



TYPE-CERTIFICATE  
DATA SHEET

No. EASA.A.064

for

AIRBUS A318 – A319 – A320 – A321

Type Certificate Holder:

AIRBUS S.A.S.

2 rond-point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models:	A318 – 111	A319 – 111	A320 – 211	A321 – 111
	A318 – 112	A319 – 112	A320 – 212	A321 – 112
	A318 – 121	A319 – 113	A320 – 214	A321 – 131
	A318 – 122	A319 – 114	A320 – 215	A321 – 211
		A319 – 115	A320 – 216	A321 – 212
		A319 – 131	A320 – 231	A321 – 213
		A319 – 132	A320 – 232	A321 – 231
		A319 – 133	A320 – 233	A321 – 232
		A319 – 151N	A320 – 271N	A321 – 271N
		A319 – 153N	A320 – 251N	A321 – 251N
		A319 – 171N	A320 – 252N	A321 – 253N
		A319 – 173N	A320 – 272N	A321 – 272N
			A320 – 253N	A321 – 252N
			A320 – 273N	A321 – 251NX
				A321 – 252NX
				A321 – 253NX
				A321 – 271NX
				A321 – 272NX
				A321 – 253NY
				A321 – 271NY



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NOTE: There are 2 annexes to the TCDS

- Annex I – Special Conditions, Equivalent Safety Findings, Deviations, Elect to Comply and Reversions that are part of the applicable Certification Basis
- Annex II - list of affected areas and associated requirements that resulted from the application of the paragraph 21.A.101 of Annex I to Regulation (EU) 748/2012 for certain type certificate changes classified as Significant and/or that led to the definition of a new model.



**SECTION 1: A320 SERIES****SECTION 1: A320 SERIES****I. General****1. Type/ Model/ Variant**

A320-211  
 A320-212  
 A320-214  
 A320-215  
 A320-216  
 A320-231  
 A320-232  
 A320-233  
 A320-271N  
 A320-251N  
 A320-252N  
 A320-272N  
 A320-273N  
 A320-253N

Significant Product Level Changes i.a.w. 21.A.101:

MOD 160500 Sharklet applicable on	A320-214/-215/-216/-232/-233
MOD 156723 Max Pax applicable on	A320-214/-215/-216/-232/-233/-251N/ -252N/-253N/-271N/-272N/-273N
MOD 160080 applicable on	A320-214/-215/-216/-232/-233
MOD 161000	A320-271N
MOD 161003	A320-251N
MOD 158708 Max Pax applicable on	A320-211/-212/-214/-215/-216/-231/ -232/-233
MOD 158819 Max Pax applicable on	A320-214/-215/-216/-232/-233
ACJ320 NEO*	A320-251N/-271N/-272N
A320 CEO*	A320-211/-212/-214/-215/-216/-231/-232/-233
A320 NEO*	A320-251N/-252N/-253N/-271N/-272N/-273N

\*Commercial designation only

**2. Performance Class**

A

**3. Certifying Authority**



**SECTION 1: A320 SERIES**

European Union Aviation Safety Agency (EASA)  
Postfach 101253  
D-50452 Köln  
Deutschland

**4. Manufacturer**

AIRBUS S.A.S.  
2 rond-point Emile Dewoitine  
31700 BLAGNAC – France

**5. State of Design Authority Certification Application Date**

A320-111	
A320-211	
A320-212	31 January 1990
A320-214	10 May 1992
A320-231	16 June 1988
A320-232	10 May 1992
A320-233	23 February 1995

**6. EASA Type Certification Application Date**

A320-215	22 December 2005
A320-216	22 December 2005
A320-271N	29 February 2012
MOD 160500	08 April 2010
MOD 156723 iss 1	31 July 2013
MOD 160080	24 April 2012
MOD 156723 iss 4	23 September 2015
A320-251N	29 February 2012
MOD 156723 iss 5	16 June 2016
MOD 158708 iss 1	7 December 2015
MOD 158819 iss 1	12 July 2016
A320-252N	9 August 2017
A320-272N	20 March 2018
ACJ320 NEO	10 June 2015
A320-253N	8 July 2016
A320-273N	21 November 2016
MOD 156723 iss 7	14 October 2019

**7. State of Design Authority Type Certificate Date**

A320-211	November 08, 1988
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**SECTION 1: A320 SERIES**

A320-212	November 20, 1990
A320-214	March 10, 1995
A320-231	April 20, 1989
A320-232	September 28, 1993
A320-233	October 26, 1995

Note: For A320-211/-212/-214/-231/-232/-233 produced before December 21, 2005 DGAC-F TC 180 remains a valid reference for individual Certificate of Airworthiness. The content DGAC F TC 180 is replaced by this current TCDS.

**8. EASA Type Certification Date**

EASA TCDS issue 1 issued December 21, 2005

A320-215	June 22, 2006
A320-216	June 14, 2006
A320-271N	November 24, 2015
A320-251N	May 31, 2016
A320-252N	December 18, 2017
A320-272N	October 17, 2018
A320-273N	January 30, 2019
A320-253N	February 5, 2019
MOD 160500 iss 1	November 30, 2012 (A320-214, -215, -216)
MOD 160500 iss 2	December 21, 2012 (A320-232, -233)
MOD 156723 iss 1	March 5, 2015 (A320-214, -215, -216, -232, -233)
MOD 160080 iss 1	October 15, 2015 (A320-214, -215, -216, -232, -233)
MOD 161000 iss 1	November 24, 2015 (A320-271N)
MOD 160080 iss 2	December 17, 2015 (A320-214, -215, -216, -232, -233)
MOD 156723 iss 4	March 17, 2016 (A320-271N)
MOD 158708 iss 1	June 13, 2016 (A320-211, -212, -214, -215, -216, -231, -232, -233)
MOD 156723 iss 5	June 24, 2016 (A320-251N)
MOD 158819 iss 1	February 24, 2017, 2017 (A320-214, -215, -216, -232, -233)
ACJ320 NEO	December 19, 2018 (A320-251N, -271N, -272N)
MOD 156723 iss 7	November 26, 2019 (A320-252N, -253N, -272N, -273N)

**II. Certification Basis****1. Reference Date for determining the applicable requirements**

Application date of the A320-111 model.

**2. State of Design Airworthiness Authority Type Certification Data Sheet No.**

Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064.



**SECTION 1: A320 SERIES****3. State of Design Airworthiness Authority Certification Basis**

See paragraph 4.

**4. EASA Airworthiness Requirements**

Hereafter are listed the certification bases for the different A320 models. The amendments made to a particular basis at the occasion of further A320 model certification are identified per model.

**4.1 The applicable technical conditions for models A320-211-212/-213/-214/-215/-216/-231/-232/233 and weight variants up to 006 (DGAC letter 53170 SFACT/TC) are defined as follows:**

- JAR 25 Change 11 (except paragraph 25.207 which remains at Change 10 and 25.853(a) and (b) which are at Change 13 since MSN 118) as elected by the Manufacturer.
- A320 Special Conditions, Experience Related Conditions and Harmonization Conditions.

**4.2 ETOPS:**

For the Extended range operations with two-engine aeroplanes (ETOPS), the applicable technical conditions are as followed:

- CEO models (A320-211/-212/-214/-215/-216/-231/-232/-233):
  - Initial certification ETOPS 120 min approval granted under CTC 20/CAP 513/FAA AC 120-42A by a joint of aviation authorities (DGAC, LBA, CAA, RLD)
  - ETOPS 180 certification granted under AMJ 120-42/IL-20.
  - From 2006 EASA AMC 20-6 at initial issue.
  - From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.
- CEO models with MOD 160500 and 160080 "Sharklets" (significant change):
  - Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)
  - From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.
- NEO models (A320-251N/-252N/-253N/-271N/-272N/-273N):
  - CS 25.1535 from CS 25 Amdt 11 amended by AMC 20-6 Rev 2.
- ACJA320 NEO (A320-251N/-271N)
  - CS 25.1535 from CS 25 Amdt 16 and AMC 20-6 Rev 2.

**4.3 JAR AWO Change 1 for auto-land and operations in low visibility.****4.4 Certification basis has been revised for MOD 160500 and 160080 "Sharklet".**

The certification basis is that of the A320-214,-215,-216,-232,-233 amended by the following:

**CS 25 Amdt 8 for**

§ 25.23	§ 25.481(a)(c) amended by SC A-2 for § 25.481(a)
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**SECTION 1: A320 SERIES**

§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC-F16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619
§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A-5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§ 25.631
§ 25.341(a)(b)	§ 25.651
§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1)
§ 25.351	§ 25.1385
§ 25.365(a)(b)(d)	§ 25.1387
§ 25.367	§ 25.1389
§ 25.371	§ 25.1391
§ 25.373	§ 25.1393
§ 25.391	§ 25.1395
§ 25.393(b)	§ 25.1397
§ 25.427	§ 25.1401
§ 25.445	§ 25.1505
§ 25.457	§ 25.1511
§ 25.459	§ 25.1515
§ 25.471(a)(b)	§ 25.1527
§ 25.473	§ 25.1587
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§ 25.1591

CS 25 Amdt 2 for

§ 25.253

JAR 25 Chg 15 for

§ 25.1517

JAR 25 Chg 14 for

**SECTION 1: A320 SERIES**

§ 25.21 amended by A318 SC F-5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F-11/S-79	§ 25.171 replaced by SC F-5004
§ 25.103 replaced by A318 SC F-5001	§ 25.173 replaced by SC F-5004
§ 25.105 amended by SC F-11/S-79	§ 25.175 replaced by SC F-5004
§ 25.107 amended by A318 SC-F-5001	§ 25.181
§ 25.109 amended by SC F-11/S-79	§ 25.201 + OP96/1, replaced by SC F-5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC F-5001
§ 25.113 + OP96/1 amended by SC F-11/S-79	§ 25.207 amended by SC F-5001
§ 25.115 amended by SC F-11/S-79	§ 25.231
§ 25.119 + OP96/1 amended by A318 SC F-5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F-5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F-5001	§ 25.1533
§ 25.143 + OP96/1, amended by SC F-3, F-7 & F-8	§ 25.1581
§ 25.145 + OP96/1	§ 25.1585(a)

JAR 25 Chg 11 for

§ 25.671  
§ 25.672  
§ 25.1001  
§ 25.1301  
§ 25.1309  
§ 25.1419

4.5 Certification basis has been revised for MOD 156723 issue 1 “Max Pax”.

The certification basis is that of the A320-200 equipped with Sharklets amended by the following:

CS 25 Amdt 13 for

§25.23	§25.489
§25.321	§25.801(d)
§25.331	§25. 803(c)
§25.341(a)(b)	§25. 807(g) amended by ESF E-2107 and demonstrated through ESF D-01
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1541(a)(b)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	§25.1557(a)



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§25.812(e)	§25.853(a)1 amended by SC D-0306-000
§25.812(k)(l)	

JAR 25 change 12

§25.853(c)

JAR 25 change 11

§25.305(a)(b)	§25.1301
§25.307(a)	§25.1351(a)
§25.365(a)	§25.1353(a)(b)
§25.561	§25.1359(a)(d)
§25.571(a)(b)	§25.1413
§25.787(a)(b)	§25.1415(b)(c)(d)
§25.789(a)	§25.1431(c)
§25.791	§25.1447(c)(1)
§25.853(a)(b)	

**4.6 Certification basis for A320-271N, -272N, -273N, -251N, -252N, -253N**

The certification basis has been revised for the A320-271N, -272N, -273N, -251N, -252N, -253N.  
The certification basis is that of the A320-200 with modification 160500 (Sharklets) amended by the following:

CS 25 Amdt 11 for

25.23 (a) (b)	25.952 (a) (b) (for pylon area)
25.25 (a) (b)	25.954
25.27	25.955 (a)
25.101	25.961 (a) (b)
25.109	25.963 (a)
25.113	25.969
25.115	25.971 (a) (b) (c)
25.117	25.981 for pylon area only
25.145 (a)	25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
25.147	25.994 for fuel system component in the pylon and powerplant system area
25.149	25.995 for engine and pylon areas only
25.161	25.997 (a) (b) (c) (d)
25.171 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.999 (a) (b)



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25.173 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1011 (a) (b)
25.177 with subparagraphs (b) and (c) replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1013 (a) (b) (c) (d) (e) (f)
25.181	25.1015 (a) (b)
25.201 replaced by SC B-01 (Stalling and scheduled operating speeds),	25.1017 (a) (b)
25.203 replaced by SC B-01 (Stalling and scheduled operating speeds),	25.1019 (a)
25.231	25.1021 (a) (b)
25.233	25.1023 (a) (b)
25.235	25.1025 (a) (c)
25.251	25.1041
25.301 (a) (b) (c)	25.1043 (a) (b) (c)
25.302 (for new or modified parts)	25.1045 (a) (b) (c)
25.303 (for new or modified parts)	25.1091 (a) (b) (c) (d) (e)
25.305 (a) (b) (c) (e) (f) (for new or modified parts)	25.1093 (b)
25.307 (a) (d) (for new or modified parts)	25.1103 (b) (c) (d)
25.321 (a) (b) (c) (d)	25.1121 (a) (b) (c) (d) (f) (g)
25.331 (a) (b) (c)	25.1123 (a) (b) (c)
25.333 (a) (b)	25.1141 (a) (b) (c) (d) (e) (f)
25.335 (a) (b) (c) (d) (e) (f) with sub-paragraph (b) replaced by Legacy SC A-5003 (Design Dive Speed Vd) and sub-paragraph (e) amended by Legacy SC A-2 (Stalling speeds for structural design)	25.1143 (a) (b) (c) (d) (e)
25.337 (a) (b) (c) (d)	25.1145 (a) (b) (c)
25.341 (a) (b) (c)	25.1155 (a) (b) (c) (d) (e)
25.343 (a) (b) (for new or modified parts)	25.1163 (a) (b) (c)
25.345 (a) (b) (c) (d)	25.1165 (a) (b) (c) (e) (f) (h)
25.349 (a) (b)	25.1167 (a) (b) (c)
25.351 (a) (b) (c) (d)	25.1181 (a) (b) amended by ESF E-44 (Fan Zone non-fire zone)
25.361 (a) (b)	25.1182 (a) (b)
25.362 (a) (b) (for new or modified parts)	25.1183 (a) (b) (c)
25.363 (a) (b)	25.1185 (a) (b) (c)
25.365 (a) (b) (c) (d) (e)(1) (for new or modified parts)	25.1187 (a) (b) (c) (d) (e)



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25.367 (a) (b)	25.1189 (a) (b) (d) (e) (f)
25.371	25.1191 (a) (b)
25.373 (a) (b)	25.1193 (a) (b) (c) (d) (e) amended by SC E-45 (Engine Cowl Retention)
25.391 (a) (b) (c) (d) (e)	25.1195 (a) (b) (c)
25.427 (a) (b) (c) (d)	25.1197 (a) (b)
25.445 (a) (b)	25.1199 (a) (b) (c) (d) (e)
25.457	25.1201 (a) (b)
25.459	25.1203 (a) (b) (c) (d) (e) (f) (g)
25.471 (a) (b)	25.1207 (a) (b) (c) (d)
25.473 (a) (b) (c) (d) (e)	25.1301 amended by Legacy SC S-30 (Automatic Flight/Flight Management Functions), for newly designed systems only.
25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	25.1305 (a) (c) (d) amended by SC F-13 (Fuel System Low Level Indication – Fuel Exhaustion)
25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(a)	25.1309 (for newly designed systems) amended by: Legacy SC SE-2001 (SC S-76 – Effects of external radiations upon aircraft systems), Legacy IM SE-14 (SC S-76-1 – Protection from the effects of HIRF)
25.483 (a) (b)	25.1316 (a) (b) (c)
25.485 (a) (b)	25.1337 (a) (c) (d)
25.489	25.1353 (a) (b) (for engine and pylon areas)
25.491	25.1355 (c)
25.493 (b) (c) (d) (e)	25.1357 (a) (for newly designed systems)
25.495	25.1401 (b)
25.499 (a) (b) (c) (d) (e)	25.1403
25.503 (a) (b)	25.1419 (a) (b) (c) (d) (e) (f) (g) (h) for engine air intake protection
25.507 (a) (b) (c)	25.1431 amended by Legacy SC S-76 - Effects of external radiations upon aircraft systems Legacy SC S76-1 – Protection from the effect of HIRF For newly designed equipment only
25.509 (a) (c) (d)	25.1438 (for newly designed equipment)
25.511	25.1459 (a) (b) (c) (d) amended by Legacy SC S-72 (HC S-72 – Flight recorders
25.519 (a) (b) (c)	25.1461 (a) (b) (c) (d) For newly designed equipment
25.571 (a) (b) (c) (d) (e) (for new or modified parts)	25.1501





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25.581 amended by Legacy SC S-75 – Lightning protection indirect effects for pylon and nacelle areas	25.1503
25.601 (for new or modified parts)	25.1507
25.603 (a) (b) (c) (for new or modified parts)	25.1511
25.605 (a) (b) (for new or modified parts)	25.1513
25.607 (a) (b) (for new or modified parts)	25.1515
25.609 (a) (b) (for new or modified parts)	25.1517
25.611 (a)	25.1519
25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	25.1521 (a) (c) (d)
25.619 (a) (b) (c) (for new or modified parts)	25.1525
25.623 (a) (b) (for new or modified parts)	25.1527
25.625 (a) (b) (c) (d) (for new or modified parts)	25.1531
25.629 (a) (b) (c) (d) (e)	25.1533
25.631 (for new or modified parts)	25.1535 (a) (b) (c)
25.651 (for new or modified parts)	25.1549 (a) (b) (c) (d) amended by ESF E-51 (Oil temperature indication)
25.671 (a) (b) (c) (d) amended by legacy SC F-7 (SC F-9 - Dual Control System)	25.1551
25.731 (a) (b) (c)	25.1553
25.733 (b) (c) (d)	25.1557 (b)
25.779	25.1581
25.831 (a) (e)	25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
25.841 (a)	25.1585
25.851 (b)	25.1587
25.855 (c)	25.1591
25.863 (a) (b) (c) (d)	25.1701 (a) (b) (c) for engines and pylon areas
25.865	25.1703 (a) (b) (d) (e) for engines and pylon areas
25.867 (a) (b)	25.1705 (a) (b) for engines and pylon areas
25.869 (a) (b) (c)	25.1707 (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) for engines and pylon areas
25.899 amended by Legacy SC S-75 – Lightning protection indirect effects, for Pylon and Nacelle areas only	25.1709 (a) (b) for engines and pylon areas
25.901 (a) (b) (c) amended by SC E-45 (Engine Cowl Retention),	25.1711 (a) (b) (c) (d) (e) for engines and pylon areas
25.903 (a) (b) (c) (d) (e)	25.1713 (a) (b) (c) for engines and pylon areas
25.904	25.1715 (a) (b) for engines and pylon areas
25.933 (a)	25.1717 for engines and pylon areas
25.934 amended by ESF E-43 (Thrust Reverser Testing).	25.1719 for engines and pylon areas
25.939 (a) (c)	25.1723 for engines and pylon areas
25.943	25.1725 (a) (b) for engines and pylon areas



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25.951 (a) (b) (c) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.	25.1727 for engines and pylon areas 25.1731 (a) (b)
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CS25 Amdt 8 for:  
25.683 (b)

CS 25 Amdt 2 for:

25.21 with sub-paragraph (b) added by SC B-01 (Stalling and Scheduled Operating Speeds)	25.123
25.103 replaced by SC B-01 (Stalling and Scheduled Operating Speeds)	25.125
25.105	25.143 Sub-Paragraphs (j), (k), (l) added by SC B-03 (Motion and Effect of Cockpit control), Sub-paragraph (h) added by SC B-07 (Flight envelope protection), Sub paragraph (i) added by SC B-08 (Normal Load factor limiting System).
25.107	25.207 replaced by SC B-01 (Stalling and scheduled operating speeds).
25.111	25.237
25.119	25.253
25.121	25.1419

CS25 Amdt 1:

25.981 (a) (3) amended by generic SC E-48 – Fuel Tank Safety for all areas except engine and pylon areas

JAR 25 Chg 14 for:

25.145 (b) (c)  
25.365 (e)(2), (e)(3)  
25.1423 (a) (b) (c) (d) (e) (f) (g)  
25.1583 (j)

JAR 25 Chg 13 for

25.365 (f) (g)  
25.735 (a) (f) (g) (h) amended by  
Legacy SC F-11 – Accelerate-stop distances and related performances, worn brakes  
Legacy SC S-79 - Brake requirements, qualification and testing – A321  
25.853(a)(1)

JAR 25 Chg 12 for

25.853(c)

JAR 25 Chg 11 for:



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25.561 (a) (b) (c)	25.1309 amended by Generic SC D-0332-001 (Towbarless Towing) For systems adaptations.
25.563	25X1315
25.672 (a) (b) (c)	25.994 for all areas except engine and pylon areas
25.677 (b)	25.1301
25.703 (a) (b) (c)	25.1321 (d)
25.721 (a) (b) (c)	25.1322 (a) (b) (c) (d) amended by generic SC D-0332-001 (Towbarless Towing)
25.729 (b) (c) (d) (e) (f)	25.1323 (a) (b) (c)
25.735 (b) (c)	25.1325 (b) (d) (e)
25.771 (e)	25.1329 (f) amended by: Legacy SC S-30 (Automatic Flight/Flight Management Functions),
25.777 Sub-paragraph (b) amended by SC B-03 (Motion and Effect of Cockpit Control)	25.1337 (b)
25.783 (a) (b) (c) (e) (f) (g)	25.1351 (a) (b) (d) where (d) is replaced by Legacy SC S-52 (Operation without normal Electrical power)
25.791	25.1353 (a) (b) (for all areas except pylon and engine)
25.801	25.1359
25.807 (a) (b) (c) (d)	25.1363 (a) (b)
25.809 (a) (b) (c) (d) (e) (f)	25.1419 (a) (b) (c) (d)
25.843 (a)	25.1431 (for system adaptations)
25.853 (a)	25.1435 (a) (b) (c) (d)
25X899 amended by Legacy SC S-75 – Lightning protection indirect effects	25.1457 (a) (b) (c) (d) (e) (f) (g)
25.959	25.1529 amended by SC H-01
25.963 (d) (e)	25.A.901 (c)
25.967 (d)	25.A.939 (a)
25.975 (a)	25.A.1521
25.981 for all paragraph except (a) (3) in all areas except engine and pylon areas	25.A.1527

4.7 Certification basis has been revised for MOD 156723 issue 4 and issue 5 “Max Pax”.

The certification basis is that of the A320-271N/-251N amended by the following:

**CS 25 Amdt 17 for**

§25.23	§25.481(a)(c) amended by SC A-2 for § 25.481(a)
§25.305(a)(b)	§25.489
§25.307(a)	§25.571(a)(b)
§25.321	§25.801(d)



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§25.331	§25.803(c)
§25.341(a)(b)	§25.807(g) amended by ESF E-2107 and demonstrated through ESF D-01
§25.351	§25.1519
§25.365(a)	§25.1541(a)(b)
§25.473	§25.1557(a)
§25.479(a)(c)(d) amended by SC A-2 for §25.479(a)	

**CS 25 Amdt 11**

§25.1357(a)	§25.1431(c)
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**JAR 25 change 13**

§25.812(e)	§25.812(k)(l)
§25.853(a)1 amended by SC D-0306-000	

**JAR 25 change 12**

§25.853(c)

**JAR 25 change 11**

§25.561	§25.1351(a)
§25.787(a)(b)	§25.1353(a)(b)
§25.789(a)	§25.1359(a)(d)
§25.791	§25.1413
§25.853(a)(b)	§25.1415(b)(c)(d)
§25.1301	§25.1447(c)(1)

4.8 Certification basis has been revised for MOD 158708 issue 1 “Max Pax” for aircraft with wing tip fence modification (20268 or 21999).

The certification basis is that of the A320-211,-212,-214,-215,-216,-231,-232,-233 amended by the following:

**CS 25 Amdt 17 for**

§25.23	§25.489
§25.321	§25.801(d)
§25.331(a)(b)(c1)	§25.803(c)
§25.341(a)	§25.807(g) amended by ESF E-2107 and demonstrated through ESF D-01
§25.351	§25.1519
§25.473	§25.1541(a)(b)
§25.479(a)(c)(d) amended by SC A-2 for §25.479(a)	§25.1557(a)
§25.481(a)(c) amended by SC A-2 for §25.481(a)	§25.1529



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§25.305 (a)(b)	§25.341(b)
§25.331(c2)	§25.571(a)(b)

JAR 25 change 13

§25.812(e)(1)(2)	§25.812(k)(l)
§25.853(a)1 amended by SC D-0306-000	

JAR 25 change 12

§25.853(c)

JAR 25 change 11

§25.307(a)	§25.1351(a)
§25.561	§25.1353(a)(b)
§25.785	§25.1357(a)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1431(c)
§25.1301	§25.1447(c)(1)
§25.365(a)	

4.9 Certification basis has been revised for MOD 158819 issue 1 “Max Pax for Sharklet in service retrofit”.

The certification basis is that of the A320-200 equipped with Sharklets (modification 160080) amended by the following:

CS 25 Amdt 18 for

§25.23	§25.489
§25.321	§25.801(d)
§25.331	§25.803(c)
§25.341(a)(b)	§25.807(g) amended by ESF E-2107 and demonstrated through ESF D-01
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1541(a)(b)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	§25.1557(a)

JAR 25 change 14

§25.305(a)(b)	§25.571(a)(b)
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JAR 25 change 13

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§25.812(e)	§25.853(a)1 amended by SC D-0306-000
§25.812(k)(l)	

JAR 25 change 12  
§25.853(c)JAR 25 change 11

§25.307	§25.1351(a)
§25.365(a)	§25.1353(a)(b)
§25.561	§25.1357(a)
§25.785	§25.1359(a)(d)
§25.787(a)(b)	§25.1413
§25.789(a)	§25.1415(b)(c)(d)
§25.791	§25.1431(c)
§25.853(a)(b)	§25.1447(c)(1)
§25.1301	

## 4.10 Certification basis revised for ACJ320 NEO.

The certification basis is that of the A320-271N, -272N, -251N amended by the following:

## CS25 Amdt 16

§25.23	§25.952 (a)
§25.25	§25.954 (a) (b) (c)
§25.27	§25.957
§25.29	§25.959
§25.301 (a)	§25.963 (a) (b) (c) (d1) (d3) (d4) (e1)(e2) (f)
§25.302	§25.965 (a) (b) (c) (d)
§25.303	§25.967 (a) (b) (e)
§25.305(a) (b) (c)	§25.969
§25.307 (a)	§25.971 (a) (b) (c)
§25.321	§25.975 (a)
§25.331	§25.977 (a) (c) (d)
§25.341 (a) (b)	§25.979 (b) (c) (d) (e)
§25.343 (a) (b3)	§25.981 (a) (b) (d)
§25.351	§25.993 (a) (b) (c) (d) (e) (f)
§25.365 (a) (b) (d) (e) (f)	§25.994
	§25.995 (b)
§25.473	§25.999 (a) (b)
§25.479 (a) (c) (d)	§25.1141 (a) (f)
§25.481 (a) (c)	§25.1189 (h)
§25.489	§25.1301 (a) (b)
	§25.1302 (a) (b) (c)
§25.519 (a) (b)	§25.1305 (a)(2)



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§25.561	§25.1309 (a) (b) (c) (d)
§25.571 (a) (b) (c) (e1) (e4)	§25.1310 §25.1315 §25.1316 (a) (b) (c)
§25.581 (a) (b) (c)	§25.1337 (b) §25.1353 (a)
§25.611	§25.1381 (a) (b) §25.1431 (a) (c) (d)
§25.619	§25.1519
§25.625	§25.1535
§25.629 (a) (b) (c) (d) (e) §25.631	§25.1543 (b)
§25.721 (b)	§25.1553
§25.723 (b) §25.777 (a)	§25.1555 (a) (c)
§25.843 (a) §25.851 (b2) §25.855 (a) (c) (e) (f) (g)(h1)(h2)(h3) §25.857 §25.858 §25.863 (a) (b) (c) (d) §25.869	§25.1581 (a) (b) (d)
§25.899 (a) (b)	§25.1583 (c) (f) (h)
§25.901 (c)	§25.1585 (a) (b) (c) (e)(f)
§25.903 (c) (d1)	§25.1703 (a1)(a2)a(3)(a4) (b) (d)
§25.943	§25.1705 (a) (b4) (b9) (b16) §25.1707 (a) (b) (c) (e) (l)
§25.951 (c)	§25.1709 (a) (b) §25.1711 (a) (b) (c) (d) (e) §25.1713 §25.1715 (a) (b) §25.1719 §25.1721 §25.1723 §25.1725 (b)

**CS25 Amdt 11**

§25.251	§25.855 (c)
§25.305 (a) (b)	
§25.307 (a)	
§25.335 (b)	§25.901 (b) (c) §25.1301 (a1)(a2)(a3) §25.1309 (a) (b) (g) §25.1519 §25.1527 §25.1541



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	§25.1557 (a)
§25.365 (e) §25.561 (b3)	
§25.601 §25.671	

## CS25 Amdt 2

§25.21 (c)

§25.123 (a)

## JAR25 Change 13

§25.365 (e)(2)(3)(f)(g)

## JAR25 Change 11

§25.689 (f)	§25.1322 (a) (b) (c) (d)
§25.803 (d)	§25.1351 (a)
§25.807 (a) (c)	§25.1541
§25.1301 (a) (b) (c)	§25.1557 (a)
§25.1309 (a) (b) (c) (d)	

4.11 Certification basis has been revised for MOD 156723 issue 7 “Max Pax”.

The certification basis is that of the A320-252N/-253N/-272N/-273N amended by the following:

CS 25 Amdt 23 for

§25.23	§25.489
§25.321	§25.801(d)
§25.331	§25.803(c)
§25.341(a)(b)	§25.807(g) amended through ESF D-01
§25.351	§25.901(c)
§25.473	§25.1519
§25.479(a)(c)(d) amended by SC A-2 for §25.479(a)	§25.1529
§25.481(a)(c) amended by SC A-2 for §25.481(a)	§25.1541(a)(b)
	§25.1557(a)

CS 25 Amdt 17 for

§25.305(a)(b)	§25.365(a)
§25.307(a)	§25.571(a)(b)

CS 25 Amdt 11

§25.1357(a)	§25.1431(c)
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JAR 25 change 13



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§25.812(e)	§25.812(k)(l)
§25.853(a)1 amended by SC D-0306-000	

**JAR 25 change 12**

§25.853(c)

**JAR 25 change 11**

§25.561	§25.1351(a)
§25.785	§25.1353(a)(b)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1447(c)(1)
§25.1301	

**4.12 Post TC changes**

4.12.1 For cabin and/or passengers improved seats (see EtC E-31), CS 25.562 is at amendment initial issue.

4.12.2 When halon free hand-held fire extinguishers are installed, CS25.851(a),(c) is at Amdt 17 (see EtC D-GEN-AIRBUS-01).

4.12.3 When reinforced cockpit door is installed (see EtC E-12), 14 CFR Part 25.772(a) and (c) and 25.795 are at amendment 106.

4.12.4 Airbus complies with CS-ACNS:

- Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 February 2015.

Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

- Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.

4.12.5 When Mod 160139 “Passenger information signs and placards” is installed CS25-791 is at Amdt 20.

4.12.6 When modifications 26334/26335 is installed on A320-200 series, JAR 25.341(a) is modified with the new discrete gust requirements of JAR 25 Change 14 as amended by NPA 25C-282.



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4.12.7 For weight variant 007 and subsequent and for all models except A320-211/-212/-214/-231, the following JAR 25 paragraphs are at change 13 amended by OP 91/1. This is related to DGAC letter 60667/SFACT/N.AT:

JAR 25.305	JAR 25.349(b)
JAR 25.321	JAR 25.351
JAR 25.331	JAR 25.365(e)
JAR 25.333	JAR 25.371
JAR 25.335(d)	JAR 25.373
JAR 25.341	JAR 25.391
JAR 25.343(b)(1)(ii)	JAR 25.427
JAR 25.345(a)(c)	JAR 25.571(b)(2)

4.12.8 When Mod 167557 "Define modified airspace Lavatory A" is installed, CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) are at amendment 22 (see ESF D-31).

4.12.9 For A320 series aircraft except those configured for Corporate Jet use (refer to note in section III paragraph 9):

For all changes installing lavatory or galley adjacent to flight crew compartment on aircraft delivered after June 2026, where application for change is received after 02 June 2023 (date of Issue 51), CS 25.795(a)(1), 25.795(a)(2) are at Amendment 22.

4.12.10 For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.

4.12.11 For all changes on A320 CEO\* affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of issue 56), CS 25.629 is at Amendment 8.

4.12.12 When MOD 163425, MOD 166357 or MOD 168149 are installed on A320 NEO\*, CS 25.705 is applicable at Amendment 24.

4.12.13 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 23 is applicable.

4.12.14 The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571.

For changes that affect or introduce fatigue critical structures, JAR/CS 25.571 (§4.1 to 4.11) applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);



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b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

\*see list of models in Part I paragraph 1.

## 5. Special Conditions

**Reminder:** Within the scope of the establishment of the A320 Joint Certification Basis, three types of special conditions were developed:

- Special conditions: rose to cover novel or unusual features not addressed by the JAR.
- Experience related conditions: rose to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.
- Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonized regulations.

### Compulsory

EC G-11	Turbine Engine - Maximum Take-Off Power and/or Thrust Duration - General Definitions
(DGAC-F) SC G-17	Operational proving flights
(CAA-UK) SC G-17	Operational flight before certification
SC F-1	Stalling and Scheduled operating Speeds
SC F-3	Cockpit control - motion and effect of cockpit control
SC F-4	Static longitudinal stability
SC F-6	Static directional and lateral stability



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SC F-7	Flight envelope protection
SC F-8	Normal load factor limiting
SC F-9	Dual control system
HC F-103	Accelerate Stop Distance, Take-Off Distance and Take-Off Run on a Wet Runway
HC F-114	Approach and Target Threshold Speeds
SC A-2.1.1	Certification Criteria of Aircraft Designed with Systems Interacting with Structural Performance
SC A-2.2.2	Design manoeuvre requirement
SC A-2.2.3	Design dive speed
EC A-3.6.1	High Lift Devices
(CAA-UK) SC A-4.3	Tuned Gust Loads
HC A-4.4	Manoeuvre Loads - High Lift Devices Deployed
HC A-4.5	Braked roll conditions
HC A-4.6	Speed control device
SC S-11	Limit pilot forces and torques
HC S-23	Standby gyroscopic horizon
HC S-24	VMO/MMO Warning (setting)
EC S-30	Autoflight system
SC S-33	Autothrust system
SC S-52	Operation without normal electrical power
EC S-54	Circuit protective devices
HC S-61	Design Landing Brakes Kinetic Energy
HC S-62	Rejected Take-Off Brakes Kinetic Energy
HC S-72	Flight recorder
SC S-74	Abnormal attitudes
SC S-75	Lightning protection indirect effects
SC S-76	Effect of external radiations up on aircraft systems
SC S-77	Integrity of control signal
SC P-01	Full Authority Engine Control System (FADEC)
SC E-1005	Resistance to fire terminology

- 5.1 For weight variant 007 and subsequent and for all new models from and including A320-232, the following A320 Special Conditions and Interpretative Materials are deleted by application of JAR 25 amended ed by OP 91/1:

SC A-4.3	Tuned gust loads
HC A-4.4	Manoeuvre loads high lift devices deployed

- 5.2 The following Special Conditions have been developed for the A320-233:

SC F-11	Accelerate-Stop distances and related performances, worn brakes (see SC F-2012 dated June 4, 1996)
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SC S-79	Brakes requirements, qualification and testing (see SC SE-2003 dated June 4, 1996), for which the requirements are met by installation of MOD 24946 (Messier-Bugatti SEPCARB III brakes)
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- 5.3 For A320-233 and all A320-200 with OCTOPUS AFM (see EtC F-2013), the JAR 25 paragraphs are modified following the Elect-to-comply with SC F-11 and SC S-79

The following JAR Change 11 paragraphs are deleted:

JAR 25x131  
JAR 25x132  
JAR 25x133  
JAR 25x135  
JAR 25x1588

The following A320 Harmonization Conditions are deleted:

HC F-103	Accelerate-Stop distance, Take-off distance, Take-off run on wet runway
HC S-61	Design landing brakes kinetic energy
HC S-62	Rejected take-off brakes kinetic energy

The following JAR 25 paragraphs are upgraded at Change 13 and amended by SC F-11 and SC S-79:

JAR 25.101  
JAR 25.105  
JAR 25.109  
JAR 25.113  
JAR 25.115  
JAR 25.735  
JAR 25x1591

- 5.4 For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC S-76 (Effect of external radiations upon aircraft systems) are superseded by SC S-76-1 (SC SE-14)
- 5.5 For any further variant certification after Aug. 10, 1998, the HC A-4.5 (Braked roll conditions) is superseded by JAR 25.493(d) at Change 14 (EtC A-7)
- 5.6 The following special conditions have been developed post Type Certification:

SC D-0306	Heat release and smoke density requirements to seat material (applicable from June 2010)
SC E-48	Fuel Tank Safety (applicable from October 2013)
SC F-0311-001	Flight Recorders including Data Link Recording (applicable as per operational regulations)



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F-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)
SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC P-27	Flammability Reduction System If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.

**5.7 Special Conditions for aircraft equipped with MOD 160500 and 160080**

SC F-16	Static directional and lateral stability
SC F-5001	Stalling and scheduled operating speeds
SC F-5004	Static Longitudinal Stability and Low energy awareness
SC A-5003*	Design Dive Speed $V_D$

Note: All other original Special Conditions applicable to each model remain effective.

\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003

**5.8 Special Conditions for A320-271N, -272N, -273N, -251N, -252N, -253N**

B-01	Stalling and Scheduled Operating Speeds
B-03	Motion and effect of cockpit control
B-04	Static Directional, Lateral and Longitudinal Stability and Low energy awareness
B-07	Flight Envelope Protection
B-08	Normal Load Factor limiting System
E-37	Water/Ice in Fuel System
E-45	Engine Cowl Retention
F-13	Fuel System Low Level Indication - Fuel Exhaustion
E-55*	Fan Blade Loss

\*Only applicable to CFM models

The following special conditions developed for previous models are also applicable to the A320-271N/-272N/-273N/-251N/-252N/-253N affected areas:



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A-2.2.2	Design Manoeuvre requirement
SC A-1	Interaction of systems and structure
SC A-2	Stalling Speeds for structural design (A321)
A-5003*	Design dive speed Vd
D-0332-001	Towbarless Towing
E-48	Fuel Tank Safety
SC F-11	Accelerate-stop distances and relates performances, worn brakes
SC F-9	Dual Control System
H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
P-27	Flammability Reduction System (consisting of Cooled Serviced Air System and Inert Gas Generation System)
S11	Limit Pilot forces and torques
S30	Automatic Flight/Flight Management Functions
S-33	Autothrust system
HC S-72	Flight recorders
SC S-76-1	Protection from the effect of HIRF
SC S-75	Lightning protection indirect effects
SC S-79	Brake requirements, qualification and testing (A321)

\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003

Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration includes the subject design change(s):

B-12	Soft Go Around
D-0322-001	Installation of suite type seating
D-0332-001	Towbarless Towing
D-08	Installation of Personal Electronic Device charging stowage for cabin crew use
D-15	Pilot Control Mode TaxiBot Operations
D-19	Incorporation of Inertia Locking Device in Dynamic Seats
D-24	Installation of Airbags in the backrest of seats
D-25	Installation of structure mounted airbag
D-27	Installation of Three Point Restraint & Pretensioner System
D-28	Installation of oblique seats
E-10	High Altitude airport operations (up to 14,100ft)
E-13	Installation of inflatable restraints
E-34	Seat with inflatable restraints
E-21	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
F-119	Security Protection of Aircraft Systems and Networks



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D-33	Cabin attendant seat mounted on movable part of an interior monument
F-MULTI-04	Rechargeable Lithium Battery Installations
F-37	ATN over SATCOM
<u>M-TS-0000566</u>	<u>Installed Physical Secondary Barrier (IPSB)</u>

**6. Exemptions/Deviations**

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.12.4)

**7. Equivalent Safety Findings****Compulsory**

7.1 The following paragraphs have been complied with through equivalent safety demonstrations:

JAR 25.783 (e)	cargo doors (see ESF SM-2005)
JAR 25.783 (f)	passenger doors and bulk cargo door (MOD 20029) (see ESF SM-2004 and SM-2007)
JAR 25.813 (c)	emergency exits (see ESF E-2105 issue 3 "Type III overwing emergency exit access", seat cushion height)
JAR 25.807	maximum number of passengers (180 PAX) (see ESF E-2107 "Passenger extension to 180")
JAR 25.933 (a)	thrust reverser autorestore function (see ESF P-1002).
JAR 25.791	Passenger information signs (ESF S-53)

**7.2 Equivalent Safety Findings for aircraft equipped with MOD 160500 and 160080**

25.1419 (c)	ESF F-19	Flight in natural icing condition
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7.3 The following Equivalent Safety Findings have been developed for the A320-271N/-272N/-273N/-251N/-252N/-253N:

CS25.934, CS-E 890	E-43	Thrust Reverser Testing
CS25.1181(a)	E-44**	Fan Zone as non fire zone
CS25.1549(a)	E-51	Oil temperature indication
CS25.1181, CS25.1182	E-52	Nacelle area adjacent to fire
CS25.997(d)	E-49*	Fuel Filter Location

\*Applicable to CFM models only

\*\*Applicable to IAE models only





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7.4 The following ESF developed for previous models are also applicable to the A320-271N/-272N/-273N/-251N/-252N/-253N affected areas:

JAR AWO 313	SE-4005	Revised strategy for demonstrating a safe go-around 'Minimum Approach Break-off Height (MABH) (issued for A319)
JAR AWO 236	SE-5005	Cat III operations - Excess Deviation Alerts
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
14CFR Part 25.856(a)	E-18	Improved flammability standards for thermal / acoustic insulation materials

7.5 Additional ESF part of the Certification Basis (added post TC):

The following ESF are additionally applicable when an A/C configuration includes the subject design change(s):

CS 25.251(b)	B-17	Vibration/buffeting compliance criteria for large external antenna installation applicable from February 2021.
JAR 25.785(c)	D-0329-001	Forward facing seats with more than 18° to aircraft centreline.
CS 25.795(a)(1)	D-31	Application of reduced Intrusion Loads in certain areas of the flight deck boundaries
CS25.811(e)(4)	SE-63	Green Arrow and "Open" placard for Emergency Exit Marking
JAR 25.811(f)	E-16	Emergency exit marking reflectance
JAR 25.812(b)(1)(ii)	E-14	Photo-luminescent EXIT sign for MCD (Moveable Class Divider)
JAR 25.812(b)(1)(i)(ii)	SE-42	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft
FAR 25.856(b)	E-32 E-28	Fuselage burnthrough protection in bilge area, see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111 (applicable as per operational regulations)
14CFR Part 25.856(a)	E-18	Improved flammability standards for insulation materials (applicable as per operational regulations)
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-20	Minimum Mass Flow of Supplemental Oxygen



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CS FCD.425(g)	FCD-MULTI-01	CS-FCD T3 Evaluation Process
25.795(a)(1) Amdt 22	D-31	Mod 167557 "Define Modified Airspace Lavatory A Option for 25.795 Compliance"
JAR 25.1441(c)	F-122	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-125	Minimum Mass Flow of Passenger Supplement Oxygen

**7.6 Equivalent Safety Findings for aircraft equipped with MOD 156723, 158819 and 158708**

CS25.807(g)	ESF D-01	Over-performing Type I exit
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Note: The original ESFs applicable to each model remain effective.

**8. Environmental Protection****8.1 Noise**

See TCDSN no. EASA.A.064

**8.2 Fuel Venting**

ICAO Annex 16, Volume II, Part II, Chapter 2



**SECTION 1: A320 SERIES****III. Technical Characteristics and Operational Limitations****1. Type Design Definition**

- 1.1 Certificated model: A320-211  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-A-413.630/88
- 1.2 Certificated model: A320-212  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-A 412.1589/90 (00D000A0004/C0S)
- 1.3 Certificated model: A320-214  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-S 413.0150/95 (00D000A0006/C21)
- 1.4 Certificated model: A320-215  
Definition of reference airplane by AIRBUS INDUSTRIE document D00D06006382 (00D000A0215/C21)
- 1.5 Certificated model: A320-216  
Definition of reference airplane by AIRBUS INDUSTRIE document D00D06011383 (00D000A0216/C21)
- 1.6 Certificated model: A320-231  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-A 414.301/89
- 1.7 Certificated model: A320-232  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-AC 414.0502/93 (00D000A0005/C21)
- 1.8 Certificated model: A320-233  
Definition of reference airplane by AIRBUS INDUSTRIE document AI/EA-S 413.1984/95 (00D000A0007/C21)
- 1.9 Certified model: A320-271N  
Definition of reference airplane by Airbus document 00D000A5021/C20
- 1.10 Certified model: A320-251N  
Definition of reference airplane by Airbus document 00D000A5024/C20
- 1.11 Certified model: A320-252N  
Definition of reference airplane by Airbus document 00D000A5188/C20
- 1.12 Certified model: A320-272N  
Definition of reference airplane by Airbus document 00D000A5204/C00
- 1.13 Certified model: A320-273N  
Definition of reference airplane by Airbus document 00D000A5155/C00
- 1.14 Certified model: A320-253N  
Definition of reference airplane by Airbus document 00D000A5153C00

**2. Description**

Twin turbo-fan, short to medium range, single aisle, transport category airplane.

**3. Equipment**

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Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00D000A0101/C1S (not applicable for A320-216, A320-215, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N and A320-273N).

**4. Dimensions**

Principal dimensions of A320 Aircraft:

- Length:	37.57 m
- Width:	34.10 m
(if MOD 160500 or 160080 is installed)	35.80 m
- Height:	11.76 m
- Width at horizontal stabilizer:	12.45 m
- Outside fuselage diameter:	3.95 m
- Distance between engines axis:	11.51 m
- Distance between main landing gear:	7.59 m
- Distance between nose and main landing gear:	12.64 m

**5. Engines**

The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

**A320-211**

Two CFMI CFM 56-5A1 jet engines (MOD 20141), or  
CFM 56-5A1/F jet engines (MOD 23755)

**A320-212**

Two CFMI CFM 56-5A3 jet engines (MOD 22093)

**A320-214**

Two CFMI CFM 56-5B4 jet engines (MOD 24251), or  
CFM 56-5B4/2 jet engines (MOD 24405)

**A320-215**

Two CFMI CFM 56-5B5/P jet engines (MOD 25800)

**A320-216**

Two CFMI CFM 56-5B6/P jet engines (MOD 25800)

**A320-231**

Two IAE V2500-A1 jet engines (MOD 20165)

**A320-232**

Two IAE V2527-A5 jet engines (MOD 23008)

**A320-233**

Two IAE V2527E-A5 jet engines (MOD 25068)



**SECTION 1: A320 SERIES****A320-271N**

Two IAE PW1127G-JM Geared Turbo Fan jet engines (MOD 161000)

**A320-251N**

Two CFMI LEAP-1A26 jet engines (MOD 161003)

**A320-252N**

Two CFMI LEAP-1A24 jet engines (MOD 162680)

**A320-272N**

Two IAE PW1124G1-JM Geared Turbo Fan jet engines (MOD 163955)

**A320-253N**

Two CFMI LEAP-1A29 jet engines (MOD 161860)

**A320-273N**

Two IAE PW1129G-JM Geared Turbo Fan jet engines (MOD 162512)

**ACJ320 NEO**

Two CFMI LEAP-1A26CJ jet engines (MOD 165333)

Two IAE PW1127G-JM Geared Turbo Fan jet engines (MOD 161000)

Two IAE PW1124G1-JM Geared Turbo Fan jet engines (MOD 163955)

Two IAE PW1129G-JM Geared Turbo Fan jet engines (MOD 173371)

**Notes:**

- 1 Whereas it is common use to apply the name of CFMI engines CFM56-5A1 and CFM56-5A1/F, the correct names of the certified engines are:
  - CFM56-5 is the certified engine name, when CFM56-5A1 is the usual name.
  - CFM56-5-A1/F is the certified engine name, when CFM56-5A1/F is the usual name.
- 2 A320-211 CFM 56-5A1 engine can be intermixed with CFM 56-5A1/F engine (MOD 23755) on the same aircraft.
- 3 From March 31st, 2008, there is no longer any CFM56-5B/2 non /P in field or in production. CFM56-5B4/2 engine model has been removed from CFM56-5B Type Certificate Data Sheet.
- 4 If modification 25800 is embodied on models with CFM56-5B engines, the engine performance is improved. The engine's denomination changes to /P.

The modification is currently applicable for:

A320-214: CFM56-5B4 (SAC) which changes to CFM56-5B4/P

CFM 56-5B/"non-P" engine can be intermixed with CFM 56-5B/P engine on the same aircraft.

**Note:** modification 25800 is basically embodied for A320-215 and -216 models.

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- 5 If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the engine performance and gaseous emission levels are improved. The modification is currently applicable for:

A320-214: CFM 56-5B4/2(DAC) which changes to CFM 56-5B4/2P(DAC II C).

CFM 56-5B/2 "non-P" (DAC) engine can be intermixed with CFM 56-5B/2P(DAC II C) engine on the same aircraft (AFM supplement).

CFM 56-5B/P or / "non-P" (SAC) engine can be intermixed with CFM 56-5B/2P (DAC II C) engine on the same aircraft (AFM supplement).

Modification 26610 is not compatible with modification 160080 (sharklet retrofit).

- 5 A320-214 CFM 56-5B4 engine can be intermixed with CFM 56-5B4/2 engine (MOD 24405) on the same aircraft (AFM supplement).

- 6 Introduction of CFM56-5Bx/3 "Tech Insertion" engine is done through embodiment of modification 37147 in production or 38770 in field.

This modification is only applicable on CFM56-5Bx /P SAC engines.

If modification 37147 is embodied on models with CFM-5B engines, the engine's denomination changes to /3.

The modification is currently applicable for:

A320-214: CFM 56-5B4 (SAC) which changes to CFM 56-5B4/3

A320-215: CFM 56-5B5 (SAC) which changes to CFM 56-5B5/3

A320-216: CFM 56-5B6 (SAC) which changes to CFM 56-5B6/3

Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

The engine characteristics remain unchanged.

CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

- 7 Introduction of "BUMP" function is done through embodiment of modification 38946. If modification 38946 is embodied on models with CFM-5B engines, the engine denomination changes to /P1 (SAC) or /2P1 (DAC) or /3B1 (Tech Insertion).

The modification is currently applicable for:

A320-214: CFM 56-5B4 (SAC) which changes to CFM 56-5B4/P1

Modification 38946 has been demonstrated as having no impact on previously certified noise levels.



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Modification 38946 has been demonstrated as having no impact on previously certified noise levels.

The engine characteristics remain unchanged.

Intermix at aircraft level between “non-Bump” engine and “Bump” engine is not allowed.

- 8 CFM56-5B engines are not compatible with modification 160080 (Sharklet retrofit) unless modification 37147 or modification 38770 are installed.
- 9 If modification 161562 (alternate climb) is installed on the A320-271N equipped with IAE PW1127G-JM, then the engine model is changed to PW1127GA-JM.
- 10 If modification 161925 (extended corner point) is installed on the A320-251N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26E1.
- 11 If modification 165333 is installed on the A320-251N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26CJ

**6. Auxiliary Power Unit****APU GARRETT**

The APU GARRETT AIRESEARCH GTCP 36-300 (A) installation is defined by MOD 20020 (Specification 31-5306B)

Approved oils: see GARRETT REPORT GT. 7800

**APU Pratt & Whitney Rzeszow S.A.**

The APU Pratt & Whitney Rzeszow S.A. installation is defined by MOD 22562 or MOD 35864.

Pratt & Whitney Rzeszow S.A. APS 3200 (Specification ESR 0802, Rev. A)

Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487

**APU AlliedSignal**

The APU Honeywell International installation is defined by MOD 25888 or 37987

Honeywell International 131-9[A] (Specification 4900 M1E 03 19 01)

Approved oils: according to model Specification 31-12048A-3A

**7. Propellers**

N/A

**8. Fluids (Fuel, Oil, Additives, Hydraulics)****Fuel**

**SECTION 1: A320 SERIES****Fuel Specification**

ENGINES	KEROSENE DESIGNATION
<b>CFM56:</b> Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B**, JP 4**, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
<b>IAE V2500:</b> IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B**, JP 4**, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
<b>IAE PW1100G-JM:</b> (Service Bulletin PW1000G - 100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
<b>CFMI LEAP-1A:</b> Service Bulletin LEAP-1A S/B 73-0001	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

The above-mentioned fuels are also suitable for the APU.

Refer to Consumable Material List (CML) for details on approved fuel specifications

- \* For IAE V2500 engines, TS-1 is cleared for transient use (less than 50% of operations)
- \*\* JET B and JP 4 fuels are not authorized for use in aircraft fitted with jet pumps (modification 154327)

**OIL**

For oil specification:

Engine	CFM56-5B5/P CFM56-5B6/P CFM56-5A1 CFM56-5A1/F CFM56-5A3 CFM56-5B4 CFM56-5B4/2	IAE V2500-A1 IAE V2527-A5 IAE V2527E-A5	PW1127G-JM PW1124G1-JM PW1129G-JM	LEAP-1A26 LEAP-1A26E1 LEAP-1A24 LEAP-1A26CJ LEAP-1A29
Approved Oils	SB CFMI 79-001	See doc IAE 0043 Sect 4.9 (MIL-L-23699)	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D	SB LEAP-1A S/B 79-0001

**Additives:**

Refer to Airbus Consumable Material List (CML).

**Hydraulics**

Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110

## 9. Fluid Capacities

**Fuel quantity (0.8 kg/litre)**



**SECTION 1: A320 SERIES****A320-211/-212/-214/-215/-216/-231/-232/-233 (without MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
CENTRE	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	23 859 (19 087)	82.1 (65.7)	26 851 (21 480)	99.1 (79.3)	26 851 / 29 843 (21 480 / 23 873)	99.1 / 116.1 (79.3 / 92.9)

On the series A320-200, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 28378.

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 34456.

**A320-211/-212/-214/-215/-216 (with MOD 37331 and without MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)
CENTRE	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	24 209 (19 367)	82.1 (65.7)	27 201 (21 761)	99.1 (79.3)	27 201 / 30 193 (21 761 / 24 154)	99.1 / 116.1 (79.3 / 92.9)

On the series A320-200, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 28378.

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 34456.



**SECTION 1: A320 SERIES****A320-211/-212/-214/-215/-216/-231/-232/-233 (without MOD 37331 and with MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
CENTRE	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	23 817 (19 054)	82.1 (65.7)	26 809 (21 447)	99.1 (79.3)	26 809 / 29 801 (21 447 / 23 841)	99.1 / 116.1 (79.3 / 92.9)

\*On the series A320-200, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 28378.

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 34456.

On the series A320-200 equipped with IAE engines, introduction of standard of wingbox with dry bay (modification 37332) will decrease the fuel capacity by 350 litres.

**A320-214/-215/-216 (with MOD 37331 and MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE*		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
CENTRE	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	24 167 (19 334)	82.1 (65.7)	27 159 (21 727)	99.1 (79.3)	27 159 / 30 151 (21 727 / 24 121)	99.1 / 116.1 (79.3 / 92.9)

\*On the series A320-200, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 28378.



**SECTION 1: A320 SERIES**

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 34456.

**A320-271N/-272N/-273N/-251N/-252N/-253N**

TANK	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)
TOTAL	23724.7 (19050.9)	82.1 (65.9)

**A320-271N/-272N/-251N equipped with modification 163215 (ACJ320 NEO)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		5 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
AFT 1	-	-	3138.0 (2510.4)	17.0 (13.6)	3138.0 (2510.4)	17.0 (13.6)
AFT 2	-	-	-	-	3138.0 (2510.4)	17.0 (13.6)
TOTAL	23724.7 (19050.9)	82.1 (65.9)	26862.7 (21561.3)	99.1 (79.5)	30000.7 (24071.7)	116.1 (93.1)
TANK	6 TANK AIRPLANE		7 TANK AIRPLANE			
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)		
WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)		
CENTRE	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)		
AFT 1	3138.0 (2510.4)	17.0 (13.6)	3138.0 (2510.4)	17.0 (13.6)		
AFT 2	3138.0	17.0	3138.0	17.0		



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	(2510.4)	(13.6)	(2510.4)	(13.6)
AFT 3	2208.0 (1766.4)	22.0 (17.6)	2208.0 (1766.4)	22.0 (17.6)
FWD	-	-	2208.0 (1766.4)	22.0 (17.6)
TOTAL	32208.7 (25838.1)	138.1 (110.7)	34416.7 (27604.5)	160.1 (128.3)

**Notes**

A320-251N, -271N, -272N for Corporate Jet use (commercially identified as ACJ320 NEO) are defined through the following set of modifications:

modification 163215:	Installation of up to 4 ACTs
modification 162744:	Extension of the flight envelope up to 41000 ft
modification 23398:	Install stairs at fwd pax door.
modification 162193:	Lower Cabin Altitude activation
modification 162339:	Certify Envelope for design weight of ACJ320 NEO

**10. Airspeed Limits (Indicated Airspeed – IAS – unless otherwise stated)**

Maximum Operating Mach (MMO):	0.82
Maximum Operating Speed (VMO):	350 kt
Manoeuvring Speed VA:	See Limitations Section of the EASA approved Flight Manual

Extended Flaps / Slats Speed (VFE): see table below

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0 *18/10	230 215	Intermediate approach Take-off
2	22/15	200	Take-off and approach
3	22/20	185	Take-off, approach, landing
Full	27/35**	177	Landing

\*Auto flap retraction at 210 kt in take-off configuration

\*\*27/40 for A320 equipped with IAE or CFM LEAP-1A engines

Landing gear:

VLE - Extended:	280 kt/Mach 0.67
VLO - Extension:	250 kt
Retraction:	220 kt
Tyres limit speed (ground speed):	195.5 kt (225 mph)

**11. Flight Envelope**

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Maximum Operating Altitude:

- 39 100 ft (pressure altitude)
- 39 800 ft (pressure altitude) if modification 30748 is embodied
- 41 000 ft (pressure altitude) if modification 162744 is embodied

See the appropriate EASA approved Airplane Flight Manual

**12. Operating Limitations**

See the appropriate EASA approved Airplane Flight Manual.

**Powerplant (2.2482 lb/daN)**

Engine	CFMI				
	CFM56-5B5/P	CFM56-5B6/P	CFM56-5A1 CFM56-5A1/F (**)	CFM56-5A3	CFM56-5B4 CFM56-5B4/2 (***)
Data sheets	EASA.E.003	EASA.E.003	EASA.E.067	EASA.E.067	EASA.E.003

(\*\*): see note 1 chapter 5 for usual names and certified names

(\*\*\*): see note 3 chapter 5 for engine models no longer in prod/service.

Engine	IAE V2500-A1	IAE V2527-A5 IAE V2527E-A5
Data sheets	E31NE (FAA)	EASA.E.069

\* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur"

Engine	CFM LEAP-1A26 LEAP-1A26E1 LEAP-1A26CJ	CFM LEAP-1A24	CFM LEAP-1A29
Data sheets	EASA.E.110	EASA.E.110	EASA.E.110

Engine	PW1127G-JM/ PW1127GA-JM	PW1124G1-JM	PW1129G-JM
Data sheets	EASA.IM.E.093	EASA.IM.E.093	EASA.IM.E.093

Other engine limitations: see the relevant Engine Type Certificate Data Sheet

Notes:

1. A320-212 (CFM 56-5A3 engines) - A320-211 (CFM 56-5A1/F engines, see note 1 in Chapter 5 "engines" for usual names and certified names). The maximum permissible gas temperature



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at take-off and max continuous is extended to 915° C and 880° C respectively. However, the ECAM indication remains at 890° C and 855° C.

2. A320-231 with modification 23872 (EGT redline increase for IAE engines):
  - for consolidated bump rating operation (MOD 23408), the maximum permissible gas temperature is extended to 650°C at take-off. The ECAM indication remains at 635° C.
  - for non-rating bump operation, the maximum permissible gas temperature is extended to 640°C at take-off. The ECAM indication remains at 635° C.
  - for maximum continuous and take-off operation, the maximum permissible gas temperature is extended to 615° C. The ECAM indication remains at 610° C.
3. A320-231 with modification 25000 (FADEC Standard SCN12C for IAE engines):
  - for take-off operation, the maximum permissible gas temperature is extended to 650° C. The ECAM indication remains at 635° C.
  - for maximum continuous operation, the maximum permissible gas temperature is extended to 625° C. The ECAM indication remains at 610°C.

**12.1 Approved Operations**

Transport commercial operations.

**12.2 Other Limitations**

For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual.

**13. Maximum Certified Weights**

	<u>A320-211- 212-231</u>	<u>A320-214/- 232/-233</u>	<u>A320-215/- 216</u>	<u>A320-271N/- 272N/-273N/- 251N/-252N/- 253N</u>	<u>ACJ320 NEO</u>
<u>Max. Take-off Weight</u>	<u>77 000</u>	<u>78 000</u>	<u>75 500</u>	<u>79 000</u>	<u>79 000</u>
<u>Max. Landing Weight</u>	<u>66 000</u>	<u>66 000</u>	<u>66 000</u>	<u>68 400</u>	<u>67 400</u>
<u>Max. Zero Fuel Weight</u>	<u>62 500</u>	<u>62 500</u>	<u>62 500</u>	<u>65 300</u>	<u>55 300</u>
<u>Minimum Weight</u>	<u>37 230</u>	<u>37 230</u>	<u>37 230</u>	<u>40 300 (PW) 40 600 (CFM)</u>	<u>40 300 (PW) 40 600 (CFM)</u>

**See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations and aircraft eligibility (Weight Variant).**

**14. Centre of Gravity Range**

See approved Airplane Flight Manual.



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## 15. Datum

Station 0.0, located 2.540 meters forward of airplane nose.

## 16. Mean Aerodynamic Chord (MAC)

4.1935 meters.

## 17. Levelling Means

The A/C can be jacked on three primary jacking points.  
See the appropriate EASA approved Weight and Balance Manual.

## 18. Minimum Flight Crew

2 pilots.

## 19. Minimum Cabin Crew

See paragraph 20.

## 20. Maximum Seating Capacity

The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:



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MPSC	Cabin configuration	Modification	Minimum CC
195	C*-III-III-C*	156723, 158708 or 158819	4
180	C-III-III-C		4
165	C*-III-C*	164024	4
150	C-III-III-C	150364	3
145	C-III-C	150016 or 35177	3

Note: C\* is the over-performing exit according to modification 156723/158708/158819

The original maximum passenger seating capacity is 180.

The Modifications 156723, 158708 or 158819 enable the maximum seating capacity to be increased from 180 up to 195. These modifications define a virtual envelope of the Layout of Passenger Accommodations (LOPA) and do not constitute an authorization for the installation of seats in excess of 180. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 195 seats.

Note: The second Type III emergency exit can be de-activated by embodiment of modification 35177 (aft overwing exit) or modification 150016 (forward overwing exit). The maximum number of passengers between any of the overwing exit doors and rear door is 90.

When modification 164024 applies: If modification 35177 or modification 150016 is installed with modification 156723 or 158708 or 158819 the maximum number of passengers between the overwing exit doors and the forward or rear door is 100.

For modification 164024 in combination with 150364 the MPSC is 150, the minimum cabin crew is 3.

**21. Baggage/ Cargo Compartment**

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	3 402
Aft	4 536
Rear (bulk)	1 497





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For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00E080A0001/C1S Chapter 1.10.

**22. Wheels and Tyres**

See SB A320 32 1007 for A320-211/-212/-214/-215/-216/-231/-232/-233  
SB A320 32 1439 for 320-271N/-272N/-273N/-251N/-252N/-253N

Aircraft incorporating modification 20139 and without modification 22129, are equipped with a four-wheel bogie landing gear (up to 73.5 T MTOW).

**23. ETOPS**

The Type Design, system reliability and performance of A320 models were found capable for Extended range operations with two-engine aeroplanes (ETOPS), when configured, maintained and operated in accordance with the latest applicable revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, SA/EASA: AMC 20-6/CMP.

This finding does not constitute an approval to conduct ETOPS (operational approval must be obtained from the responsible Authority).

The following aircraft models were granted an ETOPS approval:

- A320-211, A320-212, A320-214, A320-215 & A320-216, all fitted with CFM56 series engines.
- A320-231, A320-232 & A320-233, all fitted with V2500 series engines.
- A320-251N, A320-252N & A320-253N, all fitted with CFM LEAP-1A series engines.
- A320-271N, A320-272N & A320-273N, all fitted with PW1100G series engines.

**Note:**

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS), are contained in ETOPS CMP document reference SA/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A320 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

**Embodiment of modification:**

- 36666 provides ETOPS 120 mn capability for EASA.
- 32009 provides ETOPS 180 mn capability for EASA.

**IV. Operating and Service Instructions****1. Airplane Flight Manual (AFM)**

EASA approved Airplane Flight Manual for A320.

**2. Instructions for Continued Airworthiness and Airworthiness Limitations**

**SECTION 1: A320 SERIES**

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

**Airworthiness Limitations**

- Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Items document (ALS Part 2).
- Certification Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 3.
- System Equipment Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 4.
- Fuel Airworthiness Limitations are provided in the A318/A319/A320/A321 approved Fuel Airworthiness Limitations document (ALS Part 5).
- Maintenance Review Board Report

**Note:**

For A320-211, -212, -231, -232 and -233 models, the embodiment of modification 37734 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 37,500FC/80,000FH (whichever occurs first).

For A320-211, -212, -214, -215, -216, -231, -232, -233 models without sharklets, the embodiment of modification 39020 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 60,000FC/120,000FH (whichever occurs first).

**Other limitations**

See EASA approved Flight Manual.

3. Weight and Balance Manual (WBM)

Airbus Compliance Document 00D80A0001/C1S

**V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.



**SECTION 1: A320 SERIES****1. Master Minimum Equipment List**

- a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis (JAR-MMEL/MEL – Subpart B – MMEL at Amendment 1) and as documented in A320 MMEL reference “MMEL STL11000” at the latest applicable revision.
- b. Required for entry into service by EU operator.
- c. From August 2024, CS.MMEL issue 1 is applicable.

**2. Flight Crew Data**

- a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis (CS-FCD, initial issue) and as documented in reference “A320 Operational Suitability Data Flight Crew - SA01RP1536744” at the latest applicable revision.
- b. From September 2023, CS-FCD issue 2 dated 15 September 2021 is applicable.
- c. Required for entry into service by EU operator.
- d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**3. Cabin Crew Data**

- a. The Cabin Crew data has been approved as followed and as documented in reference “A320 Operational Suitability Data Cabin Crew - SA01RP1534113” at the latest applicable revision.
  1. Until 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin):
    - A318, A319, A320: Certification Basis/SC CCD-01
    - A321 except A321NX: Certification Basis/SC CCD-01
    - A321NX (A321-271NX,-272NX,-251NX,-252NX,-253NX): SC CCD-01 + CS-CCD.400(a) at initial issue
  2. After 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin): A318, A319, A320, A321: Certification Basis/SC CCD-01 + CS-CCD.400 at initial issue
- b. Required for entry into service by EU operator.
- c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**VI. Part-26 compliance information**

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation



**SECTION 1: A320 SERIES**

- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

Note: compliance to point 26.305 is ensured by compliance to Part-21.A.65.

**VII. Notes**

1. For models A320-211 and A320-212, modification 21038 shall be installed to enable Cat IIIB precision approach.  
For model A320-231, modification 21039 shall be installed to enable Cat IIIB precision approach.

A320-214, -215, -216, -232, -233 are qualified for Cat IIIB precision approach per basic design definition.

For A320-251N/-252N/-253N/-271N/-272N/-273N modification 161765 shall be installed to enable Cat IIIB precision approach.



**SECTION 2: A321 SERIES****SECTION 2: A321 SERIES****I. General**

## 1. Type/ Model/ Variant

A321-111  
 A321-112  
 A321-131  
 A321-211  
 A321-212  
 A321-213  
 A321-231  
 A321-232  
 A321-271N  
 A321-251N  
 A321-253N  
 A321-272N  
 A321-252N  
 A321-251NX  
 A321-252NX  
 A321-253NX  
 A321-271NX  
 A321-272NX  
 A321-253NY  
 A321-271NY

Significant Product Level Changes i.a.w. 21.A.101:

MOD 160023 Sharklet applicable on	A321-211, A321-212, A321-213, A321-231, A321-232
MOD 157272 Iss 1 Max Pax applicable on	A321-211, A321-212, A321-213, A321-231, A321-232
MOD 161002 Iss 1	A321-271N
MOD 161005 Iss 1	A321-251N
MOD 157272 Iss 2 Max Pax applicable on	A321-271N
MOD 157272 Iss 3 Max Pax applicable on	A321-251N, A321-253N
MOD 159536 Iss 1 Max Pax applicable on	A321-211,-212,-213,-231,-232
MOD 160766 Iss 1	A321-251NX,-252NX,-253NX,-271NX,-272NX
MOD 157272 Iss 4 Max Pax applicable on	A321-252N, A321-272N
Project A321XLR CFM	A321-253NY

Note: A321-271NY is a major change not significant.



**SECTION 2: A321 SERIES**A321 CEO\*  
A321 NEO\*A321-111/-112/-131/-211/-212/-213/-231/-232  
A321-271N/-251N/-253N/-272N/-252N/-251NX/  
-252NX/-253NX/-271NX/-272NX/-253NY/-271NY

\*Commercial designation only

**2. Performance Class**

A

**3. Certifying Authority**European Union Aviation Safety Agency (EASA)  
Postfach 101253  
D-50452 Köln  
Deutschland**4. Manufacturer**AIRBUS S.A.S.  
2 rond-point Emile Dewoitine  
31700 BLAGNAC – France**5. State of Design Authority Certification Application Date**

A321-111:	November 30, 1989
A321-112:	November 30, 1989
A321-131:	November 30, 1989
A321-211:	July 17, 1996
A321-212:	February 22, 2001
A321-213:	February 22, 2001
A321-231:	July 17, 1996
A321-232:	September 15, 2000

**6. EASA Type Certification Application Date**

Mod 160023	08 April 2010
Mod 157272 Iss 1	20 October 2014
Mod 161002	29 February 2012
Mod 161005	29 February 2012
Mod 161006	10 November 2016
Mod 157272 Iss 2	28 October 2016
Mod 162038	10 November 2016
Mod 157272 Iss 3	22 December 2016
Mod 162681	10 November 2016
Mod 159536	01 July 2016



**SECTION 2: A321 SERIES**

Mod 160766	11 February 2015
Mod 157272 Iss 4	14 October 2019
A321XLR CFM	15 December 2019
Project A321XLR PW	01 July 2020

**7. State of Design Authority Type Certificate Date**

A321-111:	May 27, 1994
A321-112:	February 15, 1994
A321-131:	December 17, 1993
A321-211:	March 20, 1997
A321-212:	August 31, 2001
A321-213:	August 31, 2001
A321-231:	March 20, 1997
A321-232:	August 31, 2001

Note: For A321 produced before December 21, 2005 DGAC-F TC 180 remains a valid reference.

**8. EASA Type Certification Date**

EASA TCDS issue 1 issued December 21, 2005

Mod 160023 issue 1	17 July 2013 (A321-211)
Mod 160023 issue 2	30 July 2013 (A321-231)
Mod 160023 issue 4	16 June 2014 (A321-212, -213, -232)
Mod 157272 issue 1	19 June 2015 (A321-211/-212/-213/-231/-232)
Mod 161002 issue 1	15 December 2016 (A321-271N)
Mod 161005 issue 1	1 March 2017 (A321-251N)
Mod 161006 issue 1	3 March 2017 (A321-253N)
Mod 157272 issue 2	6 March 2017 (A321-271N)
Mod 162038 Issue 1	23 May 2017 (A321-272N)
Mod 157272 issue 3	31 May 2017 (A321-251N/-253N)
Mod 162681 issue 1	18 December 2017 (A321-252N)
Mod 159536 issue 1	24 November 2017 (A321-211/-212/-213/-231/-232)
Mod 160766 issue 1	22 March 2018 (A321-251NX/-252NX/-253NX/-271NX/-272NX)
Mod 157272 issue 4	07 May 2020 (A321-252N/-272N)
Project A321XLR CFM	18 July 2024 (A321-253NY)
Project A321XLR PW	20 February 2025 (A321-271NY)

**II. Certification Basis****1. Reference Date for determining the applicable requirements**

**SECTION 2: A321 SERIES**

AIRBUS INDUSTRIE has applied for A321-100 certification on November 30, 1989 by letter AI/EA-410.106/89.

2. State of Design Airworthiness Authority Type Certification Data Sheet No.

Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064

3. State of Design Airworthiness Authority Certification Basis

See below

4. EASA Airworthiness Requirements

Hereafter are listed the certification basis for the different A321 models. The amendments made to a particular basis at the occasion of further A321 models certification are identified per model.

4.1 JAR 25 Change 11 as amended by the following JAR 25 Change 13 paragraphs effective on the reference date November 30, 1989:

JAR 25X20	JAR 25.345(a)
JAR 25.101	JAR 25.365
JAR 25.105	JAR 25.812(e)
JAR 25.107(d)	JAR 25.853 (a)(b) since MSN 118
JAR 25.109(a)	JAR 25.857(d)(6)
JAR 25.113	JAR 25.1501(c)
JAR 25.119(b)	JAR 25.1533(b)
JAR 25.121	JAR 25.1581(b)
JAR 25.125	JAR 25.1583(k)
JAR 25.143(f)	JAR 25.1587
JAR 25.207	JAR 25X1591
JAR 25.253	

Associated to JAR 25 Change 13, the following paragraphs are deleted:

JAR 25X131 Change 11  
JAR 25X132 Change 11  
JAR 25X133 Change 11  
JAR 25X135 Change 11  
JAR 25X1588 Change 11

4.2 Airbus Industrie has applied for A321-200 certification on July 17, 1996 by letter AI/EA-S 413.1938/96.

The previous certification basis of the A321-100 remains applicable, except 4.3.b which is superseded by the Airbus Industrie elect-to-comply (letter AI/EA-S 413.0278/97 dated January 29,





**SECTION 2: A321 SERIES**

1997) with NPA 25 BDG 244 dated January 1996, amended 24/04/96, 22/05/96, 07/06/96, 04/07/96) (see EtC F-3012).

4.3 JAR AWO Change 1 for autoland and operations in low visibility.

4.4 For the Extended range operations with two-engine aeroplanes (ETOPS), the applicable technical conditions are as followed:

- CEO models (A321-111/-112/-131/-211/-212/-213/-231/-232):
  - o Initial certification ETOPS 120 min approval granted under AMJ 120-42/IL 20
  - o ETOPS 180 certification granted under AMJ 120-42/IL-20.
  - o From 2006 AMC 20-6 at initial issue.
  - o From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.
- CEO models with Sharklets MOD 160023 (significant change):
  - o Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)
  - o From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev. 2 as adequate Certification Basis.
- NEO models (A321-251N/-252N/-253N/-271N/-272N):
  - o CS 25-1535 Amdt 11 and AMC 20-6 Rev 2
- A321-251NX/-252NX, -253NX/-271NX/-272NX
  - o CS 25.1535 Amdt 15 and AMC 20-6 Rev 2 for affected areas.
- A321-253NY
  - o CS 25.1535 Amdt 23 and AMC 20-6 Rev 2 for affected areas.

4.5 Certification basis has been revised for MOD 160023 "Sharklet".

The certification basis is that of the A321-211,-212,-213,-231,-232 amended by the following:  
CS 25 Amdt 8 for

§ 25.23	§ 25.481(a)(c) amended by SC A-2 for § 25.481(a)
§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC F-16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619



**SECTION 2: A321 SERIES**

§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A-5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§ 25.631
§ 25.341(a)(b)	§ 25.651
§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1)
§ 25.351	§ 25.1385
§ 25.365(a)(b)(d)	§ 25.1387
§ 25.367	§ 25.1389
§ 25.371	§ 25.1391
§ 25.373	§ 25.1393
§ 25.391	§ 25.1395
§ 25.393(b)	§ 25.1397
§ 25.427	§ 25.1401
§ 25.445	§ 25.1505
§ 25.457	§ 25.1511
§ 25.459	§ 25.1515
§ 25.471(a)(b)	§ 25.1527
§ 25.473	§ 25.1587
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§ 25.1591

**CS 25 Amdt 2 for**

§ 25.253	
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**JAR 25 Chg 15 for**

§ 25.1517	
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**JAR 25 Chg 14 for**

§ 25.21 amended by A318 SC F-5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F-11/S-79	§ 25.171 replaced by SC F-5004
§ 25.103 replaced by A318 SC F-5001	§ 25.173 replaced by SC F-5004
§ 25.105 amended by SC F-11/S-79	§ 25.175 replaced by SC F-5004
§ 25.107 amended by A318 SC-F-5001	§ 25.181
§ 25.109 amended by SC F-11/S-79	§ 25.201 + OP96/1, replaced by SC F-5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC F-5001
§ 25.113 + OP96/1 amended by SC F-11/S-79	§ 25.207 amended by SC F-5001
§ 25.115 amended by SC F-11/S-79	§ 25.231
§ 25.119 + OP96/1 amended by A318 SC F-5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F-5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F-5001	§ 25.1533



**SECTION 2: A321 SERIES**

§ 25.143 + OP96/1, amended by SC F-3, F-7 & F-8	§ 25.1581
§ 25.145 + OP96/1	§ 25.1585(a)

JAR 25 Chg 11 for

§ 25.671	§ 25.672
§ 25.1001	§ 25.1301
§ 25.1309	§ 25.1419 amended by AMC-F14

4.6 Certification basis has been revised for MOD 157272 issue 1 “Max Pax”.

The certification basis is that of the A321-200 equipped with Sharklets amended by the following:

CS 25 Amdt 15 for

§25.23	§25.489
§25.321	§25.801(d)
§25.331	§25. 803(c)
§25.341(a)(b)	§25. 807(g) amended by SC E-3001 and demonstrated through ESF D-02
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1541(a)(b)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	§25.1557(a)

JAR 25 change 13

§25.305(a)(b)	§25.812(k)(l)
§25.812(e)	§25.853(a)1 amended by SC D-0306-000

JAR 25 change 12

§25.853(c)(d)(e)	
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JAR 25 change 11

§25.307(a)	§25.1301
§25.561	§25.1351(a)
§25.571(a)(b)	§25.1353(a)(b)
§25.785	§25.1359(a)(d)
§25.787(a)(b)	§25.1413
§25.789(a)	§25.1415(b)(c)(d)
§25.791	§25.1431(c)
§25.853(a)(b)	§25.1447(c)(1)

4.7 Certification basis for A321-271N, A321-272N, A321-251N, A321-252N and A321-253N



**SECTION 2: A321 SERIES**

The certification basis has been revised for the A321-271N, A321-272N, A321-251N, A321-252N and A321-253N.

The certification basis is that for A321-200 equipped with Sharklets amended by the following:

**CS 25 Amdt 11 for**

25.23 (a) (b)	25.952 (a) (b) (for pylon area)
25.25 (a) (b)	25.954
25.27	25.955 (a)
25.101	25.961 (a) (b)
25.109	25.963 (a)
25.113	25.969
25.115	25.971 (a) (b) (c)
25.117	25.981 for pylon area only
25.145 (a)	25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
25.147	25.994 for fuel system component in the pylon and powerplant system area
25.149	25.995 for engine and pylon areas only
25.161	25.997 (a) (b) (c) (d)
25.171 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.999 (a) (b)
25.173 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1011 (a) (b)
25.177 with subparagraphs (b) and (c) replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1013 (a) (b) (c) (d) (e) (f)
25.181	25.1015 (a) (b)
25.201 replaced by SC B-01 (Stalling and scheduled operating speeds), with reference to IM B-06 (Flight in icing conditions)	25.1017 (a) (b)
25.203 replaced by SC B-01 (Stalling and scheduled operating speeds),	25.1019 (a)
25.231	25.1021 (a) (b)
25.233	25.1023 (a) (b)
25.235	25.1025 (a) (c)
25.251	25.1041
25.301 (a) (b) (c)	25.1043 (a) (b) (c)
25.302 (for new or modified parts)	25.1045 (a) (b) (c)
25.303 (for new or modified parts)	25.1091 (a) (b) (c) (d) (e)



**SECTION 2: A321 SERIES**

25.305 (a) (b) (c) (e) (f) (for new or modified parts)	25.1093 (b)
25.307 (a) (d) (for new or modified parts)	25.1103 (b) (c) (d)
25.321 (a) (b) (c) (d)	25.1121 (a) (b) (c) (d) (f) (g)
25.331 (a) (b) (c)	25.1123 (a) (b) (c)
25.333 (a) (b)	25.1141 (a) (b) (c) (d) (e) (f)
25.335 (a) (b) (c) (d) (e) (f) with sub-paragraph (b) replaced by Legacy SC A-5003 (Design Dive Speed Vd) and sub-paragraph (e) amended by Legacy SC A-2 (Stalling speeds for structural design)	25.1143 (a) (b) (c) (d) (e)
25.337 (a) (b) (c) (d)	25.1145 (a) (b) (c)
25.341 (a) (b) (c)	25.1155 (a) (b) (c) (d) (e)
25.343 (a) (b) (for new or modified parts)	25.1163 (a) (b) (c)
25.345 (a) (b) (c) (d)	25.1165 (a) (b) (c) (e) (f) (h)
25.349 (a) (b)	25.1167 (a) (b) (c)
25.351 (a) (b) (c) (d)	25.1181 (a) (b) amended by ESF E-44 (Fan Zone non-fire zone)
25.361 (a) (b)	25.1182 (a) (b)
25.362 (a) (b) (for new or modified parts)	25.1183 (a) (b) (c)
25.363 (a) (b)	25.1185 (a) (b) (c)
25.365 (a) (b) (c) (d) (e)(1) (for new or modified parts)	25.1187 (a) (b) (c) (d) (e)
25.367 (a) (b)	25.1189 (a) (b) (d) (e) (f)
25.371	25.1191 (a) (b)
25.373 (a) (b)	25.1193 (a) (b) (c) (d) (e) amended by SC E-45 (Engine Cowl Retention)
25.391 (a) (b) (c) (d) (e)	25.1195 (a) (b) (c)
25.427 (a) (b) (c) (d)	25.1197 (a) (b)
25.445 (a) (b)	25.1199 (a) (b) (c) (d) (e)
25.457	25.1201 (a) (b)
25.459	25.1203 (a) (b) (c) (d) (e) (f) (g)
25.471 (a) (b)	25.1207 (a) (b) (c) (d)
25.473 (a) (b) (c) (d) (e)	25.1301 amended by Legacy SC S-30 (Automatic Flight/Flight Management Functions), for newly designed systems only
25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	25.1305 (a) (c) (d) amended by SC F-13 (Fuel System Low Level Indication – Fuel Exhaustion)
25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(a)	25.1309 (for newly designed systems) amended by: Legacy SE-2001 (SC S-76 – Effects of external radiations upon aircraft systems), Legacy SC SE-14 (SC S-76-1 – Protection from the effects of HIRF)
25.483 (a) (b)	25.1316 (a) (b) (c)
25.485 (a) (b)	25.1337 (a) (c) (d)



**SECTION 2: A321 SERIES**

25.489	25.1353 (a) (b) (for engine and pylon areas)
25.491	25.1355 (c)
25.493 (b) (c) (d) (e)	25.1357 (a) (for newly designed systems)
25.495	25.1401 (b)
25.499 (a) (b) (c) (d) (e)	25.1403
25.503 (a) (b)	25.1419 (a) (b) (c) (d) (e) (f) (g) (h) for engine air intake protection
25.507 (a) (b) (c)	25.1431 amended by Legacy SE-2001(SC S76 - Effects of external radiations upon aircraft systems) Legacy SC SE14 (SC S76-1 – Protection from the effect of HIRF) For newly designed equipment only
25.509 (a) (c) (d)	25.1438 (for newly designed equipment)
25.511	25.1459 (a) (b) (c) (d) amended by Legacy SC S-72 (HC-S72 – Flight recorders)
25.519 (a) (b) (c)	25.1461 (a) (b) (c) (d) For newly designed equipment
25.571 (a) (b) (c) (d) (e) (for new or modified parts)	25.1501
25.581 amended by Legacy SC S-75 – Lightning protection indirect effects for pylon and nacelle areas	25.1503
25.601 (for new or modified parts)	25.1507
25.603 (a) (b) (c) (for new or modified parts)	25.1511
25.605 (a) (b) (for new or modified parts)	25.1513
25.607 (a) (b) (for new or modified parts)	25.1515
25.609 (a) (b) (for new or modified parts)	25.1517
25.611 (a)	25.1519
25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	25.1521 (a) (c) (d)
25.619 (a) (b) (c) (for new or modified parts)	25.1525
25.623 (a) (b) (for new or modified parts)	25.1527
25.625 (a) (b) (c) (d) (for new or modified parts)	25.1531
25.629 (a) (b) (c) (d) (e)	25.1533
25.631 (for new or modified parts)	25.1535 (a) (b) (c)
25.651 (for new or modified parts)	25.1549 (a) (b) (c) (d) amended by ESF E-51 (Oil temperature indication)
25.671 (a) (b) (c) (d) amended by SC F-9 - Dual Control System	25.1551
25.731 (a) (b) (c)	25.1553
25.733 (b) (c) (d)	25.1557 (b)
25.779	25.1581
25.831 (a) (e)	25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
25.841 (a)	25.1585
25.851 (b)	25.1587



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25.855 (c)	25.1591
25.863 (a) (b) (c) (d)	25.1701 (a) (b) (c) for engines and pylon areas
25.865	25.1703 (a) (b) (d) (e) for engines and pylon areas
25.867 (a) (b)	25.1705 (a) (b) for engines and pylon areas
25.869 (a) (b) (c)	25.1707 (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) for engines and pylon areas
25.899 amended by Legacy SC S-75 – Lightning protection indirect effects, for Pylon and Nacelle areas only	25.1709 (a) (b) for engines and pylon areas
25.901 (a) (b) (c) amended by SC E-45 (Engine Cowl Retention),	25.1711 (a) (b) (c) (d) (e) for engines and pylon areas
25.903 (a) (b) (c) (d) (e)	25.1713 (a) (b) (c) for engines and pylon areas
25.904	25.1715 (a) (b) for engines and pylon areas
25.933 (a)	25.1717 for engines and pylon areas
25.934 amended by ESF E-43 (Thrust Reverser Testing).	25.1719 for engines and pylon areas
25.939 (a) (c)	25.1723 for engines and pylon areas
25.943	25.1725 (a) (b) for engines and pylon areas
25.951 (a) (b) (c) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.	25.1727 for engines and pylon areas 25.1731 (a) (b)

**CS25 Amdt 8 for:**

25.683 (b)	
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**CS 25 Amdt 2 for:**

25.21 with sub-paragraph (b) added by SC B-01 (Stalling and Scheduled Operating Speeds)	25.123
25.103 replaced by SC B-01 (Stalling and Scheduled Operating Speeds)	25.125
25.105	25.143 Sub-Paragraphs (j), (k), (l) added by SC B-03 (Motion and Effect of Cockpit control), Sub-paragraph (h) added by SC B-07 (Flight envelope protection), Sub paragraph (i) added by SC B-08 (Normal Load factor limiting System).
25.107	25.207 replaced by SC B-01 (Stalling and scheduled operating speeds).
25.111	25.237
25.119	25.253
25.121	25.1419

**CS25 Amdt 1:**

25.981 (a) (3) amended by generic SC E-48 – Fuel Tank Safety for all areas except engine and pylon areas	
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**SECTION 2: A321 SERIES**JAR 25 Chg 14 for:

25.145 (b) (c)	25.1423 (a) (b) (c) (d) (e) (f) (g)
25.365 (e)(2), (e)(3)	25.1583 (j)

JAR 25 Chg 13 for

25.365 (f) (g)	25.735 (a) (f) (g) (h) amended by Legacy SC F-11 – Accelerate-stop distances and related performances, worn brakes Legacy SC S-79 - Brake requirements, qualification and testing – A321
25.853(a)(1)	

JAR 25 Chg 12 for

25.853(c)
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JAR 25 Chg 11 for:

25.561 (a) (b) (c)	25.1309 amended by Generic SC D-0332-001 (Towbarless Towing) For systems adaptations.
25.563	25X1315
25.672 (a) (b) (c)	25.994 for all areas except engine and pylon areas
25.677 (b)	25.1301
25.703 (a) (b) (c)	25.1321 (d)
25.721 (a) (b) (c)	25.1322 (a) (b) (c) (d) amended by generic SC D-0332-001 (Towbarless Towing)
25.729 (b) (c) (d) (e) (f)	25.1323 (a) (b) (c)
25.735 (b) (c)	25.1325 (b) (d) (e)
25.771 (e)	25.1329 (f) amended by: Legacy SC S-30 (Automatic Flight/Flight Management Functions),
25.777 Sub-paragraph (b) amended by SC B-03 (Motion and Effect of Cockpit Control)	25.1337 (b)
25.783 (a) (b) (c) (e) (f) (g)	25.1351 (a) (b) (d) where (d) is replaced by Legacy SC-S52 (Operation without normal Electrical power)
25.791	25.1353 (a) (b) (for all areas except pylon and engine)
25.801	25.1359
25.807 (a) (b) (c) (d)	25.1363 (a) (b)
25.809 (a) (b) (c) (d) (e) (f)	25.1419 (a) (b) (c) (d)
25.843 (a)	25.1431 (for system adaptations)
25.853 (a)	25.1435 (a) (b) (c) (d)
25X899 amended by Legacy SC S-75 – Lightning protection indirect effects	25.1457 (a) (b) (c) (d) (e) (f) (g)
25.959	25.1529 amended by SC H-01
25.963 (d) (e)	25A901 (c)
25.967 (d)	25A939 (a)





**SECTION 2: A321 SERIES**

25.975 (a)	25A1521
25.981 for all paragraph except (a) (3) in all areas except engine and pylon areas	25A1527

4.8 Certification basis has been revised for MOD 157272 issue 2 and Issue 3 “Max Pax”.

The certification basis is that of the A321-271N,-251N,-253N amended by the following:

**CS 25 Amdt 18 for**

§25.23	§25.489
§25.305(a)(b)	§25.571(a)(b)
§25.307(a)	§25.801(d)
§25.321	§25. 803(c)
§25.331	§25. 807(g) amended by SC E-3001 and demonstrated through ESF D-02
§25.341(a)(b)	§25.901(c)
§25.351	§25.1519
§25.365(a)	§25.1529
§25.473	§25.1541(a)(b)
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1557(a)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	

**CS 25 Amdt 11**

§25.1357(a)

**JAR 25 change 13**

§25.812(e)	§25.853(a)1 amended by SC D-0306-000
§25.812(k)(l)	

**JAR 25 change 12**

§25.853(c)

**JAR 25 change 11**

§25.561	§25.1351(a)
§25.785	§25.1353(a)(b)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1431(c)
§25.1301	§25.1447(c)(1)

4.9 Certification basis has been revised for MOD 159536 issue 1 “Max Pax”.



**SECTION 2: A321 SERIES**

The certification basis is that of the A321-200 without modification 160021(reinforced wings) amended by the following:

**CS 25 Amdt 18 for**

§25.23	§25.489
§25.321	§25.801(d)
§25.331(a)(b)(c1)	§25. 803(c)
§25.341(a)	§25. 807(g) amended by SC E-3001 and demonstrated through ESF D-02
§25.351	§25.1519
§25.365(a)	§25.1529
§25.473	§25.1541(a)(b)
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1557(a)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	

**JAR 25 Change 14**

§25.305(a)(b)	§25.571(b2)
§25.331(c2)	§25.1357(a)
§25.341(b)	

**JAR 25 change 13**

§25.812(e)	§25.853(a)1 amended by SC D-0306-000
§25.812(k)(l)	

**JAR 25 change 12**

§25.853(c)	
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**JAR 25 change 11**

§25.307(a)	§25.1351(a)
§25.561	§25.1353(a)(b)
§25.571(a)(b)	§25.1357(a)
§25.785	§25.1359(a)(d)
§25.787(a)(b)	§25.1413
§25.789(a)	§25.1415(b)(c)(d)
§25.791	§25.1431(c)
§25.853(a)(b)	§25.1447(c)(1)
§25.1301	

4.10 Certification basis has been revised for MOD 160766 issue 1 A321-251NX, -252NX, -253NX, -271NX, -272NX.

The certification basis is that of the A321-271N, -272N, -251N, -252N, -253N amended by the following.



**SECTION 2: A321 SERIES****CS25 Amdt 15**

§25.1	§25.623
§25.23	§25.625
§25.25	§25.629
§25.101(c)(d)(e)(f)(h)	§25.631
§25.109	§25.703(b)(c)
§25.113	§25.723
§25.115	§25.729(a)(b)(d)(e)
§25.117	§25.731(a)(b)(c)
§25.147(c)(d)	§25.733(b)(c)(d)
§25.201 as amended by SC B-01	§25.735(a)
§25.203 as amended by SC B-01	§25.735[f(2)]
§25.251(d)(e)	§25.783
§25.301(a)(c)	§25.783[e(4)]
§25.301(b)	§25.787(c)
§25.302	§25.795(c[1])
§25.303	§25.795(c[3](i))
§25.305(a)(b)	§25.801(a)(d)
§25.305(c)(e)(f)	§25.803(a)(c)
§25.307(a)	§25.807(a[3])(a[9])(b)(c)(e)(f)(g)(i) as amended by ESF D-09, ESF D-13, ESF D-14
§25.321	§25.809(a)
§25.331	§25.809(a)
§25.333	§25.809(b)(c)(e)(f) (g)(i)
§25.335(a)(c)(d)(e)(f) as amended by SC A-2	§25.810(a[1])(c)(d)
§25.337(a)(b)(c)	§25.811
§25.341	§25.812(a)(b[1])(c)(d)(e)(f)(g)(h)(i)(j)(k) (l)
§25.343	§25.812(e[1])(e[2]) (k)(l)
§25.345(a)(b)(d)	§25.813(a)(b)(c) as amended by ESF D-11, ESF D-14
§25.349 (a1,5)(b)	§25.843(a)(b[4])
§25.351	§25.853(a)(d[1])
§25.361	§25.855(a)(c)
§25.362	§25.856 as amended by ESF E-18
§25.363	§25.857
§25.365(a)(b)(d)	§25.858
§25.365(e1)	§25.863(a)(b)(d)
§25.365(e[2])(e[3])(f)	§25.869(a[1])
§25.367	§25.899 as amended by SC S-75
§25.371	§25.901(c)
§25.373	§25.903(c)(d[1])
§25.391(a)(b)(d)(e)	§25.963(a)
§25.427(a)(b)(d)	§25.1001(a)(b)(c)(d)
§25.445(a)	§25.1301(a)
§25.457	§25.1301(b)



**SECTION 2: A321 SERIES**

§25.459	§25.1305(c)(6)(7) as amended by ESF E-49
§25.471(a)(b)	§25.1309 as amended by SC S-76-1
§25.473	§25.1316
§25.479(a)(c)(d) as amended by SC A-2	§25.1353(a)(b)(e)
§25.481(a)(c) as amended by SC A-2	§25.1360
§25.483	§25.1411
§25.485	§25.1431(a)(c)(d) as amended by SC S-76-1
§25.489	§25.1511
§25.491	§25.1519
§25.493(b)(c)(d)(e)	§25.1533
§25.495	§25.1535(a)(b)(c)
§25.499	§25.1541
§25.503	§25.1545
§25.507(a)(b)	§25.1557(a)(c)
§25.509(a)(c)(d)	§25.1561
§25.509(b)	§25.1581
§25.511	§25.1583
§25.519	§25.1587
§25.561	§25.1591
§25.562(a)(b)(c[1]) (c[2])(c[3])(c[4]) (c[7])(c[8])	§25.1703(a)(b)(d)
§25.571(a)(b)	§25.1705(a)
§25.571(c)	§25.1707(a)(d)(l)
§25.571(e)	§25.1709
§25.581	§25.1711(a)(c)(d)(e)
§25.601	§25.1713(a)(c)
§25.603	§25.1715
§25.605	§25.1717
§25.607	§25.1719
§25.609	§25.1721(a)(b)
§25.611(a)	§25.1725(b)
§25.611(b)	§25.J951(a)
§25.613	§25.J952(a)
§25.619	§25.J955(a1)
§25.621	§25.J993
	§25.J994

**CS25 Amdt 11**

§25.335(b) as amended by SC A-5003	§25.1301(a[1][3])
§25.809(a)	§25.1309 as amended by SC S-76-1

**CS25 Amdt 2**

§25.21(a)(d)	§25.111
§25.103	§25.121
§25.105	§25.123
§25.107	§25.143(a)(b[3])(g) as amended by SC B-01, SC B-08



**SECTION 2: A321 SERIES**

JAR25 Change 14

§25.1423

JAR25 Change 13

§25.853(a[1]) as amended by SC D-0306-000

JAR25 Change 12

§25.853(c)

JAR25 Change 11

§25.561	§25.1309(a)(b)(c)(d) (g) as amended by SC S-76-1
§25.729(f)	§25.1322
§25.785 as amended by ESF D-12, D-14.	§25.1351(a[1])
§25.787(a)(b)	§25.1353(a)(b)
§25.789(a)	§25.1357(a)(c)(g)
§25.791	§25.1359(a)(d)
§25.793	§25.1413
§25.815	§25.1415(a)(b)(c)(d)
§25.817	§25.1431(c)
§25.843(a)(b[4])	§25.1435(a[1])(a[5]) (a[6])
§25.851(a[1])	§25.1438
§25.853(a)(b) as amended by EtC E-28 and ESF E-18	§25.1441
§25.853(c)(d)(e)	§25.1447(a)(c[1]) (c[3])(c[4])
§25.X899 as amended by SC S-75	§25.1450
§25.1103(c)(d)	§25.1529 as amended by SC H-01
§25.1301	

4.11 Certification basis has been revised for MOD 157272 issue 4 "Max Pax"

The certification basis is that of the A321-252N,-272N amended by the following:

CS 25 Amdt 23 for

§25.23	§25.489
§25.321	§25.801(d)
§25.331	§25.803(c)
§25.341(a)(b)	§25.807(g) amended by SC E-3001 and demonstrated through ESF D-02
§25.351	§25.901(c)
§25.473	§25.1519
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1529
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	§25.1541(a)(b)



**SECTION 2: A321 SERIES**

	§25.1557(a)
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**CS 25 Amdt 18 for**

§25.305(a)(b)	§25.365(a)
§25.307(a)	§25.571(a)(b)

**CS 25 Amdt 11**

§25.1357(a) §25.1431(c)

**JAR 25 change 13**

§25.812(e)	§25.853(a)1 amended by SC D-0306-000
§25.812(k)(l)	

**JAR 25 change 12**

§25.853(c)

**JAR 25 change 11**

§25.561	§25.1351(a)
§25.785	§25.1353(a)(b)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1447(c)(1)
§25.1301	

4.12 Certification basis has been revised for the Project A321XLR: A321-253NY & A321-271NY

The certification basis is that of the A321-253NX amended by the following:

**CS25 Amdt 23:**

§25.1	§25.733 (b),(c),(e)
§25.21 (a),(b),(c),(d),(e),(f)	§25.734
§25.23 (a),(b)	<p>§25.735 (a),(b),(c),(d),(e),(f),(g),(i),(j),(k),(l)</p> <p>NOTE: The A321-253NY/-271NY was granted a reversion from 25.735(h) to JAR 25.735(j) Change 13 + SC S-79 and with the removal of CS 25.735(h)(1). This is based on a justification that takes credit from specific design features that are present on the aircraft and that needs to be kept.</p> <p>The sizing of the braking system accumulator should be maintained to ensure 6 full brake pedal applications.</p> <p>This may be showed via the compliance demonstration with JAR 25.1301(a).</p>



**SECTION 2: A321 SERIES**

§25.25 (a),(b)	§25.745 (a),(b),(d),(e)
§25.27 (a),(b),(c)	§25.777 (a),(i)
§25.29 (a), (b)	§25.795 (c)(2)
§25.101 (a),(b),(c),(d),(e),(f),(g),(h),(i) amended by SC B-201 for (h)	§25.801 (d)
§25.103 (a),(c),(d) as amended by SC B-201	§25.807 (i)
§25.105 (b),(c),(d)	§25.809 (g)
§25.107 (a),(b),(c),(d),(e),(f),(g)	§25.843 (a)
§25.109 (a),(b),(c),(d),(e),(f),(g),(h),(i)	§25.851 (b)(2)
§25.111 (a),(b),(d)	§25.853 (a)
§25.113 (a),(b),(c)	§25.855 (f),(h)
§25.115 (a),(b),(c)	§25.856 (a),(b) amended by SC D-32 for (b)
§25.117	§25.857
§25.121 (a)	§25.858
§25.123 (a)	§25.863 (a),(b),(c)
§25.125 (f),(g)	§25.869 (a)(1)
§25.143 (a),(b),(d),(e),(f),(g),(h),(k),(l),(m),(n) as amended by for SC B-201 for (h), SC B-203 for (m), SC B-207 for (n) and ESF B-216 for (l)	§25.899 (a),(b)
§25.145 (a),(b),(c),(e),(f) as amended by SC B-201 for (a) and (b)	§25.901 (a),(b),(c)
§25.147 (a),(c),(d),(f)	§25.903 (c),(d)
§25.149 (a),(b),(c),(d),(e),(f),(h)	§25.943
§25.161 (a),(b),(c),(d)	§25.951 (c)
§25.171 as amended by SC B-04 is.4	§25.952 (a)
§25.173 (a),(b),(c),(d) as amended by SC B-04 is.4	§25.954 (a),(b),(c)
§25.175 (a),(b),(c),(d) as amended by SC B-04 is.4	§25.957
§25.177 (a),(b),(c),(d) as amended by SC B-04 is.4	§25.959
§25.181 (a),(b)	§25.963 (a),(b),(c),(d),(e)(1)(2)
§25.201 (a),(b),(c),(d) as amended by SC B-201	§25.965 (a),(b),(c),(d)
§25.203 (a),(b),(c) as amended by SC B-201	§25.967 (a),(b),(e)
§25.231(a)	§25.969
§25.233(a),(b),(c)	§25.971 (a),(b),(c)
§25.235	§25.975
§25.251(a),(b),(c),(d),(e)	§25.977 (a),(c),(d),(e)
§25.253(a),(b)	§25.979 (b),(c),(d),(e)
§25.255	§25.981 (a),(b),(d)
§25.301 (a),(b),(c)	§25.993
§25.302	§25.994
§25.303	§25.995 (b)
§25.305 (a),(b),(c),(e),(f)	§25.999 (a),(b)
§25.307 (a)	§25.1001 (a),(b)



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§25.321 (a),(b),(c),(d)	§25.1103 (d)
§25.331 (a),(b),(c)	§25.1141 (a),(c),(d),(f)
§25.333 (a),(b)	§25.1185 (c)
§25.335 (a),(b),(c),(d),(e),(f)	§25.1189 (f),(h)
§25.337 (a),(b),(c)	§25.1301
§25.341 (a),(b),(c)	§25.1302
§25.343 (a),(b)(1)(2)(3)	§25.1305 (a)(2)
§25.345 (a),(b),(d)	§25.1309
§25.349 (a)(1)(5),(b)	§25.1310
§25.351 (a),(b),(c),(d)	§25.1315
§25.353 (a),(b),(c),(d),(e)	§25.1316
§25.361 (a)	§25.1317
§25.362 (a),(b)	§25.1322
§25.365 (a),(b),(d),(e),(f)	§25.1323 (c),(d) as amended by SC B-201
§25.367(a),(b)	§25.1325 (e)
§25.371	§25.1337 (b)
§23.373(a),(b)	§25.1353 (a),(b)
§25.391(a),(b),(d),(e)	§25.1381 (a)(2)(ii), (b)
§25.393(a),(b)	§25.1419
§25.405	§25.1431 (a),(b),(c),(d)
§25.427 (a),(b),(d)	§25.1435 (a)(1)(2)(3)(4)(5),(b)(2)(5),(c)(1)
§25.445 (a)	§25.1438
§25.457	§25.1501 (a),(b)
§25.459	§25.1503
§25.471 (a),(b)	§25.1505
§25.473 (a),(b),(c),(d),(e)	§25.1507
§25.477	§25.1511
§25.479 (a),(c),(d)	§25.1513
§25.481 (a),(c)	§25.1515 (a),(b)
§25.483 (a),(b)	§25.1516
§25.485 (a),(b)	§25.1517 (a),(b),(c)
§25.487 (a),(b)	§25.1519
§25.489	§25.1521 (a),(d)
§25.491	§25.1523 (a),(b),(c)
§25.493 (b),(c),(d),(e)	§25.1525
§25.495	§25.1527
§25.499 (a),(b),(c),(d),(e)	§25.1531
§25.503 (a),(b)	§25.1533 (a),(b)
§25.507 (a),(b)	§25.1541 (a),(b)
§25.509 (a),(c),(d)	§25.1543 (b)
§25.511 (a),(b),(c),(d),(e),(f)	§25.1553
§25.519 (a),(b),(c)	§25.1555 (a),(c)
§25.561 (a),(b),(c),(d)	§25.1563 amended by ESF G-228
§25.581 (b)	§25.1581 (a),(b),(d)





**SECTION 2: A321 SERIES**

§25.581 (a),(b),(c)	§25.1583
§25.601	§25.1585
§25.603	§25.1587 (b),(c)
§25.605	§25.1591 (a),(b),(c)
§25.607	§25.1701
§25.609	§25.1703 (a),(b),(d),(e)
§25.611(a)	§25.1705 (a),(b)(4)(9)(16)
§25.613	§25.1707 (a),(b),(c),(e),(f),(h),(k),(l)
§25.619	§25.1709
§25.625	§25.1711
§25.629 (a),(b),(c),(d),(e)	§25.1713 (a),(c)
§25.631	§25.1715 (a),(b)
§25.671 (a),(b),(c),(d)	§25.1717
§25.672 (a)(c)	§25.1719
25.675 (a),(b),(c)	
§25.683 (b)	§25.1721 (b)
§25.685 (a),(c)	§25.1723
§25.693	§25.1725 (b)
§25.697 (a),(c),(d)	§25.1727
§25.699 (a),(b),(c)	§25.J943
§25.701 (a),(b),(c),(d)	§25.J951 (a),(b)
§25.703 (a)(b)(c)	§25.J952 (a)
§25.721 (a),(b),(c)	§25.J955 (a)
§25.723 (a),(b),(c)	§25.J993
§25.729 (a),(b),(c),(d),(e)(1)(2)(3)(4)(5)(6)(7)	§25.J994
§25.731 (a),(b),(c),(d),(e)	

## CS25 Amdt 18:

<p>§25.571 (a),(b),(c),(e)(1)(4) plus</p> <p>I. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV) and must be submitted to EASA for approval.</p> <p>II. Complete inspections and other maintenance actions related to these changes upon which the LOV is dependent must be submitted to EASA for approval.</p> <p>III. Complete list of fatigue-critical modified structures (FCMS) must be made available to aircraft operators as part of the ICA.</p> <p>IV. Complete baseline corrosion prevention and control programme</p>	<p><u>Note 1: Points 1 and 3 do not apply to changes introduced by STC.</u></p> <p><u>Note 2: Points 1, 2 and 3 do not apply to repairs.</u></p>
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**SECTION 2: A321 SERIES**

(CPCP) must be made available to aircraft operators as part of the ICA.	
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CS ACNS Initial Issue:

- Subpart E, Section 2 – for RVSM

**4.13 Post TC changes**

4.13.1 As per Letter AI/EA 412.0033/92 dated March 13, 1992, the following JAR 25 paragraphs are at Change 13 and amended by the NPA 25C205 Unified Discrete Gust Requirements introduced by Orange Paper 91/1:

JAR 25.305	JAR 25.349(b)
JAR 25.321	JAR 25.351
JAR 25.331	JAR 25.365
JAR 25.333	JAR 25.371
JAR 25.335(d)	JAR 25.373
JAR 25.341	JAR 25.391
JAR 25.343(b)(1)(ii)	JAR 25.427
JAR 25.345(a) and (c)	JAR 25.571(b)(2)

4.13.2 JAR 25 paragraphs 25.101(i), 25.105(c), 25.109(a) (e) and (f), 25.113(b) (c), 25.115(a), 25.735 (f)(g)(h)(i)(j), 25X.1591(a)(b)(c)(d) at Change 13 and amended by the NPA 25 BDG 244 Accelerate Stop Distances and Associated Performance.

4.13.3 When reinforced cockpit door is installed (see EtC E-12), 14 CFR Part 25.772(a) and (c) and 25.795 are at amendment 106.

4.13.4 When halon free hand-held fire extinguishers are installed, CS25.851(a),(c) is at Amdt 17 (see EtC D-GEN-AIRBUS-01).

4.13.5 For cabin and/or passengers improved seats (see EtC E-31), CS 25.562 is at amendment initial issue.

4.13.6 When modification 163213 (up to 3 additional central tanks) is installed on A321-251NX, -252NX, -253NX, 271NX & 272NX, the following paragraphs are at CS25 Amendment 15:

25.305 (a)(b)	25.979(b)(c)(d)(e)
25.307 (a)	25.981(a)(b)(d)
25.561(b)(c)(d)	25.993
25.571 (a)(b)	25.994 & 25J994
25.581	25.995(b)
25.601	25.999(a)(b)



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25.603	25.1141(a)(b)(c)(d)(f)
25.605	25.1189(h)
25.609	25.1301(a)
25.611 (b)	25.1301(b)
25.613	25.1302(a)(b)(c)
25.619	25.1305(a)(2)
25.625	25.1309 (a)
25.721(b)	25.1309(b)
25.777(a)	25.1309 (c)(d)
25.787(c)	25.1310
25.851(b)(2)	25.1315
25.855(e)(f)(g)(h)	25.1316
25.856(b)	25.1337(b)
25.863(a)(b)(c)(d)	25.1353(a)
25.869(a)(1)	25.1360
25.869(a)(3)	25.1381
25.899	25.1431(a)(c)(d)
25.903(d)(1)	25.1541
25.943	25.1543(b)
25.951(c)	25.1553
25.952(a)	25.1555(a)
25.954	25.1555(c)
25.957	25.1557(a)
25.959	25.1703 (a)(b)(d)
25.963(a)(b)(c)(e)(f)	25.1705(a)(b)
25.963(d)	25.1707 (a) (b)(c)(e)(l)
25.965(a)(b)(c)(d)	25.1709
25.967(a)(b)(e)	25.1711
25.969	25.1717
25.971	25.1719
25.975(a)	25.1721(b)
25.977(a)(c)(d)	25.1723
	25.1725(b)

**4.13.7 A321 complies with CS-ACNS:**

- Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 February 2015.  
Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.
- Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.



**SECTION 2: A321 SERIES**

- 4.13.8 When Mod 160139 "Passenger information signs and placards" is installed CS25-791 is at Amdt 20
- 4.13.9 When mod 167557 "Define Modified Airspace Lavatory A Option for 25.795 Compliance" is installed, CS 25.795(a)(1), 25.795(a)(2) and 25.795(c)(3)(ii) are at Amdt 22 (ESF D-31).
- 4.13.10 When Modification 166104 (Define Hero and welcome effect light for airspace cabin) is installed on A321-251NX/-252NX/253NX/271NX/272NX, CS 25.603(a) is at Amdt 19.
- 4.13.11 For A321 series aircraft:  
For all changes installing lavatory or galley adjacent to flight crew compartment on aircraft delivered after June 2026, where application for change is received after 02 June 2023 (date of Issue 51), CS 25.795(a)(1), 25.795(a)(2) are at Amendment 22.
- 4.13.12 For A/C configuration with ELT-DT equipment MOD 166219: CS ACNS is at Issue 3 Subpart E Section 3.
- 4.13.13 When MOD 163323 (E-Rudder) is installed on A321-251NX/-252NX and -253NX, CS 25.353, CS 25.1583, CS 25.1581 are at Amdt 22.
- 4.13.14 For all changes on A321 CEO\* affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of issue 56), CS 25.629 is at Amendment 8.
- 4.13.15 When MOD 163425, MOD 166357 or MOD 168149 are installed on A321 NEO\* (except A321-253NY/-271NY), CS 25.705 is applicable at Amendment 24.
- 4.13.16 When MOD 168294 or MOD 166357 are installed on A321-253NY and A321-271NY, CS 25.705 is applicable at Amendment 24.
- 4.13.17 When equipped with modification 170420 on A321-253NY/-271NY, A321ACF\* and A321NEO\*, paragraphs JAR AWO 140 and 183 at change 2.
- 4.13.18 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 23 is applicable.
- 4.13.19 When equipped with modifications 169469, 169478 and 169471 on A321-253NY/-271NY, requirement CS 25.1302 at Amdt 23.



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4.13.20 The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571.

For changes that affect or introduce fatigue critical structures JAR/CS 25.571 applicable (§4.1 to 4.12) applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

\*see list of models in Part I paragraph 1.

**5. Special Conditions**

**Reminder:** Within the scope of the establishment of the A320 Joint Certification Basis, three types of special conditions were developed:

- Special conditions: rose to cover novel or unusual features not addressed by the JAR.
- Experience related conditions: rose to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.
- Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

**Compulsory**

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5.1 The following A320 Special Conditions, Experience Related Conditions and Harmonization Conditions are deleted:

- a. Further to application of the updated requirements of above paragraphs 4.1 and 9.1:

HC F-103	ASD-TOD-TOR on wet runways
HC F-114	Approach and Target Threshold Speeds
EC A-3.6.1	High Lift Devices
SC A-4.3	Tuned Gust Loads (UK)
HC A-4.4	Manoeuvre Loads - High Lift Devices Deployed
HC S-61	Design Landing Brake Kinetic Energy
HC S-62	Rejected Take-Off Brake Kinetic Energy

- b. Further to JAR 25 requirements evolution:

EC G-11	Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition
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- c. Further to issuance of A321 Special Conditions and Interpretative Materials listed in paragraph 5.2 below:

SC A-2.1.1	Certification criteria for aircraft designed with systems interacting with structural performance
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## 5.2 New or updated A321 Special Conditions

### Flight

SC F-1	Stalling and Scheduled Operating Speeds
SC F-10	Accelerate - Stop Distance
SC F-4	Static Longitudinal Stability

### Structure

SC A-1	Interaction of Systems and Structure
SC A-2	Stalling Speeds for Structural Design

### Propulsion

SC P-1	FADEC
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### Environment

SC E-1	Resistance to Fire Terminology
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SC E-3	Exit Configuration
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Systems

SC S-79	Brakes requirements qualification and testing
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5.3 The following A320 Special Conditions and Interpretative Material are validated for A321:

SC G-17 (F)	Operational proving flights
SC G-17 (G)	Operational flight for certification
SC F-3	Side Stick - Maximum Forces for Temporary and Prolonged Application
SC F-4	Static Longitudinal Stability
SC F-6	Static Directional and Lateral Stability
SC F-7	Flight Envelope Protection
SC F-8	Normal Load Factor Limiting
SC F-9	Dual Control System
SC A-2.2.2	Design Manoeuvre requirement
SC A-2.2.3	Design Dive Speed
IM A-39	Discrete Source Damage
HC A-4.5	Brake Roll Conditions
HC A-4.6	Speed control device
AMC S-5	Electrical bonding and lightning protection (direct effects)
SC S-11	Limit pilot forces and torques
IM S-21	Landing Gear
HC S-23	Standby Gyroscopic Horizon
HC S-24	VMO/MMO Warning (Setting)
IM/AMC S-27	Altitude Display System
EC S-30	Autoflight System
SC S-33	Autothrust System
SC S-52	Operation without normal electrical power
SC S-54	Circuit protective devices
HC S-72	Flight recorder
SC S-74	Abnormal attitudes
SC S-75	Lightning protection (indirect effects)
SC S-76	Effect of external radiations upon aircraft systems
SC S-77	Integrity of signal control

5.4 For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC -S-76 (Effect of external radiations upon aircraft systems) are superseded by SC -S-76-1.

5.5 For any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll conditions) is superseded by JAR 25.493(d) at Change 14 (EtC A-7).

5.6 The following special conditions have been developed post Type Certification:



**SECTION 2: A321 SERIES**

SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC D-0306	Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	Flammability Reduction System (see Note below) If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.
SC E-48	Fuel Tank Safety (applicable from October 2013)
SC F-0311-001	Flight Recorders including Data Link Recording (applicable as per operational regulations)
F-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)

**5.7 Special Conditions for aircraft equipped with MOD 160023**

SC F-16	Static directional and lateral stability
A318 SC F-5001	Stalling and scheduled operating speeds
A318 SC F-5004	Static Longitudinal Stability and Low energy awareness
A318 SC A-5003*	Design Dive Speed $V_D$

Note: All other original Special Conditions applicable to each model remain effective.

\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003

**5.8 Special Conditions for A321-271N, A321-272N, A321-251N, A321-252N and A321-253N**

B-01	Stalling and Scheduled Operating Speeds
B-03	Motion and effect of cockpit control
B-04	Static Directional, Lateral and Longitudinal Stability and Low energy awareness
B-07	Flight Envelope Protection
B-08	Normal Load Factor limiting System
E-37	Water/Ice in Fuel System
E-45	Engine Cowl Retention
F-13	Fuel System Low Level Indication - Fuel Exhaustion





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E-55*	Fan Blade Loss
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\*Only applicable to CFM models

5.8.1. The following special conditions developed for previous models are also applicable to the A321-271N, A321-272N, A321-251N, A321-252N and A321-253N affected areas:

A-2.2.2	Design Manoeuvre requirement
SC A-1	Interaction of systems and structure
SC A-2	Stalling Speeds for structural design (A321)
A-5003*	Design dive speed Vd
D-0332-001	Towbarless Towing
E-48	Fuel Tank Safety
SC F-11	Accelerate-stop distances and relates performances, worn brakes
SC F-9	Dual Control System
H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
P-27	Flammability Reduction System (consisting of Cooled Serviced Air System and Inert Gas Generation System)
S-11	Limit Pilot forces and torques
S-30	Automatic Flight/Flight Management Functions
S-33	Autothrust system
S-72 (HC S-72)	Flight recorders
SC S-76-1	Protection from the effect of HIRF
SC S-75	Lightning protection indirect effects
SC S-79	Brake requirements, qualification and testing (A321)

\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003

5.8.2. The following special conditions developed for previous models are also applicable to the A321-271NX, A321-272NX, A321-251NX, A321-252NX and A321-253NX affected areas:

B-01	Stalling and Scheduled Operating Speeds
B-03	Motion and effect of cockpit control
B-04	Static Directional, Lateral and Longitudinal Stability and Low energy awareness
B-07	Flight Envelope Protection
B-08	Normal Load Factor limiting System
E-37	Water/Ice in Fuel System
E-45	Engine Cowl Retention
F-13	Fuel System Low Level Indication - Fuel Exhaustion
E-55*	Fan Blade Loss
SC A-2	Stalling Speeds for structural design (A321)
A-5003**	Design dive speed Vd
D-0332-001	Towbarless Towing



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E-48	Fuel Tank Safety
SC F-11	Accelerate-stop distances and relates performances, worn brakes
SC F-9	Dual Control System
H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
P-27	Flammability Reduction System (consisting of Cooled Serviced Air System and Inert Gas Generation System)
S-11	Limit Pilot forces and torques
S-30	Automatic Flight/Flight Management Functions
S-33	Autothrust system
S-72 (HC S-72)	Flight recorders
SC S-76-1	Protection from the effect of HIRF
SC S-75	Lightning protection indirect effects

\*Only applicable to CFM models

\*\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003**5.9 Special Conditions for A321-253NY & A321-271NY**

5.9.1. The following special conditions developed for previous models are also applicable to the A321-253NY/-271NY:

B-12	Soft Go Around
E-10	High altitude aircraft operation (up to 14100ft)
E-21	Flight Instrument External Probes. Qualification in Icing Conditions. New Pitot and Angle of Attack (AoA) Probes
E-37	Water / Ice in fuel system
E-45	Engine cowl retention
E-48	Fuel Tank Safety
E-55 (*)	Fan Blade Loss
F-09	Dual control System
F-13	Fuel System Low Level Indication
F-119	Security Protection of Aircraft Systems and Networks
F-GEN-01	Installation of non-rechargeable lithium batteries
F-MULTI-04	Rechargeable lithium battery installation
H-01	EWIS ICA
S-30	Auto-flight system
S-33	Auto-thrust system
S-52	Operation without normal electrical power
S-72	Flight Recorders
S-74	Abnormal attitude
S-75	Lightning protection indirect effects
S-76-1	Effects on external radiations upon aircraft systems
S-77	Integrity of control signal
S-79	Brakes requirements, qualification and testing



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(\*): SC E-55 is not applicable to the A321-271NY

5.9.2. The following special conditions have been updated or developed for the A321-253NY affected areas and are also applicable to the A321-271NY:

B-04 (*)	Static Longitudinal Stability
B-201	Stalling and Scheduled Operating speed.
B-203	EFCS Control Surface Awareness
B-207	Flight Envelope Protections
C-03	Crashworthiness
D-32	Passenger protection from external fire
E-67	Cabin Evacuation Protection from Fuel Tank Explosion risks due to External Fire

(\*): SC B-04 was updated for the A321-253NY to refer to the new SC B-201

5.10 Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject design change(s):

D-08	Installation of Personal Electronic Device charging stowage for cabin crew use
D-15	Pilot Control Mode TaxiBot Operations
D-19	Incorporation of Inertia Locking Device in Dynamic Seats
D-24	Installation of Airbags in the backrest of seats
D-25	Installation of structure mounted airbag
D-27	Installation of Three Point Restraint & Pretensioner System
D-28	Installation of oblique seats
D-0322-001	Installation of suite type seating
D-0332-001	Towbarless Towing
E-10	High altitude airport operations (up to 14,100 ft)''
E-13	Installation of inflatable restraints
E-21	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
E-34	Seat with inflatable restraints
F-119	Security Protection of Aircraft Systems and Networks
D-33	Cabin attendant seat mounted on movable part of an interior monument
D-35	Airbelt without HIC requirement
F-37	ATN over SATCOM
<u>M-TS-0000566</u>	<u>Installed Physical Secondary Barrier (IPSB)</u>

## 6. Exemptions/Deviations

### Optional



**SECTION 2: A321 SERIES**

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.12.7)

**7. Equivalent Safety Findings****Compulsory**

7.1 The following paragraphs JAR 25 have been complied with through equivalent safety demonstration:

- JAR 25.783 (f) passenger doors and bulk door (see ESF SM-3001, SM-3002 and SM-3004)
- JAR 25.933 (a) Thrust reverser auto restow function (see ESF P-3008).

7.2 The following Equivalent Safety Findings have been developed post Type Certification:

- FAR 25.856(b) Fuselage burnthrough protection in bilge area (see ESF E-32), see note below  
If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See EtC E-28).  
(applicable as per operational regulations)

- 14CFR Part 25.856(a) Improved flammability standards for insulation materials (ESF E-18) (applicable as per operational regulations)

7.3 Equivalent Safety Findings for aircraft equipped with MOD 160023

- CS25.1419(c) F-19 Flight in natural icing condition

Note: The original ESFs applicable to each model remain effective.

7.4 Equivalent Safety Findings for aircraft equipped with MOD 157272 or 159536

- CS25.807(g) D-02 Over-performing Type I exit

7.5 The following Equivalent Safety Findings have been developed for the A321-271N, A321-272N, A321-251N, A321-252N and A321-253N:

CS25.934, CS-E 890	E-43	Thrust Reverser Testing
CS25.1181(a)	E-44*	Fan Zone as non fire zone
CS25.1549(a)	E-51	Oil temperature indication
CS25.1181, CS25.1182	E-52	Nacelle area adjacent to fire



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CS25.997(d)	E-49**	Fuel Filter Location
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\* Applicable to IAE models only

\*\*Applicable to CFM models only

7.5.1 The following ESF developed for previous models are also applicable to the A321-271N, A321-272N, A321-251N, A321-252N and A321-253N affected areas:

JAR AWO 313	SE-4005	Revised strategy for demonstrating a safe go-around 'Minimum Approach Break-off Height (MABH) (issued for A319)
JAR AWO 236	SE-5005	Cat III operations - Excess Deviation Alerts
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
14CFR Part 25.856(a)	E-18	Improved flammability standards for thermal / acoustic insulation materials

7.6 The following Equivalent Safety Findings have been developed for the A321-271NX, A321-272NX, A321-251NX, A321-252NX and A321-253NX:

CS 25.807(g)	D-09	Increase of seats' credit for oversized Type I (qualified to Type C) floor level exits
CS 25.813(c)(4)(i)] CS 25.813(c)(2)(i)]	D-11	Over wing Type III exit interior arrangement
JAR 25.785(h)	D-12	Single cabin attendant seat at door #3
CS 25.807(g)	D-13	Increase of seats' credit for Type III exit
CS 25.807(c)(g), 25.813(c) JAR 25.785(h)	D-14	De-rating of Door #3 to 45 or 35 passengers

7.7 The following ESF developed for previous models are also applicable to the A321-253NY/-271NY

CS 25.807(g)	D-09	Increase of seats credit for oversized Type I (qualified to Type C) floor level exits
CS 25.813(c)(2)(i), (c)(4)(i)	D-11	Over wing Type III exit interior arrangement
JAR 25.785(h)	D-12	Single cabin attendant seat at door 3
CS 25.807(g)	D-13	Increase of seats credit for Type III exit
CS 25.807(c),(g), CS 25.813(c)	D-14	De-rating of Door 3 to 45 or 35 passengers
JAR 25.853(a),(b), JAR 25.855(d)	E-18	Improved flammability standard for thermal: acoustic insulation materials



**SECTION 2: A321 SERIES**

CS 25.934	E-43	Thrust Reverser Testing
CS 25.1181 (a)	E-44 (*)	Fan Zone as non fire zone
CS 25.997(d), CS 25.1305(c)(6)	E-49 (*)	LEAP-1A Engine Fuel Filter Location
CS 25.1549(a)	E-51	Oil Temperature Indication
CS 25.1103(b), CS 25.1165(e), CS 25.1181, CS 25.1182, CS 25.1183, CS 25.1185(c), CS 25.1187, CS 25.1189, CS 25.1191, CS 25.1195 to CS 25-1203	E-52	Nacelle area adjacent to fire

(\*): the ESF E-49 is applicable ONLY to the A321-253NY; The ESF E-44 is applicable ONLY to the A321-271NY

7.8 The following Equivalent Safety Findings have been developed for the A321-253NY and are also applicable to the A321-271NY:

CS 25.143(l) at Amdt. 22(*)	B-216	Normal Load Factor Limiting System
CS 25.0981(b)(3) at Amdt 22(*) Appendix M25.2(b), N25.3(c)(5)	E-68	RCT Thermal flammability model compliance (Flight tests)
CS 25.1438 at Amdt 22(*)	F-38	Pneumatic systems – Harmonized CS 25 1438
CS 25.1563 at Amdt 22(*)	G-228	Enhanced Take-Off Configuration (ETOC) function VFE placard

(\*): Amdt 23 is applicable however the Equivalent Safety Findings will not be reopened to reflect that because affected requirements are not updated by Amdt 23 vs Amdt 22

7.9 Additional ESF part of the Certification Basis (added post TC):

The following ESF are additionally applicable when an A/C configuration include the subject design change(s):

CS 25.251(b)	B-17	Vibration/buffeting compliance criteria for large external antenna installation applicable from February 2021
JAR 25.785(c)	D-0329-001	Forward facing seats with more than 18° to aircraft centreline.
CS 25.795(a)(1)	D-31	Application of reduced Intrusion Loads in certain areas of the flight deck boundaries



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FAR 25.856(b)	E-32 E-28	Fuselage burnthrough protection in bilge area, see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111. (applicable as per operational regulations)
CS 25.811(e)(4)	SE-63	Green Arrow and "Open" placard for Emergency Exit Marking
JAR 25.811(f)	E-16	Emergency exit marking reflectance
JAR 25.812(b)(1)(ii)	E-14	Photo-luminescent EXIT sign for MCD (Moveable Class Divider)
JAR 25.812(b)(1)(i)(ii)	SE-42	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft
CS 25.813(c)(2)	D-21	Over-Wing Exit Interior Arrangement
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-20	Minimum Mass Flow of Supplemental Oxygen (optional)
CS FCD.425(g)	FCD-MULTI-01	CS-FCD T3 Evaluation Process
JAR 25.1441(c)	F-122	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-125	Minimum Mass Flow of Passenger Supplement Oxygen
<u>CS.25.856(b)</u>	<u>D-39</u>	<u>AFT Cargo Compartment, Cargo Loading System and 300L Waste Tank</u>

**8. Environmental Protection****8.1 Noise**

See TCDSN no. EASA.A.064

**8.2 Fuel Venting**

ICAO Annex 16, Volume II, Part II, Chapter 2

**8.3 Carbon Dioxide Emissions**

For A321-271NY with Block D combustor (MOD 167243) and Block D High Pressure Turbine Static Structure (MOD 167417), and for A321-253NY:

ICAO Annex 16, Volume III, First Edition, Amendment 1,  
CO<sub>2</sub> standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);

Note: corresponds to CAEP/10 In-Production Standard.

For CO<sub>2</sub> metric values see EASA Aeroplane CO<sub>2</sub> Emissions Database.

**SECTION 2: A321 SERIES****III. Technical Characteristics and Operational Limitations****1. Type Design Definition**

- 1.1 Certificated model: A321-111  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-A 413.1063/94 (00E000A0008/C21)
- 1.2 Certificated model: A321-112  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-A 414.0118/94 (00E000A0002/C11)
- 1.3 Certificated model: A321-131  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-A 414.0900/93 (00E000A0003/C21)
- 1.4 Certificated model: A321-211  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.0400/97 (00E000A0211/C21)
- 1.5 Certificated model: A 321-212  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.1359/01 (00E000A0212/C21)
- 1.6 Certificated model: A321-213  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.1360/01 (00E000A0213/C21)
- 1.7 Certificated model: A321-231  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.0388/97 (00E000A0231/C21)
- 1.8 Certificated model: A321-232  
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.1361/01 (00E000A0232/C21)
- 1.9 Certificated model: A321-271N  
Definition of reference airplane by AIRBUS Document 00E000A5023/C20
- 1.10 Certificated model: A321-251N  
Definition of reference airplane by AIRBUS Document 00E000A5026/C20
- 1.11 Certificated model: A321-253N  
Definition of reference airplane by AIRBUS Document 00E000A5113/C20
- 1.12 Certificated model: A321-272N  
Definition of reference airplane by AIRBUS Document 00E000A5114/C20
- 1.13 Certificated model: A321-252N  
Definition of reference airplane by AIRBUS Document 00E000A5190/C00
- 1.14 Certificated model: A321-251NX  
Definition of reference airplane by AIRBUS Document 00E000A5123/C00
- 1.15 Certificated model: A321-252NX  
Definition of reference airplane by AIRBUS Document 00E000A5124/C00
- 1.16 Certificated model: A321-253NX  
Definition of reference airplane by AIRBUS Document 00E000A5125/C00
- 1.17 Certificated model: A321-271NX  
Definition of reference airplane by AIRBUS Document 00E000A5121/C00





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- 1.18 Certificated model: A321-272NX  
Definition of reference airplane by AIRBUS Document 00E000A5122/C00
- 1.19 Certificated model: A321-253NY  
Definition of reference airplane by AIRBUS Document 00E000A5274/C00
- 1.20 Certificated model: A321-271NY  
Definition of reference airplane by AIRBUS Document 00E000A5302/C00

**2. Description**

Twin turbo-fan, short to medium range, single aisle, transport category airplane.

**3. Equipment****A321-111**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0007/C1S at latest approved issue.

**A321-112**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0006/C1S at latest approved issue.

**A321-131**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0004/C0S at latest approved issue.

**A321-211**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0211/C0S at latest approved issue.

**A321-212**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0212/C0S at latest approved issue.

**A321-213**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0213/C0S at latest approved issue.

**A321-231**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0231/C0S at latest approved issue.

**A321-232**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00E000A0232/C0S at latest approved issue.

Certification Standard Equipment List is not applicable to the A321-271N, A321-272N, A321-251N, A321-252N, A321-253N, A321-271NX, A321-272NX, A321-251NX, A321-252NX, A321-253NX, A321-253NY, A321-271NY.

**Note:**

The type design definitions and certification standard equipment lists are complemented by doc. 00D000A0546/C0S "A319-100/A321-200 FMGC Type Std Evolution".



**SECTION 2: A321 SERIES****4. Dimensions**

Principal dimensions of A321 Aircraft:

- Length:	44.51 m
- Width:	34.10 m
(If mod 160023 installed)	35.80m
- Height:	11.76 m
- Width at horizontal stabilizer:	12.45 m
- Outside fuselage diameter:	3.95 m
- Distance between engine axis:	11.51 m
- Distance between main landing gear:	7.59 m
- Distance between nose and main landing gear:	16.91 m

**5. Engines**

The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

**A321-111**

Two CFMI      CFM 56-5B1 jet engines (MOD 23083), or  
CFM 56-5B1/2 jet engines (MOD 24404)

**A321-112**

Two CFMI      CFM 56-5B2 engines (MOD 23152)

**A321-131**

Two IAE      V2530 - A5 jet engines (MOD 22989)

**A321-211**

Two CFMI      CFM 56-5B3/P jet engines (MOD 26359 + 25800), or  
CFM 56-5B3/2P jet engines (MOD 27640)

**A321-212**

Two CFMI      CFM 56-5B1 jet engines (MOD 23083), or  
CFM 56-5B1/2 jet engines (MOD 24404)

**A321-213**

Two CFMI      CFM 56-5B2 engines (MOD 23152)

**A321-231**

Two IAE      V2533-A5 jet engines (MOD 25643)

**A321-232**

Two IAE      V2530 - A5 jet engines (MOD 22989).



**SECTION 2: A321 SERIES****A321-271N/A321-271NX**

Two IAE PW1133G-JM Geared Turbo Fan jet engines (MOD 161002)  
Two IAE PW1133GA-JM Geared Turbo Fan jet engines (MOD 160684)

**A321-251N/A321-251NX**

Two CFMI LEAP-1A32 jet engines (MOD 161005)

**A321-253N/A321-253NX**

Two CFMI LEAP-1A33 jet engines (MOD 161006)

**A321-272N/A321-272NX**

Two IAE PW1130G-JM Geared Turbo Fan jet engines (MOD 162038)

**A321-252N/A321-252NX**

Two CFMI LEAP-1A30 jet engines (MOD 162681)

**A321-253NY**

Two CFMI LEAP-1A33X jet engines (MOD 170349)  
Two CFMI LEAP-1A33B2X jet engines (MOD 173264)

**A321-271NY**

Two IAE PW1133GR-JM jet engines (MOD 171507)  
Two IAE PW1133GAR-JM jet engines (MOD 170415)

**Notes:**

1. If modification 25800 is embodied on models with CFM-5B engines, the engine performance is improved. The engine denomination changes to /P.

The modification is currently applicable for:

A321-111: CFM 56-5B1 (SAC) which changes to CFM 56-5B1/P  
A321-112: CFM 56-5B2 (SAC) which changes to CFM 56-5B2/P  
A321-212: CFM 56-5B1 (SAC) which changes to CFM 56-5B1/P  
A321-213: CFM56-5B2 (SAC) which changes to CFM 56-5B2/P

CFM 56-5B/"non-P" engine can be intermixed with CFM 56-5B/P engine on the same aircraft.  
See notes 3 & 4 below as well.

2. If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the engine performance and gaseous emission levels are improved. The engine denomination changes to /2P.

The modification is currently applicable for:

A321-111: CFM 56-5B1/2 (DAC) which changes to CFM 56-5B1/2P (DAC II C)



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A321-212: CFM 56-5B1/2 (DAC) which changes to CFM 56-5B1/2P (DAC II C)

CFM 56-5B/2 "non P" (DAC) engine can be intermixed with CFM 56-5B/2P (DAC II C) engine on the same aircraft (AFM supplement).

CFM 56-5B/P or /"non-P" (SAC) engine can be intermixed with CFM 56-5B/2P (DAC II C) engine on the same aircraft (AFM supplement).

3. From March 31st, 2008, there is no longer any CFM56-5B1 non /P in field or in production.
4. From March 31st, 2008, there is no longer any CFM56-5B1/2 non /P in field or in production.
5. A321-111 CFM 56-5B1 engine can be intermixed with CFM 56-5B1/2 engine (MOD 24404) on the same aircraft (AFM supplement).
6. CFM56-5B3/P (SAC) engine (MOD 26359 + 25800) can be intermixed with CFM56-5B3/2P (DAC II C PIP) engine (MOD 27640) on the same aircraft (AFM supplement).
7. Introduction of CFM56-5Bx/3 "Tech Insertion" engine is done through embodiment of modification 37147 in production or 38770 in field. This modification is only applicable on CFM56-5Bx/P SAC engines.  
If modification 37147 is embodied on models with CFM-5B engines the engine denomination changes to /3.

The modification is currently applicable for:

A321-111: CFM 56-5B1 (SAC) which changes to CFM 56-5B1/3  
 A321-112: CFM 56-5B2 (SAC) which changes to CFM 56-5B2/3  
 A321-211: CFM 56-5B3 (SAC) which changes to CFM 56-5B3/3  
 A321-212: CFM 56-5B1 (SAC) which changes to CFM 56-5B1/3  
 A321-213: CFM 56-5B2 (SAC) which changes to CFM 56-5B2/3

The engine characteristics remain unchanged.

Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

8. Introduction of "BUMP" function is done through embodiment of modification 38946 or 172209.  
If modification 38946 is embodied on models with CFM-5B engines, the engine denomination changes to /P1 (SAC) or /2P1 (DAC) or /3B1 (Tech Insertion).

The modification is currently applicable for:

A321-211: CFM 56-5B3 (SAC) which changes to CFM 56-5B3/P1



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If modification 172209 is embodied on models A321-271N, A321-271NX equipped with IAE PW1133G-JM engines, the engine denomination changes to PW1133G1-JM.

Modification 38946 and 172209 have been demonstrated as having no impact on previously certified noise levels.

Intermix at aircraft level between “non-Bump” engine and “Bump” engine is not allowed.

9. If modification 160684 (alternate climb) is installed on the A321-271N or A321-271NX equipped with IAE PW1133G-JM, then the engine model is changed to PW1133GA-JM.
10. If modification 160820 is installed on the A321-253N equipped with CFM LEAP-1A33 then the engine model is changed to LEAP-1A35A.

#### 6. Auxiliary Power Unit

**APU GARRETT**

The APU GARRETT AIRESEARCH GTCP 36-300 (A) installation is defined by MOD 20020 (Specification 31-5306B)

Approved oils: see GARRETT REPORT GT.7800

**APU Pratt & Whitney Rzeszow S.A.**

The APU Pratt & Whitney Rzeszow S.A. installation is defined by MOD 22562 or MOD 35864 Pratt & Whitney Rzeszow S.A. APS 3200 (Specification ESR 0802, Rev. A).

Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487

**APU Honeywell International**

The APU Honeywell International installation is defined by MOD 25888 or 37987 Honeywell International 131-9[A] (Specification 4900 M1E 03 19 01)

Approved oils: according to model Specification 31-12048A-3A

7. Propellers  
N/A

8. Fluids (Fuel, Oil, Additives, Hydraulics)

**Fuel**

ENGINES	KEROSENE DESIGNATION
<b>CFM56:</b> Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII



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<b>IAE V2500:</b> IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
<b>IAE PW1100G-JM:</b> (Service Bulletin PW1000G -100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
<b>CFMI LEAP-1A:</b> Service Bulletin LEAP-1A S/B 73-0001	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

The above-mentioned fuels are also suitable for the APU.

Refer to Consumable Material List (CML) for details on approved fuel specifications

\* For IAE V2500 engines, TS-1 is cleared for transient use (less than 50% of operations)

**OIL**

<b>Engine</b>	CFMI CFM56-5B1 (**) CFM56-5B1/2 (**) CFM56-5B2 CFM56-5B3 (/P only) CFM56-5B3/2P	IAE V2530-A5 V2533-A5	PW1133G-JM PW1130G-JM PW1133GR-JM PW1133GAR-JM	LEAP 1A30 LEAP-1A32 LEAP-1A33 LEAP-1A33X LEAP-1A35A LEAP-1A33B2X
Approved Oils	SB CFMI 79-001-0X	See doc IAE 0043 Sect 4.9 (MIL-L-23699)	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 – 00A – 930A – D	SB LEAP-1A S/B 79-0001

(\*\*): see notes 3 and 4 in chapter 5 for engine models no longer in prod/service.

**Additives:**

Refer to Airbus Consumable Material List (CML).

**Hydraulics**

Hydraulic fluids: Type IV or Type V Specification NSA 30.7110

**9. Fluid Capacities****Fuel quantity (0.8 kg/litre)** (see note 1 below)

For A321-111/-112/-131/-211/-212/-213/-231/-232 the following table applies:

TANK	3 TANK AIRPLANE		4 or 5 TANK AIRPLANE (*) (**)	
	Usable fuel	Unusable fuel	Usable fuel	Unusable fuel



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	litres (kg)	litres (kg)	litres (kg)	litres (kg)
WING	15 500 (12 400)	22.6 (18)	15 500 (12 400)	22.6 (18)
CENTRE	8 200 (6 560)	23.2 (18.6)	8 200 (6 560)	23.2 (18.6)
ACT (*) (**)			2 900 or 2 992 / 5 984 ** (2 320) or (2 393 / 4 786) **	17 / 34 (13.6 / 27.2)
TOTAL	23 700 (18 960)	45.8 (36.6)	26 600 or 26 692 / 29 684 ** (21 280) or (21 353 / 23 746) **	62.8 / 79.8 (50.2 / 63.8)

For A321-271N, A321-272N, A321-251N, A320-252N and A321-253N the following table applies:

TANK	3 TANK AIRPLANE		4 or 5 TANK AIRPLANE (*) (**)	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 380 (12 073)	22.6 (18)	15 380 (12 073)	22.6 (18)
CENTRE	8 200 (6 437)	23.2 (18.6)	8 200 (6 437)	23.2 (18.6)
ACT (*) (**)			2 900 or 2 992 / 5 984 ** (2 320) or (2 393 / 4 786) **	17 / 34 (13.6 / 27.2)
TOTAL	23 580 (18 510)	45.8 (36.6)	26 480 or 26 572 / 29 564 ** (20 830) or (20 903 / 23 296)	62.8 / 79.8 (50.2 / 63.8)

\* See notes 2 and 3 below

\*\* 1 ACT high pressure system, 2900 litres on A321-200, on additional centre tanks 1 / 2 ACT low pressure system 2992/5984 litres on A321-200

Note:

1. On series A321-200 equipped with CFM56 engines, introduction of standard of wingbox without dry bay (modification 38616) will increase the fuel capacity by 350 litres.
2. On the series A321-200, one Additional Centre Tank (ACT) in bulk version is defined by modification 25453 (high pressure system). Its approval together with structural and system provisions is subject of Major Change E2-001.
3. On the series A321-200, one or two Additional Centre Tanks (ACT) in bulk version are defined by modification 30422 (low pressure system). Their approval together with structural and system provisions is subject of Major Change E2-002.

For A321-271NX, A321-272NX, A321-251NX, A320-252NX and A321-253NX the following table applies:

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		5 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 380	22.6	15 380	22.6	15 380	22.6



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	(12 073)	(18)	(12 073)	(18)	(12 073)	(18)
CENTRE	8 200 (6 437)	23.2 (18.6)	8 200 (6 437)	23.2 (18.6)	8 200 (6 437)	23.2 (18.6)
AFT ACT 1	-	-	3 121 (2450)	17 (13.6)	3121 (2450)	17 (13.6)
AFT ACT 2	-	-	-	-	3 121 (2450)	17 (13.6)
FWD ACT	-	-	-	-	-	-
TOTAL	23 580 (18 510)	45.8 (36.6)	26 701 (20960)	62.8 (53.6)	29 822 (23410)	79.8 (63.8)

TANK	6 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 380 (12 073)	22.6 (18)
CENTRE	8 200 (6 437)	23.2 (18.6)
AFT ACT 1	3 121 (2450)	17 (13.6)
AFT ACT 2	3 121 (2450)	17 (13.6)
FWD ACT	3 121 (2450)	17 (13.6)
TOTAL	32 943 (25860)	96.8 (77.4)

For A321-253NY and A321-271NY the following table applies:

TANK	4- TANK AIRPLANE		5- TANK AIRPLANE	
	Usable fuel Litres (kg)	Unusuable fuel Litres (kg)	Usable fuel Litres (kg)	Unusuable fuel Litres (kg)
WING	15 380 (12073)	22.6 (18)	15 380 (12073)	22.6 (18)
CENTRE	8 150 (6 397)	23.2 (18.6)	8 150 (6 397)	23.2 (18.6)
RCT(*)	12 961 (10 174)	205 (164)	12 961 (10 174)	205 (164)
FWD ACT (**)	-	-	3 121 (2 449)	17 (13)
TOTAL	36 491 (28 645)	251 (201)	39 612 (31 095)	268 (211)

(\*): Rear Center Tank

(\*\*): Forward Additional Centre Tank





**SECTION 2: A321 SERIES****10. Airspeed Limits (Indicated Airspeed – IAS – unless otherwise stated)**

Maximum Operating Mach (MMO):	0.82
Maximum Operating Speed (VMO):	350 kt
Manoeuvring Speed VA:	see Limitations Section of the EASA approved Flight Manual
Extended Flaps/Slats Speed (VFE):	see table below

For A321-111/-112/-131/-211/-212/-213/-231/-232 the following table applies:

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0	230 **	Intermediate approach
	18/10	215 **	Take-off
2	22/14	205	Take-off and approach
		215*	
3	22/21	195	Take-off, approach, landing
Full	27/25	190	Landing

\* See note 1

\*\* See note 2

For A321-271N / -272N / -251N /-252N/ -253N/ -271NX/ -272NX/ -251NX/ -252NX/ -253NX the following table applies:

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0	238*	Intermediate approach
	18/10	225	Take-off
2	22/14	215	Take-off and approach
3	22/21	195	Take-off, approach, landing
Full	27/34	186	Landing

\*For A321-251NX,-252NX,-253NX,-271NX,-272NX models 243 kt

Landing gear:	
VLE - Extended:	280 kt/Mach 0.67
VLO - Extension:	250 kt
Retraction:	220 kt

Tyres limit speed (ground speed): 195.5 kt (225 mph)



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For the A321-253NY/-271NY the following table applies:

Configuration	Slats/Flaps	VFE	
1	18/0	260	Intermediate approach
	18/10	218	Take-off
2	22/14	206	Approach
	22/14	206	Take-off
	22/16	201	Take-off
3	22/23	196	Take-off
	22/26	191	
Full	27/34	180	Landing

**Notes:**

1. If FWC Standard D2 and FAC Standard BAM 0510 are fitted on A321 aircraft, VFE speed in Configuration 2 is increased from 205 kts to 215 kts (as identified by speed limitation placard installed by modification 24641).
2. On the series A321-200, Weight Variant 001, 002 & 011, VFE speed in Configuration 1 is increased from 230 to 235 kts, and in Configuration 1+F increased from 215 to 225 kts (as identified by speed limitation placard installed by modification 28960 or 28721).

**11. Flight Envelope****Maximum Operating Altitude:**

39 100 ft (pressure altitude)

39 800 ft (pressure altitude) if modification 30748 is embodied

See the appropriate EASA approved Airplane Flight Manual.

**12. Operating Limitations**

See the appropriate EASA approved Airplane Flight Manual

**Powerplant (2.2482 lb/daN)****A321-111 or -212 / A321-112 or -213 / A321-131 or -232**

Engine	CFMI CFM56-5B1 (**) CFM56-5B1/2 (**)	CFMI CFM56-5B2	IAE V2530-A5
Data sheets	EASA.E.003	EASA.E.003	EASA.E.069

\* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques moteur"

Other engine limitations: see the relevant Engine Type Certificate Data Sheet

\*\* see notes 3 and 4 in chapter 5 for engine models no longer in prod/service.



**SECTION 2: A321 SERIES****A321-211/-231**

Engine	CFMI CFM56-5B3 (/P only) CFM56-5B3/2P	IAE V2533-A5
Data sheets	EASA.E.003	EASA.E.069

**A321-271N/-272N/-271NX/-272NX**

Engine	PW1133G-JM PW1133GA-JM PW1133G1-JM (Only for A321-271N/-271NX)	PW1130G-JM
Data sheets	EASA.IM.E.093	EASA.IM.E.093

**A321-251N/-252N/-253N/-251NX/-252NX/-253NX**

Engine	LEAP-1A32	LEAP-1A33/- 1A35A	LEAP-1A30
Data sheets	EASA.E.110	EASA.E.110	EASA.E.110

**A321-253NY:**

Engine	LEAP-1A33X	LEAP-1A33B2X
Data sheets	EASA.E.110	EASA.E.110

**A321-271NY:**

Engine	PW1133GR-JM	PW1133GAR-JM
Data sheets	EASA.IM.E.093	EASA.IM.E.093

**12.1 Approved Operations**

Transport commercial operations.

**12.2 Other Limitations**

For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual.

**13. Maximum Certified [Weights](#)**

**SECTION 2: A321 SERIES**

	<u>A321-111- /112</u>	<u>A321-131</u>	<u>A321- 211/-231</u>	<u>A321-212/- 213/-232</u>	<u>A321- 271N/- 272N/- 251N/- 252N/-253N</u>	<u>A321- 271NX/ - 272NX/ - 251NX/ - 252NX/ - 253NX/</u>	<u>A321- 253NY -271NY</u>
<u>Max. Take-off Weight</u>	<u>89 000</u>	<u>89 000</u>	<u>93 500</u>	<u>93 500</u>	<u>93 500</u>	<u>97 000</u>	<u>101 000</u>
<u>Max. Landing Weight</u>	<u>75 500</u>	<u>75 500</u>	<u>77 800</u>	<u>77 800</u>	<u>79 200</u>	<u>79 200</u>	<u>79 200</u>
<u>Max. Zero Fuel Weight</u>	<u>71 500</u>	<u>71 500</u>	<u>73 800</u>	<u>73 800</u>	<u>75 600</u>	<u>75 600</u>	<u>75 600</u>
<u>Minimum Weight</u>	<u>47 500</u>	<u>47 500</u>	<u>47 500</u>	<u>47 500</u>	<u>46 300 (PW) 46 600 (CFM)</u>	<u>46 300 (PW) 46 600 (CFM)</u>	<u>46 300 (PW) 46 600 (CFM)</u>

See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations and aircraft eligibility (Weight Variant).

## 14. Centre of Gravity Range

See the appropriate EASA approved Airplane Flight Manual.

## 15. Datum

Station 0.0, located 2.540 meters forward of airplane nose.

## 16. Mean Aerodynamic Chord (MAC)

4.1935 meters.

## 17. Levelling Means

The A/C can be jacked on three primary jacking points.  
See the appropriate EASA approved Weight and Balance Manual.

## 18. Minimum Flight Crew

2 pilots.

## 19. Minimum Cabin Crew

See paragraph 20.

## 20. Maximum Seating Capacity

The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:



**SECTION 2: A321 SERIES**

MPSC	Cabin configuration	Modification	Minimum CC
230	C*-C-C-C*	157272 <sup>(1)</sup> or 159536 <sup>(1)</sup>	5
220	C-C-C-C	---	5
200	C-C-C-C	---	4
200	C-I-I-C	---	4
200	C*-(III-III) <sup>+</sup> -O-C*	160908 <sup>(1) (2)</sup>	4
244	C*-(III-III) <sup>+</sup> -C-C*	160766 <sup>(1) (3)</sup>	5
180	C-(III-III) <sup>+</sup> -O-C	160908 <sup>(2)</sup> and 162227	4
235	C-(III-III) <sup>+</sup> -C-C	160766 <sup>(3)</sup> and 162227	5
224	C*-(O-III) <sup>+</sup> -C-C* Or C*-(III-O) <sup>+</sup> -C-C*	160906 <sup>(2)(3)</sup>	5
200	C-(O-III) <sup>+</sup> -C-C Or C-(III-O) <sup>+</sup> -C-C	160906 <sup>(2)(3)</sup> and 162227	4
204	C-(O-III) <sup>+</sup> -C-C Or C-(III-O) <sup>+</sup> -C-C	160906 <sup>(2)(3)</sup> and 162227	5
169	C*-(O-III) <sup>+</sup> -O-C* Or C*-(III-O) <sup>+</sup> -O-C*	160907 <sup>(2)(3)</sup>	4
149	C-(O-III) <sup>+</sup> -O-C Or C-(III-O) <sup>+</sup> -O-C	160907 <sup>(2)(3)</sup> and 162227	3

(1) C\* is the overperforming Type C as defined by ESF D-02

(2) O is a plugged door

(3) C\* is the overperforming Type C as defined by ESF D-09 and (III-III)<sup>+</sup> or III<sup>+</sup> are the overperforming Type III (double or single) as defined by ESF D-13

**SECTION 2: A321 SERIES****Note:**

- The original maximum passenger seating capacity is 220.
- The modifications 157272 or 159536 enable the maximum seating capacity to be increased from 220 up to 230. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 220. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 230 seats.
- The modification 160908 enables a maximum seating capacity of 200. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats up to 200. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 200 seats.
- The modification 160766 enable the maximum seating capacity to be increased from 220 up to 244. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 220. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 244 seats.
- The modification 160906 enables a maximum seating capacity of 224. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats up to 224. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 224 seats.
- The modifications 160907 enable the maximum seating capacity of 169. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 169. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 169 seats.
- The modification 162227 installs a narrow slide.

**21. Baggage/ Cargo Compartment**

For A321-111/-112/-131/-211/-212/-213/-231/-232/-271N/-272N/-251N/-252N/-253N

<b>CARGO COMPARTMENT</b>	<b>MAXIMUM LOAD (kg)</b>
Forward	5 670
Aft	5 670
Rear (bulk)	1 497

For A321-271NX/-272NX/-251NX/-252NX/-253NX

<b>CARGO COMPARTMENT</b>	<b>MAXIMUM LOAD (kg)</b>
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**SECTION 2: A321 SERIES**

Forward	5 670
Aft	5 670
Rear (bulk)	800

For A321-253NY/-271NY

<b>CARGO COMPARTMENT</b>	<b>MAXIMUM LOAD (kg)</b>
Forward	5 670
Aft	5 670
Rear (bulk)	800

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00E080A0001/C1S Chapter 1.10.

**22. Wheels and Tyres**

See SB A320-32-1007 for A321-111/-112/-131/-211/-212/-213/-231/-232 and SB A320 32 1439 for A321-271N/-272N/-251N/-252N/-253N/-271NX/-272NX/-251NX/-252NX/-253NX/-253NY/-271NY.

**23. ETOPS**

The Type Design, system reliability and performance of A321 models were found capable for Extended range operations with two-engine aeroplanes (ETOPS) when configured, maintained and operated in accordance with the latest applicable revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, SA/EASA: AMC 20-6/CMP.

This finding does not constitute an approval to conduct ETOPS (operational approval must be obtained from the responsible Authority).

The following aircraft models were granted an ETOPS approval:

- A321-111, A321-112, A321-211, A321-212 & A321-213, all fitted with CFM56 series engines.
- A321-131, A321-231 & A321-232, all fitted with V2500 series engines.
- A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N, A321-253NX and A321-253NY all fitted with CFM LEAP-1A series engines.
- A321-271N, A321-271NX, A321-272N, A321-272NX and A321-271NY all fitted with PW1100G series engines.

**Note:**

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS) are contained in ETOPS CMP document reference SA/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A321 aircraft models with all applicable engines as listed in the applicable ETOPS CMP document.



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Embodiment of modification:

- 36666 provides ETOPS 120 mn capability for EASA.
- 32009 provides ETOPS 180 mn capability for EASA.

**IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

EASA Approved Airplane Flight Manual for A321.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

**Airworthiness Limitations**

- Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Items document (ALS Part 2).
- Certification Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 3.
- System Equipment Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 4.
- Fuel Airworthiness Limitations are provided in the A318/A319/A320/A321 approved Fuel Airworthiness Limitations document (ALS Part 5).
- Maintenance Review Board Report

Note:

- For A321-211, -212, -213, -231, -232 models without Sharklets, the embodiment of modification 154881 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 37,000FC/74,000FH (whichever occurs first).
- For A321-111,-112,-131,-211,-212,-213,-231,-232 models without Sharklets, the embodiment of modification 156130 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 60,000FC/120,000FH (whichever occurs first).





**SECTION 2: A321 SERIES****Other limitations**

See EASA approved Flight Manual.

3. Weight and Balance Manual (WBM)  
Airbus Compliance Document 00E80A0001/C1S.

**V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

- a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis (JAR-MMEL/MEL – Subpart B – MMEL at Amendment 1) and as documented in A320 MMEL reference “MMEL STL11000” at the latest applicable revision.
- b. Required for entry into service by EU operator.
- c. For A321-253NY/-271NY, CS-MMEL applies to the areas affected by the change.
- d. From August 2024, CS.MMEL issue 1 is applicable.

2. Flight Crew Data

- a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis (CS-FCD, initial issue) and as documented in reference “A320 Operational Suitability Data Flight Crew - SA01RP1536744” at the latest applicable revision.
- b. From September 2023, CS-FCD issue 2 dated 15 September 2021 is applicable
- c. Required for entry into service by EU operator.
- d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

3. Cabin Crew Data

- a. The Cabin Crew data has been approved as followed and as documented in reference “A320 Operational Suitability Data Cabin Crew - SA01RP1534113” at the latest applicable revision.
  1. Until 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin):
    - A318, A319, A320: Certification Basis/SC CCD-01
    - A321 except A321NX: Certification Basis/SC CCD-01



**SECTION 2: A321 SERIES**

- A321NX (A321-271NX,-272NX,-251NX,-252NX,-253NX): SC CCD-01 + CS-CCD.400(a) at initial issue
2. After 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin): A318, A319, A320, A321: Certification Basis/SC CCD-01 + CS-CCD.400 at initial issue
  - b. Required for entry into service by EU operator.
  - c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**VI. Part-26 compliance information**

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

Note: compliance to point 26.305 is ensured by compliance to Part-21.A.65.

**VII. Notes**

1. For models A321-111 and A321-112, modification 25199 shall be installed to enable Cat IIIB precision approach.  
For models A321-131, modification 25200 shall be installed to enable Cat IIIB precision approach.

A321-211/-212/-213/-231/-232 are basically qualified for Cat IIIB precision approach.

For A321-111/-112/-131/-211/-212/-213/-231/-232/-271N/-272N/-251N/-252N/-253N/-DOOR 2 and or DOOR 3 may be derated to Type III or Type I.

For A321-271NX/-272NX/-251NX/-252NX/-253NX/-253NY/-271NY DOOR 3 may be derated to a credit of 35 or 45 passengers.



**SECTION 3: A319 SERIES****SECTION 3: A319 SERIES****I. General**

## 1. Type/ Model/ Variant

A319-111  
 A319-112  
 A319-113  
 A319-114  
 A319-115  
 A319-131  
 A319-132  
 A319-133  
 A319-151N  
 A319-153N  
 A319-171N  
 A319-173N

## Significant Product Level Changes i.a.w. 21.A.101:

160500 Sharklet applicable on	A319-111/-112/-115/-131/-132/-133 including CJ
157777 Max Pax applicable on	A319-111 /-112 / -113 / -114 / -115/ -131/ - 132 /-133
160080 Sharklet retrofit applicable on	A319-111/-112/-115/-131/-132/-133 including CJ
159535 Max Pax applicable on	A319-111 /-112 / -113 / -114 / -115/ -131/ - 132 /-133
161004 applicable on	A319-151N
161001 applicable on	A319-171N
159533 iss1 Max Pax applicable on	A319-111/ -112/ -115/ -131/ -132/ -133
159533 iss2 Max Pax applicable on	A319-151N/-153N/-171N
169981 applicable on	A319-173N
ACJ319 NEO*	A319-153N
A319 CEO*	A319-111/-112/-113/-114/-115/-131/-132/-133
A319 NEO*	A319-151N/-153N/-171N/173N

\*Commercial designation only



**SECTION 3: A319 SERIES**

## 2. Performance Class

A

## 3. Certifying Authority

European Union Aviation Safety Agency (EASA)  
Postfach 101253  
D-50452 Köln  
Deutschland

## 4. Manufacturer

AIRBUS S.A.S.  
2 rond-point Emile Dewoitine  
31700 BLAGNAC – France

## 5. State of Design Authority Certification Application Date

A319-111	June 17, 1992
A319-112	June 17, 1992
A319-113	June 17, 1992
A319-114	June 17, 1992
A319-115	September 14, 1998
A319-131	June 17, 1992
A319-132	June 17, 1992
A319-133	September 14, 1998

## 6. EASA Type Certification Application Date

MOD 160500	08 April 2010
MOD 157777	13 March 2015
MOD 160080	24 April 2012
MOD 159535	1 July 2016
MOD 159533 iss 1	19 January 2017
MOD 161004	18 December 2013
MOD 161001	30 November 2014
MOD 165511	4 December 2018
ACJ319 NEO	June 06, 2015
MOD 159533 iss 2	19 January 2017
MOD 169981	20 October 2021

## 7. State of Design Authority Type Certificate Date

A319-111	April 10, 1996
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A319-112	April 10, 1996
A319-113	May 31, 1996
A319-114	May 31, 1996
A319-115	July 30, 1999
A319-131	December 18, 1996
A319-132	December 18, 1996
A319-133	July 30, 1999

Note: For A319 produced before the 21st of December 2005, DGAC-F TC 180 remains a valid reference.

**8. EASA Type Certification Date**

EASA TCDS issue 1 issued December 21, 2005

MOD 160500 iss.4 May 28, 2013	A319-111,-112,-115 excluding CJ
MOD 160500 iss 5 September 6, 2013	A319-112 (CJ), A319-115 (CJ), A319-131 (PAX), A319-132 (PAX and CJ), A319-133 (PAX and CJ)
MOD 157777 iss 1 July 1, 2015	A319-111 /-112 / -113 / -114 / -115/ -131/ -132 /-133
MOD 160080 iss 2 December 17, 2015	A319-111/-112/-115/-131/-132/-133 including CJ
MOD 159535 iss 1 September 6, 2017	A319-111 /-112 / -113 / -114 / -115/ -131/ -132 /-133
MOD 161004 iss 1 December 14, 2018	A319-151N
MOD 161001 iss 1 November 29, 2019	A319-171N
MOD 159533 iss 1 February 18, 2019	A319-111 / -112 / -115 / -131 / -132 / -133
MOD 165511 iss 1 May 20, 2019	A319-153N
ACJ319 NEO Iss 1 July 9, 2019	A319-153N(CJ)
MOD 159533 iss 2 January 11, 2022	A319 -151N/-153N/-171N
MOD 169981 iss 1 February 28, 2024	A319-173N

**II. Certification Basis****1. Reference Date for determining the applicable requirements**

AIRBUS INDUSTRIE has applied for A319 certification on June 17, 1992 by letter AI/EA 410.0122/92.

**2. State of Design Airworthiness Authority Type Certification Data Sheet No.**

Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064.

**3. State of Design Airworthiness Authority Certification Basis**

**SECTION 3: A319 SERIES**

See below.

#### 4. EASA Airworthiness Requirements

Hereafter are listed the certification bases for the different A319 models. The amendments made to a particular basis at the occasion of further A319 models certification are identified per model.

##### 4.1 JAR 25 Change 11

- except Subpart BB,
- except all National Variants,
- except, due to the application of the procedure for establishing the Joint Type Certification Basis for derivative large aeroplanes, the following JAR 25 paragraphs which are upgraded at Change 13 and eventually amended by Orange Paper 90/1 or Orange Paper 91/1:

25 X 20	25.253
25.107(d)	25.365 amended by OP 91/1
25.121	25.807(c) amended by OP 90/1
25.125	25.812(e)
25.143(f)	25.853(a)(b) since MSN 118
25.207	25.857(d)(6)

except, due to the Elect to Comply with SC F-11 and SC S-79, the following deleted paragraphs:

25x131  
25x132  
25x133  
25x135  
25x1588

- the following JAR 25 paragraphs upgraded at Change 13 and amended by SC F-11 and SC S-79:

25.101	25.105
25.109	25.113
25.115	25.735
25x1591	

##### 4.2 JAR AWO at Change 1 for autoland and operations in low visibility.

##### 4.3 For the Extended range operations with two-engine aeroplanes (ETOPS) the applicable technical conditions are as followed:

- CEO models (A319-111/-112/-113/-114/-115/-131/-132/-133):



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- Initial certification ETOPS 120 min approval granted under AMJ 120-42/IL 20
- ETOPS 180 certification granted under AMJ 120-42/IL-20
- From 2006 AMC 20-6 initial issue.
- From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.
- CEO models with “Sharklets” MOD 160500 and MOD 160080 (significant change):
  - Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)
  - From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.
- NEO models (A319-151N/-153N/-171N/-173N):
  - CS 25.1535 Amdt 15 and AMC 20-6 Rev 2
- A319ACJ NEO (A319-153N)
  - CS 25.1535 from CS 25 Amdt 16 and AMC 20-6 Rev 2.

4.4 Certification basis has been revised for MOD 160500 “Sharklet” and MOD 160080 “Sharklet retrofit”.

The certification basis is that of the A319-111/-112/-115/-131/-132/-133 amended by the following:

**CS 25 Amdt 8 for**

§ 25.23	§ 25.481(a)(c) amended by SC A-2 for § 25.481(a)
§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC-F16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619
§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A-5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§ 25.631
§ 25.341(a)(b)	§ 25.651
§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899



**SECTION 3: A319 SERIES**

§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1)
§ 25.351	§ 25.1385
§ 25.365(a)(b)(d)	§ 25.1387
§ 25.367	§ 25.1389
§ 25.371	§ 25.1391
§ 25.373	§ 25.1393
§ 25.391	§ 25.1395
§ 25.393(b)	§ 25.1397
§ 25.427	§ 25.1401
§ 25.445	§ 25.1505
§ 25.457	§ 25.1511
§ 25.459	§ 25.1515
§ 25.471(a)(b)	§ 25.1527
§ 25.473	§ 25.1587
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§ 25.1591

CS 25 Amdt 2 for  
§ 25.253

JAR 25 Chg 15 for  
§ 25.1517

JAR 25 Chg 14 for

§ 25.21 amended by A318 SC F-5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F-11/S-79	§ 25.171 replaced by SC-F5004
§ 25.103 replaced by A318 SC F-5001	§ 25.173 replaced by SC-F5004
§ 25.105 amended by SC F-11/S-79	§ 25.175 replaced by SC-F5004
§ 25.107 amended by A318 SC F-5001	§ 25.181
§ 25.109 amended by SC F-11/S-79	§ 25.201 + OP96/1, replaced by SC F-5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC F-5001
§ 25.113 + OP96/1 amended by SC F-11/S-79	§ 25.207 amended by SC F-5001
§ 25.115 amended by SC F-11/S-79	§ 25.231
§ 25.119 + OP96/1 amended by A318 SC F-5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F-5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F-5001	§ 25.1533
§ 25.143 + OP96/1, amended by SC F-3, F-7 & F-8	§ 25.1581
§ 25.145 + OP96/1	§ 25.1585(a)

JAR 25 Chg 11 for  
§ 25.671  
§ 25.672  
§ 25.1001





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§ 25.1301

§ 25.1309

§ 25.1419

4.5 Certification basis has been revised for MOD 157777 “Max Pax” for aircraft equipped with wing tip fence.

The certification basis is that of the A319-111, -112, -113, -114, -115, -131, -132, -133 amended by the following:

CS 25 Amdt 15 for

§25.23	§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)
§25.305(a)(b)	§25.481(a)(c) amended by SC A-2 for § 25.481(a)
§25.321	§25.489
§25.331(a)(b)(c)(1) amended by IM A-2.2.2	§25.801(d)
§25.341(a)	§25.803(c)
§25.351	§25.807(g) amended by ESF E-4001 and demonstrated through ESF D-03
§25.473	§25.1529

JAR 25 change 13

§25.331(c)(2)	§25.812(e)(1)(2)
§25.341(b)	§25.812(k)(l)
§25.365(a)	§25.853(a)1 amended by SC D-0306-000

JAR 25 change 12

§25.787(a)(b) §25.853(c)(d)(e)

JAR 25 change 11

§25.307(a)	§25.1301
§25.561	§25.1351(a)
§25.571(a)(b)	§25.1353(a)(b)
§25.785	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1431(c)

4.6 Certification basis revised for MOD 159535 “Max Pax” for aircraft equipped with wing tip fence.

The certification basis is that of the A319-111, -112, -113, -114, -115, -131, -132, -133 amended by the following:

CS 25 Amdt 18 for

§25.23	§25.489
§25.305(a)(b)	§25.801(d)



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§25.321	§25.803(c)
§25.331(a)(b)(c)(1) amended by IM A-2.2.2	§25.807(g) amended by ESF E-4001 and demonstrated through ESF D-03
§25.341(a)	§25.1519
§25.351	§25.1529
§25.473	§25.1541(a)(b)
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1557(a)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	

**JAR 25 change 13**

§25.331(c)(2)	§25.812(e)
§25.341(b)	§25.812(k)(l)
§25.365(a)	§25.853(a)1 amended by SC D-0306-000

**JAR 25 change 12**

§25.853(c)

**JAR 25 change 11**

§25.307(a)	§25.1301
§25.561	§25.1351(a)
§25.571(a)(b)	§25.1353(a)(b)
§25.785	§25.1357(a)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1431(c)
	§25.1447(c)1

**4.7 Certification basis for A319-151N/-153N/-171N/-173N**

The certification basis for the A319-151N/-153N/-171N/-173N has been revised.

The certification basis is that of the “Sharklet” amended by the following:

**CS 25 Amdt 15 for**

§25.23 (a) (b)	§25.951 (a) (b) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.
§25.25 (a) (b)	§25.951(c) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.
§25.27	§25.952 (a) (b) (for pylon area)
§25.101	§25.954
§25.109	§25.955 (a)
§25.113	§25.961 (a) (b)



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§25.115	§25.963 (a) (e)(2) (subparagraph (e)(2) applicable only for A319-171N and -173N)
§25.117	§25.969
§25.143(k)	§25.971 (a) (b) (c)
§25.145 (a)	§25.981 for pylon area only
§25.147	§25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
§25.149	§25.994 for fuel system component in the pylon and powerplant system area
§25.161	§25.995 for engine and pylon areas only
§25.171 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.997 (a) (b) (c) (d)
§25.173 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.999 (a) (b)
§25.175 replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.1001
§25.177 with subparagraphs (b) and (c) replaced by SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.1011 (a) (b)
§25.181	§25.1013 (a) (b) (c) (d) (e) (f)
§25.201 replaced by SC B-01 (Stalling and scheduled operating speeds)	§25.1015 (a) (b)
§25.203 replaced by SC B-01 (Stalling and scheduled operating speeds),	§25.1017 (a) (b)
§25.231	§25.1019 (a)
§25.233	§25.1021 (a) (b)
§25.235	§25.1023 (a) (b)
§25.251	§25.1025 (a) (c)
§25.301 (a) (b) (c)	§25.1041
§25.302 (for new or modified parts)	§25.1043(a)(b)(c)
§25.303 (for new or modified parts)	§25.1045 (a) (b) (c)
§25.305 (a) (b) (c) (e) (f) (for new or modified parts)	§25.1091 (a) (b) (c) (d) (e)
§25.307 (a) (d) (for new or modified parts)	§25.1093 (b)
§25.321 (a) (b) (c) (d)	§25.1103 (b) (c) (d)
§25.331 (a) (b) (c)	§25.1121 (a) (b) (c) (d) (f) (g)
§25.333 (a) (b)	§25.1123 (a) (b) (c)
§25.335 (a) (b) (c) (d) (e) (f) with subparagraph (b) replaced by Legacy SC B-14 (Design Dive Speed Vd) and subparagraph (e)	§25.1141 (a) (b) (c) (d) (e) (f)



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amended by Legacy SC A-2 (Stalling speeds for structural design)	
§25.337 (a) (b) (c) (d)	§25.1143 (a) (b) (c) (d) (e)
§25.341(a)(b)(c)	§25.1145 (a) (b) (c)
§25.343 (a) (b) (for new or modified parts)	§25.1155 (a) (b) (c) (d) (e)
§25.345 (a) (b) (c) (d)	§25.1163 (a) (b) (c)
§25.349 §25.349(a) amended by SC A-2.2.2.2 (b)	§25.1165 (a) (b) (c) (e) (f) (h)
§25.351	§25.1167 (a) (b) (c)
§25.361 (a) (b)	§25.1181 (a) (b) amended by ESF E-44 (Fan Zone non-fire zone)
§25.362 (a) (b) (for new or modified parts)	§25.1182 (a) (b)
§25.363 (a) (b)	§25.1183 (a) (b) (c)
§25.365 (a) (b) (c) (d) (e)(1) (for new or modified parts)	§25.1185 (a) (b) (c)
§25.367 (a) (b)	§25.1187 (a) (b) (c) (d) (e)
§25.371	§25.1189 (a) (b) (d) (e) (f)
§25.373 (a) (b)	§25.1191 (a) (b)
§25.391 (a) (b) (c) (d) (e)	§25.1193 (a) (b) (c) (d) (e)(1)(2) amended by SC E-45 (Engine Cowl Retention) §25.1193(e)(3) amended by SC E-45 (Engine Cowl Retention)
§25.427 (a) (b) (c) (d)	§25.1195 (a) (b) (c)
	§25.1197(a)(b)
§25.445 (a) (b)	§25.1199 (a) (b) (c) (d) (e)
§25.457	§25.1201 (a) (b)
§25.459	§25.1203 (a) (b) (c) (d) (e) (f) (g)
§25.471 (a) (b)	§25.1207 (a) (b) (c) (d)
§25.473 (a) (b) (c) (d) (e)	§25.1305(a)(c)(d)
§25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	§25.1309 (for newly designed systems) amended by: Legacy SC S-76 – Effects of external radiations upon aircraft systems, Legacy SC S-76-1 – Protection from the effects of HIRF
§25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(a)	§25.1316 (a) (b) (c)
§25.483 (a) (b)	§25.1337 (a) (c) (d)
§25.485 (a) (b)	§25.1353 (a) (b) (for engine and pylon areas)
§25.489	§25.1355 (c)
§25.491	§25.1357 (a) (for newly designed systems)
§25.493 (b) (c) (d) (e)	§25.1401 (b)
§25.495	§25.1403
§25.499 (a) (b) (c) (d) (e)	§25.1419 (a) (b) (c) (d) (e) (f) (g) (h) for engine air intake protection



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§25.503 (a) (b)	§25.1431 amended by Legacy SC S-76 - Effects of external radiations upon aircraft systems Legacy SC S-76-1 – Protection from the effect of HIRF For newly designed equipment only
§25.507 (a) (b) (c)	§25.1438 (for newly designed equipment)
§25.509	§25.1459 (a) (b) (c) (d) amended by Legacy SC S-72 (HC-S72 – Flight recorders)
§25.511	§25.1461 (a) (b) (c) (d) For newly designed equipment
§25.519 (a) (b) (c)	§25.1501(a) (b)
§25.571 (a) (b) (c) (d) (e) (for new or modified parts)	§25.1503
§25.581 amended by Legacy SC S-75 – Lightning protection indirect effects for pylon and nacelle areas	§25.1507
§25.601 (for new or modified parts)	§25.1511
§25.603 (a) (b) (c) (for new or modified parts)	§25.1513
§25.605 (a) (b) (for new or modified parts)	§25.1515
§25.607 (a) (b) (for new or modified parts)	§25.1517
§25.609 (a) (b) (for new or modified parts)	§25.1519
§25.611 (a)	§25.1521 (a) (c) (d)
§25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	§25.1525
§25.619 (a) (b) (c) (for new or modified parts)	§25.1527
§25.623 (a) (b) (for new or modified parts)	§25.1531
§25.625 (a) (b) (c) (d) (for new or modified parts)	§25.1533
§25.629 (a) (b) (c) (d) (e)	§25.1535 (a) (b) (c)
§25.631 (for new or modified parts)	§25.1549 (a) (b) (c) (d) amended by ESF E-51 (Oil temperature indication)
§25.651 (for new or modified parts)	§25.1551
§25.671 (a) (b) (c) (d) amended by legacy SC F- 9 - Dual Control System	§25.1553
§25.731 (a) (b) (c)	§25.1557 (b)
§25.733 (b) (c) (d)	§25.1581
§25.777(i) Sub-paragraph (b) amended by SC B-03 (Motion and Effect of Cockpit Control)	§25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
§25.779	§25.1585
§25.831 (a) (e)	§25.1587
§25.841 (a)	§25.1591
§25.851(b)(c)	§25.1593
§25.855(c)	§25.1701 (a) (b) (c) for engines and pylon areas
	§25.1703 (a) (b) (d) (e) for engines and pylon areas



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§25.863 (a) (b) (c) (d)	§25.1705 (a) (b) for engines and pylon areas
§25.865	§25.1707 (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) for engines and pylon areas
§25.867 (a) (b)	§25.1709 (a) (b) for engines and pylon areas
§25.869 (a) (b) (c)	§25.1711 (a) (b) (c) (d) (e) for engines and pylon areas
§25.899 amended by Legacy SC S-75 – Lightning protection indirect effects, for Pylon and Nacelle areas only	§25.1713 (a) (b) (c) for engines and pylon areas
§25.901 (a) (b) (c) amended by SC E-45 (Engine Cowl Retention),	§25.1715 (a) (b) for engines and pylon areas
§25.903 (a) (b) (c) (d) (e)	§25.1717 for engines and pylon areas
§25.904	§25.1719 for engines and pylon areas
§25.933 (a)	§25.1723 for engines and pylon areas
§25.934 amended by ESF E-43 (Thrust Reverser Testing).	§25.1725 (a) (b) for engines and pylon areas
§25.939 (a) (c)	§25.1727 for engines and pylon areas §25.1731 (a) (b)
§25.943	

**CS 25 Amdt 13 for:**

<p>§25.963(e)(1)</p> <p><i>Note: "The A319-171N was granted a reversion to CS25.963(e)(1) at Amdt 13 based on a justification that takes credit from specific design features that are present in the aircraft A319-171N Type Design (refer to EASA Reversion E-65 "Fuel Tanks Reversion from CS25.963(e)(1) at Amdt 15 to CS25.963(e)(1) at Amdt 13"). The validity of this justification must be reassessed in case of any subsequent type design change, modification, or repair to ensure the level of safety of the A319-171N is maintained."</i></p> <p><i>This reversion is also applicable for the A319-173N</i></p>	§25.963(e)(2) (applicable only for A319-151N)
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**CS25 Amdt 8 for:**

§25.683 (b)	
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**CS 25 Amdt 2 for:**

§25.21 with sub-paragraph (b) added by SC B-01 (Stalling and Scheduled Operating Speeds)	§25.123
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§25.103 replaced by SC B-01 (Stalling and Scheduled Operating Speeds)	§25.125
§25.105	§25.143 Sub-Paragraphs (j), (k), (l) added by SC B-03 (Motion and Effect of Cockpit control), Sub-paragraph (h) added by SC B-07 (Flight envelope protection), Sub paragraph (i) added by SC B-08 (Normal Load factor limiting System).
§25.107	§25.207 replaced by SC B-01 (Stalling and scheduled operating speeds).
§25.111	§25.237
§25.119	§25.253
§25.121	§25.1419

**CS25 Amdt 1:**

§25.981 (a) (3) amended by generic SC E-48 – Fuel Tank Safety for all areas except engine and pylon areas	
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**JAR 25 Chg 14 for:**

§25.145 (b) (c)	§25.1423 (a) (b) (c) (d) (e) (f) (g)
§25.365 (e)(2), (e)(3)	§25.1583 (j)

**JAR 25 Chg 13 for**

§25.365 (f) (g)

§25.735 (a) (f) (g) (h) amended by

Legacy SC F-11 – Accelerate-stop distances and related performances, worn brakes

Legacy SC S-79 - Brake requirements, qualification and testing – A321

§25.853(a)(1)

**JAR 25 Chg 12 for**

§25.853(c)

**JAR 25 Chg 11 for:**

§25.561 (a) (b) (c)	§25.1309 amended by Generic SC D-0332-001 (Towbarless Towing) For systems adaptations.
§25.563	§25X1315
§25.672 (a) (b) (c)	§25.994 for all areas except engine and pylon areas
§25.677 (b)	§25.1301
§25.703 (a) (b) (c)	§25.1321 (d)
§25.721 (a) (b) (c)	§25.1322 (a) (b) (c) (d) amended by generic SC D-0332-001 (Towbarless Towing)
§25.729 (b) (c) (d) (e) (f)	§25.1323 (a) (b) (c)



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§25.735 (b) (c)	§25.1325 (b) (d) (e)
§25.771 (e)	§25.1329 (f) amended by: Legacy SC S-30 (Automatic Flight/Flight Management Functions),
	§25.1337 (b)
§25.783 (a) (b) (c) (e) (f) (g)	§25.1351 (a) (b) (d) where (d) is replaced by Legacy SC-S52 (Operation without normal Electrical power)
§25.791	§25.1353 (a) (b) (for all areas except pylon and engine)
§25.801	§25.1359
§25.807 (a) (b) (c) (d)	§25.1363 (a) (b)
§25.809 (a) (b) (c) (d) (e) (f)	§25.1419 (a) (b) (c) (d)
§25.843 (a)	§25.1431 (for system adaptations)
§25.853 (a)	§25.1435 (a) (b) (c) (d)
§25X899 amended by Legacy SC S-75 – Lightning protection indirect effects	§25.1457 (a) (b) (c) (d) (e) (f) (g)
§25.959	§25.1529 amended by SC H-01
§25.963 (d) (e)	§25A901 (c)
§25.967 (d)	§25A939 (a)
§25.975 (a)	§25A1521
§25.981 for all paragraph except (a) (3) in all areas except engine and pylon areas	§25A1527

4.8 Certification basis has been revised for MOD 159533 iss1 “Max Pax” for aircraft equipped with modification 160500 (Sharklets).

The certification basis is that of the A319-111, -112, -115, -131, -132, -133 equipped with modification 160500 amended by the following:

**CS 25 Amdt 18 for**

§25.23	§25.489
	§25.801(d)
§25.321	§25.803(c)
§25.331	§25.807(g) amended by ESF E-4001 and demonstrated through ESF D-03
§25.341(a)(b)	§25.1519
§25.351	§25.1529
§25.473	§25.1541(a)(b)
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1557(a)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	





**SECTION 3: A319 SERIES**JAR 25 change 13

§25.305(a)(b)	§25.812(k)(l)
§25.365(a)	§25.853(a)1 amended by SC D-0306-000
§25.812(e)	

JAR 25 change 12

§25.853(c)

JAR 25 change 11

§25.307(a)	§25.1301
§25.561	§25.1351(a)
§25.571(a)(b)	§25.1353(a)(b)
§25.785	§25.1357(a)
§25.787(a)(b)	§25.1359(a)(d)
§25.789(a)	§25.1413
§25.791	§25.1415(b)(c)(d)
§25.853(a)(b)	§25.1431(c)
	§25.1447(c)1

## 4.9 Certification basis revised for ACJ319 NEO.

The certification basis is that of the A319-153N amended by the following:

CS25 Amdt 16 for the following chapters

25.23	25.957
25.25	25.959
25.27	25.963 (a)(b)(c)(e)(1)(d)(1)(d)(3)(f) (d)(4)(e)(1)(e)(2)
25.29	25.965 (a) (b) (c) (d)
25.101 (c)(d)(e)(f)(h)	25.967 (a) (b) (e)
25.109 (a)(b)	25.969
25.113 (a)(b)	25.971 (a) (b) (c)
25.115 (a)(b)	25.975 (a)
25.117	25.977 (a) (c) (d)
25.147 (c)(d)	25.979 (b) (c) (d) (e)
25.175 replaced by SC B-04	25.981 (a)(d)
25.201 replaced by SC B-01	25.993 (a) (b) (c) (d) (e) (f)
25.203 replaced by SC B-01	25.994
25.235	25.995 (b)
25.301 (a)(b)(c)	25.999 (a) (b)
25.302	25.1001 (a)(b)
25.303	25.1141 (a)(b)(c)(d)(f)
25.305 (a)(b)(c)(e)(f)	25.1189 (h)
25.307 (a)	25.1301 (a)(b)
25.321 (a)(b)(c)(d)	25.1302 (a) (b) (c)
25.331 (a)(b)(c)	25.1305 (a)(2)
25.333 (a)(b)	25.1309 (a) (b) (c) (d)



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25.335 (a)(b)(c)(d)(e)(f), (b) amended by SC B14 and (e) amended by SC A-2	25.1310
25.337 (a)(b)(c)	25.1315
25.341 (a)(b)(c)	25.1316 (a) (b) (c)
25.343 (a) (b)(1)(b)(2)(b)(3)	25.1337 (b)
25.351 (a)(b)(c)(d)	25.1353 (a) (b)
25.361 (a)	25.1381 (a)(2)(ii)(b)
25.362 (a)(b)	25.1431 (a) (c) (d)
25.363 (a)(b)	25.1511
25.365 (a)(b)(d)(e)(f)	25.1517
25.367 (a)(b)	25.1519
25.371	25.1527
25.373 (a)(b)	25.1533
25.391 (a)(b)(d)(e)	25.1535 (a) and AMC 20-6 rev2
25.427 (a)(b)(d)	25.1543 (b)
25.445 (a)	25.1553
25.457	25.1555 (a) (c)
25.459	25.1581
25.471 (a)(b)	25.1583 (c)(f)(h)
25.473 (a)(b)(c)(d)(e)	25.1585 (a)(b)(c)(e)(f)
25.479 (a)(c)(d) amended by SC A-2	25.1587
25.481 (a)(c), (a) emended by SC A-2	25.1591
25.483 (a)(b)	25.1703 (a1)(a2)a(3)(a4) (b) (d)
25.485 (a)(b)	25.1705 (a) (b)(4)(b)(9)(b)(16)
25.489	25.1707 (a)(b)(c)(e)(l)
25.491	25.1709 (a) (b)
25.493 (b)(c)(d)(e)	25.1711 (a) (b) (c) (d) (e)
25.495	25.1713
25.499 (a)(b)(c)(d)(e)	25.1715 (a) (b)
25.503 (a)(b)	25.1719
25.507 (a)(b)	25.1721 (b)
25.509 (a)(c)(d)	25.1723
25.511 (a)(b)(c)(d)(e)(f)	25.1725(b)
25.519 (a)(b)(c)	
25.561 (a)(b)(c)(d)	
25.571 (a)(b)(c)(e)	
25.581 (a) (b) (c)	
25.611	
25.619	
25.625	
25.629 (a)(b)(c)(d)(e)	
25.631	
25.721 (b)	
25.723 (b)	
25.733 (b)(c)	
25.777 (a)	
25.843 (a)	
25.851 (b)(2)	
25.855 (a) (c) (e) (f) (g)(h)(1)(h)(2)(h)(3)	



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25.857
25.858
25.863 (a) (b) (c) (d)
25.869
25.899 (a) (b)
25.901 (c)
25.903 (c) (d)(1)
25.943
25.951 (c)
25.952 (a)
25.954 (a) (b) (c)

## CS 25 Amdt 11 for the following chapters

25.101 (c)(d)(e)(f)(g)(h)	25.671 (c)
25.109 (a)(b)	25.855 (c)(e)(1)
25.113 (a)(b)	25.901 (b)(c)
25.115 (a)(b)	25.1001 (a)(b)
25.117	25.1301 (a)(1)(a)(2)(a)(3)
25.143 (i) introduced by SC B-08	25.1309 (a)(b)
25.251	25.1519
25.305 (a) (b)	25.1533 (a)
25.307 (a)	25.1527
25.335 (b)	25.1581 (a)(b)
25.365 (e)	25.1587 (b)
25.561 (b)(3)	25.1591 (b)
25.601	

## CS 25 Amdt 2 for the following chapters

25.21 (a)(c)(d)	25.121 (a)(b)(c)
25.103 replaced by SC B-01	25.123
25.105 (a)	25.125 (a)(b)
25.107 (a)(b)(c)(d)(e)(f)(g)	25.143 (a)(b)(3)(g)
25.111 (a)(b)(c)(d)	25.253 (a)
25.119	25.1419, (b)

## JAR 25 Change 13 for the following chapters

25.365 (e)(2)(3)(f)(g)

## JAR 25 Change 11 for the following chapters

25.571 (a)(3) (c)	25.1309 (a)(b)(c)(d)(g)
25.672	25.1351 (a)
25.689 (f)	25.1353 (b)
25.775 (a)(b)(c)(d)	25.1529 amended by SC H-01
25.1103 (d)	25.1541
25.1301 (a) (b) (c) (d)	25.1557 (a)

With the removal of the aft cargo compartment through embodiment of the modification 165550 on ACJ319 NEO,



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- FAR 25.856(b) (EtC E-28 plus ESF E-32) was not demonstrated in the aft cargo compartment. Instead, the passenger capacity is limited to 19 passengers.
- "Class C" cargo compartment airworthiness requirements CS25.855(a)(b)(c)(e)(f)(g)(h)(i) and CS25.857(c) are not applicable anymore for the changed AFT lower deck compartment.

4.10 Certification basis has been revised for MOD 159533 iss2 "Max Pax".

The certification basis is that of the A319-151N/-153N/-171N amended by the following:

**For A319-151N/-153N**

CS 25 Amdt 18 for the following chapters

25.23	25.489
25.305(a)(b)	25.571(a)(b)
25.307(a)	25.801(d)
25.321	25.803(c)
25.331	25.807(g) as amended by ESF E-4001 and demonstrated through ESF D-03
25.341(a)(b)	25.901(c)
25.351	25.1519
25.365(a)	25.1529
25.473	25.1541(a)(b)
25.479(a)(c)(d) as amended by SC A-2	25.1557(a)
25.481(a)(c) as amended by SC A-2	

**For A319-171N**

CS 25 Amdt 18 for the following chapters

25.23	25.489
25.305(a)(b)	25.571(a)(b)
25.307(a)	25.801(d)
25.321	25.803(c)
25.331	25.807(g) As amended by ESF E-4001 and demonstrated through ESF D-03
25.341(a)(b)	25.901(c)
25.351	25.1519
25.365(a)	25.1529
25.473	25.1541(a)(b)
25.479(a)(c)(d) as amended by SC A-2	25.1557(a)
25.481(a)(c) as amended by SC A-2	

4.11 Post TC changes

4.11.1 In accordance with NPA 25-C205, the following JAR 25 paragraphs are upgraded at Change 13 and amended by Orange Paper 91/1:

25.305	25.349 (b)
25.321	25.351



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25.331	25.365 (e)
25.333	25.371
25.335 (d)	25.373
25.341	25.391
25.343 (b) (1) (ii)	25.427
25.345 (a) and (c)	25.571 (b) (2)

- 4.11.2 If modification 153945 is embodied, the paragraph 25.813(c)(2)(ii) is upgraded at CS25 amendment 11.
- 4.11.3 When reinforced cockpit door is installed (see EtC E-12), 14 CFR Part 25.772(a) and (c) and 25.795 are at amendment 106.
- 4.11.4 When halon free hand-held fire extinguishers are installed, CS25.851(a),(c) is at Amdt 17 (see EtC D-GEN-AIRBUS-01).
- 4.11.5 For cabin and/or passengers improved seats (see EtC E-31), CS 25.562 is at amendment initial issue.
- 4.11.6 Airbus complies with CS-ACNS:
- Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 February 2015.
    - a. Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.
  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.
- 4.11.7 When Mod 160139 “Passenger information signs and placards” is installed CS 25-791 is at Amdt 20.
- 4.11.8 When mod 167557 “Define Modified Airspace Lavatory A Option for 25.795 Compliance” is installed, CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) are at Amdt 22 (ESF D-31).
- 4.11.9 When equipped with modification 161765 on A319-151N/-153N/-171N/-173N, paragraphs JAR AWO 140 and 183 at change 2.
- 4.11.10 For A319 corporate Jet, JAR 25.561(c) is at change 14 (EtC A-4008)
- 4.11.11 For A/C configuration with ELT-DT equipment MOD 166219: CS ACNS is at Issue 3 Subpart E Section 3.
- 4.11.12 For all changes on A319 CEO\* affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of issue 56), CS 25.629 is at Amendment 8.



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4.11.13 When MOD 163425, MOD 166357 or MOD 168149 are installed on A319 NEO\*, CS 25.705 is applicable at Amendment 24.

4.11.14 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 23 is applicable.

4.11.15 The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571.

For changes that affect or introduce fatigue critical structures JAR/CS 25.571 applicable (§4.1 to 4.10) applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

\*see list of models in Part I paragraph 1.

## 5. Special Conditions

5.1 The following A320 Special conditions, Experience Related Conditions and Harmonization Conditions which are kept for the A319:

**Reminder:** Within the scope of the establishment of the A320 Joint Certification Basis, three types of special conditions were developed:



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- Special conditions: rose to cover novel or unusual features not addressed by the JAR.
- Experience related conditions: rose to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.
- Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

**Compulsory**

(DGAC-F) SC G-17	Operational proving flights
(CAA-UK) SC G-17	Operational flight before certification
SC F-3	Cockpit control - motion and effect of cockpit control
SC F-4	Static longitudinal stability
SC F-6	Static directional and lateral stability
SC F-7	Flight envelope protection
SC F-8	Normal load factor limiting
SC F-9	Dual control system
SC A-2.2.2	Design manoeuvre requirement
SC A-2.2.3	Design dive speed
HC A-4.5	Braked roll conditions
HC A-4.6	Speed control device
SC S-11	Limit pilot forces and torques
HC S-23	Standby gyroscopic horizon
HC S-24	VMO/MMO Warning (setting)
EC S-30	Autoflight system
SC S-33	Autothrust system
SC S-52	Operation without normal electrical power
EC S-54	Circuit protective devices
HC S-72	Flight recorder
SC S-74	Abnormal attitudes
SC S-75	Lightning protection indirect effects
SC S-76	Effect of external radiations up on aircraft systems
SC S-77	Integrity of control signal

5.2 The following Special Conditions developed for the A319:

SC A-2	Stalling Speeds for Structural Design
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SC F-1	Stalling and Scheduled Operating Speeds
SC F-11	Accelerate-Stop distances and related performances, worn brakes
SC S-79	Brakes requirements, qualification and testing

5.3 For A319, Airbus Industrie has elected to comply with the following A321 Special Conditions:

SC A-1	Interaction of Systems and Structure
SC P-1	FADEC
SC E-1	Resistance to Fire Terminology

5.4 For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC S-76 (Effect of external radiations upon aircraft systems) are superseded by SC S-76-1.

5.5 For A319 weight variant 002 and for any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll conditions) is superseded by JAR 25.493(d) at Change 14 (EtC A-7).

5.6 For A319-115 and -133 models, the following JAR 25 paragraphs and Special Conditions are upgraded at Change 14 and Orange Paper 96/1:

25.119(a)  
25.121(d)/SC F-1 Appendix 3  
25.145(b)(c)  
25.149(f)(g)(h)(i) and associated ACJ

This is introduced as Special Condition applicable to the "Third Rating", with a wording as close as possible to those paragraphs of the NPA 25B-261 involving the Go-around rating (SC F-8).

5.7 The following special conditions have been developed post Type Certification:

SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC D-0306	Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	Flammability Reduction System If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320,





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	or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.
SC E-48	Fuel Tank Safety (applicable from October 2013)
SC F-0311-001	Flight Recorders including Data Link Recording (applicable as per operational regulations)
F-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)

**5.8 Special Conditions for aircraft equipped with MOD 160500 & 160080**

SC F-16	Static directional and lateral stability
A318 SC F-5001	Stalling and scheduled operating speeds
A318 SC F-5004	Static Longitudinal Stability and Low energy awareness
A318 SC A-5003*	Design Dive Speed Vd

\*From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003

Note: All other original Special Conditions applicable to each model remain effective.

**5.9 Special Conditions for A319-151N/-153N/-171N/-173N**

B-01	Stalling and Scheduled Operating Speeds
B-03	Motion and effect of cockpit control
B-04	Static Directional, Lateral and Longitudinal Stability and Low energy awareness
B-07	Flight Envelope Protection
B-08	Normal Load Factor limiting System
E-37	Water/Ice in Fuel System
E-45	Engine Cowl Retention
F-13	Fuel System Low Level Indication - Fuel Exhaustion
E-55*	Fan Blade Loss

\*Only applicable to CFM models

**5.9.1** The following special conditions developed for previous models are also applicable to the A319-151N/-153N/-171N/-173N affected areas:

A2.2.2	Design Manoeuvre requirement
SC A1	Interaction of systems and structure
SC A2	Stalling Speeds for structural design
B-14	Design dive speed Vd
D-0332-001	Towbarless Towing
E-48	Fuel Tank Safety
SC F-11	Accelerate-stop distances and relates performances, worn brakes
SC F-9	Dual Control System



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H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
P-27	Flammability Reduction System (consisting of Cooled Serviced Air System and Inert Gas Generation System)
S-11	Limit Pilot forces and torques
S-30	Automatic Flight/Flight Management Functions
S-33	Autothrust system
S-72 (HC S-72)	Flight recorders
SC S-76-1	Protection from the effect of HIRF
SC S-75	Lightning protection indirect effects
SC S-79	Brake requirements, qualification and testing (A321)

5.10 Additional Special Conditions part of the Certification Basis (added post TC):

b. The following Special Conditions are additionally applicable when an A/C configuration include the subject design change(s):

D-08	Installation of Personal Electronic Device charging stowage for cabin crew use
D-15	Pilot Control Mode TaxiBot Operations
D-19	Incorporation of Inertia Locking Device in Dynamic Seats
D-24	Installation of Airbags in the backrest of seats
D-25	Installation of structure mounted airbag
D-27	Installation of Three Point Restraint & Pretensioner System
D-28	Installation of oblique seats
D-0322-001	Installation of suite type seating
D-0332-001	Towbarless Towing
E-10	High altitude airport operations (up to 14,100 ft)"
E-13	Installation of inflatable restraints
E-21	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
E-34	Seat with inflatable restraints
F-119	Security Protection of Aircraft Systems and Networks
D-33	Cabin attendant seat mounted on movable part of an interior monument
F-MULTI-04	Rechargeable Lithium Battery Installations
F-37	ATN over SATCOM
<u>M-TS-0000566</u>	<u>Installed Physical Secondary Barrier (IPSB)</u>

## 6. Exemptions/Deviations

### Optional



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ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.11.6)

**7. Equivalent Safety Findings****Compulsory**

7.1 Equivalent Safety findings to the following requirements are granted:

JAR 25-783(f)	ESF SM-4004	"Passenger doors"; The same Equivalent Safety finding was previously granted for A320 and A321).
JAR 25-807(c)(1)	ESF E-4001	"Exit configuration" issued on the basis of the JAA policy dated December 1995).
JAR 25-813(c)(1)	ESF E-4105	"Type III over wing emergency exit access", issued on the basis of A320 E-2105 issue 3).
JAR 25-933(a)(1)	ESF P-4008	"Thrust Reverser Auto restow", issued on the basis of A320 ESF P-1002).
JAR AWO 313	ESF SE-4005	"Minimum approach break-off height".

7.2 The following Equivalent Safety Findings have been developed post Type Certification:

FAR 25.856(b)	E-32 E-28	Fuselage burnthrough protection in bilge area, see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111 (applicable as per operational regulations)
14CFR Part 25.856(a)	ESF E-18	Improved flammability standards for insulation materials (applicable as per operational regulations)

Note: The original ESFs applicable to each model remain effective.

7.3 Equivalent Safety Findings for aircraft equipped with MOD 160500 &amp; 160080

25.1419(c)	ESF F-19	Flight in natural icing condition
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7.4 Equivalent Safety Findings for aircraft equipped with MOD 157777, 159533 or 159535

CS25.807(g)	D-03	Over-performing Type I exit
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7.5 The following Equivalent Safety Findings have been developed for the A319-151N/-153N/-171N/-173N:

CS25.934, CS-E 890	E-43	Thrust Reverser Testing
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CS25.1549(a)	E-51	Oil temperature indication
CS25.1181, CS25.1182	E-52	Nacelle area adjacent to fire
CS25.997(d)	E-49*	Fuel Filter Location
CS25.1181(a)	E-44**	Fan Zone as non fire zone

\*Applicable to CFM models only

\*\*Applicable to IAE models only

## 7.6 Additional ESF part of the Certification Basis (added post TC):

c. The following ESF are additionally applicable when an A/C configuration include the subject design change(s):

CS 25.251(b)	B-17	Vibration/buffeting compliance criteria for large external antenna installation applicable from February 2021
JAR 25.785(c)	D-0329-001	Forward facing seats with more than 18° to aircraft centreline.
CS 25.795(a)(1)	D-31	Application of reduced Intrusion Loads in certain areas of the flight deck boundaries
JAR 25.811(f)	E-16	Emergency exit marking reflectance
JAR 25.812(b)(1)(ii)	E-14	Photo-luminescent EXIT sign for MCD (Moveable Class Divider)
JAR 25.812(b)(1)(i)(ii)	SE-42	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-20	Minimum Mass Flow of Supplemental Oxygen (optional)
CS FCD.425(g)	FCD-MULTI-01	CS-FCD T3 Evaluation Process
CS 25.811(e)(4)	SE-63	Green Arrow and "Open" placard for Emergency Exit Marking
JAR 25.1441(c)	F-122	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-125	Minimum Mass Flow of Passenger Supplement Oxygen

## 8. Environmental Protection

## 8.1 Noise

See TCDSN no. EASA.A.064

## 8.2 Fuel Venting

ICAO Annex 16, Volume II, Part II, Chapter 2

**III. Technical Characteristics and Operational Limitations**

**SECTION 3: A319 SERIES****1. Type Design Definition**

- 1.1 Certificated model: A319-111  
Definition of reference airplane by doc: AI/EA-S 413.0700/96 (00J000A0011/C21).
- 1.2 Certificated model: A319-112  
Definition of reference airplane by doc: AI/EA-S 413.0505/96 (00J000A0003/C21).
- 1.3 Certificated model: A319-113  
Definition of reference airplane by doc: AI/EA-S 413.1377/96 (00J000A0113/C21).
- 1.4 Certificated model: A319-114  
Definition of reference airplane by doc: AI/EA-S 413.1400/96 (00J000A0114/C21).
- 1.5 Certificated model: A319-115  
Definition of reference airplane by doc: AI/EA-S 413.1204/99 (00J000A0115/C21).
- 1.6 Certificated model: A319-131  
Definition of reference airplane by doc: AI/EA-S 413.3250/96 (00J000A0131/C21).
- 1.7 Certificated model: A319-132  
Definition of reference airplane by doc: AI/EA-S 413.3300/96 (00J000A0132/C21).
- 1.8 Certificated model: A319-133  
Definition of reference airplane by doc: AI/EA-S 413.1205/99 (00J000A0133/C21).
- 1.9 Certificated model: A319-151N  
Definition of reference airplane by doc: 00J000A5025/C20
- 2.0 Certificated model: A319-153N  
Definition of reference airplane by doc: 00J000A5240/C00
- 2.1 Certificated model: A319-171N  
Definition of reference airplane by doc: 00J000A5022/C20
- 2.2 Certificated model: A319-173N  
Definition of reference airplane by doc: 00J000A5288/C00

**2. Description**

Twin turbo-fan, short to medium range, single aisle, transport category airplane.

**3. Equipment****A319-111**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0012/COS at latest approved issue.

**A319-112**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0004/COS at latest approved issue.

**A319-113**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0113/COS at latest approved issue.

**A319-114**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0114/COS at latest approved issue.

**A319-115**

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Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0115/COS at latest approved issue.

**A319-131**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0131/COS at latest approved issue.

**A319-132**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0132/COS at latest approved issue.

**A319-133**

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0133/COS at latest approved issue.

Certification Standard Equipment List is not applicable to the A319-151N/-153N/-171N/-173N.

**Note**

The type design definitions and certification standard equipment lists are complemented by doc. 00D000A0546/COS "A319-100/A321-200 FMGC Type Std Evolution" and doc. 00J000A0067/COS "A319-111/112 ATC Transponder Type Std Evolution".

**4. Dimensions**

Principal dimensions of A319 Aircraft:

Length:	33.84 m
Width:	34.10 m
(if MOD 160500 is installed)	35.80 m
Height:	11.76 m
Width at horizontal stabilizer:	12.45 m
Outside fuselage diameter:	3.95 m
Distance between engine axes:	11.51 m
Distance between main landing gear:	7.59 m
Distance between nose and main landing gear:	11.04 m

**5. Engines**

The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

**A319-111**

Two CFMI CFM 56-5B5 jet engines (MOD 24932)

**A319-112**

Two CFMI CFM 56-5B6 jet engines (MOD 25287), or  
CFM 56-5B6/2 jet engines (MOD 25530)

**A319-113**

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Two CFMI      CFM 56-5A4 jet engines (MOD 25238), or  
CFM 56-5A4/F jet engines (MOD 23755)

**A319-114**

Two CFMI      CFM 56-5A5 jet engines (MOD 25286), or  
CFM 56-5A5/F jet engines (MOD 23755)

**A319-115**

Two CFMI      CFM 56-5B7 jet engines (MOD 27567)

**A319-131**

Two IAE      V2522-A5 jet engines (MOD 26152)

**A319-132**

Two IAE      V2524-A5 jet engines (MOD 26298)

**A319-133**

Two IAE      V2527M-A5 jet engines (MOD 27568)

**A319-151N**

Two CFMI      LEAP-1A24 jet engines (MOD 161004)

**A319-153N**

Two CFMI      LEAP-1A26 jet engines (MOD 165511), or  
LEAP-1A26E1 jet engines (MOD 166794)

**ACJ319 NEO**

Two CFMI      LEAP-1A26CJ jet engines (MOD 165333)

**A319-171N**

Two IAE      PW1124G-JM Geared Turbo Fan jet engines (MOD 161001)

**A319-173N**

Two IAE      PW1127G1-JM Geared Turbo Fan jet engines (MOD 169981)

**Notes:**

1. From March 31st, 2008, there is no longer any CFM56-5B5 non /P in field or in production.
2. From March 31st, 2008, there is no longer any CFM56-5B6 non /P in field or in production.
3. From March 31st, 2008, there is no longer any CFM56-5B6/2 non /P in field or in production.
4. From March 31st, 2008, there is no longer any CFM56-5B7 non /P in field or in production.



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5. If modification 25800 is embodied on models with CFM-5B engines, the engine performance is improved. The engine denomination changes to /P. The modification is currently applicable for:

A319-111: CFM 56-5B5 (SAC) which changes to CFM 56-5B5/P  
A319-112: CFM 56-5B6 (SAC) which changes to CFM 56-5B6/P  
A319-112: CFM 56-5B6/2 (DAC) which changes to CFM 56-5B6/2P  
A319-115: CFM 56-5B7 (SAC) which changes to CFM 56-5B7/P

CFM 56-5B/"non-P" engine can be intermixed with CFM 56-5B/P engine on the same aircraft.

6. A319-112 CFM 56-5B6 engine can be intermixed with CFM 56-5B6/2 engine (MOD 25532) on the same aircraft (AFM supplement).
7. If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the engine performance and gaseous emission levels are improved.

A319-112: CFM 56-5B6/2 (DAC) which changes to CFM 56-5B6/2P (DAC II C)

CFM 56-5B/2 "non P" (DAC) engine can be intermixed with CFM 56-5B/2P (DAC II C) engine on the same aircraft (AFM supplement).

CFM 56-5B/P or / "non P" (SAC) engine can be intermixed with CFM 56-5B/2P (DAC II C) engine on the same aircraft (AFM supplement).

Modification 26610 is not compatible with modification 160080 (sharklet retrofit).

8. Introduction of CFM56-5Bx/3 "Tech Insertion" engine is done through embodiment of modification 37147 in production or 38770 in field.

This modification is only applicable on CFM56-5Bx /P SAC engines.

If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.

The modification is currently applicable for:

A319-111: CFM 56-5B5 (SAC) which changes to CFM 56-5B5/3  
A319-112: CFM 56-5B6 (SAC) which changes to CFM 56-5B6/3  
A319-115: CFM 56-5B7 (SAC) which changes to CFM 56-5B7/3

Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

The engine characteristics remain unchanged.

CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.





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9. CFM56-5B engines are not compatible with modification 160080 (Sharklet retrofit) unless modification 37147 or modification 38770 are installed.
10. If modification 165333 is installed on the A319-153N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26CJ".

**6. Auxiliary Power Unit****APU GARRETT**

The APU GARRETT AIRESEARCH GTCP 36-300 (A) installation is defined by mod 20020.  
(Specification 31-5306B)  
Approved oils: see GARRETT REPORT GT.7800

**APU Pratt & Whitney Rzeszow S.A. (Option)**

The APU Pratt & Whitney Rzeszow S.A. installation is defined by MOD 22562 or MOD 35864.  
Pratt & Whitney Rzeszow S.A. APS 3200 (Specification ESR 0802, Rev. A).  
Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487.

**APU AlliedSignal (Option)**

The APU Honeywell International installation is defined by MOD 25888 or 37987.  
Honeywell International 131-9[A] (Specification 4900 M1E 03 19 01).  
Approved oils: according to model Specification 31-12048A-3A.

**7. Propellers**

N/A.

**8. Fluids (Fuel, Oil, Additives, Hydraulics)****Fuel**

ENGINES	KEROSENE DESIGNATION
<b>CFM56:</b> Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B**, JP 4**, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
<b>IAE V2500:</b> IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B**, JP 4**, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
<b>IAE PW1100G-JM:</b> (Service Bulletin PW1000G -100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
<b>CFMI LEAP-1A:</b> Service Bulletin LEAP-1A S/B 73-0001	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

The above-mentioned fuels are also suitable for the APU.

Refer to Consumable Material List (CML) for details on approved fuel specifications



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- \* For IAE engines, TS-1 is cleared for transient use (less than 50% of operations)
- \*\* JET B and JP 4 fuels are not authorized for use in aircraft fitted with jet pumps (modification 154327)



**SECTION 3: A319 SERIES****OIL**

For oil specification:

<b>Engine</b>	CFM56-5B5 CFM56-5B6 CFM56-5B6/2 CFM56-5B7 CFM56-5A4 CFM56-5A4/F CFM56-5A5 CFM56-5A5/F	IAE V2522-A5 IAE V2524-A5 IAE V2527M-A5	CFMI-LEAP-1A24 CFMI-LEAP-1A26	PW1124G1-JM PW1127G1-JM
Approved Oils	SB CFMI 79-001-OX	See doc IAE 0043 Sect 4.9 (MIL-L-23699)	Service Bulletin LEAP-1A S/B 73-0001	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 – 00A – 930A – D

**Additives**

Refer to Airbus Consumable Material List (CML).

**Hydraulics**

Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110.

## 9. Fluid Capacities

**Fuel quantity (0.8 kg/litre)****A319-111/-112/-113/-114/-115/-131/-132/-133 aircraft (without MOD 160001)**

Tank	3 TANK AIRPLANE		4 or 5 TANK AIRPLANE*		4 or 5 TANK AIRPLANE**	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
Wing	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
Centre	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT			3 121 / 6 242 (2 497 / 4 994)	17 / 34 (13.6 / 27.2)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	23 859 (19 087)	82.1 (65.7)	26 980 / 30 101 (21 584 / 24 081)	99.1 / 116.1 (79.3 / 92.9)	26 851 / 29 843 (21 480 / 23 873)	99.1 / 116.1 (79.3 / 92.9)

\* see note 1 below

\*\* see note 2 below

Tank	6 or 7 TANK AIRPLANE*		8 or 9 TANK AIRPLANE*	
	Usable fuel	Unusable fuel	Usable fuel	Unusable fuel



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	litres (kg)	Litres (kg)	litres (kg)	litres (kg)
Wing	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
Centre	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT	8 428 / 10 614 (6 743 / 8 492)	56 / 78 (44.8 / 62.4)	12 660 / 16 781 13 (10 929 / 13 426)	90 / 107 (72 / 85.6)
TOTAL	32 287 / 34 473 (25 830 / 27 579)	138.1 / 160.1 (110.5 / 128.1)	37 519 / 40 640 (30 016 / 32 513)	172.1 / 189.1 (137.7 / 151.3)

\* see note 1 below

**A319-111/-112/-113/-114/-115/-131/-132/-133 aircraft (without MOD 160001 and with MOD 37331)**

Tank	3 TANK AIRPLANE		4 or 5 TANK AIRPLANE*		4 or 5 TANK AIRPLANE**	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
Wing	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)
Centre	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT			3 121 / 6 242 (2 497 / 4 994)	17 / 34 (13.6 / 27.2)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	24 209 (19 367)	82.1 (65.7)	27 330 / 30 451 (21 864 / 24 361)	99.1 / 116.1 (79.3 / 92.9)	27 201 / 30 193 (21 760 / 24 154)	99.1 / 116.1 (79.3 / 92.9)

\* see note 1 below

\*\* see note 2 below

Tank	6 or 7 TANK AIRPLANE*		8 or 9 TANK AIRPLANE*	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
Wing	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)
Centre	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
ACT	8 428 / 10 614 (6 743 / 8 492)	56 / 78 (44.8 / 62.4)	13 660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
TOTAL	32 637 / 34 823 (26 110 / 27 859)	138.1 / 160.1 (110.5 / 128.1)	37 869 / 40 990 (30 296 / 32 793)	172.1 / 189.1 (137.7 / 151.3)

\* see note 1 below



**SECTION 3: A319 SERIES****A319-111/-112/-113/-114/-115/-131/-132/-133 aircraft (with MOD 37331 and MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
CENTRE	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	24 167 (19 334)	82.1 (65.7)	27 159 (21 727)	99.1 (79.3)	27 159 / 30 151 (21 727 / 24 121)	99.1 / 116.1 (79.3 / 92.9)

(\*) On the A319 aircraft, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 33973.

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 37226.

Tank	6 or 7 TANK AIRPLANE*		8 or 9 TANK AIRPLANE*	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
Wing	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
Centre	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
ACT	8 428 / 10 614 (6 743 / 8 492)	56 / 78 (44.8 / 62.4)	660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
TOTAL	32 595 / 34 781 (26 076 / 27 825)	138.1 / 160.1 (110.5 / 128.1)	37 827 / 40 948 (30 262 / 32 759)	172.1 / 189.1 (137.7 / 151.3)

\* see note 1 below



**SECTION 3: A319 SERIES****A319-111/-112/-113/-114/-115/-131/-132/-133 aircraft (without MOD 37331 and with MOD 160001)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		4 or 5 TANK AIRPLANE *	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
CENTRE	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
ACT (*)			2992 (2 393)	17 (13.6)	2 992 / 5 984 (2 393 / 4 786)	17 / 34 (13.6 / 27.2)
TOTAL	23 817 (19 054)	82.1 (65.7)	26 809 (21 447)	99.1 (79.3)	26 809 / 29 801 (21 447 / 23 841)	99.1 / 116.1 (79.3 / 92.9)

(\*) On the A319 aircraft, the certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 33973.

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 37226.

Tank	6 or 7 TANK AIRPLANE*		8 or 9 TANK AIRPLANE*	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
Wing	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
Centre	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
ACT	8 428 / 10 614 (6 743 / 8 492)	56 / 78 (44.8 / 62.4)	13 660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
TOTAL	32 245 / 34 431 (25 796 / 27 545)	138.1 / 160.1 (110.5 / 128.1)	37 477 / 40 598 (29 982 / 32 479)	172.1 / 189.1 (137.7 / 151.3)

\* see note 1 below



**SECTION 3: A319 SERIES****A319-151N/-153N/-171N/-173N**

TANK	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)
TOTAL	23724.7 (19050.9)	82.1 (65.9)

**A319-153N equipped with modification 163214 (ACJ319 NEO)**

TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		5 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
FWD						
AFT 1			3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
AFT 2					2186 (1755.4)	22 (17.7)
AFT 3						
AFT 4						
TOTAL	23724.7 (19050.9)	82.1 (65.9)	26845.7 (21557.1)	99.1 (79.6)	29031.7 (23312.5)	121.1 (97.2)



**SECTION 3: A319 SERIES**

TANK	6 TANK AIRPLANE Fuel Sequence A		6 TANK AIRPLANE Fuel Sequence B		6 TANK AIRPLANE Fuel Sequence C	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
FWD			3121 (2506.2)	17 (13.6)		
AFT 1	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
AFT 2	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)
AFT 3	2186 (1755.4)	22 (17.7)				
AFT 4					3046 (2445.9)	12 (9.6)
TOTAL	31217.7 (25067.8)	143.1 (114.9)	32152.7 (25818.6)	138.1 (110.9)	32077.7 (25758.4)	133.1 (106.9)





**SECTION 3: A319 SERIES**

TANK	7 TANK AIRPLANE Fuel Sequence A		7 TANK AIRPLANE Fuel Sequence C		8 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)	Usable fuel litres (kg)	Unusable fuel litres (kg)
WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
CENTRE	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
FWD	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
AFT 1	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
AFT 2	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)
AFT 3	2186 (1755.4)	22 (17.7)			2186 (1755.4)	22 (17.7)
AFT 4			3046 (2445.9)	12 (9.6)	3046 (2445.9)	12 (9.6)
TOTAL	34338.7 (27574)	160.1 (128.6)	35198.7 (28264.6)	150.1 (120.5)	35198.7 (28264.6)	172.1 (138.2)

**Notes:**

- 1- On A319ceo for Corporate Jet use, the certification of installing up to six Additional Centre Tanks (ACT) in bulk version is defined by modification 28238. The approval together with structural and system provisions is subject of Major Change J1-CJT

A319ceo for Corporate Jet use are defined through the following set of modifications:

- modification 28238: Installation of up to 6 ACTs
- modification 28162: Extension of the flight envelope up to 41000ft
- modification 28342: Extension of the forward C.G.

- 2- The certification of installing one or two Additional Centre Tanks (ACT) in bulk version is defined by modification 33973. The approval together with structural and system provisions is subject of Major Change J-33973.
- 3- On the series A319 equipped with IAE engines, introduction of standard of wingbox with dry bay (modification 37332) will decrease the fuel capacity by 350 litres.



**SECTION 3: A319 SERIES**

4. A319-153N for Corporate Jet use (commercially identified as ACJ319 NEO) is defined through the following set of modifications:

- Modification 163214: INSTALL UP TO 5 ACTS ON A319 ACJ NEO
- Modification 163216: EXTEND FLIGHT ENVELOPE UP TO 41000 FT
- Modification 162337: EXTEND GROUND AND FLIGHT FORWARD CG LIMITATIONS
- Modification 23398: Install stairs at fwd pax door.
- Modification 162193: Lower Cabin Altitude activation
- Modification 162338: Certify Envelope for design weight of ACJ319 NEO

10. Airspeed Limits (Indicated Airspeed – IAS – unless otherwise stated)

Maximum Operating Mach (MMO):	0.82
Maximum Operating Speed (VMO):	350 kt
Manoeuvring Speed (VA):	see Limitations Section of the EASA approved Flight Manual



**SECTION 3: A319 SERIES**

Extended Flaps/Slats Speed (VFE):

see table below

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0 18/10*	230 215	Intermediate approach Take-off
2	22/15	200	Take-off and approach
3	22/20	185	Take-off, approach, landing
Full	27/40	177	Landing

\* Auto flap retraction at 210 kt in Take-off configuration

Landing gear:

VLE - Extended:

280 kt/Mach 0.67

VLO - Extension:

250 kt

Retraction:

220 kt

Tyres limit speed (ground speed):

195.5 kt (225 mph)

**11. Flight Envelope**

Maximum operating altitude:

39 100 ft (pressure altitude)

41 100 ft (pressure altitude)

if modification 28162 is embodied  
(A319-112/-115/-132/-133 only)

39 800 ft (pressure altitude)

if modification 30748 is embodied

41 000 ft (pressure altitude)

if modification 163216 is embodied (A319-  
153N (ACJ319 NEO) only)

**SECTION 3: A319 SERIES**

## 12. Operating Limitations

See the appropriate EASA approved Airplane Flight Manual

**Powerplant (2.2482 lb/daN)****CFMI Engines**

Engine	CFMI				
	CFM56-5B5	CFM56-5B6 CFM56-5B6/2	CFM56-5B7	CFM56-5A4 CFM56-5A4/F	CFM56-5A5 CFM56-5A5/F
Data sheets	EASA.E.003	EASA.E.003	EASA.E.003	<a href="#">EASA.E.067</a>	<a href="#">EASA.E.067</a>

\* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

Engine	CFM LEAP-1A24	CFM LEAP-1A26
Data sheets	EASA.E.110	EASA.E.110

Other engine limitations: see the relevant Engine Type Certificate Data Sheet.



**SECTION 3: A319 SERIES****IAE Engines**

Engine	V2522-A5	V2524-A5	V2527M-A5
Data sheets	EASA.E.069	EASA.E.069	EASA.E.069

\* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

Engine	PW1124G1-JM	PW1127G1-JM
Data sheets	EASA.IM.E.093	EASA.IM.E.093

Other engine limitations: see the relevant Engine Type Certificate Data Sheet.

Note:

A319-113/-114 (CFM 56-5A4/F or -5A5/F engines):

- The maximum permissible gas temperature at take-off and max. continuous is extended to 915° C and 880° C respectively. However, the ECAM indication remains at 890° C and 855° C.
- CFM 56-5A4 engines can be intermixed with CFM 56-5A4/F engine (MOD 23755) on the same aircraft.
- CFM 56-5A5 engines can be intermixed with CFM 56-5A5/F engine (MOD 23755) on the same aircraft.

d. 12.1 Approved Operations

Transport Commercial operations.

e. 12.2 Other Limitations

For a complete list of applicable limitations, see the appropriate EASA approved Airplane Flight Manual.

13. Maximum Certified [Weights](#)

	<a href="#">A319-111/-112/-113/-114/-115/-131/-132/-133</a>	<a href="#">A319-151N/-153N/-171N/-173N</a>	<a href="#">ACJ319 NEO</a>
<a href="#">Max. Take-off Weight</a>	<a href="#">76 500</a>	<a href="#">75 500</a>	<a href="#">78 200</a>
<a href="#">Max. Landing Weight</a>	<a href="#">62 500</a>	<a href="#">63 900</a>	<a href="#">63 900</a>
<a href="#">Max. Zero Fuel Weight</a>	<a href="#">58 500</a>	<a href="#">60 300</a>	<a href="#">60 300</a>
<a href="#">Minimum Weight</a>	<a href="#">35 400</a>	<a href="#">39 600</a>	<a href="#">39 600</a>

**See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations and aircraft eligibility (Weight Variant).**

14. Centre of Gravity Range

See EASA approved Airplane Flight Manual.



**SECTION 3: A319 SERIES**

## 15. Datum

Station 0.0, located 2.540 meters forward of airplane nose.

## 16. Mean Aerodynamic Chord (MAC)

4.1935 meters.

## 17. Levelling Means

The A/C can be jacked on three primary jacking points.

See the appropriate EASA approved Weight and Balance Manual.

## 18. Minimum Flight Crew

2 pilots.

## 19. Minimum Cabin Crew

See paragraph 20.

## 20. Maximum Seating Capacity

The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

MPSC	Cabin configuration	Modification	Minimum CC
160	C-III-III-C	32208	4
160	C*-III-C*	159535 or 159533	4
150	C-III-III-C	32208 and 150365	3
150	C*-III-C*	157777	3



**SECTION 3: A319 SERIES**

145	C-III-C	---	3
-----	---------	-----	---

Note: C\* is the over-performing exit according to modification 157777, 159533 or 159535

The original maximum passenger seating capacity is 145.

The Modification 157777 enables the maximum seating capacity to be increased from 145 up to 150. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 145. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 150 seats.

The Modifications 159535 or 159533 enable the maximum seating capacity to be increased from 145 up to 160. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 145. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 160 seats.

**Notes:**

A second pair of overwing emergency exit (Type III) can be installed by embodiment of modification 32208.

1. The LH & RH rear passenger doors can be de-activated by embodiment of modification 37807. In this case, the maximum number of passengers is 80.
2. The Type III emergency exit hatch can be de-activated by embodiment of modification 152777. In this case, the maximum number of occupants in the passenger cabin is limited to zero during taxi, take-off, flight and landing, unless terms and conditions to occupy specific cabin areas have been approved by operator's competent airworthiness authority
3. With MOD 165550, EtC E-28 and ESF E-32 are not applicable and therefore Maximum capacity is limited to 19 Passengers.
4. The modification 167900 deactivates the forward over-wing emergency exits. The maximum number of occupants in the cabin is then limited to 0 (zero).

**21. Baggage/ Cargo Compartment**

<b>CARGO COMPARTMENT</b>	<b>MAXIMUM LOAD (kg)</b>
Forward	2 268
Aft	3 021
Rear (bulk)	1 497



**SECTION 3: A319 SERIES**

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00 J 080 A 0001/C15 Chapter 1.10.

**22. Wheels and Tyres**

See SB A320-32-1007 for A319-111/-112/-113/-114/-115/-121/-132/-122

SB A320-32-1439 for A319-151N/-153N/-171N/-173N

**23. ETOPS**

The Type Design, system reliability and performance of A319 models were found capable for Extended range operations with two-engine aeroplanes (ETOPS) when configured, maintained and operated in accordance with the latest applicable revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, SA/EASA: AMC 20-6/CMP.

This finding does not constitute an approval to conduct ETOPS (operational approval must be obtained from the responsible Authority).

The following aircraft models were granted an ETOPS approval:

- A319-111, A319-112, A319-113, A319-114 & A319-115, all fitted with CFM56 series engines.
- A319-131, A319-132 & A319-133, all fitted with V2500 series engines.
- A319-151N & A319-153N, all fitted with CFM LEAP-1A series engines.
- A319-171N & A319-173N, all fitted with PW1100G series engines.

**Note:**

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS) are contained in ETOPS CMP document reference SA/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A319 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

**Embodiment of modification:**

- 36666 provides ETOPS 120 mn capability for EASA.
- 32009 provides ETOPS 180 mn capability for EASA.

**IV. Operating and Service Instructions****1. Airplane Flight Manual (AFM)**

EASA Approved Airplane Flight Manual for A319.

**2. Instructions for Continued Airworthiness and Airworthiness Limitations**



**SECTION 3: A319 SERIES**

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

**Airworthiness limitations**

- \* Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.
- \* Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Items document (ALS Part 2).
- \* Certification Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 3.
- \* System Equipment Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 4.
- \* Fuel Airworthiness Limitations are provided in the A318/A319/A320/A321 approved Fuel Airworthiness Limitations document (ALS Part 5).
- \* Maintenance Review Board Report

Note: For A319-111, 112, -113, -114, -115, -131, -132, -133 models without sharklets, the embodiment of modification 155789 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 60,000FC/120,000FH (whichever occurs first).

**Other limitations**

See EASA approved Flight Manual.

3. Weight and Balance Manual (WBM)

Airbus Compliance Document 00J080A0001/C1S for A319-111/-112/-113/-114/-115/-131/-132/-133,  
00J080A0002/C1S for A319-151N/-153N/-171N  
00J080A0004/COS for A319-173N

**V. Operational Suitability Data (OSD)**

1. Master Minimum Equipment List
  - a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis (JAR-MMEL/MEL – Subpart B – MMEL at Amendment 1) and as documented in A320 MMEL reference “MMEL STL11000” at the latest applicable revision.
  - b. Required for entry into service by EU operator.



**SECTION 3: A319 SERIES**

- c. From August 2024, CS.MMEL issue 1 is applicable.

**2. Flight Crew Data**

- a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis (CS-FCD, initial issue) and as documented in reference "A320 Operational Suitability Data Flight Crew - SA01RP1536744" at the latest applicable revision.
- b. From September 2023, CS-FCD issue 2 dated 15 September 2021 is applicable.
- c. Required for entry into service by EU operator.
- d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**3. Cabin Crew Data**

- a. The Cabin Crew data has been approved as followed and as documented in reference "A320 Operational Suitability Data Cabin Crew - SA01RP1534113" at the latest applicable revision.
  1. Until 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin):
    - A318, A319, A320: Certification Basis/SC CCD-01
    - A321 except A321NX: Certification Basis/SC CCD-01
    - A321NX (A321-271NX,-272NX,-251NX,-252NX,-253NX): SC CCD-01 + CS-CCD.400(a) at initial issue
  2. After 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin): A318, A319, A320, A321: Certification Basis/SC CCD-01 + CS-CCD.400 at initial issue
- b. Required for entry into service by EU operator.
- c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**VI. Part-26 compliance information**

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

Note: compliance to point 26.305 is ensured by compliance to Part-21.A.65.



**SECTION 3: A319 SERIES****VII. Notes**

1. For models A319-111, A319-112, A319-113 and A319-114, modification 26799 (FM without ACARS) or 26968 (FM ACARS) shall be installed to enable Cat IIIB precision approach.  
For models A319-131 and A319-132, modification 26716 (FM without ACARS) or 26717 (FM ACARS) shall be installed to enable Cat IIIB precision approach.
2. A319-115, -131, -132, -133 are basically qualified for Cat IIIB precision approach.
3. For A319-151N/-153N/171N, modification 161765 shall be installed to enable Cat IIIB precision approach. MOD 161765 is already part of the Type Design Definition (TDD) of the A319-173N.



**SECTION 4: A318 SERIES****SECTION 4: A318 SERIES****I. General**

## 1. Type/ Model/ Variant

A318-111  
A318-112  
A318-121  
A318-122

## 2. Performance Class

A

## 3. Certifying Authority

European Union Aviation Safety Agency (EASA)  
Postfach 101253  
D-50452 Köln  
Deutschland

## 4. Manufacturer

AIRBUS S.A.S.  
2 rond-point Emile Dewoitine  
31700 BLAGNAC – France

## 5. State of Design Authority Certification Application Date

Airbus Industrie has applied for A318 certification on December 11, 1998, by letter AI/EA S 413.2952/1998.

## 6. EASA Type Certification Application Date

N/A

## 7. State of Design Authority Type Certificate Date

A318-111	May 23, 2003
A318-112	May 23, 2003



**SECTION 4: A318 SERIES****8. EASA Type Certification Date**

EASA TCDS issue 1 issued December 21, 2005

A318-121	December 21, 2005
A318-122	December 21, 2005

Note: For A318-111/-112 models produced before the 21<sup>st</sup> of December 2005, DGAC-F TC 180 remains a valid reference

**II. Certification Basis****1. Reference Date for determining the applicable requirements**

Airbus Industrie has applied for A318 certification on December 11, 1998, by letter AI/EA S 413.2952/1998.

**2. State of Design Airworthiness Authority Type Certification Data Sheet No.**

Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064.

**3. State of Design Airworthiness Authority Certification Basis**

See below

**4. EASA Airworthiness Requirements**

Hereafter are listed the certification bases for the different A318 models. The amendments made to a particular basis at the occasion of further A318 models certification are identified per model.

The applicable Joint Certification Basis is:

**4.1 JAR 25 Change 11**

- except Subpart BB which remains at Change 10,
- except all National Variants,

JAR 25 X 20 Change 14	JAR 25.335 Change 15
JAR 25.21 Change 14	JAR 25.341 Change 15
JAR 25.23 Change 14	JAR 25.343 Change 15
JAR 25.25 Change 14	JAR 25.345 Change 15
JAR 25.27 Change 14	JAR 25.349 Change 15
JAR 25.29 Change 14	JAR 25.351 Change 15
JAR 25.31 Change 14	JAR 25.361 Change 15 <b>ONLY</b> for A318-121/-122
JAR 25.101 Change 14	JAR 25.363 Change 15 <b>ONLY</b> for A318-121/-122



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JAR 25.103 Change 14	JAR 25.365 Change 13
JAR 25.105 Change 14	JAR 25.367 Change 15 <b>ONLY</b> for A318-121/-122
JAR 25.107 Change 14	JAR 25.371 Change 15
JAR 25.109 Change 14	JAR 25.373 Change 15
JAR 25.111 Change 14	JAR 25.391 Change 15
JAR 25.113 Change 14 amended by OP 96/1	JAR 25.415 Change 15
JAR 25.115 Change 14	JAR 25.427 Change 15
JAR 25.117 Change 14	JAR 25.445 Change 15
JAR 25.119 Change 14 amended by OP 96/1	JAR 25.473 Change 15
JAR 25.121 Change 14 amended by OP 96/1	JAR 25.479 Change 15
JAR 25.123 Change 14	JAR 25.481 Change 15
JAR 25.125 Change 14 amended by OP 96/1	JAR 25.483 Change 15
JAR 25.143 Change 14 amended by OP 96/1	JAR 25.485 Change 15
JAR 25.145 Change 14 amended by OP 96/1	JAR 25.491 Change 15
JAR 25.147 Change 14	JAR 25.493(d) Change 14 amended by OP 96/1
JAR 25.149 Change 14 amended by OP 96/1	JAR 25.499 Change 15
JAR 25.161 Change 14	JAR 25.511 Change 15
JAR 25.171 Change 14	JAR 25.X519 Change 13
JAR 25.173 Change 14	JAR 25.561(c) Change 15
JAR 25.175 Change 14	JAR 25.562 Change 14 (see SC E-5001)
JAR 25.177 Change 14 amended by OP 96/1	JAR 25.571 Change 15
JAR 25.181 Change 14	JAR 25.801 Change 14
JAR 25.201 Change 14 amended by OP 96/1	JAR 25.803 Change 14
JAR 25.203 Change 14 amended by OP 96/1	JAR 25.807 Change 14
JAR 25.207 Change 14	JAR 25.809 Change 14
JAR 25.231 Change 14	JAR 25.810 Change 14
JAR 25.233 Change 14	JAR 25.811 Change 14
JAR 25.235 Change 14	JAR 25.812 Change 14
JAR 25.237 Change 14	JAR 25.813 Change 14
JAR 25.251 Change 14	JAR 25.853 Change 14
JAR 25.253 Change 14 amended by OP 96/1	JAR 25.855 Change 14
JAR 25.255 Change 14	JAR 25.857 Change 14
JAR 25X261 Change 14	JAR 25.858 Change 14
JAR 25.305 Change 15	JAR 25.901 Change 15 <b>ONLY</b> for A318-121/-122
JAR 25.321 Change 15	JAR 25.903 Change 15 <b>ONLY</b> for A318-121/-122
JAR 25.331 Change 15	JAR 25.933 Change 15 <b>ONLY</b> for A318-121/-122
JAR 25.333 Change 15	JAR 25.934 Change 15 <b>ONLY</b> for A318-121/-122

JAR 25.939 Change 15 <b>ONLY</b> for A318-121/-122	JAR 25.1143 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.941 Change 15 <b>ONLY</b> for A318-121/-122	JAR 25.1163 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.943 Change 15 <b>ONLY</b> for A318-121/-122	JAR 25.1165 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.945 Change 15 <b>ONLY</b> for A318-121/-122	JAR 25.1167 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1041 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1181 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1043 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1182 Change15 <b>ONLY</b> for A318-121/-122



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JAR 25.1045 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1183 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1091 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1185 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1093 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1187 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1103 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1189 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1105 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1191 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1107 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1193 Change15 <b>ONLY</b> for A318-121/-122
JAR 25.1121 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1501 Change 14
JAR 25.1123 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1517 Change 15
JAR 25.1125 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1583 Change 14
JAR 25.1127 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.1587 Change 14
JAR 25.1141 Change15 <b>ONLY</b> for A318-121/-122	JAR 25.X1591Change 14 (replacing JAR 25X131, 25X132, 25X133, 25X135, 25X1588 at Change 11)

4.2 JAR AWO at Change 1 for autoland and operations in low visibility.

[4.3](#) For the Extended range operations with two-engine aeroplanes (ETOPS) the applicable technical conditions are contained in AMC 20-6 initial issue (as initially published in AMJ 120-42/IL 20).

[From 29 September 2025, all changes affecting ETOPS-EDTO shall use at minimum EASA CS 25.1535 at amendment 11 and AMC 20-6 at Rev.2 as adequate Certification Basis.](#)

#### 4.4 Post TC changes

4.4.1 When reinforced cockpit door is installed (see EtC E-12), 14 CFR Part 25.772(a) and (c) and 25.795 are at amendment 106.

4.4.2 When halon free hand-held fire extinguishers are installed, CS25.851(a),(c) is at Amdt 17 (see EtC D-GEN-AIRBUS-01).

4.4.3 For cabin and/or passengers improved seats (see EtC E-31), CS 25.562 is at amendment initial issue.

#### 4.4.4 Airbus complies with CS-ACNS:

- Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 February 2015.

Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

- Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.

4.4.5 When Mod 160139 “Passenger information signs and placards” is installed CS25-791 is at Amdt 20



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4.4.6 When mod 167557 "Define Modified Airspace Lavatory A Option for 25.795 Compliance" is installed, CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) are at Amdt 22 (ESF D-31).

4.4.7 For all changes on A318 affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of issue 56), CS 25.629 is at Amendment 8.

4.4.8 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 23 is applicable.

4.4.9 The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571.

For changes that affect or introduce fatigue critical structures JAR/CS 25.571 applicable (§4.1 to 4.3) applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

## 5. Special Conditions

5.1 The following A320 Special Conditions, Experience Related Conditions and Harmonization Conditions which are kept for the A318:

**Reminder:** Within the scope of the establishment of the A320 Joint Certification Basis, three types of special conditions were developed:





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- Special conditions: rose to cover novel or unusual features not addressed by the JAR.
- Experience related conditions: rose to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.
- Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

**Compulsory**

(DGAC-F) SC G-17	Operational proving flights
(CAA-UK) SC G-17	Operational flight before certification
SC F-3	Cockpit control - motion and effect of cockpit control
SC F-6	Static directional and lateral stability
SC F-7	Flight envelope protection
SC F-8	Normal load factor limiting
SC F-9	Dual control system
SC A-2.2.2	Design manoeuvre requirements
SC S-11	Limit pilot forces and torques
SC S-33	Auto-thrust system
SC S-52	Operation without normal electrical power
SC S-74	Abnormal attitudes
SC S-75	Lightning protection indirect effects
SC S-77	Integrity of control signal
HC A-4.6	Speed control device
HC S-23	Standby gyroscopic horizon
HC S-24	VMO/MMO warning (setting)
HC S-72	Flight recorder
EC G-11	Turbine Engine - Maximum Take-Off Power and/or Thrust Duration - General definition
EC S-30	Autoflight system
EC S-54	Circuit protective devices

5.2 The following A319 Special Conditions, are kept for the A318:

SC A-2	Stalling speeds for structural design
SC F-11	Accelerate-stop distances and relates performances, worn brakes
SC A-1	Interaction of systems and structure
SC P-1	FADEC for CFM56 and AMJ20X-1 change 14 for PW6000
SC S-79	Brakes requirements, qualification and testing



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5.3 The following A319/A320/A321 Special Conditions are kept for the A318:

SC S-76-1	Effect of external radiations upon aircraft systems (modified by SC SE-14)
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5.4 The following Special Conditions are developed for the A318:

SC F-5001	Stalling and scheduled operation speed
SC F-5004	Static longitudinal stability and low energy awareness
SC A-5001	Engine Failure Loads (PW engine only)
SC A-5003*	Design Dive Speed
SC P-5004	Engine Sustained Imbalance (PW engine only)
SC SE-5002	AFM – RVR limits

From 07<sup>th</sup> December 2018 SC B-14 is replacing SC A-5003



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5.5 The following special conditions have been developed post Type Certification:

SC D-0306	Heat release and smoke density requirements to seat material (applicable from June 2010)
SC E-48	Fuel Tank Safety (applicable from October 2013)
SC F-0311-001	Flight Recorders including Data Link Recording (applicable as per operational regulations)
F-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)
SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC P-27	Flammability Reduction System (see Note 4.3.8) If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.

5.6 Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject design change(s):

D-15	Pilot Control Mode TaxiBot Operations
D-19	Incorporation of Inertia Locking Device in Dynamic Seats
D-24	Installation of Airbags in the backrest of seats
D-25	Installation of structure mounted airbag
D-27	Installation of Three Point Restraint & Pretensioner System
D-0322-001	Installation of suite type seating
D-0332-001	Towbarless Towing
E-13	Installation of inflatable restraints
E-21	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
E-34	Seat with inflatable restraints
F-5011	Steep approach
F-119	Security Protection of Aircraft Systems and Networks
F-MULTI-04	Rechargeable Lithium Battery Installations
F-37	ATN over SATCOM
<u>M-TS-0000566</u>	<u>Installed Physical Secondary Barrier (IPSB)</u>



**SECTION 4: A318 SERIES****6. Exemptions/Deviations**  
Optional

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.4.4)

**7. Equivalent Safety Findings**  
Compulsory**7.1 Equivalent Safety findings to the following requirements are granted:**

JAR 25.783(f)	SM-4004	"Passenger Doors N. 1 and 4" (see A319 "passenger doors")
JAR 25.807(d)	E-5004	"Exit configuration" similar to A319 ESF E-4001)
JAR 25.813(c)(1)	E-5005	"Type III overwing emergency exit access"
JAR 25.831(a)	E-5006	"Packs Off Operation"
JAR 25.933(a)(1)	P-4008 (A319)	"Thrust Reverser Auto restow"
JAR AWO 313	SE-4005 (A319)	"Minimum Approach Break-Off Height"
JAR AWO 236	SE-5005	"Cat III Operation – Excess Deviation Alert"
NPA AWO 10	SE-5002	"AFM – RVR limits"

**7.2 The following Equivalent Safety Findings have been developed post Type Certification:**

FAR 25.856(b)	E-32	Fuselage burnthrough protection in bilge area, see note below
	E-28	If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111 (applicable as per operational regulations)
14CFR Part 25.856(a)	E-18	Improved flammability standards for insulation materials (applicable as per operational regulations)

**7.3 Additional ESF part of the Certification Basis (added post TC):**

The following ESFs are additionally applicable when an A/C configuration include the subject design change(s):

CS 25.251(b)	B-17	Vibration/buffeting compliance criteria for large external antenna installation applicable from February 2021
JAR 25.785(c)	D-0329-001	Forward facing seats with more than 18° to aircraft centreline.
CS 25.795(a)(1)	D-31	Application of reduced Intrusion Loads in certain areas of the flight deck boundaries
JAR 25.811(f)	E-16	Emergency exit marking reflectance
CS 25.811(e)(4)	SE-63	Green Arrow and "Open" placard for Emergency Exit Marking



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JAR 25.812(b)(1)(ii)	E-14	Photo-luminescent EXIT sign for MCD (Moveable Class Divider)
JAR 25.812(b)(1)(i)(ii)	SE-42	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft
JAR 25.1441(c)	F-21	Crew Determination of Quantity of Oxygen in Passenger Oxygen System
JAR 25.1443(c)	F-20	Minimum Mass Flow of Supplemental Oxygen (optional)
CS FCD.425(g)	FCD-MULTI-01	CS-FCD T3 Evaluation Process

**8. Environmental Protection****8.1 Noise**

See TCDSN no. EASA.A.064

**8.2 Fuel Venting**

ICAO Annex 16, Volume II, Part II, Chapter 2

**III. Technical Characteristics and Operational Limitations****1. Type Design Definition****1.1 Certificated model: A318-111**

Definition of reference airplane by doc.: D03006056 (00P000A0111/C21).

**1.2 Certificated model: A318-112**

Definition of reference airplane by doc.: D03006716 (00P000A0112/C21).

**1.3 Certificated model: A318-121**

Definition of reference airplane by doc.: D05028326 (00P000A0121/C21).

**1.4 Certificated model: A 318-122**

Definition of reference airplane by doc.: D05028327 (00P000A0122/C21).

**2. Description**

Twin turbo-fan, short to medium range, single aisle, transport category airplane.

**3. Equipment**

Not applicable.

**4. Dimensions**

Principal dimensions of A318 Aircraft:

Length: 31.45 m



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Width:	34.10 m
Height:	12.79 m
Width at horizontal stabilizer:	12.45 m
Outside fuselage diameter:	3.95 m
Distance between engine axes:	11.51 m
Distance between main landing gear:	7.59 m
Distance between nose and main landing gear:	11.04 m

**5. Engines**

The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as engines variants.

**A318-111**

Two CFMI      CFM 56-5B8/P jet engines (MOD 32028)

**A318-112**

Two CFMI      CFM 56-5B9/P jet engines (MOD 32029)

**A318-121**

Two PW 6122A jet engines (MOD 30034)

**A318-122**

Two PW 6124A jet engines (MOD 31882)

**Notes:**

- 1 Introduction of CFM56-5Bx/3 “Tech Insertion” engine is done through embodiment of modification 37147 in production or 38770 in field.

This modification is only applicable on CFM56-5Bx /P SAC engines. If modification 37147 is embodied on models with CFM-5B engines, the engine’s denomination changes to /3.

The modification is currently applicable for:

A318-111: CFM 56-5B8 (SAC) which changes to CFM 56-5B8/3

A318-112: CFM 56-5B9 (SAC) which changes to CFM 56-5B9/3

The engine characteristics remain unchanged.

Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

**6. Auxiliary Power Unit**

**SECTION 4: A318 SERIES****1. Basic****- A318-111/-112**

HONEYWELL AIRESEARCH GTCP 36-300 (A) (Specification 31-5306 B)  
Approved oil: See Garrett report GT 7800.

**- A318-121/-122**

Pratt & Whitney Rzeszow S.A. APS 3200 (Specification ESR 0802, Rev. A).  
APU Pratt & Whitney Rzeszow S.A. installation defined by MOD 35864.  
Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487.

**2. Option****- A318-111/-112**

Pratt & Whitney Rzeszow S.A. APS 3200 (Specification ESR 0802, Rev. A).  
APU Pratt & Whitney Rzeszow S.A. installation defined by MOD 22562 or 35864.  
Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487.

Or

Honeywell International I 131-9[A] (Specification 4900 M1E 03 19 01)  
The APU Honeywell International installation is defined by MOD 25888.  
Approved oils: according to model Specification 31-12048A-3A.

**- A318-121/-122**

Honeywell International I 131-9[A] (Specification 4900 M1E 03 19 01)  
The APU Honeywell International installation is defined by MOD 25888.  
Approved oils: according to model Specification 31-12048A-3A.

Note: For A318 models, the APU Pratt & Whitney Rzeszow S.A. APS 3200 (MOD 35864) is the production standard from MSN 2686

**7. Propellers**

N/A

**8. Fluids (Fuel, Oil, Additives, Hydraulics)****Fuel**

ENGINES	KEROSENE DESIGNATION
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<b>CFM56:</b> Installation document CFM 2129)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B*, JP 4*, F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII*, AVCAT/FSII
<b>PW6000:</b> Installation document PWA-7707	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B*, JP 4*, F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII*, AVCAT/FSII

The above-mentioned fuels are also suitable for the APU.

Refer to Consumable Material List (CML) for details on approved fuel specifications

\* Wide cut is only certified for CFM engines

**OIL**

For oil specification:

Engine	CFM56-5B8/P CFM56-5B9/P	PW6122A PW6124A
Approved Oils	SB CFMI 79-001-OX	SB PW 238

**Additives:**

Refer to Airbus Consumable Material List (CML)

**Hydraulics:**

Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110.

## 9. Fluid Capacities

**Fuel quantity (0.8 kg/litre)****A318-100 series (without MOD 160001)**

Tank	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)
Wing	15 609 (12 487)	58.9 (47.1)
Centre	8 250 (6 600)	23.2 (18.6)
TOTAL	23 859 (19 087)	82.1 (65.7)

**A318-100 series (with MOD 37331 and without MOD 160001)**

Tank	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)
Wing	15 959 (12 767)	58.9 (47.1)





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Centre	8 250 (6 600)	23.2 (18.6)
TOTAL	24 209 (19 367)	82.1 (65.7)

**A318-100 series (without MOD 37331 and with MOD 160001)**

Tank	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)
Wing	15 568 (12 454)	58.9 (47.1)
Centre	8 248 (6 598)	23.2 (18.6)
TOTAL	23 816 (19 052)	82.1 (65.7)

**A318-100 series (with MOD 37331 and with MOD 160001)**

Tank	3 TANK AIRPLANE	
	Usable fuel litres (kg)	Unusable fuel Litres (kg)
Wing	15 918 (12 734)	58.9 (47.1)
Centre	8 248 (6 598)	23.2 (18.6)
TOTAL	24 166 (19 332)	82.1 (65.7)

**10. Airspeed Limits (Indicated Airspeed – IAS – unless otherwise stated)**

Maximum Operating Mach (MMO):	0.82
Maximum Operating Speed (VMO):	350 kt
Manoeuvring Speed (VA):	see Limitations Section of the EASA approved Flight Manual
Extended Flaps/Slats Speed (VFE):	see table below

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0 18/10*	230 215	Intermediate approach Take-off
2	22/15	200	Take-off and approach
3	22/20	185	Take-off, approach, landing



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Full	27/40	177	Landing
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\* Auto flap retraction at 210 kt in Take-off configuration

Landing gear:

VLE - Extended: 280 kt/Mach 0.67

VLO - Extension: 250 kt

- Retraction: 220 kt

Tyres Limit Speed (Ground speed): 195.5 kt (225 mph)

**11. Flight Envelope**

Maximum operating altitude

39 800 ft (pressure altitude)

41 100 ft (pressure altitude)

if modification 39195 is embodied  
(Models A318-111/-112 only)

**12. Operating Limitations**

See the appropriate EASA approved Airplane Flight Manual

**Powerplant (2.2482 lb/daN)****CFMI Engines**

Engine	CFMI CFM565B8/P	CFM56-5B9/P
Data sheets	E37NE, E38NE (FAA) EASA.E.003	EASA.E.003

\* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

**PW Engines**

Engine	PW6000 PW6122A	PW6124A
Data sheets	IM.E.020 (EASA) E00064EN (FAA)	

\* 5 min TO time limit can be extended to 10 min for one engine inoperative

Other engine limitations: see the relevant Engine Type Certificate Data Sheet.

**12.1 Approved Operations**

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Transport commercial operations.

**12.2 Other Limitations**

For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual

**13. Maximum Certified [Weights](#)**

	<a href="#">A318-111/-112/-121/-122</a>
<a href="#">Max. Take-off Weight</a>	<a href="#">64 500</a>
<a href="#">Max. Landing Weight</a>	<a href="#">57 500</a>
<a href="#">Max. Zero Fuel Weight</a>	<a href="#">54 500</a>
<a href="#">Minimum Weight</a>	<a href="#">34 500</a>

**See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations and aircraft eligibility (Weight Variant).**

**14. Centre of Gravity Range**

See the appropriate EASA approved Airplane Flight Manual.

**15. Datum**

Station 0.0, located 2.540 meters forward of airplane nose.

**16. Mean Aerodynamic Chord (MAC)**

4.1935 meters.

**17. Levelling Means**

The A/C can be jacked on three primary jacking points.

See the appropriate EASA approved Weight and Balance Manual.

**18. Minimum Flight Crew**

2 pilots.

**19. Minimum Cabin Crew**

See paragraph 20.

**20. Maximum Seating Capacity**

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The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

MPSC	Cabin configuration	Modification	Minimum CC
136	C-III-C	---	3

**Notes:**

1. The LH & RH rear passenger doors can be de-activated by embodiment of modification 37807. In this case, the maximum number of passengers is 80.
2. The Type III emergency exit can be de-activated by embodiment of modification 39673. In this case, the maximum number of passengers is 110 when operating overland and 32 when operating overwater.
3. For A318 aircraft performing extended over water flights (definition as per operational requirement CAT IDE.A.285(d)), the maximum number of occupants is 119, including passengers, cabin crew and flight crew.

**21. Baggage/ Cargo Compartment**

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	1614
Aft	2131
Rear (bulk)	1372

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00 P 080 A 0001/C1S Chapter 1.10.

**22. Wheels and Tyres**

See SB A320-32-1007.

**23. ETOPS**

The Type Design, system reliability and performance of A318 models were found capable for Extended range operations with two-engine aeroplanes (ETOPS) when configured, maintained and operated in accordance with the latest applicable revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, SA/EASA: AMC 20-6/CMP.



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This finding does not constitute an approval to conduct ETOPS (operational approval must be obtained from the responsible Authority).

The following aircraft models were granted an ETOPS approval:

- A318-111 & A318-112, all fitted with CFM56 series engines.
- A318-121 & A318-122, all fitted with PW6000 series engines.

Note:

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS) are contained in ETOPS CMP document reference SA/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A318 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

Embodiment of modification:

- 36666 provides ETOPS 120 min capability for EASA,
- 32009 provides ETOPS 180 min capability for EASA

**IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

EASA Approved Airplane Flight Manual for A318.

2. Instructions for Continued Airworthiness and Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

**Airworthiness Limitations**

- Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Items document (ALS Part 2).
- Certification Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 3.
- System Equipment Maintenance Requirements are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Section (ALS) Part 4.
- Fuel Airworthiness Limitations are provided in the A318/A319/A320/A321 approved Fuel Airworthiness Limitations document (ALS Part 5).



**SECTION 4: A318 SERIES**

- Maintenance Review Board Report

**Other limitations**

See EASA approved Flight Manual.

3. Weight and Balance Manual (WBM)

Airbus Compliance Document OOP80A0001/C1S.

**V. Operational Suitability Data (OSD)**

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
  - a. The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis (JAR-MMEL/MEL – Subpart B – MMEL at Amendment 1) and as documented in A320 MMEL reference “MMEL STL11000” at the latest applicable revision.
  - b. Required for entry into service by EU operator.
  - c. From August 2024, CS.MMEL issue 1 is applicable.
2. Flight Crew Data
  - a. The Flight Crew data has been approved as per the defined Operational Suitability Data Certification Basis (CS-FCD, initial issue) and as documented in reference “A320 Operational Suitability Data Flight Crew - SA01RP1536744” at the latest applicable revision.
  - b. From September 2023, CS-FCD issue 2 dated 15 September 2021 is applicable.
  - c. Required for entry into service by EU operator.
  - d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.
3. Cabin Crew Data
  - a. The Cabin Crew data has been approved as followed and as documented in reference “A320 Operational Suitability Data Cabin Crew - SA01RP1534113” at the latest applicable revision.
    1. Until 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin):
      - A318, A319, A320: Certification Basis/SC CCD-01
      - A321 except A321NX: Certification Basis/SC CCD-01



**SECTION 4: A318 SERIES**

A321NX (A321-271NX,-272NX,-251NX,-252NX,-253NX): SC CCD-01 + CS-CCD.400(a) at initial issue

2. After 20 Jan 2022 (date of MOD 165947 iss 1 Adapt lavatory SpaceFlex V2 for Airspace Cabin): A318, A319, A320, A321: Certification Basis/SC CCD-01 + CS-CCD.400 at initial issue
- b. Required for entry into service by EU operator.
- c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

**VI. Part-26 compliance information**

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

[Note: compliance to point 26.305 is ensured by compliance to Part-21.A.65.](#)

**VII. Notes**

All models are basically qualified for Cat IIIB precision approach.



**SECTION 5: ADMINISTRATIVE – continued****SECTION: ADMINISTRATIVE****I. Acronyms and Abbreviations**

- reserved -

**II. Type Certificate Holder Record**

AIRBUS S.A.S  
2 Rond-point Emile Dewoitine  
31700 BLAGNAC  
FRANCE

**III. Change Record**

Issue	Date	Changes	TC issue
1	21.12.2005	Initial EASA Issue / Approval of A318-121,-122	21.12.2005
2	22.06.2006	-	No change
3	20.05.2008	-	No change
4	18.07.2008	-	No change
5	06.05.2009	-	No change
6	25.05.2011	<ul style="list-style-type: none"> <li>ETOPS approval information added</li> <li>Weight Variants added. 015, 017, 018 (A320), 004, 006 (A321)</li> <li>Introduction of Post-TC SC (H-01, E-34, D-0306, P-27)</li> <li>Introduction of Post-TC ESF (E-28), ETOPS reference doc updated</li> <li>Limitation on JP4 deleted, ACT fuel quantity corrected</li> <li>Note reworded on Cat IIIB precision approach,</li> <li>Notes 2.4.2 to 2.4.5, 3.3.7 deleted</li> <li>ETOPS reference doc updated and models added (A320-215/-216)</li> <li>Noise compliance clarified to take into account D/E/J noise project</li> <li>MOD 150365 (capacity of 150 pax + 3 cabin attendants) added to note</li> <li>MOD 38770 for “tech insertion kit” for in-service aircraft added to note</li> <li>models A320-211/-212 added to note</li> <li>Note added to take into account the burnthrough (EtC E-28 and E-32)</li> <li>Note added to take into account the flammability reduction system (SC P-27)</li> <li>Note added to introduce the wingbox without dry bay (MOD 38616)</li> <li>MOD 39673 De-activation of Type III exit</li> <li>MOD 39195 Operations up to 41 000 ft</li> </ul>	No change
7	13.06.2011	<ul style="list-style-type: none"> <li>MOD 150016 – deactivation of forward Type III exit for A320 added to note</li> <li>Note modified to take into account the production cut-in for installation of</li> <li>flammability reduction system on new aeroplanes</li> </ul>	No change





**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
8	06.06.2012	<ul style="list-style-type: none"> <li>• Correction of Post-TC ESF (E-32 instead of E-28)</li> <li>• Title of SC E-34 modified to reflect the real title</li> <li>• Correction in the table of fuel specification due to obsolescence</li> <li>• MOD 150364 – cabin operational flexibility added</li> <li>• Introduction of D/E/J noise project step 2 for A320-214</li> <li>• Reference to CFM document 2129 “Installation manual” for CFM-5B added</li> <li>• Reference to CFM document 2129 “Installation manual” for CFM-5B added and reference to CFM document 2026 “installation manual” for CFM-5A deleted</li> <li>• MOD 153453 - WV013 A319-133, MSN 4042</li> <li>• MOD 152777 - DOORS - EMERGENCY EXIT- DEACTIVATE TYPE III OVERWING EXITS</li> <li>• Note reworded on Cat IIIB precision approach (error on MOD numbers)</li> </ul>	No change
9	30.11.2012	<ul style="list-style-type: none"> <li>• Editorial changes to accommodate new TCDS template.</li> <li>• A320 Fuel Quantity figures revised due to MOD 160001.</li> <li>• Approval of MOD 160500 “Sharklets” for A320-214, -215, -216.</li> <li>• Detailed references to modifications concerning noise removed. Reference to TCDSN added.</li> </ul>	No change
10	21.12.2012	<ul style="list-style-type: none"> <li>• Approval of MOD 160500 “Sharklets” for A320-232, -233</li> <li>• A319 Fuel Quantity figures revised due to MOD 160001</li> </ul>	No change
11	31.05.2013	<ul style="list-style-type: none"> <li>• A318 Fuel Quantity figures revised due to MOD 160001</li> <li>• Removal of MOD 36984</li> <li>• Approval of MOD 160500 “Sharklets” for A319-111,112, 115 excluding CJ</li> <li>• Clarification of fuel additives</li> </ul>	No change
12	12.09.2013	<ul style="list-style-type: none"> <li>• Correction of TC date for A320-233</li> <li>• Correction of reference number of SC-S79-1 for A318;</li> <li>• Inclusion of Post TC SC F5011 - Steep Approach for A318;</li> <li>• Inclusion of Elect-to-Comply E12 for all models;</li> <li>• Inclusion of SC E1005 for A320 models;</li> <li>• Inclusion of SC E13 for all models;</li> <li>• Inclusion of ESF E14 for all models;</li> <li>• Inclusion of ESF E16 for all models;</li> <li>• Inclusion of ESF E18 for all models;</li> <li>• Inclusion of ESF SE42 for all models;</li> <li>• Inclusion of ESF S53 for A320 models;</li> <li>• Moving SC E10 to Post-TC SC section;</li> <li>• Inclusion of A321 mod 160023</li> <li>• Inclusion of A321 WV 10 for A321-211 and A321-231</li> <li>• Extension of the applicability of mod 160500</li> </ul>	12.09.2013
13	31.01.2014	<ul style="list-style-type: none"> <li>• Surrender/Removal of the A320-111</li> <li>• Introduction of WV restriction for mod 160023</li> <li>• A319 engine model note correction</li> <li>• Addition of hydraulic fluid type V for all models</li> <li>• A320 LOV note amended due to mod 39020</li> <li>• Correction of VFE flap setting for A320 equipped with IAE engines</li> <li>• Inclusion of SC F-0311 for all models</li> <li>• Inclusion of SC E-48 for all models</li> <li>• Inclusion of ESF D-0329-1 for all models</li> <li>• Inclusion of SC D-0322-001 for all models</li> </ul>	31.01.2014



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
14	14.07.2014	<ul style="list-style-type: none"> <li>• Inclusion of ESF F20 for all models</li> <li>• Inclusions of ESF F21 for all models</li> <li>• Extension of mod 160023 approval</li> <li>• Fuel table clarifications</li> </ul>	No change
15	19.12.2014	<ul style="list-style-type: none"> <li>• Inclusion of A320 WV 19</li> <li>• Clarification of A320 LOV</li> <li>• Introduction of A319 LOV</li> </ul>	No change
16	06.02.2015	<ul style="list-style-type: none"> <li>• Update of A320 WV 019 applicability</li> <li>• Introduction of mod 156723</li> <li>• Inclusion of ESF D-01</li> <li>• Inclusion of SC D-0332-001</li> <li>• Inclusion of SC E-57</li> <li>• Note on dry bay mod 37332 for IAE equipped aircraft</li> <li>• Inclusion of minimum cabin crew</li> <li>• Model conversion notes updated</li> </ul>	No change
17	08.07.2015	<ul style="list-style-type: none"> <li>• Introduction of mod 157272</li> <li>• Introduction of mod 157777</li> <li>• Inclusion of ESF D-02</li> <li>• Inclusion of ESF D-03</li> </ul>	No change
18	24.11.2015	<ul style="list-style-type: none"> <li>• Introduction of A320-271N</li> <li>• Introduction of modification 160080</li> <li>• Correction of SC F-0311-001 reference</li> <li>• Inclusion of EASA engine TCDS references</li> <li>• Inclusion of SC B-12</li> <li>• Seat and Galley frame references updated</li> <li>• Fuel tables updated</li> <li>• Introduction of OSD data</li> </ul>	24.11.2015
19	18.12.2015	<ul style="list-style-type: none"> <li>• Introduction of modification 160080 issue 2</li> <li>• APIC APU name change to Pratt &amp; Whitney Rzeszow S.A.</li> <li>• Introduction of OSD certification basis</li> </ul>	No change
20	17.03.2016	<ul style="list-style-type: none"> <li>• Allied Signal APU name change to Honeywell International</li> <li>• Introduction of mod 156723 iss 4</li> <li>• Introduction of Mobile, USA as a production site for A321</li> <li>• Clarification of MAX PAX certification basis</li> </ul>	No change
21	31.05.2016	<ul style="list-style-type: none"> <li>• Correction of A320-271N nomenclature</li> <li>• Clarification of Airbus SAS as TC holder</li> <li>• Introduction of A320-251N</li> <li>• Update of Mobile production site for A319 &amp; A320</li> <li>• Clarification of cabin crew requirements</li> </ul>	31.05.2016
22	28.06.2016	<ul style="list-style-type: none"> <li>• Introduction of mod 156723 iss 5</li> <li>• Introduction of mod 158708 iss 1</li> </ul>	No change
23	14.10.2016	<ul style="list-style-type: none"> <li>• Introduction of weight variant 69, 71, 78 &amp; 82 for A320 NEO</li> <li>• Update of fuel tables</li> <li>• Inclusion of SE-63 &amp; D-08</li> <li>• Update of A321 WV 8 applicability</li> </ul>	No change
24	15.12.2016	<ul style="list-style-type: none"> <li>• Introduction of A321-271N</li> <li>• Introduction of mod 161765</li> <li>• Introduction of D-GEN-AIRBUS-01</li> </ul>	15.12.2016
25	06.02.2017	<ul style="list-style-type: none"> <li>• New TCDS EASA template</li> <li>• Update of A321 and A319 POA agreement</li> <li>• Introduction of MOD 161765 for A320-271N</li> </ul>	No change
26	01.03.2017	<ul style="list-style-type: none"> <li>• Introduction of A321-251N</li> <li>• Introduction of MOD 158819 iss 1</li> </ul>	01.03.2017



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
27	06.03.2017	<ul style="list-style-type: none"> <li>• Introduction of A321-253N</li> <li>• Introduction of MOD 157272 iss 2</li> </ul>	03.03.2017
28	31.05.2017	<ul style="list-style-type: none"> <li>• Introduction of ACTs for A321 NEO</li> <li>• Introduction of A321-272N</li> <li>• Introduction of D-15</li> <li>• Introduction of PW1133GA-JM models</li> <li>• Introduction of mod 157272 iss 3</li> <li>• Introduction of WV 68</li> <li>• A319 Fuel table clarification</li> </ul>	23.05.2017
29	13.07.2017	<ul style="list-style-type: none"> <li>• Introduction of LEAP-1A35A engines</li> <li>• Introduction of ETOPS for NEO</li> <li>• Introduction of clarifications regarding the WV approvals</li> </ul>	No change
30	19.09.2017	<ul style="list-style-type: none"> <li>• New Airbus Address</li> <li>• New SB for SA NEO tires</li> <li>• Introduction MOD 161765 for A321-251N/-253N</li> <li>• Introduction of MOD 159535 iss 1</li> <li>• Seat Frame Specification up-issue</li> </ul>	19.09.2017
31	18.12.2017	<ul style="list-style-type: none"> <li>• Introduction of MOD 159536 iss 1</li> <li>• Introduction of A320-252N</li> <li>• Introduction of A321-252N</li> <li>• Introduction MOD 161765 for A321-271N/-272N/252N</li> <li>• Introduction of ETC E-31</li> <li>• Introduction of E-21</li> </ul>	18.12.2017
32	22.03.2018	<ul style="list-style-type: none"> <li>• Introduction of A321-251NX/-252NX/-253NX/-271NX/-272NX</li> <li>• Introduction of ETOPS approval for A320-252N and A321-252N</li> <li>• Introduction of F-119</li> </ul>	22.03.2018
33	05.06.2018	<ul style="list-style-type: none"> <li>• Introduction of ETOPS approval for A321-271NX,-272NX,-251NX,-252NX,-253NX</li> <li>• Extension of MOD 160684 to the A321-271NX</li> <li>• Extension of MOD 161765 for A321-271NX,-272NX,-251NX,-252NX,-253NX</li> <li>• Introduction of MOD 164024</li> </ul>	No change
34	05.07.2018	<ul style="list-style-type: none"> <li>• Introduction of MOD 160908</li> <li>• Introduction of MOD 157914</li> </ul>	No change
35	07.08.2018	<ul style="list-style-type: none"> <li>• Introduction MOD 163213</li> <li>• Note reworded on Cat IIIB precision approach (A320-231 quoted twice)</li> </ul>	No Change
36	05.11.2018	<ul style="list-style-type: none"> <li>• Introduction of A320-272N</li> <li>• Introduction of MOD 162227</li> <li>• Introduction of MOD 160906</li> <li>• Introduction of MOD 160907</li> <li>• Introduction of MOD 161925</li> </ul>	17 October 2018
37	16.01.2019	<ul style="list-style-type: none"> <li>• Introduction of Elect To Comply to CS-ACNS</li> <li>• Introduction of ACNS-B-GEN-01</li> <li>• Introduction of D-19</li> <li>• Introduction B-14</li> <li>• Introduction of A319-151N</li> <li>• Introduction of ACJ320 NEO</li> <li>• Introduction of MOD 158238</li> </ul>	14 December 2018
38	22.02.2019	<ul style="list-style-type: none"> <li>• Introduction of MOD 159533</li> <li>• Introduction of A320-273N</li> <li>• Introduction of A320-253N</li> <li>• Introduction of MOD 156130</li> </ul>	30 January 2019 5 February 2019



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
39	20.05.2019	<ul style="list-style-type: none"> <li>• Introduction of A319-153N</li> <li>• Clarification of E-32 (ESF)</li> <li>• Introduction of F-GEN-01 (SC)</li> <li>• Introduction of D-21 (Post TC)</li> <li>• Wording change LOV to MPPT</li> <li>• Fuel specification simplification</li> <li>• Elect To Comply with CS-0791 at Amdt 20</li> </ul>	20 May 2019
40	09.07.2019	<ul style="list-style-type: none"> <li>• Introduction of ACJ319 NEO</li> </ul>	09 July 2019
41	21.08.2019	<ul style="list-style-type: none"> <li>• Introduction of ETOPS approval for A319-151N,-153N, ACJ319N and A320-253N,-272N,-273N</li> <li>• Introduction of WV 065 for A321-2xxN and A321-2xxNX aircraft</li> </ul>	No Change
42	16.09.2019	<ul style="list-style-type: none"> <li>• Introduction of Special Condition D-24 Installation of Airbags in the backrest of seats (SC) for all the A320 family</li> <li>• Introduction of WV 083 for the A320 NEO</li> </ul>	No Change
43	26.11.2019	<ul style="list-style-type: none"> <li>• Correction of typo in the whole document: LEAP1Axx replaced by LEAP-1Axx</li> <li>• Correction of typo: §6 Type Certification Date for A321 – Issue of MOD 157272 corrected from 2 to 3</li> <li>• Introduction of Special Condition D-25 – Installation of structure mounted airbag for all the A320 family</li> <li>• Introduction of Weight Variant 085 for the A320-251N/-252N/-253N/-271N/-272N/-273N</li> <li>• Introduction of the new rating for the A319-153N: LEAP-1A26E1 jet engines (MOD 166794)</li> <li>• Introduction of MaxPax for A320-252N/-253N/-272N/-273N (mod 156723 iss 7)</li> </ul>	No Change
44	29.11.2019	<ul style="list-style-type: none"> <li>• Introduction of A319-171N</li> </ul>	29 November 2019
45	20.12.2019	<ul style="list-style-type: none"> <li>• Introduction of WV 071 for A320-252N/-253N/-273N aircrafts</li> <li>• Introduction of WV 069 for A320-252N/-253N/-273N aircrafts</li> <li>• Introduction of WV 120 for A319-153N</li> <li>• Introduction of SC D-27</li> </ul>	No Change
46	25.06.2020	<ul style="list-style-type: none"> <li>• Introduction of WV 063 for A321-251N/-251NX/-252N /-252NX/-253N/-253NX/-271N/-271NX/-272N/-272NX aircrafts</li> <li>• Introduction of MaxPax for A321-252N/-272N (mod 157272 iss 4)</li> <li>• Introduction of ETOPS 120mn &amp; 180mn approval for A319-171N with engine PW1124G-JM, A319-153N with engine CFM LEAP-1A26E1 and A320-251N with engine CFM LEAP-1A26E1</li> <li>• A321 series §4.8: “CS 25.307 under CS25 Amdt. 18” is corrected by “CS 25.307(a) under CS25 Amdt. 18” as all other sub-sections of .307 are not applicable to MaxPax</li> <li>• A321 series – Maximum seating capacity : the configuration with 200 MPSC and Cabin configuration C-I-I-C was added</li> <li>• A319 series: the applicability of MOD 152777 to A319-115, A319-132 and A319-133 models was removed</li> <li>• A320 series: add the MOD 162339 as part of the A320 Corporate Jet definition</li> <li>• A319 series: add the MOD 162338 as part of the A320 Corporate Jet definition</li> </ul>	No Change



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
47	10.02.2021	<ul style="list-style-type: none"> <li>• Typo in paragraph 4.8 corrected to 4.10 of A319 section 3, part II</li> <li>• For A319 Neo ACJ, addition in section 3, part II, paragraph 4.10 of limitation in case of project K5.</li> <li>• For A319, addition of limitations in section 3, part III, paragraph 20 in case of project K5 and MOD 167900.</li> <li>• A319 section 3 part III paragraph 5 addition of bullet 10 to harmonise with A320CJ.</li> <li>• For A320, addition in section 1, part III, paragraph 20 of a limitation linked to MOD 167668</li> <li>• All sections part II, paragraph 8: addition of ESF B-17 reference.</li> <li>• A320 section 1 part III paragraph 5: ACJ320 NEO sentence on engine to harmonise with ACJ319</li> <li>• A319/A320/A321 Part II paragraphs 4 reviewed to put 25.853(a)(b) at change 13 since MSN 118 (due to Airbus MOD 21682)</li> </ul>	No change
48	04.05.2021	<ul style="list-style-type: none"> <li>• A319/A320/A321 Inclusion of SC D-28, in Part II.</li> <li>• A319/A320/A321 Inclusion of ESF D-31</li> <li>• A319/A320/A321 Inclusion of EtC related to ESF D-31 with MOD 167557</li> <li>• A321 ACF: amdt 19 for CS25.603(a) with MOD 166104 (Hero and Effect light) added in EtC.</li> <li>• A319: addition MOD 161765 for Cat II/III Autoland in Part IV notes</li> <li>• A320 part III paragraphs 5 engines: inclusion of the PW engines</li> <li>• All TCDS: Removal of CRI notion.</li> <li>• A318/A319/A320/A321: inclusion of limitation related to incomplete cabin MOD 153648 in Part III paragraph 20 for A318/A319/A320/A321.</li> <li>• A320 paragraph 4.10 corrected from CS25 Amdt 2 §25.21 (b) to §25.21 (c)</li> </ul>	No change
49	03.02.2022	<ul style="list-style-type: none"> <li>• A318/A319/A320/A321 Part II paragraphs 8: introduction of ESF FCD MULTI-01</li> <li>• WV080 introduced for A321 ACF</li> <li>• Removal of paragraph 9 “Production conditions” to harmonise with other programs</li> <li>• Harmonisation of naming convention: « N » when it is linked to a model and « NEO » when it is related to the family.</li> <li>• Removal of other reference than CML for the list of additives</li> <li>• Correction of typo for A320 NEO and A319 NEO two PW instead of two IAE.</li> <li>• Addition of missing models in certification basis of A320 para 4.1</li> <li>• CS-ACNS: clarification added in part II paragraphs 7 and 9.x for all models.</li> <li>• 165947: introduction of SC D-33 + update of CCD information in part V of each Series following MOD 165947 iss 1 approval</li> <li>• Addition of Max Pax A319-151N/-153N/-171N with MOD 159533 iss2 “Max Pax” in SECTION 3, part I, paragraph 1 and in part II, paragraph 4.11.</li> <li>• Update of title for EC G-11 to Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition</li> </ul>	No change
50	03.05.2022	<ul style="list-style-type: none"> <li>• Addition of SC D-35 in post TC special conditions of A321 (part II paragraph 5)</li> <li>• Addition WV103 on A320 NEO</li> <li>• P-9 removal as MoC</li> <li>• (re)Correction of typo for A320 NEO A321 NEO and A319 NEO two IAE instead of two PW.</li> </ul>	No change



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
51	02.06.2023	<ul style="list-style-type: none"> <li>• Correction of mistake by adding of A319-171N in relation with MOD 161765 in Part II paragraph 9 and in Part VI Notes</li> <li>• Removal of “-continued” in the headers mentioned in front of the series.</li> <li>• Correction of AIRBUS S.A.S. in page 157</li> <li>• Move of EtC into airworthiness requirements (Part II, paragraphs 4)</li> <li>• In all sections, removal of several AMC references.</li> <li>• Correction in Engine paragraph of A321-271N/A321-271NX: two PW replaced by two IAE.</li> <li>• Correction history of revision for rev 46 mentioning 20 instead of 200 MSPC.</li> <li>• Addition of SC F-MULTI-04 - Rechargeable Lithium Battery Installations</li> <li>• Addition of SC SC F-37 – ATN over SATCOM</li> <li>• Addition of WV067 on A321N and A321NX</li> <li>• For A320 and A321, addition in Part II paragraph 4 sentence on bulletproof (compliance to Amdt 22)</li> <li>• List of models corresponding to CEO, NEO in SECTION 1, 2, 3, Part I, paragraph 1.</li> <li>• “OPTIONAL” has been replaced by clearer sentence.</li> <li>• Section IV of each model: “The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.”</li> <li>• Section A320 part III paragraph 5: PW 1127G1JM removed as engine not for A320.</li> <li>• All sections Part VI created for Part 26 compliance information.</li> <li>• Harmonisation with other TCDS: issue reference in the equipment lists replaced by “at latest approved issue”.</li> <li>• Part II paragraph 4 of A319/A320/A321: ACNS upgrade linked to configuration with ELT-DT.</li> </ul>	No change
52	28.02.2024	<ul style="list-style-type: none"> <li>• Section 2, part II, paragraph 4.12 - Typo correction for MOD ref 153213 changed to 163213 (up to 3 additional central tanks)</li> <li>• Section 3 - Addition of A319-173N</li> <li>• Section 1, part III, paragraph 5 - Rating corporate jet 29k for A320-271N ACJ with MOD 173371</li> <li>• Section 2, part II, paragraph 4.12 - E-Rudder certification basis upgrade for A321.</li> <li>• Section 1-2-3, part II, paragraph 7 - DPOS ESF F-122 added for A319-A320-A321</li> <li>• Section 1-2-3-4, part I, paragraph 4 - Upgrade of CS-FCD at issue 2 for all aircraft.</li> <li>• Section 3, part II, paragraph 7 - Applicability of ESF SE-63 exit sign which was forgotten for A319.</li> <li>• Rearrangement of the cover page as these models were accidentally moved in the A321 column</li> <li>• Section 3, part III, paragraph 5 - A319ACJ bullet 10 page 135 – correction of typo in MOD reference</li> </ul>	28 February 2024
53	20.03.2024	<ul style="list-style-type: none"> <li>• Section 2, part III, paragraph 13 Addition of WV057 (MOD 158239) for A321 NEO and ACF.</li> <li>• Section 1, part II, paragraph 4.12.7 – clarification of the sentence.</li> </ul>	No



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
54	28/06/2024	<ul style="list-style-type: none"> <li>All Sections, Part III Paragraphs 23. ETOPS wording reviewed (no technical change)</li> <li>All Sections part II paragraphs 4 – wording reviewed (no technical change)</li> <li>Section 3, part II paragraphs 4 – addition of A319-173N</li> <li>Section 2, part III, paragraph 13 Addition of WV059 (MOD 158241) for A321 NEO and ACF.</li> <li>All SECTIONS, move of OSD issue 2 applicability from part II paragraph 4 to part V with rewording without change of the intent.</li> <li>Numbering SECTION 2, part II, 7 reviewed.</li> </ul>	No
55	19/07/2024	<ul style="list-style-type: none"> <li>Section 2 - Addition of A321-253NY</li> </ul>	18/07/2024
56	11/10/2024	<ul style="list-style-type: none"> <li>Section 2, Part III paragraph 3 “at latest issue” added.</li> <li>Section 4 – Part III – paragraph 20 - A318 limitation on passenger capacity for extended overwater flights (ditching).</li> <li>Correction of the numbering of the WV in the A321 part (0 missing for the 3 digit numbering convention)</li> <li>Change of certification basis related to HTP in Part II paragraph 4 of section 1, 2, 3, 4.</li> <li>CS.MMEL issue 1 made applicable for all models</li> <li>Section 2, part II, paragraph 8 - CO2 certification basis updated for XLR</li> <li>Presentation harmonisation of all SECTION part II, paragraph 8 environmental Protection</li> <li>Addition of ESF F-125 forgotten in issue 52 with addition of ESF F-122</li> <li>Addition of engine Rating LEAP 1A33B2X in SECTION 2 part III paragraph 5 and 8.</li> <li>Addition of WV100 in SECTION 3 part III, paragraph 13.</li> <li>ETOPS added for XLR in SECTION 2, part III paragraph 23 and part II paragraph 4.4.</li> <li>SECTION 2 Part II paragraph 4.13.15 – CS.25.705 Amdt 24 for A321 NEO (except XLR)</li> <li>Section 2 Part II paragraph 4.13.16 – CS.25.705 Amdt 24 for A321-253NY</li> <li>Section 2 Part II paragraph 4 - Change of certification with Autoland MOD 170420</li> <li>Section 2 Part VII - Note added related to the Doors</li> </ul>	No



**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
57	20/02/2025	<ul style="list-style-type: none"> <li>Section 2 - Addition of A321-271NY</li> <li>Section 2, part III, paragraph 5 - Correction typo for A321-253NY engine should read LEAP-1A33X but not LEAP-1A303X</li> <li>Section 2, Part III, paragraph 12 – addition of rating for LEAP-1A33B2X forgotten at issue 56.</li> <li>Section 2, Part II, paragraph 4.12 - reversion from CS 25.735(h) at Amdt. 23 to JAR 25.735(j) Change 13 + SC S-79.</li> <li>Section 2, Part I, paragraph 6 – correction of the application date of XLR.</li> <li>Section I, Part II, paragraph 4.12.7 - addition of OP91/1 forgotten in previous correction at issue 53.</li> <li>Section 2, part II, paragraph 4 – precision added with .675 and .1587.</li> <li>Section 2 Part II paragraph 5 - Review of the special conditions listed for XLR (B-12 moved from 5.10 to 5.9. and F-MULTI-04 deleted from 5.10 as already in 5.9)</li> <li>Section 1 to 4, part III, paragraph 20 - Removal of MOD 153648 (incomplete cabin) as addressed though modification installing placards.</li> <li>Section 2, part II, paragraph 8.3 - CO2 for 271NY</li> <li>All sections, part III, paragraph 3 Removal of the Airbus Frame Specs from TCDS as not related to the certification basis</li> <li>Section 2, part III, paragraph 5 - PW1133GA-JM added for A321-271N/-271NX</li> <li>Section I, part II, paragraph 4.12.8 - Typo to be corrected: 1675567 to 167557 for MOD lavatory A.</li> <li>Section 1 and 3, part II, paragraph 4 - Addition of sentence “When MOD 163425, MOD 166357 <u>or</u> MOD 168149 are installed on A3xxNEO*, CS 25.705 is applicable at Amendment 24”.</li> </ul>	20/02/2025
58	12/03/2025	<ul style="list-style-type: none"> <li>Section 2 Part II paragraph 4 – addition of A321-271NY with MOD 170420</li> <li>Section 2, part III, paragraph 5, 8 and 12 - PW1133GAR-JM added for A321-271NY</li> <li>All Sections, part III, paragraph 1 - Removal of NOTES model conversions to harmonise with other Airbus products.</li> </ul>	No
59	26/06/2025	<ul style="list-style-type: none"> <li>Section 2, Part III paragraph 23 – addition of ETOPS for A321-271NY (EASA Major Change certificate ref. 10087196)</li> <li>Section 2, part III, paragraph 13 – addition of WV100 for A321-271NY (removing the note from previous issue) (EASA Major Change certificate ref. 10085263)</li> <li>Section 2, Part III, paragraph 9 – addition of FWD-ACT for A321-253NY/-271NY - EASA Major Change certificate ref. 10087354</li> <li>Section 2, Part III, paragraph 5, addition of BUMP for A321-271N and A321-NX. Removal of the note “The engine characteristics remains unchanged”, which is inappropriate in this TCDS - EASA Major Change certificate ref. 10087059</li> <li>All sections, part II, paragraph 4 – clarification note about certification basis for 1302 amdt 23</li> </ul>	No





**SECTION 5: ADMINISTRATIVE – continued**

Issue	Date	Changes	TC issue
<u>60</u>	<u>01/10/2025</u>	<ul style="list-style-type: none"> <li>• <u>Removal of the WV and keep only the envelope to harmonise with other Airbus TCDS</u></li> <li>• <u>All Sections, part III, paragraph 12 - correction of EASA engine TCDS reference and removal of the references to FAA engine TCDS plus duplication of information from the engine TCDS.</u></li> <li>• <u>Table of content – addition of reference to Annex I and II.</u></li> <li>• <u>All sections, part II, paragraphs 5 addition new Special Condition M-TS-0000566 “Installed Physical Secondary Barrier (IPSB)” (EASA approval 10087625).</u></li> <li>• <u>Section 2, part II, paragraph 4.13.16 – addition of A321-271NY for the upgrade of the CS25.705 at amdt 24 (EASA approval 10088045).</u></li> <li>• <u>Section 2, Part II, paragraph 4.13.19 - addition of MODs 169469, 169478 and 169471 upgrading CS25.1302 to amdt 23 (EASA approval 10088045).</u></li> <li>• <u>Section 2, part II, paragraph 7, addition of ESF D-39 - AFT Cargo Compartment, Cargo Loading System and 300L Waste Tank (EASA approval 10085412).</u></li> <li>• <u>All sections, part II, paragraph 4 - Consideration of an adequate ETOPS Certification basis (at least CS25.1535 Amdt 11 with AMC 20-6 Rev 2) for all the A/C models for which the initial ETOPS Certification basis was not based on CS25.1535 (i.e. CEO models) EASA approval 10088168.</u></li> <li>• <u>Section 2, part II, paragraph 4.13.17, addition of JAR AWO 140 and 183 at change 2 for A321ACF and A321NEO – EASA approval 10088090.</u></li> <li>• <u>Section 3, part II, paragraph 4.11.9 – addition of A319-173N with the applicability of JAR AWO 140 and 183 at change 2 - EASA approval 10083825.</u></li> <li>• <u>All sections, part VI – Harmonisation with other programmes by addition of note related to 26.305.</u></li> <li>• <u>All Sections, part II, paragraph 4 – paragraph added related to JAR/CS 25.571</u></li> </ul>	

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