

No. 36

Type Certificate Holder Airbus
2 rond-point Emile Dewoitine
31700 Blagnac FRANCE

Type Certificate Holder Record Name changed from Airbus Industrie to Airbus January 2002

I. General

Model A320-211, Approved March 28, 2003
Model A320-214, Approved December 9, 2005
Model A320-216, Approved February 6, 2013
Model A320-232, Approved April 20, 2012
Model A320-251N, Approved February 13, 2020
Model A320-271N, Approved December 9, 2016

II. Certification Basis

1. **Airworthiness Requirements:**

1.1 Civil Aeronautics Regulations Annex 1

1.2 For A320-211 and weight variants up to 006 (DGAC letter 53170 SFACT/TC), JAR 25 Change 11 (except paragraph 25.207 which remains at Change 10) as elected by the Manufacturer (equivalent level to Part 3 of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Standards) dated April 7, 1983 (equivalent to 14 CFR part 25 including amendment 25-1 through 25-54) and 14 CFR part 25 including amendment 25-55 and 25-56.

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

[illegible]

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

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)

1.4 For all models of A320-200 series, the JAR 25 paragraphs defined in 1.3 above are modified following the Elect-to-comply with the new discrete gust requirements of JAR 25 Change 14 as amended by NPA 25C-282, by the application of the major change titled "Flight controls – deletion of LAF features from A320", modifications 26334/26335.(CRI A2006)

1.5 For all A320 series, Elect-to-comply with 14 CFR Part 25.772(a) and (c) and 25.795 amendment 106 according to CRI E12 – Reinforced Security Cockpit Door

1.6 Certification basis revised for MOD 160500 "Sharklet" by CRI A-0001-001.

For the definition of the affected areas and requirements please refer to the CRI.

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

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

§ 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 amended by AMC-F14

1.7 Certification basis revised for MOD 156723 issue 1 “Max Pax” by CRI A-0001-004. For the definition of the affected areas and requirements please refer to the CRI.

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

<u>CS 25 Amdt 13 for</u>	
§ 25.23	§ 25.489
§ 25.321	§ 25.801(d)
§ 25.331	§ 25.803(c)
§ 25.341(a)(b)	§ 25.807(g) amended by CRI E-2107 and demonstrated through
§ 25.351	

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

§ 25.473	ESF CRI D-01
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§ 25.1519
§ 25.481(a)(c) amended by SC A-2 for § 25.481(a)	§ 25.1529
	§ 25.1541(a)(b)
	§ 25.1557(a)
<u>JAR 25 change 13</u>	
§ 25.812(e)	§ 25.853(a)1 amended by CRI D-0306
§ 25.812(k)(l)	
<u>JAR 25 change 12</u>	
§ 25.853(c)	
<u>JAR 25 change 11</u>	
§ 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)	

1.8 Certification basis for A320-251N and A320-271N affected areas

<u>CS 25 Amdt 11 for:</u>	
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 SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.999 (a) (b)
25.173 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SAneo 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 SAneo SC B-04 (Static Directional, Lateral and	25.1013 (a) (b) (c) (d) (e) (f)

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

Longitudinal Stability and Low Energy awareness)	
25.181	25.1015 (a) (b)
25.201 replaced by SAnco SC B-01 (Stalling and scheduled operating speeds)	25.1017 (a) (b)
25.203 replaced by SAnco 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) (for new or modified parts)	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) (e)	25.1181 (a) (b) amended by SAnco 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 SAnco 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 CRI S30 (Automatic Flight/Flight

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	Management Functions), For newly designed systems only
25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(a)	25.1305 (a) (c) (d) amended by SAneo SC F-13 (Fuel System Low Level Indication – Fuel Exhaustion)
25.483 (a) (b)	25.1309 (for newly designed systems) amended by: Legacy CRI SE2001 (SC S-76 – Effects of external radiations upon aircraft systems – modified by CRI SE14), Legacy CRI SE14 (SC S-76-1 – Protection from the effects of HIRF)
25.485 (a) (b)	25.1316 (a) (b) (c)
25.489	25.1337 (a) (c) (d)
25.491	25.1353 (a) (b) (for engine and pylon areas)
25.493 (b) (c) (d) (e)	25.1355 (c)
25.495	25.1357 (a) (for newly designed systems)
25.499 (a) (b) (c) (d) (e)	25.1401 (b)
25.503 (a) (b)	25.1403
25.507 (a) (b) (c)	25.1419 (a) (b) (c) (d) (e) (f) (g) (h) for engine air intake protection
25.509 (a) (c) (d)	25.1431 amended by Legacy CRI SE2001(SC S76 - Effects of external radiations upon – aircraft systems), Legacy CRI SE14 (SC S76-1 – Protection from the effect of HIRF) For newly designed equipment only
25.511	25.1438 (for newly designed equipment)
25.519 (a) (b) (c)	25.1459 (a) (b) (c) (d) amended by Legacy CRI S72 (HC-S72 – Flight recorders)
25.571 (a) (b) (c) (d) (e) (for new or modified parts)	25.1461 (a) (b) (c) (d) For newly designed equipment
25.581 amended by Legacy CRI SE2004 (SC S75 – Lightning protection indirect effects) for pylon and nacelle areas	25.1501
25.601 (for new or modified parts)	25.1503
25.603 (a) (b) (c) (for new or modified parts)	25.1507
25.605 (a) (b) (for new or modified parts)	25.1511
25.607 (a) (b) (for new or modified parts)	25.1513
25.609 (a) (b) (for new or modified parts)	25.1515
25.611 (a)	25.1517
25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	25.1519
	25.1521 (a) (c) (d)

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'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: SAneo ESF E-51 (Oil temperature indication)
25.671 (a) (b) (c) (d) amended by legacy CRI F7 (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
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 amended by Legacy CRI F-12 (Landing distances on PFC/Grooved Runways)
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 CRI SE2004 (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 SAneo 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 SAneo 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)

CS 25 Amdt 8 for:

25.683 (b)

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

CS 25 Amdt 2 for:

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

CS 25 Amdt 1 for:

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 CRI F4012 (SC F-11 –
Accelerate-stop distances and
related performances, worn
brakes), Legacy CRI SE3003
(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 CRI 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

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

25.703 (a) (b) (c)	25.1321 (d)
25.721 (a) (b) (c)	25.1322 (a) (b) (c) (d) amended by generic CRI 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 CRI S30 (Automatic Flight/Flight Management Functions)
25.777 Sub-paragraph (b) amended by SAneo CRI 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 CRI SE2004 (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

1.9 Certification basis revised for MOD 156723 issue 4 and issue 5 “Max Pax” by CRI A-0001-007.

For the definition of the affected areas and requirements please refer to the CRI.

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

<u>CS 25 Amdt 17 for</u>	
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 CRI E- 2107 and demonstrated through ESF CRI D-01
25.351	25.901(c)
	25.1519
	25.1529
25.365(a)	25.1541(a)(b)
25.473	25.1557(a)
25.479(a)(c)(d) amended by SC A-2	

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

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 CRI

D-0306-000

JAR 25 change 12

25.853(c)

JAR 25 change 11

25.561

25.1351(a)

25.785

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)

- 1.10 For all models Airbus Elect To Comply to CS25.851(a),(c) at Amdt 17 when halon free hand-held fire extinguishers are installed (CRI D-GEN-AIRBUS-01).
- 1.11 For all models Airbus Elect To Comply with CS25-791 at Amdt 20 when Mod 160139 "Passenger information signs and placards" is installed
- 1.12 For all models Airbus Elect to Comply to CS 25.562 initial issue for Improved Seats in Air Carrier Transport category Airplanes" for cabin and/or passenger seats (E-31)
- 1.13 For all models Airbus Elect to Comply to 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.
- 1.14 For A320 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, CS 25.795(a)(1), 25.795(a)(2) are at Amendment 22.
- 1.15 For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.
- 1.16 For A320 series aircraft:
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).
- 1.17 When MOD 163425, MOD 166357 and MOD 168149 are installed on A320-251N/-271N, CS 25.705 is applicable at Amendment 24.
- 1.18 For all changes on A320-211/-214/-216/-232 affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of EASA TCDS issue 56), CS 25.629 is at Amendment 8.
- 1.19 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

design-related human performance change, CS 25.1302 at amendment 23 is applicable.

1.20 When MOD 173151 and 175518 are installed on A320-251N and A320-271N : CS 25J1093(a) at amdt 11

2. Special Condition;

- Special conditions : raised to cover novel or unusual features not addressed by the JAR.

EC-G11	General Definitions
SC-F1	Stalling and Scheduled Operating Speeds
SC-F3	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 Designated 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
HC-A4.4	Manoeuvre Loads – High Lift Devices Deployed
HC-A4.5	Brake Roll Conditions
HC-A4.6	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 upon aircraft systems
SC-S77	Integrity of control signal
SC-P01	Full Authority Digital Engine Control System (FADEC)
SC-E1005	Resistance to fire terminology

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

HC-A4.4 Manoeuvre loads high lift devices deployed

2.2 For all A320-200 series with OCTOPUS AFM (see CRI F2013), 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: 25x131; 25x132; 25x133; 25x135; 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:

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

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

2.3 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 -S76-1 (CRI SE14).

2.4 For any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll condition) is superseded by JAR 25.493 (d) at Change 14 (CRI A7)

2.5 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 E-34	HIC Compliance to Front Row Seating
SC E-13	Installation of inflatable restraints (optional)
SC D-0306	Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	Flammability Reduction System (see Note 15)
SC E10	High altitude airport operations (up to 14,100ft)(CRI E10)
SC E-48	Fuel Tank Safety
SC F-0311-001	Flight Recorders including Data Link Recording
SC D-0332-001	Towbarless Towing
SC B-12	Soft Go Around
SC F-119	Security protection of Aircraft systems and networks
SC E-21	Flight Instrument External Probes - Qualification in Icing Conditions - New UTAS Pitot Probes
SC F-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)
SC D-08	Installation of Personal Electronic Device charging stowage for cabin crew use
SC D-33	Cabin attendant seat mounted on movable part of an interior monument
SC F-MULTI-04	Rechargeable Lithium Battery Installations

2.6 Special Conditions for aircraft equipped with MOD 160500:

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 Vd

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

2.7 Special Conditions for A320-251N and A320-271N

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

* Applicable to A320-251N

2.8 The following special conditions developed for previous models are also applicable to the A320-251N and A320-271N affected areas:

A2.2.2	Design Manoeuvre requirement
A-3001 (SC A1)	Interaction of systems and structure

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

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 F9)	Dual Control System
H-01	Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS
P-27	Flammability Reduction System
S11	Limit Pilot forces and torques
S30	Automatic Flight/ Flight Management Functions
S-33	Autothrust system
S72(HC-S72)	Flight recorders
SE14 (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.

3. Exemptions;
None

4. Deviations;

Optional

ACNS-B-GEN-01 Removal of DM89 MONITORING message from the required CPDLC downlink messages list.

5. Equivalent safety findings;

5.1 The following JAR 25 paragraphs have been complied with through equivalent safety.

JAR 25.783(e)	for cargo doors (CRI SM 2005)
JAR 25.783(f)	for passenger doors and bulk door(Mod 20029)(CRI SM 2004 and SM 2007)
JAR 25.807	for maximum number of passengers (180 PAX) (CRI E 2107)
JAR 25.813(c)	for emergency exit access (CRI E2105 issue 3 Type III over wing emergency exit access, Seat cushion height)
JAR 25.933(a)	for thrust reverser auto restow function (CRI P 1002)
JAR 25.791	for passenger information signs (CRI S53)

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

14 CFR Part 25.856(b)	Fuselage burnthrough protection in bilge area (see CRI E-32), see note 14
14 CFR Part 25.856(a)	Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	Photo-luminescent EXIT sign for MCD (Movable Class Divider)(CRI E14)
JAR 25.811(f)	Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42)
JAR25.1443(c)	Minimum Mass Flow of Supplemental Oxygen (CRI F-20)
JAR25.1441(c)	Crew Determination of Quantity of Oxygen in Passenger Oxygen System (CRI F-21)

5.3 Equivalent Safety Findings for aircraft equipped with MOD 160500

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

5.4 The following Equivalent Safety Findings have been developed for A320-251N and A320-271N

CS 25.934, CS-E 890	E-43	Thrust reverser Testing
CS 25.1181(a)	E-44**	Fan Zone as non fire zone
CS 25.1549(a)	E-51	Oil temperature indication
CS 25.1181, CS25.1182	E-52	Nacelle area adjacent to fire

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

CS 25.997(d)	E-49*	Fuel Filter Location
CS 25.811(e)(4)	SE-63	Green Arrow and "Open" placard for Emergency Exit Marking
* Applicable to A320-251N only		
** Applicable to A320-271N only		

5.5 The following Equivalent Safety Findings for previous models are also applicable to the A320-251N and A320-271N affected areas:

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

5.6 Equivalent Safety Findings for aircraft equipped with MOD 156723

CS25.807(g)	CRI D-01	Over-performing Type I exit
-------------	----------	-----------------------------

6. ETOPS;

For the Extended Range Twin Engine Airplane Operations the applicable technical conditions are contained in AMC 20-6 (as initially published in AMJ 120-42/IL 20 and CAP 513) and A320 ETOPS CRI G1006

7. Japan Special Requirements;

Sudden Release of Pressure

8. Japan Additional Special Requirements;

Cabin Ozone Concentration (equivalent to 14 CFR Part 25.832)
 Bird Strike Damage (equivalent to 14 CFR Part 25.631)
 Cargo door lock view port (equivalent to 14 CFR Part 25.783)
 Placards on type III door (equivalent to 14 CFR Part 25.811)
 Placards and Markings as shown in JCAB Circular No.1-008.
 Contents of Airplane Flight Manual as shown in JCAB Circular No.1-001

9. Environmental Requirement;

-For A320-211, -214 and -216
 Japanese Civil Aeronautics Regulations Annex 2 Chapter 2-2 (equivalent to ICAO Annex 16, Volume I, Chapter 4 for Noise Requirements)
 -For A320-216+Sharklet, -232, -251N and -271N
 Japanese Civil Aeronautics Regulations Annex 2 Chapter 8 (equivalent to ICAO Annex 16, Volume I, Chapter 14 for Noise Requirements)
 -For A320-211
 Japanese Civil Aeronautics Regulations Annex 3, Chapter 1 for Fuel Venting and Chapter 2 for Exhaust Emissions Requirements. (equivalent to ICAO Annex 16, Volume II Amendment 9)
 -For A320-214, -216, -232, -251N and -271N
 Japanese Civil Aeronautics Regulations Annex 3, Chapter 1 for Fuel Venting and Chapter 2 for Exhaust Emissions Requirements. (equivalent to ICAO Annex 16, Volume II Amendment 10)
 -For A320-251N with Optimisation of the Upper Belly Fairing (MOD 168228), Booster step 2 (MOD 161038), High Pressure Turbine stage 2 blade redesign (MOD 171103), and FADEC FCS8.5 standard (MOD 171512), and for A320-271N with Optimisation of the Upper Belly Fairing (MOD 168228), Block D combustor (MOD 167243), and Block D High Pressure Turbine Static Structure (MOD 167417)
 Japanese Civil Aeronautics Regulations Annex 4, (equivalent to ICAO Annex 16, Volume III, First Edition, Amendment 1, CO₂ standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f))
 Note: corresponds to CAEP/10 In-Production Standard.
 For CO₂ metric values see EASA Aeroplane CO₂ Emissions Database.

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

10. Continued Airworthiness and Safety Improvements for Transport Category Airplanes;

TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 "Enhanced Airworthiness Program for Airplane Systems" and Part III-3 "Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements" dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

1.1 Certificated Model: A320-211

Definition of reference airplane by AIRBUS Document AI/EA-A413.630/88

(See Note J3)

1.2 Certificated Model: A320-214

Definition of reference airplane by AIRBUS Document AI/EA-S 413.0150/95 (00D000A0006/C21)

(See Note J3)

1.3 Certificated Model: A320-216

Definition of reference airplane by AIRBUS Document D00D06011383 (00D000A0216/C21)

(See Note J3)

1.4 Certificated Model: A320-232

Definition of reference airplane by AIRBUS Document AI/EA-A 414.05020/93 (00D000A0005/C21)

(See Note J3)

1.5 Certificated Model: A320-251N

Definition of reference airplane by Airbus document 00D000A5024/C20

(See Note J3)

1.6 Certificated Model: A320-271N

Definition of reference airplane by Airbus document 00D000A5021/C20

(See Note J3)

2. Equipment

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

3. Principal dimensions of A320 Aircraft :

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

4. Engines

A320-211

2 CFM International Model CFM56-5A1 Turbofan or 2 CFM International Model CFM56-5A1/F Turbofan

A320-214

2 CFM International Model CFM56-5B4 Turbofan or 2 CFM International Model CFM56-5B4/2 Turbofan

Note: JCAB approved only an engine of Model CFM 56-5B4/P and CFM 56-5B4/3 on AFM Supplement

See: NOTES PERTINENT TO A320 SERIES

A320-216

2 CFM International Model CFM56-5B6/P Turbofan

See: NOTES PERTINENT TO A320 SERIES

A320-232

2 IAE Model V2527-A5 Turbofan

A320-251N

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

A320-271N

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

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

5. Auxiliary Power Unit (APU)

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

6.Fluids (Fuel, Oil, Additives, Hydraulic)

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)

Hydraulic Fluids

Type IV or V- Specification NSA 30.7110

7. Fluid Capacities

Fuel Quantity (0.8kg/liter)

A320-200 series (without mod 160001)

Tank	Usable fuel		Unusable fuel	
	(liter)	(kg)	(liter)	(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

A320-211/-214/-216 (with mod 37331 and without mod 160001)

Tank	Usable fuel		Unusable fuel	
	(liter)	(kg)	(liter)	(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

A320-200 series (without mod 37331 and with mod 160001)

Tank	Usable fuel		Unusable fuel	
	(liter)	(kg)	(liter)	(kg)
Wing	15,569	12,455	58.9	47.1

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

Center	8,248	6,598	23.2	18.6
Total	23,817	19,054	82.1	65.7

A320-211/-214/-216 (with mod 37331 and with mod 160001)

Tank	Usable fuel		Unusable fuel	
	(liter)	(kg)	(liter)	(kg)
Wing	15,919	12,735	58.9	47.1
Center	8,248	6,598	23.2	18.6
Total	24,167	19,334	82.1	65.7

A320-251N/-271N

Tank	Usable fuel		Unusable fuel	
	(liter)	(kg)	(liter)	(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

8. Airspeed Limits

See JCAB approved Airplane Flight Manual

9. Flight Envelope

Maximum Operating Altitude

39,100ft (pressure altitude)

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

10. Operating LimitationsPowerplant

Engine Type	CFMI CFM56-5A1 CFMI CFM56-5A1/F	CFMI CFM56-5B4 CFMI CFM56-5B4/2 (**)	CFMI CFM56-5B6/P
	Data Sheets E28NE (FAA) EASA.E.067 (EASA) No. 631 (JCAB)	Data Sheets E37NE ; E38NE(FAA) EASA.E.003 (EASA) No. 649(JCAB)	Data Sheets E37NE ; E38NE (FAA) EASA.E.003 (EASA) No. 649(JCAB)

(**) CFM56-5B4/P, -5B4/3 engine is same as CFM56-5B4, -5B4/2 engine

Engine Type	IAE V2527-A5
	Data Sheets E40NE (FAA) EASA.E.069 (EASA) No. 577 (JCAB)

Engine Type	LEAP-1A26
	Data Sheets E00089EN (FAA) E.110 (EASA) No. 778 (JCAB)

Engine Type	PW1127G-JM/ PW1127GA-JM
	Data Sheets E87NE (FAA) IME.093(EASA) No. 756 (JCAB)

Other engine limitations

See the relevant Engine Type Approval Data Sheet.

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

11. Maximum Certified Weights

	A320-211	A320-214/-232	A320-216	A320-251N/-271N
Max. Take - off Weight	67000	77000	75500	79000
Max. Landing Weight	64500	66000	66000	67400
Max. Zero Fuel Weight	60500	62500	62500	64300
Minimum Weight	37230	37230	37230	40300 (PW) 40600 (CFM)

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

12. Center of Gravity Range

See JCAB approved Airplane Flight Manual.

13. Minimum Flight Crew

2 pilots

14. Maximum Passenger Capacity

The table below provides the certified Maximum Passenger Seating Capacity (MPSC):

MPSC	Modification
180	None
195	156723*
165	156723 and 164024**

* This modification defines a virtual envelope of the Layout Of Passenger Accommodation (LOPA) and do not constitute an authorization for the installation of seats in excess of 180. A separate approval is needed for installation of the individual customized cabin layout and the necessary cabin adaptations up to 195 seats (see Note 13 and JCAB approved Flight Manual).

** When the modifications 35177, 156723 and 164024 are installed together, the maximum number of passengers between the overwing exit doors and the forward or rear door is 100.

15. Cargo Compartment Loading

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 (reference of containers, pallets, and associated weights), see Weight and Balance Manual Ref 00E080A0001/C1S Chapter 1.10.

16. Tyres

See SB A320 32 1007 for A320-211/-214/-216/-232
SB A320 32 1439 for 320-251N/-271N.

17. Service Information

All Airbus Service Bulletins approved by DGAC/EASA or by a DGAC/EASA approved Design Organization will carry a statement to that effect. This statement may be interpreted as "JCAB-approved."
All Service Bulletins that are subject to an Airworthiness Directive of the DGAC/EASA will carry a statement to that effect.

18. Production conditions

- A320 aircraft up to and including MSN 0925, with the exception of those listed below, are produced in Blagnac (France) under approval P09 issued by DGAC to AIRBUS INDUSTRIE.
- A320 aircraft MSN 0844, 0861, 0863, 0868, 0870, 0918, and A320 aircraft From and including MSN 0927 are produced in Blagnac (France) under approval F.G.035 issued by DGAC to AIRBUS INDUSTRIE.
- Since September 27, 2004, A320 Aircraft are produced in Blagnac (France) under approval FR.21G.0035 issued by DGAC France to AIRBUS.
- Since April 15, 2008, A320 aircraft are produced in Hamburg (Germany) under approval DE.21G.0009 issued by LBA

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

to AIRBUS.

- From July 21, 2008, A320 aircraft are produced in Toulouse (France) and Hamburg (Germany) under approval EASA.21G.0001 issued by EASA to AIRBUS.
 - From May 06, 2009, A320 aircraft are produced in Toulouse (France), Hamburg (Germany) and Tianjin (People's Republic of China) under approval EASA.21G.0001 issued by EASA to AIRBUS.
 - From March 8th 2016, A320 aircraft are produced in Toulouse (France), Hamburg (Germany), Tianjin (People's Republic of China) and Mobile (USA) under approval EASA.21G.0001 issued by EASA to AIRBUS.
- (See Note J5)

19. Import Requirements

For each newly manufactured aircraft to be delivered to Japan, EASA will issue, when required, an EASA declaration of compliance for Export (so called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted by the National Authority or by EASA, under Commission Regulation (EC) No.1702/2003, stating the following:

"The aircraft covered by this certificate has been examined, tested and found to conform to the type design approved under JCAB Type Certificate No.36-11 and to be in condition for safe operation."

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
JCAB 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 A320 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.

Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A320 approved Airworthiness Limitations Items document (ALS Part 2).

Certification Maintenance Requirements are provided in the A320 approved Airworthiness Limitations Section (ALS) Part 3.

System Equipment Maintenance Requirements are provided in the A320 approved Airworthiness Limitations Section (ALS) Part 4.

Fuel Airworthiness Limitations are provided in the A320 approved Fuel Airworthiness Limitations document (ALS Part 5).

Maintenance Review Board Report

Note:

For A320-211, -232 models, the embodiment of modification 37734 leads to change the maintenance program and its associated Limit of Validity (LoV) from 48,000FC/60,000FH to 37,500FC/80,000FH (whichever occurs first).

For A320-211, -214, -216, -232, models without Sharklet, the embodiment of modification 39020 leads to change the maintenance program and its associated Limit of Validity (LoV) from 48,000FC/60,000FH to 60,000FC/120,000FH (whichever occurs first).

Other Limitations

See JCAB approved Airplane Flight Manual.

NOTES PERTINENT TO A320 SERIES

1. A320-200 which was registered in Japan before January 1, 2003 is A320-211.
2. The Configuration, Maintenance and Procedure Standards for extended range twin-engine airplane operations (ETOPS) is contained in ETOPS CMP document reference SA/EASA: AMC 20-6/CMP at latest applicable revision.

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

Certificated models are A320-211/-214/-216/-232/-251N/-271N, with all applicable engines.

Embodiment of Modification:

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

The Type Design, system reliability and performance of A320 models were found capable for Extended Range Operations 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 Extended Range Operations (operational approval must be obtained from the responsible Authority).

3. A320-211 (CFM56-5A1/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.
4. A320-211 CFM 56-5A1 engine can be intermixed with CFM 56-5A1/F engine (mod 23755) on the same aircraft (AFM supplement).
5. If modification 25800 is embodied on models with CFM56-5B engines, the engine performance is improved. The engine denomination changes to /P.
The modification is currently applicable for:
A320-214: CFM56-5B4 (SAC) which changes to CFM56-5B4/P.

CFM56-5B/"non-P" engine can be intermixed with CFM56-5B/P engine on the same aircraft

Note: modification 25800 is basically embodied for A320-216 model.
6. If modification 26610 is embodied on models with CFM5B/2(DAC) engines, the engine performance and gaseous emission levels are improved. The modification is currently applicable for:

A320-214: CFM56-5B4/2(DAC) which changes to CFM56-5B4/2P (DAC II C)

CFM56-5B/2 "non-P"(DAC) engine can be intermixed with CFM56-5B/2P(DAC II C) engine on the same aircraft (AFM supplement).

CFM56-5B/P or/"non-P" (SAC) engine can be intermixed with CFM56-5B/2P (DAC II C) engine 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 application on CFM 56-5Bx/P SAC engine.
If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.
The modification is currently applicable for:
A320-214: CFM56-5B4 (SAC) which changes to CFM 56-5B4/3
A320-216: CFM56-5B6 (SAC) which changes to CFM 56-5B6/3

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. 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.
9. (Removed)

Section 1. Model A320 Series (Transport Category) Airplanes (Cont'd)

10. (Removed)
11. (Removed)
12. For model A320-211, modification 21038 shall be installed to enable CAT IIIB precision approach.
Model A320-214, A320-216 and A320-232 are qualified for Cat IIIB precision approach per basic design definition.
For A320-251N and A320-271N modification 161765 shall be installed to enable for Cat IIIB precision approach.
13. The second Type III emergency exit can be de-activated by embodiment of modification 35177 (aft overwing exit) or modification 150016 (forward overwing exit). In this case, the maximum number of passengers is 145. The maximum number of passengers between any of the overwing exit and rear door is 90. If modification 35177 is installed with modification 156723 the maximum number of passengers between the overwing exit doors and rear door is 100.
14. If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A320 airplane, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See CRI E-28).
15. 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 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 A320 or A321 airplanes, the airplane is compliant with paragraph 14 CFR 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 (See Special Condition P-27).
16. A320-216 model results of the embodiment of modification 36311 on A320-214 model.
17. 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
18. 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.
19. If modification 174714 (alternate climb) is installed on the A320-271N equipped with PW1127GA-JM engines, then the engine model is changed to PW1127G1C-JM.

J1. Dates of application for EASA/DGAC and JCAB Type Certificate are as follows.

Model	DGAC No. 180	JCAB No. 36
A320-211	February 7, 1984	July 12, 2002
A320-214	May 10, 1992	April 21, 2005
A320-216	December 22, 2005	February 6, 2013
A320-232	May 10, 1992	April 20, 2012
A320-251N	May 31, 2016	February 13, 2020
A320-271N	29 February 2012	7 December 2014

- J2. This part of Type Certificate Data Sheet (TCDS) is based on EASA TCDS No. A.064 Issue 62.
- J3. Model definition shall be modified, where necessary, in accordance with Japanese requirements.
- J4. A320-214 Weight Variant 002 and 010 are interchangeable with Service bulletin A320-00-1153, -1154 and -1155.
- J5. JCAB approved production in Toulouse (France) and Hamburg (Germany) only.

Section 2. Model A321 Series (Transport Category) Airplanes

I. General

Model A321-131, Approved February 13, 1998
Model A321-211, Approved October 25, 2016
Model A321-231, Approved August 7, 2023
Model A321-271N Approved August 4, 2017
Model A321-272N Approved August 4, 2017
Model A321-251NX Approved August 28, 2020

II. Certification Basis

AIRBUS (former AIRBUS INDUSTRIE) has applied for A321 type certificate on November 30, 1989 to DGAC.

1. Airworthiness Requirements;

1.1 Japanese Civil Aeronautics Regulations Annex 1

1.2 JAR 25, Change 11 as amended by the following JAR 25 Change 13 paragraphs effective on the reference date November 30, 1989 (equivalent level to Part 3 of the TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) dated April 7, 1983 and Part 25 of the Federal Aviation Regulations Amendment 25-55 and 25-56):

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

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

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

1.3 JAR 25 Requirements elected by the manufacturer (Letter AI/EA 412.0033/92 dated March 13, 1992)

a. JAR 25 paragraphs 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)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

- b. JAR 25 paragraphs at Change 13 and amended by the NPA 25 BDG 244 Accelerate Stop distances and Associated Performance.
Refer to Special Conditions F-10 and S-79
- 1.4 For A321-200 series, 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 CRI F3012)
- 1.5 For all models, Elect to comply with 14CFR Part 25.772(a) and (c) and 25.795 amendment 106 according to CRI E12 – Reinforced Security Cockpit Door
- 1.6 Sharklet (MOD 160023 applicable on A321-211)
Certification basis revised for MOD 160023 “Sharklet” by CRI A-0001-001.

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
§ 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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

§ 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

§ 25.233

A318 SC F5001 (for b)

§ 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

1.7 For all models Airbus Elect To Comply to CS25.851(a), (c) at Amdt 17 when halon free hand-held fire extinguishers are installed (CRI D-GEN-AIRBUS-01).

1.8 Certification basis for A321-271N and A321-272N affected areas

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 SAnco SC B-
04 (Static Directional, Lateral

25.999 (a) (b)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

and Longitudinal Stability and Low Energy awareness)	
25.173 replaced by SAnco SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SAnco 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 SAnco 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 SAnco SC B-01 (Stalling and scheduled operating speeds)	25.1017 (a) (b)
25.203 replaced by SAnco SC B-01 (Stalling and scheduled operating speeds)	25.1019 (a)
25.231	25.1021 (a) (b)
25.233	25.1023 (a) (b)
25.235	25.1025 (a) (c)
25.251	25.1041
25.301 (a) (b) (c)	25.1043 (a) (b) (c)
25.302 (for new or modified parts)	25.1045 (a) (b) (c)
25.303 (for new or modified parts)	25.1091 (a) (b) (c) (d) (e)
25.305 (a) (b) (c) (e) (f) (for new or modified parts)	25.1093 (b)
25.307 (a) (d) (for new or modified parts)	25.1103 (b) (c) (d)
25.321 (a) (b) (c) (d)	25.1121 (a) (b) (c) (d) (f) (g)
25.331 (a) (b) (c)	25.1123 (a) (b) (c)
25.333 (a) (b)	25.1141 (a) (b) (c) (d) (e) (f)
25.335 (a) (b) (c) (d) (e) (f) with sub-paragraph (b) replaced by Legacy SC A-5003 (Design Dive Speed Vd) and sub-paragraph (e) amended by Legacy SC A-2 (Stalling speeds for structural design)	25.1143 (a) (b) (c) (d) (e)
25.337 (a) (b) (c) (d)	25.1145 (a) (b) (c)
25.341 (a) (b) (c)	25.1155 (a) (b) (c) (d) (e)
25.343 (a) (b) (for new or modified parts)	25.1163 (a) (b) (c)
25.345 (a) (b) (c) (d)	25.1165 (a) (b) (c) (e) (f) (h)
25.349 (a) (b)	25.1167 (a) (b) (c)
25.351 (a) (b) (c) (d)	25.1181 (a) (b) amended by SAnco 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)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

25.371	25.1191 (a) (b)
25.373 (a) (b)	25.1193 (a) (b) (c) (d) (e) amended by SAnco 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 CRI S30 (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 SAnco 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 CRI SE2001 (SC S- 76 – Effects of external radiations upon aircraft systems – modified by CRI SE14), Legacy CRI SE14 (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 CRI SE2001(SC S76 - Effects of external radiations upon –aircraft systems), Legacy CRI 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 CRI S72 (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 CRI SE2004 (SC S75 – Lightning	25.1503

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

protection indirect effects) for pylon and nacelle areas	
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: SAneo ESF E-51 (Oil temperature indication)
25.671 (a) (b) (c) (d) amended by legacy CRI F7 (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
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 amended by Legacy CRI F-12 (Landing distances on PFC/Grooved Runways)
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 CRI SE2004 (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 SAneo 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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

25.933 (a)	25.1717 for engines and pylon areas
25.934 amended by SAnco 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)
<u>CS 25 Amdt 8 for:</u>	
25.683 (b)	
<u>CS 25 Amdt 2 for:</u>	
25.21 with sub-paragraph (b) added by SAnco SC B-01 (Stalling and Scheduled Operating Speeds)	25.123
25.103 replaced by SAnco SC B-01 (Stalling and Scheduled Operating Speeds)	25.125
25.105	25.143 Sub-Paragraphs (j), (k), (l) added by SAnco SC B-03 (Motion and Effect of Cockpit control), Sub-paragraph (h) added by SAnco SC B-07 (Flight envelope protection), Sub-paragraph (i) added by SAnco SC B-08 (Normal Load factor limiting System).
25.107	25.207 replaced by SAnco SC B-01 (Stalling and scheduled operating speeds).
25.111	25.237
25.119	25.253
25.121	25.1419
<u>CS 25 Amdt 1 for:</u>	
25.981 (a) (3) amended by generic SC E-48 – Fuel Tank Safety for all areas except engine and pylon areas	
<u>JAR 25 Chg 14 for:</u>	
25.145 (b) (c)	
25.365 (e)(2), (e)(3)	
25.1423 (a) (b) (c) (d) (e) (f) (g)	
25.1583 (j)	
<u>JAR 25 Chg 13 for:</u>	
25.365 (f) (g)	
25.735 (a) (f) (g) (h) amended by Legacy CRI F4012 (SC F-11 – Accelerate-stop distances and related performances, worn	

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

brakes), Legacy CRI SE3003 (SC S-79 – Brake requirements, qualification and testing – A321)	
25.853(a)(1)	
<u>JAR 25 Chg 12 for:</u>	
25.853(c)	
<u>JAR 25 Chg 11 for:</u>	
25.561 (a) (b) (c)	25.994 for all areas except engine and pylon areas
25.563	25.1301
25.672 (a) (b) (c)	25.1309 amended by Generic CRI D-0332-001 (Towbarless Towing) For systems adaptations.
25.677 (b)	25X1315
25.703 (a) (b) (c)	25.1321 (d)
25.721 (a) (b) (c)	25.1322 (a) (b) (c) (d) amended by generic CRI 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 CRI S30 (Automatic Flight/Flight Management Functions)
25.777 Sub-paragraph (b) amended by SAneco CRI 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 CRI SE2004 (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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

1.9 Certification basis revised for MOD 160766 issue 1 A321-251NX by CRI A-0001-003.

The certification basis is that of the A321-271N and -272N amended by the following. For the definition of the affected areas and requirements please refer to the CRI A-0001-003.

CS25 Amdt 15

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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

§25.483	§25.1411
§25.485	§25.1431(a)(c)(d) as amended by SC S-76-1
§25.489	§25.1511
§25.491	§25.1519
§25.493(b)(c)(d)(e)	§25.1533
§25.495	§25.1535(a)(b)(c)
§25.499	§25.1541
§25.503	§25.1545
§25.507(a)(b)	§25.1557(a)(c)
§25.509(a)(c)(d)	§25.1561
§25.509(b)	§25.1581
§25.511	§25.1583
§25.519	§25.1587
§25.561	§25.1591
§25.562(a)(b)(c[1]) (c[2])(c[3])(c[4]) (c[7])(c[8])	§25.1703(a)(b)(d)
§25.571(a)(b)	§25.1705(a)
§25.571(c)	§25.1707(a)(d)(l)
§25.571(e)	§25.1709
§25.581	§25.1711(a)(c)(d)(e)
§25.601	§25.1713(a)(c)
§25.603	§25.1715
§25.605	§25.1717
§25.607	§25.1719
§25.609	§25.1721(a)(b)
§25.611(a)	§25.1725(b)
§25.611(b)	§25.J951(a)
§25.613	§25.J952(a)
§25.619	§25.J955(a1)
§25.621	§25.J993
	§25.J994
<u>CS25 Amdt 11</u>	
§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
<u>CS25 Amdt 2</u>	
§25.21(a)(d)	§25.111
§25.103	§25.121
§25.105	§25.123
§25.107	§25.143(a)(b[3])(g) as amended by SC B-01, SC B-08
<u>JAR25 Change 14</u>	
§25.1423	
<u>JAR25 Change 13</u>	
§25.853(a[1]) as amended by SC D-0306-000	
<u>JAR25 Change 12</u>	
§25.853(c)	
<u>JAR25 Change 11</u>	
§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])

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

§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	

- 1.10 For all models Airbus Elect To Comply with CS25-791 at Amdt 20 when Mod 160139 “Passenger information signs and placards” is installed
- 1.11 For all models Airbus Elect to Comply to CS 25.562 initial issue for Improved Seats in Air Carrier Transport category Airplanes" for cabin and/or passenger seats (E-31)
- 1.12 For all models Airbus Elect to Comply to 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.
- 1.13 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, CS 25.795(a)(1), 25.795(a)(2) are at Amendment 22.
- 1.14 For A/C configuration with ELT-DT equipment MOD 166219: CS-ACNS is at Issue 3 Subpart E Section 3.
- 1.15 For A321 series aircraft:
 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).
- 1.16 When MOD 163425, MOD 166357 and MOD 168149 are installed on A321-271N/-272N/-251NX, CS 25.705 is applicable at Amendment 24.
- 1.17 For all changes on A321-131/-211/-231 affecting Horizontal Tail Plane (HTP) parts with application date after 11 October 2024 (date of EASA TCDS issue 56), CS 25.629 is at Amendment 8.
- 1.18 From 26 June 2025, for each Minor/Major Change on the A320 family model, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 23 is applicable.
2. Special Conditions;
- 2.1 New or updated A321 Special Conditions:

<u>Flight</u>	
SC-F1(CRI F3001)	Stalling and Scheduled Operating Speeds
SC-F10(CRI F3002)	Accelerate – stop Distance

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

<u>Structure</u>	
SC-A1(CRI A3001)	Interaction of Systems and Structure
SC-A2(CRI A3002)	Stalling Speeds for Structural Design
<u>Propulsion</u>	
SC-P1(CRI P3001)	FADEC
<u>Environment</u>	
SC-E1(CRI E3005)	Resistance to Fire Terminology
SC-E3(CRI E3001)	Exit Configuration
<u>Systems</u>	
SC-S79	Brakes requirements qualification and testing

2.2 The following A320 Special Conditions are validated for A321:

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
SC-A.2.2.2	Design Manoeuvre requirement
SC-A.2.2.3	Design Dive Speed
HC-A4.5	Brake Roll Conditions
HC-A4.6	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
SC-S54	Circuit protective devices
HC-S72	Flight recorder
SC-S74	Abnormal attitudes
SC-S75	Lightning protection (indirect effects)
SC-S76	Effect of external radiations upon aircraft systems
SC-S77	Integrity of signal control

2.3 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-S76-1 (CRI SE14)

2.4 For any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll condition) is superseded by JAR 25.493 (d) at Change 14 (CRI A7).

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

SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS
SC E-34	Seat with inflatable restraints
SC E13	Installation of inflatable restraints
SC D-0306	Heat release and smoke density requirements to seat material
SC P-27	Flammability Reduction System
SC E10	High altitude airport operations (up to 14,100ft)(CRI E10)
SC E-48	Fuel Tank Safety
SC F-0311-001	Flight Recorders including Data Link Recording
SC D-0332-001	Towbarless Towing
SC B-12	Soft Go Around
SC F-119	Security protection of Aircraft systems and networks
SC E-21	Flight Instrument External Probes - Qualification in Icing Conditions - New UTAS

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

	Pitot Probes
SCF-GEN-01	Installation of non-rechargeable lithium battery (applicable from March 2019)
SC D-08	Installation of Personal Electronic Device charging stowage for cabin crew use
SC D-33	Cabin attendant seat mounted on movable part of an interior monument
SC F-MULTI-04	Rechargeable Lithium Battery Installations

2.6 Special Conditions for aircraft equipped with MOD 160023:

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 Vd

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

2.7 Special Conditions for A321-271N and A321-272N

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

2.8 The following special conditions developed for previous models are also applicable to the A321-271N and A321-272N:

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 F9)	Dual Control System
H-01	Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS
P-27	Flammability Reduction System
S11	Limit Pilot forces and torques
S30	Automatic Flight/ Flight Management Functions
S-33	Autothrust system
S72(HC-S72)	Flight recorders
SE14 (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.

2.9 The following special conditions developed for previous models are also applicable to the A321-251NX 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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

E-55*	Fan Blade Loss
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 related 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
SE14 (SC S-76-1)	Protection from the effect of HIRF
SE2004 (SC S-75)	Lightning protection indirect effects

*Only applicable to CFM models

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

3. Exemptions;
None

4. Deviations;
Optional
ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in Section II, 1.12)

5. Equivalent Safety Findings;

- 5.1 The following paragraphs JAR 25 has been complied with through equivalent safety demonstration:

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

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

14 CFR Part 25.856(b)	Fuselage burnthrough protection in bilge area (CRI E-32) If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on 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)
14 CFR Part 25.856 (a)	Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	Photo-luminescent EXIT sign for MCD (Movable Class Divider) (CRI E14)
JAR 25.811(f)	Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42)
JAR 25.1443(c)	Minimum Mass Flow of Supplemental Oxygen in Passenger (CRI F-20)
JAR 25.1441(c)	Crew Determination of Quantity of Oxygen in Passenger Oxygen System (CRI F-21)

- 5.3 Equivalent Safety Findings for aircraft equipped with MOD 160023:

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

- 5.4 The following Equivalent Safety Findings have been developed for the A321-271N and A321-272N:

CS 25.934, CS-E 890	E-43 Thrust reverser Testing
CS 25.1181(a)	E-44* Fan Zone as non fire zone

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

CS 25.1549(a)	E-51 Oil temperature indication
CS 25.1181, CS25.1182	E-52 Nacelle area adjacent to fire
CS 25.997(d)	E-49** Fuel Filter Location
CS 25.811(e)(4)	SE-63 Green Arrow and "Open" placard for Emergency Exit Marking

* Applicable to IAE models only

**Applicable to CFM models only

5.5 The following ESF developed for previous models are also applicable to the A321-271N and A321-272N affected areas:

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 insulation materials

5.6 The following Equivalent Safety Findings have been developed for the A321-251NX:

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)]	D-11	Over wing Type III exit interior arrangement
CS 25.813[c(2)(i)]		
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)	D-14	De-rating of Door #3 to 45 or 35 passengers
JAR 25.785(h)		

5.7 Optional

For the A321-251NX with modification 163213 (up to 3 Additional Central Tanks) Airbus Elect To Comply to the following paragraphs as CS25 Amendment 15. For the definition of the affected areas and requirements please refer to the CRI A-001-009.

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 & 25.994
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)
25.903(d)(1)	25.1541
25.943	25.1543(b)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

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)

6. ETOPS;

For the Extended Twin Engine Airplane Operations the applicable technical conditions are contained in AMC 20-6 (as initially published in AMJ 120-42/IL 20) and the A321 ETOPS CRI:

CRI G3006	ETOPS
CRI G3007	ETOPS One engine inoperative cruise speed

7. JCAB Special Requirements; Sudden Release of Pressure

8. JCAB Additional Special Requirements;

Cabin Ozone Concentration
Bird Strike Damage
Cargo door lock view port (equivalent to 14 CFR Part 25.783)
Placards on type III door (equivalent to 14 CFR Part 25.811) *
Placards and Markings as shown in JCAB Circular No.1-008.
Contents of Airplane Flight Manual as shown in JCAB Circular No.1-001
*Only applicable to A321-251NX models

9. Environmental Requirements;

- For A321-131, -211 and -231
Japanese Civil Aeronautics Regulations Annex 2 Chapter 2-2 (equivalent to ICAO Annex 16, Volume I, Chapter 4) for Noise Requirements.
- For A321-271N, -272N and A321-251NX
Japanese Civil Aeronautics Regulations Annex 2 Chapter 8 (equivalent to ICAO Annex 16, Volume I, Chapter 14) for Noise Requirements.
- For All model
Japanese Civil Aeronautics Regulations Annex 3, Chapter 1 for Fuel Venting and Chapter 2 for Exhaust Emissions Requirements. (equivalent to ICAO Annex 16, Volume II Amendment 10) for Fuel Venting and Exhaust Emissions Requirements
- For A321-251NX with Optimisation of the Upper Belly Fairing (MOD 168228), Booster step 2 (MOD 161038), High Pressure Turbine stage 2 blade redesign (MOD 171103), and FADEC FCS8.5 standard (MOD 171512)
Japanese Civil Aeronautics Regulations Annex 4, (equivalent to ICAO Annex 16, Volume III, First Edition, Amendment 1, CO₂ standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f)
Note: corresponds to CAEP/10 In-Production Standard.
For CO₂ metric values see EASA Aeroplane CO₂ Emissions Database.

10. Continued Airworthiness and Safety Improvements for Transport Category Airplanes

TAIKUSEI-SHINSA-YORYO (JCAB Airworthiness Inspection Manual (AIM)) Part III-2 Chapter 2 "Enhanced Airworthiness Program for Airplane Systems" and Part III-3 "Fuel Tank System Airplanes Fault Tolerance Evaluation Requirements" dated March 4, 2015 (equivalent to Part 26 of the Federal Aviation Regulations Subpart B §26.11 Amendments 26-0, and SFAR-88 dated December 9, 2002) are included in the certification basis.

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

- 1.1 Certificated model: A321-131
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-A414.0900/93 (00E000A0003/C21)
(See Note J3)
- 1.2 Certificated model: A321-211
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-A413.0400/97 (00E000A0211/C21)
(See Note J3)
- 1.3 Certificated model: A321-231
Definition of reference airplane by AIRBUS INDUSTRIE Document AI/EA-S 413.0388/97 (00E000A0231/C21)
(See Note J3)
- 1.4 Certificated model: A321-271N
Definition of reference airplane by AIRBUS Document 00E000A5023/C20
(See Note J3)
- 1.5 Certificated model: A321-272N
Definition of reference airplane by AIRBUS Document 00E000A5114/C20
(See Note J3)
- 1.6 Certificated model: A321-251NX
Definition of reference airplane by AIRBUS Document 00E000A5123/C00
(See Note J3)

2. Equipment

A321-131

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

A321-211

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

A321-231

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

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

Note:

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

3. Dimensions

Principal dimensions of A321 Aircraft :

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

4. Engines

The list below lists the basic engines fitted on the aircraft models.

A321-131 2 IAE Model V2530-A5 Turbofan
(JCAB Engine Type Approval No. 577)

A321-211 2 CFMI Model CFM 56-5B3/P Turbofan or
2 CFMI Model CFM 56-5B3/2P Turbofan

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

<u>A321-231</u>	(JCAB Engine Type Approval No. 649) 2 IAE Model V2533-A5 jet engines (JCAB Engine Type Approval No. 577)
<u>A321-271N</u>	2 IAE Model PW1133G-JM Geared Turbo Fan jet engines (JCAB Engine Type Approval No. 756)
<u>A321-272N</u>	2 IAE Model PW1130G-JM Geared Turbo Fan jet engines (JCAB Engine Type Approval No. 756)
<u>A321-251NX</u>	2 CFM Model LEAP-1A32 jet engines (JCAB Engine Type Approval No. 778)

5. Auxiliary Power Unit (APU)

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

6. 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 CFM56-5B3 (/P only) CFM56-5B3/2P	IAE V2530-A5 V2533-A5	PW1133G-JM PW1130G-JM	LEAP-1A32
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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)Additives:

Refer to Airbus Consumable Material List (CML)

Hydraulics

Type IV or Type V Specification NSA 30.7110

7. Fluids Capacities

Fuel Quantity (0.8kg/liter) (see note 1 below)

For A321-131/-211/-231 the following table applies:

	3 TANK AIRPLANE		4 TANK AIRPLANE	
TANK	Usable fuel liters (kg)	Unusable fuel liters (kg)	Usable fuel liters (kg)	Unusable fuel liters (kg)
WING	15 500 (12 400)	22.6 (18)	15 500 (12 400)	22.6 (18)
CENTER	8 200 (6 560)	23.2 (18.6)	8 200 (6 560)	23.2 (18.6)
ACT	-	-	2 900 (2 320)	17 (13.6)
TOTAL	23 700 (18 960)	45.8 (36.6)	26 480 (20 830)	62.8 (50.2)

Note:

1. On series A321-200 equipped with CFM engines, introduction of standard of wingbox without dry bay (modification 38616) will increase the fuel capacity by 350 liters
2. On series A321-200, one Additional Centre Tank (ACT) in bulk version is defined by optional modification 25453 (high pressure system).

For A321-271N and A321-272N the following table applies:

	3 TANK AIRPLANE	
TANK	Usable fuel liters (kg)	Unusable fuel liters (kg)
WING	15 380 (12 073)	22.6 (18)
CENTER	8 200 (6 437)	23.2 (18.6)
TOTAL	23 580 (18 510)	45.8 (36.6)

For A321-251NX the following table applies:

	3 TANK AIRPLANE		4 TANK AIRPLANE		5 TANK AIRPLANE	
TANK	Usable fuel liters (kg)	Unusable fuel liters (kg)	Usable fuel liters (kg)	Unusable fuel liters (kg)	Usable fuel liters (kg)	Unusable fuel liters (kg)
WING	15 380 (12 073)	22.6 (18)	15 380 (12 073)	22.6 (18)	15 380 (12 073)	22.6 (18)
CENTER	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)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

	6 TANK AIRPLANE	
TANK	Usable fuel liters (kg)	Unusable fuel liters (kg)
WING	15 380 (12 073)	22.6 (18)
CENTER	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)

8. Airspeed Limits
See JCAB approved Airplane Flight Manual
9. Flight Envelope
Maximum Operating Altitude
39,100ft (pressure altitude)
39,800ft (pressure altitude) if modification 30748 is embodied

See JCAB approved Airplane Flight Manual

10. Operating Limitations

Powerplant

A321-131

Engine	IAE V2530-A5
Data Sheets	E40NE (FAA) EASA.E.069 (EASA) No. 577 (JCAB)

A321-211/-231

Engine	CFMI CFM56-5B3/P CFM56-5B3/2P	IAE V2533-A5
Data Sheets	E37NE (FAA) E38NE (FAA) EASA.E.003 (EASA) No. 649 (JCAB)	E40NE (FAA) EASA.E.069 (EASA) No. 577 (JCAB)

A321-271N/-272N

Engine	PW1133G-JM PW1133GA-JM	PW1130G-JM
Data Sheets	E87NE (FAA) EASA.IM.E.093 (EASA) No. 756 (JCAB)	E87NE (FAA) EASA.IM.E.093 (EASA) No. 756 (JCAB)

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)A321-251NX

Engine	LEAP-1A32
Data sheets	E00089EN (FAA) EASA.E.110 (EASA) No.778(JCAB)

Other engine limitations

See the relevant Engine Type Approval Data Sheet.

Other Limitations

See JCAB approved Airplane Flight Manual.

11. Maximum Certified Weights

(kg)

	A321-131	A321-211	A321-231	A321-271N/-272N	A321-251NX
Max. Take - off Weight	83000	89000	93000	89000	97000
Max. Landing Weight	73500	75500	77800	77300	79200
Max. Zero Fuel Weight	69500	71500	73800	73300	75600
Minimum Weight	47500	47500	47500	46300	46600

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

12. Center of Gravity Range

See JCAB approved Airplane Flight Manual.

13. Datum

Station 0.0, located 2.540 meters forward of airplane nose

14. Levelling Means

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

See the appropriate EASA approved Weight and Balance Manual

15. Minimum Flight Crew

2 pilots

16. 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

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

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* Or C*-(III-0) ⁺ -0-C*	160907 ⁽²⁾⁽³⁾	4
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.

17. Baggage/Cargo Compartment

For A321-131/-211/-231/-271N/-272N

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

For A321-251NX

CARGO COMPARTMENT	MAXIMUM LOAD (kg)
Forward	5 670

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

Aft	5 670
Rear (bulk)	800

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

18. Wheel and Tyres

See SB A320-32-1007 for A321-131/-211/-231 and
SB A320 32 1439 for A321-271N/-272N/-251NX.

19. Service Information

All Airbus Service Bulletin approved by EASA/DGAC or by a EASA/DGAC approved Design Organization will carry a statement to that effect. This statement may be interpreted as "JCAB-approved." All Service Bulletins that are subject to an Airworthiness Directive of the EASA/DGAC will carry a statement to that effect.

20. Import Requirements

For each newly manufactured aircraft to be delivered to Japan, EASA will issue, when required, an EASA declaration of compliance for Export (so called Export Certificate of Airworthiness), based on the individual EASA Form 52 issued in accordance with the POA granted by the National Authority or by EASA, under Commission Regulation (EC) No.1702/2003, stating the following:

"The aircraft covered by this certificate has been examined, tested and found to conform to the type design approved under JCAB Type Certificate No.36-11 and to be in condition for safe operation."

IV. Operating and Service Instructions

3. Airplane Flight Manual (AFM)

JCAB Approved Airplane Flight Manual for A321

4. 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 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 A321 approved Airworthiness Limitations Items document (ALS Part 2).

Certification Maintenance Requirements are provided in the A321 approved Airworthiness Limitation Section (ALS) Part 3

System Equipment Maintenance Requirements are provided in the A321 approved Airworthiness Limitations Section (ALS) Part 4.

Fuel Airworthiness Limitations are provided in A321 approved Fuel Airworthiness Limitations documents (ALS Part 5)

Maintenance Review Board Report.

Note:

- For A321-211 model without sharklets, the embodiment of modification 154881 leads to change the maintenance program and its associated Limit of Validity (LoV) from 48,000FC/60,000FH to 37,000FC/74,000FH (whichever occurs first).
- For A321-211, -231 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 JCAB approved Airplane Flight Manual.

Section 2. Model A321 Series (Transport Category) Airplanes (Cont'd)

NOTES PERTINENT TO A321 SERIES

1. DOOR 2 and/or DOOR 3 may be derated to type III.
2. The Type Design, system reliability and performance of A321 models were found capable for Extended Range Operations 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 Extended Range Operations (operational approval must be obtained from the responsible Authority).

The Configuration, Maintenance and Procedure Standards for extended range twin-engine airplane operations are contained in ETOPS CMP document reference SA/EASA:AMC 20-6/CMP at latest applicable revision. Certificated model is A321-131/-211/-231/-271N/-272N/-251NX, with all applicable engines.

Embodiment of modification:

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

3. 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 application on CFM 56-5Bx/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:

A321-211: CFM56-5B3 (SAC) which changes to CFM 56-5B3/3

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.

4. If modification 160684 (alternate climb) is installed on the A321-271N equipped with IAE PW1133G-JM then the engine model is changed to PW1133GA-JM
5. If modification 174715 (alternate climb) is installed on the A321-271N equipped with PW1133GA-JM engines, then the engine model is changed to PW1133GC-JM.
6. For models A321-131, modification 25200 shall be installed to enable Cat IIIB precision approach.
A321-211/-231 are basically qualified for Cat IIIB precision approach
For A321-271N/-272N/-251NX, modification 161765 shall be installed to enable for Cat IIIB precision approach.

J1. Dates of application for EASA/DGAC and JCAB Type Certificate are as follows.

Model	DGAC No. 180	JCAB No. 36
A321-131	November 30, 1989	October 15, 1997
A321-211	July 17, 1996	May 22, 2015
A321-231	July 17, 1996	March 31, 2022
A321-271N	February 29, 2012	March 28, 2016
A321-272N	November 10, 2016	March 28, 2016
A321-251NX	February 11, 2015	August 28, 2020

J2. This part of Type Certificate Data Sheet (TCDS) is based on EASA TCDS No. A.064 Issue 62.

J3. Model definition shall be modified, where necessary, in accordance with Japan requirement.

...END...