AIRBUS

A321

TEMPORARY REVISION
TR772 issue 2
A321NEO CFM - ZFCG ENVELOPE

AIRPLANE FLIGHT MANUAL

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TR772 Issue 2
ZERO FUEL CENTER OF GRAVITY (ZFCG) WITH ELAC L102

Ident.: **TDU / APPRO-TR-00023241.0005001 / 10 JUL 19** **EASA APPROVED**
Criteria: (321-251N or 321-252N or 321-253N) and (((160832)) and ((162357 or 162358)))
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 10 JUL 19 Approval reference: 10070453

Do not remove this Temporary Revision until instructed to do so.

Reason for issue:

- Reason for Issue 2:
  Update of the procedure because A321neo aircraft equipped with up to 2 ACTs are not equipped with ACT Control Panel.
- Reason for Issue 1:
  This Temporary Revision (TR) is issued in order to provide the ZFCG limits and the FUEL ACT UNUSABLE procedure for A321neo aircraft equipped with up to two ACTs and ELAC L102.

Applicable to: A321-251N/A321-252N/A321-253N equipped with MOD 160832 and (MOD 162357 or MOD 162358).

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00023241.0005001/10 JUL 19
ABN-28-00013784.0009001/10 JUL 19
LIM-WGHT-00023290.0001001/10 JUL 19

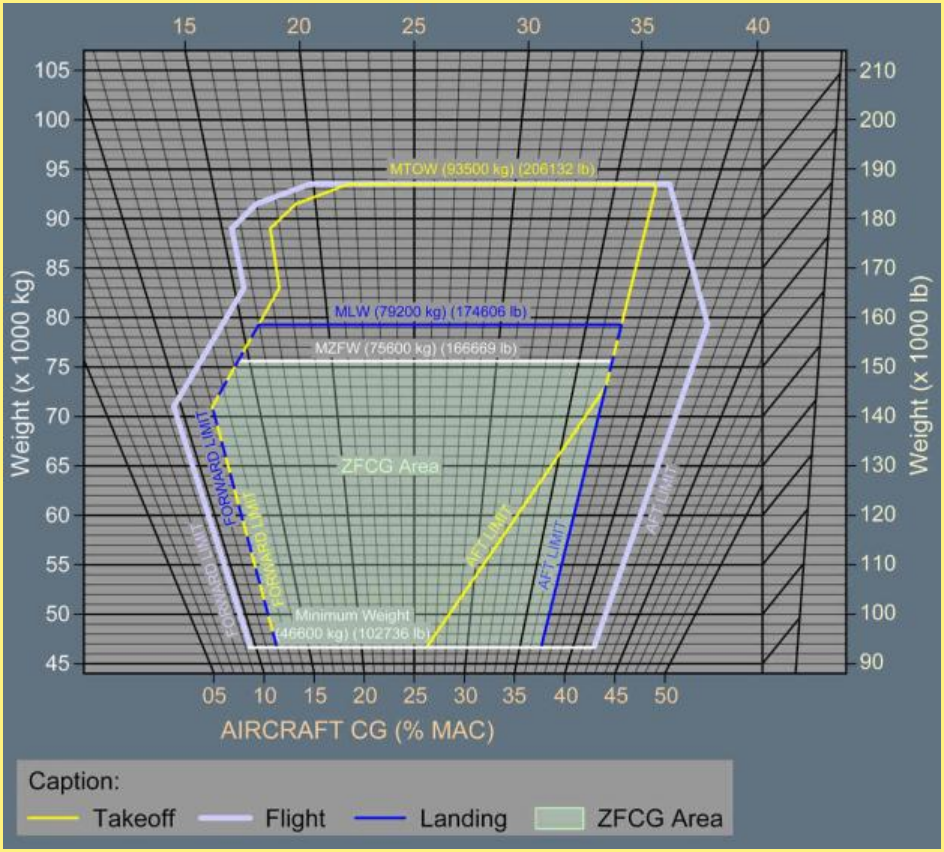
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ZERO FUEL CENTER OF GRAVITY (ZFCG) WITH UP TO 2 ACTS INSTALLED

Ident.: **TDU / LIM-WGHT-00023290.0001001 / 10 JUL 19** **EASA APPROVED**
Criteria: (321-251N or 321-252N or 321-253N) and (((160832)) and ((162357 or 162358)))
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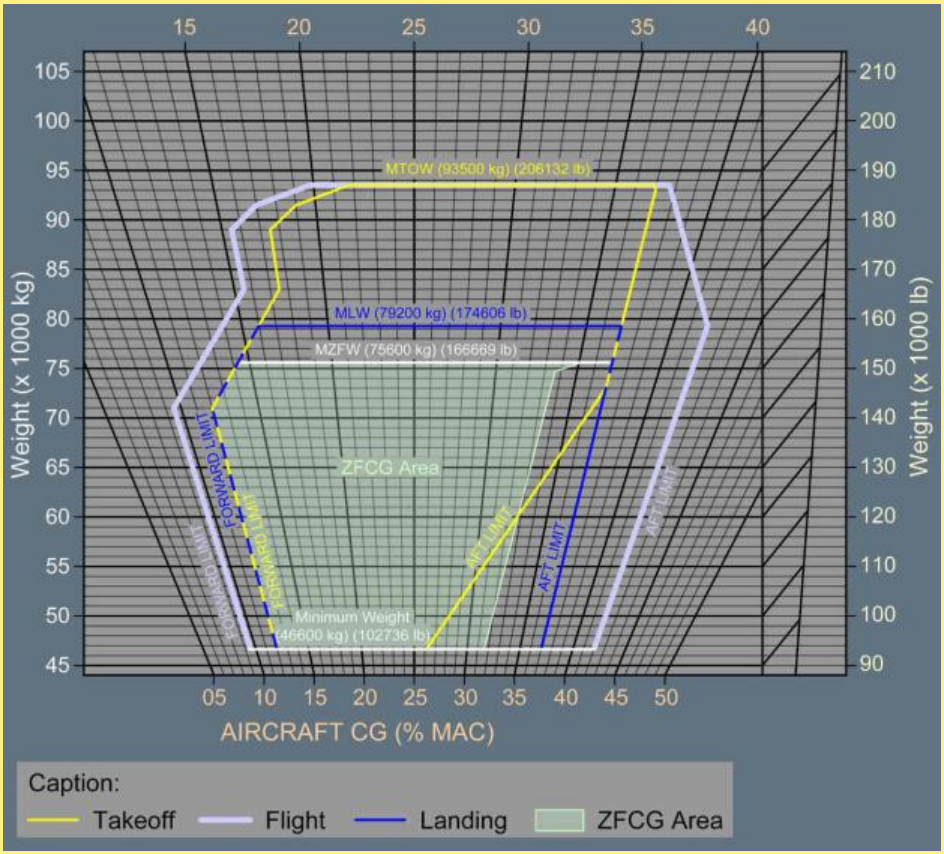
For Mean Aerodynamic Chord (MAC) and datum, see 3 - View Drawing. *Refer to GEN-VIEW 3-View Drawing*.
Takeoff and landing CG limits are given for landing gear down configuration.
Flight CG limits are given for landing gear up configuration.
The CG envelope provides the CG limits for the highest certified MTOW, MLW and MZFW. For the certified MTOW, MLW and MZFW applicable to the aircraft, refer to the Weight Variant in the Weight Limitations chapter. The CG envelope of the aircraft must be restricted according to the aircraft Weight Variant.
The ZFCG at dispatch must be within the ZFCG area.

1. CG Envelope - ACT1 refueled



The above CG envelope is valid for:
- Aircraft with only one ACT (ACT1) installed and refueled.
- Aircraft with two ACTs installed, but only ACT1 is refueled.

2. CG Envelope - ACT2 only or ACT1 and ACT2 refueled



The above CG envelope is valid for:
- Aircraft with two ACTs (ACT1 and ACT2) installed and two ACTs refueled.
- Aircraft with two ACTs (ACT1 and ACT2) installed, but only ACT2 refueled.

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FUEL ACT UNUSABLE

Ident.: **TDU / ABN-28-00013784.0009001 / 10 JUL 19** **EASA APPROVED**
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Set ACT mode to AUTO.
Close center tank transfer valves.
Use only wing tank fuel so as to keep the center of gravity within limits.
Disregard FMS fuel predictions as usable fuel is limited to wings only.

Maximum flight time after failure detection is limited as per the following table:

	Refuelled ACTs at dispatch		
	ACT 1	ACT 1 and ACT 2	ACT 2 only
ACT 2 XFR failed	-	120 min	120 min
ACT 1 XFR failed	120 min	170 min	-

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