

A 320-200

a v i o n i c s

<i>System</i>	<i>Qty.</i>	<i>Manufacturer</i>	<i>Model</i>
<i>HF Coupler</i>	<i>01</i>	<i>Allied Signal</i>	<i>FK516</i>
<i>HF Transceiver</i>	<i>01</i>	<i>Allied Signal</i>	<i>XK5161D1</i>
<i>TCAS Computer</i>	<i>01</i>	<i>Allied Signal</i>	<i>TPA-81A</i>
<i>TCAS Directional Antenna</i>	<i>02</i>	<i>Allied Signal</i>	<i>ANT-81A</i>
<i>VHF/Com Transceiver</i>	<i>02</i>	<i>Allied Signal</i>	<i>RTA-44D</i>
<i>Solid State Flight Data Recorder</i>	<i>01</i>	<i>Allied Signal</i>	<i>SSFDR</i>
<i>ADF Receiver</i>	<i>01</i>	<i>Allied Signal</i>	<i>DFA-75B</i>
<i>ATC Transponder Mode S</i>	<i>02</i>	<i>Allied Signal</i>	<i>TRA-67A/B</i>
<i>Weather Radar Antenna</i>	<i>01</i>	<i>Allied Signal</i>	<i>REA-4B</i>
<i>Weather Radar Antenna Mount</i>	<i>01</i>	<i>Allied Signal</i>	<i>MBA-4A</i>
<i>Weather Radar Control Panel</i>	<i>01</i>	<i>Allied Signal</i>	<i>CON-4A</i>
<i>Weather Radar Transceiver</i>	<i>01</i>	<i>Allied Signal</i>	<i>RTA-4B</i>
<i>Weather Radar Antenna Drive</i>	<i>01</i>	<i>Allied Signal</i>	<i>DAA-4A</i>
<i>Solid State Cockpit Voice Recorder</i>	<i>01</i>	<i>Allied Signal</i>	<i>SSCVR</i>
<i>DME Interrogator</i>	<i>02</i>	<i>Allied Signal</i>	<i>DMA-37B</i>
<i>VOR/Marker Receiver</i>	<i>02</i>	<i>Allied Signal</i>	<i>RVA-36B</i>
<i>EGPWS</i>	<i>01</i>	<i>Allied Signal</i>	<i>EGPWS</i>
<i>Emergency Radio Beacon</i>	<i>01</i>	<i>Allied Signal</i>	<i>RESCU406ELT</i>

a d d i t i o n a l p r o v i s i o n s

- *2nd HF*
 - *Provisions for galley G2*
- *3rd VHF*
 - *Moveable class divider*
- *ACARS*
 - *Structural provisions for passenger video*
- *2nd ADF*
 - *Five abreast seat rail in forward section*
- *Provision for Cargo Loading System convertibility with bulk as standard*
 - *Full Provision for MMR installation*

o t h e r f e a t u r e s

Wheels and Brakes : BF Goodrich

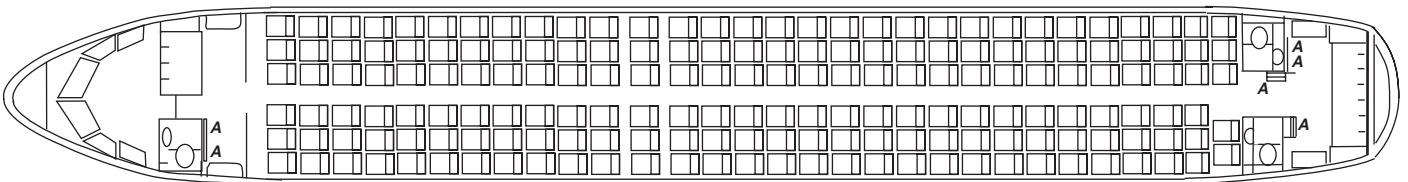
APU: Allied Signal

2nd observer's station in flight deck

aircraft specifications

<i>Aircraft Type</i>	<i>A320-200</i>
<i>Engine Type</i>	<i>CFM56-5B4 27,000lbs thrust</i>
<i>Noise Compliance</i>	<i>Stage III</i>
<i>Approach Category</i>	<i>CAT IIIB</i>
<i>Flight Deck Display</i>	<i>EFIS</i>
<i>Interior Configuration</i>	<i>179Y; Galleys: G1, G5 ATLAS; Lavatories (vacuum): 1 forward, 2 aft</i>

interior layout



*179 economy class passengers
28-29 inch pitch
Weber Seating*

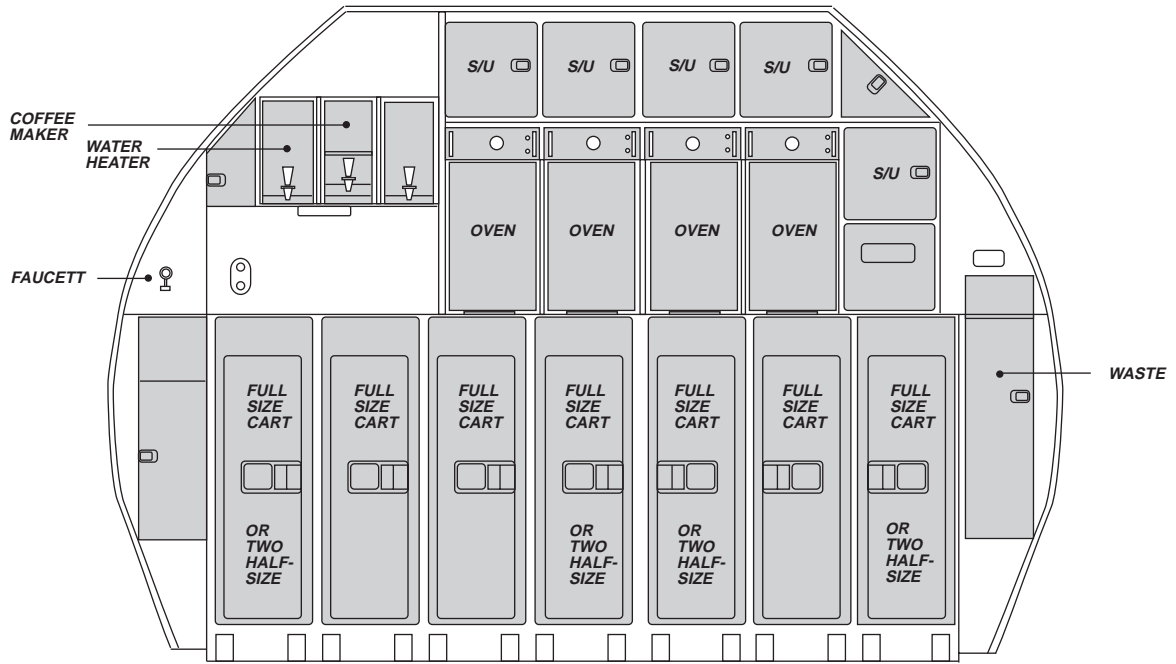
operating weights & fuel capacity

<i>Maximum Gross Taxi Weight</i>	<i>170,632 lb</i>	<i>77,460 kg</i>
<i>Maximum Gross Take-off Weight</i>	<i>169,750 lb</i>	<i>77,000 kg</i>
<i>Maximum Landing Weight</i>	<i>142,200 lb</i>	<i>64,500 kg</i>
<i>Maximum Zero Fuel Weight</i>	<i>134,500 lb</i>	<i>61,000 kg</i>
<i>Operational Empty Weight *</i>	<i>92,100 lb</i>	<i>41,800 kg</i>
<i>Fuel Capacity</i>	<i>6,300 US Gal</i>	<i>23,860 litres</i>

* In 179 Seat All Tourist Configuration (estimated)

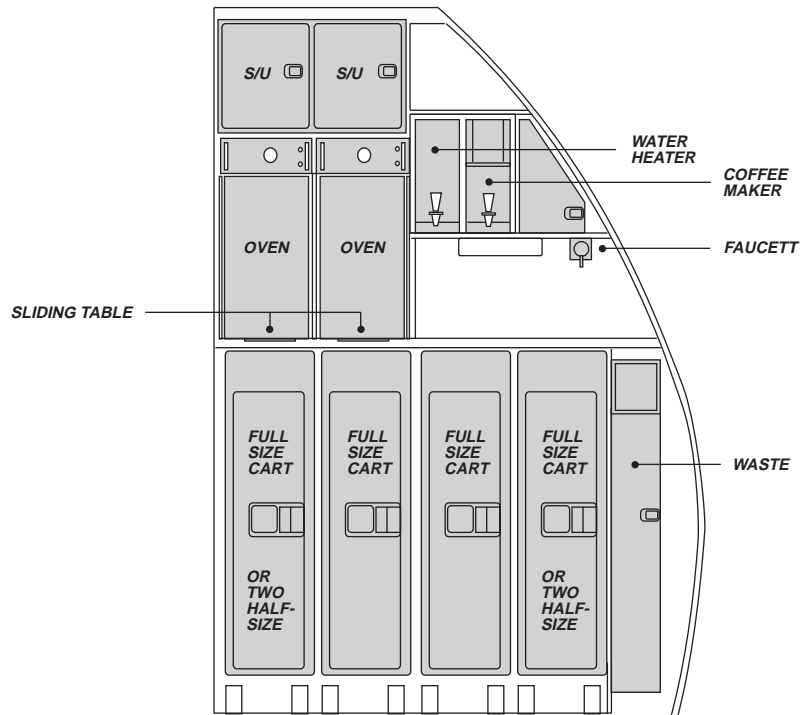
galleys

ATLAS CONFIGURATION



G5 GALLEY MANUFACTURED BY AIM-HENSHALLS

ATLAS CONFIGURATION



G1 GALLEY MANUFACTURED BY AIM-HENSHALLS