

FLEET BULLETIN

A319/320
15-08
July 10, 2015
1 of 8

Subject: A319/320 Interior Modification

Note: This bulletin supersedes FB 15-04: A320 Interior Modification.

Introduction

As part of Delta's investment in the customer experience, all A319 and A320 aircraft will receive an extensive interior modification. The prototype A320, Ship 3235, entered revenue service in May 2015. The first A319, Ship 3171, is scheduled to enter service mid-July 2015. The entire A319/320 fleet is scheduled to be completed by June 2017.

This bulletin will highlight the A319 and A320 cabin interior modification and specifics of the Emergency Equipment.

Background

The interior refurbishment will not only update the look of the cabin, seating capacity will be increased. The post-modification passenger count will increase to:

- A320: 160 (16FC/18EC/126YC)
- A319: 132 (12FC/18EC/102)

The installation of additional seats is made possible by the relocation of the aft lavatories and G5 (aft) galley. The updated cabin includes:

- New First Class, Economy Comfort and Economy seats
- (*A319 Aircraft Only*) Audio/Video On Demand with integrated USB ports have been added to each passenger seat
- (*A319 Aircraft Only*) In-Flight Entertainment (IFE) control panel located at 1L door area
- New full cabin LED lighting
- New first class lavatory
- G1 galley
- New aft galley (G5) / lavatory complex
- New LH/RH FWD closets and aft LH/RH windscreens
- New sidewall panels, overhead bins, and ceiling panels
- Universal Single Cell Life Vests (all other over-water equipment will be the same as current)
- (*A320 Aircraft Only*) On over-water aircraft a new 6-man life raft will be located in an overhead bin near 2 L/R. In addition, aircraft 3252-3270 (currently non-over-water equipped) will have survival kits installed. Following the completion of the mod, the over-water fleet will be aircraft 3209-3270
- New POD style Passenger Service Units (PSU). These new units will include an LED halo light that will replace the current sidewall lighting

Note: The No Smoking signs located above passenger seats are no longer illuminated. However, flight crew procedures associated with switch positioning remain the same. The NO SMOKING switch should be in the AUTO position during aircraft operation to ensure automatic operation of EXIT signs and proper charging of the cabin emergency lighting battery packs.

- New F/A seats
(*A320 Aircraft Only*) Requires a minimum of four (4) cabin crew members. A minimum crew placard is located in the forward closet and above the 1L jumpseat.
- Installation of a second portable emergency locator transmitter (ELT). An ELT is being installed on the right bulkhead of the flight deck (in addition to the cabin mounted unit).

Note: During the Interior Preflight Inspection, the first officer shall verify the ELT's switch guard is closed and the ELT light is extinguished. This verification step will be added to the flight deck emergency equipment check (NP.20.2) at the

next opportunity. In the event of ditching, the flight crew should retrieve the ELT from the bulkhead and place the switch to the ON position.

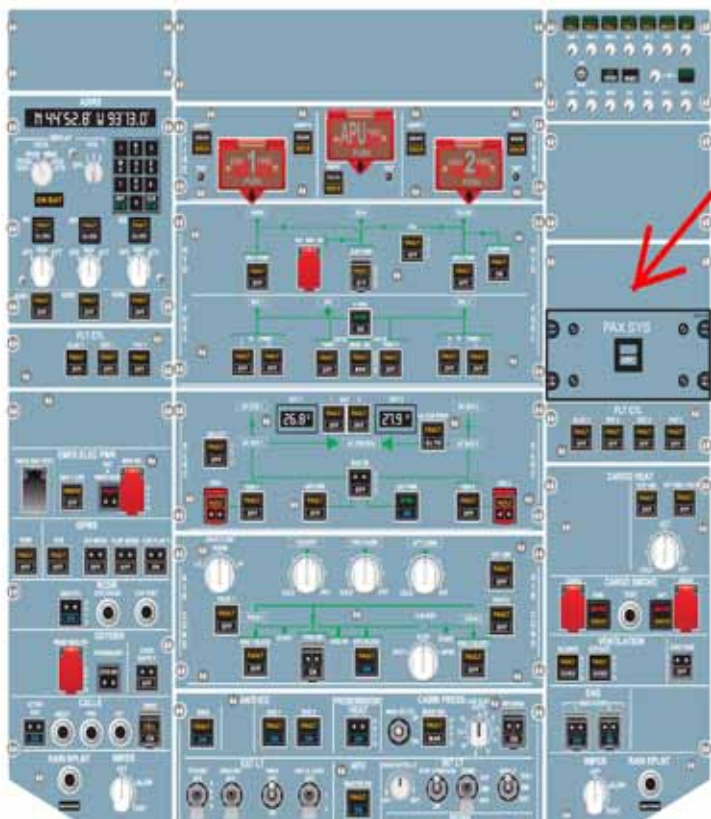
In-seat power/USB will also be provided to each first class passenger and shared power (two per triple) throughout the entire economy class cabin.

There will also be a Cabin Medical Communication System (Med Comm) to be used during a medical emergency to allow direct communication between the cabin and a ground-based medical consultant. The Med Comm operating procedures are described later in this bulletin.

In-Seat Power/USB

The PAX SYS panel provides indications and control for the In-Seat Power Supply. The panel is located on the overhead panel as shown in the following illustration. The PAX SYS switch and the In-Seat Power System (ISPS) receive power from the 115 VAC BUS1. The light illuminates amber when the switch is depressed and power to the ISPS is removed.

Overhead Panel



Cabin Medical Communication System (Med Comm)

The Med Comm panels allow a cabin crewmember or other delegated person to communicate with the flight crew via the interphone (INT) system and also communicate with a ground station, or another aircraft, using the onboard radios. The A320 is equipped with two Med Comm panels located in PSUs at the right aisle above right seats at rows 14 and 26.

A David Clark headset is stored in an aft cabin overhead bin (alongside the AED and EEMK equipment) in a black pouch labeled MEDICAL HEADSET. The headset includes a 30 foot cord, equipped with a Push-To-Talk (PTT) switch. Once communication is established from the first observer's audio control panel (ACP3), the cabin crew will have direct communication via the headset.

The Med Com panels are wired in parallel with the first officer's position. For communication between the cockpit and either Med Comm panel, put ACP 3 in the INT position. Any other flight crew member can join in the conversation by selecting their ACP to the INT position. For off-aircraft transmission, choose a desired active radio and frequency on any RMP and select that radio at ACP 3. When the INT/RAD switch on ACP 3 is depressed and held, the person in the cabin can transmit off-aircraft any time the PTT switch on the Med Comm headset/cord is depressed.

Note: The PTT switch must be released to return reception capability.

Two-way communication capability will therefore require the active participation of a person in the cockpit; to depress and hold the INT/RAD switch on ACP 3 to the RAD position for the person in the cabin to transmit, and to release the INT/RAD switch for the person in the cabin to receive. It is the captain's discretion (e.g. workload management) as to whether or not this functionality is practical; flight deck operating crewmember relay of the information obtained on the Medical Assistance Form (MAF) may be a better option.

Emergency Equipment

Emergency equipment is relocated as necessary. The following diagrams show the layout for emergency equipment. Refer to the current Vol. 2 for pre-modification illustration.

A319

Cabin Equipment/Layout

** Demo equipment and Demo life vest located in each jumpseat headrest compartment, except 2Rc.

Medical Communication Outlets:

- above a/c right seats at rows 14 and 26

31J

Emergency Light Switch

- Flight deck
- Fwd FA panel

Exit Seats (shaded)

- 15 ABC/DEF

Flashlights

- Under each FA seat, except 2Rc where is it fwd of FA seat

Flotation

- Life vest at each crew and passenger seat
- Slide at all doors (non-overwater equipped)
- Slide/raft at doors (overwater equipped)

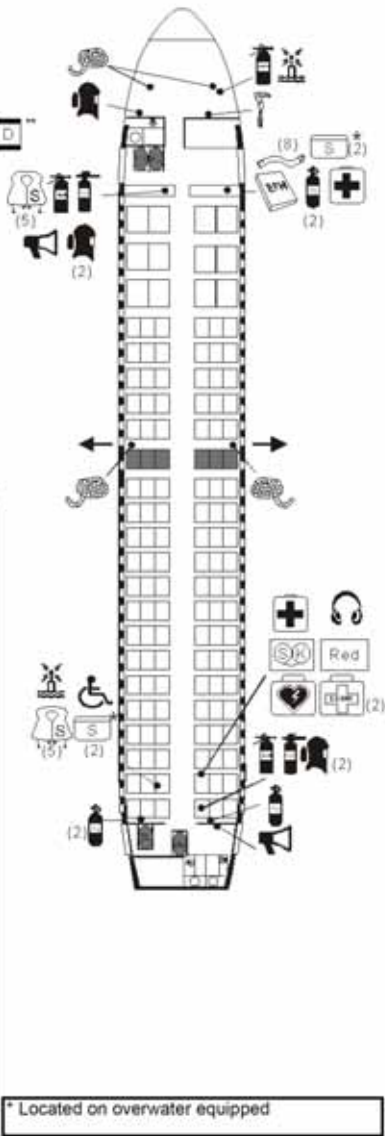
NOTE: Seat bottom cushions may not be used for flotation.

Minimum Crew: 3

NOTE: Shaded positions denote FAA minimum crew.

Seating Capacity

132 (12/120)



A320

Cabin Equipment/Layout

** Demo equipment, including demo life vest, stored in each jumpseat headrest compartment except 2Rc.

Medical Communication Outlets:

- above a/c right seats at rows 14 and 26

32K/3KR

Emergency Light Switch

- Flight deck
- Fwd FA panel

Exit Seats (shaded)

- 15 ABC/DEF, 16 ABC/DEF

Flashlights

- Under each FA seat, except 2Rc where is it fwd of FA seat

Flotation

- Life vest at each crew and passenger seat
- Slide/raft at doors
- Remote raft on overwater equipped A320

NOTE:

Seat bottom cushions may not be used for flotation.

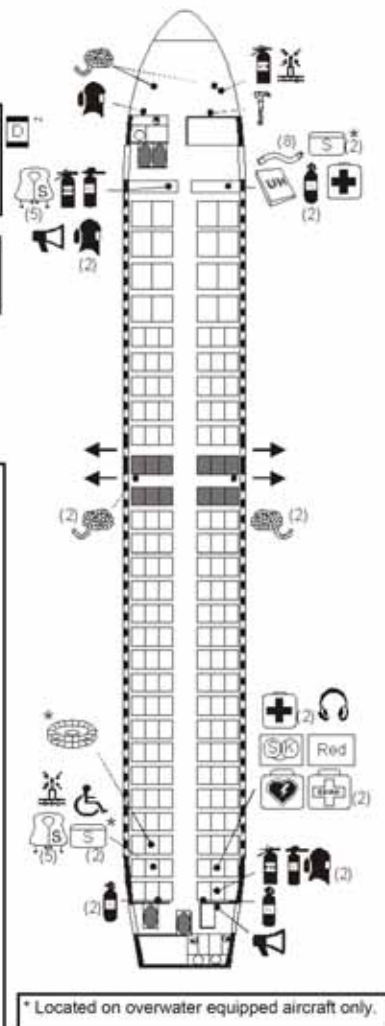
No low profile seat cushions installed.

Minimum Crew: 4

NOTE: Shaded positions denote FAA minimum crew.

Seating Capacity

160 (16/144)



Conclusion

The contents of this bulletin and associated revisions to the aircraft manuals (Volume 1, QRH, MEL) are based upon the engineering specifications. The subject information is intended to provide flight crews with the necessary working knowledge of the modified flight deck and cabin systems.

At the completion of the aircraft modification program, all operational manual guidance related to the pre-modification aircraft configuration will be removed from those source documents as part of the normal revision process.

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