Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00010

for

AIRBUS A318 – A319 – A320 – A321

Type Certificate Holder

AIRBUS S.A.S.

2 Rond-Point Emile Dewoitine,

31700 Blagnac,

France

Model(s):	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

Issue: 4

Date of issue: 05 March 2025

Section 1: General

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Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the UKCAA **from** 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA **before** 01 January 2021, and were incorporated into EASA TCDS EASA.IM.A.064 at Issue 46 dated 25 June 2020, and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement

Section 2 A320 Series

I. General

1. Type/ Model/ Variant

a) Type: A320 Series

b) Model: 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

Section 2: A320 Series

2. Performance Class

A

3. Certificating Authority

European Union Aviation Safety Agency (EASA)
Konrad-Adenauer-Ufer 3
D-50668 Cologne
Germany

4. Manufacturer

AIRBUS S.A.S.
2 rond-pont 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	07 December 2015
MOD 158819 iss 1	12 July 2016
A320-252N	09 August 2017
A320-272N	20 March 2018
ACJ320 NEO	10 June 2015

A320-253N	08 July 2016
A320-273N	21 November 2016
MOD 156723 iss 7	14 October 2019

7. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 6 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

8. State of Design Authority Type Certificate Date

A320-211	November 08, 1988
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 21 December 2005 DGAC-F TC 180 remains a valid reference for individual Certificate of Airworthiness. The content DGAC F TC 180 is replaced by EASA TCDS EASA.A.064.

9. EASA Type Certification Date

EASA TCDS EASA.A.064 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)

10. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Section 9 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no A320 UK CAA type validations have been completed since 01 January 2021.

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.

3. State of Design Airworthiness Authority Certification Basis

Refer to EASA TCDS EASA.A.064.

4. UK CAA 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.

- CEO models with MOD 160500 and 160080 “Sharklets” (significant change):
  - Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)

- NEO models (A320-251N/-252N/-253N/-271N/-272N/-273N):
  - CS 25.1535 from CS 25 Amdt 11 amended by 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)
§ 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 A5003 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

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§ 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 F5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F11/S79	§ 25.171 replaced by SC-F5004
§ 25.103 replaced by A318 SC F5001	§ 25.173 replaced by SC-F5004
§ 25.105 amended by SC F11/S79	§ 25.175 replaced by SC-F5004
§ 25.107 amended by A318 SC-F5001	§ 25.181
§ 25.109 amended by SC F11/S79	§ 25.201 + OP96/1, replaced by SC-F5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC-F5001
§ 25.113 + OP96/1 amended by SC F11/S79	§ 25.207 amended by SC-F5001
§ 25.115 amended by SC F11/S79	§ 25.231
§ 25.119 + OP96/1 amended by A318 SC F5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F5001	§ 25.1533
§ 25.143 + OP96/1, amended by SC F3, F7 & F8	§ 25.1581
§ 25.145 + OP96/1	§ 25.1585(a)

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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)

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

§25.305(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)
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)

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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)
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

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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 SC S76 - 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-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 ESF SE-2004 (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

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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 SE-2004 (SC S75 – 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

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-4012 (SC F-11 – Accelerate-stop distances and related performances, worn brakes)

Legacy SC SE-3003 (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) amended by AMC F-14 for all ATA300 areas except Engine Air intake protection and Wing ice shapes
25.843 (a)	25.1431 (for system adaptations)
25.853 (a)	25.1435 (a) (b) (c) (d)
25X899 amended by Legacy SC SE-2004 (SC S75 – 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

4.7 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:

Section 2: A320 Series

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)
§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)

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:

Section 2: A320 Series

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

JAR 25 change 14

§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:

Section 2: A320 Series

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)

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

§25.307	§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:

Section 2: A320 Series

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)
§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)	§25.1581 (a) (b) (d)

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§25.855 (a) (c) (e) (f) (g)(h1)(h2)(h3) §25.857 §25.858 §25.863 (a) (b) (c) (d) §25.869	
§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 §25.305 (a) (b)	§25.855 (c)
§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 §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)

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)

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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.

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 of EASA.A.064), 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 and MOD 168149 are installed on A320NEO*, CS 25.705 is applicable at Amendment 24

*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.

Section 2: A320 Series

Compulsory

ECG-11	Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition
(DGAC-F) SC-G17	Operational proving flights
(CAA-UK) SC-G17	Operational flight before certification
SC-F1	Stalling and Scheduled operating Speeds
SC-F3	Cockpit control - motion and effect of cockpit control
SC-F4	Static longitudinal stability
SC-F6	Static directional and lateral stability
SC-F7	Flight envelope protection
SC-F8	Normal load factor limiting
SC-F9	Dual control system
HC-F103	Accelerate Stop Distance, Take-Off Distance and Take-Off Run on a Wet Runway
HC-F114	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-S11	Limit pilot forces and torques
HC-S23	Standby gyroscopic horizon
HC-S24	VMO/MMO Warning (setting)
EC-S30	Autoflight system
SC-S33	Autothrust system
SC-S52	Operation without normal electrical power
EC-S54	Circuit protective devices
HC-S61	Design Landing Brakes Kinetic Energy
HC-S62	Rejected Take-Off Brakes Kinetic Energy
HC-S72	Flight recorder
SC-S74	Abnormal attitudes
SC-S75	Lightning protection indirect effects
SC-S76	Effect of external radiations up on aircraft systems
SC-S77	Integrity of control signal
SC-P01	Full Authority Engine Control System (FADEC)

SC-E1005	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 amendment 91/1:

SC-A4.3	Tuned gust loads
HC-A4.4	Manoeuvre loads high lift devices deployed

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

SC-F11	Accelerate-Stop distances and related performances, worn brakes (see SC F-2012 dated June 4, 1996)
SC-S79	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)

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-F11 and SC-S79

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-F103	Accelerate-Stop distance, Take-off distance, Take-off run on wet runway
HC-S61	Design landing brakes kinetic energy
HC-S62	Rejected take-off brakes kinetic energy

The following JAR 25 paragraphs are upgraded at Change 13 and amended by SC-F11 and SC-S79:

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-S76 (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 (EtCA-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)
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 07th 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:

A2.2.2	Design Manoeuvre requirement
A-3001 (SC A1)	Interaction of systems and structure
A-3002 (SC A2)	Stalling Speeds for structural design (A321)
A-5003*	Design dive speed Vd
D-0332-001	Towbarless Towing
E-48	Fuel Tank Safety
F4012 (SC F11)	Accelerate-stop distances and relates performances, worn brakes
F7 (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
S72 (HC-S72)	Flight recorders
SC S-76-1	Protection from the effect of HIRF
SE2004 (SC S-75)	Lightning protection indirect effects
SE3003 (SC S-79)	Brake requirements, qualification and testing (A321)

*From 07th 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
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

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 autorestow 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

Section 2: A320 Series

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

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 centerline
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
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

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

8. Environmental Protection

8.1 Noise

See TCDSN no. UK.TC.A.00010

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: 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)

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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

Notes:

a. Model conversions:

- If modification 34647 is embodied on A320-212 model powered with CFM56-5A3 engines, it is converted into A320-211 model, powered with CFM56-5A1 engines

- If modification 35962 is embodied on A320-211 model powered with CFM56-5A1 engines, it is converted into A320-212 model, powered with CFM56-5A3 engines
- If modification 153177 is embodied on A320-233 model powered with IAE V2527E-A5 it is converted into A320-232 model, powered with IAE V2527-A5 engines
- If modification 36563 is embodied on A320-216 model powered with CFM56-5B6/3 or /P engines, it is converted into A320-214 model, powered with CFM56-5B4/3 or /P engines
- If modification 36885 is embodied on A320-214 model powered with CFM56-5B4/3 or /P engines, it is converted into A320-216 model, powered with CFM56-5B6/3 or /P engines
- If modification 150847 is embodied on A320-232 model powered with IAE V2527-A5 engines, it is converted into A320-233 model, powered with IAE V2527E-A5 engines

b. A320-216 model results of the embodiment of modification 36311 on A320-214 model.

c. A320-215 model results of the embodiment of modification 36297 on A320-214 model.

2. Description

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

3. Equipment

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).

Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications:

Cabin seats	2521M1F10000 at latest approved issue
Galleys	2530M1F000900 at latest approved issue

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)

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)

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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.

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).

6. A320-214 CFM 56-5B4 engine can be intermixed with CFM 56-5B4/2 engine (MOD 24405) 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’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.

8. 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.

   The engine characteristics remain unchanged.

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

9. CFM56-5B engines are not compatible with modification 160080 (Sharklet retrofit) unless modification 37147 or modification 38770 are installed.

10. 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.

11. 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.

12. 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

Fuel Specification

ENGINES	KEROSENE DESIGNATION
CFM56: 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
IAE V2500: 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
IAE PW1100G-JM: (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
CFMI LEAP-1A: 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)

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)
CENTER	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 Center 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)
CENTER	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 Center 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/-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)
CENTER	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 Center 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)
CENTER	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 Center 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.

A320-271N/-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)
CENTER	8248.0 (6623.1)	23.2 (18.6)
TOTAL	23724.7 (19050.9)	82.1 (65.9)

Section 2: A320 Series

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)
CENTER	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)
CENTER	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)	3138.0 (2510.4)	17.0 (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 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

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 approved Airplane Flight Manual

12. Operating Limitations

See the appropriate 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	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E28NE (FAA) EASA.E.067(2)	E28NE (FAA) EASA.E.067(2)	E37NE (FAA) E38NE (FAA) EASA.E.003(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 9 786 daN (22 000 lbs) 9 008 daN (20 250 lbs)	 10 453 daN (23 500 lbs) 9 008 daN (20 250 lbs)	 11 120 daN (25 000 lb) 10 542 daN (23 700 lbs)	 11 787 daN (26 500 lbs) 10 542 daN (23 700 lbs)	 12 010 daN (27 000 lbs) 10 840 daN (24 370 lbs)

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

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

(1): UK CAA Type Certificate E.003 and associated Type Certificate Data Sheet E.003, Issue 5 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

(2): UK CAA Type Certificate E.067 and associated Type Certificate Data Sheet E.067, Issue 2 dated 17 April 2018, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Engine	IAE V2500-A1	IAE V2527-A5 IAE V2527E-A5
Data sheets	E31NE (FAA) M-IM22 (DGAC)	E40NE (FAA) EASA.IM.E.069(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 11 031 daN (24 800 lbs) 9 893 daN (22 240 lbs)	 11 031 daN (24 800 lbs) 9 893 daN (22 240 lbs)

* 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"

(1): UK CAA Type Certificate E.069 and associated Type Certificate Data Sheet E.069, Issue 4 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Section 2: A320 Series

Engine	**CFM** **LEAP-1A26** **LEAP-1A26E1** **LEAP-1A26CJ**	**CFM** **LEAP-1A24**	**CFM** **LEAP-1A29**
Data sheets	E00089EN (FAA) UK.TC.E.00073(1)	E00089EN (FAA) UK.TC.E.00073(1)	E00089EN (FAA) UK.TC.E.00073(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 12 064 daN (27 120 lbs) 11 868 daN (26 680 lbs)	 10 680 daN (24 010 lbs) 10 676 daN (24 000 lbs)	 13 029 daN (29 290 lbs) 11 868 daN (26 680 lbs)

(1): UK CAA Type Certificate E.00073 and associated Type Certificate Data Sheet E.00073, Issue 1 dated 08 March 2024 includes:

- Details of the type design that that have been approved or accepted by the CAA in the UK from 01 January 2021

- Details of the type design that were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA.E.110 at Issue 09 dated 20 December 2019 and therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Engine	**PW1127G-JM/** **PW1127GA-JM**	**PW1124G1-JM**	**PW1129G-JM**
Data sheets	E87NE (FAA) EASA.IM.E.093(1)	E87NE (FAA) EASA.IM.E.093(1)	E87NE (FAA) EASA.IM.E.093(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 12 043 daN (27 075 lbs) 11 718 daN (26345 lbs)	 10 782 daN (24 240 lbs) 10 691 daN (24 035 lbs)	 13 000 daN (29 245 lbs) 11 719 daN (26 345 lbs)

(1): UK CAA Type Certificate E.093 and associated Type Certificate Data Sheet E.093, Issue 7 dated 09 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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 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 approved Airplane Flight Manual.

13. Maximum Certified Masses

A320-211/A320-212/A320-231

VARIANT **WEIGHT (Kg)**	**000 (BASIC) (MOD 20802)**	**001 (MOD 20966)**	**002 (MOD 21601)**	**003 (MOD 22269)**	**004 (MOD 21532)**	**005 (MOD 21711)**
Max. Ramp Weight	73 900	68 400	70 400	75 900	71 900	67 400
Max. Take-off Weight	73 500	68 000	70 000	75 500	71 500	67 000
Max. Landing Weight	64 500	64 500	64 500	64 500	64 500	64 500
Max. Zero Fuel Weight	60 500	60 500	60 500	60 500	60 500	60 500
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

VARIANT **WEIGHT (Kg)**	**006 (MOD 22436)**	**007 (MOD 23264)**	**008 (MOD 23900)**	**009 (MOD 23900 & 22269)**	**010 (MOD 23900 & 23264)**	**011(5) (MOD 30307)**

Section 2: A320 Series

Max. Ramp Weight	66 400	77 400	73 900	75 900	77 400	75 900
Max. Take-off Weight	66 000	77 000	73 500	75 500	77 000	75 500
Max. Landing Weight	64 500	64 500	64 500	64 500	64 500	66 000
Max. Zero Fuel Weight	60 500	60 500	61 000	61 000	61 000	62 500
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

VARIANT **WEIGHT (Kg)**	**012[5] (MOD 30479)**	**013 (MOD 31132)**	**014 (MOD 31385)**	**016[5] (MOD 34094)**	**018[5] (MOD 151710)**	**019 (MOD 156523)**
Max. Ramp Weight	77 400	71 900	73 900	73 900	71 900	70 400
Max. Take-off Weight	77 000	71 500	73 500	73 500	71 500	70 000
Max. Landing Weight	66 000	64 500	64 500	66 000	66 000	64 500
Max. Zero Fuel Weight	62 500	61 000	61 500	62 500	62 500	61 000
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

A320-214/A320-232/A320-233

VARIANT **WEIGHT (Kg)**	**000 (BASIC)**	**001 (MOD 20966)**	**002 (MOD 21601)**	**003* (MOD 22269)**	**005 (MOD 21711)**	**007* (MOD 23264)**
Max. Ramp Weight	73 900	6 8400	70 400	75 900	67 400	77 400
Max. Take-off Weight	73 500	68 000	70 000	75 500	67 000	77 000
Max. Landing Weight	64 500	64 500	64 500	64 500	64 500	64 500
Max. Zero Fuel Weight	60 500	60 500	60 500	60 500	60 500	60 500
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

VARIANT **WEIGHT (Kg)**	**008*[3][4] (MOD 23900)**	**009*[3][4] (MOD 23900) (MOD 22269)**	**010*[3][4] (MOD 23900) (MOD 23264)**	**011[3][4][5] (MOD 30307)**	**012[3][4][5] (MOD 30479)**	**013[3][4] (MOD 31132)**
Max. Ramp Weight	73 900	75 900	77 400	75 900	77 400	71 900
Max. Take-off Weight	73 500	75 500	77 000	75 500	77 000	71 500
Max. Landing Weight	64 500	64 500	64 500	66 000	66 000	64 500
Max. Zero Fuel Weight	61 000	61 000	61 000	62 500	62 500	61 000
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

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VARIANT **WEIGHT (Kg)**	**014**[3][4] **(MOD 31385)**	**015**[3] **(MOD 34047)**	**016**[3][4][5] **(MOD 34094)**	**017**[3][5] **(MOD 151634)**	**018**[3][4][5] **(MOD 151710)**	**019** [3][4] **(MOD 156523)**
Max. Ramp Weight	73 900	78 400	73 900	78 400	71 900	70 400
Max. Take-off Weight	73 500	78 000	73 500	78 000	71 500	70 000
Max. Landing Weight	64 500	64 500	66 000	66 000	66 000	64 500
Max. Zero Fuel Weight	61 500	61 000	62 500	62 500	62 500	61 000
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

A320-215/A320-216

VARIANT **WEIGHT (Kg)**	**000 (BASIC) (MOD 20802)**	**001***[1] **(MOD 20966)**	**002*** **(MOD 21601)**	**003*** **(MOD 22269)**	**005**[2] **(MOD 21711)**	**008***[3][4] **(MOD 23900)**
Max. ramp weight	73 900	68 400	70 400	75 900	67 400	73 900
Max. Take-off Weight	73 500	68 000	70 000	75 500	67 000	73 500
Max. Landing Weight	64 500	64 500	64 500	64 500	64 500	64 500
Max. Zero Fuel Weight	60 500	60 500	60 500	60 500	60 500	61 000
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

VARIANT **WEIGHT (Kg)**	**009***[3][4] **(MOD 23900 & 22269)**	**011***[3][4][5] **(MOD 30307)**	**013***[3][4] **(MOD 31132)**	**014***[3][4] **(MOD 31385)**	**016***[3][4][5] **(MOD 34094)**	**018**[3][4][5] **(MOD 151710)**
Max. ramp weight	75 900	75 900	71 900	73 900	73 900	71 900
Max. Take-off Weight	75 500	75 500	71 500	73 500	73 500	71 500
Max. Landing Weight	64 500	66 000	64 500	64 500	66 000	66 000
Max. Zero Fuel Weight	61 000	62 500	61 000	61 500	62 500	62 500
Minimum Weight	37 230	37 230	37 230	37 230	37 230	37 230

VARIANT **WEIGHT (Kg)**	**019** [3][4] **(MOD 156523)**
Max. ramp weight	70 400
Max. Take-off Weight	70 000
Max. Landing Weight	64 500
Max. Zero Fuel Weight	61 000
Minimum Weight	37 230

Section 2: A320 Series

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

(1) WV001 applicable to A320-215 (and –216) model only from MSN 530 (Introduction of A320-214 model)

(2) WV005 applicable to A320-215 (and –216) models only for a/c having modification 28154 embodied

(3) MOD 160500 is approved for WV 008 to WV 019, only.

(4) MOD 160080 is approved for WV 008 to 014, 016 & 018-019 only

(5) MOD 158708 is approved for WV 011, 012, 016-018 only

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

VARIANT	**050 BASIC (MOD 161248)**	**051* (MOD 161380)**	**052* (MOD 161379)**	**053* (MOD 161384)**	**054 * (MOD 161381)**
Max. ramp weight	73 900	73 900	77 400	77 400	79 400
Max. Take-off Weight	73 500	73 500	77 000	77 000	79 000
Max. Landing Weight	66 300	67 400	66 300	67 400	66 300
Max. Zero Fuel Weight	62 800	64 300	62 800	64 300	62 800

VARIANT	**055* (MOD 161249)**	**056* (MOD 161383)**	**057* (MOD 161382)**	**069 (MOD 157908)**	**071 (MOD 157910)**	**075** (MOD 157914)**
Max. ramp weight	79 400	70 400	70 400	75 900	75 400	74 400
Max. Take-off Weight	79 000	70 000	70 000	75 500	75 000	74 000
Max. Landing Weight	67 400	66 300	67 400	67 400	67 400	67 400
Max. Zero Fuel Weight	64 300	62 800	64 300	64 300	64 300	64 300

VARIANT	**083 (MOD 157922)**	**085 (MOD 157924)**	**103 (MOD 169007)**
Max. ramp weight	71 900	71 400	79 400
Max. Take-off Weight	71 500	71 000	79 000
Max. Landing Weight	67 400	67 400	68 400
Max. Zero Fuel Weight	64 300	64 300	65 300

Section 2: A320 Series

In addition the following weight variants are also certified for the A320-271N/-272N/-251N

VARIANT	068 (MOD 157907)	078 (MOD 157917)	082 (MOD 157921)
Max. ramp weight	75 900	72 900	71 900
Max. Take-off Weight	75 500	72 500	71 500
Max. Landing Weight	66 300	66 300	66 300
Max. Zero Fuel Weight	62 800	62 800	62 800

In addition the following weight variants are also certified for the A320-271N/-272N/-251N equipped with modifications 162744, 163215 and 23398 (ACJ320 NEO specific weight variants)

VARIANT	110 (MOD 160808)	111 (MOD 160809)	112 (MOD 160810)
Max. ramp weight	79 400	78 400	77 400
Max. Take-off Weight	79 000	78 000	77 000
Max. Landing Weight	67 400	67 400	67 400
Max. Zero Fuel Weight	55 300	55 300	55 300

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

** WV 075 is not approved for the A320-272N, -273N, -253N

A320-251N/-252N/-253N have a Minimum Weight of 40600.

A320-271N/-272N/-273N have a Minimum Weight of 40300.

14. Centre of Gravity Range

See 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 approved Weight and Balance Manual.

Section 2: A320 Series

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:

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

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 current 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 UK CAA

32009 provides ETOPS 180 mn capability for UK CAA

IV. Operating and Service Instructions

The Operational and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These instructions and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Airplane Flight Manual (AFM)

Approved Airplane Flight Manual for A320.

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 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 approved Flight Manual.

3. Weight and Balance Manual (WBM)

Airbus Compliance Document 00D80A0001/C1S

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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 accepted or approved revision.

b. Required for entry into service by UK operator.

c. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

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 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 UK operator.

d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

e. The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Cabin Crew Data

a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis 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 UK operator.

c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

d. The Type Certificate Holder should be contacted to verify the applicability of any CCD revision within the UK.

VI. EASA Part-26 compliance information

For all models, compliance with point 26.300(a) of EU Regulation 2015/640 Annex 1 (Part-26) has been demonstrated to EASA 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

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 3 A321 Series

I. General

1. Type/ Model/ Variant

a) Type: A321 Series

b) Model: 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: A321XLR PW (A321-271NY) is a Not-Significant Major Change

Section 3: A321 Series

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

*Commercial designation only

2. Performance Class

A

3. Certificating Authority

European Union Aviation Safety Agency (EASA)
Konrad-Adenauer-Ufer 3
D-50668 Cologne
Germany

4. Manufacturer

AIRBUS
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

Section 3: A321 Series

Mod 162681	10 November 2016
Mod 159536	01 July 2016
Mod 160766	11 February 2015
Mod 157272 Iss 4	14 October 2019
Project A321XLR CFM	15 December 2019
Project A321XLR PW	01 July 2020

7. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 6 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

8. 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.

9. EASA Type Certification Date

EASA TCDS EASA.A.064 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	01 March 2017 (A321-251N)
Mod 161006 issue 1	03 March 2017 (A321-253N)
Mod 157272 issue 2	06 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)

Section 3: A321 Series

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)

10. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Section 9 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, UK CAA type validations for the A321 have been completed since 01 January 2021.

A321XLR CFM A321-253NY UK CAA TCDS UK.TC.A.00010 Issue 3 issued 30 January 2025.

II. Certification Basis

1. Reference Date for determining the applicable requirements

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

Refer to EASA TCDS EASA.A.064.

4. UK CAA 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)

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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, 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):
  - 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 at initial issue.
- CEO models with Sharklets MOD 160023 (significant change):
  - Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)
- NEO models (A321-251N/-252N/-253N/-271N/-272N):
  - CS 25-1535 Amdt 11 and AMC 20-6 Rev 2
- A321-251NX,-252NX,-253NX,-271NX,-272NX)
  - CS 25.1535 Amdt 15 and AMC 20-6 Rev 2 for affected areas.
- A321-253NY
  - 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:

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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 A5003 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

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§ 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 F5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F11/S79	§ 25.171 replaced by SC-F5004
§ 25.103 replaced by A318 SC F5001	§ 25.173 replaced by SC-F5004
§ 25.105 amended by SC F11/S79	§ 25.175 replaced by SC-F5004
§ 25.107 amended by A318 SC-F5001	§ 25.181
§ 25.109 amended by SC F11/S79	§ 25.201 + OP96/1, replaced by SC-F5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC-F5001
§ 25.113 + OP96/1 amended by SC F11/S79	§ 25.207 amended by SC-F5001
§ 25.115 amended by SC F11/S79	§ 25.231
§ 25.119 + OP96/1 amended by A318 SC F5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F5001	§ 25.1533
§ 25.143 + OP96/1, amended by SC F3, F7 & F8	§ 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

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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)

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

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:

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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)
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)

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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)

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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 SE-2004 (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 F9 - Dual Control System)	25.1551
25.731 (a) (b) (c)	25.1553
25.733 (b) (c) (d)	25.1557 (b)
25.779	25.1581

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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 SE-2004 (SC S75 – 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)

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

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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-4012 (SC F-11 – Accelerate-stop distances and related performances, worn brakes)

Legacy SC SE-3003 (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)
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)

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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) amended by AMC F-14 for all ATA300 areas except Engine Air intake protection and Wing ice shapes
25.843 (a)	25.1431 (for system adaptations)
25.853 (a)	25.1435 (a) (b) (c) (d)
25X899 amended by Legacy SC SE-2004 (SC S75 – 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 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)	

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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”.

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)

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§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)

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.

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

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§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)
§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

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§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

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§25.107	§25.143(a)(b[3])(g) as amended by SC B-01, SC B-08

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)

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§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)
	§25.1557(a)

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	

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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	§25.731 (a),(b),(c),(d),(e)
§25.21 (a),(b),(c),(d),(e),(f)	§25.733 (b),(c),(e)
§25.23 (a),(b)	§25.734
§25.25 (a),(b)	§25.735 (a),(b),(c),(d),(e),(f),(g),(i),(j),(k),(l) Note: The A321-253NY/-271NY was granted a reversion from CS 25.735(h) at Amdt 23 to JAR 25 25.735(i) Change 13 + SC S-79 and with the removal of the CS 25.735(h)(1). This is based on a justification that takes credit from specific design features that are present in the aircraft and that need to be kept: The sizing of the braking system accumulator should be maintained to ensure 6 full brake pedal applications. This may be shown via the compliance demonstration with JAR 25.1301(a).
§25.27 (a),(b),(c)	§25.745 (a),(b),(d),(e)
§25.29 (a), (b)	§25.777 (a),(i)
§25.101 (a),(b),(c),(d),(e),(f),(g),(h),(i) amended by SC B-201 for (h)	§25.795 (c)(2)
§25.103 (a),(c),(d) as amended by SC B-201	§25.801 (d)
§25.105 (b),(c),(d)	§25.807 (i)
§25.107 (a),(b),(c),(d),(e),(f),(g)	§25.809 (g)
§25.109 (a),(b),(c),(d),(e),(f),(g),(h),(i)	§25.843 (a)
§25.111 (a),(b),(d)	§25.851 (b)(2)
§25.113 (a),(b),(c)	§25.853 (a)
§25.115 (a),(b),(c)	§25.855 (f),(h)
§25.117	§25.856 (a),(b) amended by SC D-01UK for (b)
§25.121 (a)	§25.857
§25.123 (a)	§25.858
§25.125 (f),(g)	§25.863 (a),(b),(c)
§25.143 (a),(b),(d),(e),(f),(g),(h),(k),(l),(m),(n) as amended by for SC B-201 for (h), SC B-	§25.869 (a)(1)

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203 for (m), SC B-207 for (n) and ESF B-216 for (l)	
§25.145 (a),(b),(c),(e),(f) as amended by SC B-201 for (a) and (b)	§25.899 (a),(b)
§25.147 (a),(c),(d),(f)	§25.901 (a),(b),(c)
§25.149 (a),(b),(c),(d),(e),(f),(h)	§25.903 (c),(d)
§25.161 (a),(b),(c),(d)	§25.943
§25.171 as amended by SC B-04 iss.4	§25.951 (c)
§25.173 (a),(b),(c),(d) as amended by SC B-04 iss.4	§25.952 (a)
§25.175 (a),(b),(c),(d) as amended by SC B-04 iss.4	§25.954 (a),(b),(c)
§25.177 (a),(b),(c),(d) as amended by SC B-04 iss.4	§25.957
§25.181 (a),(b)	§25.959
§25.201 (a),(b),(c),(d) as amended by SC B-201	§25.963 (a),(b),(c),(d),(e)(1)(2)
§25.203 (a),(b),(c) as amended by SC B-201	§25.965 (a),(b),(c),(d)
§25.231(a)	§25.967 (a),(b),(e)
§25.233(a),(b),(c)	§25.969
§25.235	§25.971 (a),(b),(c)
§25.251(a),(b),(c),(d),(e)	§25.975
§25.253(a),(b)	§25.977 (a),(c),(d),(e)
§25.255	§25.979 (b),(c),(d),(e)
§25.301 (a),(b),(c)	§25.981 (a),(b),(d)
§25.302	§25.993
§25.303	§25.994
§25.305 (a),(b),(c),(e),(f)	§25.995 (b)
§25.307 (a)	§25.999 (a),(b)
§25.321 (a),(b),(c),(d)	§25.1001 (a),(b)
§25.331 (a),(b),(c)	§25.1103 (d)
§25.333 (a),(b)	§25.1141 (a),(c),(d),(f)

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§25.335 (a),(b),(c),(d),(e),(f)	§25.1185 (c)
§25.337 (a),(b),(c)	§25.1189 (f),(h)
§25.341 (a),(b),(c)	§25.1301
§25.343 (a),(b)(1)(2)(3)	§25.1302
§25.345 (a),(b),(d)	§25.1305 (a)(2)
§25.349 (a)(1)(5),(b)	§25.1309
§25.351 (a),(b),(c),(d)	§25.1310
§25.353 (a),(b),(c),(d),(e)	§25.1315
§25.361 (a)	§25.1316
§25.362 (a),(b)	§25.1317
§25.365 (a),(b),(d),(e),(f)	§25.1322
§25.367(a),(b)	§25.1323 (c),(d) as amended by SC B-201
§25.371	§25.1325 (e)
§23.373(a),(b)	§25.1337 (b)
§25.391(a),(b),(d),(e)	§25.1353 (a),(b)
§25.393(a),(b)	§25.1381 (a)(2)(ii), (b)
§25.405	§25.1419
§25.427 (a),(b),(d)	§25.1431 (a),(b),(c),(d)
§25.445 (a)	§25.1435 (a)(1)(2)(3)(4)(5),(b)(2)(5),(c)(1)
§25.457	§25.1438
§25.459	§25.1501 (a),(b)
§25.471 (a),(b)	§25.1503
§25.473 (a),(b),(c),(d),(e)	§25.1505
§25.477	§25.1507
§25.479 (a),(c),(d)	§25.1511
§25.481 (a),(c)	§25.1513
§25.483 (a),(b)	§25.1515 (a),(b)
§25.485 (a),(b)	§25.1516
§25.487 (a),(b)	§25.1517 (a),(b),(c)

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§25.489	§25.1519
§25.491	§25.1521 (a),(d)
§25.493 (b),(c),(d),(e)	§25.1523 (a),(b),(c)
§25.495	§25.1525
§25.499 (a),(b),(c),(d),(e)	§25.1527
§25.503 (a),(b)	§25.1531
§25.507 (a),(b)	§25.1533 (a),(b)
§25.509 (a),(c),(d)	§25.1541 (a),(b)
§25.511 (a),(b),(c),(d),(e),(f)	§25.1543 (b)
§25.519 (a),(b),(c)	§25.1553
§25.561 (a),(b),(c),(d)	§25.1555 (a),(c)
§25.581 (b)	§25.1563 amended by ESF G-228
§25.581 (a),(b),(c)	§25.1581 (a),(b),(d)
§25.601	§25.1583
§25.603	§25.1585
§25.605	§25.1587 (b),(c)
§25.607	§25.1591 (a),(b),(c)
§25.609	§25.1701
§25.611(a)	§25.1703 (a),(b),(d),(e)
§25.613	§25.1705 (a),(b)(4)(9)(16)
§25.619	§25.1707 (a),(b),(c),(e),(f),(h),(k),(l)
§25.625	§25.1709
§25.629 (a),(b),(c),(d),(e)	§25.1711
§25.631	§25.1713 (a),(c)
§25.671 (a),(b),(c),(d)	§25.1715 (a),(b)
§25.672 (a)(c)	§25.1717
§25.675 (a),(b),(c)	§25.1719
§25.683 (b)	§25.1721 (b)
§25.685 (a),(c)	§25.1723

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§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

CS25 Amdt 18:

§25.571 (a),(b),(c),(e)(1)(4) plus I. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV) and must be submitted to EASA for approval. II. Complete inspections and other maintenance actions related to these changes upon which the LOV is dependent must be submitted to EASA for approval. III. Complete list of fatigue-critical modified structures (FCMS) must be made available to aircraft operators as part of the ICA. IV. Complete baseline corrosion prevention and control programme (CPCP) must be made available to aircraft operators as part of the ICA.	

CS ACNS Iniital 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)
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)

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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.

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 of EASA.A.064), 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 and 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 and MOD 166357 are installed on A321-253NY, CS 25.705 is applicable at Amendment 24.

4.13.17 When equipped with modification 170420 on A321-253NY, paragraphs JAR AWO 140 and 183 at change 2.

*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

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-F103	ASD-TOD-TOR on wet runways
HC-F114	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

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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

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

5.2 New or updated A321 Special Conditions and Advisory Material:

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

Environment

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

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-S76-1.

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).

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5.6 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 (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 VD

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

*From 07th 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
E-55*	Fan Blade Loss

*Only applicable to CFM models

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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:

A2.2.2	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 F11	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-S72)	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 07th 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 A2	Stalling Speeds for structural design (A321)
A-5003**	Design dive speed Vd
D-0332-001	Towbarless Towing
E-48	Fuel Tank Safety

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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
S72 (HC-S72)	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 07th 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 the 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

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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

* 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 and A321-271NY affected areas:

B-04 (*)	Static Longitudinal Stability
B-201	Stalling and Scheduled Operating speed.
B-203	EFCS Control Surface Awareness
B-207	Flight Envelope Protections
C-01UK	Crashworthiness (UK equivalent of EASA SC C-03 as published through EASA SC-E25.963-01 consultation)
D-01UK	Passenger protection from external fire (UK equivalent of EASA SC D-32 as published through EASA SC-D25.856-01 consultation)
E-01UK	Cabin Evacuation Protection from Fuel Tank Explosion risks due to External Fire (UK equivalent of technically identical EASA E-67) (UK equivalent of EASA SC E-67 as published through EASA SC-E25.863-01 consultation)

(*): 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):

B-12	Soft Go Around
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

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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
D-33	Cabin attendant seat mounted on movable part of an interior monument
D-35	Airbelt without HIC requirement
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-37	ATN over SATCOM
F-119	Security Protection of Aircraft Systems and Networks

6. Exemptions/Deviations

Optional

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

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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
CS25.997(d)	E-49**	Fuel Filter Location

* Applicable to IAE models only

**Applicable to CFM models only

7.5.1 The following Equivalent Safety Findings 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

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7.7 The following Equivalent Safety Findings developed for the previous models are also applicable to the A321-253NY/-271NY in affected areas:

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
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

(*):ESF E-49 is applicable ONLY to the A321-253NY; 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 for the A321-271NY.

CS 25.143(l) at Amdt. 23	B-216	Normal Load Factor Limiting System
CS 25.0981(b)(3) at Amdt 23 Appendix M25.2(b), N25.3(c)(5)	E-68	RCT Thermal flammability model compliance (Flight tests)
CS 25.1438 at Amdt 23	F-38	Pneumatic systems – Harmonized CS 25 1438
CS 25.1563 at Amdt 23	G-228	Enhanced Take-Off Configuration (ETOC) function VFE placard

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7.9 Additional Equivalent Safety Findings 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 centerline
CS 25.795(a)(1)	D-31	Application of reduced Intrusion Loads in certain areas of the flight deck boundaries.
FAR 25.856(b)	E-32 EtC 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 25-11 (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

8. Environmental Protection

8.1 Noise

See TCDSN no. UK.TC.A.00010

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_2 standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);

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

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: A321-212

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

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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

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

NOTES

a. Model conversions:
   - If modification 34368 is embodied on A321-111 model powered with CFM56-5B1/2P engines, it is converted into A321-211 model, powered with CFM56-5B3/2P engines.
   - If modification 34818 is embodied on A321-211 model powered with CFM56-5B3/P engines, it is converted into A321-212 model, powered with CFM56-5B1/P engines.
   - If modification 35252 is embodied on A321-212 model powered with CFM56-5B1/P engines, it is converted into A321-211 model, powered with CFM56-5B3/P engines.
   - If modification 35718 is embodied on A321-131 model powered with V2530-A5 engines, it is converted into A321-231 model, powered with V2533-A5 engines

- If modification 37836 is embodied on A321-232 model powered with V2530-A5 engines, it is converted into A321-231 model, powered with V2533-A5 engines.
- If modification 155204 is embodied on A321-211 model powered with CFM56-5B3/P engines, it is converted into A321-213 model, powered with CFM56-5B2/P engines

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/COS 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”.

Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications:

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Cabin seats	2521M1F10000 at latest approved issue plus technical note SA2521ME1619350 at latest approved issue (technical note applicable to A321-251NX, -252NX, -253NX, -271NX,-272NX)
Galleys	2530M1F000900 at latest approved issue

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)

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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).

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 Geared Turbo Fan jet engines (MOD 171507)

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)

   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.

   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

   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.

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

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

Fuel

ENGINES	KEROSENE DESIGNATION
CFM56: 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
IAE V2500: 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
IAE PW1100G-JM: (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
CFMI LEAP-1A: 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

Engine	**CFMI** **CFM56-5B1 (**)** **CFM56-5B1/2 (**)** **CFM56-5B2** **CFM56-5B3 (/P only)** **CFM56-5B3/2P**	**IAE** **V2530-A5** **V2533-A5**	**PW1133G-JM** **PW1130G-JM** **PW1133GA-JM** **PW1133GR-JM**	**LEAP 1A30** **LEAP-1A32** **LEAP-1A33** **LEAP-1A33X** **LEAP-1A35A** **LEAP-1A33B2X**
Approved Oils	SB CFMI 79-001-OX	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

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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 litres (kg)	**Unusable fuel litres (kg)**	**Usable fuel litres (kg)**	**Unusable fuel 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 Center 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.

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3. On the series A321-200, one or two Additional Center 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 (12 073)	22.6 (18)	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)	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)

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

TANK	4 TANK AEROPLANE	
	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)
RCT (*)	12 961 (10 174)	205 (164)
TOTAL	32 943 (25860)	96.8 (77.4)

(*): Rear Centre Tank

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 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 18/10	230 ** 215 **	Intermediate approach Take-off
2	22/14	205 215*	Take-off and approach
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 18/10	238* 225	Intermediate approach Take-off
2	22/14	215	Take-off and approach

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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)

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

Configuration	**Slats/Flaps**	**VFE**	
1	18/0 18/10	260 218	Intermediate approach Take-off
2	22/14 22/14 22/16	206 206 201	Approach Take-off Take-off
3	22/23 22/26	196 191	Take-off
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 approved Airplane Flight Manual.

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12. Operating Limitations

See the appropriate 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	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E40NE (FAA) EASA.IM.E.069(2)
Static thrust at Sea level Take-off (5 minutes)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 13 344 daN (30 000 lbs) 12 940 daN (29 090 lbs)	 13 789 daN (31 000 lbs) 12 940 daN (29 090 lbs)	 13 300 daN) (29 900 lbs) 11 988 daN (26 950 lbs)

* 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.

(1): UK CAA Type Certificate EASA.E.003 and associated Type Certificate Data Sheet EASA.E.003, Issue 5 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

(2): UK CAA Type Certificate EASA.IM.E.069 and associated Type Certificate Data Sheet EASA.IM.E.069, Issue 4 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

A321-211/-231

Engine	**CFMI CFM56-5B3 (/P only) CFM56-5B3/2P**	**IAE V2533-A5**
Data sheets	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E40NE (FAA) EASA.IM.E.069(2)
Static thrust at Sea level Take-off (5 minutes)* (Flat rated 30° C)	 14 234 daN (32 000 lbs)	 14 055 daN (31 600 lbs)

Maxi continuous (Flat rated 25° C)	12 940 daN (29 090 lbs)	11 988 daN (26 950 lbs))

* 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

(1): UK CAA Type Certificate EASA.E.003 and associated Type Certificate Data Sheet EASA.E.003, Issue 5 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

(2): UK CAA Type Certificate EASA.IM.E.069 and associated Type Certificate Data Sheet EASA.IM.E.069, Issue 4 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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

Engine	**PW1133G-JM** **PW1133GA-JM**	**PW1130G-JM**
Data sheets	E00087EN (FAA) UK.TC.E.00127(1)	E00087EN (FAA) UK.TC.E.00127(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 14728 daN (33110 lbs) 14581 daN (32780 lbs)	 14728 daN (33110 lbs) 14581 daN (32780 lbs)

(1): UK CAA Type Certificate E.00127 and associated Type Certificate Data Sheet E.00127, Issue 1 dated 13 November 2024 includes:

- Details of the type design that that have been approved or accepted by the CAA in the UK from 01 January 2021

- Details of the type design that were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA.E.093 before the end of 2020 and therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement

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

Engine	**LEAP-1A32**	**LEAP-1A33/-1A35A**	**LEAP-1A30**
Data sheets	E00089EN (FAA) UK.TC.E.00073(1)	E00089EN (FAA) UK.TC.E.00073(1)	E00089EN (FAA) UK.TC.E.00073(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C)	 14 305 daN (32160lbs) 14 096 daN	 14 305 daN (32160lbs) 14 096 daN	 14 305 daN (32160lbs) 14 096 daN

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Engine	**LEAP-1A32**	**LEAP-1A33/-1A35A**	**LEAP-1A30**
Maximum continuous (Flat rated 25° C)	(31690lbs)	(31690lbs)	(31690lbs)

A321-253NY

Engine	**LEAP-1A33X**	**LEAP-1A33B2X**
Data sheets	E00089EN (FAA) UK.TC.E.00073(1)	E00089EN (FAA) UK.TC.E.00073(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 14 305 daN (32 160lbs) 11 054 daN (24 850lbs)	 14 305 daN (32 160lbs) 11 054 daN (24 850lbs)

(1): UK CAA Type Certificate UK.TC.E.00073 and associated Type Certificate Data Sheet UK.TC.E.00073, Issue 1 dated 08 March 2024 includes:

- Details of the type design that that have been approved or accepted by the CAA in the UK from 01 January 2021

- Details of the type design that were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA.E.110 at Issue 09 dated 20 December 2019 and therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

A321-271NY

Engine	**PW1133GR-JM**
Data sheets	E00087EN (FAA) UK.TC.E.00127(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 14 728 daN (33 110lbs) 10 342 daN (23 250lbs)

(1): UK CAA Type Certificate UK.TC.E.00127 and associated Type Certificate Data Sheet UK.TC.E.00127, Issue 1 dated 13 November 2024 includes:

- Details of the type design that that have been approved or accepted by the CAA in the UK from 01 January 2021

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- Details of the type design that were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA.IM.E.093 before the end of 2020 and therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement

12.1 Approved Operations

Transport commercial operations.

12.2 Other Limitations

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

13. Maximum Certified Masses

A321-111/A321-112

VARIANT **WEIGHT (Kg)**	**000 (BASIC)**	**002 (MOD 24178)**	**003 (MOD 24899)**	**004 (MOD 24308)**	**005 (MOD 25649)**	**006 (MOD 26600*)**	**007 (MOD 26888**	**008 (MOD 30334)**
Max. Ramp Weight	83 400	83 400	85 400	78 400	83 400	78 400	80 400	89 400
Max. Take-off Weight	83 000	83 000	85 000	78 000	83 000	78 000	80 000	89 000
Max. Landing Weight	73 500	74 500	74 500	73 500	75 000	74 500	73 500	75 500
Max. Zero Fuel Weight	69 500	70 500	70 500	69 500	71 000	70 500	69 500	71 500
Minimum Weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500

A321-131

VARIANT **WEIGHT (Kg)**	**000 (BASIC)**	**002 (MOD 24178)**	**003 (MOD 24899)**	**004 (MOD 24308)**	**006 (MOD 26600*)**	**007 (MOD 26888**	**008 (MOD 30334)**
Max. Ramp Weight	83 400	83 400	85 400	78 400	78 400	80 400	89 400
Max. Take-off Weight	83 000	83 000	85 000	78 000	78 000	80 000	89 000
Max. Landing Weight	73 500	74 500	74 500	73 500	74 500	73 500	75 500
Max. Zero Fuel Weight	69 500	70 500	70 500	69 500	70 500	69 500	71 500
Minimum Weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500

Note:

On the series A321-100, Weight Variant 006 is defined either by MOD 26600, building up on Weight Variant 003, or MOD 30310, building up on Weight Variant 000.

A321-211/A321-231

VARIANT **WEIGHT (Kg)**	**000 (BASIC)**	**001 (MOD 28960)**	**002 (MOD 28721)**	**003 (MOD 31613)**	**004 (MOD 31614)**	**005 (MOD 27553)**	**006 (MOD 31616)**	**008 (MOD 31618)**	**010 (MOD 31321)**
Max. Ramp Weight	89 400	93 400	89 400	91 400	87 400	85 400	83 400	80 400	85 400

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Max. Take-off Weight	89 000	93 000	89 000	91 000	87 000	85 000	83 000	80 000	85 000
Max. Landing Weight	75 500	77 800	77 800	77 800	75 500	75 500	75 500	73 500	77 800
Max. Zero Fuel Weight	71 500	73 800	73 800	73 800	71 500	71 500	71 500	69 500	73 800
Minimum Weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500

VARIANT **WEIGHT (Kg)**	**011 (MOD 32456)**
Max. Ramp Weight	93 900
Max. Take-off Weight	93 500
Max. Landing Weight	77 800
Max. Zero Fuel Weight	73 800
Minimum Weight	47 500

Notes:

MOD 160023 is approved for WV 000 to WV011.

A321-212/A321-213/A321-232

VARIANT **WEIGHT (Kg)**	**000 BASIC**	**001* (MOD 28960)**	**002* (MOD 28721)**	**003* (MOD 31613)**	**004* (MOD 31614)**	**005* (MOD 31615**	**006* (MOD 31616)**	**007* (MOD 31617)**	**008* (MOD 31618)**	**009* (MOD 31619)**	**010* (MOD 31321)**	**011 (MOD 32456)**
Max. Ramp Weight	89 400	93 400	89 400	91 400	87 400	85 400	83 400	83 400	80 400	78 400	85 400	93 900
Max. Take-off Weight	89 000	93 000	89 000	91 000	87 000	85 000	83 000	83 000	80 000	78 000	85 000	93 500
Max. Landing Weight	75 500	77 800	77 800	77 800	75 500	75 500	75 500	73 500	73 500	73 500	77 800	77 800
Max. Zero Fuel Weight	71 500	73 800	73 800	73 800	71 500	71 500	71 500	69 500	69 500	69 500	73 800	73 800
Minimum Weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

(1) MOD 160023 is approved for WV 000 to WV011.

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A321-271N / -272N / -251N / -252N/ -253N

VARIANT WEIGHT (Kg)	050 BASIC (MOD 161448)	051* (MOD 161555)	052* (MOD 161556)	053* (MOD 161557)	056 (MOD 158238)	057 (MOD 158239)	059 (MOD 158241)	063 (MOD 158245)	065 (MOD 158247)
Max. Ramp Weight	89 400	89 400	93 900	93 900	92 900	92 900	92 400	91 400	90 900
Max. Take-off Weight	89 000	89 000	93 500	93 500	92 500	92 500	92 000	91 000	90 500
Max. Landing Weight	77 300	79 200	77 300	79 200	77 300	79 200	79 200	79 200	79 200
Max. Zero Fuel Weight	73 300	75 600	73 300	75 600	73 300	75 600	75 600	75 600	75 600

VARIANT WEIGHT (Kg)	067 (MOD 158249)	070* (MOD 161735)
Max. Ramp Weight	90 400	80400
Max. Take-off Weight	90 000	80 000
Max. Landing Weight	79 200	71 500
Max. Zero Fuel Weight	75 600	67 000

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

Minimum Weight:

A321-271N/-272N 46 300 Kg

A321-251N/-252N/-253N 46 600 Kg

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

VARIANT WEIGHT (Kg)	050 BASIC (MOD 161448)	051* (MOD 161555)	052* (MOD 161556)	053* (MOD 161557)	056 (MOD 158238)	057 (MOD 158239)	059 (MOD 158241)	063 (MOD 158245)
Max. Ramp Weight	89 400	89 400	93 900	93 900	92 900	92 900	92 400	91 400
Max. Take-off Weight	89 000	89 000	93 500	93 500	92 500	92 500	92 000	91 000
Max. Landing Weight	77 300	79 200	77 300	79 200	77 300	79 200	79 200	79 200
Max. Zero Fuel Weight	73 300	75 600	73 300	75 600	73 300	75 600	75 600	75 600

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VARIANT WEIGHT (Kg)	065 (MOD 158247)	067 (MOD 158247)	070* (MOD 161735)	071* (MOD 160287)	072* (MOD 160288)	080* (MOD 161729)
Max. Ramp Weight	90 900	90 400	80 400	97 400	97 400	95 400
Max. Take-off Weight	90 500	90 000	80 000	97 000	97 000	95 000
Max. Landing Weight	79 200	79 200	71 500	77 300	79 200	79 200
Max. Zero Fuel Weight	75 600	75 600	67 000	73 300	75 600	75 600

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

Minimum Weight:

A321-271NX/-272NX 46 300 Kg

A321-251NX/-252NX/-253NX 46 600 Kg

A321-253NY/-271NY

VARIANT WEIGHT (Kg)	072 (MOD 170070)	100 (MOD 170073)*
Max. Ramp Weight	97 400	101 400
Max. Take-off Weight	97 000	101 000
Max. Landing Weight	79 200	79 200
Max. Zero Fuel Weight	75 600	75 600

(*): Only for the A321-253NY

Minimum weight:

A321-253NY/271NY: 46 600Kg

14. Centre of Gravity Range

See the appropriate approved Aeroplane Flight Manual.

15. Datum

Station 0.0, located 2.540 meters forward of airplane nose.

16. Mean Aerodynamic Chord (MAC)

4.1935 meters.

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17. Levelling Means

The A/C can be jacked on three primary jacking points.

See the appropriate 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
230	C*-C-C-C*	157272(1) or 159536(1)	5
220	C-C-C-C	---	5
200	C-C-C-C	---	4
200	C-I-I-C	---	4
200	C*-(III-III)+-0-C*	160908(1) (2)	4
244	C*-(III-III)+-C-C*	160766(1) (3)	5
180	C-(III-III)+-0-C	160908(2) and 162227	4
235	C-(III-III)+-C-C	160766 (3) and 162227	5
224	C*-(0-III)+-C-C* Or C*-(III-0)+-C-C*	160906(2)(3)	5
200	C-(0-III)+-C-C Or C-(III-0)+-C-C	160906(2)(3) and 162227	4
204	C-(0-III)+-C-C Or C-(III-0)+-C-C	160906(2)(3) and 162227	5
169	C*-(0-III)+-0-C*	160907(2)(3)	4

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	Or C*-(III-0)$^{+}$-0-C*		
149	C-(0-III)$^{+}$-0-C Or C-(III-0)$^{+}$-0-C	160907[2][3] and 162227	3

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

(2) 0 is a plugged door

(3) C* is the overperforming Type C as defined by ESF D-09 and (III-III)$^{+}$ or III^{+} are the overperforming Type III (double or single) as defined by ESF D-13

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.

Section 3: A321 Series

21. Baggage/ Cargo Compartment

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

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	5 670
Aft	5 670
Rear (bulk)	1 497

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

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	5 670
Aft	5 670
Rear (bulk)	800

For A321-253NY/-271NY

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
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.

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- A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N & A321-253NX, all fitted with CFM LEAP-1A series engines.
- A321-271N, A321-271NX, A321-272N & A321-272NX, all fitted with PW1100G series engines.
- A321-253NY fitted with CFM LEAP-1A.

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.

Embodiment of modification:

36666 provides ETOPS 120 mn capability for UK CAA

32009 provides ETOPS 180 mn capability for UK CAA

IV. Operating and Service Instructions

The Operational and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These instructions and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Airplane Flight Manual (AFM)

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).

Other limitations

See approved Flight Manual.

3. Weight and Balance Manual (WBM)

Airbus Compliance Document 00E80A0001/C1S.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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 accepted or approved revision.

b. Required for entry into service by UK operator.

c. For A321-253NY/-271NY, CS-MMEL applies to the areas affected by the change

d. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

e. 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 accepted of approved revision.

b. From September 2023, CS-FCD issue 2 dated 15 September 2021 is applicable

c. Required for entry into service by UK operator.

d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

e. The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Cabin Crew Data

a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis and as documented in reference “A320 Operational Suitability Data Cabin Crew - SA01RP1534113” at the latest accepted of approved 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 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 UK operator.

c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

d. The Type Certificate Holder should be contacted to verify the applicability of any CCD revision within the UK.

VI. EASA Part-26 compliance information

For all models, compliance with point 26.300(a) of EU Regulation 2015/640 Annex 1 (Part-26) has been demonstrated to EASA 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

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 4 A319 Series

I. General

1. Type / Variant or Model

a) Type: A319 Series

b) Model: 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

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2. Performance Class

A

3. Certificating Authority

European Union Aviation Safety Agency (EASA)
Konrad-Adenauer-Ufer 3
D-50668 Cologne
Germany

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	01 July 2016
MOD 159533 iss 1	19 January 2017
MOD 161004	18 December 2013
MOD 161001	30 November 2014
MOD 165511	04 December 2018
ACJ319 NEO	06 June 2015
MOD 159533 iss 2	19 January 2017
MOD 169981	20 October 2021

7. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 6 above.

Section 4: A319 Series

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

8. State of Design Authority Type Certificate Date

A319-111	April 10, 1996
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.

9. EASA Type Certification Date

EASA TCDS EASA.A.064 issue 1 issued December 21, 2005

MOD 160500 iss.4 May 28, 2013	A319-111,-112,-115 excluding CJ
MOD 160500 iss 5 September 06, 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 01, 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 06, 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 09, 2019	A319-153N(CJ)
MOD 159533 iss 2 January 11, 2022	A319 -151N/-153N/-171N
MOD 169981 iss 1 February 28, 2024	A319-173N

10. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Section 9 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

Section 4: A319 Series

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

Refer to EASA TCDS EASA.A.064.

4. UK CAA 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-F11 and SC-S79, the following deleted paragraphs:

25x131

25x132

25x133

25x135

25x1588

- the following JAR 25 paragraphs upgraded at Change 13 and amended by SC-F11 and SC-S79:

25.101

25.105

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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):
  - 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.
- CEO models with “Sharklets” MOD 160500 and MOD 160080 (significant change):
  - Same as CEO amended by AMC 20-6 Rev 1 (for affected areas)
- NEO models (A319-151N/-153N/-171N/-173N):
  - CS 25.1535 Amdt 15 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

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§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 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

§ 25.21 amended by A318 SC F5001 (for b)	§ 25.149 + OP96/1
§ 25.101 amended by SC F11/S79	§ 25.171 replaced by SC-F5004
§ 25.103 replaced by A318 SC F5001	§ 25.173 replaced by SC-F5004
§ 25.105 amended by SC F11/S79	§ 25.175 replaced by SC-F5004
§ 25.107 amended by A318 SC-F5001	§ 25.181
§ 25.109 amended by SC F11/S79	§ 25.201 + OP96/1, replaced by SC-F5001
§ 25.111	§ 25.203 + OP96/1, replaced by SC-F5001
§ 25.113 + OP96/1 amended by SC F11/S79	§ 25.207 amended by SC-F5001
§ 25.115 amended by SC F11/S79	§ 25.231

§ 25.119 + OP96/1 amended by A318 SC F5001 (for b)	§ 25.233
§ 25.121 + OP96/1, amended by A318 SC F5001 (for c & d)	§ 25.237
§ 25.123	§ 25X261
§ 25.125 + OP96/1, amended by A318 SC F5001	§ 25.1533
§ 25.143 + OP96/1, amended by SC F3, F7 & F8	§ 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 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)

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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)
§25.789(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)
§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)

Section 4: A319 Series

§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)
§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	§25.1011 (a) (b)

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Longitudinal Stability and Low Energy awareness)	
§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 sub-paragraph (b) replaced by Legacy SC B-14 (Design Dive Speed Vd) and sub-paragraph (e) amended by Legacy SC A-2 (Stalling speeds for structural design)	§25.1141 (a) (b) (c) (d) (e) (f)
§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)

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§25.427 (a) (b) (c) (d)	§25.1195 (a) (b) (c)
§25.445 (a) (b)	§25.1197(a)(b)
§25.457	§25.1199 (a) (b) (c) (d) (e)
§25.459	§25.1201 (a) (b)
§25.471 (a) (b)	§25.1203 (a) (b) (c) (d) (e) (f) (g)
§25.473 (a) (b) (c) (d) (e)	§25.1207 (a) (b) (c) (d)
§25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	§25.1305(a)(c)(d)
§25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(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
§25.483 (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 S-76-1 – Protection from the effect of HIRF For newly designed equipment only
§25.509	§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(a) (b)
§25.581 amended by Legacy SC SE-2004 (SC S75 – 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

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§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)
§25.777(i) Sub-paragraph (b) amended by SC B-03 (Motion and Effect of Cockpit Control)	§25.1581
§25.779	§25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
§25.831 (a) (e)	§25.1585
§25.841 (a)	§25.1587
§25.851(b)(c)	§25.1591
§25.855(c)	§25.1593
§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 SE-2004 (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
	§25.1727 for engines and pylon areas §25.1731 (a) (b)

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CS 25 Amdt 13 for

§25.963(e)(1)

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."

This reversion is also applicable for the A319- 173N

§25.963(e)(2) (applicable only for A319-151N)

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)

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§25.735 (a) (f) (g) (h) amended by

Legacy SC F-4012 (SC F-11 – Accelerate-stop distances and related performances, worn brakes)

Legacy SC SE-3003 (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)
§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) amended by AMC F-14 for all ATA300 areas except Engine Air intake protection and Wing ice shapes
§25.843 (a)	§25.1431 (for system adaptations)
§25.853 (a)	§25.1435 (a) (b) (c) (d)
§25X899 amended by Legacy SC SE-2004 (SC S75 – 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

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§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 iss 1 “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)	

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

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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)
25.335 (a)(b)(c)(d)(e)(f), (b) amended by SC B14 and (e) amended by SC A2	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

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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 A2	25.1587
25.481 (a)(c), (a) emended by SC A2	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)	
25.857	
25.858	

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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,

- 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

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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
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.

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, 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.

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

*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:

- 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

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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
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-F1 Appendix 3

25.145(b)(c)

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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, 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 07th 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

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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 F11	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
S72 (HC-S72)	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):

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

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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

6. Exemptions/ Deviations

Optional

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)

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

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

25.1419(c)	F-19	Flight in natural icing condition

7.4 Equivalent Safety Findings for aircraft equipped with MOD 157777, 159533 or 159535

CS25.807(g)	D-03	Over-performing Type I exit

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
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):

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 centerline
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. UK.TC.A.00010

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: 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

1.10 Certificated model: A319-153N

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Definition of reference airplane by doc: 00J000A5240/C00

1.11 Certificated model: A319-171N

Definition of reference airplane by doc: 00J000A5022/C20

1.12 Certificated model: A319-173N

Definition of reference airplane by doc: 00J000A5288/C00

NOTES

Model conversions:

- If modification 30149 is embodied on A319-113 model powered with CFM56-5A4 engines, it is converted into A319-114 model, powered with CFM56-5A5 engines.
- If modification 34281 is embodied on A319-111 model powered with CFM56-5B5/P engines, it is converted into A319-112 model, powered with CFM56-5B6/P engines.
- If modification 34815 is embodied on A319-132 model powered with V2524-A5 engines, it is converted into A319-133 model, powered with V2527M-A5 engines.
- If modification 156502 is embodied on A319-111 model powered with CFM56-5B5/3 engines, it is converted into A319-112 model, powered with CFM56-5B6/3 engines.
- If modification 155359 is embodied on A319-131 model powered with V2522-A5 engines, it is converted into A319-132 model, powered with V2524-A5 engines.
- If modification 39029 is embodied on A319-112 model powered with CFM56-5B6/3 engines, it is converted into A319-115 model, powered with CFM56-5B7/3 engines
- If modification 39122 is embodied on A319-115 model powered with CFM56-5B7/3 engines, it is converted into A319-112 model, powered with CFM56-5B6/3 engines
- If modification 152186 is embodied on A319-115 model powered with CFM56-5B7/P or /3 engines, it is converted into A319-111 model, powered with CFM56-5B5/P or /3 engines
- If modification 153779 is embodied on A319-111 model powered with CFM56-5B5/3 or /P engines, it is converted into A319-115 model, powered with CFM56-5B7/3 or /P engines
- If modification 39236 is embodied on A319-112 model powered with CFM56-5B6/3 or /P engines, it is converted into A319-111 model, powered with CFM56-5B5/3 or /P engines

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.

A319-112

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

A319-113

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0113/C0S.

A319-114

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0114/C0S.

A319-115

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0115/C0S.

A319-131

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0131/C0S.

A319-132

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0132/C0S.

A319-133

Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00J000A0133/C0S.

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”.

Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications:

Cabin seats	2521M1F10000 at latest approved issue plus technical note J2521RP1719259
Galleys	2530M1F000900 at latest approved issue

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.

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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

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)

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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.

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.

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)

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Fuel

ENGINES	KEROSENE DESIGNATION
CFM56: 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
IAE V2500: 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
IAE PW1100G-JM: (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
CFMI LEAP-1A: 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 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** **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**
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.

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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)
Center	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 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)
Center	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	32 287 / 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

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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)
Center	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)
Center	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)	37869 / 40 990 (30 296 / 32 793)	172.1 / 189.1 (137.7 / 151.3)

* see note 1 below

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)
CENTER	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	82.1	27 159	99.1	27 159 /	99.1 / 116.1

	(19 334)	(65.7)	(21 727)	(79.3)	30 151 (21 727 / 24 121)	(79.3 / 92.9)

(*) On the A319 aircraft, the certification of installing one or two Additional Center 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)
Center	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)	13 660 / 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

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)
CENTER	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 Center 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.

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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)
Center	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

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)
CENTER	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)
CENTER	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)

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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)
CENTER	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)

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)
CENTER	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 Center 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 Center 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.

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 ACJNEO
   - 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 approved Flight Manual

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

Configuration	Slats/Flaps (°)	VFE (kt)	
1	18/0	230	Intermediate approach
	18/10*	215	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)

12. Operating Limitations

See the appropriate 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	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E37NE (FAA) E38NE (FAA) EASA.E.003(1)	E28NE (FAA) EASA.E.067(2)	E28NE (FAA) EASA.E.067(2)
Static thrust at sea level					
Take-off (5 min)* (Flat rated 30° C)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)	12 010 daN (27 000 lb)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)
Maximum continuous (Flat rated 25° C)	9 008 daN (20 250 lbs)	9 008 daN (20 250 lbs)	10 840 daN (24 370 lb)	9 195 daN (20 670 lbs)	9 195 daN (20 670 lbs)

* 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".

(1): UK CAA Type Certificate EASA.E.003 and associated Type Certificate Data Sheet EASA.E.003, Issue 5 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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(2): UK CAA Type Certificate EASA.E.067 and associated Type Certificate Data Sheet EASA.E.067, Issue 2 dated 17 April 2018, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

Engine	**CFM LEAP-1A24**	**CFM LEAP-1A26**
Data sheets	E00089EN (FAA) EASA.E.110 UK.TC.E.00073(1)	E00089EN (FAA) EASA.E.110 UK.TC.E.00073(1)
Static thrust at sea level		
Take-off (5 min)* (Flat rated 30° C)	10 680daN (24 010 lbs)	12 064 daN (27 120 lbs)
Maximum continuous (Flat rated 25° C)	10 676daN (24 000 lbs)	11 868 daN (26 680 lbs)

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

(1): UK CAA Type Certificate E.00073 and associated Type Certificate Data Sheet E.00073, Issue 1 dated 08 March 2024 includes:

- Details of the type design that that have been approved or accepted by the CAA in the UK from 01 January 2021

- Details of the type design that were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA.E.110 at Issue 09 dated 20 December 2019 and therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

IAE Engines

Engine	**V2522-A5**	**V2524-A5**	**V2527M-A5**
Data sheets	E40NE (FAA) EASA.E.069(1)	E40NE (FAA) EASA.E.069(1)	E40NE (FAA) EASA.E.069(1)
Static thrust at sea level			
Take-off (5 min)* (Flat rated 30° C)	10 249 daN (23 040 lb)	10 889 daN (24 480 lb)	11 031 daN (24 800 lb)
Maximum continuous (Flat rated 25° C)	8 540 daN (19 200 lb)	8 540 daN (19 200 lb)	9 893 daN (22 240 lb)

* 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".

(1): UK CAA Type Certificate EASA.E.069 and associated Type Certificate Data Sheet EASA.E.069, Issue 4 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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Engine	PW1124G1-JM
Data sheets	E87NE (FAA) EASA.IM.E.093(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 10 782 daN (24 240 lbs) 10 691 daN (24 035 lbs)

(1): UK CAA Type Certificate EASA.IM.E.093 and associated Type Certificate Data Sheet EASA.IM.E.093, Issue 7 dated 09 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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.

12.1 Approved Operations

Transport Commercial operations.

12.2 Other Limitations

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

13. Maximum Certified Masses

A319-111/A319-112/A319-113/A319-114/A319-115/A319-131/A319-132/A319-133

VARIANT **WEIGHT (Kg)**	**000** **BASIC**	**001** **MOD 25328**	**002** **MOD 27112**	**003** **MOD 26457**	**004** **MOD 28053**	**005** **MOD 28136**	**006** **MOD 33418**
Max. Ramp Weight	64 400	70 400	75 900	68 400	68 400	70 400	73 900
Max. Take-off Weight	64 000	70 000	75 500	68 000	68 000	70 000	73 500
Max. Landing Weight	61 000	61 000	62 500	61 000	62 500	62 500	62 500
Max. Zero Fuel Weight	57 000	57 000	58 500	57 000	58 500	58 500	58 500
Minimum Weight	35 400	35 400	35 400	35 400	35 400	35 400	35 400

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VARIANT **WEIGHT (Kg)**	**007** **MOD 35197**	**008** **MOD 36291**	**009** **MOD 36292**	**010 (*)** **MOD 39021**	**011** **MOD 36933**	**012** **MOD 36934**	**013 (**)** **MOD 153453**
Max. Ramp Weight	75 900	64 400	66 400	76 900	66 400	62 400	75 900
Max. Take-off Weight	75 500	64 000	66 000	76 500	66 000	62 000	75 500
Max. Landing Weight	61 000	62 500	62 500	62 500	61 000	61 000	62 500
Max. Zero Fuel Weight	57 000	58 500	58 500	58 500	57 000	57 000	52 000
Minimum Weight	35 400	35 400	35 400	35 400	35 400	35 400	35 400

* WV010 is only certified for A319 in Corporate Jet configuration (modifications 28238, 28162 and 28342).

** WV013 is only certified for A319-133, MSN 4042

Note:

1. MOD 160500 and 160080 are approved for WV 00 to WV 12, only
2. For A319-111/-112/-113/-114/-131/-132 models the WV 01 was certified concurrently with the basic WV at the time of the model's approval
3. For the A319-115/-133 models the WV 01 to WV 05 were certified concurrently with the basic WV at the time of the model's approval

A319-151N/-153N/-171N/-173N

VARIANT **WEIGHT (Kg)**	**050** **MOD 161385**	**051*** **MOD 161386**	**052*** **MOD 161387**	**053*** **MOD 161388**	**054*** **MOD 161389**	**055*** **MOD 161390**
Max. Ramp Weight	64 400	64 400	70 400	70 400	75 900	75 900
Max. Take-off Weight	64 000	64 000	70 000	70 000	75 500	75 500
Max. Landing Weight	62 800	63 900	62 800	63 900	62 800	63 900
Max. Zero Fuel Weight	58 800	60 300	58 800	60 300	58 800	60 300
Minimum Weight	39 600	39 600	39 600	39 600	39 600	39 600

Notes: * WV option certified concurrently with the basic WV at the time of the model's approval

In addition the following weight variant are also certified for the A319-153N equipped with modifications 163214, 163216, 162337, 23398 and 162193 (ACJ319 NEO specific weight variants)

VARIANT	**110*** **(MOD 160801)**	**111*** **(MOD 160802)**	**112*** **(MOD 160803)**	**113*** **(Mod 160804)**	**114*** **(Mod 160805)**	**115*** **(Mod 160806)**	**116*** **(Mod 160807)**
Max. ramp weight	77 700	77 700	77 700	76 900	76 900	76 900	75 900
Max. Take-off Weight	77 300	77 300	77 300	76 500	76 500	76 500	75 500
Max. Landing Weight	63 900	62 800	63 900	63 900	62 800	63 900	63 900
Max. Zero Fuel Weight	60 300	58 800	53 800	60 300	58 800	53 800	53 800

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VARIANT	**120*** **(MOD 164385)**
Max. ramp weight	78 600
Max. Take-off Weight	78 200
Max. Landing Weight	63 900
Max. Zero Fuel Weight	53 000

Notes: A319-153N weight variants 050, 051, 052 and 053 are excluded from ACJ319 NEO weight variants* WV option certified concurrently at the time of ACJ319 NEO approval

14. Centre of Gravity Range

See 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 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:

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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
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

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	2 268
Aft	3 021
Rear (bulk)	1 497

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/C1S Chapter 1.10.

With MOD 153648 “EQUIPMENT/FURNISHINGS - GENERAL - DELIVER AIRCRAFT WITH INCOMPLETE CABIN” embodied, the cabin is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification is embodied to remove the limitation.

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 UK CAA

32009 provides ETOPS 180 mn capability for UK CAA

IV. Operating and Service Instructions

The Operational and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These instructions and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Airplane Flight Manual (AFM)

Approved Airplane Flight Manual for A319.

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 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 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/C0S for A319-173N

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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 accepted or approved revision.

b. Required for entry into service by UK operator.

c. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

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 UK operator.

d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

e. The Type Certificate Holder should be contacted to verify the applicability of any FCD revision within the UK.

3. Cabin Crew Data

a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis 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 UK operator.

c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

d. The Type Certificate Holder should be contacted to verify the applicability of any CCD revision within the UK.

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VI. EASA Part-26 compliance information

For all models, compliance with point 26.300(a) of EU Regulation 2015/640 Annex 1 (Part-26) has been demonstrated to EASA 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

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 5 A318 Series

I. General

1. Type/ Model/ Variant

a) Type: A318 Series

b) Model: A318-111

A318-112

A318-121

A318-122

2. Performance Class

A

3. Certificating Authority

European Union Aviation Safety Agency (EASA)

Konrad-Adenauer-Ufer 3

D-50668 Cologne

Germany

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. UK CAA Type Validation Application Date

Prior to 31 December 2020, application dates for type certification are covered by EASA type certification application dates, as per Section 6 above.

New applications for UK CAA type validation received after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

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8. State of Design Authority Type Certificate Date

A318-111 May 23, 2003

A318-112 May 23, 2003

9. EASA Type Certification Date

EASA TCDS EASA.A.064 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 21st of December 2005, DGAC-F TC 180 remains a valid reference

10. UK CAA Type Validation Date

Prior to 31 December 2020, dates of type certification are covered by EASA type certification, as per Section 9 above.

UK CAA type validation dates after 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

UK CAA TCDS UK.TC.A.00010 Issue 1 issued 06 September 2022.

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

Refer to EASA TCDS EASA.A.064.

4. UK CAA 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,

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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 ONLY for A318-121/-122
JAR 25.101 Change 14	JAR 25.363 Change 15 ONLY for A318-121/-122
JAR 25.103 Change 14	JAR 25.365 Change 13
JAR 25.105 Change 14	JAR 25.367 Change 15 ONLY 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 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

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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 ONLY for A318-121/-122
JAR 25.321 Change 15	JAR 25.903 Change 15 ONLY for A318-121/-122
JAR 25.331 Change 15	JAR 25.933 Change 15 ONLY for A318-121/-122
JAR 25.333 Change 15	JAR 25.934 Change 15 ONLY for A318-121/-122
JAR 25.939 Change 15 ONLY for A318-121/-122	JAR 25.1143 Change15 ONLY for A318-121/-122
JAR 25.941 Change 15 ONLY for A318-121/-122	JAR 25.1163 Change15 ONLY for A318-121/-122
JAR 25.943 Change 15 ONLY for A318-121/-122	JAR 25.1165 Change15 ONLY for A318-121/-122
JAR 25.945 Change 15 ONLY for A318-121/-122	JAR 25.1167 Change15 ONLY for A318-121/-122
JAR 25.1041 Change15 ONLY for A318-121/-122	JAR 25.1181 Change15 ONLY for A318-121/-122
JAR 25.1043 Change15 ONLY for A318-121/-122	JAR 25.1182 Change15 ONLY for A318-121/-122
JAR 25.1045 Change15 ONLY for A318-121/-122	JAR 25.1183 Change15 ONLY for A318-121/-122
JAR 25.1091 Change15 ONLY for A318-121/-122	JAR 25.1185 Change15 ONLY for A318-121/-122
JAR 25.1093 Change15 ONLY for A318-121/-122	JAR 25.1187 Change15 ONLY for A318-121/-122
JAR 25.1103 Change15 ONLY for A318-121/-122	JAR 25.1189 Change15 ONLY for A318-121/-122
JAR 25.1105 Change15 ONLY for A318-121/-122	JAR 25.1191 Change15 ONLY for A318-121/-122
JAR 25.1107 Change15 ONLY for A318-121/-122	JAR 25.1193 Change15 ONLY for A318-121/-122
JAR 25.1121 Change15 ONLY for A318-121/-122	JAR 25.1501 Change 14
JAR 25.1123 Change15 ONLY for A318-121/-122	JAR 25.1517 Change 15
JAR 25.1125 Change15 ONLY for A318-121/-122	JAR 25.1583 Change 14
JAR 25.1127 Change15 ONLY for A318-121/-122	JAR 25.1587 Change 14

JAR 25.1141 Change15 ONLY 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).

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

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.

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:

- 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

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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

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)

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 07th December 2018 SC B-14 is replacing SC A-5003

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.

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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

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"
JAR25.933(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"

Section 5: A318 Series

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)	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 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
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
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. UK.TC.A.00010

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).

NOTES

Model conversions:

- If modification 152796 is embodied on A318-121 model powered with PW6122A engines, it is converted into A318-122 model, powered with PW6124A engines.
- If modification 153997 is embodied on A318-111 model powered with CFM56-5B8/P or /3 engines, it is converted into A318-112 model, powered with CFM56-5B9/P or /3 engines.
- If modification 153998 is embodied on A318-112 model powered with CFM56-5B9/P or /3 engines, it is converted into A318-111 model, powered with CFM56-5B8/P or /3 engines.

2. Description

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

3. Equipment

Not applicable.

Cabin furnishings, equipment and arrangement shall be in conformance to the following Specifications:

Cabin seats	2521M1F10000 at latest approved issue
Galleys	2530M1F000900 at latest approved issue

4. Dimensions

Principal dimensions of A318 Aircraft:

- Length: 31.45 m

- 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.

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6. Auxiliary Power Unit

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.

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 l 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 l 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

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

Fuel

ENGINES	KEROSENE DESIGNATION
CFM56: 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
PW6000: 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)

	3 TANK AIRPLANE	
Tank	**Usable fuel litres (kg)**	**Unusable fuel litres (kg)**
Wing	15 609 (12 487)	58.9 (47.1)
Center	8 250 (6 600)	23.2 (18.6)
TOTAL	23 859 (19 087)	82.1 (65.7)

Section 5: A318 Series

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)
Center	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)
Center	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)
Center	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 approved Flight Manual
Extended Flaps/Slats Speed (VFE):	see table below

Section 5: A318 Series

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

39 800 ft (pressure altitude)

41 100 ft (pressure altitude) if modification 39195 is embodied (models A318-111/-112 only)

12. Operating Limitations

See the appropriate 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(1)	E37NE, E38NE (FAA) EASA.E.003(1)
Static thrust at sea level Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 9 608 daN (21 600 lbs) 8478 daN (19060 lbs)	 10 364 daN (23 300 lbs) 9 008 daN (20 250 lbs)

* 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".

Section 5: A318 Series

(1): UK CAA Type Certificate EASA.E.003 and associated Type Certificate Data Sheet EASA.E.003, Issue 5 dated 12 December 2019, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

PW Engines

Engine	**PW6000** **PW6122A**	**PW6124A**
Data sheets	EASA.IM.E.020(1) E00064EN (FAA)	
Sea level static thrust ratings Take-off (5 min)* (Flat rated 30° C) Maximum continuous (Flat rated 25° C)	 9 830 daN (22 100 lbs) 9030 daN (20 300 lbs)	 10 587 daN (23 800 lbs) 9297 daN (20 900 lbs)

* 5 min TO time limit can be extended to 10 min for one engine inoperative

(1): UK CAA Type Certificate EASA.IM.E.020 and associated Type Certificate Data Sheet EASA.IM.E.020, Issue 1 dated 08 June 2005, as accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

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

12.1 Approved Operations

Transport commercial operations.

12.2 Other Limitations

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

13. Maximum Certified Masses

VARIANT **WEIGHT (Kg)**	**000** **BASIC**	**001*** **MOD 31672**	**002*** **MOD 31673**	**003*** **MOD 31674**	**004*** **MOD 31675**	**005*** **MOD 31676**
Max. Ramp Weight	59 400	61 900	63 400	64 900	66 400	68 400
Max. Take-off Weight	59 000	61 500	63 000	64 500	66 000	68 000
Max. Landing Weight	56 000	56 000	57 500	57 500	57 500	57 500
Max. Zero Fuel Weight	53 000	53 000	54 500	54 500	54 500	54 500
Minimum Weight	34 500	34 500	34 500	34 500	34 500	34 500

Section 5: A318 Series

VARIANT **WEIGHT (Kg)**	**006*** **MOD 33235**	**007*** **MOD 33126**	**008*** **MOD 33128**
Max. Ramp Weight	56 400	61 400	64 400
Max. Take-off Weight	56 000	61 000	64 000
Max. Landing Weight	56 000	56 000	56 000
Max. Zero Fuel Weight	53 000	53 000	53 000
Minimum Weight	34 500	34 500	34 500

Notes:

* WV option certified concurrently with the basic WV at the time of the model's approval

14. Centre of Gravity Range

See the appropriate 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 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 5: A318 Series

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.

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.

Section 5: A318 Series

- 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 UK CAA,

32009 provides ETOPS 180 min capability for UK CAA

IV. Operating and Service Instructions

The Operational and Service Instructions as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These instructions and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators

The Type Certificate Holder should be contacted to verify the applicability of any Operational and Service Instructions within the UK.

1. Airplane Flight Manual (AFM)

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).
- Maintenance Review Board Report

Other limitations

See approved Flight Manual.

Section 5: A318 Series

3. Weight and Balance Manual (WBM)

Airbus Compliance Document 00P80A0001/C1S.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.064 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

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 UK operator.

c. The Type Certificate Holder should be contacted to verify the applicability of any MMEL revision within the UK.

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 UK operator.

d. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

e. The Type Certificate Holder should be contacted to verify the applicability of any CCD revision within the UK.

3. Cabin Crew Data

a. The Cabin Crew data has been approved as per the defined Operational Suitability Data Certification Basis 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 UK operator.

c. The aircraft models: A318, A319, A321 are determined to be variants to the A320 aircraft model.

d. The Type Certificate Holder should be contacted to verify the applicability of any CCD revision within the UK.

VI. EASA Part-26 compliance information

For all models, compliance with point 26.300(a) of EU Regulation 2015/640 Annex 1 (Part-26) has been demonstrated to EASA 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

VII. Notes

All models are basically qualified for Cat IIIB precision approach.

Section 6 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
ACARS	Aircraft Communications Addressing and Reporting System
ACT	Additional Centre Tank
AFM	Airplane Flight Manual
ALS	Airworthiness Limitations Section
AMC	Acceptable Means of Compliance
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	(United Kingdom) Civil Aviation Authority
CCD	Cabin Crew Data
CML	Consumable Materials List
CRI	Certification Review Item
CS	Certification Specification
DGAC	Direction Générale de l'Aviation Civile (French CAA)
EASA	European Union Aviation Safety Agency
EC	Experience related Condition
ECAM	Electronic Centralized Aircraft Monitor
EtC	Elect to Comply
ESF	Equivalent Safety Finding
ETOPS	Extended-range Twin-engine Operational Performance Standards
EU	European Union
EWIS	Electrical Wiring Interconnection System
FAA	Federal Aviation Administration
FADEC	Full Authority Digital Engine Control
FCD	Flight Crew Data
FTIS	Fuel Tank Inerting System
HC	Harmonisation Condition
HIRF	High Intensity Radiated Field
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
IM	Interpretive Material
JAA	Joint Aviation Authorities
JAR	Joint Aviation Regulations
LBA	Luftfahrt-Bundesamt (German CAA)
LOPA	Layout Of Passenger Accommodations
MABH	Minimum Approach Breakoff Height
MAC	Mean Aerodynamic Chord
MCD	Moveable Class Divider
MMEL	Master Minimum Equipment List
M_{MO}	Maximum Operating Limit Speed (Mach)
MPPT	Maintenance Programme Publication Trigger
MPSC	Maximum Passenger Seating Capacity
MSN	Manufacturer's Serial Number
MTOW	Maximum Take Off Weight
NPA	Notice of Proposed Amendment
OSD	Operational Suitability Data
SC	Special Condition
TC	Type Certificate
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
UK CAA	United Kingdom Civil Aviation Authority
V_D	Design Dive Speed
V_{FE}	Velocity Flap/Slat Extended (max)

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Acronym / Abbreviation	Definition
V_{LE}	Velocity Landing Gear Extended (max)
V_{LO}	Velocity Landing Gear Extension (max)
V_{MO}	Velocity Maximum Operating
V_{MU}	Velocity Minimum Unstick
WBM	Weight and Balance Manual

Section 6: Administration

II. Type Certificate Holder Record

TCH Record	Period
Airbus S.A.S. 2 Rond-Point Emile Dewoitine 31700 Blagnac France	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	06 Sep 2022	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.064 Issue 46 dated 25 June 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the A318/319/320/321 accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: In addition, Issue 47 dated 10 February 2021 and Issue 48 dated 04 May 2021 covered by UK.ADMIN.00003 were also included. Changes related to UK.ADMIN.00003: • Sec 4, II, 4.10: Modification: Paragraph 4.8 to be corrected to 4.10 • Sec 4, II, 4.10: Addition: With the removal of the aft cargo compartment through embodiment of the modification 165550 on ACJ319 NEO,- 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. • Sec 4, III, 20: Addition: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). • Sec 4, III, 5: Addition: 10. If modification 165533 is installed on the A319-153N equipped with CFM LEAP-1A26 engines then the engine model is changed to LEAP-1A26CJ" • Sec 2, III, 20: Addition: With MOD 153648 “EQUIPMENT/FURNISHINGS - GENERAL - DELIVER AIRCRAFT WITH INCOMPLETE CABIN” embodied, the cabin is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification is embodied to remove the limitation. • Sec 3, III, 20: Addition: With MOD 153648 “EQUIPMENT/FURNISHINGS - GENERAL - DELIVER	Issue 1 06 Sep 2022

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		AIRCRAFT WITH INCOMPLETE CABIN" embodied, the cabin is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification is embodied to remove the limitation. • Sec 4, III, 21: Addition: With MOD 153648 "EQUIPMENT/FURNISHINGS - GENERAL - DELIVER AIRCRAFT WITH INCOMPLETE CABIN" embodied, the cabin is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification is embodied to remove the limitation. • Sec 5, III, 20: Addition: With MOD 153648 "EQUIPMENT/FURNISHINGS - GENERAL - DELIVER AIRCRAFT WITH INCOMPLETE CABIN" embodied, the cabin is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification is embodied to remove the limitation. • Sec 2, II, 8.4: Addition: CS 25.251(b) Vibration/buffeting compliance criteria for large external antenna installation (see ESF B-17) applicable from February 2021.&CS 25.795(a)(1) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) • Sec 3, II, 8.6: Addition: CS 25.251(b) Vibration/buffeting compliance criteria for large external antenna installation (see ESF B-17) applicable from February 2021.&CS 25.795(a)(1) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) • Sec 4, II, 8.6: Addition: CS 25.251(b) Vibration/buffeting compliance criteria for large external antenna installation (see ESF B-17) applicable from February 2021.&CS 25.795(a)(1) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) • Sec 5, II, 8.3: Addition: CS 25.251(b) Vibration/buffeting compliance criteria for large external antenna installation (see ESF B-17) applicable from February 2021.&CS 25.795(a)(1) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) • Sec 2, III, 5: Addition: ACJ320 NEO Two CFMI LEAP-1A26CJ jet engines (MOD 165333) Two IAE PW1127G-JM Geared Turbo Fan jet engines Two IAE PW1127G1-JM Geared Turbo Fan jet engines • Sec 2, II, 5.8: Addition (in Optional section): D-28 Installation of oblique seats • Sec 3, II, 5.9: Addition: D-28 Installation of oblique seats • Sec 4, II, 5.10: Addition: D-28 Installation of oblique seats	

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TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec 2, II, 9.8: Addition: 9.8 For all models Airbus Elect To Comply with CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) Amdt 22 when mod 167557 “Define Modified Airspace Lavatory A Option for 25.795 Compliance” is installed (ESF D-31). • Sec 3, II, 9.8: Addition: 9.8 For all models Airbus Elect To Comply with CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) Amdt 22 when mod 167557 “Define Modified Airspace Lavatory A Option for 25.795 Compliance” is installed (ESF D-31). • Sec 4, II, 9.8: Addition: 9.8 For all models Airbus Elect To Comply with CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) Amdt 22 when mod 167557 “Define Modified Airspace Lavatory A Option for 25.795 Compliance” is installed (ESF D-31). • Sec 5, II, 9.6: Addition: 9.6 For all models Airbus Elect To Comply with CS 25.795(a)(1), 25.795(a)(2) and §25.795(c)(3)(ii) Amdt 22 when mod 167557 “Define Modified Airspace Lavatory A Option for 25.795 Compliance” is installed (ESF D-31). • Sec 4, II, 9.9: Addition: 9.9 Airbus elect to comply to JAR AWO 140 and 183 at change 2 for A319-151N/-153N when equipped with optional modification 161765. • Sec 3, II, 9.9: Addition: 9.9 For A321-251NX/-252NX/253NX/271NX/272NX Airbus Elect To Comply with §25.603(a) Amdt 19 (for new or modified parts) when Modification 166104 (Define Hero and welcome effect light for airspace cabin) is embodied. • Sec 2, II, 4.10: Modification: CS25 Amdt 2, §25.21(b) corrected to §25.21(c) • General: Modification: Throughout the entire document EASA have replaced 'CRI' with the actual type of CRI (SC, EtC, ESF) • Sec 2, II, 4.1: Addition: and 25.853(a) and (b) which are at Change 13 since MSN 118 • Sec 3, II, 4.1: Addition: JAR 25.853(a)(b) since MSN 118 • Sec 4, II, 4.1: Addition: 25.853(a)(b) since MSN 118 Editorial changes/Changes to reflect EU Exit: • Sec 1: Added, subsequent sections re-numbered as required. • Sec 2.I.1: Updated to reflect UK CAA TCDS Template • Sec 2.I.7: Section added. • Sec 2.I.8: “…this current TCDS” updated to “EASA TCDS EASA.A.064” • Sec 2.I.9: EASA TCDS number reference added. • Sec 2.I.10: Section added. • Sec 2.II.3: Reference updated from paragraph 4, to EASA TCDS EASA.A.064.	

Section 6: Administration

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec 2.II.4: Title updated from “EASA…” to “UK CAA….” • Sec 2.II.8.3.1: Section number corrected from 8.5.1 • Sec 2.II.10: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Sec 2.III.10: “EASA approved flight manual” updated to “approved flight manual” • Sec 2.III.11: “EASA approved flight manual” updated to “approved flight manual” • Sec 2.III.12: “EASA approved flight manual” updated to “approved flight manual”. Notes added to tables to clarify references to applicable UK CAA Engine TCs & TCDSs. • Sec 2.III.12.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 2.III.17: “EASA approved Weight and Balance Manual” updated to “approved Weight and Balance Manual” • Sec 2.III.23: References under “Embodiment of Modifications” updated from EASA to UK CAA • Sec 2.IV.1: “EASA approved flight manual” updated to “approved flight manual” • Sec 2.IV.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 2.V: Approval statement updated to reflect acceptance of EASA approved OSD under UK-EU Trade and Cooperation Agreement. • Sec 2.V.1: “EU operator” updated to “UK operator” • Sec 2.V.2: “EU operator” updated to “UK operator” • Sec 2.V.3: “EU operator” updated to “UK operator” • Sec 3.I.1: Updated to reflect UK CAA TCDS Template • Sec 3.I.7: Section added. • Sec 3.I.9: EASA TCDS number reference added. • Sec 3.I.10: Section added. • Sec 3.II.3: Reference updated from “see below”, to EASA TCDS EASA.A.064. • Sec 3.II.4: Title updated from “EASA…” to “UK CAA….” • Sec 3.II.8.7: Section number corrected from 8.6 • Sec 3.II.10: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Sec 3.III.10: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.III.11: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.III.12: “EASA approved flight manual” updated to “approved flight manual”. Notes added to tables to	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		clarify references to applicable UK CAA Engine TCs & TCDSs. • Sec 3.III.12.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.III.14: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.III.17: “EASA approved Weight and Balance Manual” updated to “approved Weight and Balance Manual” • Sec 3.III.23: References under “Embodiment of Modifications” updated from EASA to UK CAA • Sec 3.IV.1: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.IV.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 3.V: Approval statement updated to reflect acceptance of EASA approved OSD under UK-EU Trade and Cooperation Agreement. • Sec 3.V.1: “EU operator” updated to “UK operator” • Sec 3.V.2: “EU operator” updated to “UK operator” • Sec 3.V.3: “EU operator” updated to “UK operator” • Sec 4.I.1: Updated to reflect UK CAA TCDS Template • Sec 4.I.7: Section added. • Sec 4.I.9: EASA TCDS number reference added. • Sec 4.I.10: Section added. • Sec 4.II.3: Reference updated from “see below”, to EASA TCDS EASA.A.064. • Sec 4.II.4: Title updated from “EASA…” to “UK CAA….” • Sec 4.II.10: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Sec 4.III.10: “EASA approved flight manual” updated to “approved flight manual” • Sec 4.III.12: “EASA approved flight manual” updated to “approved flight manual”. Notes added to tables to clarify references to applicable UK CAA Engine TCs & TCDSs. CFM56-5A4/-5A5 TC & TCDS numbers updated. • Sec 4.III.12.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 4.III.14: “EASA approved flight manual” updated to “approved flight manual” • Sec 4.III.17: “EASA approved Weight and Balance Manual” updated to “approved Weight and Balance Manual” • Sec 4.III.23: References under “Embodiment of Modifications” updated from EASA to UK CAA • Sec 4.IV.1: “EASA approved flight manual” updated to “approved flight manual”	

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TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec 4.IV.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 4.V: Approval statement added to reflect acceptance of EASA approved OSD under UK-EU Trade and Cooperation Agreement. • Sec 4.V.1: “EU operator” updated to “UK operator” • Sec 4.V.2: “EU operator” updated to “UK operator” • Sec 4.V.3: “EU operator” updated to “UK operator” • Sec 5.I.1: Updated to reflect UK CAA TCDS Template • Sec 5.I.7: Section added. • Sec 5.I.9: EASA TCDS number reference added. • Sec 5.I.10: Section added. • Sec 5.II.3: Reference updated from “see below”, to EASA TCDS EASA.A.064. • Sec 5.II.4: Title updated from “EASA…” to “UK CAA….” • Sec 5.II.10: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Sec 5.III.10: “EASA approved flight manual” updated to “approved flight manual” • Sec 5.III.12: “EASA approved flight manual” updated to “approved flight manual”. Notes added to tables to clarify references to applicable UK CAA Engine TCs & TCDSs. • Sec 5.III.12.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 5.III.14: “EASA approved flight manual” updated to “approved flight manual” • Sec 5.III.17: “EASA approved Weight and Balance Manual” updated to “approved Weight and Balance Manual” • Sec 5.III.23: References under “Embodiment of Modifications” updated from EASA to UK CAA • Sec 5.IV.1: “EASA approved flight manual” updated to “approved flight manual” • Sec 5.IV.2: “EASA approved flight manual” updated to “approved flight manual” • Sec 5.V: Approval statement updated to reflect acceptance of EASA approved OSD under UK-EU Trade and Cooperation Agreement. • Sec 5.V.1: “EU operator” updated to “UK operator” • Sec 5.V.2: “EU operator” updated to “UK operator” • Sec 5.V.3: “EU operator” updated to “UK operator”	

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TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
2	05 Nov 2024	Issue 2 of this UK CAA TCDS was updated to take into account updates of EASA TCDS No. EASA.A.064 included in: - Issue 49 dated 03 February 2022 - Issue 50 dated 03 May 2022 - Issue 51 dated 02 June 2023 - Issue 52 dated 28 February 2023 - Issue 53 dated 20 March 2024 - Issue 54 dated 28 June 2024 Changes related to UK.ADMIN.00147: • Cover Page: Addition of A319-173N • In all sections, removal of several AMC and IM references • In all sections, removal of several references to SANeo • In all sections, “neo” replaced by “NEO” throughout • In all sections removal of “-continued” in the headers mentioned in front of the series • In all sections, replaced “liters” by “litres” • Sec.2, Sec 3, Sec 4 and Sec 5 Para I.11: Removal of paragraph 11 “Production conditions” to harmonise with other programs • Sec.2, Sec 3, Sec 4 and Sec 5 Para III.23: ETOPS wording reviewed (no technical change) • Sec.2, Sec 3, Sec 4 and Sec 5 Para.II.6: Para 2.II.7 “deviations” at issue 1 combined with Para 2.II.6 at issue 2 to become Exemptions/Deviations” • Sec.2, Sec 3, Sec 4 and Sec 5 Para III.3: Harmonisation with other TCDS: issue reference in the equipment lists replaced by “at latest approved issue”, wording changed to “Cabin seats 2521M1F10000 at latest approved issue. Galleys 2530M1F000900 at latest approved issue.” • Sec.2, Sec 3, Sec 4 and Sec 5 Para III.8: Removal of other reference than CML for the list of additives and kept: “Additives: Refer to Airbus Consumable Material List (CML)” • Sec.2, Sec 3, Sec 4 and Sec 5 Para IV.2: Addition of “The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction” • Sec.2, Sec 3, Sec 4 and Sec 5 Part V: Move of OSD issue 2 applicability from part II paragraph 4 to part V with rewording without change of the intent. • Sec.2, Sec 3, Sec 4 and Sec 5 Para V.3: Update of CCD information following MOD 165947 iss 1 approval.	Issue 2 05 Nov 2024

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- "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"

- Sec.2, Sec 3, Sec 4 and Sec 5 Part VI: Part VI created for EU Regulation 2015/640 Annex 1 (Part-26) EASA compliance information

Section 2 A320 Series

- Sec 2. I.1: Addition of list of models corresponding to CEO, NEO:
  - "A320 CEO* A320-211/-212/-214/-215/-216/-231/-232/-233
  - A320 NEO* A320-251N/-252N/-253N/-271N/-272N/-273N"
  - "*Commercial designation only"
- Sec 2.II.4.1: Addition of missing models in certification basis of A320 para 4.1
- Sec 2.II. 4.2 & 4.4: Section 4.2 reworded and intent of section 4.4 incorporated. ETOPS content of 4.4 deleted as a result
- Sec 2.II.4.12: Moved "Elect to Comply Section" in section II.9 at issue 1 to section 4.12 at issue 2. Renamed section to "Post TC changes"
  - II.9.1 →II.4.12.7
  - II.9.2 →II.4.12.6
  - II.9.3 →II.4.12.1
  - II.9.4 →II.4.12.2
  - II.9.5 →II.4.12.3
  - II.9.6 →II.4.12.4
  - II.9.7 →II.4.12.5
  - II.9.8 →II.4.12.8
- Sec 2.II.4.12: Removal of "Airbus Elect to comply" references throughout
- Sec 2.II.4.12.4: Clarification added "Airbus complies with CS-ACNS:
  - Subpart B, Section 2 – for optional modifications (Post TC)

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		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. SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014." • Sec 2.II.4.12.7: Clarification of sentence “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. This is related to DGAC letter 60667/SFACT/N.AT" • Sec 2.II.4.12.9: Addition of:” 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 xx June 2024(date of Issue 2), CS 25.795(a)(1), 25.795(a)(2) are at Amendment 22.” • Sec 2.II.4.12.10: ACNS upgrade linked to configuration with ELT-DT, wording changed to “For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.” • Sec.2.II.5.1: Update of “EC G-11 to Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition” • Sec.2.II.5.8: New wording “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):" • Sec.2.II.5.8: Addition of Special Conditions - “SC F-37 “ATN over SATCOM” - “D-33 Cabin attendant seat mounted on movable part of an interior monument” - “F-MULTI-04 Rechargeable Lithium Battery Installations” • Sec.2.II.6: Clarification added for CS-ACNS: “ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.12.4)” • Sec.2.II.7.5: Changed section title to "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):"	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec.2.II.7.5: Addition of ESF "JAR 25.1441(c) F-122 Crew Determination of Quantity of Oxygen in Passenger Oxygen System" • Sec 2.II.7.5: Addition of ESF "CS FCD.425(g) – CS-FCD T3 Evaluation Process (FCD-MULTI-01)" • Sec.2.II.7.5: removal of words "(See EtC E-28)" • Sec 2.III.5: ACJ320 NEO: A320 PW1127G1-JM corrected to PW1124G1-JM, mod number added and PW1129G-JM mod (MOD 173371) added . - 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)" • Sec.2.III.12: Reference to UK CAA Type Certificate E.00073 and associated Type Certificate Data Sheet E.00073 added • Sec.2.III.13: Addition of "WV103 on A320 NEO" **Section 3 A321 Series** • Sec 3.I.1: Removal of reference to A320 sharklet modification and addition of list of models corresponding to A321 CEO, A321 NEO: - "A321 CEO* A321-111/-112/-131/-211/-212/-213/-231/-232 - A321 NEO* A321-271N/-251N/-253N/-272N/-252N/-251NX/ -252NX/-253NX/-271NX/-272NX" - "*Commercial designation only" • Sec 3.II.4.4 & 4.5: Section 4.4 reworded and intent of section 4.5 incorporated. ETOPS content of 4.5 deleted as a result • Sec 3.II.4.12: Moved "Elect to Comply Section" in section II.9 at issue 1 to section 4.12 at issue 2. Renamed section to "Post TC changes" ○ II.9.1a →II.4.12.1 ○ II.9.1b →II.4.12.2 ○ II.9.2 →II.4.12.3 ○ II.9.3 →II.4.12.4 ○ II.9.4 →II.4.12.5 ○ II.9.5 →II.4.12.6 ○ II.9.6 →II.4.12.7 ○ II.9.7 →II.4.12.8 ○ II.9.8 →II.4.12.9 ○ II.9.9 →II.4.12.10 • Sec 3.II.4.12: Removal of "Airbus Elect to comply" throughout and wording modified	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec 3.II.4.12.7: Clarification added "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. SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014." • Sec 3.II.4.12.11: Addition of “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 xx June 2024(date of Issue 2), CS 25.795(a)(1), 25.795(a)(2) are at Amendment 23.” • Sec 3.II.4.12.12: ACNS upgrade linked to configuration with ELT-DT, wording changed to “For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.” • Sec 3.II.4.12.13: E-Rudder certification basis upgrade for A321, “When MOD 163323 (E-Rudder) is installed on A321-251NX/-252Nx and -” • Sec.3.II.5.1: Update of title for “EC G-11 to Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition” • Sec.3.II.5.9: New wording “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):" • Sec.3.II.5.9: Addition of Special Conditions - “D-33 Cabin attendant seat mounted on movable part of an interior monument” - "D-35 Airbelt without HIC requirement" - “F-MULTI-04 Rechargeable Lithium Battery Installations” - “F-37 “ATN over SATCOM” • Sec.3.II.6: Clarification added for CS-ACNS as follows “ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.12.7)” • Sec.3.II.7.8: Changed section title to "Additional ESF part of the Certification Basis (added post TC): The following ESF are additionally applicable when an	

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		A/C configuration includes the subject design change(s):" • Sec 3.II.7.8: Addition of ESF “CS FCD.425(g) - CS-FCD T3 Evaluation Process (FCD-MULTI-01)” • Sec.3.II.7.8: Addition of ESF “JAR 25.1441(c) F-122 Crew Determination of Quantity of Oxygen in Passenger Oxygen System” • Sec 3.III.9: Removal of "(compliance to MoC P-9)" • Sec.3.III.13: Addition of: -“WV080 introduced for A321 ACF” - “WV57 for A321-271NX / -272NX / -251NX / -252NX/ -253NX” - "WV57 for A321-271N / -272N / -251N / -252N/ -253N” - “WV067 on A321N and A321NX” - WV059 (MOD 158241) for A321 NEO and ACF **Section 4 A319 Series** • Addition of A319-173N within Section 4 • Sec 4.I.1: Addition of “159533 iss2 Max Pax applicable on A319-151N/-153N/-171N” • Sec 4. I.1: Addition of List of models corresponding to CEO, NEO: - “A319 CEO* A319-111/-112/-113/-114/-115/-131/-132/-133 - A319 NEO* A319-151N/-153N/-171N/173N” - “*Commercial designation only” • Sec 4.I.1: Addition of MOD 169981 for A319-173N • Sec 4.I.6: Addition of “MOD 169981 20 October 2021” • Sec 4.I.6: Addition of “MOD 159533 iss 2 19 January 2017” • Sec 4.I.6: Formated date for consistency • Sec 4.I.9: Addition of MOD 169981 for A319-173N • Sec 4.I.9: Addition of MOD 159533 for A319 -151N/-153N/-171N • Sec 4.II.4.3 & 4.4: Section 4.3 reworded and intent of section 4.4 incorporated. ETOPS content of 4.4 deleted as a result • Sec 4.II.4.10: Addition of certification basis for A319 -151N/-153N/-171N • Sec 4.II.4.11: Moved “Elect to Comply Section” in section II.9 at issue 1 to section 4.11 at issue 2. Renamed section to “Post TC changes”	

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		○ II.9.1 →II.4.11.1 ○ II.9.2 →II.4.11.2 ○ II.9.3 →II.4.11.3 ○ II.9.4 →II.4.11.4 ○ II.9.5 →II.4.11.5 ○ II.9.6 →II.4.11.6 ○ II.9.7 →II.4.11.7 ○ II.9.8 →II.4.11.8 ○ II.9.9 →II.4.11.9 • Sec 4.II.4.11: Removal of “Airbus Elect to comply” throughout • Sec 4.II.4.11.6: Clarification added "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. SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014." • Sec 4.II.4.11.9: Added A319-171N against mod as omitted in error in previous version • Sec 4.II.4.11.10: Addition of “For A319 corporate Jet, JAR 25.561(c) is at change 14 (EtC A-4008)” • Sec 4.II.4.11.11: ACNS upgrade linked to configuration with ELT-DT, wording changed to “For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.” • Sec.4.II.5.4: removal of reference to SC SE-14 • Sec.4.II.5.10: “Optional” has been replaced by clearer sentence, “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):" • Sec.4.II.5.10: Addition of Additional Special Conditions - “D-33 Cabin attendant seat mounted on movable part of an interior monument” - “F-MULTI-04 Rechargeable Lithium Battery Installations” - “SC F-37 “ATN over SATCOM” • Sec.4.II.6: Clarification added for CS-ACNS as follows “ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.11.6)”	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Sec.4.II.7.2: Note added "The original ESFs applicable to each model remain effective." • Sec.4.II.7.5: Removal of word "optional" • Sec.4.II.7.6: Changed section title to "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)" • Sec.4.II.7.6: ESF SE-63 exit sign added for A319, "CS25.811(e)(4) - SE-63 - Green Arrow and "Open" placard for Emergency Exit Marking" • Sec.4.II.7.6: Additional ESF added JAR 25.1441(c) F-122 Crew Determination of Quantity of Oxygen in Passenger Oxygen System" • Sec 4.II.7.6 :Additional ESF added "CS FCD.425(g) - CS-FCD T3 Evaluation Process (FCD-MULTI-01)" • Sec 4.III.5: Modification number corrected to 165333, "If modification 165333 is installed on the A319-153N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26CJ" • Sec 4.III. 5: Addition of MOD 169981 for A319-173N, "A319-173N Two IAE PW1127G1-JM Geared Turbo Fan jet engines (MOD 169981)" • Sec 4.III.9: Removal of "(compliance to MoC P-9)" • Sec 4.VII.3: Correction of mistake by adding of A319-171N in relation with MOD 161765 **Section 5 A318 Series** • Sec.5.I.4: Replaced "Airbus" by "Airbus S.A.S" • Sec 5.II.4.3: Section 4.3 reworded and G-22 (ETOPS approval) removed • Sec 5.II.4.4: Moved "Elect to Comply Section" in section II.9 at issue 1 to section 4.12 at issue 2. Renamed section to "Post TC changes" • Sec 5.II.4.4: Moved "Elect to Comply Section" in section II.9 at issue 1 to CAA Airworthiness requirements section 4.4 at issue 2. Renamed section to "Post TC changes) ○ II.9.1 →II.4.4.1 ○ II.9.2 →II.4.4.2 ○ II.9.3 →II.4.4.3 ○ II.9.4 →II.4.4.4 ○ II.9.5 →II.4.4.5 ○ II.9.6 →II.4.4.6 • Sec 5.II.4.4.4: Clarification added "Airbus complies with CS-ACNS: - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as	

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		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. SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014." • Sec.5.II.5.1: Update of title for “EC G-11 to Turbine Engine - Maximum Take-Off Power and/or Thrust Duration – General Definition” • Sec.5.II.5.6: “Optional” has been replaced by clearer sentence, “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):" • Sec.5.II.5.6 Addition of Additional Special Conditions: - “F-MULTI-04 Rechargeable Lithium Battery Installations” - “SC F-37 “ATN over SATCOM” • •Sec.5.II.6: CS-ACNS clarification added: “ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-4.4.4)” • Sec.5.II.7.3: Changed section title to "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)" and removal of word “optional” 1.1 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): • Sec 5.II.7.3 - Additional ESF added:“CS FCD.425(g) - CS-FCD T3 Evaluation Process (FCD-MULTI-01)”	
3	30 January 2025	• Section 3 – Addition of Project A321 XLR and A321-253NY • Section 7 – addition of new section ‘Explanatory Note – Annex 1’ • All Sections Parts IV and V: Update to Operating and Service Instruction, and OSD, sections’ text to clarify approval/accepted status of instructions and OSD within UK. • All Sections: Editorial pagination alignments.	Issue 3 30 January 2025

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4	05 March 2025	Update omission of issue 3 • SECTION 3 Part II Para 4.12. Addition of CS25.675(a)(b)(c) [Amdt 23] to A321-253NY certification basis Administrative update against EASA.A.064 Issue 56: • Section 2, Part III paragraph 13 editorial removal of blank columns from table for weight variants for A320-271N/-272N/-251N • SECTION 2, 3 and 4, Part I, Para 4, corrected name of manufacturer. • SECTION 3, Part III paragraph 3 "at latest approved issue" added. • SECTION 5 - Part III - paragraph 20 - A318 limitation on passenger capacity for extended overwater flights (ditching). • SECTION 3, Part III paragraph 13 correction of the numbering of the WV entries in the A321 Max Certified masses tables (0 missing for the 3-digit numbering convention) • Sections 2, 3, 4 and 5, Part II, Paragraph 4, certification basis of HTP added. • Section 2 Part V Para 1 MMEL. Added new sub-para applying MMEL issue 1 after August 2024. • SECTION 3, Part II Paragraph 8.3 Env Protection added CO2 emissions with ICAO reference for A321XLR. • SECTION 2, 3, 4, 5, Part II Paragraph 8 Env Protection. Table deleted and added TCDS-N reference for noise and ICAO reference for fuel venting. • Sections 2, 3, 4 and 5 Part II Paragraph 7, addition of ESF F-125 forgotten in issue 52 with addition of ESF F-122 • SECTION 3, part III paragraph 5 and 8. Addition of engine Rating LEAP 1A33B2X • SECTION 3, Part III paragraph 13 addition of WV100 for A321-253NY • SECTION 3, part II paragraph 4.4 and SECTION III paragraph 23, 4.4 ETOPS added for XLR. • SECTION 3 Part II paragraph 4.13.15 - CS.25.705 Amdt 24 for A321 NEO (except XLR) • SECTION 3 Part II paragraph 4.13.16 - CS.25.705 Amdt 24 for A321-253NY • SECTION 3 Part II paragraph 4.13.17 - Change of certification of A321-253NY with Autoland MOD 170420	Issue 4 05 March 2025

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• SECTION 3 Part VII - Note added related to the Doors Administrative update against EASA.A.064 Issue 57 including introduction of A321-271NY: • SECTION 3, Part I paragraph 1 addition of A321-271NY and clarification of Project XLR entries. • SECTION 3 Part III, paragraph 12, addition of LEAP-1A33B2X rating. • SECTION 2, Part II paragraph 4.12.7, addition of OP91/1 omitted in previous UK.TC.A.00010 Issue 3. • SECTION 3 Part II paragraph 5 - Special condition B-12 moved from sub-paragraph 5.10 to 5.9.1 and F-MULTI-04 deleted from 5.10 as already included within 5.9.1. Sub-paragraph 5.9.1 made appliable to A321-271NY, and asterisk added to entry for SC E-55 as this is not applicable to the A321-271NY. • SECTION 2, 3, 4, 5, Part III paragraph 20 removal of MOD 153648 for incomplete cabin as this is addressed through modification installing placards. • SECTION 3, Part II paragraph 8.3, added A321-271NY with MOD 167243 to applicability for CO2. • SECTION 2, 3, 4, 5 Part III paragraph 3, removal of Cabin Furnishings: Cabin Seats and Galley specification as not related to Certification Basis. • SECTION 3, part III, paragraph 5 - PW1133GA-JM added for A321-271N/-271NX • SECTION 2 Part II paragraph 4.12.8 Correction of modification reference from 1675567 to 167557. • SECTION 2 Part II paragraph 4.12.12 and SECTION 4 Part II, paragraph 4.11.13 addition of new paragraph "When MOD 163425, MOD 166357 and MOD 168149 are installed on A3xxNEO*, CS 25.705 is applicable at Amendment 24" • SECTION 3, Part II paragraph 4.12 added applicability of A321-271NY and addition of CS-ACNS initial issue omitted at issue 3. • SECTION 3 Part II paragraph 7.7 addition of ESF E-44 for A321-271NY only. • SECTION 3, Part III paragraph 1, added A321-271NY Type Definition Reference. • SECTION 3, Part III paragraph 3 added A321-271NY to equipment list.	

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		• SECTION 3 Part III, Para 8 PW1133 added to oils table • SECTION 3, Part III paragraph 9 added A321-271NY to 4 tank aeroplane table. • SECTION 3, Part III paragraph 10 added A321-271NY to slats/flaps speeds table. • SECTION 3, Part III paragraph 10 corrected FAA TCDS references for PW1133 and PW1130. • SECTION 3, Part III paragraph 10 amended CAA TCDS references for PW1100 series engines and associated notes and added PW1133GR-JM. • SECTION 3, Part III paragraph13 addition of A321-271NY to weights tables; WV100 only applicable to A321-253NY. • SECTION 3, Part III paragraph 21 and 22 added applicability for A321-271NY. • SECTION 3 Part V, paragraph 1 added A321-271NY to applicability. • SECTION 3 Part VII, paragraph 1 added A321-271NY to applicability. • SECTION 7 added disclaimer. • SECTION 2, 3, 4, 5 Part I paragraph 5 correction of EASA address.	
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Section 7 Explanatory Note – Annex 1 to TCDS UK.TC.A.00010

This explanatory note was create to make public non-proprietary data contained in all UK specific Special Conditions, Deviations, Equivalent Safety Findings, Elect to Comply and Reversions that are part of the applicable Certification Basis as recorded in TCDS UK.TC.A.00010.

For all Special Conditions, Deviations, Equivalent Safety Findings, Elect to Comply and Reversions adopted to the UK Certification Basis, refer to the Explanatory Notes to EASA TCDS EASA.A.064.

Special Conditions:

C-01UK Installation of Integral Rear Centre Tank – Crashworthiness Conditions

D-01UK Passenger protection from external fire

E-01UK Cabin Evacuation - Protection from Fuel Tank Explosion due to External Fuel Fed Ground Fire

Deviations:

None

Equivalent Safety Findings:

None

Elect to Comply

None

Reversions

None

Special Condition C-01UK: Installation of Integral Rear Centre Tank - Crashworthiness Conditions

Special Condition	C-01UK: Installation of Integral Rear Centre Tank - Crashworthiness Conditions
Applicability	TC: A321-2xxNY
Requirements:	CS 25.561, CS 25.562, CS 25.721, CS 25.963, CS 25.994 at Amdt. 23
Advisory Material:	FAA AC 25-8

Identification of Issue

UK CAA received an application for validation of a major change to type design on a large aeroplane.

1) The design change introduces a conformal fuselage structural fuel tank[1] to the aeroplane, also called rear centre tank (RCT) located behind the main landing gear wheel bay, in the lower section of the fuselage, partially replacing the aft cargo compartment.

   The experience gathered with large aeroplanes carrying more than 19 passengers, equipped with classical wing fuel tanks (including centre wing fuel tanks) and auxiliary tanks located in cargo compartments, is generally considered satisfactory in terms of protection of the cabin occupants against crash events.

   However, the integration of an RCT located below the cabin floor, because of its design and location, is considered as an unusual design feature relative to design practices on which CS-25 certification specifications are based. Therefore, in application of point 21.B.75 of Part 21, CAA determined the need to prescribe special detailed technical specifications (named Special Conditions) to ensure adequate occupants protection against the risks of external fire and burnthrough, fuel vapour ignition and fuel tank explosion as well to ensure crashworthiness of this fuel tank so that no fuel is released in sufficient quantities so to start a serious fire in an otherwise survivable crash event.

   The protection against external fire burnthrough was addressed through a dedicated Special Condition.

2) CS 25 at amendment 23, that is applicable to the RCT major change to type design project, includes specifications that address the risk of fuel spillage due to crash event. However, those specifications limit the risk to crash conditions specified in CS 25.721(b):

   - *CS 25.963(d)(4) : Fuel tanks must, so far as it is practicable, be designed, located and installed so that no fuel is released in or near the fuselage or near the engines in quantities sufficient to start a serious fire in otherwise survivable emergency landing conditions. For each fuel tank and surrounding airframe structure, the effects of crushing and scraping actions with the ground should not cause the spillage of enough fuel or generate temperatures that would constitute a fire hazard under the conditions specified in CS 25.721(b).*
   - *CS 25.994: Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute a fire hazard as a result of a wheels up landing on a paved runway under each of the conditions prescribed in CS 25.721(b).*

[1] A conformal fuselage structural fuel tank is a fuel tank, that carries aircraft loads and shares some boundaries with the fuselage skin.

- *CS 25.721(b): The aeroplane must be designed to avoid any rupture leading to the spillage of enough fuel to constitute a fire hazard as a result of a wheels-up landing on a paved runway, under the following minor crash-landing conditions:*

  (1) Impact at 1.52 m/s (5 fps) vertical velocity, with the aeroplane under control, at Maximum Design Landing Weight,

  (i) with the landing gear fully retracted and, as separate conditions,

  (ii) with any other combination of landing gear legs not extended.

  (2) Sliding on the ground, with -

  (i) the landing gear fully retracted and with up to a 20° yaw angle and, as separate conditions,

  (ii) any other combination of landing gear legs not extended and with 0° yaw angle.

The existing CS-25 emergency landing conditions need to be complemented, considering the unusual design, location, and installation aspects of the RCT.

The sole existing guidance addressing the protection of fuel tank in fuselage is the FAA AC 25-8. It provides design considerations and precautions in fuel tank installation, but it is mainly focussing upon auxiliary fuel tanks located within the fuselage pressure shell, that do not share any boundary with the fuselage skin. It also points out that survivable crashes have occurred beyond the existing defined emergency landing conditions.

There is a need to define a Special Condition to specify under which crash conditions, in addition to the conditions defined by CS-25 Amdt. 23, the unusual design of the RCT should prevent fuel spillage in sufficient quantities to start a serious fire in an otherwise survivable crash event. There is also the need to define the means of how to demonstrate compliance with this Special Condition.

Considering all the above, the following Special Condition is proposed to complement CS-25 Amdt. 23 certification specifications:

Special Condition

The conformal fuselage structural fuel tank must, so far as it is practicable, be designed, located and installed so that no fuel is released in or near the fuselage or near the engines in quantities sufficient to start a serious fire in otherwise survivable crash conditions beyond the emergency landing conditions specified in CS 25.963(d)(4) (that cross-refers to CS 25.721). These extended crash conditions must include the consideration of off runway events and loss of landing gears and engines due to contact with obstacles.

Definition

A conformal fuselage structural fuel tank is a structural fuselage fuel tank, which shares some boundaries with the fuselage skin.

Section 7: Explanatory Note – Annex 1 to TCDS UK.TC.A.00010

Special Condition D-01UK: Passenger protection from external fire

Special Condition	D-01UK: Passenger Protection from External Fire
Applicability	TC: A321-2xxNY
Requirements:	CS 25.856(b) at Amdt 23
Advisory Material:	AMC 25.856 / FAA AC 25.856-2A

Identification of Issue

UK CAA received an application for validation of a major change to type design on a large aeroplane.

1) The Airbus A321Neo XLR introduces an integral rear centre tank (RCT) located behind the wheel bay, in the lower section of the fuselage, partially replacing the aft cargo compartment.

   The RCT creates a 'cold feet' effect for the passengers located above it, and insulation panels will have to be installed between the RCT and the cabin floor for comfort reasons. As per the 25.856(b) requirement, these panels will have to be compliant with the burnthrough requirements. Airbus studied this strategy and concluded that, for the proposed design, it was technically not feasible due to the following reasons:

   a. It is not possible to install insulation panels between the RCT and the cabin floor that would be compliant with the installation requirements as expressed in FAA AC 25.856-2A, due to the lack of space.
   b. Burnthrough protection of the cabin floor would leave the decompression panels located on each side of the fuselage unprotected, as they cannot be blocked by any insulation panels. The total area of discontinuities above the RCT in terms of burnthrough protection would be around 10%.
   c. Due to the Fire, Exploasion and Smoke Risk Assessment (FESRA) conclusions around RCT, a certain level of ventilation must always be ensured, and any attempt to insytall burnthrough-compliant material would jeperdise this ventilation.

2) The integration of a fuselage integral fuel tank located behind the wheel bay, under the passenger cabin, brings additional explosion risks if it is exposed to an external fire. While the other risks are addressed separately, this Special Condition intend to address the risk of penetration by fire only.

   Even though paragrapg 25.856(b) focuses on the insulation material, the intent of the rule is to provide enough time for the occupants to evacuate the aircraft in case of an external pool fire. An integral fuselage fuel tank exposed to an external fire, if not adequately protected, may not provide enough time for the passengers to safely evacuate the aircraft.

   From a fuel tank fire protection perspective, aluminium alloys are indeed recognised to have fire resistant properties, when of a thickness that is appropriate to the function to be performed. This minimum thickness is, unfortunately, not specified. Moreover, from a fuselage burthrough point of view, it is acknowledged that an aluminium skin provides very limited protection, hence the fire protection is mainly provided by the insulation material.

Considering all the above, the following Special Condition is proposed to complement CS-25 Amdt. 23 certification specifications:

Special Condition

In order to protect the cabin occupants from an external pool fire, the lower half of the fuselage in the longitudinal location of the rear centre tank shall be resistant to fire penetration.

Special Condition E-01UK: Cabin Evacuation - Protection from Fuel Tank Explosion due to External Fuel Fed Ground Fire

Special Condition	E-01UK: Cabin Evacuation - Protection from Fuel Tank Explosion due to External Fuel Fed Ground Fire
Applicability	TC: A321-2xxNY
Requirements:	CS25.863, CS25.867, CS25.856(b), CS25.994, CS25.981(a)(1)(2) and CS 25.1309(a) at Amendment 23; CS25.963(e)(2) at Amendment 14; CS25.975(a)(7) at Amendment 21, and; CS 25.803(a) at Amendment 15
Advisory Material:	AMC 25.863(a), AMC 25.963(e), AMC 25.975(a)(7), AMC 25.856 / FAA AC25.856-2A

Identification of Issue

UK CAA received an application for validation of a major change to type design on a large aeroplane.

1) The design change introduces a conformal fuselage structural fuel tank to the aeroplane, also called rear centre tank (RCT) located behind the main landing gear wheel bay, in the lower section of the fuselage, partially replacing the aft cargo compartment.
The integration of a conformal fuselage structural fuel tank located below the cabin floor presents challenges in terms of occupants' protection against the risks of external fire burnthrough, fuel vapour ignition and fuel tank explosion as well as challenges to ensure crashworthiness of this fuel tank.
The protection against external fire burnthrough and crashworthiness were addressed through other Special Conditions published by CAA.

   This Special Condition therefore addresses only the risk of fuel ignition and fuel tank explosion.

   The experience gathered with large aeroplanes carrying more than 19 passengers, equipped with classical wing fuel tanks (incl. centre wing fuel tanks) and auxiliary tanks located in cargo compartments, is considered satisfactory in terms of protection of the cabin occupants during post-crash evacuation from the risk of fuel tank explosion generated by an external fuel fed ground fire. However, the proposed RCT installation, because of its design and location, is considered as an unusual or novel design feature for this category of aeroplanes with regards to this risk.

2) CS 25 at amendment 23, includes several specifications that address the risk of fuel vapours ignition. However, none of them adequately covers the risk of ignition in a RCT as introduced on this aeroplane in case of external fuel fed ground fire:
   - CS 25.856(b) For aeroplanes with a passenger capacity of 20 or greater, thermal/acoustic insulation materials (including the means of fastening the materials to the fuselage) installed in the lower half of the aeroplane fuselage must meet the flame penetration resistance test requirements of Part VII of Appendix F to CS-25, or other approved equivalent test requirements. This requirement does not apply to thermal/acoustic insulation installations that the Agency finds would not contribute to fire penetration resistance.

- CS 25.863 considers the minimisation of the probability of ignition and resultant hazards due to the ignition of flammable fluids or vapours that might escape from a fluid system.
- CS 25.867 considers the fire protection in specific zones around the nacelle.
- CS 25.963(e)(2) requires the Fuel Tank Access Covers to "have the capacity to withstand the heat associated with fire at least as well as an access cover made from aluminium alloy in dimensions appropriate for the purpose for which they are to be used except that the access covers need not be more resistant to fire than an access cover made from the base fuel tank structural material." This rule was created following an accident where a fuel tank access panel failed from impact damage causing a fuel leak from a perforated wing tank and generated an external fuel fed ground fire.
- CS 25.975(a)(7) specifies that fuel tank vent systems must prevent explosions, for a minimum of 2 minutes and 30 seconds, in case of external ground fire.
- CS 25.981(a)(1) and (2) require demonstrating that no aircraft systems operation, failure, malfunction may cause an increase of temperature inside the fuel tank beyond a temperature that has a safe margin below the lowest expected auto-ignition temperature of the fuel.
- CS 25-994 Fuel system components in an engine nacelle or in the fuselage must be protected from damage which could result in spillage of enough fuel to constitute a fire hazard as a result of a wheels-up landing on a paved runway under each of the conditions prescribed in CS 25.721(b).

The inerting of the fuselage tank, while introduced in the frame of compliance with CS 25.981(b), is primarily focussed at protecting the fuel tank against internal design failure modes that could ignite fuel vapours. Moreover, the agreed compliance means of the inerting system is based on a statistical objective following a Monte-Carlo analysis per CS-25 Appendix N. This strategy cannot be assumed to meet the safety objective of protection against external ground fire hazards.
However, Flammability Reduction Systems or Ignition Mitigation Means can be considered provided their performance could be demonstrated to prevent ignition of RCT fuel vapours by an external ground fire. In accordance with 21.B.75(a)(1) of Annex Part-21 to Regulation (EU) 748/2012 for novel or unusual design features, there is the need to address the threat of RCT fuel vapour ignition in case of external fuel fed ground fire.

Considering all the above, the following Special Condition is proposed to complement CS-25 Amdt. 23 certification specifications:

Special Condition

In order to protect cabin occupants during evacuation, from the risk of fuselage tank explosion triggered by an external fuel fed ground fire , the large aeroplane design must prevent ignition of fuel tank vapour (due to hot surface) from occurring inside the conformal fuselage structural fuel tank.
The corresponding demonstration must consider sufficient time to allow a safe evacuation of all occupants after an event leading to an external fuel fed ground fire.

Definition

A conformal fuselage structural fuel tank is a fuel tank, that shares some boundaries with the fuselage skin.