

ISSUE	DATE	REASON OF CHANGE	PREPARED BY	VERIFIED BY
1	13/03/2023	Initial Issue	DESIGN OFFICE	CVE

NOTES:

- REARRANGEMENT OF AIRCRAFT LAYOUT OF PASSENGER ACCOMMODATIONS IS TO BE PERFORMED IAW THIS DRAWING AND INSTRUCTIONS SHOWN ON AIRE SERVICE BULLETIN NO. A320C110-5B001
- AISLE WIDTHS MUST MEET REQUIREMENTS SET FORTH IN EASA \$25.815
- EMERGENCY EXITS MUST BE ACCESSIBLE PER EASA \$25.813
- EMERGENCY EXITS MUST BE MARKED IN ACCORDANCE WITH EASA \$25.811
- ALL LIFE VESTS MUST CONFORM TO J/E/TSO C-13
- CREW OXYGEN MASKS MUST MEET ALL REQUIREMENTS IN EASA CS 25.1439
- STORAGE PROVISIONS FOR ALL EMERGENCY EQUIPMENT MUST BE MARKED TO IDENTIFY THEIR CONTENTS IAW EASA \$25.1561
- "FASTEN SEAT BELT" AND "NO SMOKING" SIGNS MUST BE VISIBLE TO EACH PERSON SEATED IN THE PASSENGER CABIN
- ALL SEAT BACKS AND BULKHEADS MUST HAVE "FASTEN SEAT BELT WHILE SEATED" PLACARD
- SEAT REFERENCE LINE IS TAKEN FROM POINT OF ATTACHMENT TO AIRCRAFT SEAT TRACKS
- ALL SEATS MUST CONFORM TO RESPECTIVE TSO/ETSO
- TIGHTEN THE REAR TRACK FITTING FASTENER AS PER SEATS' RESPECTIVE CMM INDICATION.
- INSTALLATION AND SEATS TOLERANCE AS PER CMM
- INSTALL SEAT ROW PLACARDS IAW AMM.

POST-INSTALLATION NOTES:

- ENSURE EACH OXYGEN MASK DROPS WITHIN THE REQUIRED ZONE ABOVE PASSENGER SEAT
- ENSURE NO SMOKING/FASTEN SEAT BELT SIGN IS VISIBLE TO EACH PASSENGER WHILE SEATED
- ENSURE EMERGENCY ESCAPE PATH MARKING IS DIRECTLY VISIBLE ALONG THE WHOLE PASSENGER CABIN AND ALSO NO OBJECT OR CARPET COVERS IT AT ANY POINT OF EMERGENCY EXIT AISLES
- REQUIRED AISLE WIDTH DIMENSIONS IN COMPLIANCE WITH EASA CS25
- SEATS AT FIRST ROWS ARE TO HAVE MINIMUM HEADSTRIKE CLEARANCE OF 35" FROM SEAT REFERENCE POINT
- ENSURE THAT EACH SEAT HAS LIFE VEST INSTALLED.
- MAKE SURE THAT LIFE VEST LOCATION IS PROPERLY INDICATED IN A VISIBLE PLACE

ITEM	PART NUMBER	DESCRIPTION	QTY
1	3510A392-31-211-1	SEAT, TRIPLE, LH, IN-ARM TABLE	1
2	3510A392-32-211-1	SEAT, TRIPLE, RH, IN-ARM TABLE	1
3	3510A392-31-011-1	SEAT, TRIPLE, LH, STANDARD	22
4	3510A392-32-011-1	SEAT, TRIPLE, RH, STANDARD	22
5	3510A392-31-021-1	SEAT, TRIPLE, LH, STANDARD, NR, UPR 23"	1
6	3510A392-32-021-1	SEAT, TRIPLE, RH, STANDARD, NR, UPR 23"	1
7	3510A392-31-331-1	SEAT, TRIPLE, LH, STANDARD, EXIT, NR, UPR 22"	1
8	3510A392-32-331-1	SEAT, TRIPLE, RH, STANDARD, EXIT, NR, UPR 22"	1
9	3510A392-31-341-1	SEAT, TRIPLE, LH, STANDARD, EXIT	1
10	3510A392-32-341-1	SEAT, TRIPLE, RH, STANDARD, EXIT	1
11	3510A392-31-051-1	SEAT, TRIPLE, LH, STANDARD, BO, STRETCHER	3
12	3510A392-32-051-1	SEAT, TRIPLE, RH, STANDARD, BO, STRETCHER	3
13	3510A392-31-061-1	SEAT, TRIPLE, LH, NARROW, NR, UPR 23"	1
14	3510A392-32-061-1	SEAT, TRIPLE, RH, NARROW, NR, UPR 23"	1



AIRES

TITLE: LAYOUT OF PASSENGER ACCOMMODATIONS IN AIRBUS A320 MSN 3125

PREPARED BY: DESIGN OFFICE

REFERENCE: DWG-A320C110-3125-LOPA

AIRCRAFT TYPE: AIRBUS A320-232

DIM: in

SCALE: N/A

SHEET: 1/3

ISSUE: 1

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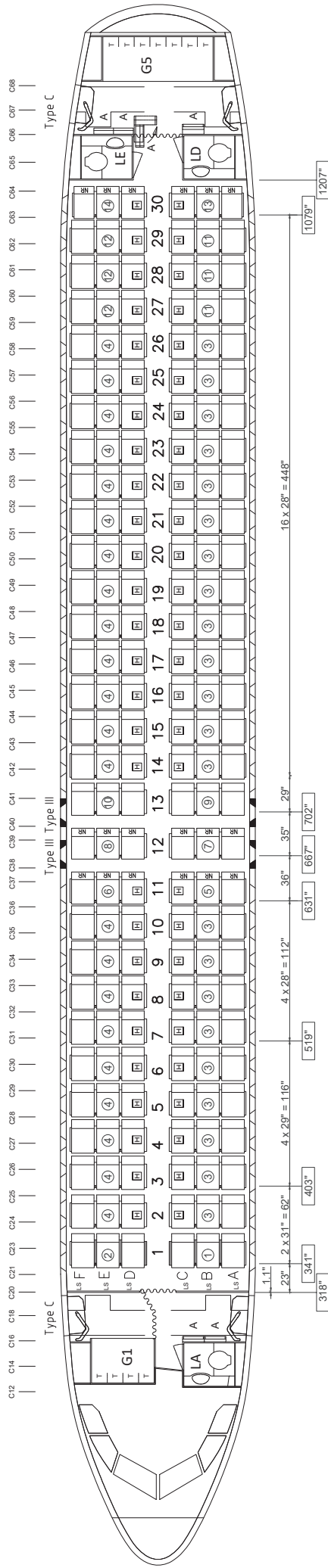


FIGURE 2-E1. LAYOUT OF PASSENGER ACCOMMODATIONS

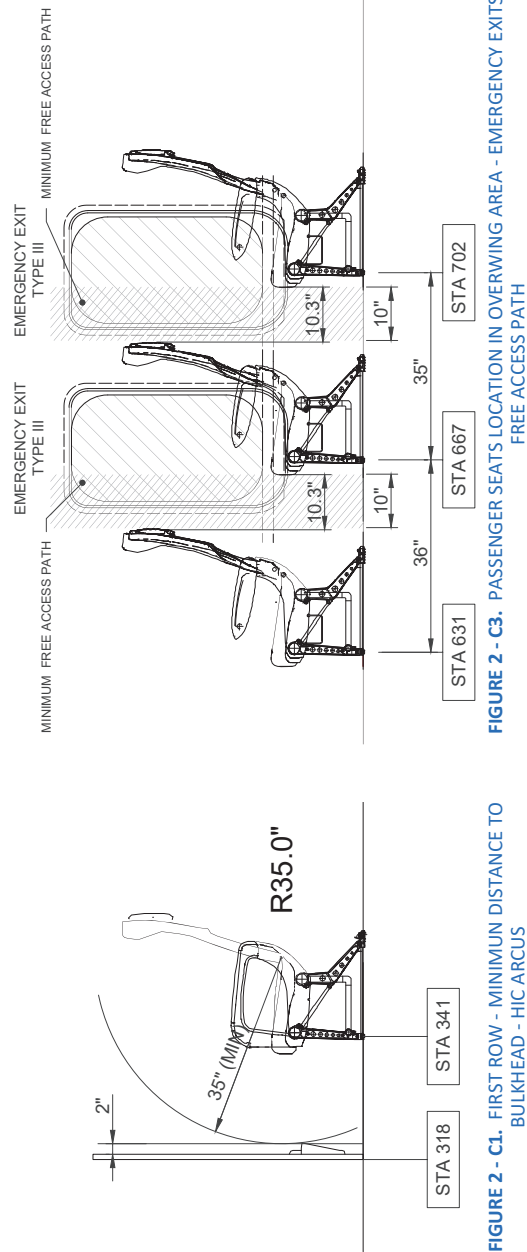


FIGURE 2 - C1. FIRST ROW - MINIMUM DISTANCE TO BULKHEAD - HIC ARCUS

FIGURE 2 - C2. PASSENGER SEAT'S LOCATION IN OVERWING AREA - EMERGENCY EXITS FREE ACCESS PATH

FIGURE 2 - C3. PASSENGER SEAT'S LOCATION IN OVERWING AREA - EMERGENCY EXITS FREE ACCESS PATH

A	ATTENDANT SEAT
NR	NO RECLINE
LS	STANDARD LITERATURE POCKET
H	HANDICAP SEAT
	IN ARMREST TABLE

AIRE

TITLE:
LAYOUT OF PASSENGER ACCOMMODATIONS
IN AIRBUS A320 MSN 3125

PREPARED BY:
DESIGN OFFICE

REFERENCE:
DWG-A320C110-3125-LOPA

AIRCRAFT TYPE:
AIRBUS A320-232

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(REFER TO SHEET 1 FOR FURTHER INFORMATION)

SIGNATURE ON SHEET 1

SCALE: N/A

SHEET: 2/3

ISSUE: 1

STA 318

STA 341

STA 631

STA 667

STA 702

1

2

3

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6

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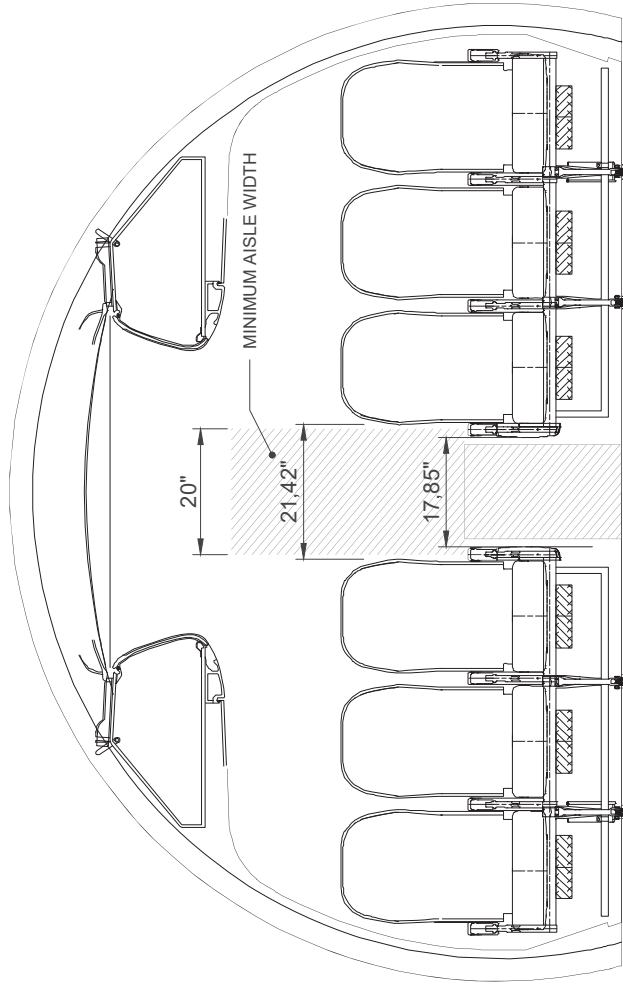


FIGURE 3 - D1. CONSTANT SECTION FRONT VIEW - MINIMUM AISLE WIDTH REQUIREMENTS

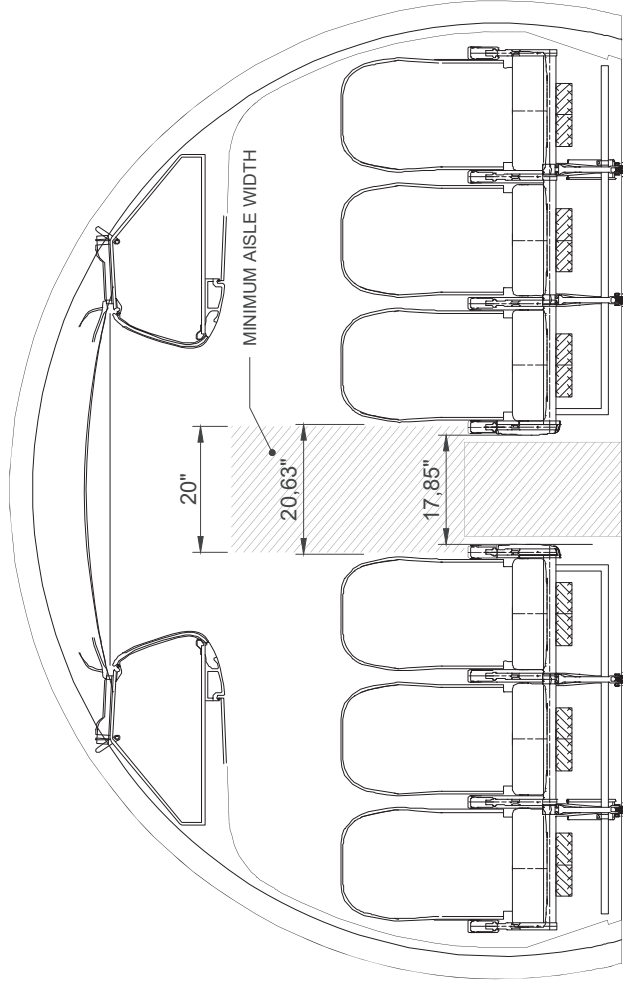


FIGURE 3 - D5. CABIN NARROW SECTION FRONT VIEW (C64) - MINIMUM AISLE WIDTH REQUIREMENTS

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TITLE:
 LAYOUT OF PASSENGER ACCOMMODATIONS
 IN AIRBUS A320XLR 3125

PREPARED BY:
 DESIGN OFFICE

REFERENCE:
 DWG-A320CL10-3125-LOPA

SIGNATURE ON SHEET 1

AIRCRAFT TYPE:
 AIRBUS A320-232

SCALE: N/A

SHEET: 3/3

ISSUE: 1

(REFER TO SHEET 1 FOR FURTHER INFORMATION)