR-00009810.0003001 / 11 FEB 16** **APPROVED**
Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 11 FEB 16 Approval reference: 10056693

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

Reason for issue: This Temporary Revision (TR) provides the updated unreliable airspeed procedure.

Applicable to: A318 or A319CEO or A320CEO or A321CEO aircraft.

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

APPRO-TR-00009810.0003001/11 FEB 16 ABN-34-00009811.0003001/11 FEB 16

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

Ident.: **TDU / APPRO-TR-00009728.0001001 / 21 OCT 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 21 OCT 09 Approval reference: 10027686

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

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

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

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

APPRO-TR-00009728.0001001/21 OCT 09 ABN-70-00009732.0001001/21 OCT 09

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

Ident.: **TDU / APPRO-TR-00009667.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 23 NOV 09 Approval reference: 10027986

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

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

Applicable to: SA.

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

APPRO-TR-00009667.0001001/23 NOV 09 LIM-22-FMS-00009620.0001001/23 NOV 09

TR557 Issue 1
AUTOLAND DATABASES WITH HONEYWELL ADIRU

Ident.: **TDU / APPRO-TR-00014157.0006001 / 04 NOV 15** **APPROVED**
Criteria: (SA and (154407 or 156844 or 156889 or 35793 or 37784 or 37785 or 37806 or 38480))
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 04 NOV 15 Approval reference: 10055306

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

Reason for issue: This TR is issued because some Honeywell ADIRU magnetic variation databases are obsolete since 2005. The guaranteed value for the magnetic heading accuracy is no longer respected in some areas of the world. Some operational limitations have been assessed when the error between the magnetic heading and the QFU is greater than 3 °.

Applicable to: SA aircraft with Honeywell ADIRUs.

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

APPRO-TR-00014157.0006001/04 NOV 15 LIM-22-FGS-00009711.0011001/04 NOV 15

TR423 Issue 1
MCDL 54-05 PYLON FAIRING SEAL

Ident.: **TDU / APPRO-TR-00015738.0001001 / 29 OCT 14** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 29 OCT 14 Approval reference: 10050974

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

Reason for issue: This TR provides an update of MCDL item 54-05 in order to change the quantity of fairing seals installed from 4 to 6 (3 on each pylon).

Applicable to: All A318/A319/A320/A321 aircraft.

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

APPRO-TR-00015738.0001001/29 OCT 14
MCDL-54-05-00015527.0001001/29 OCT 14
MCDL-54-05-00015528.0001001/29 OCT 14

TR499 Issue 1
MCDL 78-01 DUCT OPENING ACTUATOR FOR CFM ENGINE

Ident.: **TDU / APPRO-TR-00016021.0003001 / 20 MAR 15** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 20 MAR 15 Approval reference: 10052671

Reason for issue: This TR introduces the new MCDL item 78-01 Duct Opening Actuator for CFM engine.

Applicable to: All A319/A320/A321 aircraft with CFM engine.

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

APPRO-TR-00016021.0003001/20 MAR 15
MCDL-78-01-00016031.0001001/20 MAR 15
MCDL-78-01-00016033.0001001/20 MAR 15

TR502 Issue 1
ABNORMAL V ALPHA PROT

Ident.: **TDU / APPRO-TR-00016062.0001001 / 05 DEC 14** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 05 DEC 14 Approval reference: 10051494

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

Reason for issue: This Temporary Revision is issued to provide the Abnormal V Alpha Prot procedure.

Applicable to: All A318/A319/A320/A321 aircraft

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

APPRO-TR-00016062.0001001/05 DEC 14 EMER-34-00016060.0001001/05 DEC 14

TR566 Issue 1
EMER DESCENT

Ident.: **TDU / APPRO-TR-00016716.0001001 / 07 OCT 15** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 07 OCT 15 Approval reference: 10055034

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

Reason for issue: This Temporary Revision is issued to cover the update of the EMER DESCENT procedure: the notification of the emergency descent to the cabin is postponed after ATC notification.

Applicable to: All A318/A319/A320/A321 aircraft.

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

APPRO-TR-00016716.0001001/07 OCT 15 EMER-90-00016883.0001001/07 OCT 15

TR556 Issue 1
TOWBARLESS OPERATIONS

Ident.: **TDU / APPRO-TR-00016598.0001001 / 09 JUL 15** **APPROVED**
Criteria: SA
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 09 JUL 15 Approval reference: 10053997

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

Reason for issue: This Temporary Revision is issued to cover the new ISI reference.

Applicable to: All A318/A319/A320/A321 aircraft.

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

APPRO-TR-00016598.0001001/09 JUL 15 LIM-09-00016592.0001001/09 JUL 15

TR564 Issue 1
MCDL 52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: **TDU / APPRO-TR-00016654.0001001 / 06 JUL 15** **APPROVED**
Criteria: (A319 or A321)
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA
Approval date: 06 JUL 15
Approval reference: 10053953

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

Reason for issue: This Temporary Revision is issued to update the MCDL item 52-03 'Access Door to Potable Water Filling and Drainage'. The access door 192NB is not installed on A319 and A321. Therefore, the quantity installed is updated.

Applicable to: A319 and A321 aircraft.

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

APPRO-TR-00016654.0001001/06 JUL 15
MCDL-52-03-00016655.0001001/06 JUL 15
MCDL-52-03-00016656.0001001/06 JUL 15

GENERAL

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INTRODUCTION

Ident.: **GEN-INTR-00007010.0001001 / 16 JAN 17** **APPROVED**
Criteria: SA

This Airplane Flight Manual (AFM) is a reference document published in English. It is not established as an operational document to be used directly by the crew in flight.
Flight crew documents available in flight must include an Operational Manual, with appropriate contents and language as required by the National Regulations.

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

This AFM is specific to a given certified aircraft model, which is specified in the Heading Approbation Documentary Unit (*Refer to APPRO-HEAD Heading Approbation*).
It was approved by the Direction Générale de l'Aviation Civile (DGAC) prior to 28 September 2003 and is since approved by the European Aviation Safety Agency (EASA), or by Airbus under Design Organisation Approval (DOA) reference EASA.21J.031 for AFM minor changes. When applicable, it is approved by the EASA on behalf and according to the requirements of the importing Authority, e.g. the US Federal Aviation Administration (FAA) for US registered aircraft.

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APPROVED AFM FORMAT

Ident.: **GEN-DESC-00015195.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

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

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

CUSTOMIZED AFM

Ident.: **GEN-DESC-00007013.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

Airbus will provide a manual which reflects the aircraft configuration at delivery, and the necessary revisions to reflect configuration changes due to Airbus approved modifications.
The operator/owner must inform Airbus without delay of the effective changes to the aircraft delivery configuration made through Airbus Service Bulletin (SB). This allows Airbus to provide AFM revisions/updates to the operator/owner.

Airbus will not provide revisions, and thus will not assume the responsibility of any effect on the AFM:
- Due to modifications installed by third parties without an Airbus SB, and/or
- Due to modifications installed through an Airbus SB, if Airbus is not informed of the SB embodiment.

ORGANIZATION OF THE MANUAL

Ident.: **GEN-DESC-00007015.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The AFM is divided into 11 chapters:
- Approval data
- General
- Limitations
- Emergency procedures
- Abnormal procedures
- Normal procedures
- Performance (dry and wet runway)
- Appendices and supplements
- Master Configuration Deviation List (MCDL)

- Supplementary performance (contaminated runway)
- Regulatory differences (when applicable).

DOCUMENTARY UNIT (DU)

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

The AFM is made of Documentary Units (DU). The DU is the smallest part of information with a technical content.
The DUs are listed on a separate "List of Effective Documentary Unit" (LEDU).
The LEDU is produced and approved by Airbus under the authority of DOA reference EASA.21J.031.

IDENTIFICATION STRIP

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

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

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

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

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

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

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

APPROVAL INFORMATION

Ident.: **GEN-DESC-00020434.0001001 / 16 JAN 17** **APPROVED**
Criteria: SA

For each DU, the following information is provided in the LEDU:
- The approval reference of the DU
- The authority/organization that approved the DU
- The approval date of the DU.

AFM REVISION

Ident.: **GEN-DESC-00007366.0001001 / 16 JAN 17** **APPROVED**
Criteria: SA

For each revision, a new LEDU is issued.

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

The holder of the AFM must check that the manual is in accordance with the LEDU of the latest approved revision.
The aircraft model envelope AFM is continuously updated with new or revised technical information.
A revision of the operator/owner AFM is issued based on the latest approved aircraft model envelope AFM.
In addition, an operator/owner AFM revision may be issued following a fleet modification or an SB embodiment.

TEMPORARY REVISION (TR)

Ident.: **GEN-DESC-00007018.0001001 / 16 JAN 17** **APPROVED**
Criteria: SA

A Temporary Revision (TR) is related to amendments to be quickly approved and introduced in the AFM. A TR is made of Temporary Documentary Units (TDU).

The TRs are indicated with a dedicated layout and are listed on a separate "List of Effective Temporary Revisions" (LETR).
A TR always has priority over the AFM content modified by the TR (a TDU always has priority over the content of the impacted DU).

WARNING DEFINITION

Ident.: **GEN-DEF-00007020.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

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

CAUTION DEFINITION

Ident.: **GEN-DEF-00007021.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

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

NOTE DEFINITION

Ident.: **GEN-DEF-00006982.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

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

LAND ASAP DEFINITION

Ident.: **GEN-DEF-00007322.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

LAND ASAP (red)
Land as soon as possible at the nearest airport at which a safe landing can be made.

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

LAND ASAP (amber)
Consider landing at the nearest suitable airport.

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

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ABBREVIATIONS

Ident.: **GEN-ABB-00006976.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

A

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

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Abbreviation	Term
ATSAW	Airborne Traffic Situational Awareness
ATSU	Air Traffic Service Unit
AWO	All Weather Operations

B

Abbreviation	Term
BC	Back Course
BSCU	Braking and Steering Control Unit

C

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

D

Abbreviation	Term
DA	Decision Altitude
DAC	Dual Annular Combustor
D-ATIS	Digital Automatic Terminal Information Service
DC	Direct Current
DCL	Departure Clearance

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Abbreviation	Term
DGAC	Direction Générale de l'Aviation Civile
DH	Decision Height
DLIC	Data Link Initiation Capability
DMC	Display Management Computer
DME	Distance Measuring Equipment
DNA	Dirección National de Aeronavegabilidad
DO	Document Order (RTCA)
DU	Display Unit
	Documentary Unit

E

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

F

Abbreviation	Term
F	Fuel
F/CTL	Flight Controls
F-PLN	Flight Plan
FAA	Federal Aviation Administration
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control System

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

G

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

H

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

I

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

J

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

K

Abbreviation	Term
KOZ	Keep Out Zone

L

Abbreviation	Term
L/G	Landing Gear
LD	Landing Distance
LDA	Localizer Directional Aid
	Landing Distances Available
LDG	Landing
LEDU	List of Effective Documentary Unit
LETR	List of Effective Temporary Revision
LGCIU	Landing Gear Control and Interface Unit
LH	Left Hand
LIP	Lift Improvement Package
LNAV	Lateral Navigation
LOC	Localizer

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Abbreviation	Term
LOC-BC	Localizer Back Course
LPV	Localizer Performance with Vertical Guidance
LRBL	Least Risk Bomb Location
LS	Landing System

M

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

N

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

O

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

P

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

Q

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

R

Abbreviation	Term
RA	Radio Altimeter
	Resolution Advisory
RAT	Ram Air Turbine
RBS	Radio Beacon System
RF	Radius to Fix
RH	Right Hand
RLD	Required Landing Distance

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Abbreviation	Term
RNAV	Area Navigation
RNP	Required Navigation Performance
ROP	Runway Overrun Protection
ROPS	Runway Overrun Prevention System
ROW	Runway Overrun Warning
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minima

S

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

T

Abbreviation	Term
TA	Traffic Advisory
TAB	Tabulation and Interpolation Program
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TDU	Temporary Documentary Unit
TGL	Temporary Guidance Leaflet
TI	Tech Insertion
TO	Takeoff
TOD	Takeoff Distance

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Abbreviation	Term
TODA	Takeoff Distance Available
TOGA	Takeoff - Go-Around
TOR	Takeoff Run
TORA	Takeoff Run Available
TR	Temporary Revision
TRU	Transformer Rectifer Unit

V

Abbreviation	Term
V1	Takeoff Decision Speed
V2	Takeoff Safety Speed
VA	Maximum Design Maneuvering Speed
VALPHAMAX	Speed at Alpha-Max
VAPP	Final Approach Speed
VC	Design Cruise Speed
V/DEV	Vertical Deviation
VDL	VHF Data Link
VFE	Maximum Flap Extended Speed
VFR	Visual Flight Rules
VHF	Very High Frequency
VLE	Max L/G Extended Speed
VLO	Max L/G Operating Speed
VLOF	Lift-Off Speed
VLS	Lowest Selectable Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Airspeed
VMCG	Minimum Control Speed Ground
VMIN	Minimum Operating Speed
VMIN 1G	Minimum Operating Speed under 1g Load Factor
VMO	Maximum Operating Speed
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Range
VR	Rotation Speed
VREF	Landing Reference Speed
VS1G	Stall Speed under 1g Load Factor
VSW	Stall Warning Speed

W

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

Z

Abbreviation	Term
ZFCG	Zero Fuel Center of Gravity
Zp	Pressure Altitude

CORRESPONDENCE BETWEEN UNITS

Ident.: **GEN-UNIT-00006979.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

METRIC TO US

	METRIC	US
LENGTH	1 mm	0.0394 in
	1 m	3.281 ft
	1 m	1.094 yd
	1 km	0.540 NM
SPEED	1 m/s	3.281 ft/s
	1 km/h	0.540 kt
WEIGHT	1 g	0.0353 oz
	1 kg	2.204623 lb
	1 t	2 204.623 lb
FORCE	1 N	0.2248 lb
	1 daN	2.248 lb
PRESSURE	1 bar	14.505 PSI
	1 mbar	0.0145 PSI
VOLUME	1 l	0.2642 US Gal
	1 m^3	264.2 US Gal
MOMENTUM	1 daN.m	88.50 lb.in
TEMPERATURE	$t(°F) = t(°C) \times 1.8 + 32$	

US TO METRIC

	US	METRIC
LENGTH	1 in	25.4 mm
	1 ft	0.3048 m
	1 yd	0.914 m
	1 NM	1.852 km
SPEED	1 ft/s	0.3048 m/s
	1 kt	1.852 km/h
WEIGHT	1 oz	28.35 g
	1 lb	0.45359 kg
	1 lb	0.0004536 t
FORCE	1 lb	4.448 N
	1 lb	0.4448 daN
PRESSURE	1 PSI	0.0689 bar
	1 PSI	68.947 mbar
VOLUME	1 US Gal	3.785 l
	1 US Gal	0.003785 m^3

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	US	METRIC
MOMENTUM	1 lb.in	0.0113 daN.m
TEMPERATURE	$t(°C) = \left(\frac{5}{9}\right) \times \{t(°F) - 32\}$	

3-VIEW DRAWING

Ident.: **GEN-VIEW-00006880.0004001 / 23 NOV 09** **APPROVED**
Criteria: A319

Front View

GENERAL

3-VIEW DRAWING

Top View

Side View

	WING	
Reference area	122.4 m²	1 317 ft² 72 in²
Root chord	6.074 m	19 ft 11 in
MAC (LA)	4.194 m	13 ft 9 in
Aspect ratio	9.396	

GENERAL

3-VIEW DRAWING

	HORIZONTAL TAIL PLANE	
Reference area	31 m²	333 ft² 98 in²
MAC (LH)	2.701 m	8 ft 10 in
Aspect ratio	5.00	
Distance from 25 % LA to 25 % LH	15.454 m	50 ft 9 in

	VERTICAL TAIL PLANE	
Reference area	21.51 m²	231 ft² 77 in²
MAC (LV)	3.948 m	12 ft 11 in
Aspect ratio	1.6	
Distance from 25 % LA to 25 % LV	14.589 m	47 ft 11 in

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INTRODUCTION

Ident.: **LIM-GEN-00006957.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

KIND OF OPERATIONS

Ident.: **LIM-GEN-00006958.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

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

MINIMUM FLIGHT CREW

Ident.: **LIM-GEN-00006959.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Minimum flight crew: 2 pilots.

MAXIMUM OPERATING ALTITUDE

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

Slats and flaps retracted: 39 800 ft.

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

Slats and/or flaps extended: 20 000 ft.

MANEUVER LIMIT LOAD FACTORS

Ident.: **LIM-GEN-00006961.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

Slats and flaps retracted: -1 to +2.5 g.
Slats and/or flaps extended: 0 to +2.0 g.

ICING CONDITIONS DEFINITION

Ident.: **LIM-GEN-00009165.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Icing conditions exist when the OAT on the ground and for takeoff, or when TAT in flight, is 10 °C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).
Icing conditions also exist on the ground and for takeoff when the OAT is 10 °C or below when operating on ramps, taxiways, or runways where surface snow, standing water, or slush may be ingested by the engines or freeze on engines, nacelles, or engine sensor probes.

WEIGHT LIMITATIONS

Ident.: **LIM-WGHT-00006860.0016001 / 23 NOV 09** **APPROVED**
Criteria: (A319 and (27112 or 28951))

Weight Variant : WV 02		
Maximum Taxi Weight	75 900 kg	167 330 lb
Maximum Takeoff Weight (MTOW)	75 500 kg	166 448 lb
Maximum Landing Weight (MLW)	62 500 kg	137 788 lb
Maximum Zero Fuel Weight (MZFW)	58 500 kg	128 970 lb
Minimum Weight	35 400 kg	78 044 lb

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

CENTER OF GRAVITY ENVELOPE

Ident.: **LIM-WGHT-00006861.0141001 / 23 NOV 09** **APPROVED**
Criteria: ((319-115 or 319-133) and 27112)

For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing.*
Takeoff and landing CG limits are given for landing gear down configuration.
Flight CG limits are given for landing gear up configuration.

CG Envelope WV 02

PERFORMANCE LIMITATIONS

Ident.: **LIM-WGHT-00006962.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

- Climb performance (first and second segment, final takeoff, en route, approach and landing)
- Available runway length (takeoff and landing)
- Obstacle clearance (takeoff and en route)

- Brake energy limit (observe brake temperature warning (300 °C))
- Tire speed.

LOADING

Ident.: **LIM-WGHT-00006963.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The aircraft must be loaded in accordance with the loading instructions given in the Weight and Balance Manual (WBM) chapter 1-10.

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VMO/MMO

Ident.: **LIM-SPD-00007065.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

MAXIMUM OPERATING LIMIT SPEED (VMO/MMO)

VMO = 350 kt IAS

MMO = M 0.82

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

VA

Ident.: **LIM-SPD-00007319.0004001 / 23 NOV 09** **APPROVED**
Criteria: A319

MAXIMUM DESIGN MANEUVERING SPEED (VA)

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

VA

If alternate or direct law is active:

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

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

VFE

Ident.: **LIM-SPD-00006883.0004001 / 23 NOV 09** **APPROVED**
Criteria: (320-231 or 320-232 or 320-233 or A318 or A319)

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

Flight Phase	Slats Position	Flaps Position	Flaps Lever Position	VFE
Intermediate approach	18 °	0 °	1	230 kt IAS
Takeoff 1+F	18 °	10 °	1	215 kt IAS
Approach and takeoff	22 °	15 °	2	200 kt IAS
Approach, takeoff and landing	22 °	20 °	3	185 kt IAS
Landing	27 °	40 °	FULL	177 kt IAS

VLO AND VLE/MLE

Ident.: **LIM-SPD-00007317.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

MAXIMUM SPEED DURING LANDING GEAR EXTENSION

VLO = 250 kt IAS

MAXIMUM SPEED DURING LANDING GEAR RETRACTION

VLO = 220 kt IAS

MAXIMUM SPEED WITH LANDING GEAR LOCKED DOWN

VLE/MLE = 280 kt IAS / M 0.67

ENVIRONMENTAL ENVELOPE

Ident.: **LIM-OPS-00006919.0017001 / 23 NOV 09** **APPROVED**
Criteria: ((319-111 or 319-112 or 319-115 or 321-211 or 321-212 or 321-213) and (30748 and 33323))

TAILWIND

Ident.: **LIM-OPS-00007309.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Maximum tailwind for takeoff and landing: 10 kt

RUNWAY SLOPE

Ident.: **LIM-OPS-00007310.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Maximum mean runway slope: ± 2 %

MANEUVERS ON GROUND

Ident.: **LIM-09-00007357.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

During towing, ±85 ° of nosewheel travel must not be exceeded.

Note: *Mechanical stop is designed at ±95 ° of nosewheel travel.*

TOWBARLESS OPERATIONS

Ident.: **TDU / LIM-09-00016592.0001001 / 09 JUL 15** **APPROVED**
Criteria: SA
Impacted DU: 00007358 Towbarless Operations
Belongs to TR556 Issue 1

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

TOWBARLESS OPERATIONS

Ident.: **LIM-09-00007358.0001001 / 03 AUG 10** **APPROVED**
Criteria: SA
Impacted by TDU: 00016592 Towbarless Operations

Towbarless operations on nose landing gear (towing and pushback) are approved provided the towbarless towing operations are performed in compliance with appropriate operational requirements, using towbarless towing vehicles that are qualified and operated to preclude damage to the aircraft nosewheel steering system, or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for the Airbus A318/A319/A320/A321 aircraft are listed in Airbus Service Information Letter SIL 09-002.

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CABIN PRESSURIZATION

Ident.: **LIM-21-00007261.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Maximum safety relief differential pressure: 8.6 PSI (600 hPa).
Maximum negative differential pressure: -1 PSI (-70 hPa).

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

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GENERAL

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

The FMGS lateral and vertical navigation has been certified for after takeoff, en route and terminal area operations, and for instrument approach procedures (except ILS, LOC, LOC-BC, LDA, SDF, GLS and MLS) and missed approach procedures.
Approval of the FMGS is based on the assumption that the navigation database has been validated for intended use. The airworthiness approval does not account for database accuracy or compatibility.
Obstacle clearance and adherence to airspace constraints remains a flight crew responsibility.
Fuel, time predictions/performance information is provided for advisory purpose only.
For instrument procedures not coded in the WGS-84 coordinate system, the GPS must be deselected, unless the shift between the local coordinate system and the WGS-84 is found acceptable for the intended operation.

Note: *1. The assessment of this shift can be done:*
- *In flight, monitoring the navaid raw data in non RNAV procedures*
- *On ground, performing a GPS survey of the procedure waypoints.*

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

AIRWORTHINESS STANDARDS COMPLIANCE

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

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:
- IRS position and GPS update, or
- IRS position and radio navaid update, or
- IRS position only.

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

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

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

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

  RNP 10 oceanic/remote area operations are approved:
  - With GPS PRIMARY
  - Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

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

NAVIGATION PERFORMANCE

Ident.: **TDU / LIM-22-FMS-00009881.0002001 / 01 JUN 15** **APPROVED**
Criteria: (SA and (150371 or 150372 or 150373))
Impacted DU: 00009569 Navigation Performance
Belongs to TR496 Issue 1

- **With GPS PRIMARY:**
  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP operations.
  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

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

- **For RNP AR (SAAAR or equivalent):**
  The aircraft is compliant with the airworthiness part of the EASA AMC 20-26 and FAA AC 90-101A Appendix 2 and FAA AC 20-138C Appendix 2.

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

  The aircraft is capable of conducting RNP AR operations when operated in accordance with the recommendations provided in the Airbus Airworthiness Compliance Document (ACD) reference SA34D09009731 issue 3 or higher, Flight Crew Operating Manual (FCOM) and bulletins.
  Detailed RNP AR levels approved through the Airworthiness Approval of the aircraft are provided in the ACD.
  Guidance for Operational Approval is provided in the ACD.

  RNP AR performance has been demonstrated with AP ON (See the note below), based on the operational assumptions of the ACD for the following modes:
  - Departure in NAV mode,
  - Initial approach in NAV or APP NAV modes,
  - Final approach in FINAL APP mode,
  - Missed approach in NAV mode.

  Note: *Navigation performance and recommendations regarding RNP AR operations with AP OFF / FD ON are available in the ACD.*

- **Without GPS PRIMARY:**
  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.
  The navigation accuracy (without GPS PRIMARY) is a function of ground radio navaid infrastructure or elapsed time since last radio update.

NAVIGATION PERFORMANCE

Ident.: **LIM-22-FMS-00009569.0003001 / 23 NOV 09** **APPROVED**
Criteria: ((A319 or A320 or A321) and ((31896 or 31897 or 32475 or 32929) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635)))

- **With GPS PRIMARY:**
  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP RNAV operations.
  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

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

- **Without GPS PRIMARY:**
  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP RNAV operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.
  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

NAVIGATION PERFORMANCE

Ident.: **LIM-22-FMS-00009569.0015001 / 04 APR 11** **APPROVED**
Criteria: (SA and (150371 or 150372 or 150373))
Impacted by TDU: 00009881 Navigation Performance

- **With GPS PRIMARY:**
  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP operations.
  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

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

- **For RNP AR (SAAAR or equivalent):**
  The aircraft is capable of conducting RNP AR/SAAAR operations in normal conditions to a minimum RNP accuracy value of 0.1 when operated in accordance with the recommendations provided in the Airbus Airworthiness Compliance Document (ACD) reference SA34D09009731 issue 2 or higher, Flight Crew Operating Manual (FCOM) and bulletins.

  RNP AR 0.1 has been demonstrated with AP ON in normal conditions, based on the operational assumptions of the ACD for the following modes:
  - Departure in NAV mode
  - Initial approach in NAV or APP NAV modes
  - Final approach in FINAL APP mode
  - Missed approach in NAV mode.

The RNP levels to be approved under the responsibility of the National Authorities may be higher, based on the aircraft performance in non-normal conditions documented in the ACD.

Note: *1. Use of RNP AR (normal conditions) assumes that there is no safety impact if RNP degrades upon engine or systems failure. Aircraft performance under worst case failure conditions may degrade up to RNP 0.2 with AP ON (see ACD).*
2. For navigation performance and recommendations regarding RNP AR operations with AP OFF / FD ON, see ACD.

The aircraft is compliant with the aircraft qualification requirements of FAA AC 90-101 appendix 2.

- **Without GPS PRIMARY:**
  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.
  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

USE OF NAV MODE

Ident.: **LIM-22-FMS-00009570.0003001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and (25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635))

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

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

NON PRECISION APPROACHES WITH OEI

Ident.: **TDU / LIM-22-FMS-00009620.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA
Impacted DU: NONE
Belongs to TR1 Issue 1

In the case of One Engine Inoperative, the use of autopilot is not allowed to perform Non Precision Approaches in the following flight modes:
- FINAL APP
- NAV/VS
- NAV/FPA.

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

APPROACHES

Ident.: **LIM-22-FMS-00009571.0002001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and (31896 or 31897 or 32401 or 32402 or 32475 or 32929)))

VOR, VOR/DME, NDB or NDB/DME approach procedures may be performed, in NAV, or NAV and APP NAV and FINAL APP mode, provided AP or FD is used and:
- GPS PRIMARY is available. In this case, the reference navaid may be unserviceable, or the airborne radio equipment may be inoperative, or not installed, provided an operational approval is obtained.
- GPS PRIMARY is not available. In this case, the reference navaid and the corresponding airborne equipment are serviceable, tuned and monitored during the approach.

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

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

AIRWORTHINESS STANDARDS COMPLIANCE

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

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:
- JAR 25
- ACJ 25.1329 for automatic flight system
- JAR AWO Subpart 1 - Automatic landing systems
- JAR AWO Subpart 2 - Category 2 operations
- JAR AWO Subpart 3 - Category 3 operations.

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

AUTOLAND DATABASES WITH HONEYWELL ADIRU

Ident.: **TDU / LIM-22-FGS-00009711.0011001 / 04 NOV 15** **APPROVED**
Criteria: (SA and (154407 or 156844 or 156889 or 35793 or 37784 or 37785 or 37806 or 38480))
Impacted DU: NONE
Belongs to TR557 Issue 1

The below table provides for each concerned airport, the dates when the following limitations begin:
- AUTOLAND is not allowed
- ROLLOUT is not allowed.

CAT II approaches without AUTOLAND are still allowed.

Airport code	Airport Location	Month/Year
PAFA	FAIRBANKS INTL AK USA	September 2016
PANC	ANCHORAGE INTL AK USA	June 2018

Note: *This TR is applicable until end of 2020. From 2021, without a revision of this TR, AUTOLAND and ROLLOUT will not be allowed on any airport.*

The above limitations do not apply if three new ADIRU with updated magnetic variation tables are installed and Operators ensure previous standards are not installed.

The following Honeywell ADIRU standards will cancel the limitations of this Temporary Revision:
- ADIRU 4 MCU P/N HG2030AE24 installed by modification 154721
- ADIRU 4 MCU P/N HG2030AE44 installed by modification 156890
- Or any later approved standards.

AUTOLAND

Ident.: **LIM-22-FGS-00009238.0003001 / 02 DEC 13** **APPROVED**
Criteria: (((320-211 or 320-212 or 320-214) and 24617) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115))

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

Performance of ROLL OUT mode has been demonstrated on dry and wet runways.
One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

MINIMUM HEIGHT FOR USE OF THE AUTOPILOT

Ident.: **LIM-22-FGS-00009242.0001001 / 28 MAR 17** **APPROVED**
Criteria: (A318 or A319 or A320)

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

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

CAT II / CAT III OPERATIONS

Ident.: **LIM-22-FGS-00009243.0013001 / 11 AUG 17** **APPROVED**
Criteria: A319

CATEGORY II AUTOMATIC APPROACH WITHOUT AUTOMATIC LANDING

Minimum decision height: 100 ft
One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.
Minimum height for AP disconnection: 80 ft

CATEGORY II AUTOMATIC APPROACH WITH AUTOMATIC LANDING

Minimum decision height: 100 ft
One autopilot at least must be engaged in APPR mode and CAT 2 or CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

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

Minimum decision height: 50 ft
One autopilot at least must be engaged in APPR mode and CAT 3 SINGLE or CAT 3 DUAL capability must be displayed on FMA.

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

Alert height: 100 ft

- **CAT III with DH:**
  Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.
- **CAT III without DH:**
  Two autopilots must be engaged in APPR mode and CAT 3 DUAL capability must be displayed on FMA.
  Minimum Runway Visual Range (RVR): 75 m

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

- **With all engines operative (AEO):**
  - **CONF FULL with airport elevation at or below 5 750 ft**
    Headwind: 20 kt
    Tailwind: 10 kt
    Crosswind: 20 kt
  - **CONF FULL with airport elevation above 5 750 ft or CONF 3:**
    Headwind: 20 kt
    Tailwind: 5 kt
    Crosswind: 20 kt
- **With one engine inoperative (OEI):**
  - **CONF FULL with airport elevation at or below 5 750 ft**
    Headwind: 15 kt
    Tailwind: 10 kt
    Crosswind: 10 kt

- **CONF FULL with airport elevation above 5 750 ft or CONF 3:**
  Headwind: 15 kt
  Tailwind: 5 kt
  Crosswind: 10 kt

AUTOMATIC ROLLOUT LIMITATION: USE OF REVERSE

With one engine inoperative or one thrust reverser inoperative, the use of the remaining thrust reverser is permitted provided no more than idle reverser thrust is used.

ELECTRICAL

Ident.: **LIM-24-00007263.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Maximum continuous load per generator (100 %): 90 KVA
Maximum continuous load per TRU: 200 A

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FUEL AND ADDITIVE SPECIFICATIONS

Ident.: **LIM-28-00007246.0001001 / 02 DEC 13** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

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

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

USABLE FUEL

Ident.: **LIM-28-00007248.0016001 / 23 NOV 09** **APPROVED**
Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 37331)

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

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

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

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

WARNING	Takeoff on center tank feeding is prohibited.

FUEL IMBALANCE

Ident.: **LIM-28-00007254.0015001 / 11 AUG 17** **APPROVED**
Criteria: (A319 or A320)

FUEL IMBALANCE AT TAKEOFF

INNER TANKS (OUTER BALANCED)

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

With linear interpolation between these values.

OUTER TANKS (INNER BALANCED)

Maximum Asymmetry	370 kg (815 lb)

FUEL IMBALANCE IN FLIGHT AND AT LANDING

INNER TANKS (OUTER BALANCED)

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

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

OUTER TANKS (INNER BALANCED)

Maximum Asymmetry	690 kg (1 521 lb)

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

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

FUEL TEMPERATURE LIMITS

Ident.: **LIM-28-00007259.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((320-111 and 20024) or (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216))

MINIMUM:

Fuel temperature must not be less than:
JET A: -36 °C
JP5: -42 °C
JET A1, JP8, N° 3 JET: -43 °C
JET B: -46 °C
JP4: -54 °C
RT, TS-1: -45 °C

- **When using JET A:**
  If TAT reaches -34 °C, call ECAM fuel page and monitor that fuel temperature remains higher than -36 °C.

MAXIMUM:

JET A1, JET A, JP5, JP8, RT, TS-1, N° 3 JET: +54 °C
JET B or JP4: +49 °C

- **When using JP4 or JET B :**

  Fuel in center tank is to be regarded as unusable if the wing fuel temperature exceeds the following values before engine start and if the given flight level is exceeded before the center tank fuel has been used :
  +30 °C not above FL 350
  +40 °C not above FL 300
  +49 °C not above FL 250

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HYDRAULICS FLUID

Ident.: **LIM-29-00007262.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

FLUID SPECIFICATIONS :

Refer to NSA 307-110

MAX OPERATING PRESSURE (AT ZERO DELIVERY) :

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

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TIRE SPEED

Ident.: **LIM-32-00011074.0001001 / 03 AUG 10** **APPROVED**
Criteria: SA

Maximum tire speed: 195 kt (ground speed).

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INERTIAL REFERENCE SYSTEM (IRS)

Ident.: **LIM-34-00007264.0001001 / 10 NOV 17** **APPROVED**
Criteria: ((A318 or A320) or ((A319 or A321) and (25204 or 30400 or 30941 or 31105 or 31706 or 33600 or 35793)) or ((A319 or A321) and (151772 or 24785 or 25294 or 26001)))

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).
The ground alignment of the IRS has been demonstrated to be acceptable between 73 ° North and 73 ° South.

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

  Flights using the NAV mode are prohibited:
  - North of 73 ° North, and
  - South of 60 ° South.

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

  Flights using the NAV mode are prohibited:
  - North of 60 ° North, between 30 ° West and 160 ° West, and
  - North of 73 ° North, and
  - South of 55 ° South.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: **LIM-34-00007359.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (25861 or 25910 or 25952 or 31039 or 31528))

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

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

MODE S - EHS ENHANCED SURVEILLANCE

Ident.: **LIM-34-00006966.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 35240)

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

Note: *No credit should be taken from extended squitter functionality until it has been granted airworthiness and/or operational approval as applicable.*

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AIRLINE OPERATION CONTROL APPLICATIONS

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

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.
The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

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AUXILIARY POWER UNIT (APU)

Ident.: **LIM-49-00007260.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (22562 or 35864))

One APIC APS 3200.

APU PARAMETERS:

Maximum EGT: 742 °C

Maximum for start:
- 900 °C at altitudes below 25 000 ft
- 982 °C at altitudes at or above 25 000 ft

Maximum rotor speed: 107 %

OIL SPECIFICATIONS:

See APIC maintenance manual.

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MAIN ENGINES

Ident.: **LIM-70-00007233.0028001 / 03 AUG 10** **APPROVED**
Criteria: 319-115

Two CFM 56-5B7/P or two CFM 56-5B7/3 or two CFM 56-5B7/P with "TI HPC Kit".

ENGINE PARAMETERS

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

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

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

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

REVERSE THRUST

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

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

OIL

Ident.: **LIM-70-00007232.0002001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

SPECIFICATION:

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

MINIMUM PRESSURE:

13 PSI

MAXIMUM TEMPERATURE:

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

REDUCED THRUST TAKEOFF

Ident.: **LIM-70-00007239.0004001 / 23 NOV 09** **APPROVED**
Criteria: ((319-112 or 319-115 or 319-132 or 320-214 or 321-131 or 321-232) and 36750)

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

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

Takeoff at reduced thrust is not allowed on contaminated runways.

The flex temperature must not be:
- Higher than ISA + 70
- Lower than the flat rating temperature or actual OAT.

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

OPERATIONS IN ICING CONDITIONS

Ident.: **LIM-70-00006881.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

Note: *Do not rely on airframe visual icing cues to turn engine anti-ice on. Use the temperature and visual moisture criteria specified the icing conditions definition (Refer to LIM-GEN Icing Conditions Definition).*
Delaying the use of engine anti-ice until buildup is visible from the cockpit may result in severe engine damage and/or flameout.

EMERGENCY PROCEDURES

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INTRODUCTION

Ident.: **EMER-GEN-00007037.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

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

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

When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.
These procedures are approved by the Airworthiness Authorities as acceptable procedures, for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate Operational Authorities.
In case of discrepancy between procedures displayed on the ECAM and procedures stated in the AFM, the AFM procedures always have precedence.
Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

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

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: **EMER-GEN-00015177.0001001 / 14 JUL 17** **APPROVED**
Criteria: SA

RUNWAY CONDITION DETERMINATION

The flight crew shall obtain the runway condition and/or the depth and type of runway contaminant to make the basic assessment of actual condition. Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information may be used in addition.
Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

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

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

LANDING DISTANCE DETERMINATION

The landing distance to be applied in the case of failure is the Operational Landing Distance (OLD).
The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with LSAE05.fail file using the AFM_OCTO approved FM module at revision 32 or higher.

CAB PR - EXCESS CAB ALT

Ident.: **EMER-21-00007053.0004001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 37871)

- **If above FL 100:**
  Use crew oxygen masks.
  - **If below FL 160:**
    Initiate descent to the higher one of: FL 100 or MEA.
  - **If above FL 160:**
    Turn on cabin signs.
    Initiate emergency descent to the higher one of: FL 100 or MEA. *Refer to EMER-90 EMER DESCENT*
- **If cabin altitude above 14 000 ft:**
  Manually confirm passengers oxygen masks on.

CAB PR - EXCESS RESIDUAL PR

Ident.: **EMER-21-00009326.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and 35220)

Turn off both packs.
Alert cabin crew.

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ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED)

Ident.: **EMER-24-00006884.0003001 / 02 DEC 13** **APPROVED**
Criteria: ((A320 and 28160) or (A318 or A319 or A321))

LAND ASAP

Minimum RAT speed: 140 kt
Turn off then on all generators one after the other.

- **If no generator reset successful:**

  Set BUS TIE to OFF.

  Attempt a further all generators reset.

  - **If any generator reset is successful:**

    Turn off then on both FACs one after the other.

  - **If generator reset still unsuccessful:**

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

    Manually confirm emergency electrical power on.

    Set ENG MODE selector to IGN START.

    Turn off then on FAC 1.

    Set BUS TIE to AUTO.

    Start APU if available.

    Set ventilation blower and extract to OVRD.

- **For approach and landing:**

  Note: *Slats and flaps extend slowly.*

  Apply necessary landing performance corrections.

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

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GENERAL

Ident.: **EMER-26-00007038.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

Whenever fire is encountered on the aircraft, landing at the nearest airport is recommended.
After conducting any fire suppression/smoke evacuation procedure, even though smoke has dissipated, if it has not or cannot be visibly verified that the fire has been put out, immediately land at the nearest airport.
The flight crew should always go to 100 % oxygen whenever a hand held fire extinguisher is to be discharged in the cockpit or when required because of smoke accumulation.

ENG 1 (2) FIRE (IN FLIGHT)

Ident.: **EMER-26-00007041.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

LAND ASAP

Shut down affected engine and push relevant FIRE pushbutton.
Discharge AGENT 1 after 10 s.
Notify ATC.

- **If fire not extinguished after 30 s:**
  Discharge AGENT 2.

ENG 1 (2) FIRE (ON GROUND)

Ident.: **EMER-26-00007042.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or A319 or A320 or A321) and ((20067 or 20069) and (36847 or 37871)))

Set all thrust levers to idle.

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

- **When aircraft stopped:**
  Set parking brake to ON.
  Notify ATC.
  Alert cabin crew.
  Shut down affected engine and push relevant FIRE pushbutton.
  Discharge all fire agents of affected engine.
  Shut down other engine.
  - **If evacuation required:**
    Initiate evacuation.
    Shut down APU.

APU FIRE

Ident.: **EMER-26-00007043.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

LAND ASAP

Push APU FIRE pushbutton.
Discharge agent after 10 s.
Shut down APU.

SMOKE - FWD OR AFT CARGO SMOKE

Ident.: **EMER-26-00009335.0004001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (37871 and (20067 or 20069)))

LAND ASAP

Turn off affected cargo compartment isolation valves (as installed).
Turn off cabin fans (if installed).
Discharge affected cargo compartment agent (as installed).

- **After landing:**
  - **When aircraft stopped:**
    Disembark passengers before opening cargo doors.

SMOKE/FUMES/AVNCS SMOKE

Ident.: **EMER-26-00007044.0006001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and (31276 and 37871))

- **If perceptible smoke is confirmed:**
  LAND ASAP

  Use crew oxygen masks, if required.
  Set ventilation blower and extract to OVRD.
  Turn off cabin fans and galleys.
  Turn on cabin signs.
  Establish communication between cockpit and cabin.
  Try to identify and isolate faulty equipment.

  - **If smoke source not immediately isolated:**
    Initiate a diversion.
    Initiate a descent to the higher one of: FL 100 or MEA-MORA.
  - **At any time of the procedure, if smoke/fumes becomes the greatest threat:**
    Consider applying the removal of smoke/fumes procedure and setting Elec Emer Config.
    Refer to EMER-26 REMOVAL OF SMOKE/FUMES.

    Note: *To set Elec Emer Config, turn off EMER ELEC GEN 1 LINE and set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 2 and APU GEN.*
    Apply the Elec Emer Config procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED).
    Before landing gear extension, restore normal electrical supply for landing: turn on GEN 2 and EMER ELEC GEN 1 LINE.
  - **At any time of the procedure, if the situation becomes unmanageable:**
    Consider landing immediately.
  - **If air conditioning smoke suspected:**
    Turn off APU bleed.
    Set ventilation blower and extract to AUTO.
    Close all cargo isolation valves.
    Turn off pack 1.
    - **If smoke continues:**
      Turn on pack 1.

Continued on the following page

Continued from the previous page SMOKE/FUMES/AVNCS SMOKE

Turn off pack 2.

- **If smoke still continues:**

  Turn on pack 2.

  Set ventilation blower and extract to OVRD.

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

- **If cabin equipment smoke suspected:**
  - **If smoke continues:**

    Turn on emergency exit lights.

    Turn off COMMERCIAL.

  Check smoke dissipation and try to identify and isolate faulty equipment.
  - **If smoke still continues or when faulty equipment confirmed isolated:**

    Turn on COMMERCIAL.

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

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

  Consider setting Elec Emer Config.

  Note: *To set Elec Emer Config, turn off EMER ELEC GEN 1 LINE and set EMER ELEC PWR to MAN ON then, when EMER GEN is available, turn off GEN 2 and APU GEN.*
  Apply the Elec Emer Config procedure without performing generator reset. Refer to EMER-24 ELEC - EMER CONFIG (BOTH ENGINE GENERATORS FAILED).
  3 min before landing or 2 000 ft above airport altitude, restore normal electrical supply for landing: turn on GEN 2 and EMER ELEC GEN 1 LINE.

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

  Restore normal ventilation.

REMOVAL OF SMOKE/FUMES

Turn on emergency exit lights.

- **If fuel vapors:**
  Turn on CAB FANS.
  Turn off both packs.
- **If no fuel vapors:**
  Turn off CAB FANS.
  Set PACK FLOW to HI.

Set landing elevation to the higher one of: 10 000 ft or MEA-MORA.
Descend to the higher one of: FL 100 or MEA-MORA.
Notify ATC.
While descending, continue applying the appropriate steps of the smoke/fumes/avncs smoke procedure.

- **When at FL 100 or MEA-MORA:**
  - **If electrical emergency configuration:**
    Set APU master switch to ON.

  Turn off both packs.
  Use manual pressurization mode.
  Maintain the cabin vertical speed switch in the UP position.
  Turn on RAM AIR when cabin differential pressure below 1 PSI.
  Set APU master switch to OFF.
- **If smoke persists and PM cockpit window opening required:**
  Maximum speed: 200 kt
  Open cockpit door.
  Put headsets on.
  Open PM cockpit window.
  - **When window open:**
    Turn on non affected pack(s) and continue applying the appropriate steps of the smoke/fumes/avncs smoke procedure.

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Continued from the previous page REMOVAL OF SMOKE/FUMES

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

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F/CTL - L + R ELEV FAULT

Ident.: **EMER-27-00007051.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320 or A321)

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

Use manual pitch trim.
Do not use speed brakes.
Maximum speed: 320 kt/M 0.77
Use FLAPS 3 for landing.
Set GPWS LDG FLAP 3 to ON.
Approach speed = VREF + 10 kt
Apply necessary landing performance corrections.

F/CTL - FLAP LVR NOT ZERO

Ident.: **EMER-27-00009325.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (28479 or 28916))

Set flaps lever to 0.

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HYD - G + B SYS LO PR

Ident.: **EMER-29-00007048.0003001 / 02 DEC 13** **APPROVED**
Criteria: ((A320 and (26925 and 35220)) or (A319 and 26925))

LAND ASAP

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

Maneuver with care.

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

  Manually confirm RAT on.

  Minimum RAT speed: 140 kt

Turn off associated pumps.
Do not use speed brakes.

- **For approach and landing:**

  Note: *Flaps extend slowly.*

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

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

  Approach speed = VREF + 25 kt

  Apply necessary landing performance corrections.

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

HYD - B + Y SYS LO PR

Ident.: **EMER-29-00007049.0003001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320) and 26925)

LAND ASAP

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

Maneuver with care.

- **If yellow system has been lost by ENG 2 PUMP LO PR:**
  Turn on YELLOW ELEC PUMP.
- **If blue system has been lost by ELEC PUMP LO PR:**
  Manually confirm RAT on.
  Minimum RAT speed: 140 kt

Turn off associated pumps.
Do not use speed brakes.

- **For approach and landing:**

  Note: *Slats and flaps extend slowly.*

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

  Apply necessary landing performance corrections.

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

HYD - G + Y SYS LO PR

Ident.: **EMER-29-00007050.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320)

LAND ASAP

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

Maneuver with care.
Turn off PTU.
Turn off associated pumps.

- **If yellow system has been lost by ENG 2 PUMP LO PR:**
  Turn on YELLOW ELEC PUMP.
- **For approach and landing:**

  Note: *Slats extend slowly.*

  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*
  Approach speed = VREF + 25 kt
  Apply necessary landing performance corrections.

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

  Apply maximum brake pressure: 1 000 PSI.

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

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L/G - GEAR NOT DOWNLOCKED

Ident.: **EMER-32-00007052.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

Recycle landing gear.

- **If unsuccessful after 2 min:**
  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION*.

LOSS OF BRAKING

Ident.: **EMER-32-00009809.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If autobrake selected:**
  Take over brake control with brake pedals.
- **If no braking available:**
  Apply maximum reverse thrust.
  Release brake pedals.
  Turn off antiskid.
  Press brake pedals.
  Apply maximum brake pressure 1 000 PSI.
  - **If still no braking:**
    Use short and successive applications of the parking brake.

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ABNORMAL V ALPHA PROT

Ident.: **TDU / EMER-34-00016060.0001001 / 05 DEC 14** **APPROVED**
Criteria: SA
Impacted DU: NONE
Belongs to TR502 Issue 1

- **At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:**
  Keep on one ADR.
  Turn off two ADRs.
- **If the Alpha Max strip (red) hides completely the Alpha Prot strip (black and amber) in a stabilized wings-level flight path (without an increase in load factor):**
  Keep on one ADR.
  Turn off two ADRs.
  In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION	RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK)

  Consider using the Flight Path Vector (FPV).
- **If the Alpha Prot strip (black and amber) rapidly moves by more than 30 kt during flight maneuvers (with an increase in load factor), with AP ON and speed brakes retracted:**
  Keep on one ADR.
  Turn off two ADRs.
  In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION	RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK)

  Consider using the Flight Path Vector (FPV).

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DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)

Ident.: **EMER-70-00007039.0011001 / 23 NOV 09** **APPROVED**
Criteria: (319-111 or 319-112 or 319-115)

LAND ASAP

Note: *1. Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*
2. Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.

The minimum speed for correct CSMG operation is 140 kt.

Manually confirm emergency electrical power on.
Set all thrust levers to idle.
Turn off then on FAC 1.

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

- **If there is fuel remaining on board:**
  Attempt engines relight with optimum relight speed 300 kt.
  Refer to ABN-70 ENG RELIGHT IN FLIGHT.
  Determine landing strategy.
  Notify ATC.
  - **If no engine relight after 30 s:**
    Set both engine master levers to OFF during 30 s then ON.
    - **If engine relight unsuccessful:**
      Use crew oxygen masks above FL 100.
      Start APU when below FL 250.
      - **When below FL 200 and APU available:**
        Turn off wing anti-ice and re-attempt engines relight (one at a time) using APU bleed.
    - **If engine relight still unsuccessful:**
      Optimum speed: green dot
      Prepare cabin and cockpit.
      Turn on cabin signs.
      Turn off galleys and COMMERCIAL (if installed).
      Use rudder with care.
      Turn on RAM AIR when below FL 150.

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Continued from the previous page DUAL ENG FAILURE (BOTH ENGINES FLAME OUT)

- **If no fuel on board:**

  Optimum speed: 215 kt then green dot.
  Determine landing strategy.
  Notify ATC.
  Use crew oxygen masks above FL 100.
  Prepare cabin and cockpit.
  Turn on cabin signs.
  Turn off galleys and COMMERCIAL (if installed).
  Use rudder with care.
  Turn on RAM AIR when below FL 150.

- **For approach and landing:**

  Minimum approach speed: 150 kt
  Use FLAPS 3 for landing.

  Note: *1. Flaps are inoperative.*
  2. Slats extend slowly.

  - **If forced landing anticipated:**

    Apply forced landing procedure. *Refer to EMER-90 FORCED LANDING*.

  - **If ditching anticipated:**

    Apply ditching procedure. *Refer to EMER-90 DITCHING*.

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

ENG - 1(2) OIL LO PR

Ident.: **EMER-70-00007040.0001001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

- **If OIL PR below 13 PSI:**

  Shut down affected engine.

STALL RECOVERY

Ident.: **EMER-90-00013505.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

Apply nose down pitch control.
Use lateral control to level wings.

- **When out of stall:**
  Smoothly increase thrust as needed.
  Check that speed brakes are retracted.
  Smoothly recover the flight path.
  - **If in clean configuration and below 20 000 ft:**
    Select FLAPS 1.

EMER DESCENT

Ident.: **TDU / EMER-90-00016883.0001001 / 07 OCT 15** **APPROVED**
Criteria: SA
Impacted DU: 00006626 EMER DESCENT
Belongs to TR566 Issue 1

Use crew oxygen masks.
Turn on cabin signs.
Initiate an emergency descent.
Set all thrust levers to idle (if autothrust is not active).
Extend full speed brakes.
Descend at the maximum appropriate speed.

CAUTION	If structural damage suspected, reduce speed as appropriate and maneuver with care.

Set ENG START selector to IGN START.
Notify ATC of the nature of emergency.
Notify the cabin of emergency descent.
Consider squawk 7700 on ATC transponder.
Maximum flight level is the higher one of: FL 100 or MEA-MORA.

- **If cabin altitude above 14 000 ft:**
  Manually confirm passengers oxygen masks on.

EMER DESCENT

Ident.: **EMER-90-00006626.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA
Impacted by TDU: 00016883 EMER DESCENT

Use crew oxygen masks.
Notify the cabin of emergency descent.
Turn on cabin signs.
Initiate an emergency descent.
Set all thrust levers to idle (if autothrust not engaged).
Extend full speed brakes.
Descend at maximum appropriate speed to the higher one of: FL 100 or MEA-MORA.

CAUTION	If structural damage suspected, reduce speed as appropriate and maneuver with care.

Set ENG START selector to IGN START.
Notify ATC of the nature of emergency.
Consider squawk 7700 on ATC transponder.
Maximum flight level is the higher one of: FL 100 or MEA-MORA.

- **If cabin altitude above 14 000 ft:**
  Manually confirm passengers oxygen masks on.

EMERGENCY EVACUATION

Ident.: **EMER-90-00006625.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **When aircraft stopped:**

  Set parking brake to ON.

  Notify ATC with VHF 1.

  Alert cabin crew.

  - **If MAN CAB PR has been used:**

    Check cabin differential pressure at zero before opening the doors.

  Set both engine master levers to OFF.

  Push all FIRE pushbuttons (engines and APU).

  Discharge all fire agents (engines and APU) as required.

  - **If evacuation required:**

    Initiate evacuation.

  - **If evacuation not required:**

    Notify cabin crew and passengers to remain seated.

DITCHING

Ident.: **EMER-90-00006622.0002001 / 14 JAN 15** **APPROVED**
Criteria: ((A319 or A320 or A321) and 31276)

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.
Prepare cockpit and cabin.
Turn off TAWS - GPWS.
Turn on cabin signs.
Turn on emergency exit lights.
Turn off COMMERCIAL.
Set landing elevation to sea level.

- **If time and conditions permit:**
  Turn on Emergency Locator Transmitter (ELT) (if installed).
- **For approach:**
  Keep landing gear up.
  Use maximum available slats/flaps.

  Note: *In case of dual engine failure, use FLAPS 3.*

  Set ENG MODE selector to NORM.
- **At 2 000 ft AGL:**
  Check CAB PR MODE SEL is in AUTO position.
  Turn off all bleeds (engines and APU).
  Notify cabin crew for ditching.
  Set DITCHING to ON.

  Note: *Touchdown should be made at 11 ° pitch attitude with minimum aircraft vertical speed.*
- **At 500 ft AGL:**
  Order brace for impact.
- **At touchdown:**
  Set both engine master levers to OFF.
  Shut down APU.
- **After ditching:**
  Notify ATC with VHF 1.
  Push all FIRE pushbuttons (engines and APU).
  Discharge all fire agents (engines and APU).

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Continued from the previous page DITCHING

Initiate evacuation.

Check emergency locator transmitter is emitting (if installed).

FORCED LANDING

Ident.: **EMER-90-00006621.0002001 / 14 JAN 15** **APPROVED**
Criteria: ((A319 or A320 or A321) and 31276)

Notify ATC and cabin crew of the nature of emergency or use transponder (if available) as required.
Prepare cockpit and cabin.
Turn off TAWS - GPWS.
Turn on cabin signs.
Turn on emergency exit lights.
Turn off COMMERCIAL.
Manually set the landing elevation.

- **If time and conditions permit:**
  Turn on Emergency Locator Transmitter (ELT) (if installed).
- **For approach:**
  Turn on RAM AIR.
  Extend landing gear.

  Note: *In case of dual engine failure, extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.*

  Use maximum available slats/flaps.

  Note: *In case of dual engine failure, use FLAPS 3.*

  Arm ground spoilers.
  Maximum brake pressure: 1 000 PSI.
- **At 2 000 ft AGL:**
  Notify cabin crew for landing.
- **At 500 ft AGL:**
  Order brace for impact.
- **At touchdown:**
  Set both engine master levers to OFF.
  Shut down APU.
- **After landing:**
  - **When aircraft stopped:**
    Set parking brake to ON.
    Notify ATC with VHF 1.

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Continued from the previous page FORCED LANDING

Push all FIRE pushbuttons (engines and APU).

Discharge all fire agents (engines and APU).

- **If evacuation required:**
  Initiate evacuation.
- **If evacuation not required:**
  Notify cabin crew and passengers to remain seated.

Check emergency locator transmitter is emitting (if installed).

EMERGENCY LANDING (ALL ENGINES FAILURE)

Ident.: **EMER-90-00021836.0002001 / 11 AUG 17** **APPROVED**
Criteria: (A319 or A320 or A321)

Start APU (if available).
Use FLAPS 2.
Approach speed:

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

- **For ditching:**
  Keep landing gear up.
  Set DITCHING to ON.
- **For forced landing:**
  Arm ground spoilers.
  Extend landing gear by gravity *Refer to ABN-32 L/G GRAVITY EXTENSION*

- **At 500 ft AGL or below:**
  Order brace for impact.
- **For flare:**
  Touchdown should be made with minimum aircraft vertical speed, and for ditching target 11 ° pitch attitude.
- **At touchdown:**
  Set both engine master levers to OFF.
  Shut down APU.
  Apply Emergency Evacuation procedure: *Refer to EMER-90 EMERGENCY EVACUATION*.

ABNORMAL PROCEDURES

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ABN-GEN GENERAL

INTRODUCTION....A
LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE....B

ABN-OEI ONE ENGINE INOPERATIVE

ABN-OEI-TO TAKEOFF

ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)....A
ENGINE FAILURE BETWEEN V1 AND V2....B
ENGINE FAILURE DURING INITIAL CLIMB OUT....C

ABN-OEI-LDG APPROACH AND LANDING

APPROACH AND LANDING....A
MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)....B
BALKED LANDING....C

ABN-21 AIR COND/PRESS/VENT

AIR - PACK 1 + 2 FAULT....A
CAB PR - SYS 1 + 2 FAULT....B
CAB PR - SAFETY VALVE OPEN....C
COND - HOT AIR FAULT....D
VENT - SKIN VALVE FAULT....E

ABN-22 AUTO FLIGHT SYSTEM

ABN-22-AUTOFLT AUTO FLIGHT SYSTEM

AUTO FLT - FCU 1(2) FAULT....A
AUTO FLT - RUD TRV LIM SYS....B
AUTO FLT - FAC 1+2 FAULT....C
AUTO FLT - YAW DAMPER SYS....D

ABN-22-CATII FAILURES OR WARNINGS DURING A CAT II APPROACH WITH OR WITHOUT AUTOMATIC LANDING

Multiple Failures or Warnings (CAT II)....A
Altitude Loss with Autopilot Malfunction (CAT II)....B
Failure Leading to Slats/Flaps less than FLAPS 3 (CAT II)....C
Antiskid System and/or Nosewheel Steering Failure (CAT II)....D
Alpha Floor Activation (CAT II)....E
One Engine Failure (CAT II)....F
Red "RA" Flag on two PFDs (CAT II)....G
Amber "CHECK ATT" Flag on two PFDs (CAT II)....H
Red "ATT" Flag on one PFD (CAT II)....I
Diagonal Line or "INVALID DATA" on one PFD and one ND (CAT II)....J

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Amber "CHECK HDG" Flag on two PFDs and on two NDs (CAT II)....K
Red "HDG" Flag on one PFD and one ND (CAT II)....L
Red "SPD" Flag on one PFD (CAT II)....M
"AP OFF" Warning (CAT II)....N
Loss of "CAT 2" Capability (CAT II)....O
LOC or G/S Excessive Deviation on PFD (CAT II)....P
"AUTOLAND" Light (CAT II)....Q
A/THR Fault (CAT II)....R
No "LAND" at 350 ft (CAT II)....S
Incorrect Selected Course at 350 ft > 5 deg (CAT II)....T
No "FLARE" at 30 ft (CAT II)....U

ABN-22-CATIIIDH FAILURES OR WARNINGS DURING A CAT III APPROACH WITH DH

Multiples Failures or Warnings (CAT III with DH)....A
Failure Leading to Slats/Flaps less than CONF 3 (CAT III with DH)....B
Nosewheel Steering Failure (CAT III with DH)....C
Antiskid Failure (CAT III with DH)....D
Alpha Floor Activation (CAT III with DH)....E
One Engine Failure (CAT III with DH)....F
Auto Callout RA Failure (CAT III with DH)....G
Red "RA" Flag on two PFDs (CAT III with DH)....H
Amber "CHECK ATT" Flag on two PFDs (CAT III with DH)....I
Red "ATT" Flag on one PFD (CAT III with DH)....J
Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III with DH)....K
Red "HDG" Flag on one PFD and one ND (CAT III with DH)....L
Red "SPD" Flag on one PFD (CAT III with DH)....M
"AP OFF" Warning (CAT III with DH)....N
Capability Decrease (Except if due to A/THR Loss) (CAT III with DH)....O
Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III with DH)....P
LOC or G/S Excessive Deviation on PFD (CAT III with DH)....Q
"AUTOLAND" Light (CAT III with DH)....R
No "LAND" at 350 ft (CAT III with DH)....S
Incorrect Selected Course at 350 ft > 5 deg (CAT III with DH)....T
No "FLARE" at 30 ft (CAT III with DH)....U

ABN-22-CATIIInoDH FAILURES OR WARNINGS DURING A CAT III APPROACH WITH NO DH

Multiple Failures or Warnings (CAT III no DH)....A
Failure Leading to Slats/Flaps less than CONF 3 (CAT III no DH)....B
Nosewheel Steering Failure (CAT III no DH)....C
Antiskid Failure (CAT III no DH)....D
Alpha Floor Activation (CAT III no DH)....E

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One Engine Failure (CAT III no DH)....F
Auto Callout RA Failure (CAT III no DH).... G
Red "RA" Flag on two PFDs (CAT III no DH).... H
Amber "CHECK ATT" Flag on two PFDs (CAT III no DH)....I
Red "ATT" Flag on one PFD (CAT III no DH)....J
Amber "CHECK HDG" Flag on two PFDs and two NDs (CAT III no DH)....K
Red "HDG" Flag on one PFD and one ND (CAT III no DH)....L
Red "SPD" Flag on one PFD (CAT III no DH)....M
"AP OFF" Warnings (CAT III no DH)....N
Capability Decrease (Except if due to A/THR Loss) (CAT III no DH).... O
Total Loss of A/THR ("CAT 3" Decreases to "CAT 2") (CAT III no DH).... P
LOC or G/S Excessive Deviation on PFD (CAT III no DH)....Q
"AUTOLAND" Light (CAT III no DH)....R
No "LAND" at 350 ft (CAT III no DH).... S
Incorrect Selected Course at 350 ft > 5 deg (CAT III no DH)....T
No "FLARE" at 30 ft (CAT III no DH).... U

ABN-24 ELECTRICAL POWER

ELEC - AC ESS BUS FAULT.... A
ELEC - AC BUS 1 FAULT.... B
ELEC - AC BUS 2 FAULT.... C
ELEC - DC ESS BUS FAULT....D
ELEC - DC BUS 1 FAULT.... E
ELEC - DC BUS 2 FAULT.... F
ELEC - DC EMER CONFIG.... G
ELEC - DC BUS 1 + 2 FAULT.... H
ELEC - DC ESS BUS SHED....I

ABN-27 FLIGHT CONTROLS

F/CTL - FLAPS FAULT.... A
F/CTL - FLAPS LOCKED....B
F/CTL - SLATS FAULT.... C
F/CTL - SLATS LOCKED....D
APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.... E
PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION.... F
F/CTL - SPLR FAULT....G
F/CTL - GND SPLR FAULT....H
F/CTL - SPD BRK DISAGREE....I
F/CTL - SPD BRK FAULT....J
F/CTL - RUDDER JAM.... K

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F/CTL - STOP RUDDER INPUT L
F/CTL - L (R) ELEV FAULT ..... M
F/CTL - ELAC 1(2) FAULT ..... N
F/CTL - SEC FAULT ..... O
F/CTL - FCDC 1 + 2 FAULT ..... P
F/CTL - STABILIZER JAM ..... Q
F/CTL - ATLN LAW (PROT LOST) ..... R
F/CTL - DIRECT LAW (PROT LOST) ..... S

ABN-28 FUEL

FUEL - L(R) TK PUMP 1+2 LO PR ..... A
FUEL - L(R) WING TK LO LVL ..... B
FUEL - L+R WING TK LO LVL C
FUEL - CTR TK PUMPS LO PR ..... D
FUEL GRAVITY FEEDING ..... E
FUEL - L INNER (R INNER) (L OUTER) (R OUTER) TK HI TEMP ..... F
FUEL IMBALANCE ..... G
FUEL LEAK ..... H

ABN-29 HYDRAULIC

HYD - G SYS LO PR ..... A
HYD - Y SYS LO PR ..... B
HYD - B SYS LO PR C
HYD - RSVR LO AIR PR ..... D
HYD - RSVR OVHT ..... E
HYD - RSVR LO LVL ..... F

ABN-30 ICE AND RAIN PROTECTION

ANTI ICE - CAPT (F/O) PROBES HEAT FAULT ..... A
DOUBLE AOA HEAT FAILURE ..... B
WING A.ICE - SYS FAULT or OFF C
ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT ..... D
ANTI ICE - ALL PITOT HEAT FAULT ..... E

ABN-31 INDICATING/RECORDING SYSTEM

FWS - FWC 1 + 2 FAULT ..... A
FWS - SDAC 1 + 2 FAULT ..... B
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ABN-32 LANDING GEAR

L/G GRAVITY EXTENSION.....A
L/G - GEAR NOT UPLOCKED.....B
L/G - GEAR UPLOCK FAULT.....C
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L/G - DOORS NOT CLOSED.....E
BRAKES - A-SKID N-WS FAULT or OFF.....F
BRAKES - HOT.....G
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BRAKES - NORM BRK FAULT.....I
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ABN-34 NAVIGATION

NAV - RA 1+2 FAULT.....A
NAV - IR 1+2 (1+3) (2+3) FAULT.....B
NAV IR DISAGREE.....C
NAV - ADR 1+2 FAULT.....D
NAV - ADR 1+3 FAULT.....E
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ABN-36 PNEUMATIC

AIR - ENG 1(2) BLEED HI TEMP.....A
AIR - ENG 1(2) BLEED FAULT.....B
AIR - ENG 1(2) BLEED ABNORM PR.....C
AIR - X BLEED FAULT.....D
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AIR - ENG 1(2) BLEED LEAK.....F
AIR - ENG 1(2) BLEED LO TEMP.....G
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ABN-52 DOORS

DOOR - DOOR NOT CLOSED.....A

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ABN-70 POWER PLANT

ENG - STALL....A
ENG COMPRESSOR VANE/ENG STALL on ground....B
ENG - FAIL....C
ENG - SHUTDOWN....D
ENG - REV PRESSURIZED....E
ENG - REVERSE UNLOCKED....F
ENG - REVERSER FAULT....G
ENG - THR LEVER FAULT....H
ENG - THR LEVER DISAGREE....I
ENG - OIL HI TEMP....J
ENG - FADEC FAULT....K
ENG - FADEC HI TEMP (FADEC OVHT)....L
ENG - N1 (N2) (EGT) OVERLIMIT....M
ENG RELIGHT IN FLIGHT....N

ABN-90 MISCELLANEOUS

BOMB ON BOARD....A
OVERWEIGHT LANDING....B
REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE....C

INTRODUCTION

Ident.: **ABN-GEN-00007087.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.

The following important remarks apply:

1. These procedures give information related to system and operational requirements and cover the actions to be followed in case of failures which are not considered as emergency cases (these cases are covered in EMERGENCY PROCEDURES chapter).
2. Only particular operations which are considered useful to highlight are presented. The procedures which are considered to be "basic airmanship" are therefore not covered.
3. For a definition of LAND ASAP,*Refer to GEN-DEF LAND ASAP Definition*.

When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.
These procedures are approved by the Airworthiness Authorities as acceptable procedures for operation of the aircraft. This approval does not prevent the operator from developing equivalent procedures, provided these procedures are approved by appropriate Operational Authorities.
In case of discrepancy between procedures displayed on the ECAM and procedures stated in the AFM, the AFM procedures have always precedence.
Unless otherwise specified in the procedures, the minimum speed to be used for approach and landing is the VLS corresponding to the configuration requested by the procedure.

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

LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE

Ident.: **ABN-GEN-00015178.0001001 / 14 JUL 17** **APPROVED**
Criteria: SA

RUNWAY CONDITION DETERMINATION

The flight crew shall obtain the runway condition and/or the depth and type of runway contaminant to make the basic assessment of actual condition. Estimated Surface Friction (Mu) or Pilot Reports of Braking Action (PiRep) or similar qualitative information may be used in addition.
Landing distance determination must not consider a better Braking Action than the one related to the runway condition.

Runway Condition	Max Reported Braking Action
Dry	6 - DRY
Wet	5 - GOOD
Compacted Snow	4 - GOOD to MEDIUM
More than 3 mm of Dry or Wet Snow	3 - MEDIUM
More than 3 mm of Standing Water or Slush	2 - MEDIUM to POOR
Ice (Cold and Dry)	1 - POOR

LANDING DISTANCE DETERMINATION

The landing distance to be applied in the case of failure is the Operational Landing Distance (OLD).
The OLD can be determined by selecting the failure case in the IN-FLIGHT FAILURE field of the AFM_OCTO interface, using the database given in the PERFORMANCE chapter of this manual (*Refer to PERF-OCTO Performance Database*), combined with LSAE05.fail file using the AFM_OCTO approved FM module at revision 32 or higher.

ENGINE FAILURE BEFORE V1 (REJECTED TAKEOFF)

Ident.: **ABN-OEI-TO-00007100.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Immediately reduce all engine thrust levers to idle.
Monitor autobrake operation.
Take over control with brake pedals if necessary.

Note:
1. *If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.*
2. *If takeoff is rejected above 100 kt, it is recommended that maximum reverse thrust is selected.*
3. *It is mandatory to use the maximum reverse thrust when the performance takes benefit of the reverse thrust effect.*

ENGINE FAILURE BETWEEN V1 AND V2

Ident.: **ABN-OEI-TO-00007102.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

- **If the engine failure occurs before VR:**

  Use rudder conventionally to maintain runway centerline.

- **At VR:**

  Rotate the aircraft with a positive side stick input to achieve a normal and continuous rotation rate to a pitch attitude of 12.5 °.

- **Once airborne and with positive rate of climb:**

  Retract landing gear.

  Maintain airspeed not below V2.

  SRS guidance should be followed when FD pitch order is established.

  Use rudder to prevent yaw. Shortly after lift off, the β target will appear. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

- **At acceleration height:**

  Level off.

  - **If aircraft in configuration 2 or 3:**

    Accelerate up to F speed and select configuration 1.

  Accelerate up to S speed and select configuration 0.

  At slats zero, β target will disappear: center the sideslip indication conventionally.

  Accelerate up to green dot speed and start climbing at this speed.

  Reduce thrust to maximum continuous (If already in the MCT/FLX gate, move thrust lever to CL and back to MCT).

<u>Note:</u> *In the case of takeoff performed with reduced thrust (flexible takeoff), even if the one engine out takeoff performance is always met with reduced thrust, selection of full takeoff thrust may be done after engine failure.*

ENGINE FAILURE DURING INITIAL CLIMB OUT

Ident.: **ABN-OEI-TO-00007103.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Proceed as for takeoff with engine failure between V1 and V2 (*Refer to ABN-OEI-TO ENGINE FAILURE BETWEEN V1 AND V2*). However, if failure occurs above V2, it is recommended to maintain the speed reached after recovery, or SRS commanded attitude. In any case, the speed must not be below V2.

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APPROACH AND LANDING

Ident.: **ABN-OEI-LDG-00007104.0002001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A321)

Set ENG MODE selector to IGN START.
Select the standard configuration (CONF3 and CONF FULL) for approach and landing.
Minimum final approach and landing speed: 1.23 VS1G of the landing configuration.

Note: *1. On the ECAM F/CTL page, check that the rudder trim compensates the aircraft in the correct direction.*
2. If the engine is inoperative before starting the approach, the minimum DH to perform automatic approach, automatic landing and automatic roll out must be at least 50 ft.

MISSED APPROACH (FROM INTERMEDIATE APPROACH CONFIGURATION)

Ident.: **ABN-OEI-LDG-00007105.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Apply go-around thrust.
Rotate the aircraft to a pitch attitude of 12.5 ° or as directed by SRS pitch command bar.
Maintain intermediate approach speed.
Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

- **At acceleration height:**

  Level off.

  - **If aircraft in configuration 2 or 3:**

    Accelerate up to F speed and select configuration 1.

  Accelerate up to S speed and select configuration 0.

  At slats zero, β target will disappear: center the sideslip indication conventionally.

  Accelerate up to green dot speed and start climbing at this speed.

  Reduce thrust to maximum continuous.

BALKED LANDING

Ident.: **ABN-OEI-LDG-00007106.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A320 or A321)

Apply go-around thrust.
Rotate the aircraft to a pitch of 12.5 ° or as directed by the SRS pitch command bar.
Retract slats/flaps one step.
Maintain final approach and landing speed.

- **When positive rate of climb established:**

  Retract landing gear.

  If necessary, maintain a speed above the required speed to comply with approach climb gradient. *Refer to PERF-LDG Approach Climb and Landing Climb*.

  Use rudder to prevent yaw. Adjust rudder position to zero the β target. Control heading conventionally with bank, keeping β target zeroed with the rudder.

- **At acceleration height:**

  Level off.

  - **If aircraft in configuration 2 or 3:**

    Accelerate up to F speed and select configuration 1.

  Accelerate up to S speed and select configuration 0.

  At slats zero, β target will disappear: center the sideslip indication conventionally.

  Accelerate up to green dot speed and start climbing at this speed.

  Reduce thrust to maximum continuous.

AIR - PACK 1 + 2 FAULT

Ident.: **ABN-21-00007161.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

Turn off both packs.
Descend to the higher one of: FL 100 or MEA.

Note: *If only one pack was overheated, recover the affected pack once overheat has disappeared.*

- **When at or below FL 100 or MEA and cabin differential pressure below 1 PSI:**
  Turn on RAM AIR.

CAB PR - SYS 1 + 2 FAULT

Ident.: **ABN-21-00006672.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Use manual pressurization mode.
Monitor cabin altitude and differential pressure are within limits.
During final approach, maintain the cabin vertical speed switch in the UP position.
Check cabin differential pressure at zero before opening doors.

CAB PR - SAFETY VALVE OPEN

Ident.: **ABN-21-00007162.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 35220)

- **If cabin differential pressure below 0 PSI:**
  Expect HI CAB rate.
  Reduce aircraft vertical speed.
- **If cabin differential pressure above 8 PSI:**
  Use manual pressurization mode.
  Monitor cabin altitude and differential pressure are within limits.
  - **If unsuccessful:**
    Reduce aircraft altitude.

During final approach, maintain the cabin vertical speed switch in the UP position.

COND - HOT AIR FAULT

Ident.: **ABN-21-00007164.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off hot air (if not automatically done).

- **If unsuccessful:**

  Turn off both packs. *Refer to ABN-21 AIR - PACK 1 + 2 FAULT*.

VENT - SKIN VALVE FAULT

Ident.: **ABN-21-00007165.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

Set ventilation blower to OVRD.
Set ventilation extract to OVRD.

- **If unsuccessful:**

  Maximum flight level is the higher one of: FL 100 or MEA.

  Use manual pressurization mode.

  Maintain the cabin vertical speed switch in the UP position.

AUTO FLT - FCU 1(2) FAULT

Ident.: **ABN-22-AUTOFLT-00009309.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

At each baro setting change on FCU, crosscheck the validity of both PFD altitude information with the standby altimeter.

AUTO FLT - RUD TRV LIM SYS

Ident.: **ABN-22-AUTOFLT-00006936.0005001 / 03 AUG 10** **APPROVED**
Criteria: ((A318 or A319) and 37871)

Use rudder with care above 140 kt.
Turn off then on both FACs one after the other.
Use differential braking if necessary as soon as main gears are on ground.
Maximum crosswind for landing: 15 kt.
Do not use autobrake.

AUTO FLT - FAC 1+2 FAULT

Ident.: **ABN-22-AUTOFLT-00009311.0002001 / 15 MAY 17** **APPROVED**
Criteria: ((318-121 or 318-122) or ((318-111 or 318-112 or A319) and (36847 or 37871)))

Use rudder with care above 140 kt.
Turn off then on both FACs one after the other.

- **If unsuccessful:**
  Turn off both FACs.

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

For go-around, set thrust levers to TOGA.

AUTO FLT - YAW DAMPER SYS

Ident.: **ABN-22-AUTOFLT-00009310.0001001 / 03 AUG 10** **APPROVED**
Criteria: SA

Turn off then on both FACs one after the other.

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

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MULTIPLE FAILURES OR WARNINGS (CAT II)

Ident.: **ABN-22-CATII-00009313.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

ALTITUDE LOSS WITH AUTOPILOT MALFUNCTION (CAT II)

Ident.: **ABN-22-CATII-00009795.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

DEMONSTRATED ALTITUDE LOSS BELOW GLIDE SLOPE WITH AUTOPILOT MALFUNCTION

In approach one AP engaged in APPR mode, with take over 1 s after failure recognition, the path deviation is negligible.

FAILURE LEADING TO SLATS/FLAPS LESS THAN FLAPS 3 (CAT II)

Ident.: **ABN-22-CATII-00009315.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Revert to CAT I minima.
Disengage the autopilot no later than 500 ft.

ANTISKID SYSTEM AND/OR NOSEWHEEL STEERING FAILURE (CAT II)

Ident.: **ABN-22-CATII-00009338.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Disconnect the autopilot at touchdown or when the failure occurs during landing roll.

ALPHA FLOOR ACTIVATION (CAT II)

Ident.: **ABN-22-CATII-00009342.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If activation occurs above 1 000 ft:**
  Check the speed.
  Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).
- **If activation occurs below 1 000 ft:**
  Go around if visual references are not sufficient.

Note: *Alpha floor protection is inhibited below 100 ft at landing.*

ONE ENGINE FAILURE (CAT II)

Ident.: **ABN-22-CATII-00009343.0002001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A321)

Note: *Automatic approach, landing and rollout have been demonstrated with one engine inoperative before initiating the approach.*

- **If failure occurs above 1 000 ft:**
  Apply the standard One Engine Inoperative procedure.*Refer to ABN-OEI-LDG APPROACH AND LANDING*.
- **If failure occurs between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If failure occurs below DH:**
  Land if external visual references are sufficient.

RED "RA" FLAG ON TWO PFDS (CAT II)

Ident.: **ABN-22-CATII-00009344.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears above 1 000 ft:**
  Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

Note: *AP/FD not available in APPR mode.*

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT II)

Ident.: **ABN-22-CATII-00009349.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Check aircraft attitude with the standby horizon.
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT II approach is still possible.
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient using standby horizon.
- **If alert appears below DH:**
  Land if external visual references are sufficient.

RED "ATT" FLAG ON ONE PFD (CAT II)

Ident.: **ABN-22-CATII-00009350.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT II approach is still possible.
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

DIAGONAL LINE OR "INVALID DATA" ON ONE PFD AND ONE ND (CAT II)

Ident.: **ABN-22-CATII-00009351.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT II approach is still possible.
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If alert appears below DH:**
  Land if external visual references are sufficient.

AMBER "CHECK HDG" FLAG ON TWO PFDS AND ON TWO NDS (CAT II)

Ident.: **ABN-22-CATII-00009352.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Check heading with standby compass.
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT II approach is still possible.
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If alert appears below DH:**
  Land if external visual references are sufficient.

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT II)

Ident.: **ABN-22-CATII-00009353.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT II approach is still possible.
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

RED "SPD" FLAG ON ONE PFD (CAT II)

Ident.: **ABN-22-CATII-00009354.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT II approach is still possible.
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

"AP OFF" WARNING (CAT II)

Ident.: **ABN-22-CATII-00009355.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears above 1 000 ft:**
  Try to recover.
  - **If no recovery:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

LOSS OF "CAT 2" CAPABILITY (CAT II)

Ident.: **ABN-22-CATII-00009314.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If CAT 2 not displayed on FMA above 1 000 ft:**
  Try to recover.
  - **If no recovery:**
    Revert to CAT I minima.
- **If CAT 2 disappears on FMA between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If CAT 2 disappears on FMA below DH:**
  Land if visual references are sufficient.

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT II)

Ident.: **ABN-22-CATII-00009356.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 200 ft:**
  Monitor ILS/MLS tracking.
- **If alert appears between 200 ft and DH:**
  Go around if visual references are not sufficient.
- **If alert appears below DH:**
  Land if external references are sufficient.

"AUTOLAND" LIGHT (CAT II)

Ident.: **ABN-22-CATII-00009357.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears between 200 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual reference are sufficient.

A/THR FAULT (CAT II)

Ident.: **ABN-22-CATII-00009358.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 1 000 ft:**
  Change over the autopilot and try to reengage the autothrust.
  - **If unsuccessful:**
    Control the thrust manually.
- **If alert appears between 1 000 ft and DH:**
  Control the thrust manually.
- **If alert appears below DH:**
  Land if external visual references are sufficient.

NO "LAND" AT 350 FT (CAT II)

Ident.: **ABN-22-CATII-00009359.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT II)

Ident.: **ABN-22-CATII-00009360.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Continue the landing and disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT II)

Ident.: **ABN-22-CATII-00009361.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Disconnect the autopilot.
Land manually.

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MULTIPLES FAILURES OR WARNINGS (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009366.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING TO SLATS/FLAPS LESS THAN CONF 3 (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009383.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Revert to CAT I minima.
Disconnect the autopilot no later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009382.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 350 ft:**
  Revert to CAT III with DH 50 ft.
  At touchdown, disconnect the autopilot.
- **If failure occurs between 350 ft and 100 ft:**
  Go around if visual references are not sufficient.
  At touchdown, disconnect the autopilot.
- **If failure occurs below 100 ft:**
  Continue the landing.
  At touchdown, disconnect the autopilot.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*
- **If failure appears during landing roll:**
  Disconnect autopilot.

ANTISKID FAILURE (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009381.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 350 ft:**
  Revert to CAT III SINGLE minima.
  At touchdown, disconnect the autopilot.
- **If failure occurs between 350 ft and 100 ft:**
  Go around if visual references are not sufficient.
  At touchdown, disconnect the autopilot.
- **If failure occurs below 100 ft:**
  Continue the landing.
  At touchdown, disconnect the autopilot.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*
- **If failure appears at landing roll:**
  Disconnect autopilot.

ALPHA FLOOR ACTIVATION (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009380.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If activation occurs above 1 000 ft:**
  Check speed.
  Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).
- **If activation occurs below 1 000 ft:**
  Go around if visual references are not sufficient.

Note: *At landing, alpha floor protection is inhibited below 100 ft.*

ONE ENGINE FAILURE (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009379.0002001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A321)

Note: *Automatic approach, landing and rollout have been demonstrated with one engine inoperative before initiating the approach.*

- **If failure occurs above 1 000 ft:**

  Apply the standard One Engine Inoperative procedure. *Refer to ABN-OEI-LDG APPROACH AND LANDING*.

  Revert to CAT III SINGLE minima.

- **If failure occurs between 1 000 ft and 100 ft:**

  Go around if visual references are not sufficient.

- **If failure occurs below 100 ft:**

  Continue the landing.

AUTO CALLOUT RA FAILURE (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009378.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs between 1 000 ft and 100 ft:**

  Go around if visual references are not sufficient.

- **If failure occurs below 100 ft:**

  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

RED "RA" FLAG ON TWO PFDS (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009377.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears above 1 000 ft:**
  Revert to CAT I minima.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

Note: *AP/FD is not available in APPR mode.*

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009386.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**

  Check aircraft attitude with the standby horizon.

  Use switching to recover valid data.

  - **If alert disappears:**

    A CAT III SINGLE is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III Dual is still possible after DMC switching. If warning does not disappear, revert to CAT I.*

  - **If alert persists:**

    Revert to CAT I minima.

- **If alert appears between 1 000 ft and 100 ft:**

  Go around if visual references are not sufficient using standby horizon.

- **If alert appears below 100 ft:**

  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate using standby horizon.*

RED "ATT" FLAG ON ONE PFD (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009385.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT III SINGLE is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If warning appears below 100 ft:**
  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

AMBER "CHECK HDG" FLAG ON TWO PFDS AND TWO NDS (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009376.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Check heading with standby compass.
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT III SINGLE is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If alert appears below 100 ft:**
  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009375.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If alert appears below 100 ft:**
  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

RED "SPD" FLAG ON ONE PFD (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009374.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If alert appears below 100 ft:**
  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

"AP OFF" WARNING (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009373.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears above 1 000 ft:**
  Try to reengage autopilot.
  - **If unsuccessful:**
    Revert to the available capability.
- **If warning appears between 1 000 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009372.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 1 000 ft:**
  Try to recover.
  - **If unsuccessful:**
    Revert to the available capability.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.

TOTAL LOSS OF A/THR ("CAT 3" DECREASES TO "CAT 2") (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009384.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 1 000 ft:**
  Disconnect AP1 (or change over if only one autopilot is engaged) and try to reengage the autothrust.
  - **If successful:**
    Continue to CAT III SINGLE minima.
  - **If not successful:**
    Continue to CAT II minima.
    Control the thrust manually.
- **If alert appears between 1 000 ft and 100 ft:**
  Continue to CAT II minima.
  Control the thrust manually.
- **If alert appears below 100 ft:**
  Continue the landing.

  Note: *A go-around must be performed if visual references are not sufficient at 50 ft for a CAT III SINGLE or at CAT II DH as appropriate.*

  Control the thrust manually.

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009371.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 200 ft:**
  Monitor ILS/MLS tracking.
- **If failure occurs between 200 ft and DH:**
  Go around if visual references are not sufficient.
- **If failure occurs below DH:**
  Land if external visual references are sufficient.

"AUTOLAND" LIGHT (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009370.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning appears between 200 ft and DH:**
  Go around if visual references are not sufficient.
- **If warning appears below DH:**
  Land if external visual references are sufficient.

NO "LAND" AT 350 FT (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009369.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009368.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Revert to CAT II minima.
Disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT III WITH DH)

Ident.: **ABN-22-CATIIIDH-00009367.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If visual references are not sufficient:**
  Go around.
- **If visual references are sufficient:**
  Disconnect autopilot.
  Land manually.

MULTIPLE FAILURES OR WARNINGS (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009393.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

In case of multiple failures or warnings, the most limiting applies.

FAILURE LEADING TO SLATS/FLAPS LESS THAN CONF 3 (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009394.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Revert to CAT I minima.
Disconnect autopilot no later than 500 ft.

NOSEWHEEL STEERING FAILURE (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009395.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 350 ft:**
  Revert to CAT III with DH 50 ft.
  At touchdown, disconnect the autopilot.
- **If failure occurs between 350 ft and 100 ft:**
  Go around if visual references are not sufficient.
  At touchdown, disconnect the autopilot.
- **If failure occurs below 100 ft:**
  Continue the landing.
  At touchdown, disconnect the autopilot.
- **If failure occurs during the landing roll:**
  Disconnect autopilot.

ANTISKID FAILURE (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009396.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 350 ft:**
  Revert to CAT III SINGLE minima.
  At touchdown, disconnect autopilot.
- **If failure occurs between 350 ft and 100 ft:**
  Go around if visual references are not sufficient.
  At touchdown, disconnect autopilot.
- **If failure occurs below 100 ft:**
  Continue the landing.
  At touchdown, disconnect autopilot.
- **If failure occurs during the landing roll:**
  Disconnect autopilot.

ALPHA FLOOR ACTIVATION (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009397.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If activation occurs above 1 000 ft:**
  Check the speed.
  Disconnect and reengage the autothrust mode (TOGA LK should disappear from the FMA).
- **If activation occurs below 1 000 ft:**
  Go around if visual references are not sufficient.

ONE ENGINE FAILURE (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009413.0002001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A321)

- **If failure occurs above 1 000 ft:**
  Apply the standard One Engine Inoperative procedure.*Refer to ABN-OEI-LDG APPROACH AND LANDING*.
  Revert to CAT III SINGLE minima.
- **If failure occurs between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If failure occurs below 100 ft:**
  Continue the landing.

AUTO CALLOUT RA FAILURE (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009398.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If failure occurs below 100 ft:**
  Continue the landing.

RED "RA" FLAG ON TWO PFDS (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009399.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If warning occurs above 1 000 ft:**
  Revert to CAT I minima.
- **If warning appears below 1 000 ft:**
  Go around if visual references are not sufficient.

Note: *AP/FD is not available in APPR mode.*

AMBER "CHECK ATT" FLAG ON TWO PFDS (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009400.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Check aircraft attitude with the standby horizon.
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient using standby horizon.
- **If alert appears below 100 ft:**
  Continue the landing.

RED "ATT" FLAG ON ONE PFD (CAT III NO DH)

Ident.: **ABN-22-CATIIIinoDH-00009401.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If warning appears below 100 ft:**
  Continue the landing.

AMBER "CHECK HDG" FLAG ON TWO PFDS AND TWO NDS (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009402.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If alert appears above 1 000 ft:**
  Check heading with standby compass.
  Use switching to recover valid data.
  - **If alert disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If alert persists:**
    Revert to CAT I minima.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If alert appears below 100 ft:**
  Continue the landing.

RED "HDG" FLAG ON ONE PFD AND ONE ND (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009403.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT III SINGLE approach is still possible.

    Note: *In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.*
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If warning appears below 100 ft:**
  Continue the landing.

RED "SPD" FLAG ON ONE PFD (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009404.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

CAUTION	Do not make any switching below 1 000 ft.

- **If warning appears above 1 000 ft:**
  Use switching to recover valid data.
  - **If warning disappears:**
    A CAT III SINGLE approach is still possible.

    Note: In case of diagonal line or "INVALID DATA" on one PFD and one ND due to DMC failure, a CAT III DUAL is still possible after DMC switching. If warning does not disappear, revert to CAT I.
  - **If warning persists:**
    Revert to CAT I minima.
- **If warning appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.
- **If warning appears below 100 ft:**
  Continue the landing .

"AP OFF" WARNINGS (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009405.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **If warning appears above 1 000 ft:**
  Try to reengage the autopilot.
  - **If unsuccessful:**
    Revert to the available capability.
- **If warning appears below 1 000 ft:**
  Go around if visual references are not sufficient.

CAPABILITY DECREASE (EXCEPT IF DUE TO A/THR LOSS) (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009406.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 1 000 ft:**
  Try to reengage the autopilot.
  - **If unsuccessful:**
    Revert to the available capability.
- **If alert appears between 1 000 ft and 100 ft:**
  Go around if visual references are not sufficient.

TOTAL LOSS OF A/THR ("CAT 3" DECREASES TO "CAT 2") (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009407.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert appears above 1 000 ft:**
  Disconnect the AP1 and try to reengage the autothrust.
  - **If successful:**
    Continue to CAT III SINGLE minima.
  - **If not successful:**
    Continue to CAT II minima.
    Control the thrust manually.
- **If alert appears between 1 000 ft and 100 ft:**
  Continue to CAT II minima.
  Control the thrust manually.
- **If alert appears below 100 ft:**
  Continue the landing.
  Control the thrust manually.

LOC OR G/S EXCESSIVE DEVIATION ON PFD (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009408.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If failure occurs above 200 ft:**
  Monitor ILS/MLS tracking.
- **If failure occurs below 200 ft:**
  Go around if visual references are not sufficient.

"AUTOLAND" LIGHT (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009409.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If alert occurs below 200 ft:**
  Go around if visual references are not sufficient.

NO "LAND" AT 350 FT (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009410.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Go around or perform a manual landing if visual references are sufficient.

INCORRECT SELECTED COURSE AT 350 FT > 5 DEG (CAT III NO DH)

Ident.: **ABN-22-CATIIIInoDH-00009411.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Revert to CAT II minima.
Disconnect autopilot at 50 ft at the latest.

NO "FLARE" AT 30 FT (CAT III NO DH)

Ident.: **ABN-22-CATIIInoDH-00009412.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If visual references are not sufficient:**
  Go around.
- **If visual references are sufficient:**
  Disconnect autopilot.
  Land manually.

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ELEC - AC ESS BUS FAULT

Ident.: **ABN-24-00007139.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 37871)

Set AC ESS FEED to ALTN.
Set ATC/XPDR to SYS 2.

ELEC - AC BUS 1 FAULT

Ident.: **ABN-24-00007140.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Set ventilation blower to OVRD.

Note: *1. Blue hydraulic system is inoperative. Refer to ABN-29 HYD - B SYS LO PR.*
2. Spoilers are partially inoperative.

ELEC - AC BUS 2 FAULT

Ident.: **ABN-24-00007141.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Set ventilation extract to OVRD.

ELEC - DC ESS BUS FAULT

Ident.: **ABN-24-00007143.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

Note: *1. Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*
2. For communication, only VHF 2 or VHF 3 are available.

Select audio switching.
Check baro reference on FCU.
Turn off GPWS.

- **For approach and landing:**

  Note: *Slats and flaps extend slowly.*

  - **If no ice accretion:**
    Apply necessary landing performance corrections.
  - **If ice accretion:**
    Approach speed = VLS + 10 kt
    Apply necessary landing performance corrections.

Note: *1. Blue hydraulic system is inoperative. Refer to ABN-29 HYD - B SYS LO PR.*
2. Spoilers are partially inoperative. Refer to ABN-27 F/CTL - SPLR FAULT.

ELEC - DC BUS 1 FAULT

Ident.: **ABN-24-00007148.0002001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 151269)

Set ventilation blower to OVRD.
Set ventilation extract to OVRD.

Avoid icing conditions.

ELEC - DC BUS 2 FAULT

Ident.: **ABN-24-00007150.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Set AIR DATA switching to F/O 3.
Check baro reference on FCU.

Note: *1. The Cockpit Door Locking System (CDLS) is inoperative (if installed).*
2. Slats and flaps extend slowly.
3. Half spoilers are inoperative.
4. SEC 2+3 are inoperative. Refer to ABN-27 F/CTL - SEC FAULT.

ELEC - DC EMER CONFIG

Ident.: **ABN-24-00007152.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

LAND ASAP

Manually confirm emergency electrical power on.
Minimum speed: 140 kt
Apply necessary landing performance corrections.

ELEC - DC BUS 1 + 2 FAULT

Ident.: **ABN-24-00007154.0002001 / 02 DEC 13** **APPROVED**
Criteria: (((A320 or A321) and 21678) or A319)

Note: *The Cockpit Door Locking System (CDLS) is inoperative (if installed).*

Set ventilation blower to OVRD.
Set ventilation extract to OVRD.
Check baro reference on FCU.

- **For approach and landing:**

  Note: *Slats and flaps extend slowly.*

  Apply necessary landing performance corrections.

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

ELEC - DC ESS BUS SHED

Set ventilation extract to OVRD.

Avoid icing conditions.

F/CTL - FLAPS FAULT

Ident.: **ABN-27-00007108.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Speed is limited to the VFE corresponding to the next more extended flaps configuration.
Refer to LIM-SPD VFE.

- **When speed below VFE:**
  Recycle flaps lever.
  - **If unsuccessful:**
    Apply flaps locked procedure. *Refer to ABN-27 F/CTL - FLAPS LOCKED.*

F/CTL - FLAPS LOCKED

Ident.: **ABN-27-00006637.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Speed is limited to the VFE corresponding to the next more extended flaps configuration.
Refer to LIM-SPD VFE.

- **If flaps position below 3:**
  Use FLAPS 3 for landing.
  Turn off GPWS flap mode.
- **If flaps position at 3:**
  Use FLAPS 3 for landing.
  Turn on GPWS LDG FLAP 3.
- **If flaps position above 3:**
  Use FLAPS FULL for landing.
  Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

F/CTL - SLATS FAULT

Ident.: **ABN-27-00007109.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Speed is limited to the VFE corresponding to the next more extended slats configuration.
Refer to LIM-SPD VFE.

- **When speed below VFE :**
  Recycle flaps lever.
  - **If unsuccessful :**
    Apply slats locked procedure. *Refer to ABN-27 F/CTL - SLATS LOCKED.*

F/CTL - SLATS LOCKED

Ident.: **ABN-27-00006638.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((A318 or A319 or A320) and 20024)

Speed is limited to the VFE corresponding to the next more extended slats configuration.
Refer to LIM-SPD VFE.

- **If slats not at 0:**
  Set FUEL MODE SEL to MAN.
  Set center tank pumps as required.
- **For landing:**
  Use FLAPS 3.
  Turn off center tank pumps.
  Turn on GPWS LDG FLAP 3.

Apply necessary approach speed and landing performance corrections. *Refer to ABN-27 APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR.*

Note: *If SLATS FAULT by double SFCC failure, flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

APPROACH SPEED INCREMENT AND LANDING DISTANCE MULTIPLICATION FACTOR

Ident.: **ABN-27-00006879.0005001 / 02 DEC 13** **APPROVED**
Criteria: A319

APPROACH SPEED INCREMENT LANDING DISTANCE MULTIPLICATION FACTOR					
	Flaps at or above 0 and below 1+F	**Flaps at or above 1+F and below 2**	**Flaps at or above 2 and below 3**	**Flaps at 3**	**Flaps above 3**
Slats at or above 0 and below 1	(1)VREF + 45 kt	VREF + 30 kt	VREF + 25 kt	VREF + 25 kt	not allowed
Slats at or above 1 and at or below 3	VREF + 25 kt	VREF + 15 kt	VREF + 10 kt	VREF + 10 kt	VREF + 10 kt
Slats above 3	VREF + 25 kt	VREF + 15 kt	VREF + 10 kt	VREF + 5 kt	VREF + 5 kt

(1) *If flaps and slats are jammed at position 0, the approach speed increment is VREF + 60 kt, then at 500 ft, reduce speed to obtain VREF + 50 kt at threshold.*

For the landing distance apply necessary landing performance corrections.

PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION

Ident.: **ABN-27-00007110.0003001 / 03 AUG 10** **APPROVED**
Criteria: A319

The following graph gives information on compatibility between weight, maximum tire speed and maximum brake energy for landing in clean configuration.

Maximum tire speed: *Refer to LIM-32 Tire Speed*.

Landing in Clean Configuration

Wind effect on determined weight:
- Headwind: add 0.2 t (440 lb) per kt of headwind

Continued on the following page

Continued from the previous page PERFORMANCE LIMITATION FOR LANDING IN CLEAN CONFIGURATION

- Tailwind: substract 1.5 t (3 307 lb) per kt of tailwind.

F/CTL - SPLR FAULT

Ident.: **ABN-27-00006639.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **If spoilers 3+4 affected:**

  Do not use speed brakes.

- **For landing:**

  Apply necessary landing performance corrections.

F/CTL - GND SPLR FAULT

Ident.: **ABN-27-00007114.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Refer to ABN-27 F/CTL - SPLR FAULT.

F/CTL - SPD BRK DISAGREE

Ident.: **ABN-27-00007117.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Retract speed brakes.
Refer to ABN-27 F/CTL - SPLR FAULT.

F/CTL - SPD BRK FAULT

Ident.: **ABN-27-00007118.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Refer to ABN-27 F/CTL - SPLR FAULT.

Note: Associated ground spoilers are only available through thrust reversers selection.

F/CTL - RUDDER JAM

Ident.: **ABN-27-00007119.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **For approach and landing:**
  Avoid crosswind from the side where the rudder is deflected.
  Maximum crosswind: 15 kt
  Apply necessary landing performance corrections.
  Do not use autobrake.
  Use differential braking if necessary as soon as main gears are on ground.
  Do not use asymmetric reverse thrust.
  Below 70 kt, consider using nosewheel steering handle.

F/CTL - STOP RUDDER INPUT

Ident.: **ABN-27-00015241.0001001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 154473)

CAUTION	Avoid large and rapid rudder inputs.

- **When "STOP RUDDER INPUT" aural warning is triggered:**
  Release immediately the rudder pedals.

F/CTL - L (R) ELEV FAULT

Ident.: **ABN-27-00007120.0004001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or A319)

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

Do not use speed brakes.
Maximum speed: 320 kt
Use FLAPS 3 for landing.
Set GPWS LDG FLAP 3 to ON.
Approach speed = VREF + 15 kt
Apply necessary landing performance corrections.

F/CTL - ELAC 1(2) FAULT

Ident.: **ABN-27-00007121.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off then on affected ELAC.

Note: *If both ELACs affected, turn off then on both ELACs one after the other.*

- **If reset not successful:**

  Turn off affected ELAC.

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

F/CTL - SEC FAULT

Ident.: **ABN-27-00006640.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

Turn off then on affected SEC.

- **If reset not successful:**

  Turn off affected SEC.

  - **If SEC 1 or SEC 1+2 or SEC 1+3 affected:**

    Do not use speed brakes.

    Apply necessary landing performance corrections.

  - **If SEC 2 or SEC 3 or SEC 2+3 affected:**

    Apply necessary landing performance corrections.

  - **If all SECs are inoperative:**

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

    Do not use speed brakes.

    Apply necessary landing performance corrections.

F/CTL - FCDC 1 + 2 FAULT

Ident.: **ABN-27-00007131.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Monitor flight controls overhead panel.

Note: *1. Flight controls indications are not available on ECAM.*
2. Control law status is not available on PFD.

F/CTL - STABILIZER JAM

Ident.: **ABN-27-00007132.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

- **If manual pitch trim available:**
  Use manual pitch trim to maintain elevator at zero position (indication on ECAM F/CTL page).

F/CTL - ATLN LAW (PROT LOST)

Ident.: **ABN-27-00006618.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320 or A321)

Maximum speed : 320 kt

- **For approach and landing:**
  Use FLAPS 3 for landing.
  Set GPWS LDG FLAPS 3 to ON.
  Approach speed = VREF + 10 kt
  Apply necessary landing performance corrections.

  Note: *1. When landing gear extended and autopilots off, controls revert to direct law.*
  2. If manual pitch trim not available, extend landing gear when in CONF 3 and at approach speed in order to delay the reversion to direct law.

F/CTL - DIRECT LAW (PROT LOST)

Maximum speed: 320 kt / M 0.77

- **If manual pitch trim available:**
  Use manual pitch trim.

Maneuver with care.
Use speed brakes with care.

- **For approach and landing:**
  Use FLAPS 3 for landing.
  Set GPWS LDG FLAPS 3 to ON.
  Approach speed = VREF + 10 kt
  Apply necessary landing performance corrections.

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FUEL - L(R) TK PUMP 1+2 LO PR

Ident.: **ABN-28-00007194.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((A319 or A320) and 20024)

CAUTION	Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK*.

- **If center tank not empty:**
  Manually perform a fuel transfer from the center tank.
- **When center tank empty:**
  - **If above FL 150:**
    Open crossfeed valve.

  Set ENG MODE selector to IGN START.

Turn off affected side tank pumps.

- **When L(R) tank fuel required:**
  Apply fuel gravity feeding procedure. *Refer to ABN-28 FUEL GRAVITY FEEDING*.

FUEL - L(R) WING TK LO LVL

Ident.: **ABN-28-00007198.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((A319 or A320) and 20024)

CAUTION	Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK*.

- **If center tank not empty:**
  Manually perform a fuel transfer from the center tank.
- **If fuel imbalance:**
  Open crossfeed valve.
  Turn off affected side pumps.

FUEL - L+R WING TK LO LVL

Ident.: **ABN-28-00007200.0004001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 151269)

LAND ASAP

- **If center tank not empty:**
  Manually perform a fuel transfer from the center tank.

Turn on all wing tank pumps.

- **If no fuel leak:**
  Open crossfeed valve.
- **If gravity fuel feeding:**
  Close crossfeed valve.

FUEL - CTR TK PUMPS LO PR

Ident.: **ABN-28-00009364.0003001 / 02 DEC 13** **APPROVED**
Criteria: ((A318 or A319 or A320) and 151269)

Turn off both center tank pumps.
Close crossfeed valve.

Note: *1. Center tank fuel is unusable.*
2. Gravity feeding from center tank is not possible.

FUEL GRAVITY FEEDING

Ident.: **ABN-28-00006624.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Descend to gravity feed ceiling (if applicable):

Flight conditions at the time of gravity feeding	Gravity feed ceiling
Flight time above FL 300 greater than 30 min (Fuel deaerated)	Current FL (1)
Flight time above FL 300 lower than 30 min (Fuel non-deaerated)	FL 300 (1)
Aircraft flight level never exceeded FL 300 (Fuel non-deaerated)	The highest of: - FL 150 (1) - 7 000 ft above takeoff airport altitude

(1) *In case JET B fuel is used, the gravity feed ceiling is FL 100 in all cases.*

- **When reaching gravity feed ceiling:**
  Set ENG MODE selector to IGN START.
  Avoid negative g load factor.
  Close crossfeed valve.
  - **If only one engine is running and is fed by gravity:**
    Open crossfeed valve.
    Adjust bank angle 1 ° wing down on running engine side.
    Use rudder trim to get constant course and neutral stick.
    - **When fuel imbalance at or above 1 000 kg (2 204 lb):**
      Increase bank angle to 2 ° or 3 ° wing down on running engine side.

      Note: *Fuel from opposite wing is used until imbalance is reduced to 0.*

FUEL - L INNER (R INNER) (L OUTER) (R OUTER) TK HI TEMP

Ident.: **ABN-28-00007201.0001001 / 23 NOV 09** **APPROVED**
Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318)

Turn off galleys.

- **On ground:**
  - **If fuel temperature above 60 °C in outer tank or 54 °C in inner tank:**
    Delay takeoff.
    Set affected engine master lever to OFF.
- **In flight:**
  - **If fuel temperature above 60 °C in outer tank or 54 °C in inner tank:**
    Increase engine fuel flow on affected side.
    - **If fuel temperature above 65 °C in outer tank or 57 °C in inner tank:**
      Start APU as required.
      - **If opposite IDG not fault:**
        Turn off affected IDG.

FUEL IMBALANCE

Ident.: **ABN-28-00007203.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or A318) and 20024)

Compare the FOB + FU with the FOB at departure. If the difference is significant, or if the FOB + FU decreases, suspect a fuel leak.

CAUTION	Do not apply this procedure if a fuel leak is suspected. *Refer to ABN-28 FUEL LEAK*.

Open wing crossfeed valve.
Turn off fuel pumps on the lighter side and on center tank.

- **When fuel balanced:**
  Turn on wing and center fuel pumps.
  Close wing crossfeed valve.

FUEL LEAK

Ident.: **ABN-28-00006692.0003001 / 23 NOV 09** **APPROVED**
Criteria: ((320-111 or 320-211 or 320-212 or 320-214 or 320-231 or 320-232 or 320-233 or A318 or A319) and 20024)

A fuel leak may be detected if:
- The sum of the FOB and the FU is significantly less than the FOB at engine start, or decreases, or
- A passenger observes fuel spray from engine/pylon or wing tip, or
- The total fuel quantity decreases at an abnormal rate, or
- A fuel imbalance develops, or
- The fuel quantity of a tank decreases too fast (leak from engine/pylon or a hole in a tank), or
- Fuel flow is excessive (leak from engine), or
- Fuel is smelt in the cabin.

If visibility permits, a visual check from the cabin may enable identification of the leak source.

● **When a leak is confirmed:**

LAND ASAP

■ **If leak from engine/pylon confirmed:**

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

■ **If leak from engine/pylon not confirmed or leak not located:**

Keep wing crossfeed valve closed.

CAUTION	Do not open the wing crossfeed valve, even if requested by another ECAM procedure.

Turn off both center tank pumps.

Monitor inner fuel tank quantities and look for one tank depleting faster.

● **If one inner tank depletes faster than the other by at least 300 kg (661 lb) in less than 30 min:**

Shut down affected engine.

Note: If the leak stops, the wing crossfeed valve can now be selected open to re-balance the fuel quantity or to enable use of fuel from both wings. Do not restart the engine.

Continued on the following page

Continued from the previous page FUEL LEAK

Monitor fuel leak.

Turn on both center tank pumps.

Note: *If the leak continues after engine shutdown, suspect leak from wing and consider restarting the engine. The wing crossfeed valve can be selected open.*

- **If both inner tanks deplete at a similar rate:**

  Note: *The wing crossfeed valve can be selected open.*

  - **If fuel smell in the cabin:**
    - **If APU running:**

      Shut down APU.
  - **When inner wing tank fuel quantity below 3 t (6 614 lb):**

    Turn on both center tank pumps.

- **For landing:**

CAUTION	Do not use reverse.

HYD - G SYS LO PR

Ident.: **ABN-29-00006656.0005001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **If hydraulic system not recovered:**
  - **For approach and landing:**

    Note: *Slats and flaps extend slowly.*

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

    Note: *Spoilers are partially inoperative.*

HYD - Y SYS LO PR

Ident.: **ABN-29-00006657.0002001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and 26925)

- **If hydraulic system not recovered:**
  - **For approach and landing:**

    Note: *Flaps extend slowly.*

    Apply necessary landing performance corrections.

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

HYD - B SYS LO PR

Ident.: **ABN-29-00006658.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **If hydraulic system not recovered:**
  - **For approach and landing:**

    Note: *Slats extend slowly.*

    Apply necessary landing performance corrections.

    Note: *Spoilers are partially inoperative.*

HYD - RSVR LO AIR PR

Ident.: **ABN-29-00009203.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If pressure fluctuates:**
  Turn off associated hydraulic pumps.
  - **If green hydraulic system affected:**
    Set PTU to OFF.
    Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR*.
  - **If yellow hydraulic system affected:**
    Set PTU to OFF.
    Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR*.

  Note: *System may be recovered at low altitude.*

HYD - RSVR OVHT

Ident.: **ABN-29-00009204.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off associated hydraulic pumps.

- **If green hydraulic system affected:**
  Set PTU to OFF.
  Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR*.
- **If yellow hydraulic system affected:**
  Set PTU to OFF.
  Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR*.

Note: *System may be recovered if OVHT indication has disappeared.*

HYD - RSVR LO LVL

Ident.: **ABN-29-00009205.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off associated hydraulic pumps.

- **If green hydraulic system affected:**
  Set PTU to OFF.
  Apply green hydraulic system low pressure procedure. *Refer to ABN-29 HYD - G SYS LO PR*.
- **If yellow hydraulic system affected:**
  Set PTU to OFF.
  Apply yellow hydraulic system low pressure procedure. *Refer to ABN-29 HYD - Y SYS LO PR*.

Note: *If blue system affected, EMER GEN is inoperative.*

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ANTI ICE - CAPT (F/O) PROBES HEAT FAULT

Ident.: **ABN-30-00007178.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If ADR 3 available:**
  Use AIR DATA switching as appropriate.

DOUBLE AOA HEAT FAILURE

Ident.: **ABN-30-00007179.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 31283)

- **If icing conditions cannot be avoided:**
  Turn off one of affected ADRs.

WING A.ICE - SYS FAULT OR OFF

Ident.: **ABN-30-00006619.0012001 / 14 JAN 15** **APPROVED**
Criteria: (SA and 37871)

Turn off wing anti-ice.
Avoid icing conditions.

- **If severe ice accretion:**

  Note: *With anti-ice failed, the AOA protections are still efficient.*

  Minimum speed: VLS +10/G DOT.

  - **For landing:**
    Apply necessary landing performance correction.

Maneuver with care.

Note: *Avoid large roll inputs at high AOA and high thrust setting. In the case of abnormal response in pitch or roll, release the backstick and reduce thrust.*

ANTI ICE - CAPT + F/O (CAPT + STBY) (F/O + STBY) PITOT HEAT FAULT

Ident.: **ABN-30-00009388.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 35220)

- **If non-related ADR on and operative:**
  Turn off one of affected ADRs.
- **If non-related ADR faulty or off:**
  - **If icing conditions expected:**
    Turn off one of affected ADRs.
    Consider applying unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION*.

ANTI ICE - ALL PITOT HEAT FAULT

Ident.: **ABN-30-00009389.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 35220)

Turn off one of appropriate affected ADRs.

- **If icing conditions expected:**
  Turn off another one of appropriate affected ADRs.
  Consider applying unreliable airspeed procedure. *Refer to ABN-34 UNRELIABLE AIRSPEED INDICATION*.

FWS - FWC 1 + 2 FAULT

Ident.: **ABN-31-00007209.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Monitor systems.
Monitor overhead panel.

Note: *ECAM cautions and warnings are lost, but ECAM system pages are available. Regularly call ECAM system pages for systems checks.*

FWS - SDAC 1 + 2 FAULT

Ident.: **ABN-31-00007210.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Monitor overhead panel.

Note: *Only ECAM ENG, FUEL, F/CTL, WHEEL pages are available.*

DISPLAY UNIT FAILURE

Ident.: **ABN-31-00007211.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

- **Affected DU blank or display distorted:**
  Turn off affected DU as required.
  - **If ECAM DUs affected:**
    Use ECAM/ND SEL.
  - **If EFIS DUs affected:**
    Use PFD/ND XFR.
- **Diagonal line or "INVALID DATA" on affected DU:**
  Attempt to recover affected DU by using associated DMC switching.
  - **If unsuccessful:**
    Turn off then on affected DU.
- **Inversion of EWD and SD displays:**
  Turn off then on ECAM upper display.
- **Affected DU(s) or MCDU flashes intermittently:**
  - **If Captain PFD or ND, both ECAM DUs or upper ECAM DU, or MCDU 1 is (are) affected:**
    Turn off GEN 1.
    - **If DU(s) stop(s) flashing:**
      Keep GEN 1 off for the rest of the flight.
      Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

      Note: *Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.*

      Select AP and/or autothrust as required.
      APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).
    - **If DU(s) do(es) not stop flashing:**
      Restore GEN 1.

Continued on the following page

Continued from the previous page DISPLAY UNIT FAILURE

- **If First Officer PFD or ND, lower ECAM DU, or MCDU 2 is (are) affected:**

  Turn off GEN 2.

  - **If DU(s) stop(s) flashing:**

    Keep GEN 2 off for the rest of the flight.

    Use the sideslip indication to verify if the rudder trim needs to be reset. If necessary, reset the rudder trim.

    Note: *Intermittent Electrical Power Supply Interruptions may cause offset in the rudder trim.*

    Select AP and/or autothrust as required.

    APU may be started (*Refer to NORM-49 Auxiliary Power Unit (APU)*) and APU generator may be used (if available).

  - **If DU(s) do(es) not stop flashing:**

    Restore GEN 2.

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L/G GRAVITY EXTENSION

Ident.: **ABN-32-00006663.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((A319 or A320 or A321) and 26925)

Pull and turn the gravity extension handle and pull down landing gear lever.
Confirm landing gear locked down.

L/G - GEAR NOT UPLOCKED

Ident.: **ABN-32-00007168.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If landing gear not downlocked:**
  Maximum speed: VLO (Retraction)
  Recycle landing gear.
  - **If unsuccessful:**
    Pull down landing gear lever.
- **If landing gear downlocked:**
  Maximum speed: VLE
- **If landing gear doors closed and landing gear not uplocked:**
  Avoid excessive g load factor.

L/G - GEAR UPLOCK FAULT

Ident.: **ABN-32-00007169.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Maximum speed: VLE
Keep landing gear down.

L/G - SHOCK ABSORBER FAULT

Ident.: **ABN-32-00007170.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 37871)

- **If landing gear not uplocked:**
  Maximum speed: VLE.
  Keep landing gear down.

L/G - DOORS NOT CLOSED

Ident.: **ABN-32-00007171.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **When speed below VLO (Retraction):**
  Recycle landing gear.
  - **If unsuccessful:**
    Maximum speed: VLO (Extension)

BRAKES - A-SKID N-WS FAULT OR OFF

Ident.: **ABN-32-00006623.0005001 / 02 DEC 13** **APPROVED**
Criteria: SA

Apply maximum brake pressure 1 000 PSI.

Note: *Nosewheel steering is inoperative.*

Apply necessary landing performance corrections.

BRAKES - HOT

Ident.: **ABN-32-00007176.0004001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 153741)

- **On ground:**
  Turn on brake fans (if installed).

  Note: *For parking, prefer chocks.*

  Delay takeoff for cooling.
- **In flight after takeoff:**
  - **If performance permits:**
    Maximum speed: VLE/VLO
    Keep landing gear down for cooling.

AUTOBRAKE

Ident.: **ABN-32-00007177.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

In the case of malfunction, take over brake control with brake pedals. If green DECEL light (corresponding to the selected mode) fails to illuminate, disarm autobrake and proceed as circumstances dictate.

BRAKES - NORM BRK FAULT

Ident.: **ABN-32-00009339.0006001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or ((A319 or A320 or A321) and 26925))

Apply necessary landing performance corrections.

BRAKES - NORM + ALTN FAULT

Ident.: **ABN-32-00009340.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((A319 or A320 or A321) and 26925)

Only parking brake is available.

Note: *Antiskid is inoperative. Refer to ABN-32 BRAKES - A-SKID N-WS FAULT or OFF.*

BRAKES - RELEASED

Ident.: **ABN-32-00009341.0001001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and 26925)

Apply necessary landing performance corrections.

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NAV - RA 1+2 FAULT

Ident.: **ABN-34-00007212.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Note: *At landing gear extension, flight controls are in direct law. Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*

NAV - IR 1+2 (1+3) (2+3) FAULT

Ident.: **ABN-34-00007213.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

Use ATT HDG switching as appropriate.

NAV IR DISAGREE

Ident.: **ABN-34-00007214.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Note: *Flight controls are in direct law.*

Use standby horizon to determine the faulty IR.

- **If disagree confirmed:**

  Turn off faulty IR.

  Turn off then on ELAC 2.

  Turn off then on ELAC 1.

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

- **If disagree not confirmed:**

  Flight controls remain in direct law. *Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*

NAV - ADR 1+2 FAULT

Ident.: **ABN-34-00007186.0001001 / 15 MAY 17** **APPROVED**
Criteria: SA

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

Set AIR DATA switching to CAPT 3.
Turn off ADR 1 and ADR 2.
For go-around, set thrust levers to TOGA.

NAV - ADR 1+3 FAULT

Ident.: **ABN-34-00007187.0002001 / 15 MAY 17** **APPROVED**
Criteria: (SA and 37871)

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

Set AIR DATA switching to NORM.
Set ATC/XPDR to SYS 2.
Turn off ADR 1 and ADR 3.
Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*
For go-around, set thrust levers to TOGA.

NAV - ADR 2+3 FAULT

Ident.: **ABN-34-00009566.0002001 / 15 MAY 17** **APPROVED**
Criteria: (SA and 37871)

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

Set AIR DATA switching to NORM.
Set ATC/XPDR to SYS 1.
Turn off ADR 2 and ADR 3.
For go-around, set thrust levers to TOGA.

ADR 1+2+3 FAULT

Ident.: **ABN-34-00006691.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

Turn off all ADRs.
Use standby instruments.

Note:
1. *Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
2. *Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*

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

NAV ADR DISAGREE

Ident.: **ABN-34-00007192.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

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

Use both PFDs and standby airspeed indicator to determine the faulty ADR.
Turn off faulty ADR.

UNRELIABLE AIRSPEED INDICATION

Ident.: **TDU / ABN-34-00009811.0003001 / 11 FEB 16** **APPROVED**
Criteria: (A318 or 319-100 or 320-200 or 321-100 or 321-200)
Impacted DU: 00006690 UNRELIABLE AIRSPEED INDICATION
Belongs to TR562 Issue 1

Note: *Unreliable airspeed indication may be due to radome damage, or due to air probe failure or obstruction. If the failure is due to radome destruction, the drag will be increased and therefore N1 must be increased by 5 %.*

- **If the safe conduct of the flight is impacted:**

  Disconnect autopilot.

  Turn off flight directors.

  Disconnect autothrust.

  - **If below thrust reduction altitude:**

    Apply TOGA thrust.

    Target a pitch attitude of 15 °.

  - **If above thrust reduction altitude:**

    Apply CLB thrust.

    - **When below FL 100:**

      Target a pitch attitude of 10 °.

    - **When above FL 100:**

      Target a pitch attitude of 5 °.

  - **If in CONF 0 or 1 or 2 or 3:**

    Maintain the slats/flaps in their current configuration.

  - **If in CONF FULL:**

    Select CONF3 and maintain.

  Check that speed brakes are retracted.

  - **When airborne:**

    Retract landing gear.

Note: *Respect stall warning.*

- **When flight path stabilized:**

  Turn on probe and window heat.

Continued on the following page

Continued from the previous page UNRELIABLE AIRSPEED INDICATION

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target speed.

UNRELIABLE AIRSPEED INDICATION

Ident.: **ABN-34-00006690.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA
Impacted by TDU: 00009811 UNRELIABLE AIRSPEED INDICATION

Note: *Unreliable airspeed indication may be due to radome damage, or due to air probe failure or obstruction. If the failure is due to radome destruction, the drag will be increased and therefore N1 must be increased by 5 %.*

- **If the safe conduct of the flight is impacted:**

  Disconnect autopilot.

  Turn off flight directors.

  Disconnect autothrust.

  - **If below thrust reduction altitude:**

    Apply TOGA thrust.

    Target a pitch attitude of 15 °.

  - **If above thrust reduction altitude:**

    Apply CLB thrust.

    - **When below FL 100:**

      Target a pitch attitude of 10 °.

    - **When above FL 100:**

      Target a pitch attitude of 5 °.

  Maintain slats/flaps in their current configuration.

  Check that speed brakes are retracted.

  - **When airborne:**

    Retract landing gear.

  Note: *Respect stall warning.*

- **When flight path stabilized:**

  Turn on probe and window heat.

Adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target speed.

AIR - ENG 1(2) BLEED HI TEMP

Ident.: **ABN-36-00015197.0001001 / 02 DEC 13** **APPROVED**
Criteria: (SA and 151269)

- **If wing anti-ice off:**
  Turn off affected side pack.
- **If wing anti-ice on:**
  - Turn off affected side pack, or
  - Turn off wing anti-ice.

Note: *If wing anti-ice is shut off, Refer to ABN-30 WING A.ICE - SYS FAULT or OFF*

AIR - ENG 1(2) BLEED FAULT

Ident.: **ABN-36-00007180.0004001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320) and 151269)

Turn off affected side engine bleed (if not automatically done).

- **If wing anti-ice off:**
  Set PACK FLOW to LO.
- **If wing anti-ice on:**
  Turn off affected side pack.

Open crossbleed valve.

AIR - ENG 1(2) BLEED ABNORM PR

Ident.: **ABN-36-00007181.0004001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320) and 151269)

- **If wing anti-ice off:**
  Set PACK FLOW to LO.
- **If wing anti-ice on:**
  Turn off affected side pack.

Open crossbleed valve.

AIR - X BLEED FAULT

Ident.: **ABN-36-00007184.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Use crossbleed valve manual control.

Note: *If crossbleed valve failed closed and one bleed inoperative, wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - L (R) WING LEAK

Ident.: **ABN-36-00007188.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off affected side engine bleed (if not automatically done).

- **If left wing leak:**
  Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - ENG 1(2) BLEED LEAK

Ident.: **ABN-36-00007190.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Turn off affected side engine bleed (if not automatically done).

- **If engine 1 pylon leak:**
  Turn off APU bleed (if not automatically done).

Close crossbleed valve (if not automatically done).

Note: *Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

AIR - ENG 1(2) BLEED LO TEMP

Ident.: **ABN-36-00009345.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A321 or ((A318 or A319 or A320) and 21566))

Disconnect autothrust.
Increase affected engine thrust.

- **If unsuccessful:**
  - **If opposite bleed available:**
    Open crossbleed valve.
    Turn off affected side engine bleed.

  Turn off affected side pack (if the other pack is on).

AIR - ENG 1 + 2 BLEED LO TEMP

Ident.: **ABN-36-00009346.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A321 or ((A318 or A319 or A320) and 21566))

Disconnect autothrust.
Increase engines thrust.

Note: *If unsuccessful, wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

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DOOR - DOOR NOT CLOSED

Ident.: **ABN-52-00010780.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

- **If abnormal cabin vertical speed:**
  Maximum flight level is the higher one of: FL 100 or MEA.

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ENG - STALL

Ident.: **TDU / ABN-70-00016178.0001001 / 03 SEP 15** **APPROVED**
Criteria: SA
Impacted DU: NONE
Belongs to TR500 Issue 1

Set affected engine thrust lever to IDLE.
Check engine parameters of the affected engine.

- **If abnormal engine parameters:**
  Shut down the affected engine.
- **If normal engine parameters:**
  Turn on engine anti-ice of the affected side.
  Increase thrust slowly on the affected engine.
  - **If a stall recurs:**
    Reduce thrust on the affected engine.
  - **If a stall does not recur:**
    Continue engine operation.

ENG COMPRESSOR VANE/ENG STALL ON GROUND

Ident.: **TDU / ABN-70-00009732.0001001 / 21 OCT 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)
Impacted DU: NONE
Belongs to TR34 Issue 1

ON GROUND:

- **If the ECAM displays any of the following caution:**
  - ENG 1(2) COMPRESSOR VANE
  - ENG 1(2) START FAULT
  - ENG 1(2) STALL.
  - **Before flight:**
    Report the ECAM caution in the logbook and contact immediately the maintenance in order to check if the departure is allowed.
  - **After landing:**
    Report the ECAM caution in the logbook even if the ECAM caution has disappeared.

ENG - FAIL

Ident.: **ABN-70-00006885.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If no damage:**
  Attempt an immediate engine relight setting ENG MODE selector to IGN START and engine thrust lever to idle.
  - **If no engine relight after 30 s:**
    Shut down affected engine.
    Consider engine relight. *Refer to ABN-70 ENG RELIGHT IN FLIGHT*.
- **If engine damage:**
  Push relevant FIRE pb and discharge AGENT 1 after 10 s.

ENG - SHUTDOWN

Ident.: **ABN-70-00007091.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

LAND ASAP

- **If relevant FIRE pb not pushed:**
  - **If wing anti-ice on:**
    Turn off affected side pack.
    Open crossbleed valve.

Set ENG MODE selector to IGN START.

- **If no fuel leak:**
  Monitor fuel imbalance.
- **If relevant FIRE pb pushed:**
  Close crossbleed valve.

  Note: *Wing anti-ice is inoperative. Refer to ABN-30 WING A.ICE - SYS FAULT or OFF.*

ENG - REV PRESSURIZED

Ident.: **ABN-70-00007092.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Set affected engine thrust lever to idle.

ENG - REVERSE UNLOCKED

Ident.: **ABN-70-00007093.0002001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and 30660)

- **If FADEC sets affected engine to idle:**
  LAND ASAP

Set affected engine thrust lever to idle.
Maximum speed: 300 kt/M 0.78

- **If buffet:**
  Reduce speed to 240 kt.
  Shut down affected engine.
- **If reversers actually deployed:**
  Apply full rudder trim towards live engine.
  Control heading with roll.
- **For approach and landing:**
  Use FLAPS 1 for landing.
  Turn off GPWS flap mode.
  Approach speed = VREF + 55 kt.
  Set 5 ° rudder trim towards live engine.
  Disconnect autothrust.
  Minimize drag until on glide slope.
  - **At 800 ft AGL:**
    Target speed = VREF + 40 kt.
    Apply necessary landing performance corrections.

ENG - REVERSER FAULT

Ident.: **ABN-70-00009156.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30660)

- **If FADEC sets affected engine to idle:**
  LAND ASAP
  Set affected engine thrust lever to idle.

ENG - THR LEVER FAULT

Ident.: **ABN-70-00009157.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30660)

LAND ASAP

Engage autothrust (if not already engaged).

ENG - THR LEVER DISAGREE

Ident.: **ABN-70-00009158.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30660)

LAND ASAP

Engage autothrust (if not already engaged).

ENG - OIL HI TEMP

Ident.: **ABN-70-00007095.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Shut down affected engine.

ENG - FADEC FAULT

Ident.: **ABN-70-00007096.0004001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871))

On ground, do not set affected engine thrust lever above idle.
In flight, set affected engine thrust lever to idle.
Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).

- **If abnormal engine operation:**
  Shut down affected engine.

ENG - FADEC HI TEMP (FADEC OVHT)

Ident.: **ABN-70-00007097.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and (36847 or 37871))

- **On ground:**
  Shut down affected engine.
  Set ENG MODE selector to NORM.
  Check FADEC ground power off.
- **In flight:**
  Note: *Reducing engine power should decrease temperature.*
  Confirm engine status using other ECAM system pages (ELEC, HYD, BLEED).
  - **If abnormal engine operation:**
    Shut down affected engine.

ENG - N1 (N2) (EGT) OVERLIMIT

Ident.: **ABN-70-00007098.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Move affected engine thrust lever to reduce N1 (N2) (EGT) below limit.

- **If overlimit persists after throttle back to idle position:**
  Shut down the affected engine.

ENG RELIGHT IN FLIGHT

Ident.: **ABN-70-00006620.0011001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213) and 37147)

Maximum flight level: FL 250
Set affected engine master lever to OFF.
Set affected engine thrust lever to idle.
Set ENG MODE selector to IGN START.
Open crossbleed valve if necessary.
Set engine master lever to ON.

Note: *Engine light up must be achieved within 30 s after fuel flow increases.*

- **When idle reached:**
  Set ENG MODE selector to NORM.

Continued on the following page

Continued from the previous page ENG RELIGHT IN FLIGHT

In Flight Engine Relight Envelope

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BOMB ON BOARD

Ident.: **ABN-90-00007024.0002001 / 04 APR 11** **APPROVED**
Criteria: ((A319 or A320 or A321) and 31276)

FLIGHT CREW PROCEDURES

Establish communication between cockpit and cabin.

- **If landing and evacuation possible within 30 min:**
  Notify ATC / Company.
  Land and initiate evacuation.
- **If not possible:**
  Level off.
  Manually control the cabin pressure in order not to increase the cabin altitude.
  Notify ATC / Company.
  Descend the aircraft in order to reach aircraft altitude equal to the higher one of: cabin altitude + 2 500 ft or MEA.
  Avoid sharp maneuvers.
  Maximum cabin differential pressure: 1 PSI.
  - **When aircraft altitude equal to cabin altitude + 2 500 ft or MEA:**
    Maintain cabin differential pressure at 1 PSI.
    Turn off galleys.
    - **When bomb is secured at the LRBL or if bomb cannot be moved:**
      Turn on emergency exit light.
      Turn off COMMERCIAL.
    - **If fuel permits:**
      Use at least FLAPS 1.
      Extend landing gear.
  - **For approach and landing:**
    Set cabin altitude mode to AUTO.
    Reduce the differential pressure to zero.
    - **If evacuation required:**
      Initiate evacuation.
    - **If evacuation not required:**
      Notify cabin crew and passengers.

Continued on the following page

Continued from the previous page BOMB ON BOARD

CABIN CREW PROCEDURES

- **If landing and evacuation not possible within 30 min:**
  If the bomb can be moved, move it to the prepared Least Risk Bomb Location (centre of the right hand aft cabin door).

OVERWEIGHT LANDING

Ident.: **ABN-90-00007107.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

If circumstances dictate, landing may be made at a weight corresponding to the maximum structural takeoff weight.

- **If the overweight landing procedure follows a failure requesting to land in FLAPS 3 or below:**
  Use the requested FLAPS setting for landing.
  - **For go-around:**
    Select FLAPS 1.
- **Otherwise:**
  - **If approach climb performance requirement is met in CONF 3:**
    Use FLAPS FULL for landing.
    - **For go-around:**
      Select FLAPS 3.
  - **If approach climb performance requirement is not met in CONF 3:**
    Use FLAPS 3 for landing.
    - **For go-around:**
      Select FLAPS 1.

Note: *1. At this weight the maximum touchdown vertical speed should not exceed 360 ft/min.*
2. Air conditioning should be turned off or supplied by APU.
3. Approach climb requirement must be checked.

REJECTED TAKEOFF WITH ALL ENGINES OPERATIVE

Ident.: **ABN-90-00007183.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Immediately reduce all thrust levers to idle.
Monitor autobrake operation.
Take over brake control with brake pedals if necessary.

Note: *If autobrake is not used, maximum brakes must be applied simultaneously with reduction of thrust levers.*

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NORMAL PROCEDURES

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NORM-22 AUTO FLIGHT SYSTEM

NORM-22-CONF Demonstrated System Configuration

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NORM-49 AUXILIARY POWER UNIT

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INTRODUCTION

Ident.: **NORM-GEN-00009222.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

The procedures contained in this chapter have been established and are recommended by the aircraft manufacturer.
Only particular operations which are considered useful to highlight are presented. The procedures which are considered to be "basic airmanship" are therefore not covered.
When actions depend on a condition, a dot (•) or a square (■) identifies this condition. The square is used when there is a choice between one or more conditions and only one is applicable.
These procedures are approved by the Airworthiness Authorities as acceptable procedures for a convenient use of the aircraft. This approval does not prevent the operator from developing equivalent procedures provided these procedures are approved by appropriate operational authorities.

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ELECTRICAL

Ident.: **NORM-PFLT-00007056.0002001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A321)

Batteries conditions must be checked before the first flight of the day.
BAT 1+2 charge current must be reducing to a value below 60 A after BAT 1+2 OFF then ON.

COCKPIT DOOR

Ident.: **NORM-PFLT-00007057.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **If required by local Airworthiness Authorities:**
  Check that the cockpit door is closed and locked before each flight.

BRAKING EFFICIENCY TEST

Ident.: **NORM-PFLT-00007058.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **When starting to taxi or after any BSCU reset on ground:**
  As soon as the aircraft starts to move, check the efficiency of the braking system by pressing brake pedals.

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TAKEOFF PROCEDURE

Ident.: **NORM-TO-00007059.0001001 / 14 JAN 15** **APPROVED**
Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213 or A318)

Set slats, flaps and horizontal stabilizer as required.
Perform flight controls checks using the pedals and each sidestick.
Arm ground spoilers and select maximum autobrake.
Set ENG MODE selector as required.
Apply 50 % N1 on both engines with brakes on.

Note: *Brakes may be released so as to perform a rolling takeoff.*

- **If crosswind at or below 20 kt and no tailwind:**

  Release brakes with stick half forward.

  Apply thrust up to the FLX/TOGA thrust whilst maintaining stick half forward up to 80 kt.

- **If crosswind above 20 kt or tailwind:**

  Release brakes with stick full forward.

  Apply thrust rapidly to 70 % N1, then progressively to get FLX/TOGA thrust at 40 kt ground speed, whilst maintaining stick close to full forward up to 80 kt.

Then release stick progressively to reach neutral at 100 kt.

Note: *Once throttle is set to FLX MCT gate, any change to FLEX TEMP setting will not be taken into account by FADEC for N1 TARGET computation.*

Check takeoff N1 is set prior to reach 80 kt.

- **At VR:**

  Rotate the aircraft with a positive sidestick input to achieve a normal and continuous rotation rate to the pitch attitude necessary to maintain an airspeed at or above V2 + 10 kt.

- **Once airborne and with a positive rate of climb:**

  Retract landing gear.

  SRS guidance should be followed when FD pitch order is established.

- **At safe height:**

  Accelerate up to at least 1.18 VS1G of configuration (1+F) or ″F″ speed if CONF 2 or 3 in use.

  Select slats/flaps position 1 and accelerate up to at least 1.23 VS1G of clean configuration ("S" speed).

  Select slats/flaps position 0 and accelerate up to 1.36 VS1G ("green dot" speed).

  Disarm ground spoilers.

Note: *1. For takeoff in configuration 1 (1+F), F speed is not displayed.*
2. If the takeoff is performed with packs off, pack 1 should be selected ON after thrust reduction to CLB.

BUFFET ONSET

Ident.: **NORM-FLT-00007063.0003001 / 03 AUG 10** **APPROVED**
Criteria: A319

At any flight conditions, it is possible to determine maneuvering margins before buffet onset occurs, by reference to the following graphs.

Example 1 (Weight in kg):

- For:
  - M = 0.72
  - Flight Level = 310
  - Weight = 70 t
  - CG = 35 %
- Results: Buffet onset at
  - M = 0.72 with 55 ° bank angle or at 1.75 g
  - Low Speed (1 g): M = 0.54

Example 2 (Weight in lb):

- For:
  - M = 0.72
  - Flight Level = 310
  - Weight = 140 000 lb
  - CG = 35 %
- Results: Buffet onset at
  - M = 0.72 with 59 ° bank angle or at 1.9 g
  - Low Speed (1 g): M = 0.51

BUFFET ONSET (Weight in kg)

BUFFET ONSET (Weight in lb)

FLIGHT IN SEVERE TURBULENCE

Ident.: **NORM-FLT-00007066.0010001 / 14 FEB 17** **APPROVED**
Criteria: (A319 and ((152153 or 27112 or 27770 or 35197 or 35198 or 35426 or 36438 or 37259 or 39021) or (28951 or 32635)))

Turn on seat belts signs.
Disconnect autothrust.

Respect the following recommended speed:

Recommended Speed in Severe Turbulence

The recommended speed is:
- Below FL 200: 255 kt IAS
- At or above FL 200: 280 kt IAS/M 0.76

NORMAL LANDING

Ident.: **NORM-LDG-00007067.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A320 or A321)

The minimum final approach speed is 1.23 VS1G of the landing configuration.
Set ENG MODE selector as required.

Note: *The flare height should be increased for landing at high altitude airports particularly with high approach speeds or for approaches with increased glide slope or to uphill sloping runways.*

BALKED LANDING (ALL ENGINES OPERATING)

Ident.: **NORM-LDG-00007068.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Apply go-around thrust.
Rotate to achieve a positive rate of climb and establish the required pitch attitude (not to exceed 18 °) as directed by SRS pitch command bar.
Retract slats/flaps one step.
Maintain the final approach speed.

- **When a positive rate of climb established:**
  Retract landing gear.

REVERSE THRUST

Ident.: **NORM-LDG-00007069.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Note: *Reverse thrust may be applied before the nosewheel is on ground (even with one engine inoperative).*

Maximum reverse thrust may be applied down to 70 kt IAS.

AUTOBRAKE

Ident.: **NORM-LDG-00007070.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Autobrake may be used provided the available landing distance is compatible with the performance of the associated selected automatic mode.

Its use does not relieve the pilot of the responsibility to achieve a safe stop within the available runway length, if necessary by taking over brake control with brake pedals.

Disengagement of automatic braking system may be done either by firm action on the brake pedals or by pressing the pushbutton of the armed mode.

AP/FD, SPEED MODES, AUTOTHRUST

Ident.: **NORM-22-CONF-00009463.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

All AP/FD modes may be used with or without autothrust except if specified.
Autothrust may be used with or without AP/FD, in selected or managed speed/Mach.

TAKEOFF

Ident.: **NORM-22-CONF-00009464.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

Autopilot engagement is approved with use of SRS + (HDG, TRK, RWY, RWY TRK or NAV) at or above 100 ft AGL and at least 5 s after liftoff.

At acceleration altitude, the use of CLB or OP CLB or V/S or FPA or ALT* or ALT mode is approved.

Use of FD is approved in the same modes after the rotation.

CLIMB, CRUISE, DESCENT

Ident.: **NORM-22-CONF-00009465.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The use of AP or FD in the following modes is approved:
- Lateral modes: HDG, TRK, NAV
- Vertical modes: V/S, FPA, ALT*, ALT, ALT CRZ, ALT CST, OP CLB, EXP CLB, OP DES, EXP DES, CLB, DES.

NON PRECISION APPROACH

Ident.: **NORM-22-CONF-00009466.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The following modes are approved to be used with AP and/or FD:
- Lateral modes: LOC, HDG, TRK, NAV, APP NAV
- Vertical modes: ALT*, ALT, V/S, FPA, FINAL APP.

CAT I ILS APPROACH

Ident.: **NORM-22-CONF-00009467.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The use of AP and/or FD with or without autothrust is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).

Dual AP engagement is approved.

CAT II ILS APPROACH

Ident.: **NORM-22-CONF-00009468.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The use of AP with or without FD with or without autothrust is approved in APPR modes (GS*, LOC*, GS, LOC, LAND).
Dual AP engagement is approved.
One engine may be inoperative.

Note: *Compliance with CAT II approach criteria has been demonstrated with CAT II or CAT III performance quality ILS beam only.*

CAT II/III ILS APPROACH AND AUTOMATIC APPROACH

Ident.: **NORM-22-CONF-00009469.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The use of AP with or without FD with autothrust for CAT III and with or without autothrust for CAT II is approved in APPR modes (GS*, LOC*, GS, LOC, LAND, FLARE, ROLL OUT) in CONF FULL and CONF 3.
Dual AP engagement is approved.

Note:
1. *CAT III Dual approach is not available with one engine inoperative.*
2. *Compliance with CAT II and CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS beam only.*

GO-AROUND

Ident.: **NORM-22-CONF-00009470.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The use of AP and/or FD is approved with use of SRS + (GA TRK, HDG, TRK or NAV) modes.

At acceleration altitude, the use of CLB or OP CLB or V/S or FPA or ALT* or ALT mode is approved.

ALTITUDE LOSS AFTER AUTOMATIC GO-AROUND INITIATION

Ident.: **NORM-22-CONF-00009472.0003001 / 23 NOV 09** **APPROVED**
Criteria: (319-111 or 319-112 or 319-113 or 319-114 or 319-115)

Initiation Height (ft)	Height Loss (ft)
50 ft to 100 ft	30 ft
40 ft	25 ft
30 ft	20 ft
20 ft	15 ft

GENERAL

Ident.: **NORM-22-NPA-00009575.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

The final approach (FAF or FAP to runway or MAP), as extracted from the navigation database and inserted in the primary F-PLN including altitude constraints, must not be modified by the crew. Before starting the approach, the crew must check the lateral and vertical profile of the FMS approach against the published approach chart.

INSTRUMENT APPROACH USING NAV MODE

Ident.: **NORM-22-NPA-00009576.0004001 / 02 DEC 13** **APPROVED**
Criteria: ((A319 or A320 or A321) and ((25205 or 26111 or 26485 or 26999 or 28382 or 30241 or 30631 or 30635) and 150110))

- **For approach procedure with A/C in GPS PRIMARY**
  - **If GPS PRIMARY LOST indication appears on ND during the approach:**

    Discontinue the approach, unless:
    - GPS PRIMARY is lost on only one FMGC, the approach can be continued using AP/FD associated to the other FMGC.
    - GPS is not required and navigation accuracy is confirmed against the radio navaid raw data, or
  - **If FM/GPS POS DISAGREE ECAM caution is triggered during the approach:**

    Discontinue the approach unless radio navaid raw data is available and indicates correct navigation to continue the approach using selected FMGS modes.
  - **For RNAV(GNSS) approaches with LNAV/VNAV Minimum:**

    Between the FAP and the DA, discontinue the approach as soon as the deviation below the vertical path exceed 75 ft unless external visual references are sufficient.
- **For approach procedure without GPS PRIMARY**

  Before starting the approach, check FM position accuracy with radio navaid raw data.
  - **If HIGH accuracy is lost during a VOR, VOR/DME, NDB or NDB/DME instrument approach procedure:**

    The approach can be continued in NAV mode if the navigation accuracy is confirmed against the radio navaid raw data.

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CAT II AND CAT III APPROACH AND/OR AUTOMATIC LANDING

Ident.: **NORM-22-PA-00009482.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A321)

- **Before the approach:**

  Select DH (or «NO» DH if applicable).

  Note: *For automatic landing in CAT I or better weather condition, select appropriate MDA.*

- **During interception of final approach:**

  Arm APPR mode.

  Check approach phase is active on MCDU PERF page.

  Engage second autopilot if available.

  Engage autothrust (not required for CAT II).

  Note: *Approach speed is VLS + wind correction (minimum wind correction: 5 kt, maximum wind correction: 15 kt).*

  Check desired capability on PFD.

  Note: *If APPR is selected at high altitude, CAT 1 only will be displayed initially on FMA. The valid capability will be displayed at lower altitude.*

- **During final approach and landing:**

  At 350 ft RA, check ″LAND″ is displayed on PFD and ILS/MLS course on heading scale.

  At 30 ft, check ”FLARE” is displayed on PFD.

  At 10 ft, reduce thrust to idle.

  At touchdown, check ”ROLL OUT” is displayed on PFD.

  At the latest when leaving the runway, disconnect the autopilot.

Note:
1. *For CAT II automatic approach, the autopilot should be disconnected at or above 80 ft if manual landing is intended.*
2. *For CAT III A automatic approach and landing, the autopilot may be disconnected at touchdown if external visual references are sufficient.*
3. *A callout (indicating that a flight parameter is exceeded) must be made if:*
   - *Speed goes below VAPP - 5 kt or above VAPP + 10 kt*
   - *Pitch attitude goes below -2.5 ° or above +10 ° nose up*
   - *Bank angle goes above 7 °*
   - *Descent rate goes above 1 000 ft/min*
   - *Excessive LOC or GLIDE deviation occurs.*
4. *For CAT II approach climb performance, refer to FCOM In Flight Performance Chapter.*
5. *Whenever the required landing distance for automatic landing is higher than the required landing distance for manual landing, corrections to be added to the required landing distance for manual landing (provided by the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision reported in Performance chapter of this AFM) are given in the Automatic Landing Distance Increment chapter of this AFM Refer to PERF-LDG Autoland Landing Distance Increments. The required landing distance for automatic landing is calculated with the same braking conditions as for manual landing (i.e. full pilot braking at main landing gear touchdown) but with a lower multiplicative coefficient (1.15 instead of 1.66).*

REQUIRED EQUIPMENT FOR CAT II AND CAT III APPROACH AND LANDING

Ident.: **NORM-22-PA-00009476.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

Required Equipment	CAT II	CAT III Single	CAT III Dual
AP	1 AP engaged	1 AP engaged	2 AP engaged
AP disconnect P/B	2	2	2
Autothrust	0	1	1
ILS or MLS Receiver	2	2	2
Attitude Indication	N°1+N°2+STBY	N°1+N°2+STBY	N°1+N°2+STBY
PFD/ND Displays	2/1	2/2	2/2
Radio Altimeter	1 (But two display)	2	2
Auto Callout Radio Altimeter	1 (3)	1	1
DH Indication	1 (1)	1 (1)	1 (1)
Flight Warning Computer	1	1	2
"AP OFF" warning	1	1	2
"AUTOLAND" light	1	1	1

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Required Equipment	CAT II	CAT III Single	CAT III Dual
Rain Repellent (if activated) or Windshield Wipers	1(2)	1(2)	1(2)
Windshield Heat	1(2)	1(2)	1(2)
Nosewheel steering	1(5)	1(5)	1
Antiskid	1(5)	1(5)	1
BSCU Channel	1(5)	1(5)	1
Beam Excessive Deviation	1(1)	2	2
FMA	1	2	2
"A/THR OFF" caution	0	1	1
Rudder Travel Limit	1(4)	1(4)	1(4)
Yaw Damper/Rudder Trim	1/1	1/1	2/2
ELAC	1	1	2
ADR/IR	2/2	2/2	3/3
FAC	1	1	2
Hydraulic Circuit	2	2	3
FMGC Electrical Supply Split	0	0	1

(1) *One unit required for the PM.*

(2) *One unit required for the PF.*

(3) *Required only for autoland.*

(4) *Required only for autoland with crosswind above 12 kt.*

(5) *Required only for autoland rollout.*

Note: *1. Compliance with CAT II approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.*
2. Compliance with CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.

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FUEL SYSTEM

Ident.: **NORM-28-00009172.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((A320 and 20024) or (A318 or A319 or A321))

Tanks must be emptied in the following order:

1. Center tank
2. Wing tanks.

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OPERATIONS IN ICING CONDITIONS

Ident.: **NORM-30-00007071.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

For icing conditions definition: *Refer to LIM-70 Operations in Icing Conditions*.

- **When icing conditions are encountered:**

  Turn on engine anti-ice.

  Set wing anti-ice as required.

- **If there is evidence of significant ice accretion and to take into account ice formation on non heated structure:**
  - **If CONF FULL:**

    Minimum speed: VLS + 5 kt
  - **If CONF below FULL:**

    Minimum speed: VLS + 10 kt

CAUTION	1. Extended flight in icing conditions with slats extended should be avoided. 2. Apply performance adjustments according to the note of the Approach Climb and Landing Climb, *Refer to PERF-LDG Approach Climb and Landing Climb*.

RAIN REPELLENT (IF ACTIVATED)

Ident.: **NORM-30-00007080.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Use rain repellent in the case of heavy rain only.

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GROUND PROXIMITY WARNING SYSTEM (GPWS)

Ident.: **NORM-34-00007081.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

- **When a warning occurs:**

  Pull up using full back stick.

  Apply takeoff thrust and climb until the warning ceases.

  Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

- **When a caution occurs:**

  Adjust the flight path/configuration so that the caution alert ceases.

INERTIAL REFERENCE SYSTEM (IRS)

Ident.: **NORM-34-00009174.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Ensure IRS alignment is complete and all IR are in the NAV mode before the aircraft is moved.

- **When an IR is in the ATT mode:**

  Magnetic heading will drift after initialization in a manner similar to a directional gyro and requires crew monitoring and periodic manual heading updates to ensure adequate accuracy.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: **NORM-34-00009175.0002001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or ((A319 or A320 or A321) and (31039 or 31528)))

The following table gives the minimum equipment/functions required to begin RVSM operation.

Required Equipment/Functions	Quantity
ADR	2
ATC Transponder	1
Flight Warning Computer (for Altitude Alert function)	1
Autopilot	1
PFD function (for altitude indication)	2
FCU (for altitude target selection and OP CLB/OP DES mode engagement)	1

Minimum Equipment/Functions Required to begin RVSM Operation

WINDSHEAR WARNING AND GUIDANCE SYSTEM

Ident.: **NORM-34-00009761.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 22249)

Windshear detection is available below 1 300 ft at takeoff, approach and go-around.

In the case of warning, TOGA power application provides guidance in SRS mode, using FD or AP .

If engaged AP may be used for go-around.

FD guidance may lead to speeds of VALPHAMAX (top of the red strip along the speed scale of the PFD).

The aircraft configuration should not be changed before end of windshear conditions.

INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)

Ident.: **NORM-34-00010642.0001001 / 03 AUG 10** **APPROVED**
Criteria: (SA and 27620)

Whenever the Integrated Standby Instrument System (ISIS) is used as the primary means for indicating the basic parameters for aircraft piloting, do not use BUGS pushbutton.

AUXILIARY POWER UNIT (APU)

Ident.: **NORM-49-00006923.0012001 / 23 NOV 09** **APPROVED**
Criteria: ((A318 or A319 or A321) and (35864 or (22562 and 28897)))

STARTING IN FLIGHT

Up to 41 000 ft, using main electrical power supply.
Up to 25 000 ft, using batteries.

AIR BLEED EXTRACTION IN FLIGHT

- **At ISA:**
  Two air conditioning packs up to 15 000 ft (GEN LOAD 89 % (80 KVA) maximum).
  One air conditioning pack, up to 20 000 ft (GEN LOAD 71 % (64 KVA) maximum).

Engine starting assistance up to 20 000 ft.
Airbleed extraction for wing anti-ice is not permitted.

MAXIMUM GEN LOAD DURING ENG START ON GROUND

At ISA, 100 % (90 KVA) from sea level up to 8 000 ft.
At ISA + 35 °C, from 90 % (81 KVA) at sea level to 78 % (70 KVA) at 8 000 ft.

FLIGHT WITH APU REMOVED

Flight with APU removed is authorized in accordance with SIL 49-009 revision 7 (or higher).

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PERFORMANCE

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Localization Title	Toc Index	ID	Reason
PERF-PLP-TOC PERFORMANCE DATABASE		1	Documentation update: Deletion of the "00021722.0001001 Complementary Performance Data File" documentary unit.
PERF-OCTO Complementary Performance Data File	C	1	Documentation update: Addition of "Complementary Performance Data File" documentary unit

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INTRODUCTION

Ident.: **PERF-GEN-00006988.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

In compliance with airworthiness regulations, an aircraft is cleared to take off from any airport if the weight allows it to achieve the takeoff, "en route", and landing performance included in this chapter.

Note: *The performance and speeds of the lowest weight at which the Performance Engineer's Programs/AFM_OCTO approved FM module is able to give results can be considered as valid from this weight down to the certified minimum weight.*

The considered atmosphere is the international standard atmosphere.
Performance are related to VS1G.
Wind speed is measured at the height of 10 m (32.8 ft).
The results provided by he Performance Engineer's Programs/AFM_OCTO approved FM module must be used in conjunction with the gross weight, operational and environmental limitations given in theLIMITATIONS chapter of this AFM.

AIRCRAFT CONFIGURATION

Ident.: **PERF-GEN-00007266.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A319 or A320 or A321)

The performance has been established in the following configuration :

	Slats / Flaps	Engine Thrust	Remarks
Takeoff	1+F 2 3	Takeoff thrust	Ground spoilers armed. Dry runway Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON and ground spoilers. Wet runway Acceleration Stop Distance (ASD) made using only wheel brakes, brakes supplied by green hydraulic system, antiskid ON, ground spoilers and with or without thrust reversers.
En route	0	Maximum Continuous Thrust (MCT)	
Go-around	2 3	Go-around thrust taking Mach number into account	
Landing	3 FULL		Landing distances established with brake pedals depressed upon main landing gear touchdown, brakes supplied by green hydraulic system, antiskid ON and using ground spoilers.

Systems which may be ON or OFF:
- Air conditioning
- Wing anti-ice or engine anti-ice.

Note: *For normal operation, use of thrust reversers is recommended.*

MAXIMUM DEMONSTRATED CROSSWIND AT TAKEOFF AND LANDING

Ident.: **PERF-GEN-00007267.0001001 / 03 AUG 10** **APPROVED**
Criteria: (A319 or A320 or A321)

At takeoff and landing: 38 kt (gust included).

SPEED CORRECTIONS IN GROUND EFFECT

Ident.: **PERF-CAL-TO-00007268.0003001 / 23 NOV 09** **APPROVED**
Criteria: A319

CAPTAIN AND FIRST OFFICER ADR 1 OR 2

ADR 3

STANDBY AIRSPEED INDICATOR

SPEED CORRECTIONS OUT OF GROUND EFFECT

Ident.: **PERF-CAL-TO-00007269.0004001 / 23 NOV 09** **APPROVED**
Criteria: A319

ADR 1 OR 2 OR 3

$\Delta V = IAS - CAS \leq \pm 1$ kt

STANDBY AIRSPEED INDICATOR

CONF. 1

CONF. 2

CONF. 3

ALTITUDE CORRECTIONS

Ident.: **PERF-CAL-TO-00007270.0004001 / 23 NOV 09** **APPROVED**
Criteria: A319

ADR 1 OR 2 OR 3

$\Delta ZP \leq \pm 20$ ft

STANDBY ALTITUDE INDICATOR

CONF. 1

CONF. 2

CONF. 3 L/G UP

SPEED AND MACH CORRECTIONS

Ident.: **PERF-CAL-CRU-00007271.0002001 / 23 NOV 09** **APPROVED**
Criteria: (((A320 or A321) and (25490 or 25570)) or A319)

ADR 1 OR 2 OR 3

$\Delta M \leq 0.007$
$\Delta V \leq \pm 1.8$ kt

ALTITUDE CORRECTIONS

Ident.: **PERF-CAL-CRU-00007272.0002001 / 23 NOV 09** **APPROVED**
Criteria: (((A320 or A321) and (25490 or 25570)) or A319)

ADR 1 OR 2 OR 3

$\Delta ZP \leq \pm 150$ ft

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SPEED CORRECTIONS IN GROUND EFFECT

Ident.: **PERF-CAL-LDG-00007273.0003001 / 23 NOV 09** **APPROVED**
Criteria: A319

CAPTAIN AND FIRST OFFICER ADR 1 OR 2

ADR 3

STANDBY AIRSPEED INDICATOR

SPEED CORRECTIONS OUT OF GROUND EFFECT

Ident.: **PERF-CAL-LDG-00007274.0004001 / 03 AUG 10** **APPROVED**
Criteria: A319

ADR 1 OR 2 OR 3

$\Delta V = IAS - CAS \leq \pm 1$ kt

STANDBY AIRSPEED INDICATOR

CONF 3 LANDING GEAR DOWN

CONF FULL

27°/40° LANDING GEAR DOWN
VFE
1.13 VS1G
ΔVc (kt) = IAS - CAS
4
2
0
-2
-4
100
150
200
CAS (kt)
Caption:
W = 45t
W = 61t

ALTITUDE CORRECTIONS

Ident.: **PERF-CAL-LDG-00007275.0004001 / 03 AUG 10** **APPROVED**
Criteria: A319

ADR 1 OR 2 OR 3

$\Delta ZP \leq \pm 20$ ft

STANDBY ALTITUDE INDICATOR

CONF 3 LANDING GEAR DOWN

CONF FULL

22°/40° LANDING GEAR DOWN
100
0
-100
Δ Zp (ft) = Zpi - Zp
1.13 VS1G
VFE
100
150
200
CAS (kt)
Caption:
W = 45t
W = 61t

SPEEDS DEFINITIONS

Ident.: **PERF-TO-00006991.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

V1:

V1 is the highest speed at which the decision must be made:
- To continue the takeoff, or
- To stop the aircraft.

VR:

VR is the speed at which rotation is initiated to reach V2 before an altitude of 35 ft.

V2:

V2 is the takeoff safety speed reached before the altitude of 35 ft with one engine failed and providing not less than the minimum second segment gradient (2.4 %).

DISTANCES DEFINITIONS

STOPWAY (SWY):

Extension to runway, adequate for deceleration of the aircraft in the case of aborted takeoff.

CLEARWAY (CWY):

Area beyond the runway which can be taken into account for TOD calculation.

TAKEOFF DISTANCE AVAILABLE (TODA):

Sum of the TORA and the CWY available.

TAKEOFF RUN AVAILABLE (TORA):

Length of runway available and suitable for the ground run of an aircraft taking off.

ACCELERATE-STOP DISTANCE AVAILABLE (ASDA):

Sum of the TORA and the SWY available.

TAKEOFF DISTANCE (TOD):

Distance covered from the brake release to a point at which the aircraft is at the 35 ft height (15 ft height on wet runway). The TOD must not exceed the TODA.

TAKEOFF RUN (TOR):

Distance covered from the brake release to a point at which the aircraft is half of the segment between the liftoff speed (VLOF) and 35 ft height (15 ft height on wet runway). The TOR must not exceed the TORA.

ACCELERATE-STOP DISTANCE (ASD):

Distance necessary to accelerate the aircraft to V1, reject the takeoff at V1 and come to a full stop. The ASD must not exceed the ASDA.

TAKEOFF PERFORMANCE

Ident.: **PERF-TO-00006904.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

For takeoff performance determination on dry and wet runway, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*.

CAUTION	For takeoff performance on wet runways the takeoff weight must be the lowest of the computed one on dry runways and the computed one on wet runways.

TAKEOFF FLIGHT PATH

Ident.: **PERF-TO-00006935.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

IN-FLIGHT PERFORMANCE

Ident.: **PERF-FLT-00006995.0006001 / 04 APR 11** **APPROVED**
Criteria: A319

For en route net flight path (single engine cruise) performance determination, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*.

Note: *In the case of severe icing conditions, ice accretion may occur on aircraft surfaces that are not heated. If ice accretion occurs, reduce the one-engine inoperative net ceiling by the following amount, as applicable:*
- *By 4 000 ft when the aircraft weight is below or equal to 60 000 kg (132 277 lb)*
- *By 7 500 ft when the aircraft weight is above or equal to 75 000 kg (165 347 lb).*

Apply a linear interpolation between these two aircraft weights.

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APPROACH CLIMB AND LANDING CLIMB

Ident.: **PERF-LDG-00006909.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A321)

The approach climb speed is at least 1.23 VS1G of the approach configuration, approach speed up to 1.41 VS1G is permitted.
For approach and landing climb limiting weight determination the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*

Note:
1. *The go around gradient conditions in landing configuration with two engines operative are never limiting.*
2. *When icing conditions are predicted during the flight and TAT is below 10 °C and there is evidence of significant ice accretion, to take into account ice formation on the non heated structure:*
   - *Decrease the approach/landing climb limiting weight by 7.2 %.*
   - *For landing, increase the approach and landing speeds by:*
     - *10 kt in CONF 3*
     - *5 kt in CONF FULL*
   - *For landing distance determination select ice accretion in the AFM_OCTO input data Interface.*

APPROACH AND LANDING SPEEDS DEFINITION

Ident.: **PERF-LDG-00006996.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The final approach speed (landing speed) is the minimum recommended speed at 50 ft height for normal landing. It is equal to 1.23 VS1G of the landing configuration.

LANDING DISTANCE DEFINITIONS

Ident.: **PERF-LDG-00006997.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

ACTUAL LANDING DISTANCE (ALD)

The Actual Landing Distance (ALD) represents the distance from the 50 ft height point to complete stop on a smooth, dry, hard-surfaced runway. It is determined with brake pedals depressed at main landing gear touch down, and assumes the use of ground spoilers and antiskid. In normal operation, the use of thrust reversers is recommended.

REQUIRED LANDING DISTANCE (RLD)

The Required Landing Distance (RLD) is the Actual Landing Distance (ALD) divided by 0.6 assuming the surface is dry.
Under wet runway conditions, the Required Landing Distance (RLD) is increased by 15 %.

LANDING PERFORMANCE

Ident.: **PERF-LDG-00006910.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

For landing distance determination, the Performance Engineer's Programs/AFM_OCTO approved FM modules at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*.

AUTOLAND LANDING DISTANCE INCREMENTS

Ident.: **PERF-LDG-00006998.0007001 / 23 NOV 09** **APPROVED**
Criteria: (319-111 or 319-112 or 319-115)

When performing an automatic landing , the required landing distance on dry runway of this chapter must be increased as follows:

CONF FULL		
WEIGHT	**WIND (kt)**	**LANDING DISTANCE INCREMENT**
42 000 kg (92 600 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	0
	30	12 m/40 ft
45 000 kg (92 200 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	11 m/36 ft
	30	30 m/99 ft
50 000 kg (110 230 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	17 m/55 ft
	30	34 m/112 ft
55 000 kg (121 250 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	0
	30	11 m/37 ft
60 000 kg (132 280 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	0
	30	0

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CONF FULL		
WEIGHT	**WIND (kt)**	**LANDING DISTANCE INCREMENT**
65 000 kg (143 300 lb)	0	0
	5	0
	10	0
	15	0
	20	0
	25	0
	30	0

Increase by 15 % on foreseen wet runway.

GENERAL

Ident.: **PERF-OCTO-00021844.0001001 / 11 AUG 17** **APPROVED**
Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 319-131 or 319-132 or 319-133 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-111 or 321-112 or 321-131 or 321-211 or 321-212 or 321-213 or 321-231 or 321-232)

The aircraft performance database is provided in the Performance Engineer's Program (PEP)/AFM_OCTO Approved FM module. The aircraft performance database provides the performance data applicable to an aircraft model, *Refer to PERF-OCTO Performance Database*.

The aircraft performance database must be combined with the following applicable data files:

- The in-flight failure data file for landing that provides the performance impact for landing in the case of an aircraft system failure, *Refer to EMER-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE* and *Refer to ABN-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE*.
- The MCDL performance penalties data file that provides the performance impact related to the MCDL items, *Refer to MCDL-GEN-PERF Performance Penalties calculated with AFM_OCTO Software*
- The complementary performance data file (CPDF) that provides the complementary performance data, *Refer to PERF-OCTO Complementary Performance Data File* .

<u>Note:</u> *The three above-listed data files are applicable to an aircraft type.*

PERFORMANCE DATABASE

Ident.: **PERF-OCTO-00006895.0033001 / 23 NOV 09** **APPROVED**
Criteria: 319-115

Takeoff, final takeoff, en route net flight path (single engine), go-around and landing performance are provided in the Performance Engineer's Programs/AFM_OCTO approved FM module:

- At the revision 21.0 or higher using approved aircraft database reference **AD115D01** or,
- At the revision 22.0 or higher using approved aircraft database reference **AD115D02** or,
- At the revision 26.0 or higher using approved aircraft database reference **AD115D04**.

Note:
1. *Only the PC version of this program is approved.*
2. *For takeoff on PFC/grooved runways (optional: mod 35075), only the approved database reference **AD115D04** must be used.*
3. *For derated takeoff (optional: mod 36481), only the approved database reference **AD115D04** must be used.*
4. *For extended flex temperature (optional: mod 36750) performance computation, only the approved database reference **AD115D04** must be used.*
5. *For alternate CG (optional: mod 34126) performance computation, only the approved database reference **AD115D04** must be used.*
6. *For takeoff and landing up to 14 500 ft (optional: mod 34024), only the approved databases reference **AD115D02** or **AD115D04**must be used.*

Launch PEP.

COMPLEMENTARY PERFORMANCE DATA FILE

1 Ident.: **PERF-OCTO-00021722.0005001 / 07 NOV 17** **APPROVED**
Criteria: SA

In addition to the aircraft performance database, the Complementary Performance Data File (CPDF) provides complementary performance data. The CPDF is applicable to the A320 Family and contains:

- Approved data and
- Not approved data.

Note: *Only the approved version of the CPDF database is referenced in the AFM.*

The performance data listed in the table below (i.e. Performance Data Column) requires the approved Complementary Performance Data File (CPDF) to be used for aircraft operations.

Approved CPDF	Required version of PEP/AFM_OCTO FM module	Performance Data(1)	Applicability
CP32FA01	V34 or higher	- Computerized performance penalties in the case of ice accretion	A320 Family (except neo)
CP32FA02	V34 or higher	- Integration of ROW data	A320 Family (except neo)
		- Autoland	A321neo equipped with CFM engines and Autoland
CP32FA03	V34 or higher	- Introduction of wet snow and dry snow contaminants	A320 Family without Sharklet
	V35 or higher	- Autoland	A321neo equipped with Pratt & Whitney engines and Autoland
	V34 or higher (V35 or higher for neo)	- Tachometer inoperative item for MMEL	A320 Family equipped with BSCU L4.10

(1) *Only the performance data that is inserted between two successive CPDF files is listed. The most recent version of the CPDF combines all the listed Performance Data.*

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TAKEOFF THRUST

Ident.: **PERF-ENG-00006989.0035001 / 23 NOV 09** **APPROVED**
Criteria: 319-115

CFM 56-5B7 - TAKEOFF M = .0

CFM56-5B7 TAKEOFF N1 NO AIR BLEED MACH=.000	N1 CORRECTIONS FOR AIR BLEED	OAT < CORNER POINT	OAT ≥ CORNER POINT
	AIR CONDITIONING ON	-0.7	-0.7
	ENGINE ANTI-ICE ON	0.0	-1.6
	ENGINE ANTI-ICE AND WING ANTI-ICE ON	0.0	-2.4

OAT (C)	PRESSURE ALTITUDE (FT) -2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.
-54.0	76.2	77.2	78.2	79.2	80.3	82.3	84.0	85.8	86.7	87.6
-50.0	76.9	77.9	78.9	79.9	81.0	83.0	84.7	86.5	87.5	88.3
-46.0	77.5	78.6	79.6	80.6	81.7	83.7	85.4	87.3	88.2	89.0
-42.0	78.2	79.2	80.2	81.3	82.4	84.4	86.1	88.0	88.9	89.8
-38.0	78.8	79.9	80.9	82.0	83.0	85.1	86.8	88.7	89.6	90.5
-34.0	79.5	80.5	81.5	82.6	83.7	85.7	87.5	89.4	90.3	91.2
-30.0	80.1	81.2	82.2	83.3	84.3	86.4	88.2	90.1	91.0	91.9
-26.0	80.7	81.8	82.8	83.9	85.0	87.1	88.8	90.7	91.7	92.5
-22.0	81.4	82.4	83.5	84.6	85.6	87.7	89.5	91.4	92.4	93.2
-18.0	82.0	83.1	84.1	85.2	86.3	88.4	90.2	92.1	93.1	93.9
-14.0	82.6	83.7	84.8	85.9	87.0	89.1	90.9	92.8	93.8	94.6
-10.0	83.2	84.3	85.4	86.5	87.6	89.7	91.5	93.4	94.4	95.3
-6.0	83.8	84.9	86.0	87.1	88.2	90.3	92.2	94.1	95.1	95.9
-2.0	84.4	85.5	86.6	87.7	88.8	90.9	92.8	94.7	95.7	96.6
2.0	85.0	86.1	87.2	88.3	89.4	91.6	93.4	95.4	96.4	97.2
6.0	85.6	86.7	87.8	88.9	90.0	92.2	94.1	96.0	97.0	97.9
10.0	86.2	87.3	88.4	89.5	90.7	92.8	94.7	96.7	97.7	98.5
14.0	86.8	87.9	89.0	90.2	91.3	93.5	95.3	97.3	98.3	99.2
18.0	87.4	88.5	89.6	90.8	91.9	94.1	95.9	97.9	98.9	99.8
22.0	88.0	89.1	90.2	91.3	92.5	94.7	96.6	98.6	*99.3*	*99.4*
26.0	88.5	89.7	90.7	91.9	93.1	95.3	97.2	*98.3*	*98.5*	*98.5*
30.0	89.1	90.2	91.3	92.5	93.6	95.9	*97.4*	*97.6*	*97.7*	*97.6*
34.0	89.7	90.8	91.9	93.1	94.2	96.5	*96.8*	*97.0*	*97.1*	*97.1*
38.0	90.2	91.4	92.5	93.7	94.8	*96.1*	*96.3*	*96.4*	*96.6*	*96.7*
42.0	90.8	91.9	93.1	94.2	*94.9*	*95.6*	*95.7*	*95.8*	*96.0*	
46.0	91.4	*92.5*	*93.2*	*93.9*	*94.5*	*95.0*	*95.1*			
50.0	*91.5*	*92.2*	*92.9*	*93.6*	*94.1*					
54.0	*91.2*	*92.0*	*92.7*							

OAT < CORNER POINT

OAT ≥ CORNER POINT

CFM 56-5B7 - TAKEOFF M = .0

CFM56-5B7 TAKEOFF N1 NO AIR BLEED MACH=.000	N1 CORRECTIONS FOR AIR BLEED	OAT < CORNER POINT	OAT ≥ CORNER POINT
	AIR CONDITIONING ON	-0.7	-0.7
	ENGINE ANTI-ICE ON	0.0	-1.6
	ENGINE ANTI-ICE AND WING ANTI-ICE ON	0.0	-2.4

OAT (C)	PRESSURE ALTITUDE (FT) 7000. .	8000.	9000.	9200.	10000.	11000.	12000	13000.	14000.	14500.
-54.0	87.6	88.2	88.0	88.0	87.8	88.2	88.4	88.6	88.6	88.5
-50.0	88.3	88.9	88.8	88.7	88.6	88.9	89.2	89.3	89.3	89.3
-46.0	89.0	89.7	89.5	89.5	89.3	89.7	89.9	90.1	90.1	90.0
-42.0	89.8	90.4	90.2	90.2	90.0	90.4	90.7	90.8	90.8	90.8
-38.0	90.5	91.1	90.9	90.9	90.7	91.1	91.4	91.5	91.5	91.5
-34.0	91.2	91.8	91.6	91.6	91.4	91.8	92.1	92.2	92.2	92.2
-30.0	91.9	92.5	92.3	92.3	92.1	92.5	92.8	92.9	92.9	92.9
-26.0	92.5	93.2	93.0	93.0	92.8	93.2	93.5	93.6	93.6	93.6
-22.0	93.2	93.9	93.7	93.7	93.5	93.9	94.1	94.3	94.3	94.3
-18.0	93.9	94.6	94.4	94.4	94.2	94.6	94.8	95.0	95.0	95.0
-14.0	94.6	95.3	95.1	95.1	94.9	95.3	95.5	95.7	95.7	95.7
-10.0	95.3	95.9	95.7	95.7	95.6	95.9	96.2	96.3	96.3	96.3
-6.0	95.9	96.6	96.4	96.4	96.2	96.6	96.9	97.0	97.0	97.0
-2.0	96.6	97.3	97.1	97.0	96.9	97.3	97.5	97.6	97.7	97.6
2.0	97.2	97.9	97.7	97.7	97.5	97.9	98.2	98.3	98.3	98.3
6.0	97.9	98.6	98.4	98.3	98.2	98.6	98.8	99.0	99.0	98.9
10.0	98.5	99.2	99.0	99.0	98.8	99.2	99.5	99.6	*99.2*	*98.8*
14.0	99.2	99.9	99.7	99.6	*99.1*	*99.0*	*98.6*	*98.0*	*97.1*	*96.6*
18.0	99.8	*100.1*	*99.1*	*98.8*	*97.9*	*97.6*	*97.0*	*96.1*	*95.7*	*95.6*
22.0	*99.4*	*99.1*	*97.9*	*97.7*	*96.7*	*96.2*	*95.9*	*95.7*	*95.4*	*95.2*
26.0	*98.5*	*98.0*	*96.8*	*96.6*	*96.0*	*95.9*	*95.6*	*95.3*	*95.0*	*94.8*
30.0	*97.6*	*97.3*	*96.5*	*96.4*	*95.8*	*95.7*	*95.4*			
34.0	*97.1*	*97.0*	*96.2*	*96.1*	*95.6*					
38.0	*96.7*	*96.6*								
42.0										
46.0										
50.0										
54.0										

OAT < CORNER POINT
OAT ≥ CORNER POINT

MAXIMUM CONTINUOUS THRUST

Ident.: **PERF-ENG-00007420.0018001 / 23 NOV 09** **APPROVED**
Criteria: (319-115 and 32619)

CFM 56-5B7 - MAXIMUM CONTINUOUS - VC = 230 kt

CFM56-5B7	N1 CORRECTIONS FOR AIR BLEED	OAT < ISA + 10	OAT ≥ ISA + 10
MAXIMUM CONTINUOUS N1 AIR CONDITIONING ON VC=230 KT	AIR CONDITIONING OFF	0.9	0.9
	NACELLE ANTI-ICE ON	0.0	–1.4
	NACELLE ANTI-ICE AND WING ANTI-ICE ON	0.0	–3.2

TAT (C)	PRESSURE ALTITUDE (FT) –1000.	3000.	7000.	11000.	15000.	19000.	23000.	27000.	31000.	35000.	39000.	41000.
–54.0	75.5	77.6	79.2	81.1	85.2	87.3	87.0	84.7	87.5	89.0	88.4	87.8
–50.0	76.2	78.3	79.9	81.8	85.9	88.0	87.7	85.4	88.3	89.7	89.1	88.5
–46.0	76.9	79.0	80.6	82.6	86.6	88.8	88.5	86.1	89.0	90.5	89.9	89.2
–42.0	77.5	79.6	81.2	83.3	87.4	89.5	89.2	86.8	89.8	91.2	90.6	90.0
–38.0	78.2	80.3	81.9	83.9	88.0	90.2	89.9	87.5	90.5	91.9	91.3	90.7
–34.0	78.8	80.9	82.5	84.6	88.7	90.9	90.6	88.2	91.1	92.6	92.0	91.4
–30.0	79.4	81.6	83.2	85.2	89.4	91.6	91.3	88.9	91.8	93.3	92.7	92.1
–26.0	80.1	82.2	83.8	85.9	90.1	92.3	92.0	89.6	92.5	94.0	93.4	92.8
–22.0	80.7	82.8	84.5	86.6	90.8	93.0	92.7	90.2	93.2	*94.4*	94.1	93.5
–18.0	81.3	83.5	85.1	87.2	91.5	93.7	93.4	90.9	93.9	*93.5*	*93.5*	*93.8*
–14.0	81.9	84.1	85.8	87.9	92.1	94.3	94.0	91.6	*93.3*	*92.6*	*92.6*	*92.9*
–10.0	82.5	84.7	86.4	88.5	92.8	95.0	94.7	*91.7*	*92.5*	*91.6*	*91.6*	*91.9*
–6.0	83.1	85.3	87.0	89.1	93.4	95.6	*95.3*	*91.2*	*91.7*	*90.7*	*90.8*	*91.1*
–2.0	83.7	85.9	87.6	89.8	94.1	96.3	*94.6*	*90.6*	*91.0*	*90.2*	*90.3*	*90.5*
2.0	84.3	86.5	88.3	90.4	94.7	*96.3*	*93.9*	*90.0*	*90.5*	*89.8*	*89.8*	*90.0*
6.0	84.9	87.1	88.9	91.0	95.4	*95.6*	*93.3*	*89.4*	*90.0*	*89.3*	*89.3*	*89.5*
10.0	85.5	87.8	89.5	91.6	*94.8*	*94.8*	*92.8*	*88.8*	*89.5*	*88.8*	*88.8*	*89.0*
14.0	86.1	88.4	90.1	*92.0*	*94.0*	*94.2*	*92.4*	*88.2*	*89.0*			*88.5*
18.0	86.7	88.9	90.7	*91.5*	*93.3*	*93.6*	*91.9*	*87.6*				
22.0	87.2	89.5	*90.7*	*91.0*	*92.8*	*93.1*	*91.3*					
26.0	87.8	90.1	*90.2*	*90.5*	*92.2*	*92.5*						
30.0	88.4	*89.8*	*89.7*	*90.0*	*91.5*	*92.0*						
34.0	*88.9*	*89.3*	*89.5*	*89.4*	*90.9*							
38.0	*88.5*	*88.9*	*89.1*	*88.8*								
42.0	*88.0*	*88.7*	*88.7*	*88.1*								
46.0	*87.4*	*88.3*	*88.2*									
50.0	*86.8*	*87.9*	*87.7*						OAT < ISA + 10			
54.0	*86.2*	*87.5*							OAT ≥ ISA + 10			

GO-AROUND THRUST

Ident.: **PERF-ENG-00007455.0015001 / 23 NOV 09** **APPROVED**
Criteria: 319-115

CFM 56-5B7 - GO-AROUND M = .225

CFM56-5B7	N1 CORRECTIONS FOR AIR BLEED	OAT < ISA + 30	OAT ≥ ISA + 30
GO AROUND N1 AIR CONDITIONING ON MACH=.225	AIR CONDITIONING OFF	0.6	0.6
	NACELLE ANTI-ICE ON	0.0	-1.3
	NACELLE ANTI-ICE AND WING ANTI-ICE ON	0.0	-1.9

TAT (C)	PRESSURE ALTITUDE (FT) -2000.	-1000.	0.	1000.	2000.	3000.	4000.	5000.	6000.	7000.
-54.0	74.7	75.6	76.5	77.2	77.8	78.3	79.1	79.8	80.4	80.9
-50.0	75.3	76.3	77.2	77.8	78.5	79.0	79.8	80.5	81.1	81.6
-46.0	76.0	76.9	77.8	78.5	79.2	79.7	80.4	81.2	81.8	82.3
-42.0	76.6	77.6	78.5	79.2	79.9	80.4	81.1	81.8	82.5	83.0
-38.0	77.3	78.2	79.1	79.8	80.5	81.0	81.8	82.5	83.1	83.7
-34.0	77.9	78.8	79.8	80.5	81.1	81.7	82.4	83.2	83.8	84.3
-30.0	78.5	79.5	80.4	81.1	81.8	82.3	83.1	83.8	84.5	85.0
-26.0	79.1	80.1	81.1	81.7	82.4	83.0	83.7	84.5	85.1	85.7
-22.0	79.8	80.7	81.7	82.4	83.1	83.6	84.4	85.1	85.8	86.3
-18.0	80.4	81.4	82.3	83.0	83.7	84.3	85.0	85.8	86.4	87.0
-14.0	81.0	82.0	83.0	83.7	84.4	84.9	85.7	86.4	87.1	87.6
-10.0	81.6	82.6	83.6	84.3	85.0	85.5	86.3	87.0	87.7	88.3
-6.0	82.2	83.2	84.2	84.9	85.6	86.1	86.9	87.7	88.3	88.9
-2.0	82.8	83.8	84.8	85.5	86.2	86.8	87.5	88.3	88.9	89.5
2.0	83.4	84.4	85.4	86.1	86.8	87.4	88.1	88.9	89.6	90.1
6.0	83.9	85.0	86.0	86.7	87.4	88.0	88.8	89.5	90.2	90.7
10.0	84.5	85.6	86.6	87.3	88.0	88.6	89.4	90.1	90.8	91.4
14.0	85.1	86.2	87.2	87.9	88.6	89.2	90.0	90.7	91.4	92.0
18.0	85.7	86.7	87.7	88.5	89.2	89.8	90.6	91.3	92.0	92.6
22.0	86.2	87.3	88.3	89.0	89.8	90.4	91.1	91.9	92.6	93.2
26.0	86.8	87.9	88.9	89.6	90.3	90.9	91.7	92.5	93.2	93.8
30.0	87.4	88.4	89.4	90.2	90.9	91.5	92.3	93.1	93.8	94.4
34.0	87.9	89.0	90.0	90.8	91.5	92.1	92.9	93.7	94.4	95.0
38.0	88.5	89.5	90.6	91.3	92.1	92.7	93.5	94.3	*94.4*	*94.4*
42.0	89.0	90.1	91.1	91.9	92.6	93.2	*93.6*	*93.8*	*93.8*	*93.7*
46.0	89.6	90.7	91.7	92.5	*92.7*	*92.8*	*93.1*	*93.2*	*93.1*	
50.0	*90.1*	*91.2*	*91.8*	*92.1*	*92.3*	*92.4*	*92.6*			
54.0	*90.2*	*90.7*	*91.3*	*91.6*	*91.8*					
58.0	*89.6*	*90.2*	*90.8*							
62.0	*89.0*									

OAT < ISA + 30

OAT ≥ ISA + 30

CFM 56-5B7 - GO-AROUND M = .225

CFM56-5B7	N1 CORRECTIONS FOR AIR BLEED	OAT < ISA + 30	OAT > ISA + 30
GO AROUND N1 AIR CONDITIONING ON MACH=.225	AIR CONDITIONING OFF	0.6	0.6
	NACELLE ANTI-ICE ON	0.0	-1.3
	NACELLE ANTI-ICE AND WING ANTI-ICE ON	0.0	-1.9

TAT (C)	PRESSURE ALTITUDE (FT)									
	7000.	8000.	9000.	9200.	10000.	11000.	12000.	13000.	14000.	14500.
-54.0	80.9	81.5	82.0	82.1	82.5	83.0	83.6	84.1	84.6	84.8
-50.0	81.6	82.2	82.7	82.8	83.2	83.7	84.3	84.8	85.3	85.5
-46.0	82.3	82.9	83.4	83.5	83.9	84.5	85.0	85.5	86.0	86.3
-42.0	83.0	83.6	84.1	84.2	84.7	85.2	85.7	86.2	86.7	87.0
-38.0	83.7	84.2	84.8	84.9	85.3	85.8	86.4	86.9	87.4	87.7
-34.0	84.3	84.9	85.5	85.6	86.0	86.5	87.1	87.6	88.1	88.4
-30.0	85.0	85.6	86.1	86.2	86.7	87.2	87.7	88.3	88.8	89.0
-26.0	85.7	86.2	86.8	86.9	87.3	87.8	88.4	88.9	89.5	89.7
-22.0	86.3	86.9	87.5	87.6	88.0	88.5	89.1	89.6	90.1	90.4
-18.0	87.0	87.6	88.1	88.2	88.7	89.2	89.8	90.3	90.8	91.1
-14.0	87.6	88.2	88.8	88.9	89.3	89.9	90.4	91.0	91.5	91.8
-10.0	88.3	88.9	89.4	89.5	90.0	90.5	91.1	91.6	92.1	92.4
-6.0	88.9	89.5	90.0	90.2	90.6	91.1	91.7	92.3	92.8	93.0
-2.0	89.5	90.1	90.7	90.8	91.2	91.8	92.3	92.9	93.4	93.7
2.0	90.1	90.7	91.3	91.4	91.9	92.4	93.0	93.5	94.1	94.3
6.0	90.7	91.4	91.9	92.0	92.5	93.0	93.6	94.2	94.7	95.0
10.0	91.4	92.0	92.6	92.7	93.1	93.7	94.2	94.8	95.3	95.6
14.0	92.0	92.6	93.2	93.3	93.7	94.3	94.9	95.4	96.0	96.2
18.0	92.6	93.2	93.8	93.9	94.4	94.9	95.5	96.1	96.6	96.9
22.0	93.2	93.8	94.4	94.5	94.9	95.5	96.1	96.7	*96.6*	*96.5*
26.0	93.8	94.4	95.0	95.1	95.5	96.1	*96.1*	*96.0*	*95.8*	*95.8*
30.0	94.4	95.0	95.6	*95.6*	*95.5*	*95.4*	*95.3*	*95.2*	*95.1*	
34.0	95.0	*95.0*	*94.9*	*94.9*	*94.7*	*94.6*	*94.5*			
38.0	*94.4*	*94.2*	*94.1*	*94.1*	*93.9*					
42.0	*93.7*	*93.5*								
46.0										
50.0										
54.0										

OAT < ISA + 30

OAT ≥ ISA + 30

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REDUCED THRUST TAKEOFF

Ident.: **PERF-FLEX-00006990.0013001 / 23 NOV 09** **APPROVED**
Criteria: (319-115 and 36750)

CFM56-5B7	N1 CORRECTIONS FOR AIR BLEED	
FLEX TAKEOFF N1 NO AIR BLEED MACH .000	AIR CONDITIONING ON	- 0.7
	ENG ANTI-ICE ON	0.0
	ENG AND WING ANTI-ICE ON	0.0

CFM56-5B7 REDUCED TAKEOFF THRUST

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APPENDICES AND SUPPLEMENTS

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Airworthiness Directive

AD No.: 2017-0257R1

Issued: 09 January 2018

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:
AIRBUS

Type/Model designation(s):
A318, A319, A320 and A321 aeroplanes

Effective Date: Revision 1: 09 January 2018
Original issue: 29 December 2017

TCDS Number(s): EASA.A.064

Foreign AD: Not applicable

Revision: This AD revises EASA AD 2017-0257 dated 22 December 2017.

ATA 34 – Navigation – Back Up Speed Scale / Aircraft Flight Manual – Amendment

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Manufacturer(s):
Airbus (formerly Airbus Industrie)

Applicability:
Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-271N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers that have received Airbus modification (mod) 35871 in production or Airbus Service Bulletin (SB) A320-34-1397 in service (introducing Air Data Monitoring and BUSS function), except aeroplanes which have also received Airbus mod 159281 in production, or Airbus SB A320-34-1658 or A320-34-1659 in service (installing reversible BUSS function).

Reason:
In extreme icing conditions, pitot probes may induce erroneous airspeed indications. Airbus developed a Back-up Speed Scale (BUSS and reversible BUSS, based on angle of attack (AoA) value) displayed on the Primary Flight Display (PFD), together with a PFD Back-Up Altitude Scale based on Global Positioning System (GPS) altitude, to provide flight crews with reliable information on airspeed. This BUSS is intended to be used below flight level (FL) 250 only (above FL250, the BUSS is disconnected). Following new investigation related to AoA probes blockages, it was identified that,

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when two AoA sensors are adversely affected by icing conditions at the same time, data displayed on the BUSS could be erroneous.

This condition, if not corrected, could lead to an increased flight crew workload, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus established specific operational instructions to be applied by the flight crew under certain defined conditions. The relevant procedure has been incorporated into the applicable A320 family Airplane Flight Manual (AFM) since 07 March 2017 (publication date).

For the reason described above, this AD requires a one-time AFM amendment to introduce the additional operational procedure.

After EASA AD 2017-0257 was issued, an error was detected in the Applicability, which should have been limited to aeroplanes equipped with the BUSS function.

This AD is therefore revised to correct the Applicability. The wording of the Reason and Credit paragraphs have also been improved and the original AFM pages have been inserted in the Appendix.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

AFM Amendment:

(1) Within 30 days after 29 December 2017 [the effective date of the original issue of this AD], amend the applicable AFM by incorporating the procedure as specified in Appendix 1 of this AD, inform all flight crews, and, thereafter, operate the aeroplane accordingly.

(2) Amending the applicable AFM of an aeroplane to incorporate a later AFM revision, which includes the procedure as specified in Appendix 1 of this AD, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Credit:

(3) Aeroplanes operated with an AFM having the NAV – ADR 1+2+3 FAULT procedure with an approval date on or after 02 March 2017 are compliant with the requirements of this AD.

Ref. Publications:

Airbus A318, A319, A320 and A321 AFM Revision dated 07 March 2017.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

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2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – EIAS; Fax +33 5 61 93 44 51;
E-mail: account.airworth-eas@airbus.com.

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Appendix 1 – AFM Procedure

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0001001 / 02 MAR 17** **APPROVED**
Criteria: (SA and (154033 or 35871))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

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

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn off all ADRs.
Fly the green area of the speed scale.

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

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**
  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Approach speed: fly the bug.
Apply necessary landing performance corrections.

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Appendix 1 – AFM Procedure (continued)

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0005001 / 02 MAR 17** **APPROVED**
Criteria: (SA and ((154033 or 35871) and 151269))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

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

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn on probe and window heat.
Turn off all ADRs.
Fly the green area of the speed scale.

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

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**
  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Approach speed: fly the bug.
Apply necessary landing performance corrections.

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Appendix 1 – AFM Procedure (continued)

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0003001 / 02 MAR 17** **APPROVED**
Criteria: (SA and ((154033 or 35871) and 38298))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

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

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *When FLAPS 0, flight controls are in direct law. Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*
2. *Standby instruments may be unreliable.*
3. *The altitude displayed on the PFD is a GPS altitude.*
4. *Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
5. *Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*
6. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

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

Approach speed: fly the bug.
Apply necessary landing performance corrections.

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Appendix 1 – AFM Procedure (end)

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0006001 / 02 MAR 17** **APPROVED**
Criteria: ((SA and ((154033 or 35871) and 38298 and 151269)) or 320-200N)
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

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

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn on probe and window heat.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *When FLAPS 0, flight controls are in direct law. Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*
2. *Standby instruments may be unreliable.*
3. *The altitude displayed on the PFD is a GPS altitude.*
4. *Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
5. *Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*
6. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

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

Approach speed: fly the bug.
Apply necessary landing performance corrections.

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GENERAL

Ident.: **APP-NOI-00007036.0002001 / 23 NOV 09** **APPROVED**
Criteria: (321-111 or 321-112 or 321-131 or 321-231 or 321-232 or A318 or A319 or A320)

NOISE CHARACTERISTICS

No determination has been made by the EASA that the noise levels of this aircraft are or should be acceptable for operation at, into, or out of, any airport.

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4, noise requirements and were obtained by analysis of approved data from approved noise tests.
Identification of the maximum takeoff and landing weights applicable to a particular aircraft is provided in the LIMITATIONS chapter of this AFM (*Refer to LIM-WGHT Weight Limitations*).

NOISE CERTIFICATION PROCEDURES

Compliance with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36, and ICAO Annex 16 included the following procedures:

- An all-engine takeoff configuration 1 + F was used with a constant climb speed equal to the all-engine operating speed at 35 ft, which is at least V2 + 10 kt and not greater than V2 + 20 kt, with a thrust cutback procedure initiated prior to over-flight of the flyover noise control point, with APU off, air conditioning system off, mid center of gravity, and landing gear retracted.
- Landing approach on a 3 ° glide slope, at a speed of VREF + 10 kt, was used with APU on, air conditioning system on, forward center of gravity, landing gear extended and configuration FULL.

EXTERNAL NOISE

Ident.: **APP-NOI-00006882.0052001 / 03 AUG 10** **APPROVED**
Criteria: 319-115

CONFIGURATION

Engines: CFM 56-5 B7/P or CFM 56-5 B7/3 - 27 000 lb ideal sea level static thrust.
Model: A319-115
Nacelle treatment: Basic configuration including inlet and fan duct treatments.

CERTIFICATED NOISE LEVELS

EASA CS-36, ICAO Annex 16 Chapter 4, JAR-36 and 14 CFR (FAR) Part 36 Stage 4 certificated noise levels are determined by entering these graphs at the maximum weights defined in the LIMITATIONS chapter of this AFM. *Refer to LIM-WGHT Weight Limitations*.

Flyover Noise Levels

Lateral Noise Levels

Approach Noise Levels

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GENERAL

Ident.: **APP-TCAS-00007060.0005001 / 02 DEC 13** **APPROVED**
Criteria: (SA and (150842 or 152353 or 153870 or 39146))

This supplement is applicable to operations with the TCAS.
TCAS Traffic Advisory and Resolution Advisory modes can be used without any restriction when operating within the certified limits of the aircraft flight envelope.
The TCAS complies with TCAS II change 7.1 Minimum Operational Performance Standards (DO-185B MOPS).
Unless amended in this supplement, all the chapters of this AFM remain applicable.

PROCEDURES

Ident.: **APP-TCAS-00007062.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (26877 or 27698 or 27740 or 27753 or 28738 or 28739 or 30163))

For normal TCAS operation, select :
- Transponder : ON or AUTO
- ALT report : ON
- TCAS : TA/RA

Select TA for :
- Dispatch with landing gear down
- Engine failure
- Operation near closely spaced parallel runway (less than 1 200 ft)

Maneuvers must not be based solely on information presented on the traffic display.
Compliance with a TCAS II Resolution Advisory (RA) is always required unless the pilot considers it unsafe to do so. Compliance with a RA is required even if there is a conflict between the RA and an Air Traffic Control (ATC) instruction to maneuver.
Go around procedure must be performed when a RA "Climb" or "Increase Climb" is triggered on final approach.

CAUTION	Once an RA has been issued, safe separation could be compromised if current vertical speed is changed, except as necessary to comply with the RA. This is because TCAS II-to-TCAS II coordination may be in progress with the intruder aircraft, and any change in vertical speed that does not comply with the RA may negate the effectiveness of the other aircraft's compliance with the RA.

Note: *Following a TCAS II "clear of conflict" advisory, the pilot should expeditiously return to the applicable ATC clearance unless otherwise directed by ATC.*

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GENERAL

Ident.: **APP-INOP-00006946.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

This supplement is applicable to dispatch the aircraft with inoperative items affecting the certified AFM performance.
The provision of performance data in this supplement does not constitute authorization to operate the aircraft with the specified items inoperative.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

PERFORMANCE

Ident.: **APP-INOP-00007064.0002001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 318-121 or 318-122 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For takeoff, en route net flight path and landing performance determination the Performance Engineer's Program / AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*.
Select the relevant failure case in the SPECIAL CASES field of the input data for AFM performance calculation.
The following table summarizes all the permitted dispatch cases and gives the affected AFM performance:

	Dispatch Case	Affected Performance
ATA 27	One pair of spoilers inoperative in the retracted position	- Accelerate Stop Distance (ASD) and decision speed - Landing distance Note: *In case only spoilers 5 are inop. on each wing, the effect on ASD, decision speed and landing distance is negligible.*
	Two pairs (surfaces 1 and 2) of spoilers inoperative in the retracted position	- Accelerate Stop Distance (ASD) and decision speed - Landing distance
	All ground spoilers control system inoperative	- Accelerate Stop Distance (ASD) and decision speed - Landing distance
ATA 30	One or more engine de-icing valve in open position	- Takeoff Distance (TOD) - Takeoff Run (TOR) - Accelerate Stop Distance (ASD) - First and second segments - Takeoff flight path - Final takeoff gradient - En route net flight path - Approach and landing climb
ATA 32	One brake inoperative	- Accelerate Stop Distance (ASD) and decision speed - Landing distance

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	Dispatch Case	Affected Performance
ATA 70	Ground idle system inoperative	- Accelerate Stop Distance (ASD) - Landing distance

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GENERAL

Ident.: **APP-LGDN-GEN-00007074.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

This supplement is applicable to dispatch a revenue flight with the landing gear down and the landing gear doors closed.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

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LIMITATIONS

Ident.: **APP-LGDN-LIM-00007075.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((A320 and 28160) or (A318 or A319 or A321))

VMO/MMO : 235 kt/M 0.6
Flight in forecasted icing conditions is not permitted.
Ditching has not been demonstrated.
Managed vertical modes CLB and DES must not be used.
Managed speed (except in approach) must not be used.
The FMS fuel predictions must be disregarded.

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ENG DUAL FAILURE

Ident.: **APP-LGDN-EMER-00007079.0006001 / 23 NOV 09** **APPROVED**
Criteria: (((320-214 or 320-215 or 320-216) and 28160) or (319-111 or 319-112 or 319-115 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213))

- **If APU running:**
  Perform an assisted relight
- **If APU not running:**
  Attempt an APU start
  - **If unsuccessful:**
    Accelerate to 300 kt to attempt a windmill relight. In that case, disregard VMO warning.

Flight controls are in direct law: Use "man pitch trim" as necessary.

- **In approach:**
  Set CONF 1 above or at 200 kt.

  Do not select flaps/slats below 200 kt.

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F/CTL FLIGHT CONTROLS FAILURE

Ident.: **APP-LGDN-ABN-00007078.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

A flight control failure case normally leading to ALTN LAW will lead to DIRECT LAW.

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PREFLIGHT CHECK

Ident.: **APP-LGDN-NORM-00007076.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The L/G DOWN VMO/MMO switch located in the avionic bay on 188VU must be set on L/G DOWN position.

Intentionally left blank

PERFORMANCE

Ident.: **APP-LGDN-PERF-00007354.0002001 / 23 NOV 09** **APPROVED**
Criteria: SA

For takeoff, en route net flight path and go-around performance determination the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision given must be used. *Refer to PERF-OCTO Performance Database*.
Select the LANDING GEARS EXTENDED case in the SPECIAL CASES field of the input data for AFM performance calculation.

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APPENDICES AND SUPPLEMENTS

Ident.: **APP-LGDN-APP-00009236.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The combination with the following supplement is not allowed:
- Extended Operations ETOPS (if applicable)

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GENERAL

Ident.: **APP-INTX-GEN-00007085.0007001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

This supplement is applicable to dispatch the aircraft in intermix configuration.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

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LIMITATIONS

Ident.: **APP-INTX-LIM-00009744.0007001 / 03 AUG 10** **APPROVED**
Criteria: 319-115

MAIN ENGINES

Any combination of two engines among the following engine types may be installed:

- CFM 56-5B7/P
- CFM 56-5B7/3
- CFM 56-5B7/P with "TI HPC Kit".

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ENG RELIGHT IN FLIGHT IN CASE OF SAC-TI INTERMIX

Ident.: **APP-INTX-ABN-00009652.0001001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For SAC-TI engine, the maximum altitude for the engine relight envelope is reduced, compared to the SAC engine. Therefore, in the case of an engine intermix, the flight crew must use the following engine relight envelope:

In Flight Engine Relight Envelope

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TAKEOFF PROCEDURE

Ident.: **APP-INTX-NORM-00007088.0002001 / 23 NOV 09** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

If takeoff is performed in engine intermix configuration, It is mandatory to wait for a stabilized 50 % of N1 on both engines with brakes on before selecting FLX/TOGA.

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GENERAL

Ident.: **APP-HAO-GEN-00007111.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-232 or 320-233 or 321-200) and (25615 or 34540))

This supplement is applicable to operate the aircraft to and from airports with a pressure altitude above 9 200 ft.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

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ENVIRONMENTAL ENVELOPE

Ident.: **APP-HAO-LIM-00007112.0046001 / 23 NOV 09** **APPROVED**
Criteria: ((319-111 or 319-112 or 319-115) and (25615 and 30748 and 33323))

The environmental envelope is modified as shown herebelow to extend the TO and LDG limit to the pressure altitude of 14 100 ft.

ENVIRONMENTAL ENVELOPE

APU

Ident.: **APP-HAO-LIM-00007113.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-231 or 320-232 or 320-233 or 321-200) and ((21533 or 25615 or 34024 or 34540) and (22562 or 35864)))

Above 9 200 ft, APU operations are limited to temperatures at or below ISA + 35 °C.

WEIGHT

Ident.: **APP-HAO-LIM-00021789.0001001 / 18 JUL 17** **APPROVED**
Criteria: (319-115 and (25615 or 34024 or 34540))

For takeoff at TOGA thrust, when at or below OAT 0 °C, the takeoff weight must be lower than the following when at or above 10 000 ft up to 13 000 ft included:

Pressure Altitude (ft)	MTOW (t)
10 000 ft	75.8 t (167 110 lb)
10 500 ft	74.2 t (163 583 lb)
11 000 ft	72.6 t (160 056 lb)
11 500 ft	71.8 t (158 292 lb)
12 000 ft	70.9 t (156 308 lb)
12 500 ft	69.9 t (154 103 lb)
13 000 ft	69.0 t (152 118 lb)

This is to ensure 2.1 % go around climb gradient capability in the case of return to land at departure airport.

NORMAL PROCEDURES

Ident.: **APP-HAO-NORM-00007122.0006001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-232 or 320-233 or 321-200) and 25615)

- **In cruise toward airport at or above 9 200 ft:**
  - **If CAB ALT unduly increases beyond 8 000 ft:**
    Manually set landing elevation to 8 000 ft.
- **At top of descent:**
  Set HIGH ALT LDG to ON.
  Set landing elevation to AUTO.
- **For approach and landing:**
  - **If performance requires:**
    Approach can be performed with:
    - both packs supplied by APU below 17 000 ft or
    - one single pack supplied by APU bleed below 20 000 ft
- **On ground operation:**
  Keep HIGH ALT LDG set to ON for all ground operations.
- **For takeoff:**
  - **If performance requires:**
    Takeoff can be performed with:
    - both packs supplied by APU up to 17 000 ft or
    - one single pack supplied by APU bleed up to 20 000 ft
- **At top of climb:**
  When cabin altitude is below 12 000 ft and decreasing:
  Set HIGH ALT LDG to OFF.

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PERFORMANCE

Ident.: **APP-HAO-PERF-00007129.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 319-131 or 319-132 or 319-133 or 320-214 or 320-215 or 320-216 or 320-232 or 320-233 or 321-200) and 25615)

The performance data given in performance and supplementary performance chapters of this AFM remain applicable for takeoff and landing up to 14 100 ft.

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GENERAL

Ident.: **APP-TLWD-00007146.0004001 / 23 NOV 09** **APPROVED**
Criteria: ((A318 or 319-100 or 320-200 or 321-100 or 321-200) and ((23222 and 26398) or (26057 and 26398)))

This supplement is applicable to operations with tailwind greater than 10 kt.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: **APP-TLWD-00007147.0007001 / 23 NOV 09** **APPROVED**
Criteria: ((A318 or 319-100 or 320-200 or 321-200) and ((23222 and 26398) or (26057 and 26398)))

Maximum tailwind for takeoff: 15 kt
Maximum tailwind for landing: 15 kt

Note: *Maximum tailwind for automatic landing and roll out remains 10 kt.*

NORMAL PROCEDURES

Ident.: **APP-TLWD-00009244.0002001 / 23 NOV 09** **APPROVED**
Criteria: ((319-111 or 319-112 or 319-115 or 320-214 or 320-215 or 320-216 or A318) and 26398)

LANDING

Before beginning final descent it is recommended to stabilize speed around VREF + 5 kt.

Decelerated approaches are not allowed.

Select FLAPS FULL for landing.

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GENERAL

Ident.: **APP-TAWS-00007228.0001001 / 14 JAN 15** **APPROVED**
Criteria: (SA and (26526 or 28244 or 34637 or 39146))

This supplement is applicable to aircraft fitted with Terrain Awareness Warning System (TAWS) T2CAS, or with TAWS T3CAS, or with Enhanced Ground Proximity Warning System (EGPWS).
A list of areas where no terrain data are available along the scheduled route should be made available to the flight crew.
Approval of TAWS predictive functions of T2CAS or T3CAS, or of EGPWS enhanced function is based on the assumption that TAWS databases (excluding Performance database) are compliant with DO-200A DPAL2.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: **APP-TAWS-00007229.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and (26526 or 28244))

Aircraft navigation is not to be predicated upon the use of the terrain display.
The terrain display is intended to serve as a situation awareness tool only, and may not provide the accuracy on which to solely base terrain avoidance maneuvering.
The EGPWS database, display, and alerting algorithms currently do not account for man made obstructions.

The EGPWS enhanced function should be inhibited (TERR pushbutton set to OFF on GPWS panel) when the aircraft position is less than 15 NM from the airfield:
- For operations from/to runways not incorporated into the EGPWS database
- For specific approach procedures which have previously been identified as potentially producing false terrain alerts.

NORMAL PROCEDURES

Ident.: **APP-TAWS-00007231.0001001 / 23 NOV 09** **APPROVED**
Criteria: ((SA and (26526 or (28244 and 30170))) or (SA and 34825))

The following procedures replace the GPWS procedures published in the NORMAL PROCEDURES chapter of this AFM.

- **When a warning occurs:**

  Pull up using full back stick.

  Apply takeoff thrust and climb until the warning ceases.

  For enhanced function, in addition to climbing, a turning maneuver can be initiated after verifying the aircraft position and if the crew concludes turning is the safest way of action.

Note: The EGPWS does not take account of specific aircraft configuration and climb performance and a "pull up" maneuver on its own, for certain situations, may not ensure terrain clearance.

Warnings may be considered cautionary during daylight VMC conditions provided the cause of the warning can be identified immediately.

- **When a caution occurs:**

  Adjust the flight path/configuration so that the caution alert ceases.

  Climb and/or turn as necessary based on analysis of all available instruments and information.

GENERAL

Ident.: **APP-ROPS-00015678.0001001 / 14 JAN 15** **APPROVED**
Criteria: (SA and 155269)

This Supplement is applicable to aircraft fitted with Runway Overrun Prevention System (ROPS). In addition, the TAWS-GPWS Supplements remain applicable for aircraft equipped with ROPS.

LIMITATIONS

Ident.: **APP-ROPS-00015679.0001001 / 23 MAY 17** **APPROVED**
Criteria: (SA and 155269)

ROPS is designed to alert the flight crew in the case of potential runway overrun situation for dry and wet runways only, and assumes both thrust reversers availability and no failure affecting landing performance. The absence of ROW alert during approach must not affect flight crew's judgment of conditions and reaction to other cues that would indicate that a go around must be performed.
In the case of runways not validated for ROPS in the GPWS database, ROPS is inoperative. It is the operator's responsibility to inform the flight crews about the runways that are not validated for ROPS, along the scheduled route.

The ROPS may be inhibited (TERR pb set to OFF on GPWS panel) when the aircraft position is less than 15 NM from the airfield:
- For specific approach procedures which have previously been identified as potentially producing undue ROW alerts,
- If a NOTAM displaces the runway threshold (shortened LDA).

Operations where the ROW alert landing distance is greater than the LDA must not be conducted unless a specific authorization is obtained from the appropriate authority. For these runways, ROW alerts may be triggered if ROPS is not inhibited (on the GPWS panel, the TERR pb is kept ON).
In the case of a failure that affects landing performance and/or thrust reversers availability, ROPS does not prevent runway excursion. Nevertheless, in the case of ROPS alert, the flight crew must immediately apply ROPS procedures.

<u>Note:</u> *In the case of lateral directional control difficulties at low speed in adverse conditions (crosswind on the critical side, low runway friction) with a failure leading to asymmetrical reverse thrust (thrust reverse failure or dispatch with one thrust reverse inoperative), the flight crew should regain directional control and then, follow SET/KEEP MAX REVERSE ROP alerts.*

The flight crew must not begin an approach if the ROW distance is greater than the Landing Distance Available.

Note: *For landing distance computed by EFB, the operational means to assess the ROW landing distance is to select the "Operational Landing Distance" calculation using :*

- *The database given in PERFORMANCE chapter (Refer to PERF-OCTO Performance Database) of this AFM*
- *The landing fail file given in EMER-GEN chapter (Refer to EMER-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE) and in ABN-GEN chapter (Refer to ABN-GEN LANDING DISTANCE DETERMINATION IN CASE OF IN-FLIGHT FAILURE) of this AFM*
- *The AFM-OCTO approved FM module at the revision 30 or higher.*

- *If the flight crew uses the Performance Engineer's Program/AFM-OCTO approved Flight Manual Modules with the CPDF (Refer to PERF-OCTO Complementary Performance Data File) that includes the ROW data, the ROW distance calculation is performed automatically.*
- *If not, the flight crew must multiply by 1.15 the result of the landing distance computation and then add 150 m , in order to obtain the ROW distance to be compared to the LDA.*

At landing, in the case of detected runway overrun situation, the ROPS function triggers several alerts.

- **If the amber message IF WET: RWY TOO SHORT is displayed on the PFD:**
  - **If the runway is dry:**
    The landing may be continued
  - **If the runway is not dry:**
    Apply go around procedure
  - **If the runway is wet and PFC or GROOVED and performance credit for PFC/GROOVED runway is used:**
    The landing may be continued

    Note: In this particular situation, the flight crew must use all deceleration means.

    The IF WET : RWY TOO SHORT alert is an indication of marginal performance even on wet PFC/GROOVED runway.
- **If the red message RWY TOO SHORT is displayed on the PFD:**
  Apply go around procedure
- **When on ground:**
  - **If MAX BRAKING warning is triggered:**
    Apply and keep maximum brakes as long as necessary
    Apply and keep max reverse, keeping maximum brakes, as long as necessary
  - **If MAX REVERSE warning is triggered:**
    Apply and keep max reverse
  - **If KEEP MAX REVERSE warning is triggered:**
    Maintain max reverse as long as necessary. For the limitations associated with this aural warning, *Refer to APP-ROPS Limitations*.

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GENERAL

Ident.: **APP-NRWY-00006985.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30397)

This supplement is applicable to operations on runways with a width below 45 m.
This supplement does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.
Unless amended in this supplement, all the chapters of this AFM remain applicable.

LIMITATIONS

Ident.: **APP-NRWY-00006987.0001001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30397)

Minimum runway width: 30 m

Systems:
The dispatch from/to narrow runways is not allowed in case of:
- nosewheel steering inoperative
- one brake or more inoperative.

Autoland is not allowed.

PROCEDURES

Ident.: **APP-NRWY-00007014.0002001 / 03 AUG 17** **APPROVED**
Criteria: (SA and (26925 and 30397))

Diversion to a 45 m wide runway is recommended in case of:
- Rudder jam
- Rudder pedal jam
- Yaw damper fault
- Rudder Travel Limit system fault
- All failures leading to the loss of the nosewheel steering (HYD Yellow system loss, double hydraulic failure, double BSCU fault, double LGCIU fault).

The following applies to narrow runways in terms of crosswind component:
- Maximum demonstrated crosswind for dry runways: 38 kt (gust included) for takeoff and landing
- Maximum demonstrated crosswind for wet runways: 33 kt (gust included) for takeoff and landing
- Maximum crosswind for contaminated runways: 10 kt (gust included) for takeoff and landing.

Operations on icy runways have not been demonstrated.

PERFORMANCE

Ident.: **APP-NRWY-00006986.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and 30397)

For performance determination, the Performance Engineer's Programs AFM_OCTO approved FM module at the latest approved revision must be used.
Refer to PERF-OCTO Performance Database.
Enter the runway width in the RUNWAY WIDTH field of the input data for AFM performance calculation.
For runways with a width below 40 m, the VMCG must be increased by:

Runway width	30 m	35 m	40 m
∆VMCG (kt)	+ 2.5	+ 1.5	+ 0

and linear interpolation in between.

GENERAL

Ident.: **APP-PFC-00007028.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

The nominal runway surface for performance calculation on wet runway is smooth.
The takeoff performance improvements on wet grooved or Porous Friction Course (PFC) runways are covered by modification 35075.
The landing performance improvements on wet grooved/PFC runways are covered by modification 37457.

PERFORMANCE

Ident.: **APP-PFC-00007029.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

The takeoff performance (Accelerate Stop Distance, Complete Takeoff) on wet grooved/PFC runway given in the approved databases of the PERFORMANCE chapter must not be used for aircraft not fitted with modification 35075.
The landing performance (Landing Distance) on wet grooved/PFC runway given in the approved databases of the PERFORMANCE chapter must not be used for aircraft not fitted with modification 37457.

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MASTER CONFIGURATION DEVIATION LIST

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MCDL-GEN-PERF Performance
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MCDL-21-03 Ram Air Inlet Leading Edge
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MCDL-23 COMMUNICATION

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MCDL-27 FLIGHT CONTROL

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MCDL-27-03 Slat Track Closing Plate
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MCDL-27-05 Access Panel for Bearings at Elevator
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Illustration Access panel for bearings at elevator....B

MCDL-27-06 Flap Track Fairing Rear Top Cover and Tail Cone
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Rubber Seal under Slat....A
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MCDL-27-08 Seal Between Inboard and Outboard Flap
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MCDL-27-09 Inboard Aileron Edge to Wing Seal
Inboard Aileron Edge to Wing Seal....A
Illustration Inboard Aileron to Wing Seal....B

MCDL-27-10 Slat End Seal and Weather Seal
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MCDL-27-11 Slat Track Filler Block
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MCDL-27-12 Slat Track Sealing Packer
Slat Track Sealing Packer....A
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MCDL-27-13 Inter-flap Cushion Seal
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MCDL-27-14 Flap Track Moveable Fairing Seal
Flap Track Moveable Fairing Seal....A
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MCDL-27-15 Flap Track Fixed Fairing Seal
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MCDL-27-16 Flap Track Moveable Fairing Pivot Cover
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Refuel/Defuel Coupling Cap 101 QM Or 41 QM ..... A
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MCDL-28-02 Refuel Panel Door 192MB
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MCDL-30 ICE AND RAIN PROTECTION

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MCDL-33-02 Taxi Light Lamp 8LR
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MCDL-33-03 Rear Navigation Light Lens 15LA
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Illustration Rear Navigation Light Lens 15LA ..... B

MCDL-33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover
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MCDL-33-07 Landing Light Lens 7LB, 8LB
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MCDL-33-08 Turn OFF Light Lamp 3LC1, 3LC2
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MCDL-33-09 Takeoff Light Lamp 7LR
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Illustration Takeoff Light Lamp 7LR ..... B

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MCDL-51-04 Fairing Aft Safety Stay Point 311 AL
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MCDL-52 DOORS

MCDL-52-01 Toilet Servicing and Drainage Door
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MCDL-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB
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MCDL-52-03 Access Door to Potable Water Filling and Drainage
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MCDL-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB
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MCDL-52-05 Access Door to Air Conditioning Ground Supply 191 CB
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MCDL-52-07 External Power Ground Connection Access Door Assy 121 AL
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MCDL-52-08 Access Door of Cargo Opening System 134 AR - 154 AR
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MCDL-52-09 Nose Landing Gear Main Door (713, 714)
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MCDL-52-10 Nose Landing Gear Aft Door (715, 716)
Nose Landing Gear Aft Door (715, 716)....A
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MCDL-52-11 Nose Landing Gear Leg Door (712)
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MCDL-52-12 Main Landing Gear Door (732, 742) (flight with gear up)
Main Landing Gear Door (732, 742) (flight with gear up)....A
Illustration Main Landing Gear Door (732, 742)....B

MCDL-52-13 Main Landing Gear Door (733, 743) (flight with gear up)
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MCDL-52-14 Main Landing Gear Door (732, 742) (flight with gear down)
Main Landing Gear Door (732, 742) (Flight with gear down)..... A
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MCDL-52-15 Main Landing Gear Door (733, 743) (Flight with gear down)
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MCDL-52-16 Main Landing Gear Door (734, 744) (Flight with gear down)
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MCDL-52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing
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MCDL-52-19 Pax Door Upper Cover Plate
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MCDL-52-21 Blue Hydraulic Access Door 197 FB
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MCDL-52-22 Forward Cargo Door Access Cover Panel 825 AR
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MCDL-52-23 Aft Cargo Door Access Cover Panel 826 AR
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MCDL-53-01 Belly Fairing Vent Louver Vane
Belly Fairing Vent Louver Vane..... A
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MCDL-53-03 Root Fillet Fairing
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Illustration Nacelle Strake.... B

MCDL-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR
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Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR.... B

MCDL-54-04 Pylon Access Door 415(425) AL - 415(425) AR
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Illustration Pylon Access Door 415(425) AL - 415(425) AR.... B

MCDL-54-05 Pylon Fairing Seal
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MCDL-54-06 Aerodynamic Seal
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MCDL-57 WINGS

MCDL-57-01 Wing Tip Fence
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MCDL-57-02 Belly Fairing Sliding Panel
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MCDL-57-03 Outboard Flaps Rubbing Strip
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MCDL-57-04 Inboard Flap Rubbing Strip
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MCDL-71-09 Fan Cowl Hold Open Rod
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Illustration Fan Cowl Hold Open Rod....B

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Duct Opening Actuator....A
Illustration Duct Opening Actuator....B

MCDL-78-09 Thrust Reverser 11 and 1 O'clock Struts
Thrust Reverser 11 and 1 O'clock Struts....A
Illustration Thrust Reverser 11 and 1 O'clock Struts....B

MCDL-78-11 Thrust Reverser Lockout Fairing
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MASTER CONFIGURATION DEVIATION LIST

PRELIMINARY PAGES

SUMMARY OF HIGHLIGHTS

Localization Title	Toc Index	ID	Reason
MCDL-27-01 Flap Track Fairing	A	1	Addition of a note to allow item combination.
MCDL-27-03 Slat Track Closing Plate	A	1	Addition of a note to allow item combination.
MCDL-27-08 Seal Between Inboard and Outboard Flap	A	1	Addition of a note to allow item combination.
MCDL-27-16 Flap Track Moveable Fairing Pivot Cover	A	1	Addition of a note to allow item combination.
MCDL-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM	A	1	Addition of a note to allow item combination.
MCDL-28-02 Refuel Panel Door	A	1	Addition of a note to allow item combination.
MCDL-33-02 Taxi Light Lamp 8LR	A	1	Addition of a note to allow item combination. Removal of the high speed tape content as Operator must refer to AMM task.
MCDL-33-07 Landing Light Lens 7LB, 8LB	A	1	Addition of a note to allow item combination. Removal of the high speed tape content as Operator must refer to AMM task.
MCDL-52-05 Access Door To Air Conditioning Ground Supply 191 CB	A	1	Addition of a note to allow item combination.
MCDL-52-21 Blue Hydraulic Access Door 197 FB	A	1	Addition of a note to allow item combination.
MCDL-57-01 Wing Tip Fence	A	1	Addition of a note to allow item combination.
MCDL-57-01 Wing Tip Fence	A	2	Addition of a note to allow item combination.
MCDL-57-02 Belly Fairing Sliding Panel	A	1	Addition of a note to allow item combination.
MCDL-57-06 Outer Flap Blade Seal	A	1	Addition of a note to allow item combination.

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INTRODUCTION

Ident.: **MCDL-GEN-INTR-00006202.0001001 / 02 OCT 17** **APPROVED**
Criteria: SA

Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Master Configuration Deviation List. Any part not included in this list must be considered as necessary.
It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the airplane to be taken out of service.
Letter (m) associated to an item indicates that maintenance action is necessary to permit flight with these parts missing.

It is the Operator's responsibility to:
- Define the task sharing between the flight and maintenance crews
- Ensure that all maintenance procedures are performed.

When items require high-speed tape, the MCDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The Operator must use an appropriate process to ensure that the dispatch conditions are satisfied. The Operator must define this process in accordance with its specific operations.

Note: *Unless otherwise specified in the MCDL item or the relevant AMM task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.*

The MCDL maintenance procedures are published in the AMM. The MCDL item number may be used to find the associated task in the AMM via the dedicated function of AirN@v.

Note:
1. *The sign "-" in "Quantity installed" column indicates that the quantity is variable.*
2. *The illustrations included in this Master Configuration Deviation List are given only for information to facilitate location of missing items and must not be considered as approved data.*
3. *Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft. In such a case, completeness of the MCDL may be checked by referring to the LEDU.*

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LIMITATIONS

Ident.: **MCDL-GEN-LIM-00006203.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

No more than one part of one system may be missing except if otherwise specified. Parts of different systems may be simultaneously missing, unless otherwise specified in this list.
When missing part introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the LIMITATIONS chapter of this AFM. This limitation must be clearly indicated by a placard on the pilote's instrument panel.
When an MCDL dispatch condition refers to the MMEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.

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PERFORMANCE DETERMINATION METHOD

Ident.: **MCDL-GEN-PERF-00006204.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

There are two approved ways of determining the performance impact of CDL items missing:

- Using MCDL chapter of the AFM, or
- Using AFM_OCTO software.

The MCDL performance penalties associated to the missing items when published in this chapter are envelope penalties. More accurate penalties can be determined by using AFM_OCTO software. According to the operations, operators can select the most adequate method.
If no performance data are available in AFM_OCTO for a given item listed in this MCDL chapter, the penalties published in this MCDL chapter must be used.

PERFORMANCE PENALTIES PUBLISHED IN THE AIRPLANE FLIGHT MANUAL MCDL CHAPTER

Ident.: **MCDL-GEN-PERF-00006205.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.
These takeoff, en route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per additional missing item:
- Takeoff and approach climb performance limiting weights are reduced by 50 kg (110 lb)
- En route performance limiting weight is reduced by 60 kg (132 lb) (i.e. corresponding to a 60 ft decrease of en-route net ceiling).

PERFORMANCE PENALTIES CALCULATED WITH AFM_OCTO SOFTWARE

Ident.: **MCDL-GEN-PERF-00006206.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

The takeoff, approach climb and en route performance with MCDL items missing can be determined by selecting the missing items in the “CDL item...” menu of the AFM_OCTO interface, using the database given in PERFORMANCE chapter (*Refer to PERF-OCTO Performance Database*) of this AFM associated to the CDLA320F.cdl file at issue 1 or higher using AFM_OCTO approved FM module at the revision 31 or higher.
Items for which no performance penalty is indicated in this MCDL chapter are referenced as negligible items. Select the number of negligible items in the “CDL item...” menu to determine performance impact when four or more of such items are missing.

CAUTION	The most limiting performance between the one computed with items missing and the one computed without item missing must be used.

21-01	Ram Air Inlet Flap

Ident.: **MCDL-21-01-00006207.0002001 / 23 NOV 09** **APPROVED**
Criteria: (SA and ((26363 and A319) or (26363 and A320) or (26363 and A321) or A318))

21-01 RAM AIR INLET FLAP	Quantity installed 2

All may be missing.
Note: *System performance in heating mode will be decreased.*

- **Performance:**

  The following performance penalties are applicable per missing flap:
  - Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)
  - En route performance limiting weight is reduced by 216 kg (476 lb)
  - Fuel consumption is increased by 0.53 %.

Refer to MCDL-21-01 Illustration Ram Air Inlet Flap

ILLUSTRATION RAM AIR INLET FLAP

Ident.: **MCDL-21-01-00006213.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 21-01 Ram Air Inlet Flap*

21-03	Ram Air Inlet Leading Edge

Ident.: **MCDL-21-03-00006216.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

21-03 RAM AIR INLET LEADING EDGE	Quantity installed 2

One may be missing provided the associated pack is turned off (*Refer to MMEL/MI-21-52 Air Conditioning Pack*).

Refer to MCDL-21-03 Illustration Ram Air Inlet Leading Edge

ILLUSTRATION RAM AIR INLET LEADING EDGE

Ident.: **MCDL-21-03-00006219.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 21-03 Ram Air Inlet Leading Edge*

23-01	Static Discharger

Ident.: **MCDL-23-01-00006220.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

23-01 STATIC DISCHARGER	Quantity installed –

20 % of static dischargers may be missing or inoperative on each the following areas:
- RIGHT wing
- LEFT wing
- Vertical stabilizer (including rudder)
- RIGHT horizontal stabilizer (including elevator)
- LEFT horizontal stabilizer (including elevator).

Note: *1. If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.*
2. When combined with the case of dispatch with a wing tip fence missing, 20 % of the remaining static dischargers of the affected wing are allowed to be inoperative or missing (Refer to 57-01 Wing Tip Fence).

Refer to MCDL-23-01 Illustration Static Discharger

ILLUSTRATION STATIC DISCHARGER

Ident.: **MCDL-23-01-00006221.0001001 / 12 JUN 14** **FOR INFORMATION ONLY**
Criteria: SA

Note: *The engine pylons static dischargers may be uninstalled per Service Bulletin 23-1299. The aircraft configuration regarding the SB 23-1299 defines the number of static dischargers installed.*

For dispatch conditions: *Refer to 23-01 Static Discharger*

27-01	Flap Track Fairing

Ident.: **MCDL-27-01-00006235.0001001 / 29 NOV 17** **APPROVED**
Criteria: (A319 or A320)

1

27-01 FLAP TRACK FAIRING	Quantity installed 6

(m) *Refer to AMM Task 57-55-00-040-001*
One fairing may be partly or completely missing.
Note: *1. When the forward part of the fairing is missing, the aft part must be removed.*
2. When the aft part of the fairing is missing, the forward part may remain installed.
3. May be combined with MCDL item 27-08 (Refer to 27-08 Seal Between Inboard and Outboard Flap).

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 1 180 kg (2 601 lb)
  - En route performance limiting weight is reduced by 1 620 kg (3 571 lb)
  - Fuel consumption is increased by 3.14 %.

Refer to MCDL-27-01 Illustration Flap Track Fairing

ILLUSTRATION FLAP TRACK FAIRING

Ident.: **MCDL-27-01-00006236.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-01 Flap Track Fairing*

27-03	Slat Track Closing Plate

Ident.: **MCDL-27-03-00006239.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

27-03 SLAT TRACK CLOSING PLATE	Quantity installed 24

Two may be missing.

Note: *May be combined with MCDL item 27-16 (Refer to 27-16 Flap Track Moveable Fairing Pivot Cover).*

Refer to MCDL-27-03 Illustration Slat Track Closing Plate

ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: **MCDL-27-03-00006240.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-03 Slat Track Closing Plate*

27-05	Access Panel for Bearings at Elevator

Ident.: **MCDL-27-05-00006243.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-05 ACCESS PANEL FOR BEARINGS AT ELEVATOR	Quantity installed 8

Two may be missing.

Refer to MCDL-27-05 Illustration Access Panel for Bearings at Elevator

ILLUSTRATION ACCESS PANEL FOR BEARINGS AT ELEVATOR

Ident.: **MCDL-27-05-00006244.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-05 Access Panel for Bearings at Elevator*

27-06	Flap Track Fairing Rear Top Cover and Tail Cone

Ident.: **MCDL-27-06-00006245.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

27-06 FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE	Quantity installed –

(m) *Refer to AMM Task 57-55-00-040-002*
Both may be missing on two flap track fairings.
Note: *1. When the tail cone is missing, the rear top cover may remain installed.*
2. When the rear top cover is missing, the associated tail cone must be removed.

Refer to MCDL-27-06 Illustration Flap Track Fairing Rear Top Cover and Tail Cone

ILLUSTRATION FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE

Ident.: **MCDL-27-06-00006246.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-06 Flap Track Fairing Rear Top Cover and Tail Cone*

27-07	Rubber Seal under Slat

Ident.: **MCDL-27-07-00006247.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

27-07 RUBBER SEAL UNDER SLAT	Quantity installed –

(m) *Refer to AMM Task 57-40-00-040-001*
1 m (39.3 in) per slat may be missing.

Refer to MCDL-27-07 Illustration Rubber Seal under Slat

ILLUSTRATION RUBBER SEAL UNDER SLAT

Ident.: **MCDL-27-07-00006248.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-07 Rubber Seal under Slat*

27-08	Seal Between Inboard and Outboard Flap

Ident.: **MCDL-27-08-00006250.0001001 / 29 NOV 17** **APPROVED**
Criteria: (A319 or A320 or A321)

1

27-08 SEAL BETWEEN INBOARD AND OUTBOARD FLAP	Quantity installed 6

Three may be missing.

Note: *May be combined with MCDL items:*

- *27-01 (Refer to 27-01 Flap Track Fairing)*
- *27-13 (Refer to 27-13 Inter-flap Cushion Seal).*

- **Performance:**

The following performance penalties are applicable:

- Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb) per missing seal
- En route performance limiting weight is reduced by 72 kg (159 lb) per missing seal
- If two or more seals are missing, fuel consumption is increased by 0.16 % per missing seal.

Refer to MCDL-27-08 Illustration Seal between Inboard and Outboard Flap

ILLUSTRATION SEAL BETWEEN INBOARD AND OUTBOARD FLAP

Ident.: **MCDL-27-08-00006251.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-08 Seal Between Inboard and Outboard Flap*

27-09	Inboard Aileron Edge to Wing Seal

Ident.: **MCDL-27-09-00006252.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-09 INBOARD AILERON EDGE TO WING SEAL	Quantity installed 4

One seal per aileron may be partially or completely missing provided that any loose or flapping seal material is cut off.

Refer to MCDL-27-09 Illustration Inboard Aileron to Wing Seal

ILLUSTRATION INBOARD AILERON TO WING SEAL

Ident.: **MCDL-27-09-00006253.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-09 Inboard Aileron Edge to Wing Seal*

27-10	Slat End Seal and Weather Seal

Ident.: **MCDL-27-10-00006254.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-10 SLAT END SEAL AND WEATHER SEAL	Quantity installed 12

One seal per wing may be partially or completely missing provided any loose or flapping seal material is cut off.

Refer to MCDL-27-10 Illustration Slat End Seal and Weather Seal

ILLUSTRATION SLAT END SEAL AND WEATHER SEAL

Ident.: **MCDL-27-10-00006255.0001001 / 24 NOV 15** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-10 Slat End Seal and Weather Seal*

27-11	Slat Track Filler Block

Ident.: **MCDL-27-11-00006256.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-11 SLAT TRACK FILLER BLOCK	Quantity installed 6

All may be missing.

Note: *May be combined with MCDL item 27-12 (Refer to 27-12 Slat Track Sealing Packer).*

Refer to MCDL-27-11 Illustration Slat Track Filler Block

ILLUSTRATION SLAT TRACK FILLER BLOCK

Ident.: **MCDL-27-11-00006257.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-11 Slat Track Filler Block*

27-12	Slat Track Sealing Packer

Ident.: **MCDL-27-12-00006258.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-12 SLAT TRACK SEALING PACKER	Quantity installed 4

All may be missing.

Note: *May be combined with MCDL item 27-11 (Refer to 27-11 Slat Track Filler Block).*

Refer to MCDL-27-12 Illustration Slat Track Sealing Packer

ILLUSTRATION SLAT TRACK SEALING PACKER

Ident.: **MCDL-27-12-00006259.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-12 Slat Track Sealing Packer*

27-13	Inter-flap Cushion Seal

Ident.: **MCDL-27-13-00006249.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

27-13 INTER-FLAP CUSHION SEAL	Quantity installed 4

One cushion seal may be missing per wing.

Refer to MCDL-27-13 Illustration Inter-Flap Cushion Seal

ILLUSTRATION INTER-FLAP CUSHION SEAL

Ident.: **MCDL-27-13-00006260.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-13 Inter-flap Cushion Seal*

27-14	Flap Track Moveable Fairing Seal

Ident.: **MCDL-27-14-00006261.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

27-14 FLAP TRACK MOVEABLE FAIRING SEAL	Quantity installed 12

(m) *Refer to AMM Task 57-55-00-040-004*
50 % of the seal length may be missing on each side of the flap track fairing for 100 flight hours provided that a visual inspection is performed before each flight to ensure there is no flapping seal on the aircraft.

Note: *May be combined with MCDL item 27-15 (Refer to 27-15 Flap Track Fixed Fairing Seal).*

Refer to MCDL-27-14 Illustration Flap Track Moveable Fairing Seal

ILLUSTRATION MOVEABLE FLAP TRACK FAIRING SEAL

Ident.: **MCDL-27-14-00006262.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-14 Flap Track Moveable Fairing Seal*

27-15	Flap Track Fixed Fairing seal

Ident.: **MCDL-27-15-00006263.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or A319 or A320)

27-15 FLAP TRACK FIXED FAIRING SEAL	Quantity installed 18

(m) *Refer to AMM Task 57-55-00-040-004*
All may be missing for 100 flight hours provided that the hole is covered with high speed tape and a visual inspection is performed before each flight.
Note: *May be combined with MCDL item 27-14 (Refer to 27-14 Flap Track Moveable Fairing Seal).*

Refer to MCDL-27-15 Illustration Flap Track Fixed Fairing Seal

ILLUSTRATION FIXED FLAP TRACK FAIRING SEAL

Ident.: **MCDL-27-15-00006264.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (A318 or A319 or A320)

For dispatch conditions: *Refer to 27-15 Flap Track Fixed Fairing Seal*

27-16	Flap Track Moveable Fairing Pivot Cover

Ident.: **MCDL-27-16-00006265.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

27-16 FLAP TRACK MOVEABLE FAIRING PIVOT COVER	Quantity installed 12

(m) *Refer to AMM Task 57-55-00-040-005*
All may be missing provided that the hole is covered and a visual inspection is performed daily.
Note: *May be combined with MCDL item 27-03 (Refer to 27-03 Slat Track Closing Plate).*

Refer to MCDL-27-16 Illustration Flap Track Moveable Fairing Pivot Cover

ILLUSTRATION FLAP TRACK MOVEABLE FAIRING PIVOT COVER

Ident.: **MCDL-27-16-00006266.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 27-16 Flap Track Moveable Fairing Pivot Cover*

28-01	Refuel/Defuel Coupling Cap 101 QM Or 41 QM

Ident.: **MCDL-28-01-00006282.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

28-01 REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM	Quantity installed –

(m) *Refer to AMM Task 28-25-00-040-003*

All may be missing provided seal integrity of coupling is positively confirmed (i.e. no fuel leak reported).

Note:
1. *If the coupling or O-ring is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this CDL item provided the cap is removed and coupling integrity is verified.*
2. *If only the lanyard is missing, the removal of the cap is not necessary.*
3. *May be combined with MCDL item 28-02 (Refer to 28-02 Refuel Panel Door 192MB).*

Refer to MCDL-28-01 Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM

ILLUSTRATION REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM

Ident.: **MCDL-28-01-00006283.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM*

28-02	Refuel Panel Door

Ident.: **MCDL-28-02-00006285.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

28-02 REFUEL PANEL DOOR	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-001*

Belly fairing mounted refuel panel door 192 MB may be missing (if installed).

Note: *1. If belly fairing mounted refuel panel door 192 MB is not installed, underwing mounted refuel panel doors (622KB, 522KB) must not be missing.*

2. May be combined with MCDL item 28-01 (Refer to 28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM).

Refer to MCDL-28-02 Illustration Refuel Panel Door 192MB

ILLUSTRATION REFUEL PANEL DOOR 192MB

Ident.: **MCDL-28-02-00006286.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 28-02 Refuel Panel Door 192MB*

30-01	Icing Indicator

Ident.: **MCDL-30-01-00006287.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

30-01 ICING INDICATOR	Quantity installed 1

May be missing.

- **Procedures:**
  - **If icing conditions expected:**

    For icing conditions definition, *Refer to LIM-GEN Icing Conditions Definition*.

    Turn on engine and wing anti-ice.

Refer to MCDL-30-01 Illustration Icing Indicator

ILLUSTRATION ICING INDICATOR

Ident.: **MCDL-30-01-00006288.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 30-01 Icing Indicator*

32-03	Nose Wheel Hubcap

Ident.: **MCDL-32-03-00006297.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

32-03 NOSE WHEEL HUBCAP	Quantity installed 2

(m) *Refer to AMM Task 32-41-00-040-001*
One may be missing.

Refer to MCDL-32-03 Illustration Nose Wheel Hubcap

ILLUSTRATION NOSE WHEEL HUBCAP

Ident.: **MCDL-32-03-00006298.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 32-03 Nose Wheel Hubcap*

32-04	Nose Fitting Towing

Ident.: **MCDL-32-04-00006299.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

32-04 NOSE FITTING TOWING	Quantity installed 1

(m) *Refer to AMM Task 32-21-00-040-001*
May be missing.

Refer to MCDL-32-04 Illustration Nose Fitting Towing

ILLUSTRATION NOSE FITTING TOWING

Ident.: **MCDL-32-04-00006300.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 32-04 Nose Fitting Towing*

33-01	Wing/Engine Scan Light Cover 3LX, 4LX

Ident.: **MCDL-33-01-00006301.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-01 WING/ENGINE SCAN LIGHT COVER 3LX, 4LX	Quantity installed 2

(m) *Refer to AMM Task 33-49-00-040-001*

One may be missing provided the hole is covered with high speed tape.

Note: If non transparent high speed tape is used, the affected light must be deactivated (Refer to MMEL/MI-33-40 Wing Scan light).

Refer to MCDL-33-01 Illustration Wing/Engine Scan Light Cover 3LX, 4LX

ILLUSTRATION WING/ENGINE SCAN LIGHT COVER 3LX, 4LX

Ident.: **MCDL-33-01-00006302.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-01 Wing/Engine Scan light Cover 3LX, 4LX*

33-02	Taxi Light Lamp 8LR

Ident.: **MCDL-33-02-00006303.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

33-02 TAXI LIGHT LAMP 8LR	Quantity installed 1

(m) *Refer to AMM Task 33-46-00-040-001*
May be missing provided the hole is covered and the affected light is deactivated (*Refer to MMEL/MI-33-40 Taxi and Takeoff light*).
Note: *May be combined with MCDL item 33-07 (Refer to 33-07 Landing Light Lens 7LB, 8LB) only for daylight operations.*

Refer to MCDL-33-02 Illustration Taxi Light Lamp 8LR

ILLUSTRATION TAXI LIGHT LAMP 8LR

Ident.: **MCDL-33-02-00006304.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-02 Taxi Light Lamp 8LR*

33-03	Rear Navigation Light Lens 15LA

Ident.: **MCDL-33-03-00006305.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-03 REAR NAVIGATION LIGHT LENS 15LA	Quantity installed 1

(m) *Refer to AMM Task 33-41-00-040-002*
May be missing for 10 flight cycles provided visual inspection is performed, before the first flight of the day only, to check that there is no structural buckling.

Refer to MCDL-33-03 Illustration Rear Navigation Light Lens 15LA

ILLUSTRATION REAR NAVIGATION LIGHT LENS 15LA

Ident.: **MCDL-33-03-00006306.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-03 Rear Navigation Light Lens 15LA*

33-04	Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover

Ident.: **MCDL-33-04-00006307.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-04 UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER	Quantity installed 2

(m) *Refer to AMM Task 33-48-00-040-001*
All may be missing provided the lamp is covered with high speed tape and affected light is deactivated (*Refer to MMEL/MI-33-40 Beacon light*).

- **Performance:**

  If upper and lower light covers are missing, the following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb)
  - En route performance limiting weight is reduced by 90 kg (199 lb)
  - Fuel consumption is increased by 0.22 %.

Refer to MCDL-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

ILLUSTRATION UPPER AND LOWER ANTI-COLLISION (BEACON) LIGHT COVER

Ident.: **MCDL-33-04-00006308.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover*

33-05	Logo Light Lens (Cover) 3LY, 4LY

Ident.: **MCDL-33-05-00006309.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-05 LOGO LIGHT LENS (COVER) 3LY, 4LY	Quantity installed 2

(m) *Refer to AMM Task 33-47-00-040-001*
All may be missing provided the hole is covered with high speed tape.
Note: If non transparent high speed tape is used, the affected light must be deactivated. (Refer to MMEL/MI-33-40 Logo light).

Refer to MCDL-33-05 Illustration Logo Light Lens (Cover) 3LY, 4LY

ILLUSTRATION LOGO LIGHT LENS (COVER) 3LY, 4LY

Ident.: **MCDL-33-05-00006310.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-05 Logo Light Lens (Cover) 3LY, 4LY*

33-07	Landing Light Lens 7LB, 8LB

Ident.: **MCDL-33-07-00006321.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

33-07 LANDING LIGHT LENS 7LB, 8LB	Quantity installed 2

(m) *Refer to AMM Task 33-42-00-040-001*
One may be missing provided the associated light is retracted and deactivated and the hole is covered (*Refer to MMEL/MI-33-40 Landing light*).
Note: *May be combined with MCDL item 33-02 (Refer to 33-02 Taxi Light Lamp 8LR) only for daylight operations.*

Refer to MCDL-33-07 Illustration Landing Light Lens 7LB, 8LB

ILLUSTRATION LANDING LIGHT LENS 7LB, 8LB

Ident.: **MCDL-33-07-00006322.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-07 Landing Light Lens 7LB, 8LB*

33-08	Turn OFF Light Lamp 3LC1, 3LC2

Ident.: **MCDL-33-08-00006324.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-08 TURN OFF LIGHT LAMP 3LC1, 3LC2	Quantity installed 2

(m) *Refer to AMM Task 33-43-00-040-002*
All may be missing provided the hole is covered with high speed tape and the affected light is deactivated (*Refer to MMEL/MI-33-40 Runway Turnoff light*).

Refer to MCDL-33-08 Illustration Turn OFF Light Lamp 3LC1, 3LC2

ILLUSTRATION TURN OFF LIGHT LAMP 3LC1, 3LC2

Ident.: **MCDL-33-08-00006325.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-08 Turn OFF Light Lamp 3LC1, 3LC2*

33-09	Takeoff light lamp 7LR

Ident.: **MCDL-33-09-00006327.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

33-09 TAKEOFF LIGHT LAMP 7LR	Quantity installed 1

(m) *Refer to AMM Task 33-46-00-040-002*
May be missing provided the hole is covered with high speed tape and the affected light is deactivated (*Refer to MMEL/MI-33-40 Taxi and Takeoff light*).

Refer to MCDL-33-09 Illustration Takeoff Light Lamp 7LR

ILLUSTRATION TAKEOFF LIGHT LAMP 7LR

Ident.: **MCDL-33-09-00006328.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 33-09 Takeoff Light Lamp 7LR*

49-01	APU Overpressure Release Door

Ident.: **MCDL-49-01-00006329.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

49-01 APU OVERPRESSURE RELEASE DOOR	Quantity installed 1

May be missing provided APU is not used in flight and on ground.

- **Limitations:**

  Flights for which APU is mandatory are not allowed.

Refer to MCDL-49-01 Illustration APU Overpressure Release Door

ILLUSTRATION APU OVERPRESSURE RELEASE DOOR

Ident.: **MCDL-49-01-00006330.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 49-01 APU Overpressure Release Door*

51-02	Passenger Door Scuff Plate

Ident.: **MCDL-51-02-00006333.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

51-02 PASSENGER DOOR SCUFF PLATE	Quantity installed –

All may be missing.

Refer to MCDL-51-02 Illustration Passenger Door Scuff Plate

ILLUSTRATION PASSENGER DOOR SCUFF PLATE

Ident.: **MCDL-51-02-00006334.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 51-02 Passenger Door Scuff Plate*

51-04	Fairing Aft Safety Stay Point 311 AL

Ident.: **MCDL-51-04-00006338.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

51-04 FAIRING AFT SAFETY STAY POINT 311 AL	Quantity installed 1

May be missing.

Refer to MCDL-51-04 Illustration Fairing Aft Safety Stay Point 311AL

ILLUSTRATION FAIRING AFT SAFETY STAY POINT 311AL

Ident.: **MCDL-51-04-00006339.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 51-04 Fairing Aft Safety Stay Point 311 AL*

52-01	Toilet Servicing and Drainage Door 172 AR

Ident.: **MCDL-52-01-00006441.0003001 / 23 JAN 17** **APPROVED**
Criteria: ((A319 or A320 or A321) and 20109)

52-01 TOILET SERVICING AND DRAINAGE DOOR 172 AR	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-002*
May be missing.

Note: *1. Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*

2. May be combined with MCDL items:
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  The following performance penalties are applicable:

  - Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
  - En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to MCDL-52-01 Illustration Toilet Servicing and Drainage Door

ILLUSTRATION TOILET SERVICING AND DRAINAGE DOOR

Ident.: **MCDL-52-01-00006442.0002001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (SA and 20109)

for dispatch conditions: *Refer to 52-01 Toilet Servicing and Drainage Door*

52-02	Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

Ident.: **MCDL-52-02-00006447.0001001 / 16 JUN 17** **APPROVED**
Criteria: (A319 or A320 or A321)

52-02 ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB	Quantity installed 3

(m) *Refer to AMM Task 52-42-00-040-802*
One may be missing.
Note: *May be combined with MCDL items:*
- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  The following performance penalties are applicable:

  - Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
  - En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to MCDL-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

ILLUSTRATION ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB

Ident.: **MCDL-52-02-00006449.0001001 / 24 NOV 15** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB*

52-03	Access Door To Potable Water Filling And Drainage 133 AL - 171 AL

Ident.: **TDU / MCDL-52-03-00016655.0001001 / 06 JUL 15** **APPROVED**
Criteria: (A319 or A321)
Impacted DU: 00006452 Access Door to Potable Water Filling and Drainage
Belongs to TR564 Issue 1

52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL	Quantity installed 2

One may be missing.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

Refer to MCDL-52-03 Illustration Access Door to Potable Water Filling and Drainage

52-03	Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB

Ident.: **MCDL-52-03-00006452.0001001 / 14 JAN 15** **APPROVED**
Criteria: (A319 or A320 or A321)
Impacted by TDU: 00016655 Access Door to Potable Water Filling and Drainage

52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL - 192 NB	Quantity installed 3

One may be missing.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

Continued on the following page

Continued from the previous page Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB

Refer to MCDL-52-03 Illustration Access Door to Potable Water Filling and Drainage

ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: **TDU / MCDL-52-03-00016656.0001001 / 06 JUL 15** **APPROVED**
Criteria: (A319 or A321)
Impacted DU: 00006453 Illustration Access Door to Potable Water Filling and Drainage
Belongs to TR564 Issue 1

For dispatch conditions: *Refer to 52-03 Access Door to Potable Water Filling and Drainage*.

ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: **MCDL-52-03-00006453.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (A319 or A320 or A321)
Impacted by TDU: 00016656 Illustration Access Door to Potable Water Filling and Drainage

For dispatch conditions: *Refer to 52-03 Access Door to Potable Water Filling and Drainage*

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52-04	Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB

Ident.: **MCDL-52-04-00006455.0001001 / 14 JAN 15** **APPROVED**
Criteria: (A319 or A320 or A321)

52-04 ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB	Quantity installed 2

One may be missing for five flight cycles.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)
  - En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to MCDL-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

ILLUSTRATION ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB

Ident.: **MCDL-52-04-00006456.0001001 / 03 AUG 10** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*

52-05	Access Door To Air Conditioning Ground Supply 191 CB

Ident.: **MCDL-52-05-00006457.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

52-05 ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB	Quantity installed 1

May be missing.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-20 (Refer to 52-20 Access Door to HP Air Ground Connector 191 DB)*
- *52-21 (Refer to 52-21 Blue Hydraulic Access Door 197 FB).*

Refer to MCDL-52-05 Illustration Access Door to Air Conditioning Ground Supply 191 CB

ILLUSTRATION ACCESS DOOR TO AIR CONDITIONNING GROUND SUPPLY 191 CB

Ident.: **MCDL-52-05-00006458.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB*

52-07	External Power Ground Connection Access Door Assy 121 AL

Ident.: **MCDL-52-07-00006461.0001001 / 02 OCT 17** **APPROVED**
Criteria: SA

52-07 EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-003*
May be missing for five flight cycles provided the hole is covered and a visual inspection is performed before each flight.

- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

Refer to MCDL-52-07 Illustration External Power Ground Connection Access Door Assy 121 AL

ILLUSTRATION EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL

Ident.: **MCDL-52-07-00006462.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-07 External Power Ground Connection Access Door Assy 121 AL*

52-08	Access Door Of Cargo Opening System 134 AR - 154 AR

Ident.: **MCDL-52-08-00006463.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

52-08 ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR	Quantity installed 2

All may be missing.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing access door
  - En-route performance limiting weight is reduced by 108 kg (239 lb) per missing access door
  - Fuel consumption is increased by 0.27 % per missing access door.

Refer to MCDL-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR

ILLUSTRATION ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR

Ident.: **MCDL-52-08-00006464.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-08 Access Door of Cargo Opening System 134 AR - 154 AR*

52-09	Nose Landing Gear Main Door (713, 714)

Ident.: **MCDL-52-09-00006465.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320)

52-09 NOSE LANDING GEAR MAIN DOOR (713, 714)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-001*
May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.
Note: *May be combined with MCDL item 52-11 (Refer to 52-11 Nose Landing Gear Leg Door (712))*
Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not allowed.
  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General
  Maximum speed: 220 kt IAS/ M 0.5

- **Performance:**

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 918 kg (2 024 lb)
  - En-route performance limiting weight is reduced by 1 000 kg (2 205 lb)
  - Fuel consumption is increased by 2 %.

Refer to MCDL-52-09 Illustration Nose Landing Gear Main Door (713, 714)

ILLUSTRATION NOSE LANDING GEAR MAIN DOOR (713, 714)

Ident.: **MCDL-52-09-00006466.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-09 Nose Landing Gear Main Door (713, 714)*

52-10	Nose Landing Gear Aft Door (715, 716)

Ident.: **MCDL-52-10-00006467.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

52-10 NOSE LANDING GEAR AFT DOOR (715, 716)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-002*
All may be missing.
Note: *May be combined with MCDL item 52-11 (Refer to 52-11 Nose Landing Gear Leg Door (712))*

- **Limitations:**

  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General

- **Performance:**

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)
  - En-route performance limiting weight is reduced by 100 kg (221 lb)
  - Fuel consumption is increased by 0.25 %.

  When combined with MCDL item 52-09 (*Refer to 52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

Refer to MCDL-52-10 Illustration Nose Landing Gear Aft Door (715, 716)

ILLUSTRATION NOSE LANDING GEAR AFT DOOR (715, 716)

Ident.: **MCDL-52-10-00006468.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-10 Nose Landing Gear Aft Door (715, 716)*

52-11	Nose Landing Gear Leg Door (712)

Ident.: **MCDL-52-11-00006471.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

52-11 NOSE LANDING GEAR LEG DOOR (712)	Quantity installed 1

(m) *Refer to AMM Task 32-22-00-040-003*
May be missing.
Note: *May be combined with MCDL items 52-09 (Refer to 52-09 Nose Landing Gear Main Door (713, 714)) and 52-10 (Refer to 52-10 Nose Landing Gear Aft Door (715, 716)).*

- **Limitations:**

  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General

Refer to MCDL-52-11 Illustration Nose Landing Gear Leg Door (712)

ILLUSTRATION NOSE LANDING GEAR LEG DOOR (712)

Ident.: **MCDL-52-11-00006472.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-11 Nose Landing Gear Leg Door (712)*

52-12	Main Landing Gear Door (732, 742) (flight with gear up)

Ident.: **MCDL-52-12-00006473.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or A319 or A320)

52-12 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*
One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.
  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
  - En-route performance limiting weight is reduced by 540 kg (1 191 lb)
  - Fuel consumption is increased by 1.22 %.

Refer to MCDL-52-12 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: **MCDL-52-12-00006474.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-12 Main Landing Gear Door (732, 742) (flight with gear up)*

52-13	Main Landing Gear Door (733, 743) (flight with gear up)

Ident.: **MCDL-52-13-00006487.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320 or A321)

52-13 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*
One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.
  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
  - En-route performance limiting weight is reduced by 126 kg (278 lb)
  - Fuel consumption is increased by 0.28 %.

Refer to MCDL-52-13 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: **MCDL-52-13-00006488.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-13 Main Landing Gear Door (733, 743) (flight with gear up)*

52-14	Main Landing Gear Door (732, 742) (Flight with gear down)

Ident.: **MCDL-52-14-00006475.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or A319 or A320)

52-14 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*
One may be missing.
Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General

- **Performance:**

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
  - En-route performance limiting weight is reduced by 450 kg (993 lb)
  - Fuel consumption is increased by 1.00 %.

Refer to MCDL-52-14 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: **MCDL-52-14-00006476.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-14 Main Landing Gear Door (732, 742) (flight with gear down)*

52-15	Main Landing Gear Door (733, 743) (Flight with gear down)

Ident.: **MCDL-52-15-00006489.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A319 or A320 or A321)

52-15 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*
One may be missing.
Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General

- **Performance:**

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
  - En-route performance limiting weight is reduced by 200 kg (441 lb)
  - Fuel consumption is increased by 0.30 %.

Refer to MCDL-52-15 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: **MCDL-52-15-00006490.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-15 Main Landing Gear Door (733, 743) (Flight with gear down)*

52-16	Main Landing Gear Door (734, 744) (Flight with gear down)

Ident.: **MCDL-52-16-00006491.0001001 / 02 DEC 13** **APPROVED**
Criteria: (A318 or A319 or A320)

52-16 MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*
One may be missing.
Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to APP-LGDN-GEN General

- **Performance:**

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 623 kg (1 374 lb)
  - En-route performance limiting weight is reduced by 700 kg (1 544 lb)
  - Fuel consumption is increased by 1.50 %.

Refer to MCDL-52-16 Illustration Main Landing Gear Door (734, 744)

ILLUSTRATION MAIN LANDING GEAR DOOR (734, 744)

Ident.: **MCDL-52-16-00006492.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

for dispatch conditions: *Refer to 52-16 Main Landing Gear Door (734, 744) (Flight with gear down)*

52-18	Main Landing Gear Door : Seal On Secondary Hinged Fairing

Ident.: **MCDL-52-18-00006479.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

52-18 MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING	Quantity installed 6

All may be missing.

- **Performance:**

  If three or more seals are missing, the following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 24 kg (53 lb) per missing seal
  - En-route performance limiting weight is reduced by 27 kg (60 lb) per missing seal
  - Fuel consumption is increased by 0.07 % per missing seal.

Refer to MCDL-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing

ILLUSTRATION MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING

Ident.: **MCDL-52-18-00006480.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing*

52-19	Pax Door Upper Cover Plate

Ident.: **MCDL-52-19-00006481.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

52-19 PAX DOOR UPPER COVER PLATE	Quantity installed 4

All may be missing.

Note: *The affected door must be considered as inoperative (Refer to MMEL/MI-52-10 Cabin Door).*

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 66 kg (146 lb) per missing plate
  - En-route performance limiting weight is reduced by 90 kg (199 lb) per missing plate
  - Fuel consumption is increased by 0.23 % per missing plate.

Refer to MCDL-52-19 Illustration Pax Door Upper Cover Plate

ILLUSTRATION PAX DOOR UPPER COVER PLATE

Ident.: **MCDL-52-19-00006482.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-19 Pax Door Upper Cover Plate*

52-20	Access Door To HP Air Ground Connector 191 DB

Ident.: **MCDL-52-20-00006483.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1

May be missing.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

Refer to MCDL-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

52-20	Access Door to HP Air Ground Connector 191 DB

Ident.: **MCDL-52-20-00006483.0002001 / 14 JAN 15** **APPROVED**
Criteria: (SA and 38062)

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1

(m) *Refer to AMM Task 47-20-00-040-002*

May be missing for ten flight cycles.

Note: *May be combined with MCDL items:*

- *52-01 (Refer to 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

Refer to MCDL-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: **MCDL-52-20-00006484.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-20 Access Door to HP Air Ground Connector 191 DB*

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: **MCDL-52-20-00006484.0002001 / 03 AUG 10** **FOR INFORMATION ONLY**
Criteria: (SA and 38062)

For dispatch conditions: *Refer to 52-20 Access Door to HP Air Ground Connector 191 DB*

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52-21	Blue Hydraulic Access Door 197 FB

Ident.: **MCDL-52-21-00007449.0001001 / 29 NOV 17** **APPROVED**
Criteria: SA

1

52-21 BLUE HYDRAULIC ACCESS DOOR 197 FB	Quantity installed 1

(m) *Refer to AMM Task 52-41-00-040-001*
May be missing.
Note: *May be combined with MCDL item 52-05 (Refer to 52-05 Access Door to Air Conditioning Ground Supply 191 CB).*

Refer to MCDL-52-21 Illustration Blue Hydraulic Access Door 197 FB

ILLUSTRATION BLUE HYDRAULIC ACCESS DOOR 197 FB

Ident.: **MCDL-52-21-00007450.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-21 Blue Hydraulic Access Door 197 FB*

52-22	Forward Cargo Door Access Cover Panel 825 AR

Ident.: **MCDL-52-22-00007451.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

52-22 FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR	Quantity installed 1

(m) *Refer to AMM Task 52-31-00-040-004*
May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 234 kg (516 lb)
  - En-route performance limiting weight is reduced by 266 kg (587 lb)
  - Fuel consumption is increased by 0.64 %.

Refer to MCDL-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR

ILLUSTRATION FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR

Ident.: **MCDL-52-22-00007452.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 52-22 Forward Cargo Door Access Cover Panel 825 AR*

52-23	Aft Cargo Door Access Cover Panel 826 AR

Ident.: **MCDL-52-23-00007453.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

52-23 AFT CARGO DOOR ACCESS COVER PANEL 826 AR	Quantity installed 1

(m) *Refer to AMM Task 52-32-00-040-004*
May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 190 kg (419 lb)
  - En-route performance limiting weight is reduced by 216 kg (477 lb)
  - Fuel consumption is increased by 0.53 %.

Refer to MCDL-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

Ident.: **MCDL-52-23-00007454.0002001 / 17 AUG 16** **FOR INFORMATION ONLY**
Criteria: A319

For dispatch conditions: *Refer to 52-23 Aft Cargo Door Access Cover Panel 826 AR*

53-01	Belly Fairing Vent Louver Vane

Ident.: **MCDL-53-01-00006512.0001001 / 14 JAN 15** **APPROVED**
Criteria: SA

53-01 BELLY FAIRING VENT LOUVER VANE	Quantity installed –

(m) *Refer to AMM Task 53-35-00-040-802*
Three may be missing per vent louver.
Note: Vane with a crack length higher than 50 % must be removed before next flight.

Refer to MCDL-53-01 Illustration Belly Fairing Vent Louver Vane

ILLUSTRATION BELLY FAIRING VENT LOUVER VANE

Ident.: **MCDL-53-01-00006513.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 53-01 Belly Fairing Vent Louver Vane*

53-03	Root Fillet Fairing

Ident.: **MCDL-53-03-00011063.0005001 / 02 DEC 13** **APPROVED**
Criteria: A319

53-03 ROOT FILLET FAIRING	Quantity installed 2

(m) *Refer to AMM Task 53-35-00-040-001*
All may be missing.
Note: *Must not be combined with MCDL item 54-01 (Refer to 54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  The following performance penalty is applicable:
  - Takeoff performance limiting weight is reduced by 1 800 kg (3 969 lb).

  Note: *The above performance penalty is not applicable if the flight crew can check V2 greater than 1.15 VS1G.*

Refer to MCDL-53-03 Illustration Root Fillet Fairing

ILLUSTRATION ROOT FILLET FAIRING

Ident.: **MCDL-53-03-00011064.0001001 / 03 AUG 10** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 53-03 Root Fillet Fairing*

54-01	Nacelle Strake

Ident.: **MCDL-54-01-00006516.0005001 / 14 JAN 15** **APPROVED**
Criteria: A319

54-01 NACELLE STRAKE	Quantity installed 4

(m) *Refer to AMM Task*
All may be missing.
Note: Must not be combined with MCDL item 53-03 (Refer to 53-03 Root Fillet Fairing).

- **Procedures:**

  Approach speed: VAPP + 3 kt.
  Landing distance: multiply by 1.05.

- **Performance:**

  The following performance penalties are applicable:
  - If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 4 800 kg (10 583 lb)
  - If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 6 400 kg (14 110 lb)
  - Increase V2 and VR by 1 kt.

  Note: The performance penalties are not applicable if the flight crew can check V2 greater than 1.18 VS1G.

Refer to MCDL-54-01 Illustration Nacelle Strake

ILLUSTRATION NACELLE STRAKE

Ident.: **MCDL-54-01-00006517.0002001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (A318 or A319 or A321)

For dispatch conditions: *Refer to 54-01 Nacelle Strake*

54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR

Ident.: **MCDL-54-03-00006540.0003001 / 02 DEC 13** **APPROVED**
Criteria: A319

54-03 PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	Quantity installed 4

(m) *Refer to AMM Task 54-52-00-040-001*
All may be missing for 5 flight cycles only.
Note: *1. If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. Must not be combined with MCDL item 53-03 (Refer to 53-03 Root Fillet Fairing).

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.
  Landing distance: multiply by 1.07.

- **Performance:**

  The following performance penalties are applicable:

  - Takeoff performance limiting weight is reduced by 3 840 kg (8 466 lb)
  - Increase V2 and VR by 1 kt

    Note: *The above performance penalty is not applicable if the flight crew can check V2 greater than 1.16 VS1G.*

  - If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door
  - If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

Refer to MCDL-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

ILLUSTRATION PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR

Ident.: **MCDL-54-03-00006541.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

54-04	Pylon Access Door 415(425) AL - 415(425) AR

Ident.: **MCDL-54-04-00006543.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

54-04 PYLON ACCESS DOOR 415(425) AL - 415(425) AR	Quantity installed –

All may be missing for 5 flight cycles provided the hole is covered with high speed tape.

- **Limitations:**

  Flight in forecasted thunderstorm conditions is not allowed.

Refer to MCDL-54-04 Illustration Pylon Access Door 415(425) AL - 415(425) AR

ILLUSTRATION PYLON ACCESS DOOR 415(425) AL - 415(425) AR

Ident.: **MCDL-54-04-00006544.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 54-04 Pylon Access Door 415(425) AL - 415(425) AR*

54-05	Pylon Fairing Seal

Ident.: **TDU / MCDL-54-05-00015527.0001001 / 29 OCT 14** **APPROVED**
Criteria: SA
Impacted DU: 00006545 Pylon Fairing Seal
Belongs to TR423 Issue 1

54-05 PYLON FAIRING SEAL	Quantity installed 6

One may be missing per pylon.

Refer to MCDL-54-05 Illustration Pylon Fairing Seal

54-05	Pylon Fairing seal

Ident.: **MCDL-54-05-00006545.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA
Impacted by TDU: 00015527 Pylon Fairing Seal

54-05 PYLON FAIRING SEAL	Quantity installed 4

One may be missing per pylon.

Refer to MCDL-54-05 Illustration Pylon Fairing Seal

ILLUSTRATION PYLON FAIRING SEAL

Ident.: **TDU / MCDL-54-05-00015528.0001001 / 29 OCT 14** **APPROVED**
Criteria: SA
Impacted DU: 00006546 Illustration Pylon Fairing Seal
Belongs to TR423 Issue 1

For dispatch conditions: *Refer to 54-05 Pylon Fairing Seal*

ILLUSTRATION PYLON FAIRING SEAL

Ident.: **MCDL-54-05-00006546.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA
Impacted by TDU: 00015528 Illustration Pylon Fairing Seal

For dispatch conditions: *Refer to 54-05 Pylon Fairing Seal*

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54-06	Aerodynamic Seal

Ident.: **MCDL-54-06-00006547.0001001 / 02 DEC 13** **APPROVED**
Criteria: SA

54-06 AERODYNAMIC SEAL	Quantity installed 2

(m) *Refer to AMM Task 54-53-00-040-001*
All may be missing.

Refer to MCDL-54-06 Illustration Aerodynamic Seal

ILLUSTRATION AERODYNAMIC SEAL

Ident.: **MCDL-54-06-00006548.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 54-06 Aerodynamic Seal*

57-01	Wing Tip Fence

Ident.: **MCDL-57-01-00006549.0001001 / 29 NOV 17** **APPROVED**
Criteria: A319

[1] **a)**

57-01 WING TIP FENCE	Quantity installed 2

(m) *Refer to AMM Task 57-31-00-040-001*
One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.
Note: *May be combined with MCDL item 57-05 (Refer to MCDL-57-05 Vortex Generator).*

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 4 480 kg (9 877 lb)
  - En-route performance limiting weight is reduced by 378 kg (834 lb)
  - Fuel consumption is increased by 0.88 %.

– or –

[2] **b)**

57-01 WING TIP FENCE	Quantity installed 2

(m) *Refer to AMM Task 57-31-00-040-001*
One complete wing tip fence may be missing provided exposed interior structure is covered, protective material is inspected before each flight and replaced if necessary.
Note: *May be combined with MCDL item 57-05 (Refer to MCDL-57-05 Vortex Generator).*

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 10 080 kg (22 223 lb)
  - En-route performance limiting weight is reduced by 756 kg (1 667 lb)
  - Fuel consumption is increased by 1.69 %.

Refer to MCDL-57-01 Illustration Wing Tip Fence

ILLUSTRATION WING TIP FENCE

Ident.: **MCDL-57-01-00006550.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: SA

For dispatch conditions: *Refer to 57-01 Wing Tip Fence*

57-02	Belly Fairing Sliding Panel

Ident.: **MCDL-57-02-00006551.0002001 / 29 NOV 17** **APPROVED**
Criteria: (SA and 26495)

1

57-02 BELLY FAIRING SLIDING PANEL	Quantity installed 2

All may be missing.

Note: *May be combined with MCDL item 57-06 (Refer to MCDL-57-06 Outer Flap Blade Seal).*

- **Performance:**

  If two panels are missing, the following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 96 kg (212 lb)
  - En route performance limiting weight is reduced by 108 kg (238 lb)
  - Fuel consumption is increased by 0.28 %.

Refer to MCDL-57-02 Illustration Belly Fairing Sliding Panel

ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: **MCDL-57-02-00006552.0002001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (SA and 26495)

For dispatch conditions: *Refer to 57-02 Belly Fairing Sliding Panel*

57-03	Outboard Flap Rubbing Strip Items 10, 15, 20, 40

Ident.: **MCDL-57-03-00006564.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

57-03 OUTBOARD FLAP RUBBING STRIP ITEMS 10, 15, 20, 40	Quantity installed 12

All may be missing.

Refer to MCDL-57-03 Illustration Outboard Flap Rubbing Strip

ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

Ident.: **MCDL-57-03-00006565.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (A318 or A319 or A320)

For dispatch conditions: *Refer to 57-03 Outboard Flap Rubbing Strip*

57-04	Inboard Flap Rubbing Strip items 1, 5, 10, 30

Ident.: **MCDL-57-04-00006567.0001001 / 23 NOV 09** **APPROVED**
Criteria: (A318 or A319 or A320)

57-04 INBOARD FLAP RUBBING STRIP ITEMS 1, 5, 10, 30	Quantity installed 8

All may be missing.

Refer to MCDL-57-04 Illustration Inboard Flap Rubbing Strip

ILLUSTRATION INBOARD FLAP RUBBING STRIP

Ident.: **MCDL-57-04-00006568.0001001 / 02 DEC 13** **FOR INFORMATION ONLY**
Criteria: (A318 or A319 or A320)

For dispatch conditions: *Refer to 57-04 Inboard Flap Rubbing Strip*

57-06	Outer Flap Blade Seal

Ident.: **MCDL-57-06-00021897.0001001 / 29 NOV 17** **APPROVED**
Criteria: (A318 or A319 or A320 or A321)

1

57-06 OUTER FLAP BLADE SEAL	Quantity installed 2

All may be missing.

Note: *May be combined with MCDL item 57-02 (Refer to 57-02 Belly Fairing Sliding Panel).*

Refer to MCDL-57-06 Illustration Outer Flap Blade Seal

ILLUSTRATION OUTER FLAP BLADE SEAL

Ident.: **MCDL-57-06-00021942.0001001 / 07 SEP 17** **FOR INFORMATION ONLY**
Criteria: (A318 or A319 or A320)
Belongs to CP116 Issue 1

For dispatch conditions: *Refer to 57-06 Outer Flap Blade Seal*

71-01	Frangible Drain Mast

Ident.: **MCDL-71-01-00006569.0001001 / 02 DEC 13** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-115 or 320-111 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

71-01 FRANGIBLE DRAIN MAST	Quantity installed 2

(m) *Refer to AMM Task 71-71-42-040-045*
All may be missing.

Refer to MCDL-71-01 Illustration Frangible Drain Mast

ILLUSTRATION FRANGIBLE DRAIN MAST

Ident.: **MCDL-71-01-00006570.0001001 / 23 NOV 09** **FOR INFORMATION ONLY**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For dispatch conditions: *Refer to 71-01 Frangible Drain Mast*

71-09	Fan Cowl Hold Open Rod

Ident.: **MCDL-71-09-00006587.0002001 / 02 DEC 13** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

71-09 FAN COWL HOLD OPEN ROD	Quantity installed 8

(m) *Refer to AMM Task*
All may be missing.

Refer to MCDL-71-09 Illustration Fan Cowl Hold Open Rod

ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: **MCDL-71-09-00006588.0003001 / 09 NOV 16** **FOR INFORMATION ONLY**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For dispatch conditions: *Refer to 71-09 Fan Cowl Hold Open Rod*

MASTER CONFIGURATION DEVIATION LIST

EXHAUST

DUCT OPENING ACTUATOR

78-01	Duct Opening Actuator

Ident.: **TDU / MCDL-78-01-00016031.0001001 / 20 MAR 15** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)
Impacted DU: NONE
Belongs to TR499 Issue 1

78-01 DUCT OPENING ACTUATOR	Quantity installed 4

(m) *Refer to AMM Task*
All may be missing.

Refer to MCDL-78-01 Illustration Duct Opening Actuator

ILLUSTRATION DUCT OPENING ACTUATOR

Ident.: **TDU / MCDL-78-01-00016033.0001001 / 20 MAR 15** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)
Impacted DU: NONE
Belongs to TR499 Issue 1

For dispatch conditions: *Refer to MCDL-78-01 Duct Opening Actuator*

78-09	Thrust Reverser 11 and 1 O'clock Struts

Ident.: **MCDL-78-09-00006596.0001001 / 02 DEC 13** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

78-09 THRUST REVERSER 11 AND 1 O'CLOCK STRUTS	Quantity installed 4

(m) *Refer to AMM Task 78-32-11-040-001*
All may be missing.
Note: The affected thrust reverser must be considered inoperative (Refer to MMEL/MI-78-30 Thrust Reverser).

Refer to MCDL-78-09 Illustration Thrust Reverser 11 and 1 O'clock Struts

ILLUSTRATION THRUST REVERSER 11 AND 1 O'CLOCK STRUTS

Ident.: **MCDL-78-09-00006597.0001001 / 02 DEC 13** **FOR INFORMATION ONLY**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-111 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

For dispatch conditions: *Refer to 78-09 Thrust Reverser 11 and 1 O'clock Struts*

78-11	Thrust Reverser Lockout Fairing

Ident.: **MCDL-78-11-00014886.0001001 / 14 JAN 15** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

78-11 THRUST REVERSER LOCKOUT FAIRING	Quantity installed 8

(m) *Refer to AMM Task 78-30-00-040-804*
All may be missing.

- **Performance:**

  The following performance penalties are applicable:
  - Takeoff performance limiting weight is reduced by 365 kg (805 lb) per missing item
  - Approach climb limiting weight is reduced by 260 kg (574 lb) per missing item
  - If two or more Thrust Reverser lockout fairings are missing, en route performance limiting weight is reduced by 45 kg (99 lb) per missing item
  - If two or more Thrust Reverser lockout fairings are missing, fuel consumption is increased by 0.11% per missing item

Refer to MCDL-78-11 Illustration of the Thrust Reverser Lockout Fairing

ILLUSTRATION OF THE THRUST REVERSER LOCKOUT FAIRING

Ident.: **MCDL-78-11-00014887.0001001 / 02 DEC 13** **APPROVED**
Criteria: (318-111 or 318-112 or 319-111 or 319-112 or 319-113 or 319-114 or 319-115 or 320-211 or 320-212 or 320-214 or 320-215 or 320-216 or 321-111 or 321-112 or 321-211 or 321-212 or 321-213)

SUPPLEMENTARY PERFORMANCE

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SPERF-CONT CONTAMINATED RUNWAY

SPERF-CONT-GEN GENERAL

General....A

SPERF-CONT-LIM LIMITATIONS

Limitations.... A

SPERF-CONT-PERF PERFORMANCE

Introduction....A
Aircraft Configuration.... B
Takeoff and Landing Performance....C

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GENERAL

Ident.: **SPERF-CONT-GEN-00009415.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

This chapter of the AFM gives the performance information for operations on contaminated runways and the conditions used for their establishment.
Any actual condition different from those listed in this chapter may lead to different performance.
Refer to SPERF-CONT-PERF Aircraft Configuration.
This chapter of the AFM is approved by EASA according to JAR 25 contaminated runway performance requirements.
This chapter is not required by FAR 25 and is provided for guidance only for those aircraft certificated according to this requirement.

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LIMITATIONS

Ident.: **SPERF-CONT-LIM-00009416.0001001 / 04 APR 11** **APPROVED**
Criteria: SA

Reduced thrust takeoff is not allowed on contaminated runways.
Takeoff on very low braking friction surface (icy runway) is not recommended.

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INTRODUCTION

Ident.: **SPERF-CONT-PERF-00009417.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

The considered atmosphere is the international standard atmosphere.
Performance are related to VS1G.
Wind speed is measured at the height of 10 m.

AIRCRAFT CONFIGURATION

Ident.: **SPERF-CONT-PERF-00009441.0001001 / 07 NOV 17** **APPROVED**
Criteria: SA

TAKEOFF ON CONTAMINATED RUNWAY

The takeoff performance has been established for slats/flaps configuration 1, 2 and 3 on runways contaminated by:

- 6 mm and 13 mm of water
- 6 mm and 13 mm of slush
- 10 mm and 100 mm of dry snow
- 5 mm, 15 mm, and 30 mm of wet snow
- Compacted snow
- Icy

Ground spoilers are armed.
Accelerate Stop Distance (ASD) determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

LANDING DISTANCE ON VERY LOW BRAKING FRICTION SURFACE

Advisory landing distance on very low braking friction surface such as icy runway has been established for slats/flaps configuration 3 and FULL.
Ground spoilers are armed.
Landing distance determination is made with or without thrust reversers and considering the use of ground spoilers and wheel brakes with anti-skid on.

TAKEOFF AND LANDING PERFORMANCE

Ident.: **SPERF-CONT-PERF-00009429.0001001 / 23 NOV 09** **APPROVED**
Criteria: SA

For takeoff and landing performance determination on contaminated runways, the Performance Engineer's Programs/AFM_OCTO approved FM module at the latest approved revision must be used. *Refer to PERF-OCTO Performance Database*.

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