



Airbus A320 family Aircraft Manual

A319, A320, A321 (ceo and neo) | Airbus

1. Role at NorthJet

Short and medium haul workhorse. Operates from both hubs (LTFM and ESSA) on domestic, European and Middle East routes.

2. Key data (approximate)

Crew	2 pilots
Engines	2 x CFM56 / V2500 (ceo), CFM LEAP-1A / PW1100G (neo)
Max take-off weight	approx. 75.5 t (A319) / 78 t (A320) / 93.5 t (A321)
Typical cruise	M0.78
Max operating	M0.82, FL390
Range	approx. 3,300 to 3,700 nm
Typical approach speed	130 to 150 kt

3. Configuration (typical)

Take-off	CONF 1+F, 2 or 3 (CONF 2 typical)
Landing	CONF 3 or FULL
Gear down	At or below 250 kt, normally on final

4. Operating limits

- Always check the add-on's own manual: its limits and procedures override this document.
- Do not exceed the maximum take-off, landing and zero fuel weights of your add-on.
- Respect flap, gear and tyre speed limits shown in the add-on documentation.
- Do not fly below the minimums of the approach in use. Go around if you are not stable.

5. Fuel policy (NorthJet recommended)

- Trip fuel to the destination, plus taxi fuel.
- Contingency: 5% of trip fuel (minimum 5 minutes at holding).
- Alternate fuel to the nominated alternate (required when weather forecast is below minima).
- Final reserve: 30 minutes holding at 1,500 ft above the alternate.
- Extra fuel at the captain's discretion for weather, ATC delays or ETOPS.

6. Stabilised approach

- Correct flight path, on target speed ($V_{ref} + 5$ to 10 kt) and landing configuration.
- Stable by 1,000 ft above airport elevation in IMC and 500 ft in VMC. Otherwise go around.
- Sink rate no more than 1,000 ft/min, and thrust set appropriately.
- All briefings and checklists completed.

7. Type notes

- Sidestick: only one pilot flies at a time. Announce "I have control" if you use priority takeover.



- Use managed modes for normal flights and practise selected modes on approach.
- At 10,000 ft on climb or descent, keep a sterile cockpit mindset.
- Flex takeoff reduces engine wear. Use TOGA on short runways or contaminated surfaces.

8. Abnormal and emergency (general)

Engine failure	Aviate first: maintain control, fly the aircraft, then handle the failure. Follow the add-on's procedure, declare PAN or MAYDAY and decide on diversion. On a four-engine aircraft expect a drift-down level.
Fire	Follow the memory items of your add-on, discharge the extinguisher bottles and plan the nearest suitable airport.
Decompression	Don oxygen masks, start an emergency descent to 10,000 ft (or MSA) and declare MAYDAY.
Go-around	Press TOGA, set go-around thrust, retract flaps one stage and follow the missed approach. Announce GO AROUND to ATC.
Squawk codes	7700 general emergency, 7600 radio failure, 7500 hijack.

9. NorthJet fleet (26 aircraft)

Registration	Type
OY-KBH	A321-231
OY-KBK	A321-231
TC-LEV	A321-211
TC-LFA	A321-272N
TC-LFC	A321-272N
TC-LFE	A321-253N
TC-LFF	A319-111
TC-LFH	A319-251NX
TC-LFM	A320-271N
TC-LFN	A321-272N
TC-LFP	A321-231
TC-LFR	A321-251N
TC-LFS	A321-200
TC-LFU	A321-211
TC-LFY	A321-272N
TC-LNE	A321-253NY
TC-LSA	A320-251N
TC-LSE	A320-231
TC-LSF	A321-253N
TC-LSG	A320-251N
TC-LSM	A321-253N



Registration	Type
TC-LSP	A320-271N
TC-LSR	A320-271N
TC-LSU	A320-271N
TC-LTF	A321-253N
TC-LYE	A321-231

Figures are approximate reference values for planning. Always use the data and limits of the add-on you fly in X-Plane 11 or X-Plane 12.
Revised 2026-10-06.

