



A320 Family EASA required placards and markings

Ref PR1413152 iss4

AIRBUS

Log of Revisions

Issue	Change	date
1	Initial issue	September 2014
2	Correction of applicability of the tyre inflation pressure placards: NLG and MLG	September 2015
3	Update to include NEO* and NEO ACF** models and miscellaneous updates	June 2018
4	Update to complete introduction in the case of damaged or missing placards and miscellaneous minor updates	June 2019

* “NEO” models are aircraft models that finish with “N” letter. Example: A320-251N

** “NEO ACF” models are aircraft models that finish with “NX” letters. Example: A321-251NX

Introduction (1/2)

This brochure gathers the list of placards and markings required by EASA/JAA and associated requirements at the time of type certificate of the aircraft.

It does not contain placards and markings installed by modifications in addition to the type certification, nor their location, i.e.:

It does not cover all customized aircraft definition including:

- Cabin/cargo installations placards
- Bilingual placards
- Placards required to meet National Aviation Authorities Requirements.

For cabin placards please refer to the “**A320 Family passenger and crew placards and illuminated signs**” available in the configuration guide pages of AirbusWorld.

It is the responsibility of the Operator to ensure that any additional placards and markings required by their operational or registration Authorities are installed at aircraft delivery.

Introduction (2/2)

The identification of deterioration is covered by regular MPD Zonal General Visual Inspections (GVI) where any illegible placard and marking has to be corrected. Refer to [MPD Zonal “GUIDANCE FOR ACCOMPLISHMENT OF A ZONAL GVI”](#).

However, to ease the identification of defects, Airbus recommends Airlines to customize their own list of required Placards and Markings (type design and the ones required by operational or registration Authorities) and to put in place a regular dedicated GVI to inspect the integrity of the Placards and Markings.

During aircraft operations, it is not required to check the integrity of Placards and Markings before each flight. However, if a placard/markings is identified as illegible or missing, Airbus recommend to replace it at next suitable maintenance check opportunity.

For any queries please contact customer support with [TechRequest](#) tool.

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APPLICABLE REGULATIONS

The applicable regulations at the time of initial certification related to placards and markings are listed.

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 - Speed Limits
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 - Compass Correction Cards
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- Cargo Compartments Markings
 - Markings of the Oil Filler of the APU Compartment
 - Markings on Rear Wall of the Center Fuel Tank
 - Oxygen Supply in Avionic Bay

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EXTERNAL PLACARDS AND MARKINGS 2/3

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 - Passenger Doors
 - Markings on the Passenger/Crew Doors
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 - Markings of the Emergency Exits on A321
 - Cargo Doors
 - Markings of the Cargo Doors (Forward and Aft)
 - Markings of the Bulk Cargo Doors
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EXTERNAL PLACARDS AND MARKINGS 3/3

- Wings Placards and Markings
 - Markings of the Escape Area
 - Markings for fuel
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- Marking of the THS position angles
- Landing Gear placards and markings
 - Tire Inflating Pressure Placard with Aircraft on Wheels for NLG and MLG
 - Tire Inflating Pressure Placard on the MLG
- Owner and Manufacturer Plates

Applicable Regulations 1/11

CS/JAR 25	SUBJECT	REQUIREMENT
25.0671 (b)	CONTROL SYSTEM	Each element of each flight control system must be designed, or distinctively and permanently marked, to minimise the probability of incorrect assembly that could result in the malfunctioning of the system.
25.0677 (b)	TRIM SYSTEMS	There must be means adjacent to the trim control to indicate the direction of the control movement relative to the aeroplane motion. In addition, there must be clearly visible means to indicate the position of the trim device with respect to the range of adjustment. The indicator must be clearly marked with the range within which it has been demonstrated that take-off is safe for all centre of gravity positions approved for take-off.
25.0783 (b) for Excluding A321 NEO ACF	DOORS	There must be a means to lock and safeguard each external door against opening in flight (either inadvertently by persons or as a result of mechanical failure or failure of a single structural element either during or after closure). Each external door must be openable from both the inside and the outside, even though persons may be crowded against the door on the inside of the aeroplane. Inward opening doors may be used if there are means to prevent occupants from crowding against the door to an extent that would interfere with the opening of the door. The means of opening must be simple and obvious and must be arranged and marked so that it can be readily located and operated, even in darkness. Auxiliary locking devices may be used.

Applicable Regulations 2/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0787 (a)	STOWAGE COMPARTMENTS	<p>Each compartment for the stowage of cargo, baggage, carry-on articles and equipment (such as life rafts) and any other stowage compartment must be designed for its placarded maximum weight of contents and for the critical load distribution at the appropriate maximum load factors corresponding to the specified flight and ground load conditions and, where the breaking loose of the contents of such compartments could:</p> <ul style="list-style-type: none"> (1) Cause direct injury to occupants; (2) Penetrate fuel tanks or lines or cause fire or explosion hazard by damage to adjacent systems; or (3) Nullify any of the escape facilities provided for use after an emergency landing, to the emergency landing conditions of JAR 25.0561(b)(3). If the aeroplane has a passenger seating configuration, excluding pilot seats, of 10 seats or more, each stowage compartment in the passenger cabin, except for underseat and overhead compartments for passenger convenience, must be completely enclosed.
25.0791	PASSENGER INFORMATION SIGNS	<p>At least one sign (using either letters or symbols) notifying when smoking is prohibited and one sign (using either letters or symbols) notifying when safety belts should be fastened must, when illuminated, be legible to each person seated in the passenger cabin under all probable conditions of cabin illumination. Signs which notify when safety belts should be fastened and when smoking is prohibited must be installed so as to be operable from either pilot's seat.</p>

Applicable Regulations 3/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0803 (e) for A319/A320/A321	EMERGENCY EVACUATION	<p>An escape route must be established from each overwing emergency exit, and (except for flap surfaces suitable as slides) covered with a slip resistant surface. Except where a means for channelling the flow of evacuees is provided:</p> <p>(1) The escape route must be at least 42 inches wide at Type A passenger emergency exits and must be at least 2 ft wide at all other passenger emergency exits, and</p> <p>(2) The escape route surface must have a reflectance of at least 80%, and must be defined by markings with a surface-to-marking contrast ratio of at least 5:1.</p>
25.810 (c) for A318 / NEO / NEO ACF	EMERGENCY EVACUATION	<p>(An escape route must be established from each over-wing emergency exit, and (except for flap surfaces suitable as slides) covered with a slip resistant surface. Except where a means for channelling the flow of evacuees is provided ?</p> <p>(1) The escape route from each Type A or Type B emergency exit, or any common escape route from two Type III emergency exits, must be at least 1.07 m (42 inches) wide that from any other passenger emergency exit must be at least 61 cm (24 inches) wide and</p> <p>(2) The escape route surface must have a reflectance of at least 80%, and must be defined by markings with a surface-to-marking contrast ratio of at least 5:1.</p>
25.0811 (a)(b)(d)	EMERGENCY EXIT MARKING	<p>(a) Each passenger emergency exit, its means of access, and its means of opening must be conspicuously marked.</p> <p>(b) The identity and location of each passenger emergency exit must be recognisable from a distance equal to the width of the cabin.-</p> <p>(d) The location of each passenger emergency exit must be indicated by a sign visible to occupants approaching along the main passenger aisle (or aisles). There must be:</p> <p>(1) A passenger emergency exit locator sign above the aisle (or aisles) near each passenger emergency exit, or at another overhead location if it is more practical because of low headroom, except that one sign may serve more than one exit if each exit can be seen readily from the sign;</p>

Applicable Regulations 4/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0811 (d) (e) Applicable to A318/A319/A320/A321 CEO and NEO	EMERGENCY EXIT MARKING	<p>(d) (2) A passenger emergency exit marking sign next to each passenger emergency exit, except that one sign may serve two such exits if they both can be seen readily from the sign; and</p> <p>(3) A sign on each bulkhead or divider that prevents fore and aft vision along the passenger cabin to indicate emergency exits beyond and obscured by the bulkhead or divider, except that if this is not possible the sign may be placed at another appropriate location.</p> <p>(e) The location of the operating handle and instructions for opening exits from the inside of the aeroplane must be shown in the following manner:</p> <p>(1) Each passenger emergency exit must have, on or near the exit, a marking that is readable from a distance of 30 inches.</p> <p>(2) Each Type I and Type A passenger emergency exit operating handle must:</p> <ul style="list-style-type: none"> (i) Be self-illuminated with an initial brightness of at least 160 microlamberts; or (ii) Be conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit. <p>(3) Each Type III passenger emergency exit operating handle must be self-illuminated with an initial brightness of at least 160 microlamberts. If the operating handle is covered, self-illuminated cover removal instructions having an initial brightness of at least 160 micro-lamberts must also be provided.</p> <p>(4) Each Type A, Type I and Type II passenger emergency exit with a locking mechanism released by rotary motion of the handle must be marked:</p> <ul style="list-style-type: none"> (i) With a red arrow, with a shaft at least three-quarters of an inch wide and a head twice the width of the shaft, extending along at least 70° of arc at a radius approximately equal to three-quarters of the handle length. (ii) So that the centreline of the exit handle is within ± 1 inch of the projected point of the arrow when the handle has reached full travel and has released the locking mechanism, and (iii) With the word 'open' in red letters 1 inch high, placed horizontally near the head of the arrow.

Applicable Regulations 5/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0811 (e) Applicable to A321 NEO ACF	EMERGENCY EXIT MARKING	<p>The location of the operating handle and instructions for opening exits from the inside of the aeroplane must be shown in the following manner:</p> <ol style="list-style-type: none"> (1) Each passenger emergency exit must have, on or near the exit, a marking that is readable from a distance of 76 cm (30 inches). (2) Each passenger emergency exit operating handle and the cover removal instructions, if the operating handle is covered, must : <ol style="list-style-type: none"> (i) Be self-illuminated with an initial brightness of at least 0.51 candela/m² (160 microlamberts); or (ii) Be conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit. (3) Reserved (4) All Type II and larger passenger emergency exits with a locking mechanism released by motion of a handle, must be marked by a red arrow with a shaft at least 19 mm (0.75 inches) wide, adjacent to the handle, that indicates the full extent and direction of the unlocking motion required. The word OPEN must be horizontally situated adjacent to the arrowhead and must be in red capital letters at least 25 mm (1 inch) high. The arrow and word OPEN must be located on a background which provides adequate contrast. (See AMC 25.811 (e) (4).)

Applicable Regulations 6/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0811 (f)	EMERGENCY EXIT MARKING	<p>(f) Each emergency exit that is required to be openable from the outside, and its means of opening, must be marked on the outside of the aeroplane. In addition, the following apply:</p> <p>(1) The outside marking for each passenger emergency exit in the side of the fuselage must include a 51mm/2-inch coloured band outlining the exit.</p> <p>(2) Each outside marking including the band, must have colour contrast to be readily distinguishable from the surrounding fuselage surface. The contrast must be such that if the reflectance of the darker colour is 15% or less, the reflectance of the lighter colour must be at least 45%. 'Reflectance' is the ratio of the luminous flux reflected by a body to the luminous flux it receives. When the reflectance of the darker colour is greater than 15%, at least a 30% difference between its reflectance and the reflectance of the lighter colour must be provided.</p> <p>(3) In the case of exits other than those in the side of the fuselage, such as ventral or tail cone exits, the external means of opening, including instructions if applicable, must be conspicuously marked in red, or bright chrome yellow if the background colour is such that red is inconspicuous. When the opening means is located on only one side of the fuselage, a conspicuous marking to that effect must be provided on the other side.</p>

Applicable Regulations 7/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.853 (c), (d), (e)	SMOKING SIGNS	<p>(c) If smoking is to be prohibited, there must be a placard so stating, and if smoking is to be allowed:</p> <ol style="list-style-type: none"> (1) There must be an adequate number of self-contained, removable ashtrays; and (2) Where the crew compartment is separated from the passenger compartment, there must be at least one sign meeting the 'No Smoking' sign requirements of JAR 25.0791 notifying all passengers when smoking is prohibited. <p>(d) Each disposal receptacle for towels, paper, or waste must be fully enclosed and constructed of at least fire resistant materials, and must contain fires likely to occur in it under normal use. The ability of the disposal receptacle to contain those fires under all probable conditions of wear, misalignment, and ventilation expected in service must be demonstrated by test. A placard containing the legible words "No Cigarette Disposal" must be located on or near each disposal receptacle door.</p> <p>(e) Lavatories must have 'No Smoking' or 'No Smoking in Lavatory' placards located conspicuously on each side of the entry door, and selfcontained removable ashtrays located conspicuously on or near the entry side of each lavatory door, except that one ashtray may serve more than one lavatory door if the ashtray can be seen readily from the cabin side of each lavatory door served. The placards must have red letters at least one-half inch high on a white background of at least one inch high. (A 'No Smoking' symbol may be included on the placard).</p>

Applicable Regulations 8/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.0871	LEVELLING MEANS	There must be means for determining when the aeroplane is in a level position on the ground.
25.0973 (a)	FUEL TANK FILLER CONNECTION	Each filler must be marked as prescribed in JAR 25.1557(b) (1)
25.1013 (c)	OIL TANKS – Filler Connection	Each oil filler must be marked under JAR 25.1557(b) (2).
25.1301 (b)	FUNCTION AND INSTALLATION	Each item of installed equipment must be labelled as to its identification, function, or operating limitations, or any applicable combination of these factors.
25.1541 (a) (b)	MARKINGS AND PLACARDS - General	<p>(a) The aeroplane must contain:</p> <ul style="list-style-type: none"> (1) The specified markings and placards; and (2) Any additional information, instrument markings, and placards required for the safe operation if there are unusual design, operating, or handling characteristics. <p>(b) Each marking and placard prescribed in JAR 25.1541(a):</p> <ul style="list-style-type: none"> (1) Must be displayed in a conspicuous place; and (2) May not be easily erased, disfigured, or obscured.
25.1545	AIRSPEED LIMITATION INFORMATION	Each air speed limitation established in accordance with JAR 25.1505 to JAR 25.1516 must be stated on a placard installed in clear view of each pilot unless the associated instrument has been colour coded or provided with a limit indicating device.

Applicable Regulations 9/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.1547 (a)(b)(c)(d)	MAGNETIC DIRECTION INDICATOR	<p>(a) A placard meeting the requirements of this paragraph must be installed on, or near, the magnetic direction indicator.</p> <p>(b) The placard must show the calibration of the instrument in level flight with the engines operating.</p> <p>(c) Not required for JAR 25.</p> <p>(d) Each calibration reading must be in terms of magnetic heading in not more than 45° increments.</p>
25.1557 (a)(b)(c)(d)	MISCELLANEOUS MARKINGS AND PLACARDS	<p>(a) Baggage and cargo compartments and ballast location. Each baggage and cargo compartment, and each ballast location must have a placard stating any limitations on contents, including weight, that are necessary under the loading requirements. However, underseat compartments designed for the storage of carry-on articles weighing not more than 20 pounds need not have a loading limitation placard.</p> <p>(b) Fuel, oil and injection fluids filler openings. The following apply:</p> <ol style="list-style-type: none"> (1) Fuel filler openings must be marked at or near the filler cover with: <ol style="list-style-type: none"> (i) The word 'fuel'; (ii) Not required for JAR 25. (iii) The permissible fuel designations; (iv) For pressure fuelling systems, the maximum permissible fuelling supply pressure and the maximum permissible defueling pressure. (2) Oil filler openings must be marked at or near the filler cover with the word 'oil'. (3) Injection fluid filler openings must be marked at or near the filler cover with the words 'water' or 'water methanol', as appropriate. <p>(c) Emergency exit placards. Each emergency exit placard must meet the requirements of JAR 25.0811.</p> <p>(d) Doors. Each door that must be used in order to reach any required emergency exit must have a suitable placard stating that the door is to be latched in the open position during take-off and landing.</p>

Applicable Regulations 10/11

CS/JAR 25	SUBJECT	REQUIREMENTS
25.1561 (a)(b)(c)(d)(e)	SAFETY EQUIPMENT	<p>(a) Each safety equipment control to be operated by the crew in emergency, such as controls for automatic liferaft releases, must be plainly marked as to its method of operation.</p> <p>(b) Each location, such as a locker or compartment, that carries any fire extinguishing, signalling, or other lifesaving equipment must be marked accordingly.</p> <p>(c) Stowage provisions for required emergency equipment must be conspicuously marked to identify the contents and facilitate the easy removal of the equipment.</p> <p>(d) Each liferaft must have obviously marked operating instructions.</p> <p>(e) Approved survival equipment must be marked for identification and method of operation.</p>
25.1563	AIRSPEED PLACARD	A placard showing the maximum airspeeds for wing-flap extension for the take-off, approach, and landing positions must be installed in clear view of each pilot.

Applicable Regulations 11/11

Regulation	SUBJECT	REQUIREMENTS
ICAO Annex 7	NATIONALITY AND REGISTRATION	Nationality and registration marks are painted on A/C in delivery in accordance with ICAO Annex 7 <u>ICAO annex 7 recommendation</u>
	IDENTIFICATION PLATE	An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the interior of the payload.
Part 21 SUBPART Q — IDENTIFICATION OF PRODUCTS, PARTS AND APPLIANCES 21.A.801 Identification of products	MANUFACTURER PLATE	(a) The identification of products shall include the following information: 1. manufacturer's name; 2. product designation; 3. manufacturer's Serial number; 4. any other information the Agency finds appropriate. (b) Any natural or legal person that manufactures an aircraft or engine under Subpart G or Subpart F shall identify that aircraft or engine by means of a fireproof plate that has the information specified in point (a) marked on it by etching, stamping, engraving, or other approved method of fireproof marking. The identification plate shall be secured in such a manner that it is accessible and legible, and will not likely be defaced or removed during normal service, or lost or destroyed in an accident.

Cabin Placards and Markings

For Cabin placards and Markings please refer to the “A320 Family passenger and crew placards and illuminated signs” available in the configuration guide pages of AirbusWorld.

This brochure describes the mandatory placards and markings for:

- Passengers
- Cabin crew
- Illuminated signs.

For safety equipment:

If the equipment is installed, the corresponding placard is mandatory. Placard installations are according to the aircraft definition.

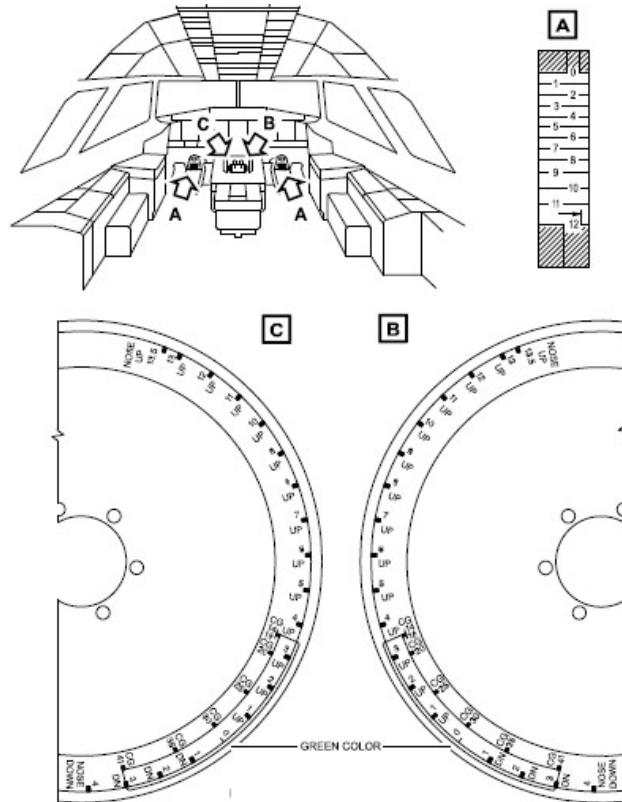
All placards are available with or without directional arrows.

Placards may not be installed if the equipment is visible and easily recognized.

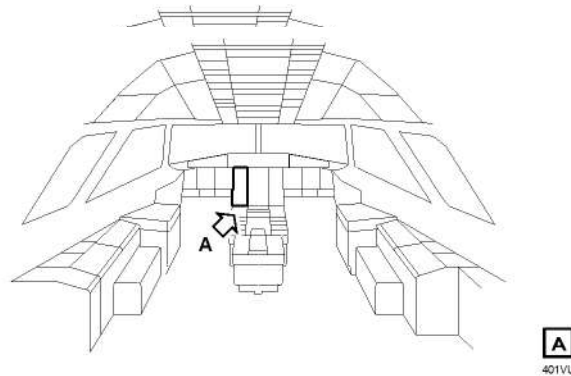
Emergency equipment quantities and locations are not required by JAR 25/CS 25 regulations alone but mainly by operational regulations; each Operator needs to contact its local Authority.

Cockpit Placards and Markings: Flight Controls

Trim System



Cockpit Placards and Markings: Speed Limits

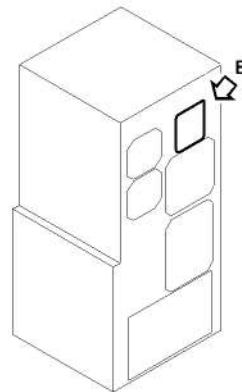


* Example only: Refer to the AFM (Airplane Flight Manual) for speed values

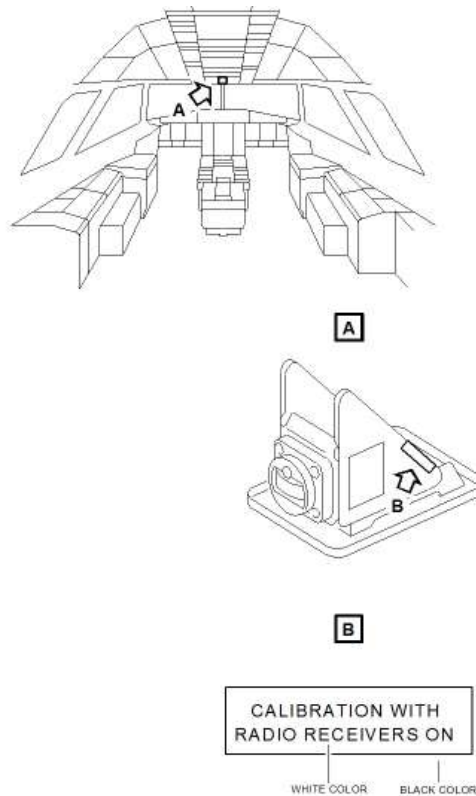
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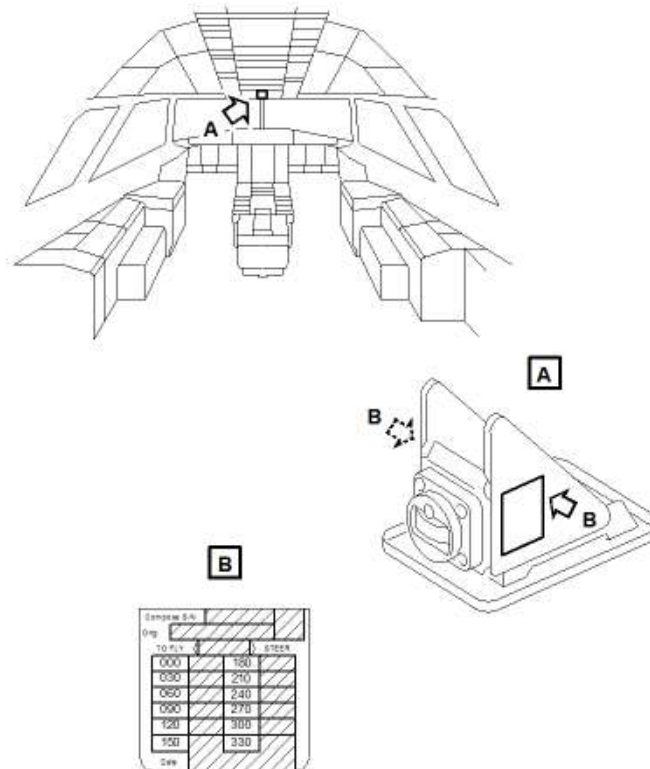
LIMIT	SPD(IAS)
VLE	280KT/M67
VLO EXT	250KT
RET	220KT
<hr/>	
VFE 1	230KT
1+F	215KT
2	200KT
3	185KT
FULL	177KT



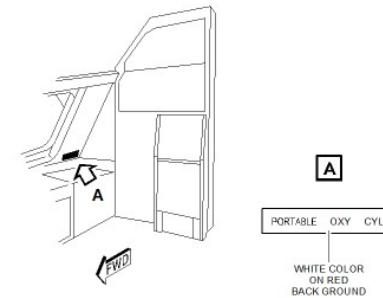
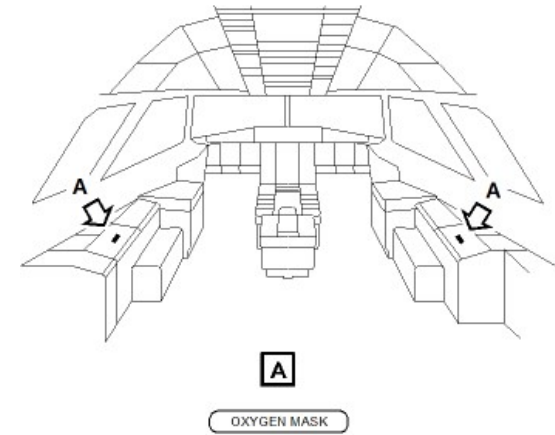
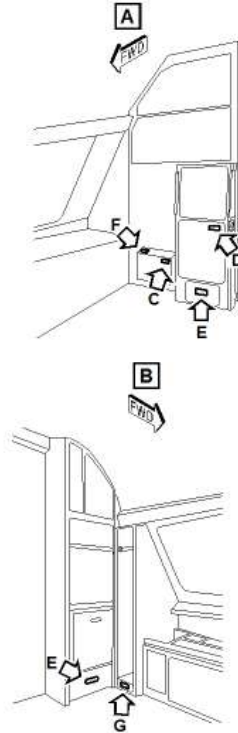
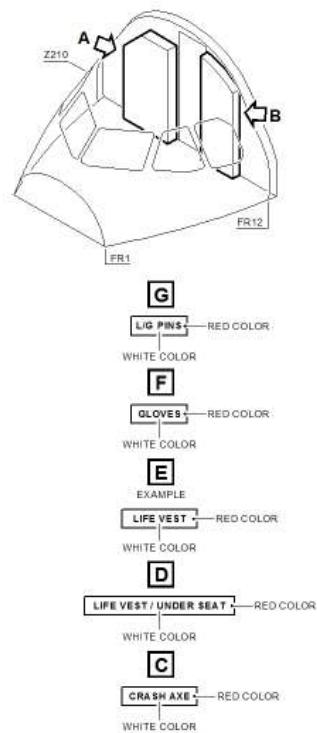
Cockpit Placards and Markings: Standby Compass



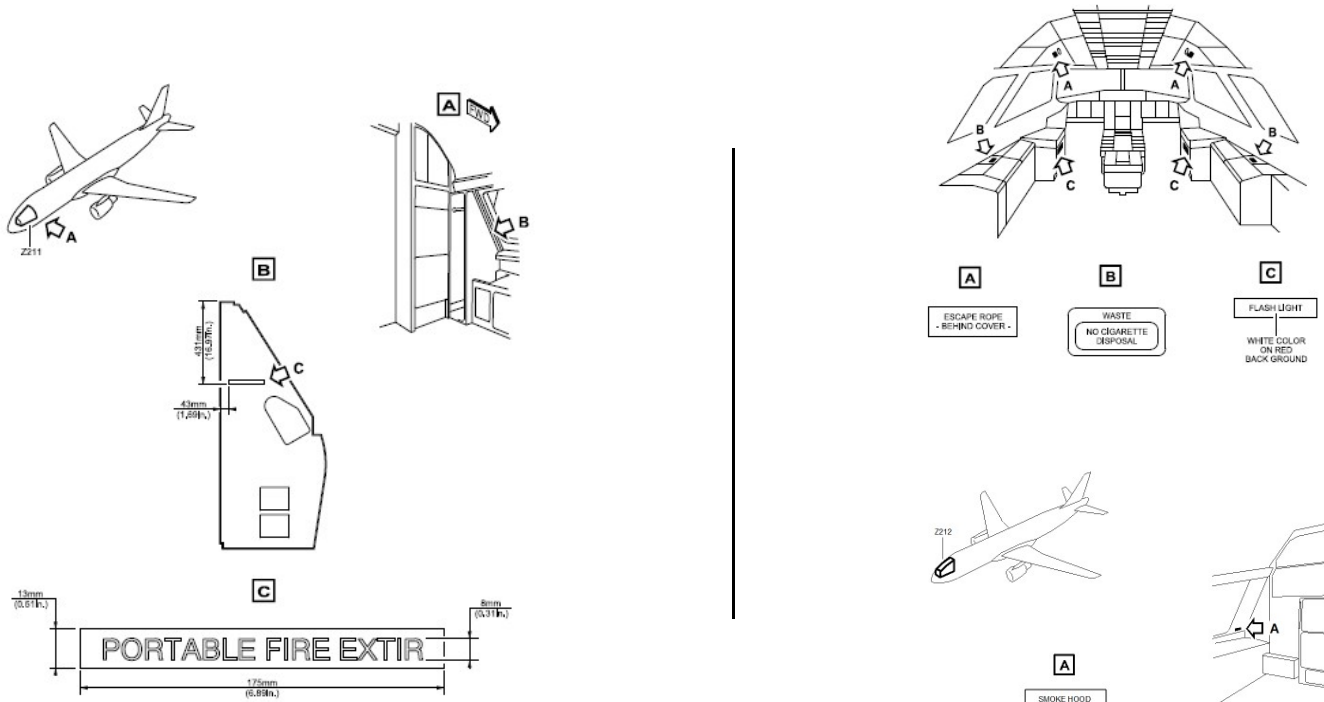
Cockpit Placards and Markings: Compass Correction Cards



Cockpit Placards and Markings: Emergency Equipment/Furnishing 1/2

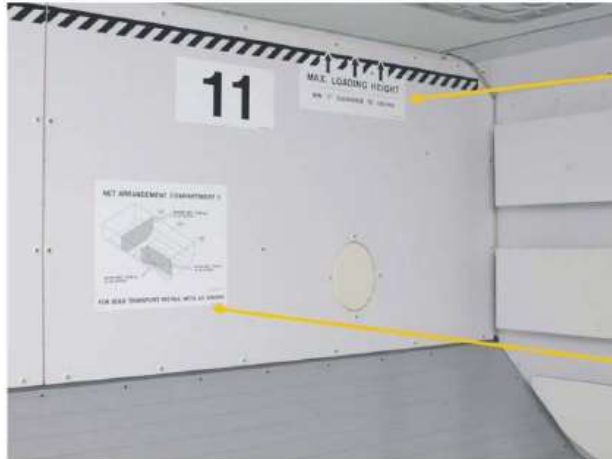


Cockpit Placards and Markings: Emergency Equipment/Furnishing 2/2

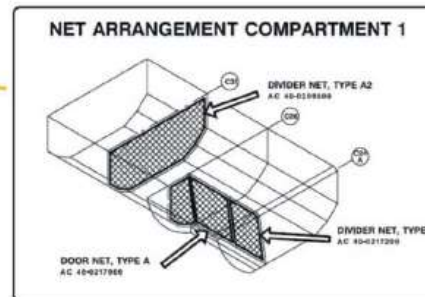


Cargo Compartments Markings 1/2

Each cargo compartment shall have placards indicating the loading instructions and limits: maximum loading height, net arrangement, cargo loading capacities



Cargo hold ceiling clearance indication




Cargo net arrangement placard

Cargo Compartments Markings 2/2

Each cargo compartment shall have placards indicating the loading instructions and limits: maximum loading height, net arrangement, cargo loading capacities




CARGO LOADING

COMP. 5 COMP. 4 COMP. 3

SECT. 51 SECT. 42 SECT. 41 SECT. 32 SECT. 31

MAX. ALLOWABLE LOADS							
COMP. NO	MAX. COMP. LOAD	MAX. GROSS WEIGHT					
		BULK	51	42	41	32	31
COMP. 3	2426 KG 5349 LB					1125 KG 2481 LB	1301 KG 2868 LB
COMP. 4	2110 KG 4651 LB			1182 KG 2605 LB	928 KG 2046 LB		
COMP. 5	1497 KG 3300 LB	1497 KG 3300 LB					

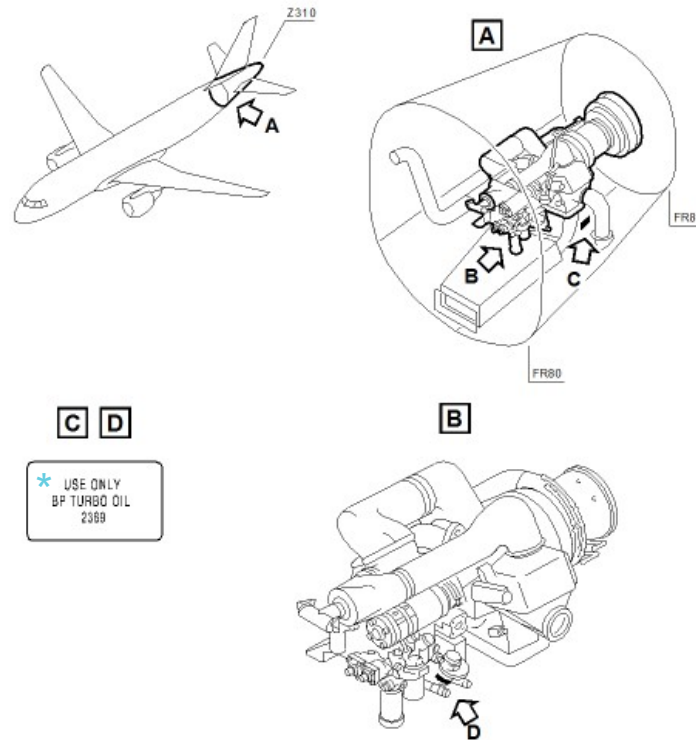
PERMISSIBLE CARGO

BULK ACC. WEIGHT AND BALANCE MANUAL

FOR LOADING LIMITATIONS REFER TO WEIGHT AND BALANCE MANUAL.

Marking of the Oil Filler of the APU Compartment

Each filler shall be marked with the type of fluid to be used.

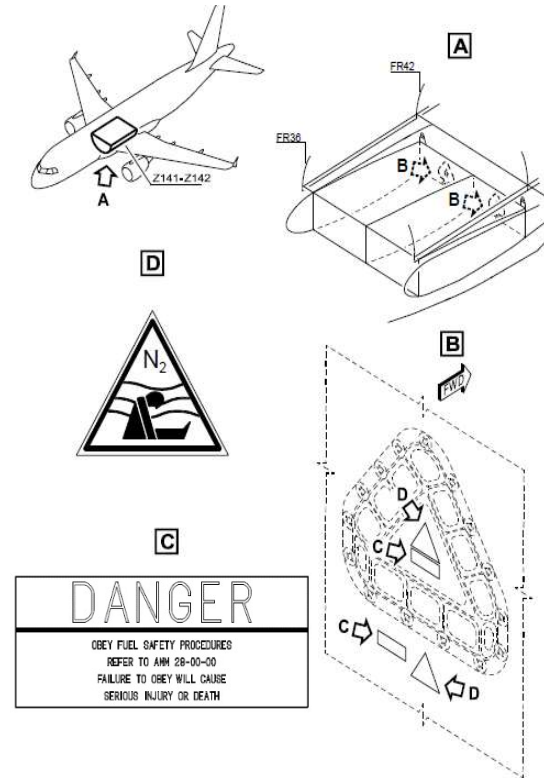


* Example only: Refer to the CML (Consumable Material List) for authorized fluid

Marking on Rear Wall of the Center Fuel Tank

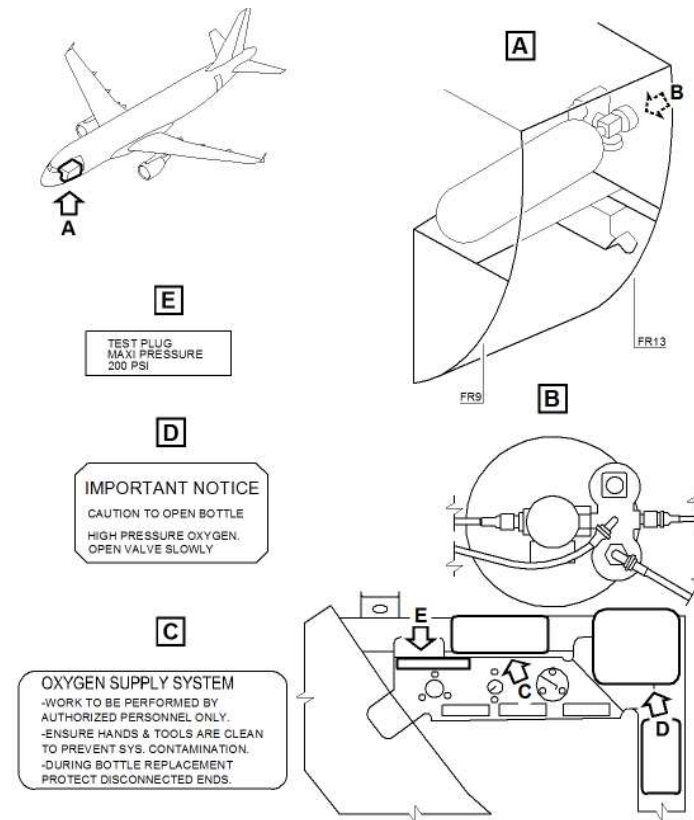
Applicability:

Mandatory for aircraft equipped with
the Fuel Tank Inerting System
(MOD 38062)



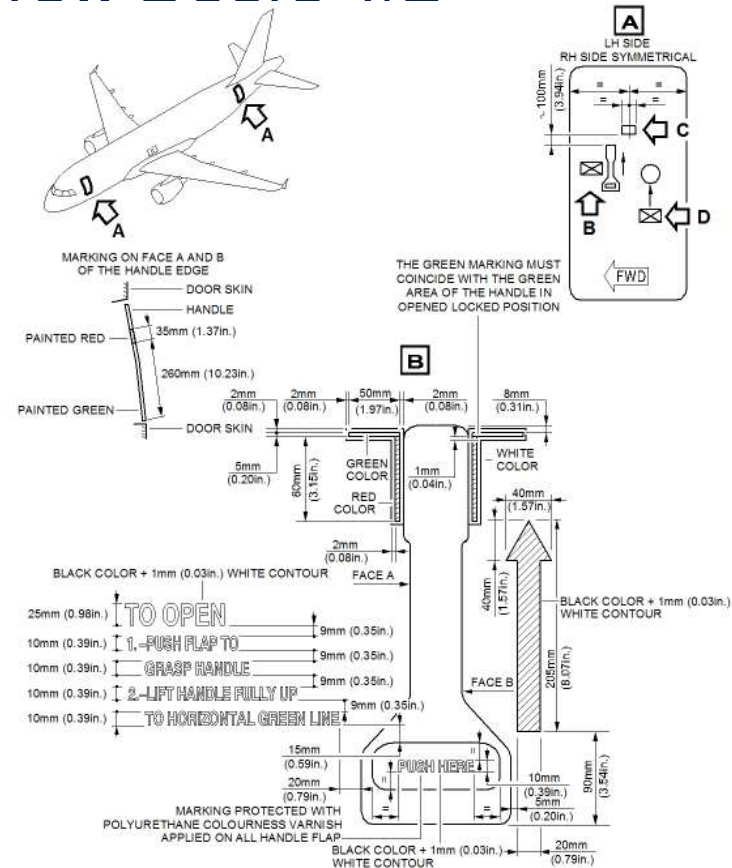
Oxygen Supply in Avionic Bay

Instructions for the use of the oxygen supply system shall be placarded.



Door operation external placards and markings shall be installed on all passenger doors.

A318/A319/A320/A321: doors 1 and 4

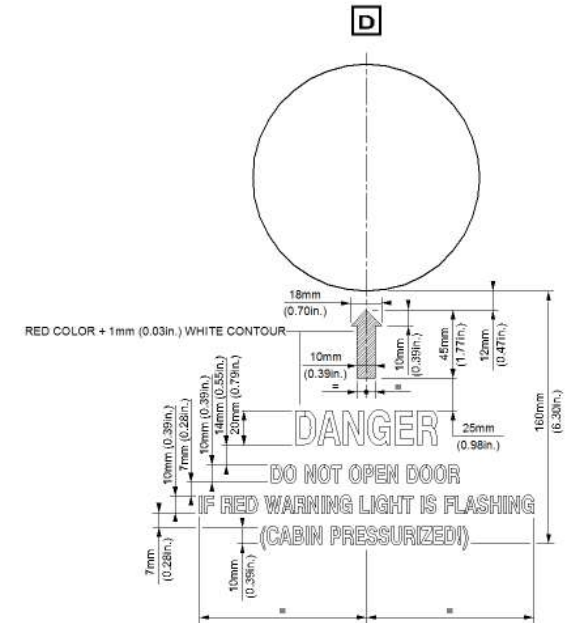
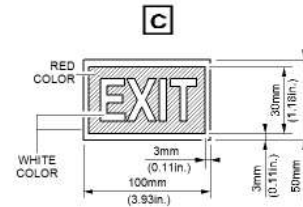
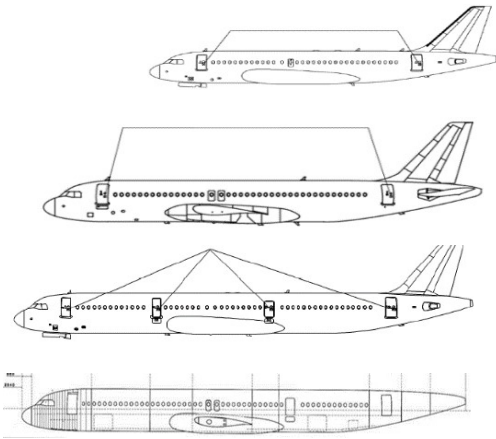
**AIRBUS**

Markings on the Passenger/Crew Doors 2/2

The EXIT sign and residual cabin pressure external door warning placard shall be installed on all passenger doors.

Applicability:

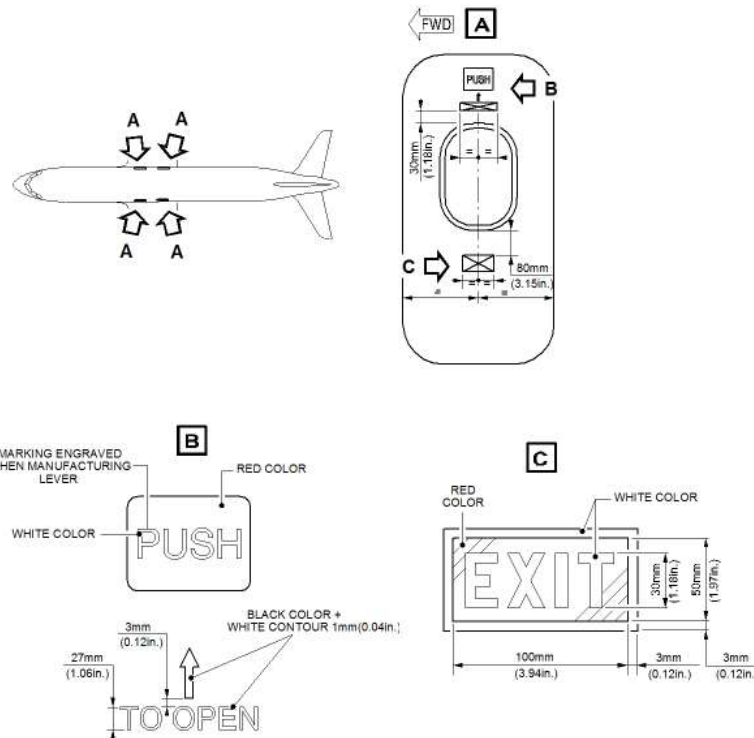
A318/A319/A320/A321: doors 1 and 4



Markings of Overwing Exit (OWE) Doors 1/2

The EXIT sign and door operation placards shall be installed on all overwing exit doors (OWE).
(example of A320)

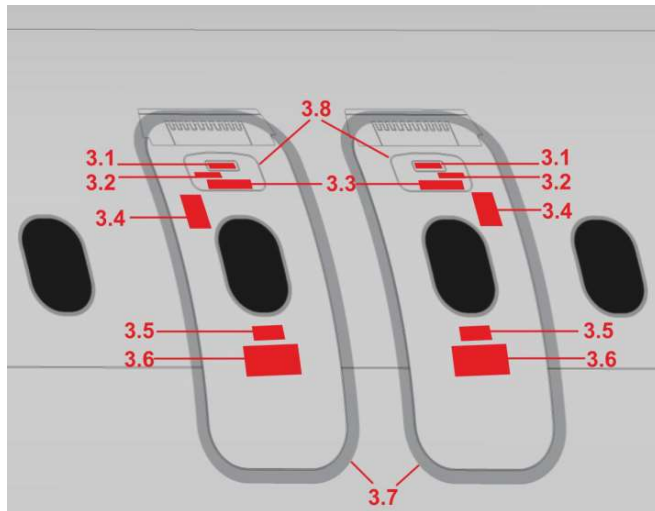
Applicability:
A318/A319/A320



Markings of Overwing Exit (OWE) Doors 2/2

Applicability:

A321 NEO ACF: overwing doors



ID	Placard
3.1	
3.2	
3.3	
3.4	
3.5	

3.6	
3.7	
3.8	

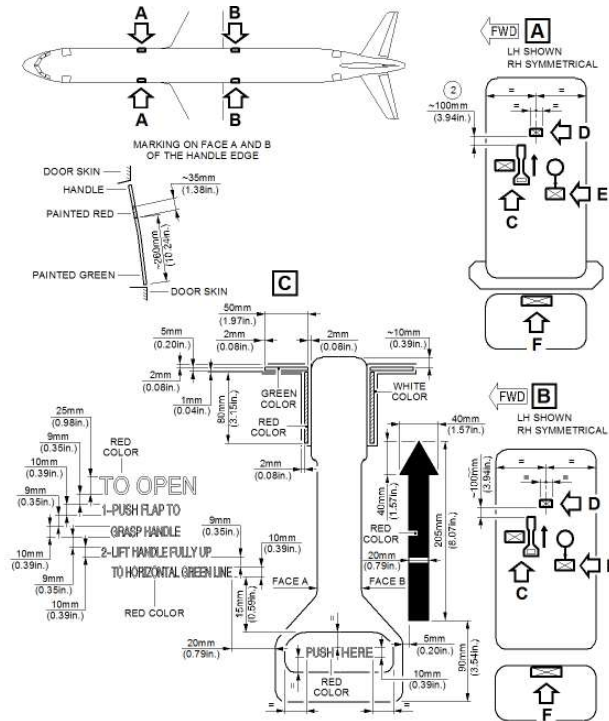
Markings of the Emergency Exits on A321 1/2

The EXIT sign and door operation placard shall be installed on the exit doors.

Applicability:

A321 (not NEO ACF): doors 2 and 3

A321 NEO ACF: door 3

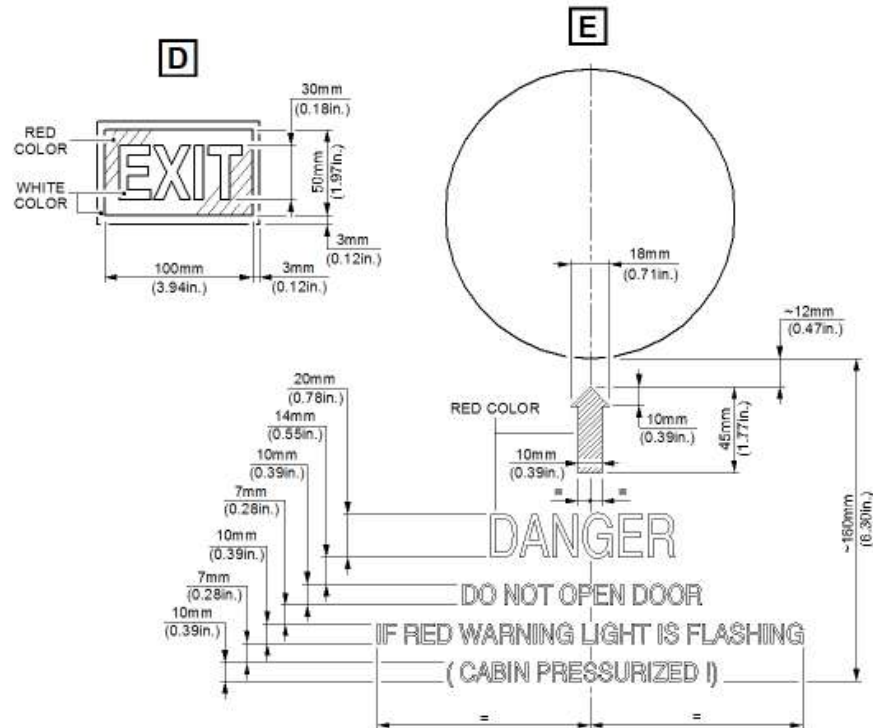
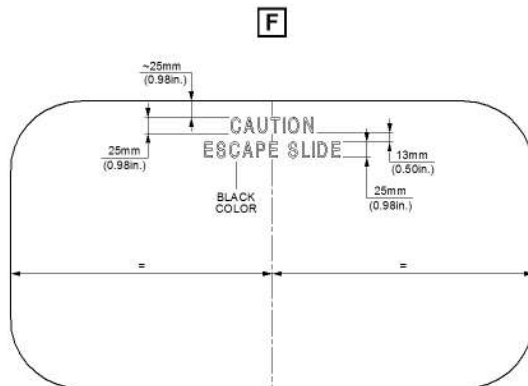


Markings of the Emergency Exits on A321 2/2

Applicability:

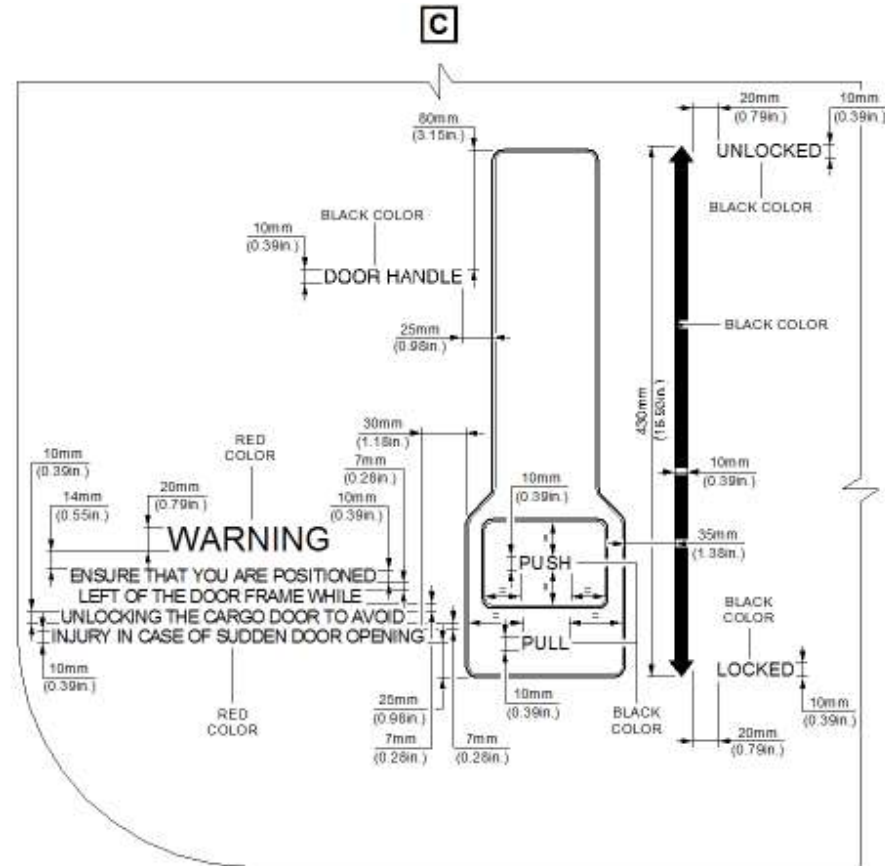
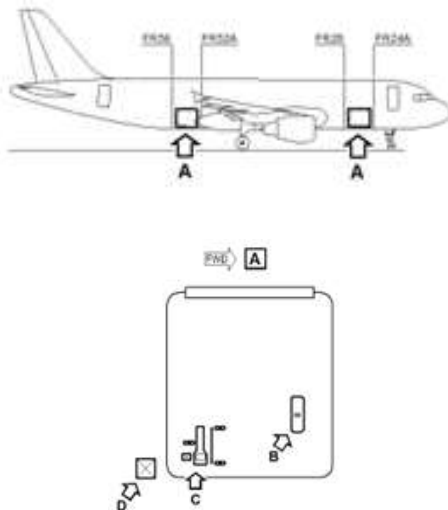
A321 (not NEO ACF): doors 2 and 3

A321 NEO ACF: door 3



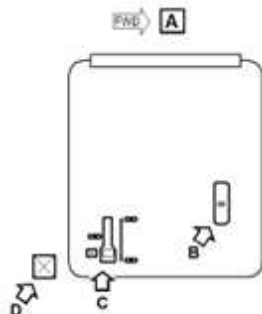
Markings of the Cargo Doors (Forward and Aft) 1/2

This warning shall be applied on all external cargo doors (forward and aft).



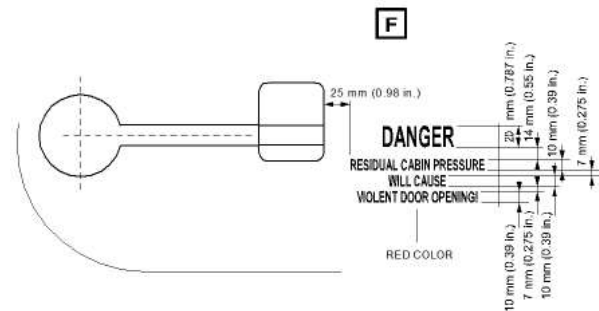
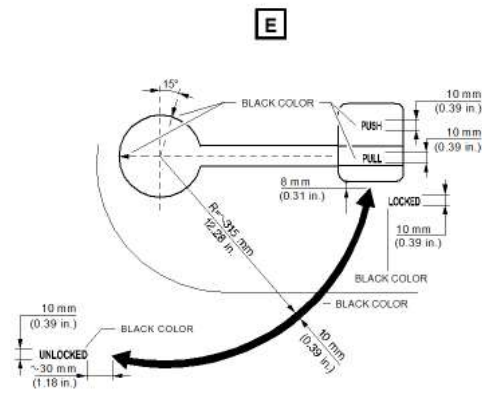
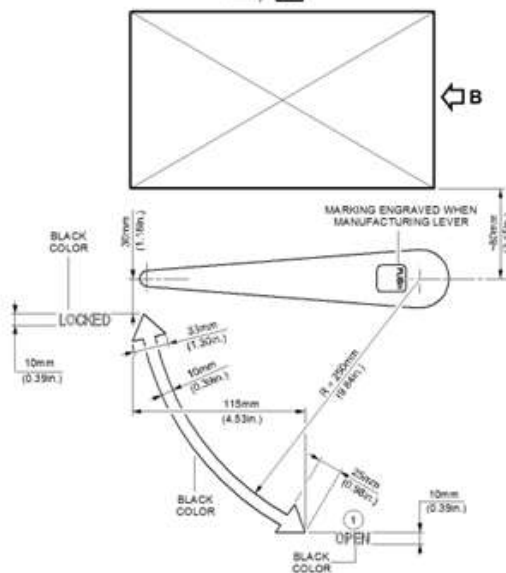
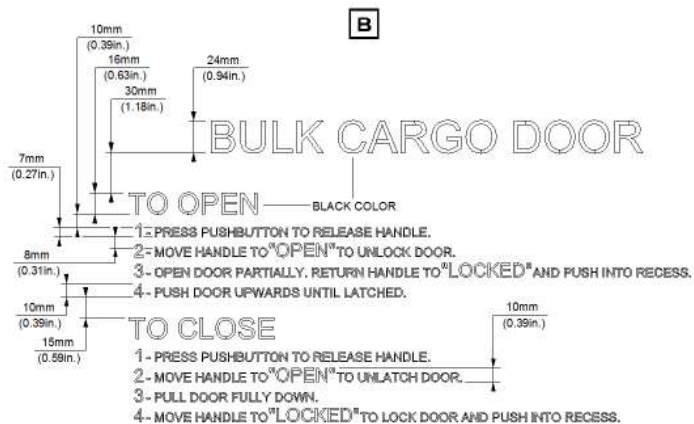
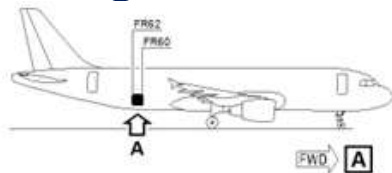
Markings of the Cargo Doors (Forward and Aft) 2/2

Cargo compartment door operation external placard and markings shall be applied in the proximity of all cargo doors (forward and aft).

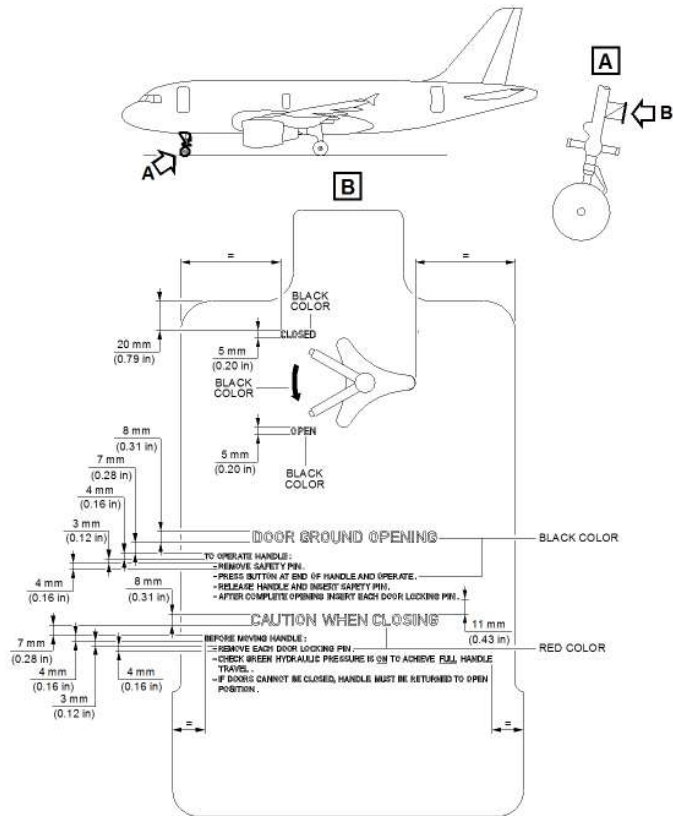


Markings of the Bulk Cargo Doors

Note: The “OPEN” indication is sometimes replaced by “UNLOCKED” indication.



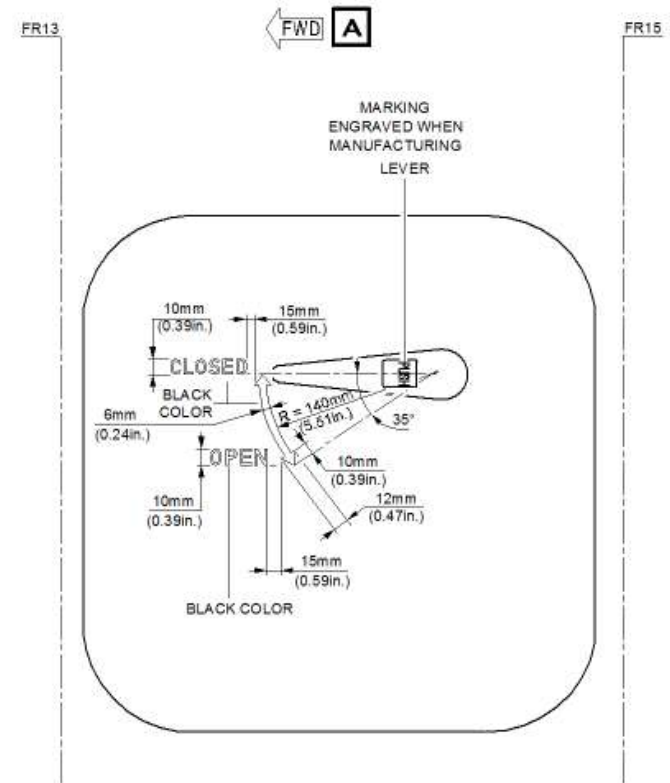
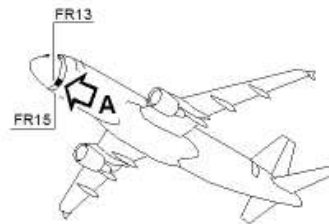
Markings of the Nose Landing Gear Doors



Markings of the Avionics Compartment Door 1/2

Each avionics compartment door opening instruction shall be placarded.

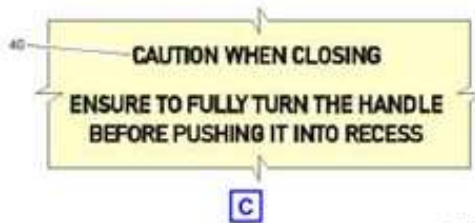
Note: The “OPEN” and “CLOSED” indications are sometimes replaced by “UNLOCKED” and “LOCKED” indications.



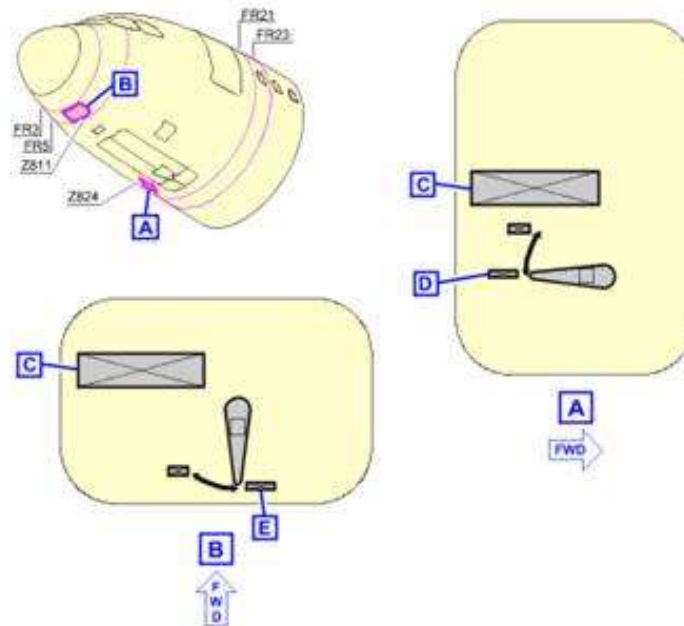
Markings of the Avionics Compartment Door 2/2

Applicability:

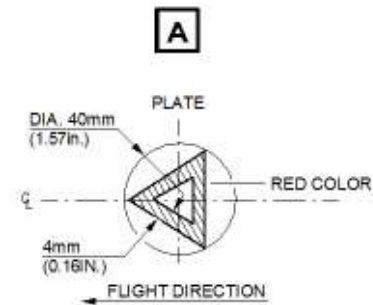
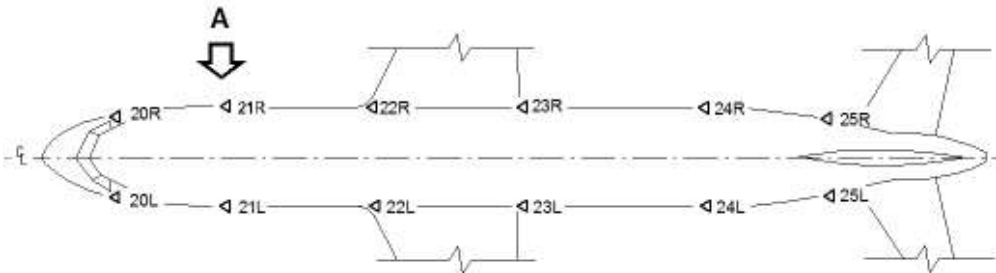
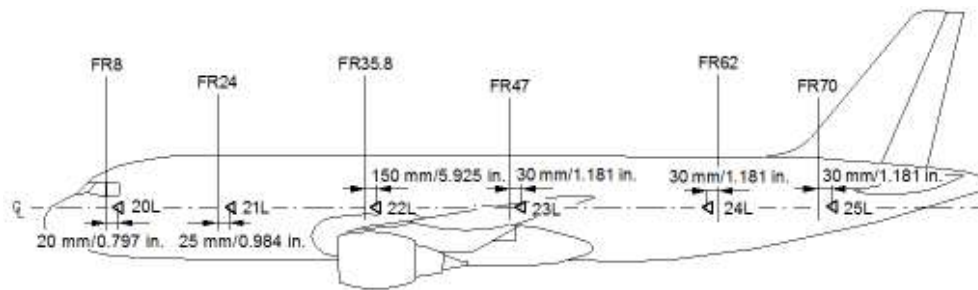
A320 Neo, A321 Neo



14_PG_112152_08_W_01_00



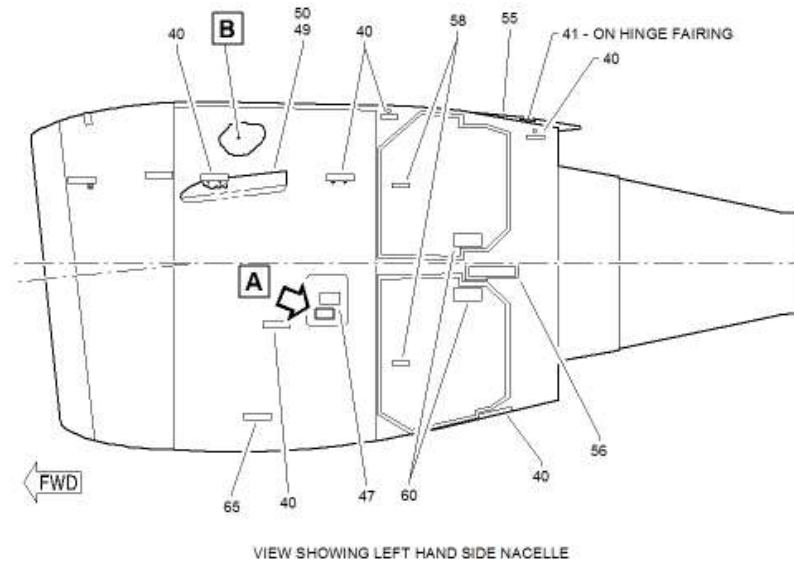
Markings of Leveling Points on the Fuselage



Markings of the Oil Label on Fan Cowl Access Panel

Each filler shall be marked with the type of fluid to be used.

Note: Such information must be visible on the oil tank access door or inside the oil tank access compartment.



A

* Example: Refer to the CML (Consumable Material List) for authorized fluid.

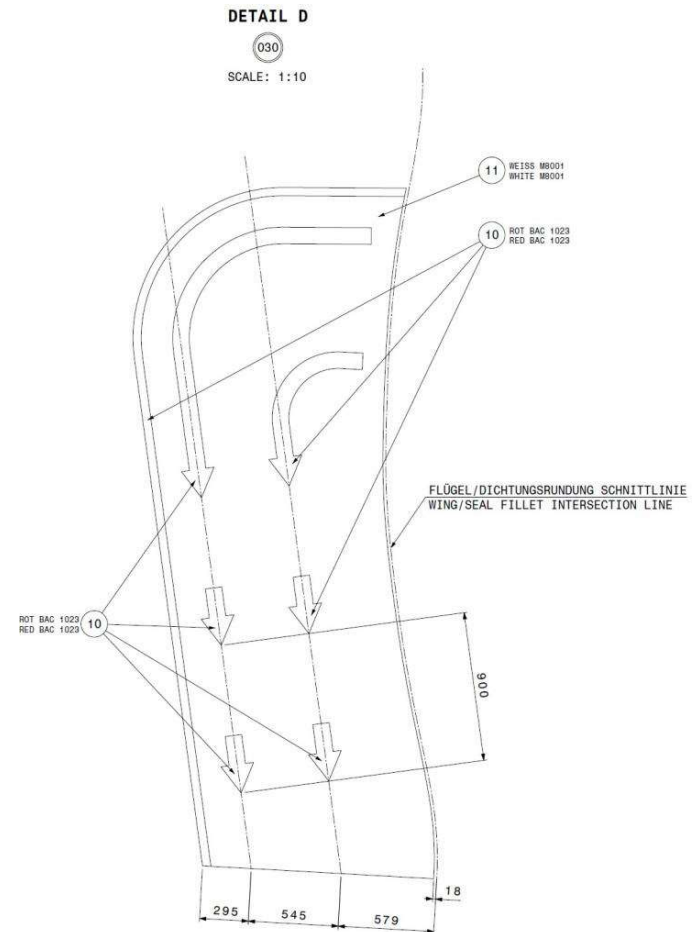
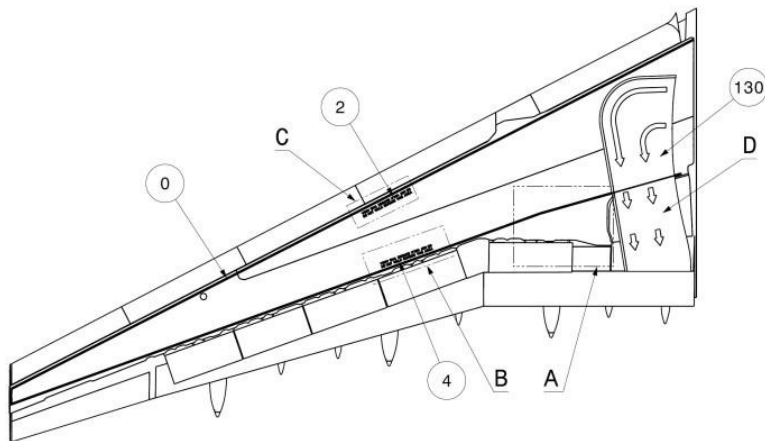
*** USE ONLY
MOBIL JET OIL II**

Applicability:
A318/A319/A320



Markings of the Escape Area 2/2

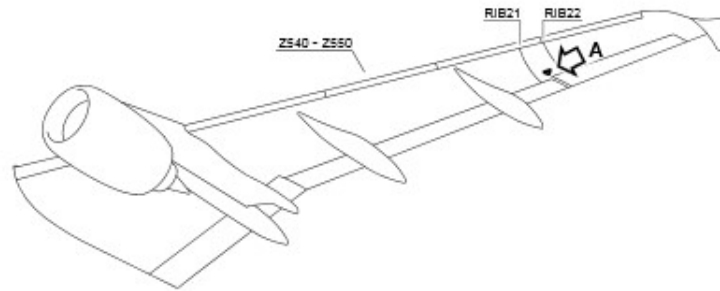
Applicability:
A321 NEO ACF



Markings of fuel on the Wing Lower Surface 1/2

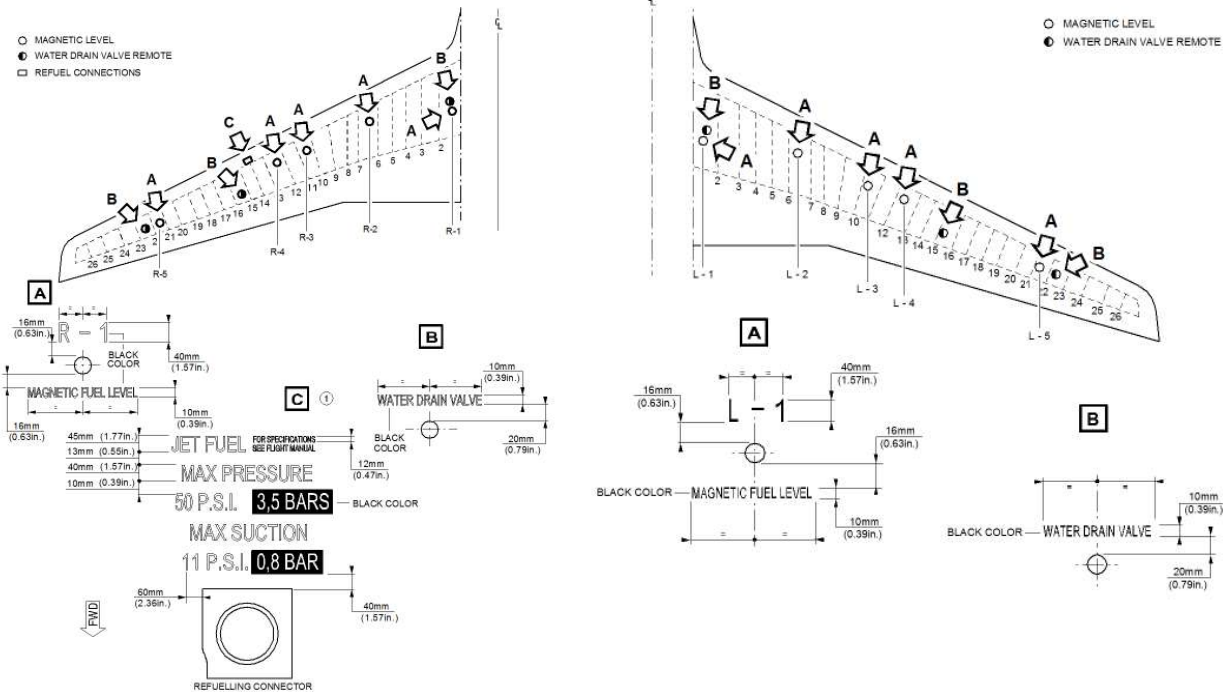
Applicability:

Mandatory for aircraft
equipped with the Fuel Tank
Inerting System
(MOD 38062)



Markings of the Fuel Fillers on the Wing Lower Surface

Each fuel filler shall be marked with the type of fluid to be used

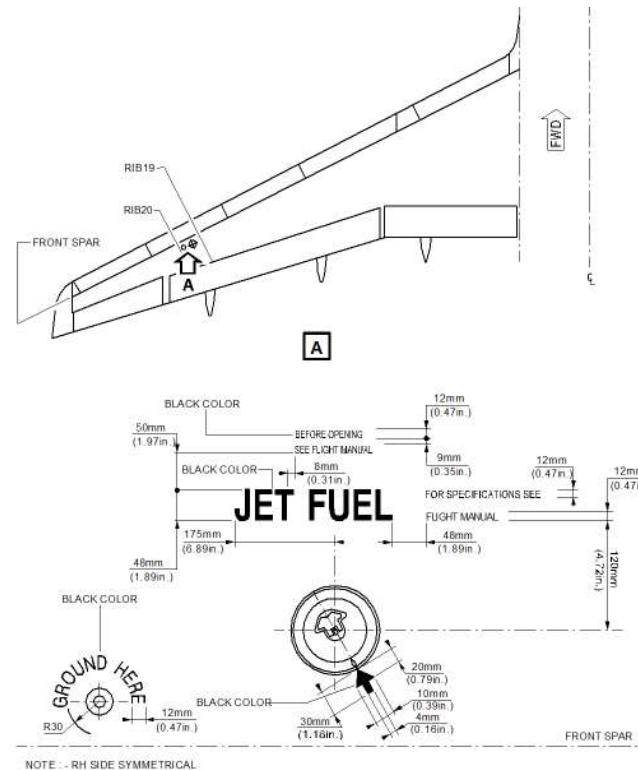


Markings of the Fuel Fillers on the Wing UpperSurface

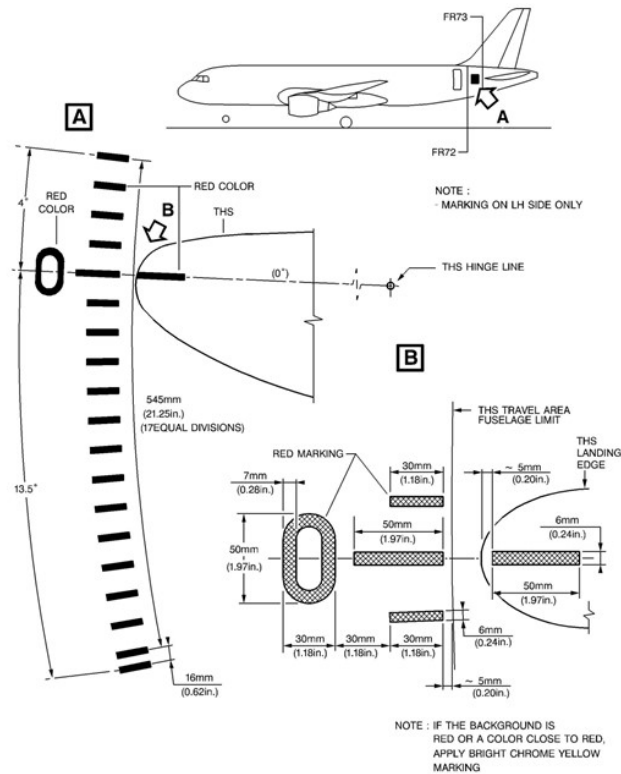
Applicability:

Mandatory for aircraft equipped
with manual refueling

Each filler shall be marked with
the type of fluid to be used.

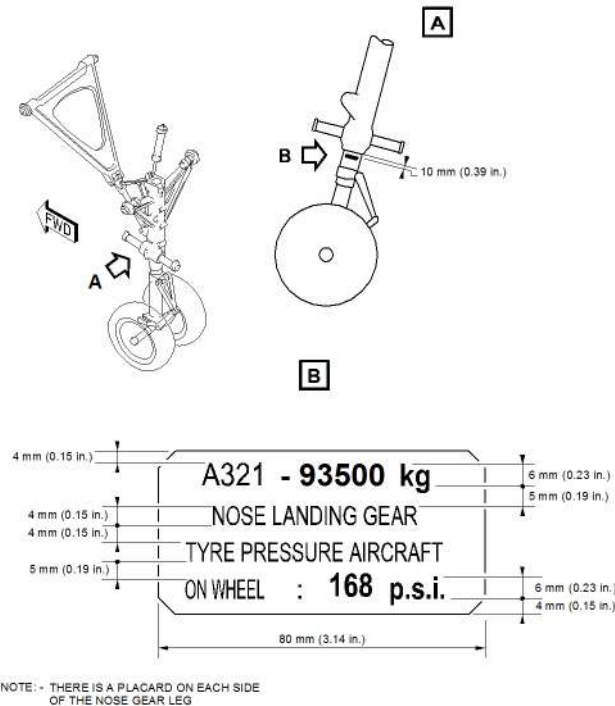


Markings of the THS Position Angles

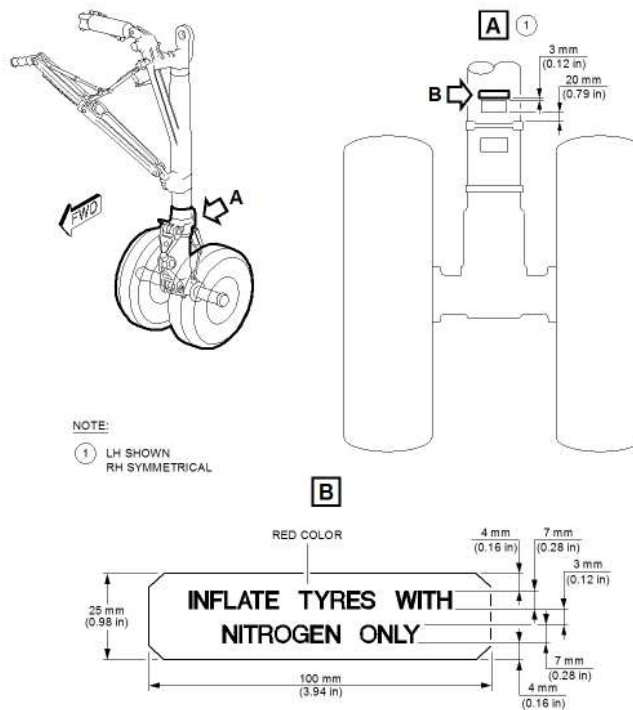


Tire Inflating Pressure Placard with Aircraft on Wheels for Nose Landing Gear (NLG) and Main Landing Gear (MLG)

Tire inflation pressure placard shall be installed on the MLG and NLG.



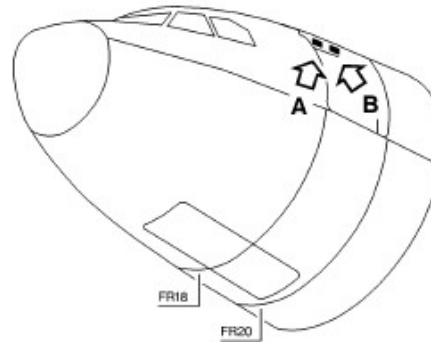
Tire Inflating Pressure Placard on the Main Landing Gear



Owner and Manufacturer Plates

The manufacturer plate is mandatory.

Note: The owner plate is not mandatory.
It may answer the ICAO
recommendation for identification plate.



B

AIRBUS	_____	MSN	_____
• REGISTRATION	_____		
• OWNER	_____		
• CAGE	_____		
• ADDRESS	_____		
• AIRWORTHINESS CERTIFICATE	_____		
		NSA9117-55	

Owner Plate

A

AIRBUS S.A.S.	
BLAGNAC - 31707 FRANCE EUROPE(MFR: FAPE3)	
• A/C MODEL AND TYPE	_____
• MFR SERIAL N°(MSN)	_____
• EASA TYPE CERTIFICATE N°	_____
• PRODUCTION ORGANIZATION	_____
APPROVAL NUMBER	_____
	NSA9117-70

Manufacturer plate

Thank you