A320 MISCELLANEOUS REFERENCES

Last Updated: 24th May 2023

TheAirlinePilots.com

APPROACH, RESCUE AND FIRE FIGHTING CATEGORIES

Approach Category			
Straight In Circling	C	OM	8.3.12 – Flight Preparation & Planning
RFF (Rescue and Fire Fighting) Categories			
Departure & Destination	6	OM	8.3.16 – Flight Preparation & Planning. For destination alternate it is 5 as per OM but according to FLT OPS / S I /13 / Fri Mar 20 2015 as per ANO-024-FSXX-6.2 minimum acceptable aerodrome RFF category requirement for an alternate aerodrome shall be downgraded by two categories of the aeroplane RFF category.
Destination Alternate	4		
Aerodrome Reference Code			
4	TOGW > 73,500 Kg* Ref Field Length ≥ 1800 m	C	Wing Span 24m but < 36m Gear Span 6m but < 9m
3	TOGW ≤ 73,500 Kg* Ref Field Length 1200-1799 m		

** A320 Aircraft Characteristics – Airport and Maintenance Planning (Source: Airbus.com).*

FUEL POLICY

Minimum Block Fuel		
4000 Kg [1]	OM	7.3 – Fuel Policy – Dispatch Requirements
Taxi Fuel		
Standard 200 Kg, Europe 300 Kg	OM	7.3 – Fuel Policy – Dispatch Requirements
Middle East 400 Kg	Ref Missing	Some Bulletin (still finding it)
Contingency Fuel – 5% Trip Fuel limited by:		
Min 400	OM	7.3 – Fuel Policy – Dispatch Requirements
Typical Cruise Fuel Consumption *ISA – M.78 – CG 33% – FL 350 – 66 T*		
40 Kg / min (both Engines) [2]	FCOM	Performance – Cruise – Cruise Tables
Holding Fuel – Final Reserve *30 mins – 1500 feet – Clean Configuration – ISA – Estimated Landing Weight at Alternate*		
1200 Kg	OM	7.3 – Fuel Policy – Dispatch Requirements

1. Remember 4000 only i.e., the min for departure, rest can be figured by magic numbers. Knock off the last digit from 4000 and you have the minimum contingency value i.e. 400. Knock off the last digit again from 400 and you have an average fuel consumption of 40. Multiply it by 30 in order to get the 30 min final reserve and you get 1200. Knock off the first digit and you get 200 which is the standard for taxi.

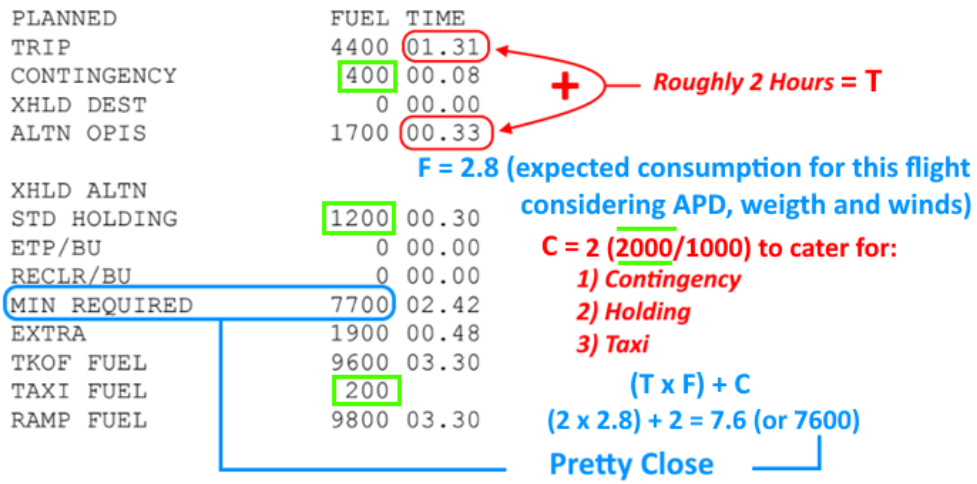
2. Actual fuel consumption will vary with aircraft APD, weight and winds. 40 Kg/min = 2400 Kg/hour, which is generally seen for aircraft with lower APD factors, lower weight, or when experiencing lesser head winds while fuel consumption of around 47-48 Kg/min = 2800-2900 Kg/hour is seen for aircraft with higher APD factors, higher weight, or when experiencing stronger head winds. For a quick fuel check before flight in order to cross check the CFP fuel figure for a gross error (without getting into detailed performance) a rule of thumb method that works is explained below:

T = Time to Destination + Alternate (in hours)
F = Expected fuel consumption (Kg/hour divided by 1000 e.g., 2.5 or 2.8 etc.)
C = Contingency Fuel Value (Contingency + Final Reserves + Taxi. A fixed value of 2 to cater of all works well.)

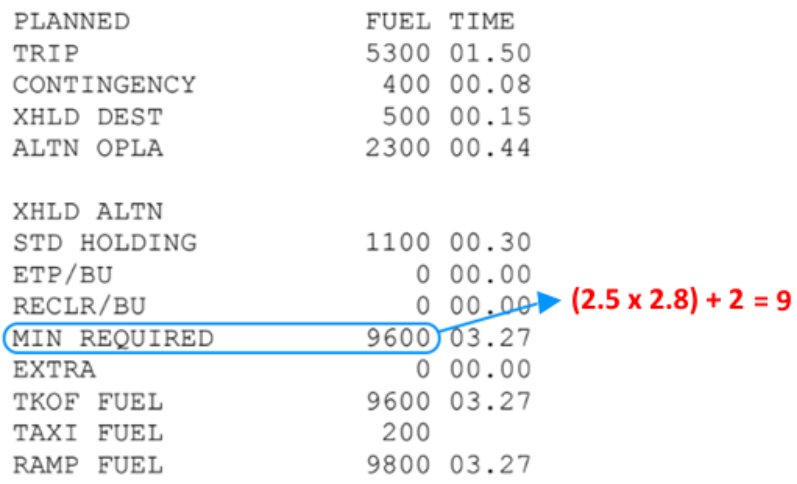
Rule of thumb fuel figure = (T x F) + C

QUICK CHECK OF CFP FUEL

With Explanation



Without Explanation (See if you can get it)



Tips for Mental Math

2 x 2.8

A) 2 x 2 = 4 (+000) = 4000.
B) 2 x 8 = 16 (+00) = 1600.
C) 4000 + 1600 = **5600**.

2.5 x 2.8

A) 2 x 2 = 4 (+000) = 4000.
B) 2 x 8 = 16 (+00) = 1600.
C) 4000 + 1600 = **5600**.
D) 5 x 2 = 10 (+00) = 1000.
E) 5 x 8 = 40 (+0) = 400.
F) 1000 + 400 = **1400**.
G) 5600 + 1400 = **7000**.

Note: This is just a rough check, the accurate/correct procedure is through the performance software.

OPERATIONS SPECIFICATIONS – 01 MARCH 2023

Low Visibility			**A320**
Approach And Landing	☑	☐	CAT I RVR 550 m DH 200 ft CAT II RVR 300 m DH 100 ft
Take-Off	☑	☐	RVR 125 m
Operational Credit(s)	☐	☑	

A320	
RNAV 10 (RNP 10)	GPS (MMR), ADIRU
RNAV 5	GPS(MMR), DME/DME, VOR/DME, ADIRU
RNAV 2	ALL PERMITTED SENSORS (GPS(MMR), DME/DME, DME/DME/ADIRU)
RNAV 1	ALL PERMITTED SENSORS (GPS(MMR), DME/DME, DME/DME/ADIRU)
RNP 4	GPS (MMR), ADIRU
RNP 1	ALL PERMITTED SENSORS (GPS(MMR), DME/DME, DME/DME/ADIRU)
RNP APCH	WITHOUT BARO-VNAV, WITH BARO-VNAV

ACN TABLE

Aircraft Type	All-up Mass[1] (Maximum Apron Mass) (Operating Mass Empty)		Load on one main gear leg (%)	Standard Aircraft Tire Pressure			ACN relative to							
							Rigid Pavement Subgrades				Flexible Pavement Subgrades			
							High K = 150 MN/m³	Medium K = 80 MN/m³	Low K = 40 MN/m³	Ultralow K = 20 MN/m³	High CBR = 15%	Medium CBR = 10%	Low CBR = 6%	Very low CBR = 3%
	lbs	kgs		psi	kg/cm²	mPa	A	B	C	D	A	B	C	D
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Airbus A320-200	162920 92593	73900 42000	47.0	200	14.1	1.38	44 22	46 24	48 25	50 26	39 20	40 20	44 22	50 26
Airbus A320-200	167329 92593	75900 42000	46.8	200	14.1	1.38	45 22	47 24	50 25	52 26	40 20	41 20	46 22	52 25
Airbus A320-200	170636 92593	77400 42000	46.6	209	14.7	1.44	46 23	49 24	51 25	53 26	41 20	42 21	47 22	53 25

Link: [Details on ACN / PCN]

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