1.0. Aircraft Data, Limitation and Description

1.1. Airbus A320/A321

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1.1.1. Aircraft Dimensions and Vertical Clearances

**Note:** Passenger Exit doors A320/A321 L1 and L4
(A320 L2/R2 and L3/R3 overwing emergency exits
A321 L2/R3 and L3/R3 emergency exits only)

<table>
<thead>
<tr>
<th></th>
<th>A320</th>
<th>A321</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>minimum [m]</td>
<td>maximum [m]</td>
</tr>
<tr>
<td>A</td>
<td>3.39</td>
<td>3.46</td>
</tr>
<tr>
<td>B</td>
<td>1.99</td>
<td>2.06</td>
</tr>
<tr>
<td>C</td>
<td>1.99</td>
<td>2.11</td>
</tr>
<tr>
<td>D</td>
<td>2.14</td>
<td>2.30</td>
</tr>
<tr>
<td>E</td>
<td>3.36</td>
<td>3.55</td>
</tr>
<tr>
<td>F</td>
<td>11.68</td>
<td>11.91</td>
</tr>
</tbody>
</table>

Maximum and minimum ground clearances reflect the airplane loading within the boundaries of normal operational C.G. envelopes.
1.1.2. Airplane Servicing Arrangement A320/A321
1.1.3. Service Points A320/A321

A. Electrical power receptacle
B. Aircraft grounding
C. Portable water drain panel (forward)
D. Conditioned air connector
E. Air starter connector
F. Toilet servicing panel
G. Potable water fill and drain panel (aft)
H. Fueling connector
I. Fueling panel
J. Potable water drain/overflow panel (centre)
K. Yellow ground service panel

figure 3 service points
intentionally left blank
1.1.4. Description of Cargo Compartments

1.1.4.1. Cargo Compartments of A320-214

The cargo compartments are located in the lower fuselage, below the passenger cabin. They are divided into one forward hold (compartment 1) and three aft holds (compartment 3, 4 and 5 = bulk). All compartments meet the FAR, Part 25, Class D requirements.

The access doors to the cargo compartments are electrically operated from control panels adjacent to each door. The door may be operated manually in case of power failure with a door hand crank.

A semi-automatic cargo loading system is installed in the FWD (CMPT 1) and AFT compartment (CMPT 3/4). Each system is similar and can be operated by one person. A control panel, installed on the compartment door controls the electrical POWER DRIVE UNITS (PDU) and the door sill latches.

If bulk load is loaded in FWD or AFT the section-nets must be installed and the limitations for A320 (bulk loaded) will apply.

<table>
<thead>
<tr>
<th>CARGO COMPARTMENT CAPACITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hold 1</td>
</tr>
<tr>
<td>-------</td>
</tr>
<tr>
<td>VOLUME [m³]</td>
</tr>
</tbody>
</table>

**A320 (bulk loaded)**

<table>
<thead>
<tr>
<th>structural WEIGHT LIMIT [kg]</th>
<th>3402</th>
<th>2426</th>
<th>2110</th>
<th>1497</th>
<th>9435</th>
</tr>
</thead>
<tbody>
<tr>
<td>max weight [kg]</td>
<td>11</td>
<td>12</td>
<td>13</td>
<td>31</td>
<td>32</td>
</tr>
<tr>
<td>per net section [kg]</td>
<td>1045</td>
<td>1225</td>
<td>1132</td>
<td>1301</td>
<td>1125</td>
</tr>
</tbody>
</table>

The cargo compartment floor is designed for an evenly distributed load of 732 kg/m² of bulk loads with a maximum load density of 240 kg/m³.

**A320-214**

<table>
<thead>
<tr>
<th>structural WEIGHT LIMIT [kg]</th>
<th>3402</th>
<th>4536</th>
<th>1497</th>
<th>9435</th>
</tr>
</thead>
<tbody>
<tr>
<td>max floor limit [kg/m²]</td>
<td>488</td>
<td>732</td>
<td>732</td>
<td>732</td>
</tr>
<tr>
<td>amount of AKH (volume 3.6m³)</td>
<td>3</td>
<td>2</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>max gross weight of AKH on all positions</td>
<td>1134 kg</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**FWD (hold 1) and AFT (hold 3/4)**

- Door clear opening: 1.24m x 1.01m

**AFT BULK (hold 5)**

- Door clear opening: 0.86m x 0.04m
1.1.4.1.1. Load Securing A320 (bulk loaded)

The divider and door net in each compartment must be closed at any time. Additional tie-down is normally not required except for individual items of load which by their nature, shape or density may constitute a hazard. They must be restrained, which can be achieved by filling the cargo hold or net section volumetrically, or by tie-down.

When filled up to ¾ of height, the cargo hold or net section is considered to be volumetrically full. Packages weighing more than 150kg shall be restraint or individually tied-down. Single packages should be tied-down. Tie-down of loads to aircraft structure is achieved by straps or nets connected to the tie-down points located on the cargo hold floor. Each tie-down point is designed to an ultimate load of 906kg, in any direction.

A minimum clearance of 5 cm must be kept between any load and compartment hold ceiling.

1.1.4.1.2. Dimensions of Cargo Compartments A320

1.1.4.1.2.1. Forward Cargo Compartment

1.1.4.1.2.2. Aft Cargo Compartment

1.1.4.1.2.3. Bulk Cargo Compartment
1.1.4.2. Cargo Compartments of A321-211

The cargo compartments are located in the lower fuselage, below the passenger cabin. They are divided into one forward hold (compartment 1) and three aft holds (compartment 3, 4 and 5 = bulk). All compartments meet the FAR, Part 25, Class D requirements. The access doors to the cargo compartments are electrically operated from control panels adjacent to each door. The door may be operated manually in case of power failure with a door hand crank. A semi-automatic cargo loading system is installed in the FWD (CMPT 1) and AFT compartment (CMPT 3/4). Each system is similar and can be operated by one person. A control panel, installed on the compartment door controls the electrical POWER DRIVE UNITS (PDU) and the door sill latches.

Two additional center tanks (ACT) are installed in compartment 3 - position 31 and 32.

<table>
<thead>
<tr>
<th>CARGO COMPARTMENT CAPACITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hold 1</td>
</tr>
<tr>
<td>------------------</td>
</tr>
<tr>
<td>VOLUME [m$^3$]</td>
</tr>
</tbody>
</table>

**A321** (containerized - ULD loading)

* 2 ACT installed on position 31 + 32 - further limitation according actual fuel load in ACT
** 1 ACT installed on position 31

<table>
<thead>
<tr>
<th>structural - WEIGHT LIMIT [kg]</th>
</tr>
</thead>
<tbody>
<tr>
<td>max weight per position [kg]</td>
</tr>
<tr>
<td>11 ACT</td>
</tr>
<tr>
<td>1134</td>
</tr>
</tbody>
</table>

A321 (bulk loaded)

* 2 ACT installed on section 31 + 32 - further limitation according actual fuel load in ACT
** 1 ACT installed on section 31

<table>
<thead>
<tr>
<th>structural - WEIGHT LIMIT [kg]</th>
</tr>
</thead>
<tbody>
<tr>
<td>max weight per net section [kg]</td>
</tr>
<tr>
<td>31 ACT</td>
</tr>
<tr>
<td>1124</td>
</tr>
</tbody>
</table>

The compartment floor is designed for an evenly distributed load of 732 kg/m$^2$ with a maximum load density of 240 kg/m$^3$.

** Loading of following articles is strictly prohibited in AFT/BULK (compartment 3+4+5) in all cases:**
- any dangerous goods in class 8 (RCM) CORROSIVE
- any dangerous goods in division 1.4S (RXS) EXPLOSIVE
- any dangerous goods in division 2.1 (RFG) FLAMMABLE GAS
- any dangerous goods in class 3 (RFL) FLAMMABLE LIQUIDS
- any cargo items with a front section equal or less than 40x40cm and a length exceeding 1.9m
- any package weighing more than 150kg (HEA)

Above articles may be loaded FWD only.

If A321 is bulk loaded in FWD or AFT, the section nets must be installed and the limitations for A321 (bulk loaded) will apply and loading instructions and limitations of AFT/BULK must be adhered (see also next page).
1.1.4.2.1. Load Securing A321 (bulk loaded)

The divider and door net in each compartment must be closed at any time. Additional tie-down is normally not required except for individual items of load which by their nature, shape or density may constitute a hazard. They must be restrained, which can be achieved by filling the cargo hold or net section volumetrically, or by tie-down.

When filled up to 80% of height, the cargo hold or net section is considered to be volumetrically full. Packages weighing more than 150kg shall be restrained or individually tied-down. Single packages should be tied-down. Tie-down of loads to aircraft structure is achieved by straps or nets connected to the tie-down points located on the cargo hold floor. Each tie-down point is designed to an ultimate load of 906kg, in any direction.

A minimum clearance of 5 cm must be kept between any load and compartment hold ceiling.

AFT cargo loading limitation due to ACT installation:

- The loading of following articles is strictly prohibited in AFT and BULK (CMPTs 3+4+5):
  - any dangerous goods in class 8 (RCM) CORROSIVE
  - any dangerous goods in division 1.4S (RXS) EXPLOSIVE
  - any dangerous goods in division 2.1 (RFG) FLAMMABLE GAS
  - any dangerous goods in class 3 (RFL) FLAMMABLE LIQUIDS
  - any cargo items with a front section equal or less than 40x40cm and a length exceeding 1.9m
  - non unitized cargo
  - any package weighing more than 150kg (HEA)

above articles or packages must be loaded FWD only

- Beginning behind the ACT, each section has to be filled up to at least 80% of its volume, before the next section can be loaded. If a net section in CMPT 3 or CMPT 4 is not filled up to at least 80% of its volume, the BULK (CMPT 5) is restricted to a maximum of 250kg in total.
1.1.4.2.2. Dimensions of Cargo Compartments A321

1.1.4.2.2.1. Forward Cargo Compartment

![Figure 9 FWD hold A321](image)

1.1.4.2.2.2. Aft Cargo Compartment

2 ACTs installed

1 ACT installed

![Figure 10 AFT hold A321](image)

1.1.4.2.2.3. Bulk Cargo Compartment

![Figure 11 Bulk - A320/A321](image)

dimensions of BULK (compartment 5) are equal to A320
1.1.4.3. Cargo Door Operations A320/A321

1.1.4.3.1. Door of FWD Cargo Compartment and AFT Cargo Compartment

To open
- Turn the door locking handle downward (105°) to the UNLOCKED position.
  (make sure vent door will open)
- open the door service panel
- move the selector switch to the open position and hold it until green indicator light comes on

In case of an electrical failure or if the pump fails, the door can be opened or closed manually with the hand pump. The crank is inserted into socket fittings located in the lower fuselage, aft of right-hand main landing gear (yellow system - ground service panel).

To close
- move the selector switch to the CLOSE position and hold it until the compartment door is closed
  (Note: the green indicator light goes off when the door starts to close)
- turn the door locking handle up to the LOCKED position and push it into the recess of the handle flap
- make sure that the green mark is visible through each cargo door indication window

Note: the following external indications show that the cargo door is not correctly closed:
  - vent door stays in open position
  - door locking handle stays away from the outer contour of the door
  - red mark is visible through cargo door indication window

If one of these signs is visible call the ground engineer. Do not attempt to open the door immediately after it has been closed, as the pressure of the hydraulic system prevents the door from moving to the vertical position.
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1.1.4.4. Loadable ULD A320 / A321

Only NAS3610 2K2C IATA code AKH (LD3-46) ULDs are available within LTU.

AKH LD3-46

tare weight : 80 kg  maximum net weight: 1054 kg

max gross weight: 1134 kg

standard weights for baggage loading

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Weight (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>full</td>
<td>660 kg</td>
</tr>
<tr>
<td>¾</td>
<td>500 kg</td>
</tr>
<tr>
<td>½</td>
<td>360 kg</td>
</tr>
<tr>
<td>¼</td>
<td>220 kg</td>
</tr>
<tr>
<td>empty</td>
<td>80 kg</td>
</tr>
</tbody>
</table>

Also one AKG or AKJ containers or 60.4”x61.5” pallet with a maximum height of 46” (116cm) are loadable per position.

1.1.4.5. Cargo Loading System - A320 / A321

1.1.4.5.1. Control Panel

The control panel is installed on the FWD and AFT cargo door.

---

**Figure 17** Cargo loading system control panel
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1.1.4.5.2. Loading/Unloading of Cargo Compartments

Door Sill Latches
Each cargo compartment door sill is equipped with two door sill latches. Each door sill latch has two independently operated latches:

- One latch, when raised, stops the inadvertent roll-out of an ULD during load/unload operations. It is overridable in the load direction. This latch is lowered electrically from a switch on the control panel.

- The other latch locks the ULD in the door area position at the door sill and is manually operated.

Unloading of FWD (Compartment 1):
1. open cargo compartment door
2. lower door sill latches manually
3. set POWER switch to ON
4. set SILL LATCH switch to down and hold to lower second latch of door sill latches
5. set joystick to out and hold until ULD in door area (pos 11) moves from compartment
6. release SILL LATCH switch when ULD is above door sill latches
7. lower XZ-latch at next ULD
8. set joystick to FWD and hold until ULD is in line with doorway
9. do again steps 4. - 6. to unload ULD

Loading of FWD (Compartment 1):
1. move ULD onto PDU on ball mat (door area)
2. set joystick to in and hold until ULD is fully in compartment
3. lock in position by raising XZ-latch
   When compartment is not fully loaded, latches must be raised in empty positions
4. raise door sill latches and close compartment door

Unloading of AFT (Compartment 3/4):
1. open cargo compartment door
2. lower door sill latches manually
3. set POWER switch to ON
4. set SILL LATCH switch to down and hold to lower second latch of door sill latches
5. set joystick to out and hold until ULD in door area (pos 41) moves from compartment
6. release SILL LATCH switch when ULD is above door sill latches
7. lower XZ-latch at next ULD
8. set joystick to FWD/AFT and hold until ULD is in line with doorway
9. do again steps 4. - 6. to unload ULD

Loading of AFT (Compartment 3/4):
1. move ULD onto PDU on ball mat (door area)
2. set joystick to in and hold until ULD is fully in compartment.
3. set joystick to FWD/AFT and hold until ULD is in loading position
4. lock in position by raising XZ-latch
   When compartment is not fully loaded, latches must be raised in empty positions
5. raise door sill latches and close compartment door

figure 18 cargo loading system - FWD

figure 19 cargo loading system - AFT
1.1.4.5.3. Missing or Inoperative Restraints Load Limits

For the FWD and AFT cargo compartment the following limits apply:

If any latch is missing or inoperative the position must be kept unloaded (or max. an empty ULD), except for the YZ-latches at the side guide rail, as the load must be reduced to 794kg if one unit or one unit on each side is missing or inoperative; if two or more units are missing or inoperative the position must be kept unloaded (or max. an empty ULD).
1.1.5. Package Tables

These tables show maximum package size dimensions which will pass through the cargo door openings.

Package sizes are approximate: Tilting, twisting bending and/or rotating packages through openings will allow additional lengths in many cases, but should be determined for each situation. A trial loading is recommended for packages with dimensions close to maximum dimensions indicated in the tables.

The height dimensions do not include allowances for items increasing package height such as fork lift tine thickness, pallet depths, skid tub heights, etc. Any such devices must be accounted for the total package height.

1.1.5.1. Package Size Dimensions

1.1.5.1.1. Forward Cargo Compartment - A320

[Figure 20: Package size dimensions FWD - A320]

Clear opening of forward cargo door 181 cm x 124 cm

<table>
<thead>
<tr>
<th>HEIGHT [cm]</th>
<th>WIDTH [cm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>115</td>
</tr>
<tr>
<td>20</td>
<td>395</td>
</tr>
<tr>
<td>30</td>
<td>375</td>
</tr>
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<tr>
<td>160</td>
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<table>
<thead>
<tr>
<th>LENGTH [cm]</th>
</tr>
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<tbody>
<tr>
<td>101</td>
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<tr>
<td>119</td>
</tr>
<tr>
<td>89</td>
</tr>
<tr>
<td>79</td>
</tr>
</tbody>
</table>

[Table 4: Package size dimensions FWD - A320]

1.1.5.1.2. Forward Cargo Compartment - A321

<table>
<thead>
<tr>
<th>HEIGHT [cm]</th>
<th>WIDTH [cm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 119</td>
<td>399</td>
</tr>
<tr>
<td>101</td>
<td>494</td>
</tr>
<tr>
<td>79</td>
<td>565</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LENGTH [cm]</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 119</td>
</tr>
<tr>
<td>101</td>
</tr>
<tr>
<td>79</td>
</tr>
</tbody>
</table>

[Table 5: Package size dimensions FWD - A321]
1.1.5.1.3. AFT Cargo Compartment - A320

The clear opening of aft cargo door is 181 cm x 124 cm.

### Table 6: Package Size Dimensions AFT - A320

<table>
<thead>
<tr>
<th>HEIGHT (cm)</th>
<th>WIDTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>115</td>
</tr>
<tr>
<td>20</td>
<td>424</td>
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<tr>
<td>30</td>
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<tr>
<td>160</td>
<td>143</td>
</tr>
<tr>
<td>171</td>
<td>143</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LENGTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>114</td>
</tr>
<tr>
<td>101</td>
</tr>
<tr>
<td>79</td>
</tr>
</tbody>
</table>

1.1.5.1.4. AFT Cargo Compartment - A321

The transport of non unitized load behind the ACT is not allowed. Tie-down points not required for net fastening are not allowed to use for individual restraint of packages. All nets must be installed, therefore the largest net section is section 41 and 42. Larger packages may be loaded FWD.

### Table 7: Package Size Dimensions FWD - A321

<table>
<thead>
<tr>
<th>HEIGHT (cm)</th>
<th>WIDTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>330</td>
</tr>
<tr>
<td>20</td>
<td>330</td>
</tr>
<tr>
<td>30</td>
<td>330</td>
</tr>
<tr>
<td>40</td>
<td>330</td>
</tr>
<tr>
<td>50</td>
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<td>90</td>
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<td>140</td>
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<td>150</td>
<td>--</td>
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<tr>
<td>160</td>
<td>--</td>
</tr>
<tr>
<td>170</td>
<td>--</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LENGTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>114</td>
</tr>
<tr>
<td>101</td>
</tr>
<tr>
<td>79</td>
</tr>
</tbody>
</table>

1.1.5.1.5. Packages lift assisted AFT Compartment 5 (BULK) - A320/A321

The clear opening of bulk cargo door is 94 cm x 86 cm.

### Table 8: Package Size Dimensions AFT - Hold 5

<table>
<thead>
<tr>
<th>HEIGHT (cm)</th>
<th>WIDTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>279</td>
</tr>
<tr>
<td>20</td>
<td>261</td>
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<tr>
<td>30</td>
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<tr>
<td>80</td>
<td>148</td>
</tr>
<tr>
<td>85</td>
<td>141</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LENGTH (cm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>65</td>
</tr>
</tbody>
</table>

figure 22 package size dimensions AFT - hold 5
1.1.6. Temperature Control and Ventilation of Cargo Compartments

Only the BULK (CMPT 5) is equipped with a heating and ventilation system.

**A320 / A321**

**max 3 AVI/H (full size kennels) in BULK (CMPT 5)**

as the capacity of BULK is limited there is a maximum of either 3 AVI/H (full size kennels) or 3 surfboards or 3 bikes or any combination thereof.

1.1.7. Potable Water Service

To fill the tank (max 200 l) the hose must be connected to the fill/drain port of the AFT fill and drain panel. Turn the fill/drain handle to the pull to fill position and pull the handle out to the mechanical stop.

Switch the pump of the service vehicle on (do not exceed water pressure 3.45 bar). The quantity indicator shows the required quantity. The fill/drain handle will automatically return to the normal position when the tank full light comes on. If the tank is overfilled, water will flow from the overflow port.

If the system must be drained and electrical power is not available, all panels (forward, center, aft) must be serviced simultaneously.

1.1.8. Lavatory System

To drain the waste tank (max capacity 200 l) the hose must be connected to the toilet drain connection (AFT). Push the open lever and pull the drain valve control handle from the NORMAL to the DRAIN position and the waste will drain. Connect the flush/fill hose of the toilet servicing vehicle to the fill and rinse connection (do not exceed 2.4 bar) and flush the toilet system with approximately 20 liters. The drain valve control handle must be in the DRAIN position during this operation.

Switch the pump of the servicing vehicle off and put the drain valve control handle in NORMAL position. Disconnect the adapter and the drain hose. To close the inner flap valve pull the push to open lever until the lever clicks. Pump 10 l of water as prime charge and disconnect the fill and rinse hose and let the water in the line drain completely. Close the cap and visually examine for leaks.
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1.1.7. Configuration and Cabin Layout

1.1.7.1. A320-214 Y174

A320-214 Y174

Special seats:

UMs

SEATS 2 A B C
3 A B C
3 D E F
4 D E F

Handicapped

SEAT 4 - 8 C+D

Passengers

15 - 26 C+D

Baby Baskets

SEATS 1 ABC (1x)
1 DEF (1x)

Stretcher

28 DEF-30 DEF

Position

(to be loaded through L4)

Exits

L1/R1

Emergency L2/R2 ROW 12 A - F

Exits

L3/R3 ROW 14 A - F

Exits

L4/R4

No Recline ROW 11 + 12

No PET/C at ROW 1, ROW 12 and ROW14

Max infants (due to infant life jacket) 15

Oxygen supply:

In case of rapid decompression of the aircraft cabin a passenger oxygen supply system will be activated automatically.

Above every seat group (ABC + DEF) an additional mask will fall down.

Boarding Sequence

passenger bridge/jetway or one stair L1
1. preboarding
2. rows 15-30
3. rows 01-14

two stairs L1 + L4
1. preboarding
2. rows 01-14 (front seat)
1.1.7.2. A321-211 Y210

Special seats:

UMs 2 A B C
3 A B C

3 D E F
4 D E F

Handicapped 4 - 8 C+D
Passengers 15 - 24 C+D

Baby Baskets 1 ABC (1x)
2 DEF (1x)

Stretcher
36 DEF-38 DEF

Position

Exits L1/R1 -------
Emerg L2/R2 ROW 10, ROW 11, 12 ABC
Exits L3/R3 ROW 25, ROW 26, 27 A-C
Exits L4/R4 -------

No Recline 10 B-E, 25 C D
37 A-C, 38 D-F

No PET/C at ROW 1, 2D-F, ROW10,
ROW11, 12 A-C, ROW 25, ROW 26
and 27 ABC

Max infants (due to infant life jacket) 20

Oxygen supply:
In case of rapid decompression of the aircraft cabin, a passenger oxygen supply system will be
activated automatically.
Above every seat group (ABC + DEF) an additional mask will fall down.

Boarding Sequence

passenger bridge/jetway or one stair L1
1. preboarding
2. rows 20-38
3. rows 01-19

two stairs L1 + L4
1. preboarding
2. rows 01-19 (front entry) and