型号认可证数据单

THE VALIDATION DATA SHEET

编号/No： VTC 0099A

版次/Revision： 12

型别/Models：

A318-111	A319-111	A320-214	A321-111
A318-112	A319-112	A320-215	A321-112
	A319-115	A320-216	A321-131
	A319-131	A320-231	A321-211
	A319-132	A320-232	A321-212
	A319-133	A320-233	A321-213
		A320-271N	A321-231
			A321-232

批准人/Approved By: Wang Jingling

职务/Title :Deputy Director General of CAAC-AAD

日期/Date：2017-9-25

本数据单是型号认可证（编号：VTC 0099A)的组成部分，它规定了符合中国民用航空局的适航要求所颁发此型号认可证的产品的状态和限制。

This data sheet , which is part of Validation of Type Certificate (No: VTC 0099A) , prescribes condition and limitation under which the product for which the type certificate was issued meets the airworthiness requirements of the Chinese Civil Aviation Regulation.

型号认可证持有人/Validation of Type Certificate Holder：

Airbus
1 Rond-point Maurice Bellonte
31707 Blagnac Cedex
France

有效页清单/List of effective pages：

页数/ Pages	1	2	3	4	5	6	7	8	9	10	11	12	13	14
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	15	16	17	18	19	20	21	22	23	24	25	26	27	28
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	29	30	31	32	33	34	35	36	37	38	39	40	41	42
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	43	44	45	46	47	48	49	50	51	52	53	54	55	56
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	57	58	59	60	61	62	63	64	65	66	67	68	69	70
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	59	60	61	62	63	64	65	66	67	68	69	70	71	72
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	73	74	75	76	77	78	79	80	81	82	83	84	85	86
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	87	88	89	90	91	92	93	94	95	96	97	98	99	100
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	101	102	103	104	105	106	107	108	109	110	111	112	113	114
版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	115	116	117	118	119	120	121	122	123	124	125	126	127	128

版次/Revision	12	12	12	12	12	12	12	12	12	12	12	12	12	12
页数/ Pages	129	130	131	132	133	134	135	136						
版次/Revision	12	12	12	12	12	12	12	12						

SECTION 0: CAAC 认可数据单和型号合格证数据单/CAAC Validation Data Sheet and Type Certificate Data Sheet

	中国民用航空局认可数据单号、版次和颁发日期 CAAC Validation Data Sheet Number, Revision and issuance date	型号合格证数据单号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	0099A, Revision 12, 2017年9月25日	EASA.A.064 (issue 29, 6 March 2017)
历史 History	0099A, Revision 1, 2007年12月4日	EASA A.064 (issue 2, 22 June 2006)
	0099A, Revision 2, 2008年5月27日	EASA A.064 (issue 3*, 20 May 2008)
	0099A, Revision 3, 2009年6月19日	EASA A.064 (issue 5, 06 May 2009)
	0099A, Revision 4, 2014年2月26日	EASA A.064 (issue 12, 12 September 2013)
	0099A, Revision 5, 2014年7月18日	EASA A.064 (issue 12, 12 September 2013)
	0099A, Revision 6, 2014年12月24日	EASA A.064 (issue 12, 12 September 2013)
	0099A, Revision 7, 2015年1月14日	EASA A.064 (issue 12, 12 September 2013)
	0099A, Revision 8, 2015年8月28日	EASA A.064 (issue 16, 06 March 2015)
	0099A, Revision 9, 2016年3月18日	EASA.A.064 (issue 19, 17 December 2015)
	0099A, Revision 10, 2016年6月13日	EASA.A.064 (issue 19, 17 December 2015)
	0099A, Revision 11, 2016年11月4日	EASA.A.064 (issue 22, 28 June 2016)

* VTCDS 0099A R2 only incorporate the related section of A320 series in EASA A.064 issue 3.

1. 飞机类型/Airworthiness Category: 大飞机/Large Aeroplanes

2. 认可当局/Validation Authority: 中国民用航空局/CAAC
   审定当局/Certifying Authority: 欧洲航空安全局/EASA

3. 型号证持有人/Type Certificate Holder: 空中客车/AIRBUS
   1 Rond-point Maurice Bellonte
   31707 BLAGNAC - FRANCE

4. 中文标记标牌/Chinese markings and placards

   所有中文标记标牌应符合如下文件/All Chinese markings and placards must conform to the following documents:

   - A319 External markings booklet ref CC_0800044 issue 3，August 14, 2015
   - A320 External markings booklet ref CC_0800045 issue 3，August 14, 2015
   - A321 External markings booklet ref CC_0800046 issue 3，August 14, 2015
   - A320 Family aircraft Passenger and crew placards and illuminated signs ref D11LS0701761 issue 3, October 14, 2015

   或后续的批准版本/or later approved revisions.

5. 型号认可证后被中国民航局认可的设计更改：
   The following design changes have been validated post Type Validation by CAAC:

更改/MOD	版本/issue	描述/Description

Major Change 36790		机载移动电话系统 CERTIFICATION-CABIN SYSTEM-On Board Mobile Telephone System-Define & Certify GSM on Board
Major Change 38616	1	在A321飞机引入不带干舱室的机翼翼盒标准 Introduce a Standard of Wing Box without Dry Bay on A321 Aircraft
Major Change 150700, 37048, and 36985		增强的隔音隔热材料的阻燃标准 - 火焰穿透要求 Improved flammability standards for Thermal/acoustic insulation materials – Flame penetration requirements
Major Change 38062	3	采用中央燃油箱可燃性降低系统（燃油箱惰性化系统） Introduction of fuel center tank flammability reduction system (fuel tank inerting system)
Major Change 38356	1	为安装燃油箱惰性化系统进行前机身结构改装（可燃性降低系统） Fuselage-Forward Fuselage-Install Structural Provisions For Fuel Tank Inerting System (Flammability Reduction System)
Major Change 151180	1	审定RNP AR 0.3 NM能力 Certify Rnp Ar 0.3 Nm Capability
Major Change 150371, 150372, and 150373		审定单通道RNP STEP 3 AR能力 Certify Rnp Ar Capability Step 3 On Single-Aisle
Major Change 150092	1	激活L4-A HUD标准 Activate L4-A HUD standard
Major Change 150016	1	去除A320飞机前翼上应急出口 De-activation of forward over wing emergency exit on A320 a/c
Major Change 151898	1	限制商载到3400公斤以满足135部运行要求 Limit Payload to 3400KG/7500 LB to Comply with International Standard of Operational Regulations under §135
Major Change 39622	1	审定Fans B+构型 Certify Fans B+Configutation (Overall Modification) (Including ATSU and FANS B+ Applications Modifications)
Major Change 153453		引入A319公务机的WV013重量变量 Introduce WV013 (MTOW 75.5T, MLW 62.5T, MZFW 52.0T) for A319CJ (A319-133)
Major Change 151529	1	重新设计IGGS控制单元软件 Redesign IGGS Control unit software
Major Change 160500	1, 2, 4, 5	鲨鳍小翼 Sharklet installation
Major Change 160001	1, 2, 3	鲨鳍小翼 Sharklet wing on A318/A319/A320
Major Change 160021	1	鲨鳍小翼 Certify Structural Provisions for Sharklet Installation For A321
Major Change 160023	1, 2, 3, 4	鲨鳍小翼 Sharklet wing on A321
Major Change 35201	1	安装不工作的机长侧的HUD Head-Up Display (HUD)-Install Deactivated/Inoperative HUD on Captain Side(Single Configuration)
Major Change 154327	1	A320系列飞机改装A321飞机的中央油箱燃油传输系统 Fuel-Main Transfer System-Introduce Centre Tank Fuel Transfer Systm
Major Change 152037	2	激活单通道飞机的AP/FD TCAS功能 Auto Flight – Auto Pilot / Flight Director – Activate AP/FD TCAS Function on Single Aisle
Major Change 155269	2	激活ROPS功能 Auto Flight – General - Activate ROPS Function
Major Change 39020	3	A320飞机延寿

		A320 family lifetime extension: certify Extended Service Goal (ESG1)
Major Change 155789	1	A319飞机延寿 A319 Lifetime Extension - Certify Extended Service Goal (ESG1)
Major Change 154881		A321飞机延寿 A320 Family Life Extension: intermediate limit validity (iLoV) of the maintenance program
Major Change 156723	1, 4	增加A320飞机最大客座数 Increase Maximum Passenger Seating Capacity A320
Major Change 155409 and 155338	1	安装II型非调节分散式气态氧气瓶 Oxygen - Passenger Oxygen - Installation of unregulated decentralised gaseous oxygen Type II container (15 or 22 minutes) - Airbus Major
Major Change 161203	1	前起落架优化 Landing Gear – Nose Gear and Doors – Introduce New Standard of Landing Gear to Support S/A Aircraft Programme
Major Change 156523		设计重量-A320引入WV019 GENERAL - DESIGN WEIGHTS – INTRODUCE A320 WV019
Major Change 156535	1	引进新型客舱乘务员座椅 Equipment/Furnishings - Cabin Attendant Seats - Introduce New CAS
Major Change 157777	1	增加A319飞机最大客座数 Equipment/Furnishings-General-Define A319 Max Pax Cabin Envelope Layout for FAA and JAA
Major Change 157272	1	增加A321飞机最大客座数 Equipment/Furnishings - General - Define A321 Max Pax Cabin Envelope Layout for FAA And JAA
Major Change 160080	2	通过SB安装鲨鳍小翼 Certification Documents-General-Define and Certify Installation of Sharklet on Non-Reinforced A/C (By SB)
Major Change 158138	1	安装CSN16客舱布局（中国南方航空公司） Equipment/Furnishings - Passenger Compartment - Install Cabin Layout for CSN16 Version (China Southern Airlines)
Major Change 161000	1	A320-271N
Major Change 161254	1	在单通道NEO型号上定义柔和复飞 Define Soft Go Around Function for SA NEO
Major Change 157391	1	替换防冰能力更强的皮托管 REPLACE PITOT PROBE BY ONES WITH INCREASED ROBUSTNESS TO ICE
Major Change 159341	1	灭火器 - 客舱的Halon替代品灭火器 EXTINGUISHER - DEFINE HALON-FREE FIRE EXTINGUISHER IN CABIN
Major Change 158819	1	EASA/FAA的A320（鲨鳍小翼）最大客座量 （仅适用SB） DEFINE MAXIMUM PASSENGER SEATING CAPACITY FOR A320 (ISR SHARKLET) FOR EASA/FAA (SB ONLY)
Major Change 161514	1	单通道NEO飞机激活ROPS功能 ACTIVATE ROPS FUNCTION ON SA NEO
Major Change 158708	1	通过改装SB增加带WTF A320CEO的最大客座量 Increase MSPC on A320CEO with WTF by retrofit SB

6. 中国民航局未认可的设计更改：

The following design changes have not been validated by CAAC:

更改/MOD	版本/issue	描述/Description
Minor Change 159110	1	起落架-机轮刹车-翻新的Messier Bugatti SEPCARB III型炭刹车(仅

服役中），Messier Bugatti Dowty部件维修手册中所涉及的零件见下表

LANDING GEAR - WHEELS AND BRAKES - Refurbish Messier Bugatti SEPCARB III Carbon Brakes (In-Service only)
The parts introduced in the Messier Bugatti Dowty Component Maintenance Manual as defined in the following table

刹车组件件号 Brake Assembly P/N	热包件号（翻新的2合1盘） Heat Pack P/N (Refurbished with 2-for-1 discs)
C20225300-X	GA31270 R1
C20225301-X	GA31270 R1
C20225310	GA31556 R1
C20225410	GA31687 R1
C20225508/509/510	GA31984 R1
C20225508/509/510	GA32205 R1
C20225508/509/510	GA32713 R1

7. 进口要求/Import Requirements

7.1 使用要求/Operational Requirements

交付中国的每架飞机 ,必须满足中国民用航空局的使用要求(例如 ,标记和标牌的中文标识要求)。
For each aircraft to be delivered in China, the operational requirements of CAAC must be met(e.g Chinese language requirements for markings and placards).

7.2 出口适航证/Export Airworthness Certificate

欧洲航空安全局将颁发声明飞机符合中国民用航空局批准的型号设计的单独出口适航证 , 并处于安全使用状态。
EASA will issue an individual Export Certificate of Airworthiness stating that the aircraft comforms to CAAC approved type design and is in condition for safe operation.

7.3 《飞机飞行手册》/Airplane Flight Manual

每架飞机配有欧洲航空安全局代表中国民用航空局批准的《飞机飞行手册》。
The Airplane Flight Manual for each aircraft will be approved by EASA on behalf of CAAC.

SECTION 1: A320 系列/A320 SERIES

I. 概述/General

1. 型号/型别/构型变化/Type/model/Variant：

A320-214
A320-215
A320-216
A320-231
A320-232
A320-233
A320-271N

根据第21.101条的产品级重大更改/Significant Product Level Changes i.a.w. 21.A.101：

MOD 160500鲨鳍小翼适用于/Sharklet applicable on
A320-214/-215/-216/-232/-233
MOD 156723最大客座数适用于/Max Pax applicable on
A320-214/-215/-216/-232/-233/-271N
MOD 160080鲨鳍小翼改装适用于/Sharklet retrofit applicable on
A320-214/-215/-216/-232/-233
MOD 161000适用于/applicable on A320-271N
MOD 158819 最大客座数适用于/Max Pax applicable on
A320-214/-215/-216/-232/-233

2. 法国民航局和联合航空当局(JAA)型号审定日期
DGAC-F / Joint Airworthiness Authority (JAA) Type Certification Date

A320-214: 1995年3月10日/March 10, 1995
A320-231: 1989年4月20日/April 20, 1989
A320-232: 1993年9月28日/September 28, 1993
A320-233: 1995年10月26日/ October 26, 1995

注释：对于2005年12月21日前生产的A320-214/-231/-232/-233型飞机，法国民航局颁发的型号合格证(DGAC-F TC 180)仍保持有效。
Note: For A320-214/-231/-232/-233 produced before the 21st of December 2005, DGAC-F TC 180 remains a valid reference.

3. EASA型号审定日期/EASA Type Certification Date

EASA型号合格证数据单第1版颁发于2005年12月21日
EASA TCDS issue 1 issued December 21, 2005
A320-215: 2006年6月22日/June 22, 2006
A320-216: 2006年6月14日/June 14, 2006

A320-271N: 2015年11月24日/November 24, 2015

MOD 160500 iss.1 2012年11月30日/November 30, 2012 (A320-214, -215, -216)

MOD 160500 iss.2 2012年12月21日/December 21, 2012 (A320-232, 233)

MOD 156723 iss.1 2015年03月05日/March 5, 2015 (A320-214, -215, -216, -232, -233)

MOD 161000 iss.1 2015年11月24日/November 24, 2015 (A320-271N)

MOD 160080 iss.2 2015年12月17日/December 17 2015(A320-214/-215/-216/-232/-233)

MOD 156723 iss.4 2016年3月17日/March 17, 2016 (A320-271N)

MOD 158819 iss 1 2017年2月24日/February 24, 2017(A320- 214, -215, -216, -232, -233)

4. 中国民航局型号认可审定日期/CAAC Type Validation Date

A320-111: 1995年7月12日/July 12, 1995

A320-231: 1995年7月12日/July 12, 1995

A320-232: 1995年7月12日/July 12, 1995

A320-214: 1997年7月10日/July 10, 1997

A320-215: 2007年12月04日/December 4, 2007

A320-216: 2007年12月04日/December 4, 2007

A320-233: 2007年12月04日/December 4, 2007

A320-271N: 2016年11月4日/November 4, 2016

注释：对于2007年12月04日前生产并出口中国的A320-214/-231/-232型飞机，中国民航总局颁发的型号认可证（VTC 038A）仍保持有效。

Note: For A320-214/-231/-232 produced and exported before the 04 of December 2007, CAAC-VTC 038A remains a valid reference.

MOD 160500 iss. 1 2014年2月26日/Feb. 26, 2014 (A320-214, -215, -216)

MOD 160500 iss. 2 2014年2月26日/Feb. 26, 2014 (A320-232, 233)

MOD 156723 iss. 1 2015年8月28日/Aug. 28, 2015 (A320-214, -215, -216, -232, -233)

MOD 161000 iss 1 2016年11月4日/Nov. 4, 2016 (A320-271N)

MOD 160080 iss. 2 2016年3月18日/Mar. 18, 2016 (A320-214/-215/-216/-232/-233)

MOD 156723 iss 4 2016年11月4日/Nov. 4, 2016 (A320-271N)

MOD 158819 iss 1 2017年9月25日/Sep. 25,2017 (A320-214/-215/-216/-232/-233)

5. 生产条件/Production conditions

除了下面所列的A320飞机之外，直到并包括生产序列号MSN 0925架机的A320飞机均在法国民航局给位于法国 Blagnac的AIRBUS INDUSTRIE 公司颁发的批准P09下生产。

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.

生产序列号为MSN 0844, 0861, 0863, 0868, 0870, 0918和从并包括生产序列号为MSN 0927起的A320飞机，在法国民航局给位于法国 Blagnac 的AIRBUS INDUSTRIE公司颁发的批准F.G.035下生产。

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.

自2004年9月27日起，A320飞机在法国民航局给位于法国 Blagnac 的AIRBUS公司颁发的批准FR.21G.0035下生产。

Since September 27, 2004, A320 aircraft are produced in Blagnac (France) under approval FR.21G.0035 issued by DGAC France to AIRBUS.

自2008年4月15日起，A320飞机在德国民航局给位于德国汉堡的AIRBUS公司颁发的批准DE.21G.0009下生产

Since April 15, 2008, A320 aircraft are produced in Hamburg (Germany) under approval DE.21G.0009 issued by LBA to AIRBUS.

自2008年7月21日起，A320飞机在欧洲航空安全局给位于法国图卢兹和德国汉堡的AIRBUS公司颁发的批准EASA.21G.0001下生产。

From July 21st, 2008, A320 aircraft are produced in Toulouse (France) and Hamburg (Germany) under approval EASA.21G.0001 issued by EASA to AIRBUS.

自2009年5月6日起，A320飞机在欧洲航空安全局给位于法国图卢兹、德国汉堡和中国天津的AIRBUS公司颁发的批准EASA.21G.0001下生产。

From May 6th, 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.

II. 审定基础和认可审定基础/Certification Basis and Validation Basis

1. 确定适用要求的参考日期/Reference Date for determining the applicable requirements

A320-111型别的申请日期/Application date of the A320-111 model

2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authorty Type Certificaiton Date Sheet No.

原法国TCDS DGAC No. 180被EASA TCDS A.064替代
Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064

3. 最初的适航当局审定基础/Initial Airworthiness Authorty Certification Basis

如下所述/See below

4. EASA适航要求/EASA Airworthiness Requirements

下面列出了不同A320型别的合格审定基础。在进一步的A320型别的合格审定时，针对每一型别确定特定基础的修正。
Hereafter are listed the certification bases for the different A320 models. The amendments made to a particular basis at the occasion of further A320 model certification are identified per model.

4.1 对于A320-231和至止006 (DGAC 信函 53170 SFACT/TC)的重量变量，适用的技术条件定义如下：
The applicable technical conditions for models A320 - 231 and weight variants up to 006 (DGAC letter 53170 SFACT/TC) are defined as follows :

- 欧洲联合航空条例JAR25部 ,及第11号修正案(除了保留第10号修正案的25.207条外)，如制造厂家所选。
- JAR 25 Change 11 (except paragraph 25.207 which remains at Change 10) as elected by the Manufacturer.

- A320专用条件、经验相关条件和协调条件。
- A320 Special Conditions, Experience Related Conditions and Harmonization Conditions.

4.2 第007号重量变量及其后变化和所有新型别飞机(包括A320-232)，下述JAR 25的条款修订如下，符合制造厂家选择的OP 91/1(NPA 25C205) (DGAC 信函 60667/SFACT/N.AT).
For weight variant 007 and subsequent and for all new models from and including A320 - 232, the JAR 25 paragraphs defined in paragraph (a) above are modified following the elect to comply to OP 91/1 (NPA 25C205) by the manufacturer (DGAC letter 60667/SFACT/N.AT).

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

4.3 对于所有A320-200系列飞机，通过选取符合JAR 25 第 14号修改中新的离散突风要求(如同NPA 25C-282修正)的方式，由标题为"飞行控制—从A320中删除的LAF特性"修正单(26334/26335, (CRI A2006)) 主要修改的应用，对前面a)和b1)中定义的JAR 25的段落进行了修订。
For all models of A320-200 series, the JAR 25 paragraphs defined in 4.2 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 application of the major change titled

"Flight Controls - deletion of LAF features from A 320", modifications 26334/26335. (CRI A2006).

4.4 ETOPS：

对于双发飞机的延程运行，适用的技术条件包含在AMC 20-6 (之前发布在AMJ 120-42/IL 20和CAP513中)以及A320 ETOPS CRI中：

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

- CRI G1006 ETOPS

4.5 联合航空条例AWO的第1次修改版中包括低能见度情况下的自动着陆和运行要求。

JAR AWO Change 1 for auto-land and operations in low visibility.

4.6 对于所有型别，空客自愿满足第106号修正案水平的美国联邦航空规章25.772(a)和(c)以及25.795，参见CRI E12 增强保安性能的驾驶舱门

For all models Airbus 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

4.7 对于MOD 160500和160080"鲨鳍小翼"，通过CRI A-0001-001修订审定基础。受影响区域的确定和要求参见CRI。

Certification basis revised for MOD 160500 and 160080 "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
§ 25.25
§ 25.117
§ 25.147
§ 25.161
§ 25.177 amended by SC-F16
§ 25.235
§ 25.251
§ 25.301
§ 25.302
§ 25.303
§ 25.305(a)(b)(c)(e)(f)
§ 25.307(a)(d)
§ 25.321(a)(b)(c)(d)
§ 25.331(a)(b)(c)
§ 25.333(a)(b)
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 for (b) and SC A-2 for (e)
§ 25.337 §
§ 25.341(a)(b)
§ 25.343(a)(b)
§ 25.345(a)(b)(c)(d)
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)
§ 25.351
§ 25.481(a)(c) amended by SC A-2 for §25.481(a)
§ 25.483
§ 25.485
§ 25.489
§ 25.491
§ 25.571(a)(b)(e)
§ 25.581
§ 25.601
§ 25.603
§ 25.605
§ 25.607
§ 25.609
§ 25.613
§ 25.619
§ 25.623
§ 25.625
§ 25.629

25.631
§ 25.651
§ 25.683
§ 25.899
§ 25.903(d)(1) (see CRI E-39 for interpretative material)
§ 25.1385

§ 25.365(a)(b)(d)
§ 25.367
§ 25.371
§ 25.373
§ 25.391
§ 25.393(b)
§ 25.427
§ 25.445
§ 25.457
§ 25.459
§ 25.471(a)(b)
§ 25.473
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)
§ 25.1387
§ 25.1389
§ 25.1391
§ 25.1393
§ 25.1395
§ 25.1397
§ 25.1401
§ 25.1505
§ 25.1511
§ 25.1515
§ 25.1527
§ 25.1587
§ 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)
§ 25.101 amended by SC F11/S79
§ 25.103 replaced by A318 SC F5001
§ 25.105 amended by SC F11/S79
§ 25.107 amended by A318 SC-F5001
§ 25.109 amended by SC F11/S79
§ 25.111
§ 25.113 + OP96/1 amended by SC F11/S79
§ 25.115 amended by SC F11/S79
§ 25.119 + OP96/1 amended by A318 SC F5001 (for b)
§ 25.121 + OP96/1, amended by A318 SC F5001 (for c & d)
§ 25.123
§ 25.125 + OP96/1, amended by A318 SC F5001
§ 25.143 + OP96/1, amended by SC F3, F7 & F8
§ 25.145 + OP96/1
§ 25.149 + OP96/1
§ 25.171 replaced by SC-F5004
§ 25.173 replaced by SC-F5004
§ 25.175 replaced by SC-F5004
§ 25.181
§ 25.201 + OP96/1, replaced by SC-F5001
§ 25.203 + OP96/1, replaced by SC-F5001
§ 25.207 amended by SC-F5001
§ 25.231
§ 25.233
§ 25.237
§ 25X261
§ 25.1533
§ 25.1581
§ 25.1585(a)

JAR 25 Chg 11 for
§ 25.671
§ 25.672
§ 25.1001
§ 25.1301
§ 25.1309
§ 25.1419 amended by AMC-F14

解释性材料/Interpretative Material:

CRI E-39 发动机转子非包容失效/Uncontained Engine Rotor Failure

注释：原来的适用于每一型别的解释性材料仍然有效。

Note: The original Interpretative material applicable to each model remains effective.

可接受的符合性方法/Acceptable Means of Compliance:

AMC F-14 结冰条件下的飞行/Flight in icing condition.

注释：带有MOD 160500和160080时，AMC F-14的适用性从A321/A319/A318拓展到A320。

Note: AMC F-14 applicability extended from A321/A319/A318 to A320 with MOD 160500 and 160080.

ETOPS

AMC 20-6 Rev 1中与结冰条件下运行相关的段落8.b.(11)，规定了鲨鳍小翼上的冰型

AMC 20-6 Rev 1 paragraphs related to operation in icing conditions 8.b.(11) for ice shapes on the Sharklet device.

AMC 20-6 Rev 1中与AFM补充中的性能数据相关的段落8.f.(1) (iii)，规定了ETOPS

AMC 20-6 Rev 1 paragraphs related to performance data in the AFM supplement for ETOPS 8.f.(1) (iii).

对于不受影响的区域，ETOPS要求见AMJ 120-42

AMJ 120-42 for ETOPS for non-affected areas.

注释：对应用于初始ETOPS验证的审定基础(参见A320 CRI G1006)。

Note: This corresponds to the certification basis used for the initial ETOPS demonstration (refer to A320 CRI G1006).

4.8 对于MOD 156723 issue 1“最大客座数”，通过CRI A-0001-004修订审定基础。
Certification basis revised for MOD 156723 issue 1“Max Pax” by CRI A-0001-004

配备鲨鳍小翼的A320-200的审定基础如下：

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

CS 25 Amdt 13 for

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

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

§25.305(a)(b)
§25.1301

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

4.9 A320-271N的审定基础/Certification basis for A320-271N

A320-271N的审定基础由CRI A-0001-002修订。受影响区域和要求参见CRI。
The certification basis for the A320-271N is revised by CRI A-0001-002. For the definition of the affected areas and requirements please refer to the CRI.

CS 25 Amdt 11 for

25.23 (a) (b)
25.25 (a) (b)
25.27
25.101
25.109
25.113
25.115
25.117
25.145 (a)
25.147
25.149
25.161
25.171 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)
25.173 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)
25.175 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)
25.177 with subparagraphs (b) and (c) replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)
25.181
25.201 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds), with reference to SAneo IM B-06 (Flight in icing conditions)
25.203 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds),
25.231
25.233
25.952 (a) (b) (for pylon area)
25.954
25.955 (a)
25.961 (a) (b)
25.963 (a)
25.969
25.971 (a) (b) (c)
25.981 for pylon area only
25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
25.994 for fuel system component in the pylon and powerplant system area
25.995 for engine and pylon areas only
25.997 (a) (b) (c) (d)
25.999 (a) (b)
25.1001
25.1011 (a) (b)
25.1013 (a) (b) (c) (d) (e) (f)
25.1015 (a) (b)
25.1017 (a) (b)
25.1019 (a)
25.1021 (a) (b)
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 subparagraph (b) replaced by Legacy SC A-5003 (Design Dive Speed Vd) and subparagraph (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 SAneo 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 SAneo 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 SAneo 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 newy designed systems) amended by: Legacy CRI SE2001 (SC S-76 – Effects of external radiations upon aircraft systems), 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 protection indirect effects) for pylon and nacelle areas	25.1503
25.601 (for new or modified parts)	25.1507
25.603 (a) (b) (c) (for new or modified parts)	25.1511
25.605 (a) (b) (for new or modified parts)	25.1513
25.607 (a) (b) (for new or modified parts)	25.1515
25.609 (a) (b) (for new or modified parts)	25.1517
25.611 (a)	25.1519
25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	25.1521 (a) (c) (d)
25.619 (a) (b) (c) (for new or modified parts)	25.1525
25.623 (a) (b) (for new or modified parts)	25.1527
25.625 (a) (b) (c) (d) (for new or modified parts)	25.1531
25.629 (a) (b) (c) (d) (e)	25.1533
25.631 (for new or modified parts)	25.1535 (a) (b) (c)
25.651 (for new or modified parts)	25.1549 (a) (b) (c) (d) amended by 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
25.731 (a) (b) (c)	25.1553
25.733 (b) (c) (d)	25.1557 (b)
25.779	25.1581
25.831 (a) (e)	25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
25.841 (a)	25.1585
25.851 (b)	25.1587
25.855 (c)	25.1591
25.863 (a) (b) (c) (d)	25.1701 (a) (b) (c) for engines and pylon areas
25.865	25.1703 (a) (b) (d) (e) for engines and

	pylon areas
25.867 (a) (b)	25.1705 (a) (b) for engines and pylon areas
25.869 (a) (b) (c)	25.1707 (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) for engines and pylon areas
25.899 amended by Legacy 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)

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) (d)	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
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	25A1527

all areas except engine and pylon areas

4.10 对于MOD 156723 issue 4，审定基础由CRI A-0001-007修订。受影响区域的确定和要求参见CRI

Certification basis revised for MOD 156723 issue 4 "Max Pax" by CRI A-0001-007. For the definition of the affected areas and requirements please refer to the CRI.

A320-271N的审定基础由以下修订：

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

CS 25 Amdt 17 for

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

CS 25 Amdt 11

§25.1357(a)
§25.1431(c)

JAR 25 change 13

§25.812(e)
§25.853(a)1 amended by CRI D-0306-000
§25. .812(e)

JAR 25 change 12

§25.853(c)

JAR 25 change 11

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

4.11对于MOD 158819"配备鲨鳍小翼飞机的最大客座数更改" issue 1，审定基础由CRI A-0001-010修订。

Certification basis revised for MOD 158819 issue 1 "Max Pax for Sharklet in service retrofit" by CRI A-0001-010.

审定基础在配备鲨鳍小翼（modification 160080）的A320-200审定基础上进行以下修订：

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

CS 25 Amdt 18 for

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

JAR 25 change 14
§25.305(a)(b)
§25.571(a)(b)

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

4.12 对于安装无Halon手持灭火器（CRI D-GEN-AIRBUS-01）的所有型别，空客自愿满足欧洲航空安全局第17号修正案水平的CS25.851(a),(c) 。

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).

5. 专用条件/Special Conditions

提示: 在A320联合合格审定基础制定的范围内，编制了三种类别的专用条件。

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

- 专用条件：履盖新颖的或独特的且联合航空条例未有公布的设计特性。
  Special conditions: raised to cover novel or unusual features not addressed by the JAR.

- 经验相关条件：对于A320联合合格审定基础，按照NPA程序，在欧洲联合航空条例演变进程中，记录已经同意的原文。
  Experience related conditions: raised to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.

•协调条件：对于A320联合合格审定基础的意图，记录关于国家不同要求方面的共同的理解。该协调条件不应与FAA/JAA协调规章的活动相混淆。
Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

EC-G11	一般定义/ General Definitions
(DGAC-F) SC-G17	运行校正飞行/Operational proving flights
(CAA-UK) SC-G17	合格审定前运行飞行/Operational flight before certification
SC-F1	失速和制定的使用速度 Stalling and Scheduled operating Speeds
SC-F3	驾驶舱控制-驾驶舱操纵器件的运动和影响 Cockpit control - motion and effect of cockpit control
SC-F4	纵向静稳定性/ Static longitudinal stability
SC-F6	横航向静稳定性/Static directional and lateral stability
SC-F7	飞行包线保护/ Flight envelope protection
SC-F8	正常载荷限制/ Normal load factor limiting
SC-F9	双重操纵系统/ Dual control system
HC-F103	湿跑道上的加速停止距离,起飞距离和起飞滑行 Accelerate Stop Distance, Take-Off Distance and Take-Off Run on a Wet Runway
HC-F114	进近和目标开始速度/ Approach and Target Threshold Speeds
SC-A.2.1.1	飞机结构性能与系统互相影响方面的设计合格审定准则 Certification Criteria of Aircraft Designed with Systems Interacting with Structural Performance
SC-A.2.2.2	设计机动要求/ Design manoeuvre requirement
SC-A.2.2.3	设计俯冲速度/ Design dive speed
EC-A.3.6.1	高升力装置/ High Lift Devices
(CAA-UK) SC-A.4.3	协调突风载荷/ Tuned Gust Loads
HC-A.4.4	机动载荷-高升力装置展开 Manoeuvre Loads - High Lift Devices Deployed
HC-A.4.5	刹车滚动条件/ Braked roll conditions
HC-A.4.6	速度控制装置/Speed control device
SC-S11	限制驾驶力和扭矩/ Limit pilot forces and torques
HC-S23	备用地平仪/ Standby gyroscopic horizon
HC-S24	VMO/MMO 告警 (安装)/ VMO/MMO Warning (setting)
EC-S30	自动驾驶系统/ Autoflight system
SC-S33	自动推力系统/ Autothrust system
SC-S52	无正常电力的操作/ Operation without normal electrical power

EC-S54	电路保护装置/ Circuit protective devices
HC-S61	设计着陆刹车动能/ Design Landing Brakes Kinetic Energy
HC-S62	中止起飞刹车动能/ Rejected Take-Off Brakes Kinetic Energy
HC-S72	飞行记录器/ Flight recorder
SC-S74	非正常姿态/ Abnormal attitudes
SC-S75	闪电防护间接影响/ Lightning protection indirect effects
SC-S76	外部辐射对飞机系统的影响 Effect of external radiations up on aircraft systems
SC-S77	控制信号完整性/ Integrity of control signal
SC-P01	全权发动机控制系统 Full Authority Engine Control System (FADEC)
SC-E1005	防火术语/ Resistance to fire terminology

5.1 对于第007号重量变量及其后变化和所有新型别飞机(包括A320-232)，通过联合航空条例JAR 25的91/1修正案的应用，下述A320飞机的专用条件和说明材料被删除：
For weight variant 007 and subsequent and for all new models from and including A320-232, the following A320 Special Conditions and Interpretative Materials are deleted by application of JAR 25 amendment 91/1:

IM-A3.8	离散突风载荷/ Discrete gust loads.
SC/AMC-A4.3	调谐突风载荷/ Tuned gust loads.
HC-A4.4	机动载荷-高升力装置展开 Manoeuvre loads with high lift devices deployed.

5.2 对于A320-233型飞机，编制了下述专用条件：
The following Special Conditions have been developed for the A320-233:

SC-F11	加速停止距离和相关性能，磨损刹车(见1996年6月4日的CRI F2012) Accelerate-Stop distances and related performances, worn brakes (see CRI F2012 dated June 4, 1996)
SC-S79	刹车要求，资质和试验(见1996年6月4日的CRI F2003)，及该要求满足Mod.24946更改的安装(米歇尔-比嘎的SEPCARB III刹车)。 Brakes requirements, qualification and testing (see CRI SE2003 dated June 4, 1996), for which the requirements are met by installation of Mod 24946(Messier-Bugatti SEPCARB III brakes).

5.3 对于A320-233和安装OCTOPUS 飞机飞行手册(见 CRI F2013)的所有A320-200飞机，通过自愿符合专用条件SC-F11和SC-S79，下述JAR 25条款被修订。
For A320-233 and all A320-200 with OCTOPUS AFM (see CRI F2013), the JAR 25 paragraphs are modified following the Elect-to-comply with SC-F11 and SC-S79.

下述联合航空条例的第11次修订的条款被删除：
The following JAR Change 11 paragraphs are deleted:

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

下述的A320系列飞机协调条件被删除：
The following A320 Harmonisation Conditions are deleted:

HC-F103	湿跑道上的加速停止距离,起飞距离和起飞滑行 Accelerate Stop Distance, Take-Off Distance and Take-Off Run on a Wet Runway
HC-S61	设计着陆刹车动能 Design Landing Brakes Kinetic Energy
HC-S62	中止起飞刹车动能 Rejected Take-Off Brakes Kinetic Energy

通过SC-F11和SC-S79，下述联合航空条例已升级至第13次修订版：
The following JAR 25 paragraphs are upgraded at Change 13 and amended by SC-F11 and SC-S79:

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

5.4 对于任何1998年7月10日以后新的申请（新的或改装飞机系统和关联的零组件），专用条件IM-S76（外部辐射对飞机系统的影响）被专用条件SC/IM-S76-1 (CRI SE14)取代。
For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC/IM-S76 (Effect of external radiations upon aircraft systems) are superseded by SC/IM-S76-1 (CRI SE14).

5.5 1998年8月10日后的任何进一步变化的合格审定，协调专用条件HC-A.4.5（刹车滚动条件）被联合航空条例第14次修改的JAR 25.943(d)替代（CRI A7）。
For any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll conditions) is superseded by JAR 25.943(d) at Change 14 (CRI A7).

5.6 在证后型号合格审定过程中，制定了下述专用条件：
The following special conditions have been developed post Type Certification:

SC H-01	飞机系统的增强型适航项目- EWIS的ICA（自2010年5月起生效） Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC E-34	带有充气安全带的座椅 Seat with inflatable restraints

SC E-13	充气安全带的安装(选装) Installation of inflatable restraints (optional)
SC D-0306	座椅材料的热释放和烟雾浓度要求（自2010年6月起生效） Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	可燃性降低系统 Flammability Reduction System 如果满足，则2012年1月1日后首次飞行的航空器的中央油箱必须在生产线上安装油箱可燃性降低系统（MOD 38062）。带有MOD 38062后，该系统必须保持安装和可用状态，并且仅能根据MMEL改版中的条款在不能工作状态下派遣。如果在A318、A319、A320或者A321飞机上安装了MOD 38062 (油箱惰性系统(FTIS))，则飞机满足25-102修正案水平的25.981(a)和(b)的FR段、25-125修正案水平的25部附录M和N、以及26-3修正案水平的26.33条。 If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.
SC-E10	高高度机场运行（直至14,100英尺）（见CRI E10） High altitude airport operations (up to 14,100 ft) (see CRI E10).
SC E-48	燃油箱安全/Fuel Tank Safety
SC F-0311-001	包括数据链记录的飞行记录器 Flight Recorders including Data Link Recording
SC D-0322-001	套房式座椅的安装/Installation of suite type seating
SC D-0332-001	无杆牵引/Towbarless Towing
SC B-12	柔和复飞/Soft Go Around
SC E-21	新的UTAS皮托管/New UTAS Pitot Probes

5.7 带有MOD 160500和160080的航空器的专用条件
Special Conditions for aircraft equipped with MOD 160500 and 160080

SC F-16	横航向静稳定性/Static directional and lateral stability
A318 SC F-5001	失速和制定的使用速度 Stalling and scheduled operating speeds
A318 SC F-5004	纵向静稳定性和低能量感知 Static Longitudinal Stability and Low energy awareness

A318 SC A-5003	设计俯冲速度/Design Dive Speed Vd

注：每一型号适用的所有其他专用条件仍然有效。
Note: All other original Special Conditions applicable to each model remain effective.

5.8 A320-271N的专用条件/Special Conditions for A320-271N

B-01	失速速度和制定的使用速度 Stalling and Scheduled Operating Speeds
B-03	驾驶舱操纵器件的运动和影响 Motion and effect of cockpit control
B-04	横航向静稳定性和纵向静稳定性和低能量感知 Static Directional, Lateral and Longitudinal Stability and Low energy awareness
B-07	飞行包线保护 Flight Envelope Protection
B-08	法向载荷因子限制系统 Normal Load Factor limiting System
E-37	燃油系统中的水/冰 Water/Ice in Fuel System
E-45	发动机整流罩固定 Engine Cowl Retention
F-13	燃油系统低油量指示-燃油耗尽 Fuel System Low Level Indication - Fuel Exhaustion

5.8.1. 以下为之前型号制定的专用条件也适用于A320-271N的受影响区域
The following special conditions developed for previous models are also applicable to the A320-271N affected areas:

A2.2.2	设计机动要求 Design Manoeuvre requirement
A-3001 (SC A1)	系统与结构交互作用 Interaction of systems and structure
A-3002 (SC A2)	结构设计失速速度 Stalling Speeds for structural design (A321)
A-5003	设计俯冲速度 Design dive speed Vd
D-0332-001	无杆牵引 Towbarless Towing
E-48	燃油箱安全 Fuel Tank Safety
F4012 (SC F11)	加速停止距离和相关性能，磨损刹车 Accelerate-stop distances and relates performances, worn brakes
F7 (SC F-9)	双套操纵系统 Dual Control System
H-01	飞机系统的增强型适航项目- EWIS的ICA Enhanced Airworthiness Programme for Aeroplane Systems -

	ICA on EWIS
P-27	可燃性降低系统（包括冷空气系统和惰性气体发生系统） Flammability Reduction System (consisting of Cooled Serviced Air System and Inert Gas Generation System)
S11	限制操纵力和扭矩 Limit Pilot forces and torques
S30	自动飞行/飞行管理功能 Automatic Flight/Flight Management Functions
S-33	自动推力系统 Autothrust system
S72 (HC-S72)	飞行记录器 Flight recorders
SE14 (SC S-76-1)	HIRF影响保护 Protection from the effect of HIRF
SE2004 (SC S-75)	闪电防护（间接影响） Lightning protection indirect effects
SE2407	紧急电源系统 Emergency Electrical power system
SE3003 (SC S-79)	刹车要求、品质和试验 Brake requirements, qualification and testing

6. 豁免/Exemptions

没有豁免/No exemptions

7. 偏离/Deviations

无/None

8. 等效安全/Equivalent safety findings

8.1 下述条款通过等效安全的方式来满足：
The following paragraphs have been complied with through equivalent safety demonstrations:

JAR 25.783 (e)	货舱门(见 CRI SM 2005) for cargo doors (see CRI SM 2005)
JAR 25.783 (f)	客舱门和散装货舱门(更改20029)(见CRI SM 2004和SM 2007) for passenger doors and bulk cargo door (Mod 20029) (see CRI SM 2004 and SM 2007)
JAR 25.813 (c)	应急通道(见CRI E 2105 第3次颁发的"III型翼上应急撤离通道"，椅垫高度) for emergency exits (see CRI E 2105 issue 3 "Type III overwing emergency exit access", seat cushion height)
JAR 25.807	最大乘员数量（180 PAX）（见CRI E 2107 "乘员延至 180"） for maximum number of passengers (180 PAX) (see CRI E 2107 "Passenger extension to 180")

JAR 25.933 (a)	反推自动装载功能（见CRI P 1002 for thrust reverser autorestow function (see CRI P 1002).
JAR 25.791	乘客信息指示 Passenger information signs (CRI S53)

8.2 在证后型号合格审定过程中，制定了下述等效安全：
The following Equivalent Safety Findings have been developed post Type Certification:

FAR 25.856(b)	舱内区域的机身烧穿保护(参见CRI E-32)，如果在生产线上A318、A319、A320或者A321飞机实施了MOD 150700和37270(仅带有CLS选项)、37048和36985，飞机满足机身火焰穿透"烧穿"要求，即25-111修正案水平的14 CFR Part 25.856(b) (参见CRI E-18) Fuselage burnthrough protection in bilge area (see CRI E-32), see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See CRI E-28).
14CFR Part 25.856(a)	针对绝缘材料的增强的阻燃标准（CRI E18） Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	光致发光出口标志(可拆除的舱位分离装置) (CRI E14) (可选构型) Photo-luminescent EXIT sign for MCD (Moveable Class Divider) (CRI E14) (optional)
JAR 25.811(f)	应急出口标志反射率(CRI E16) Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	对于客运航空器，图形化出口标志作为红色出口标志的替代(CRI SE-42) (可选构型) Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42) (optional)
JAR 25.785(c)	与航空器中心线夹角大于18°的前向座椅（CRI D-0329-001）（选装） Forward facing seats with more than 18° to aircraft centerline. (CRI D-0329-001) (optional)
JAR 25.1443(c)	最小补氧流量（CRI F-20）（选装） Minimum Mass Flow of Supplemental Oxygen (CRI F-20) (optional)
JAR 25.1441(c)	机组确定旅客供氧系统可用氧量（CRI F-21）（选装） Crew Determination of Quantity of Oxygen in Passenger Oxygen System (CRI F-21) (optional)

8.3 带有MOD 160500和MOD 160080的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 160500 and MOD 160080

25.1419 (c)	ESF F-19	自然结冰条件下的飞行(§25.1419 (c))

Flight in natural icing condition (§25.1419 (c))

8.4 带有MOD 156723或MOD 158819的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 156723 or 158819

CS25.807(g)	CRI D-01	超性能I型出口 Over-performing Type I exit

注释：原来的适用于每一型别的等效安全仍然保持有效。
Note: The original ESFs applicable to each model remain effective.

8.5 针对A320-271N制定了以下等效安全
The following Equivalent Safety Findings have been developed for the A320-271N:

CS25.934, CS-E 890	E-43	反推测试 Thrust Reverser Testing
CS25.1181(a)	E-44	风扇区域不是火区 Fan Zone as non fire zone
CS25.1549(a)	E-51	滑油温度指示 Oil temperature indication
CS25.1181, CS25.1182	E-52	短舱区域临近火区 Nacelle area adjacent to fire

8.5.1. 以下为之前型号制定的ESF也适用于A320-271N的受影响区域
The following ESF developed for previous models are also applicable to the A320-271N affected areas:

JAR AWO 313	SE-4005	表明安全复飞"最低进近中止高度"（MABH，针对A319发布）的修订策略 Revised strategy for demonstrating a safe go-around 'Minimum Approach Break-off Height (MABH) (issued for A319)
JAR AWO 236	SE-5005	III类运行–过渡偏离告警 Cat III operations - Excess Deviation Alerts
JAR 25.1441(c)	F-21	机组确定旅客供氧系统可用氧量（CRI F-21） Crew Determination of Quantity of Oxygen in Passenger Oxygen System
14CFR Part 25.856(a)	E-18	增强的隔音隔热材料的阻燃标准 Improved flammability standards for thermal / acoustic insulation materials

9. 环保标准/Environmental Protection Standards

国际民航组织附件16/ICAO Annex 16

Vol. I Part II	噪声要求 / Noise Requirements
Vol. II Part II	燃油排放 / Fuel Venting

Vol. II Part III Chapter 2	排气排出物 / Emissions

注释：进一步的细节在TCDSN EASA.A.064中定义。
Notes: Further details are defined within TCDSN EASA.A.064

10. ETOPS

当其构型、维护和运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A318/A319/A320/A321型别的型号设计、系统可靠性和性能有能力进行延程运行（ETOPS）。
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.

此处不构成进行延程运行（ETOPS）的批准（必须从相关当局获得运行批准）。
This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

下表提供ETOPS批准的详细内容
The following table provides details on the ETOPS approvals.

航空器型别/ Aircraft Model	发动机型号/ Engine Type	120分钟批准的日期/ 120 Min Approval Date	180分钟批准的日期/ 180 Min Approval Date
A320-214	CFM56-5B4	28 April 1995	11 March 2004
A320-215	CFM56-5B5	N/A	06 November 2006
A320-216	CFM56-5B6	N/A	06 November 2006
A320-231	V2500-A1	13 January 1992	11 March 2004
A320-232	V2527-A5	28 April 1995	11 March 2004
A320-233	V2527E-A5	14 February 1997	11 March 2004

注释/Note:

双方飞机延程运行的构型、维护和程序标准包含在ETOPS CMP文件参考最新版次的SA/EASA: AMC 20-6/CMP中。经审定的型别为所有适用发动机的A320-214/-215/-216/-231/-232/-233运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A318/A319/A320/A321型别的型号设计、系统可靠性和性能有能力进行延程运行（ETOPS）。
The Configuration, Mantenance 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 models are A320-214/-215/ -216/-231/-232/-233, with all applicable engines.

实施改装/Embodiment of modification:

36666提供EASA批准的120分钟ETOPS能力
36666 provides ETOPS 120 mn capability for EASA
32009TIGONG EASA批准的180分钟ETOPS能力
32009 provides ETOPS 180 mn capability for EASA

11. 认可审定基础/Validation Basis

中国民用航空局接受审定当局的审定基础作为认可审定基础。
CAAC accepts the Certification Basis of Certification Authority as the Validation Basis.

III. 技术特性和运行限制/Technical Characteristics and Operational Limitations

1. 型号设计定义/Type Design Definition

1.1 保留/Reserved

1.2 保留/Reserved

1.3 保留/Reserved

1.4 合格审定型别/Certificated models: A320-214

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 413.0150/95 (00D000A0006/C21)

1.5 合格审定型别/Certificated models: A320-215

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: D00D06006382 (00D000A0215/C21)

1.6 合格审定型别/Certificated models: A320-216

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: D00D06011383 (00D000A0216/C21)

1.7 合格审定型别/Certificated models: A320-231

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 414.301/89

1.8 合格审定型别/Certificated models: A320-232

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 414.0502/93 (00D000A0005/C21)

1.9 合格审定型别/Certificated models: A320-233

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 413.1984/95 (00D000A0007/C21)

1.10 合格审定型别/Certificated models: A320-271N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00D000A5021/C20

注释/Notes:

a. 型别转换/Model conversions:

- 如果在安装IAE V2527E-A5发动机的A320-233型别上实施MOD 153177，则可将其转换为安装IAE V2527-A5发动机的A320-232型别
  If modification 153177 is embodied on A320-233 model powered with IAE V2527E-A5 it is converted into A320-232 model, powered with IAE V2527-A5 engines

- 如果在安装CFM56- 5B6/3或/P发动机的A320-216型别上实施MOD 36563，则可将其转换为安装CFM56- 5B4/3或/P发动机的A320-214型别
  If modification 36563 is embodied on A320-216 model powered with CFM56-5B6/3 or /P engines, it is converted into A320-214 model, powered with CFM56-5B4/3 or /P engines
- 如果在安装CFM56- 5B4/3或/P发动机的A320-214型别上实施MOD 36885，则可将其转换为安装CFM56- 5B6/3或/P发动机的A320-214型别
  If modification 36885 is embodied on A320-214 model powered with CFM56-5B4/3 or /P engines, it is converted into A320-216 model, powered with CFM56-5B6/3 or /P engines
- 如果在安装IAE V2527- A5发动机的A320-232型别上实施MOD 150847，则可将其转换为安装IAE V2527E-A5发动机的A320-233型别
  If modification 150847 is embodied on A320-232 model powered with IAE V2527-A5 engines, it is converted into A320-233 model, powered with IAE V2527E-A5 engines

b. 在A320-214型别上实施MOD 36311将其转换为A320-216
A320-216 model results of the embodiment of modification 36311 on A320-214 model.

c. 在A320-214型别上实施MOD 36297将其转换为A320-215
A320-215 model results of the embodiment of modification 36297 on A320-214 model.

2. 描述/Description

两台涡轮风扇发动机、中短程、单通道的运输类飞机。
Twin turbo-fan, short to medium range, single aisle, transport category airplane.

3. 设备/Equipment

批准的装机设备开列在《合格审定标准设备清单（No.00D000A0101/C1S)）中（不适用于A320-216, A320-215 and A320-271N）。
Equipment approved for installation is listed in the Certification Standard Equipment List ref. 00D000A0101/C1S (not applicable for A320-216, A320-215, and A320-271N).

客舱设施、设备及布置符合下述规范：
Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications :

客舱座椅/Cabin seats	2521M1F10000 Iss 3
厨房/for galleys	2530M1F000900 Iss 3

4. 尺寸/Dimensions

A320飞机的主要尺寸/Principal dimensions of A320 Aircraft

- 机长/Length:	37,57 m
- 翼展/Width:	34,10 m

（如果安装MOD 160500或160080/If MOD 160500 or 160080 is installed)	35,80 m
- 机高/Height:	11,76 m
- 水平安定面宽度/Width at horizontal stabilizer:	12,45 m
- 机身直径/Outside fuselage diameter:	3,95 m
- 发动机轴间距/Distance between engines axis:	11,51 m
- 主起间距/Distance between main landing gear:	7,59 m
- 前/主起间距/Distance between nose and main landing gear:	12,64 m

5. 发动机/Engines

安装在航空器型别上的发动机如下所述。对于常用名称和审定名称以及新发动机的构型变化，参见注释。
The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

A320-214	
2台CFMI发动机/Two CFMI	CFM56-5B4 (MOD24251), or CFM56-5B4/2 (MOD24405)
A320-215	
2台CFMI发动机/Two CFMI	CFM56-5B5/P (MOD25800)
A320-216	
2台CFMI发动机/Two CFMI	CFM56-5B6/P (MOD25800)
A320-231	
2台IAE发动机/Two IAE	V2500-A1 (Mod 20165)
A320-232	
2台IAE发动机/Two IAE	V2527-A5 (Mod 23008)
A320-233	
2台IAE发动机/Two IAE	V2527E-A5 (Mod 25068)
A320-271N	
2台IAE发动机/Two IAE	PW1127G-JM Geared Turbo Fan jet engines (MOD 161000)

注/Note：

CFM56-5B系列CAAC VTC证书编号VTC0064E，Rev.3；
The CAAC VTC No. of CFM56-5B Serial engines is VTC0064E, Rev.3;

V2500-A1发动机CAAC VTC证书编号VTC052E，Rev.0；
The CAAC VTC No. of V2500-A1 engine is VTC052E, Rev.0;

其他V2500系列发动机CAAC VTC证书编号VTC0117E，Rev.1；

The CAAC VTC No. of other models of V2500 serial engines is VTC0117E，Rev.1;

PW1127G-JM发动机CAAC VTC证书编号VTC0329E，R0。
The CAAC VTC No. of PW1127G-JM engine is VTC0329E, R0.

注释/Notes：

1 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B/2发动机。
CFM56-5B4/2发动机型别已经从CFM56-5B的型号合格证数据单中删除。
From March 31st 2008, there is no longer any CFM56-5B/2 non /P in field or in production. CFM56-5B4/2 engine model has been removed from CFM56-5B Type Certificate Data Sheet.

2 如果CFM56-5B发动机实施了更改25800，则改进了发动机性能。该发动机变为加尾号"/P"。
If modification 25800 is embodied on models with CFM56-5B engines, the engine performance is improved. The engine denomination changes to /P.

当前该更改目前适用于/The modification is currently applicable for:
A320-214: CFM56-5B4(SAC)变为CFM56-5B4/P。
A320-214: CFM56-5B4 (SAC) which changes to CFM56-5B4/P.

CFM56-5B 型无"/P"发动机可与有"/P"发动机在飞机上混装。
CFM56-5B/"non-P" engine can be intermixed with CFM56-5B/P engine on the same aircraft.

注释/Note:

更改25800基本上体现在A320-215和-216上。
modification 25800 is basically embodied for A320-215 and -216 models.

3 如果CFM56-5B/2 (DAC)发动机实施了更改26610，则改进了发动机性能和和尾气排放水平。该项更改目前适用于；
If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the engine performance and gaseous emission levels are improved. The modification is currently applicable for:

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

CFM56-5B/2型"无/P"(DAC)发动机可与有"/P"(DAC II C)发动机在飞机上混装（飞行手册补充材料）。
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或无"/P"(SAC)发动机可与CFM56-5B/2P(DAC II C)发动机在飞机上混装（飞行手册补充材料）。

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).

更改26610与更改160080（鲨鳍小翼改装）不兼容。
Modification 26610 is not compatible with modification 160080 (sharklet retrofit).

4 装有CFM56-5B4型发动机的A320-214飞机上可在同一架飞机上与CFM56-5B4/2型发动机混装（更改24405)（飞机飞行手册补充）。
A320-214 CFM56-5B4 engine can be intermixed with CFM56-5B4/2 engine (mod 24405) on the same aircraft (AFM supplement). See note 1.4.24 as well.

5 通过在生产线上纳入更改37147或者在外场纳入更改38770可以引入CFM56-5Bx/3 "Tech Insertion"发动机。
Introduction of CFM56-5Bx/3 "Tech Insertion" engine is done through embodiment of modification 37147 in production or 38770 in field.

该项更改仅适用于CFM56-5Bx /P SAC发动机。
This modification is only applicable on CFM56-5Bx /P SAC engines.

如果对CFM-5B发动机纳入更改37147，则发动机后缀增加/3。
If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.

该项更改目前适用于/The modification is currently applicable for:

A320-214: CFM56-5B4 (SAC)更改为/which changes to CFM56-5B4/3

A320-215: CFM56-5B5 (SAC)更改为/which changes to CFM56-5B5/3

A320-216: CFM56-5B6 (SAC)更改为/which changes to CFM56-5B6/3

已经证明更改37147对之前审定的噪声等级没有影响。
Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

发动机特性没有变化/The engine characrteristics remain unchanged.

如更改38573所述，CFM56-5Bx/3发动机可以与CFM56-5Bx/P混装。
CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

6 通过纳入更改38946可以引入"BUMP"功能。如果对CFM-5B发动机纳入更改38946，则发动机后缀变为/P1 (SAC)或者/2P1(DAC)或者/3B1 (Tech Insertion)。
Introduction of "BUMP" function is done through embodiment of modification 38946. If modification 38946 is embodied on models with CFM-5B engines, the engine denomination changes to /P1 (SAC) or /2P1(DAC) or /3B1 (Tech Insertion).

该项更改目前适用于/The modification is currently applicable for:

A320-214: CFM56-5B4 (SAC)更改为/which changes to CFM56-5B4/P1

已经证明更改38946对之前审定的噪声等级没有影响。
Modification 38946 has been demonstrated as having no impact on previously certified noise levels.

发动机特性没有变化
The engine characrteristics remain unchanged.

不允许在飞机上混装"Non Bump"发动机和"Bump"发动机。
Intermix at aircraft level between "Non Bump" engine and "Bump" engine is not allowed.

7 CFM56-5B发动机与MOD 160080（鲨鳍小翼改装）不兼容，除非安装了MOD 37147或38770。
CFM56-5B engines are not compatible with modification 160080 (sharklet retrofit) unless modification 37147 or modification 38770 are installed.

8 如果在安装IAE PW1127G-JM发动机的A320-271N安装MOD 161562（变爬升率），则发动机型号变为PW1127GA-JM。
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

6. 辅助动力装置/Auxiliary Power Unit

APU GARRETT

GARRETT公司，型号GTCP 36-300(A)。
GARRETT AIRESEARCH GTCP 36-300 (A).
（规范No.31-5306B/Specification 31-5306B）

批准的滑油：参见GARRETT报告GT. 7800
Approved oils: see GARRETT REPORT GT. 7800

APU Pratt & Whitney Rzeszow S.A. (Option)

Pratt & Whitney Rzeszow S.A APU的安装由MOD 22562 or MOD 35864定义。
The APU Pratt & Whitney Rzeszow S.A. installation is defined by MOD 22562 or MOD 35864.
Pratt & Whitney Rzeszow S.A. APS 3200 (规范/Specification ESR 0802, Rev. A)
批准的滑油：符合MIL-L-7808、MIL-L-23699或者DERD 2487。
Approved oils: in conformance to MIL-L-7808, MIL-L-23699 or DERD 2487

APU Honeywell（可选/Option)

Honeywell公司APU的安装由MOD 25888定义。
The APU Honeywell International installation is defined by MOD 25888.
Honeywell文件131-9[A]（规范No. 4900 M1E 03 19 01）。
Honeywell International 131-9[A] (Specification 4900 M1E 03 19 01).
批准的滑油:依照型号规范31-12048A-3A。
Approved oils : according to Model Specification 31-12048A-3A.

注释/Note：

A320型飞机，Pratt & Whitney Rzeszow S.A. APU APS 3200（MOD 35864）是自MSN 2645开始的生产标准。
for A320 models, the APU Pratt & Whitney Rzeszow S.A. APS 3200 (MOD 35864) is the production standard from MSN 2645

7. 螺旋桨/Propellers

不适用/N/A

8. 液体（燃油、滑油、添加剂、液压油）/Fluids (Fuel, Oil, Additives, Hydraulics)

燃油/Fuel

燃油规范：

CFM56	IAE V2500	IAE PW1100G-JM
Installation document CFM 2026 or CFM 2129	IAE Standard Practices and Processes Manual, IAE – 0043	Service Bulletin PW1000G – 1000 – 73 – 00 – 0002 00A930AD

For A320-214/-215/-215/-231/-232/-233 the following table applies:

类型/ TYPE	规范（名称）/SPECIFICATION (NAME)				
	法国/ FRANCE	美国/USA	英国/UK	俄国/RUSSIA	中国/CHINA
煤油/ Kerosene	DCSEA (F-34) 134-D	ASTM D 1655 (JET A) (JET A1)	DEF STAN 91/91 (AVTUR) (JET A1)	GOST 10227-86 (RT) (TS-1)*	GB 6537-2006 (N°3 JET Fuel)
		MIL-DTL 83133-H (JP 8)	DEF STAN 91/87 iss 7 (AVTUR/FSII) (JET A1)	GOST R 52050-2006 (JET A1)	
宽硫分/ Wide cut		ASTM D 1655 (JET B)	DEF STAN 91/88 (AVTAG/FSII)		
		MIL-DTL 5624 (JP 4)			
高闪点/ Highflash point	DCSEA (F-44) 144-C	MIL-DTL 5624-V (JP 5)	DEF STAN 91/86 iss 7 (AVTAG/FSII)		

* 对于IAE V2500发动机，TS-1牌号燃油短期使用是允许的（小于50%工作时间）
For IAE V2500 engines, TS-1 is cleared for transient use (less than 50% of operations)

For A320-271N/ the following table applies:

类型/ TYPE	规范（名称）/SPECIFICATION (NAME)			
	美国/USA	英国/UK	俄国/RUSSIA	中国/CHINA
煤油/ Kerosene	ASTM D 1655 (JET A) (JET A1)	DEF STAN 91/91 (AVTUR) (JET A1)	GOST 10227-86 (RT) (TS-1)	GB 6537-2006 (N°3 JET Fuel)
	MIL-DTL 83133-H (JP 8)	DEF STAN 91/87 iss 7 (AVTUR/FSII) (JET A1)	GOST R 52050-2006 (JET A1)	
高闪点/ Highflash point	MIL-DTL 5624-V (JP 5)	DEF STAN 91/86 iss 7 (AVTAG/FSII)		

滑油/Oil

滑油规范/For oil specification:

发动机/Engine	CFM56-5B5/P CFM56-5B6/P CFM56-5B4 CFM56-5B4/2	IAE V2500-A1 IAE V2527-A5 IAE V2527E-A5	PW1127G-JM PW1127GA-JM
经批准的滑油 Approved Oils	SB CFMI 79-001	See doc IAE 0043 Sect 4.9 (MIL-L-23699)	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D

添加剂/Additives:

参见空客耗材清单/Refer to Airbus Consumable Material List (CML).

发动机/Engine	CFM56-5B5/P CFM56-5B6/P CFM56-5B4 CFM56-5B4/2	IAE V2500-A1 IAE V2527-A5 IAE V2527E-A5	PW1127G-JM PW1127GA-JM
经批准的添加剂 Approved Additives	Specific Operating Instructions Document & CFM SB 73-0182/ 73-0122 for CIS fuel additives	IAE Standard Practices and Processes Manual	Service Bulletin PW1000G-1000-73-00-0002-00A-930A-D

上述燃油也适用于辅助动力装置。
The above mentioned fuels and additives are also suitable for the APU.

液压/Hydraulics

液压油/Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110

9. 油量/Fluid Quantity

燃油量/Fuel Quantity (0.8kg/liter)

A320-214/-215/-216/-231/-232/-233 (without MOD 160001)

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 TANK AIRPLANE		4或5油箱飞机/ 4 or 5 TANK AIRPLANE *	
	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)
机翼/ WING	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
中央/ CENTER	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
附加中央油箱/ACT (*)			2992 (2 393)	17 (13.6)	2 992/5 984 (2 393/4 786)	17/34 (13.6/27.2)
总计/ TOTAL	23 859 (19 087)	82.1 (65.7)	26 759 (21 407)	99.1 (79.3)	26851/29843 (21480/ 23873)	99.1 / 116.1 (79.3/ 92.9)

在A320-200系列飞机上，大多数情况下安装一个或两个附加中央油箱（ACT）的合格审定由更改28378所定义。

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

可选方案是仅安装一个ACT（按照一个ACT的规定），由更改34456所定义。

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

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

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 TANK AIRPLANE		4或5油箱飞机/ 4 or 5 TANK AIRPLANE *	
	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)
机翼/ WING	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)	15 959 (12 767)	58.9 (47.1)
中央/ CENTER	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
附加中央油箱/ACT (*)			2 992 (2 393)	17 (13.6)	2 992/ 5 984 (2 393/ 4 786)	17/34 (13.6/27.2)

总计/ TOTAL	24 209 (19 367)	82.1 (65.7)	27 201 (21 761)	99.1 (79.3)	27 201/ 30 193 (21 761/ 24 154)	99.1 / 116.1 (79.3/92.9)

在A320-200系列飞机上，大多数情况下安装一个或两个附加中央油箱（ACT）的合格审定由更改28378所定义。

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

可选方案是仅安装一个ACT（按照一个ACT的规定），由更改34456所定义。

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

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

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 TANK AIRPLANE		4或5油箱飞机/ 4 or 5 TANK AIRPLANE *	
	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)
机翼/ WING	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
中央/ CENTER	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
附加中央油箱/ACT (*)			2 992 (2 393)	17 (13.6)	2 992/ 5 984 (2 393/ 4 786)	17/34 (13.6/ 27.2)
总计/ TOTAL	23 817 (19 367)	82.1 (65.7)	26 809 (21 447)	99.1 (79.3)	26 809/ 29 801 (21 447/ 23 841)	99.1/116.1 (79.3/92.9)

在A320-200系列飞机上，大多数情况下安装一个或两个附加中央油箱（ACT）的合格审定由更改28378所定义。

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

可选方案是仅安装一个ACT（按照一个ACT的规定），由更改34456所定义。

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

在装配IAE发动机的A320-200系列飞机上，引入干舱的翼盒标准（MOD 37332）将减少燃油容量350升。

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

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

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 TANK AIRPLANE		4或5油箱飞机/ 4 or 5 TANK AIRPLANE *	
	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)
机翼/ WING	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
中央/ CENTER	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
附加中央油箱/ACT (*)			2 992 (2 393)	17 (13.6)	2 992/ 5 984 (2 393/ 4 786)	17/34 (13.6/ 27.2)
总计/ TOTAL	24 167 (19 334)	82.1 (65.7)	27 159 (21 727)	99.1 (79.3)	27 159/ 30 151 (21 727/ 24 121)	99.1/116.1 (79.3/ 92.9)

A320-271N

油箱/TANK	3油箱飞机/3 TANK AIRPLANE	
	可用燃油/ Usable fuel liters (kg)	不可用燃油/ Unusable fuel liters (kg)
机翼/WING	15476.7 (12427.8)	58.9 (47.3)
中央/CENTER	8248.0 (6623.1)	23.2 (18.6)
总计/TOTAL	23724.7 (19050.9)	82.1 (65.9)

10. 速度限制(除非另有声明 ,指示空速-IAS)/Limit speeds(Indicated Airspeed - IAS - unless otherwise stated)

最大使用马赫数/Maximum Operating Mach (MMO): 0.82

最大使用速度/Maximum Operating Speed (VMO): 350 kt

机动速度/Maneuvering Speed VA： 参见EASA批准的飞行手册的限制章节
See Limitations Section of the EASA approved Flight Manual

襟翼/缝翼展态速度/Extended Flaps/ Slats Speed (VFE): 见下表/see table below

构型/ Configuration	缝翼/襟翼/ Slats/Flaps (°)	VFE (kt)	
1	18/0	230	中间进场/Intermediate approach
	*18/10	215	起飞/Take-off
2	22/15	200	起飞和近场/Take-off and approach
3	22/20	185	起飞、近场、着陆/Take-off, approach, landing

全放/Full	27/35**	177	着陆/Landing

* 起飞构形中，在210节襟翼自动收回
Auto flap retraction at 210 kt in take-off configuration

** 对于装配IAE发动机的A320飞机是27/40
27/40 for A320 equipped with IAE engines

起落架/ Landing gear :

VLE – 展开/Extended: 280 kt/ Mach 0.67

VLO – 展开/Extension: 250 kt

收回/Retraction: 220 kt

轮胎限制速度（地面速度）/Tyres limit speed (ground speed) 195.5 kt (225 mph)

11. 飞行包线/Flight Envelope

最大使用高度/Maximum operating altitude

39 100 ft（压力高度/pressure altitude）

39 800ft（压力高度/pressure altitude）如果进行更改30748
if modification 30748 is embodied.

参见适用的EASA批准的飞机飞行手册
See the appropriate EASA approved Airplane Flight Manual

12. 运行限制/Operating Limitations

参见适用的EASA批准的飞机飞行手册
See the appropriate EASA approved Airplane Flight Manual

动力装置（2.2482 磅/daN）/Powerplant (2.2482 lb/daN)

发动机/ Engine	CFMI		
	CFM56-5B5/P	CFM56-5B6/P	CFM56-5B4 CFM56-5B4/2 (***)
数据单/ Data sheets	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)
海平面静止推力/Static thrust at sea level			
起飞(5分钟)(额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)	12 010 daN (27 000 lbs)
最大连续(额定25℃)/ Maximum continuous (Flat rated 25℃)	9 008 daN (20 250 lbs)	9 008 daN (20 250 lbs)	10 840 daN (24 370 lbs)

(**)：参见第5章注释1，常用名称和审定名称。
see note 1 chapter 5 for usual names and certified names

(***)：参见第5章注释3，不再生产/不在役的发动机型别。
see note 3 chapter 5 for engine models no longer in prod/service.

发动机/Engine	IAE V2500-A1	IAE V2527-A5 IAE V2527E-A5
数据单/Data sheets	E31NE (FAA)	E40NE (FAA)
海平面静止推力/Static thrust at sea level		
起飞(5分钟)(额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	11 031 daN (24 800 lbs)	11 031 daN (24 800 lbs)
最大连续(额定25℃)/ Maximum continuous (Flat rated 25℃)	9 893 daN (22 240 lbs)	9 893 daN (22 240 lbs)

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局颁发的"发动机型号合格证数据单"，仅允许起飞推力状态工作10分钟。
10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

发动机/Engine	PW1127G-JM/ PW1127GA-JM
数据单/Data sheets	E87NE (FAA)
海平面静止推力/Static thrust at sea level	
起飞(5分钟)(统一额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	12 043 daN (27075 lbs)
最大连续(统一额定25℃)/ Maximum continuous (Flat rated 25℃)	11 718 daN (26345 lbs)

其他发动机限制：见相应发动机型号合格证数据单。
Other engine limitations : see the relevant Engine Type Certificate Data Sheet.

注释/Notes：

1. 保留/Reserved

2. 具有更改23872（对于IAE发动机，发动机安全EGT红线增加）的A320-231飞机
A320-231 with modification 23872 (EGT redline increase for IAE engines) :
   - 对于统一bump额定运行（Mod 23408)，起飞状态下，最大允许燃气温度延伸至650℃，ECAM的指示仍保持为635℃
   for consolidated bump rating operation (mod 23408), the maximum permissible gas temperature is extended to 650℃ at take-off. The ECAM indication remains at 635℃;
   - 对于非统一bump额定运行，起飞状态下，最大允许温度延伸至640℃，ECAM的指示仍保持为635℃
   for non rating bump operation, the maximum permissible gas temperature is extended to 640℃ at take-off. The ECAM indication remains at 635℃;
   - 最大连续和起飞状态运行，最大允许温度延伸至615℃，ECAM的指示仍保持为610℃。
   for maximum continuous and take-off operation, the maximum permissible gas temperature is extended to 615℃. The ECAM indication remains at 610℃.

3. 具有更改25000（IAE发动机，全权数字式电子控制标准SCN12C）的A320-231飞机:
A320-231 with modification 25000 (FADEC Standard SCN12C for IAE engines) :
- 对于起飞运行，最大允许温度延伸至650℃，ECAM的指示仍保持为635℃
for take-off operation, the maximum permissible gas temperature is extended to 650℃. The ECAM indication remains at 635℃;
- 对于最大连续运行，最大允许温度延伸至625℃，ECAM的指示仍保持为610℃
for maximum continuous operation, the maximum permissible gas temperature is extended to 625℃. The ECAM indication remains at 610℃.

12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

12.2 其他限制/Other limitations

完整的适用限制参见适用的EASA批准的飞机飞行手册。
For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual

13. 最大审定质量/Maximum Certified Masses

A320-231

变量/VARIANT	000 (BASIC) (MOD 20802)	001 (MOD 20966)	002 (MOD 21601)	003 (MOD 22269)	004 (MOD 21532)	005 (MOD 21711)
最大滑行重量/ Max.rampweight	73 900	68 400	70 400	75 900	71 900	67 400
最大起飞重量/ Max. take-off weight	73 500	68 000	70 000	75 500	71 500	67 000
最大着陆重量/ Max. landing weight	64 500	64 500	64 500	64 500	64 500	64 500
最大零燃油重量/ Max. zero fuel weight	60 500	60 500	60 500	60 500	60 500	60 500
最小重量/ Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	006 (MOD 22436)	007 (MOD 23264)	008 (MOD 23900)	009 (MOD 23900 & 22269)	010 (MOD 23900 & 23264)	011 (MOD 30307)
最大滑行重量/ Max.rampweight	66 400	77 400	73 900	75 900	77 400	75 900
最大起飞重量/ Max. take-off weight	66 000	77 000	73 500	75 500	77 000	75 500
最大着陆重量/ Max. landing weight	64 500	64 500	64 500	64 500	64 500	66 000
最大零燃油重量/ Max. zero fuel weight	60 500	60 500	61 000	61 000	61 000	62 500
最小重量/ Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	012 (MOD 30479)	013 (MOD 31132)	014 (MOD 31385)	016 (MOD 34094)	018 (MOD 151710)	019 (MOD 156523)
最大滑行重量/ Max.rampweight	77 400	71 900	73 900	73 900	71 900	70 400
最大起飞重量/ Max. take-off weight	77 000	71 500	73 500	73 500	71 500	70 000
最大着陆重量/ Max. landing weight	66 000	64 500	64 500	66 000	66 000	64 500
最大零燃油重量/ Max. zero fuel weight	62 500	61 000	61 500	62 500	62 500	61 000
最小重量/ Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230

A320-214/A320-232/A320-233

变量/VARIANT	000 (BASIC)	001 (MOD 20966)	002 (MOD 21601)	003 (MOD 22269)	005 (MOD 21711)	007 (MOD 23264)	008[3][4] (MOD 23900)
最大滑行重量/Max.rampweight	73 900	68 400	70 400	75 900	67 400	77 400	73 900
最大起飞重量/Max. take-off weight	73 500	68 000	70 000	75 500	67 000	77 000	73 500
最大着陆重量/ Max. landing weight	64 500	64 500	64 500	64 500	64 500	64 500	64 500
最大零燃油重量/ Max. zero fuel weight	60 500	60 500	60 500	60 500	60 500	60 500	61 000
最小重量/Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	009[3][4] (MOD 23900 & 22269)	010[3][4] (MOD 23900 & 23264)	011[3] [4] (MOD 30307)	012[3][4] (MOD 30479)	013[3][4] (MOD 31132)	014[3][4] (MOD 31385)	015[3] (MOD 34047)
最大滑行重量/Max.rampweight	75 900	77 400	75 900	77 400	71 900	73 900	78 400
最大起飞重量/Max. take-off weight	75 500	77 000	75 500	77 000	71 500	73 500	78 000
最大着陆重量/ Max. landing weight	64 500	64 500	66 000	66 000	64 500	64 500	64 500
最大零燃油重量/ Max. zero fuel weight	61 000	61 000	62 500	62 500	61 000	61 500	61 000
最小重量/Minimum weight	37230	37230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	016[3][4] (MOD 34094)	017[3] (MOD 151634)	018[3][4] (MOD 151710)	019[3][4] (MOD 156523)
最大滑行重量/Max.rampweight	73 900	78 400	71 900	70 400
最大起飞重量/Max. take-off weight	73 500	78 000	71 500	70 000
最大着陆重量/ Max. landing weight	66 000	66 000	66 000	64 500
最大零燃油重量/ Max. zero fuel weight	62 500	62 500	62 500	61 000
最小重量/Minimum weight	37 230	37 230	37 230	37 230

A320-215/A320-216

变量/VARIANT	000 (BASIC) (MOD	001[1] (MOD 20966)	002 (MOD 21601)	003 (MOD 22269)	005[2] (MOD 21711)	008 [3][4] (MOD 23900)

	20802)					
最大滑行重量/ Max.rampweight	73 900	68 400	70 400	75 900	67 400	73 900
最大起飞重量/ Max. take-off weight	73 500	68 000	70 000	75 500	67 000	73 500
最大着陆重量/ Max. landing weight	64 500	64 500	64 500	64 500	64 500	64 500
最大零燃油重量/ Max. zero fuel weight	60 500	60 500	60 500	60 500	60 500	61 000
最小重量/ Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	009(3)(4) (MOD 23900 & 22269)	011(3)(4) (MOD 30307)	013(3)(4) (MOD 31132)	014(3 (4) (MOD 31385)	016(3)(4)(5) (MOD 34094)	018(3)(4)(5) (MOD 151710)
最大滑行重量/ Max.rampweight	75 900	75 900	71 900	73 900	73 900	71 900
最大起飞重量/ Max. take-off weight	75 500	75 500	71 500	73 500	73 500	71 500
最大着陆重量/ Max. landing weight	64 500	66 000	64 500	64 500	66 000	66 000
最大零燃油重量/ Max. zero fuel weight	61 000	62 500	61 000	61 500	62 500	62 500
最小重量/ Minimum weight	37 230	37 230	37 230	37 230	37 230	37 230

变量/VARIANT	019(3)(4) (MOD 156523)
最大滑行重量/ Max.rampweight	70 400
最大起飞重量/ Max. take-off weight	70 000
最大着陆重量/ Max. landing weight	64 500
最大零燃油重量/ Max. zero fuel weight	61 000
最小重量/ Minimum weight	37 230

注释/Notes：

(1) WV001仅从MSN 530（引入A320-214型别）开始适用于A320-215（和-216）
WV001 applicable to A320-215 (and -216) model only from MSN 530 (introduction of A320-214 model)

(2) WV005仅适用于实施了MOD 28154的A320-215（和-216）
WV005 applicable to A320-215 (and -216) model only for a/c have modification 28154 embodied

(3) MOD 160500仅针对WV 008至WV 019得到批准。
MOD 160500 is approved for WV 008 to WV 019, only.

(4) MOD 160080仅针对WV 008 至014、016和018至019得到批准。
MOD 160080 is approved for WV 008 to 014, 016 & 018-019 only

A320-271N

变量/VARIANT	050 (MOD 161248)	051 (MOD 161380)	052 (MOD 161379)	053 (MOD 161384)	054 (MOD 161381)
最大滑行重量/ Max.rampweight	73 900	73 900	77 400	77 400	79 400
最大起飞重量/ Max. take-off weight	73 500	73 500	77 000	77 000	79 00
最大着陆重量/ Max. landing weight	66 300	67 500	66 300	67 400	66 300
最大零燃油重量/ Max. zero fuel weight	62 800	64 300	62 800	64 300	62 800
最小重量/ Minimum weight	40 300	40 300	40 300	40 300	40 300

变量 /VARIANT	055 (MOD 161249)	056 (MOD 161383)	057 (MOD 161382)	0 (MOD 157908)	0 (MOD 157910)	0 (MOD 157917)	0 (MOD 157921)
最大滑行重量/ Max.rampweight	79 400	70 400	70 400	75 900	75 400	72 900	71 900
最大起飞重量/ Max. take-off weight	79 000	70 000	77 400	75 500	75 000	72 500	71 500
最大着陆重量/ Max. landing weight	67 400	66 300	67 400	67 400	67 400	66 300	66 300
最大零燃油重量/ Max. zero fuel weight	64 300	62 800	64 300	64 300	64 300	62 800	62 800
最小重量/ Minimum weight	40 300	40 300	40 300	40 300	40 300	40 300	40 300

14. 重心范围/Center of gravity range

见经批准的飞机飞行手册/See approved Airplane Flight Manual.

15. 基准/Datum

0.0站位，位于飞机机头前方2.540米
Station 0.0, located 2.540 meters forward of airplane nose

16. 平均气动弦/Mean Aerodynamic Chord (MAC)

4.1935米/meters

17. 水平方法/Levelling Means

飞机可从3个主顶起点顶起。
The A/C can be jacked on three primary jacking points.

参见适用的EASA批准的重量和平衡手册
See the appropriate EASA approved Weight and Balance Manual

18. 最小飞行机组/Minimum Flight Crew

2位驾驶员/pilots

19. 最大客座数和相应的最小客舱机组 Maximum Passenger Seating Capacity and associated minimum number of cabin crew

下表给出了经审定的最大客座数（MPSC）、相应的客舱构型（出口不知和更改）以及相应的满足审定要求的最小客舱机组人数
The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:

客座数和客舱构型/Passenger Seating Capacity & Cabin Configuration	客舱机组/Cabin crew
195 (I*-III-III-I*, Mod 156723)	4
180 (I-III-III-I)	4
150 (I-III-III-I, Mod 150364)	3
145 (I-III-I, Mod 150016 or 35177)	3

注释/Note:

I*是按照更改156723的超性能紧急出口
I* is the over-performing exit according to modification 156723

原最大客座数为180
The original maximum passenger seating capacity is 180.

更改156723使得最大客座数从180增加到195。这些改装确定了一个虚拟的客舱布局的包线（LOPA），但不构成可以安装超过180个座椅的批准。单独的客舱布局需要另外的批准，最多195个座位。
The Modifications 156723 enables the maximum seating capacity to be increased from 180 up to 195. These modifications define a virtual envelope of the Layout of Passenger Accommodations (LOPA) and do not constitute an authorization for the installation of seats in excess of 180. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 195 seats.

注释/Note:

第二个III型紧急出口可以通过更改35177（后紧急出口）或更改150016（前紧急出口）禁用。任意一个翼上紧急出口与后舱门之间的最大乘客数为90。
The second Type III emergency exit can be de-activated by embodiment of modification 35177 (aft overwing exit) or modification 150016 (forward overwing exit). The maximum number of passengers between any of the overwing exit doors and rear door is 90.

21. 行李舱/货舱/Baggage/Cargo compartment

货舱/CARGO COMPARTMENT	最大载荷/MAXIMUM LOAD (kg)
前/Forward	3 402
后/Aft	4 536
尾/Rear (散装/bulk)	1 497

对于位置和每一位置批准的载荷条件（容量、货盘和相应的重量)见重量平衡手册00D080A0001/C1S 1.10章节。
For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00D080A0001/C1S Chapter 1.10.

22. 机轮和轮胎/Wheels and Tyres

见服务通告，No. SB A320 - 32 - 1007。/See SB A320 - 32 - 1007.
带有MOD 20139并且不带有MOD 22129的航空器，安装了4轮起落架（直至73.5 T MTOW)
Aircraft incorporating modification 20139 and without modification 22129, are equipped with a four-wheel bogie landing gear (up to 73.5 T MTOW).

IV. 运行和服务指令/Operating and Service Instructions

1. 飞机飞行手册/Airplane Flight Manual (AFM)

EASA批准的A320飞机飞行手册
EASA Approved Airplane Flight Manual for A320.

2. 持续适航文件和适航性限制 Instructions for Continued Airworthiness and Airworthiness Limitations

适航性限制/Airworthiness Limitations

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的1-2和1-3章节中，提供了适用的安全寿命适航性限制项目
  Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3 approved by the EASA .

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第2章中，提供了适用的损伤容限限制项目。
  Limitations applicable to Damage Tolerent Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第3章中，提供了合格审定维修要求项目。
  Certification Maintenance Requirements are provided in A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第4章中，提供了老龄系统维修（ASM）限制。
  Ageing Systems Maintenance (ASM) limitations are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4 approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第5章中，提供了燃油适航性限制。
  Fuel Airworthiness Limitations are provided in A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5) approved by the EASA.

注释/Note：

对于A320-231/-232/-233，安装更改37734会导致维修大纲及其有效性限制（LoV）的变化，LoV从48,000FC/60,000FH 变为37,500FC/80,000FH（先到为准）。
For A320-231/-232/-233 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).

对于没有安装鲨鳍小翼A320-214/-215/-216/-231/-232/-233，安装更改39020会导致维修大纲及其有效性限制（LoV）的变化，LoV从48,000FC/60,000FH变为60,000FC/120,000FH（先到为准）。
For A320-214/-215/-216/-231/-232/-233 models without sharklets, 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).

其他限制/Other limitations

参见EASA批准的飞行手册/See EASA approved Flight Manual.

3. 重量和平衡手册/Weight and Balance Manual (WBM)

空客符合性文件/Airbus Compliance Document 00D80A0001/C1S

VI. 注释/Notes

1. 根据基本设计定义，A320-214、-215、-216、-231、-232、-233 具备 IIIB 精密进近资格。
   A320-214, -215, -216, -231, -232, -233 are qualified for Cat IIIB precision approach per basic design definition.
2. A320-271N 飞机应安装 MOD161765 的设计更改，以支持 IIIB 精密进近。
   For A320-271N, modification 161765 shall be installed to enable for Cat IIIB precision approach.

SECTION 2: A321 系列/A321 SERIES

I. 概述/General

1. 型号/型别/构型变化/Type/model/Variant：

A321-111
A321-112
A321-131
A321-211
A321-212
A321-213
A321-231
A321-232

根据第21.101条的产品级重大更改/Significant Product Level Changes i.a.w. 21.A.101：

MOD 160023适用于以下型别的鲨鳍小翼/Sharklet applicable on
A321-211, A321-212, A321-213, A321-231, A321-232

MOD 157272适用于以下型别最大客座数/Max Pax applicable on
A321-211, A321-212, A321-213, A321- 231, A321-232

2. 法国民航局/联合航空当局型号审定日期
DGAC-F / Joint Airworthiness Authority (JAA) Type Certification Date

A321-111: 1994年5月27日/May 27, 1994
A321-112: 1994年2月15日/February 15, 1994
A321-131: 1993年12月17日/December 17, 1993
A321-211: 1997年3月20日/March 20, 1997
A321-212: 2001年8月31日/August 31, 2001
A321-213: 2001年8月31日/August 31, 2001
A321-231: 1997年3月20日/March 20, 1997
A321-232: 2001年8月31日/August 31, 2001

注释：对于2005年12月21日前生产的A321型飞机，法国民航局颁发的型号合格证（DGAC-F TC 180）仍保持有效。
Note: For A321 produced before the 21st of December 2005, DGAC-F TC 180 remains a valid reference.

3. EASA型号审定日期/EASA Type Certification Date

EASA型号合格证数据单第1版颁发于2005年12月21日
EASA TCDS issue 1 issued December 21, 2005

MOD 160023 issue 1 2013年7月17日/17 July, 2013 (A321-211)

MOD 160023 issue 2	2012年7月30日/30 July, 2013 (A321-231)
MOD 160023 issue 4	2014年6月16日/Jun.16, 2014 (A321-212/-213/-232)
MOD 157272 issue 1	2015年6月16日/June 19 2015 (A321-211/-212/-213/-231/-232)

4. 中国民航局型号认可审定日期 / CAAC Type Validation Date

b) 认可审定日期/Validation dates:

A321-111: 1998年9月15日/September 15, 1998

A321-112: 1998年9月15日/September 15, 1998

A321-131: 1998年9月15日/September 15, 1998

A321-211: 1998年9月15日/September 15, 1998

A321-231: 1998年9月15日/September 15, 1998

A321-212: 2007年12月04日/December 4, 2007

A321-213: 2007年12月04日/December 4, 2007

A321-232: 2007年12月04日/December 4, 2007

注释：对于2007年12月04日前生产并出口中国的A321-111/-112/-131/-211/-231型飞机，中国民航总局颁发的型号认可证(VTC 085A)仍保持有效。

Note: For A321-111/-112/-131/ -211/-231 produced and exported before the 04 of December 2007, CAAC-VTC 085A remains a valid reference.

MOD 160023 issue 1	2014年2月26日/Feb.26,2014 (A321-211)
MOD 160023 issue 2	2014年2月26日/Feb.26,2014 (A321-231)
MOD 160023 issue 4	2014年7月18日/Jul.18, 2014 (A321-211, -212, -213, -231, -232)
MOD 157272 issue 1 -	2016年3月18日/Mar. 18, 2016 (A321-211/-212/-213/-231/-232)

5. 生产条件/Production conditions

直到1999年4月，依据德国民航局给位于德国汉堡AIRBUS INDUSTRIE公司颁发的批准I-A9，或自1999年4月起，批准LBA.G.0009，生产A321系列各型别飞机。

A321 aircraft, all series, all models, are all produced in Hamburg - Germany - under approval I-A9 (until April 1999) or LBA.G.0009 (since April 1999) issued by LBA to AIRBUS INDUSTRIE.

自2004年9月27日起，依据德国民航局给位于德国汉堡AIRBUS公司颁发的批准DE.21G.0009，生产A321系列各型别飞机。

Since September 27, 2004, A321 aircraft are produced in Hamburg - Germany under approval DE.21G.0009 issued by LBA to AIRBUS.

自2008年7月21日起，A321飞机在欧洲航空安全局给位于德国汉堡的AIRBUS公司颁发的批准EASA.21G.0001下生产。

From July 21st, 2008, A321 aircraft are produced in Hamburg (Germany) under approval EASA.21G.0001 issued by EASA to AIRBUS.

自2017年2月3日起，A321飞机在欧洲航空安全局给位于德国汉堡和美国莫比尔的AIRBUS公司颁发的批准EASA.21G.0001下生产。在欧洲航空安全局给位于法国布拉尼亚克、德国汉堡和美国莫比尔的AIRBUS公司颁发的批准EASA.21G.0001下交付。
From February 3rd 2017 A321 aircraft are produced in Hamburg (Germany) and Mobile (USA) and delivered from Blagnac (France), Hamburg (Germany) and Mobile (USA) under approval EASA.21G.0001 issued by EASA to AIRBUS.

II. 审定基础和认可审定基础/Certification Basis and Validation Basis

1. 确定适用要求的参考日期/Reference Date for determining the applicable requirements

空客公司申请A321-100合格审定的日期为1989年11月30日，信函AI/EA-410.106/89。
AIRBUS INDUSTRIE has applied for A321-100 certification on November 30, 1989 by letter AI/EA-410.106/89.

2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authorty Type Certificaiton Date Sheet No.

原法国TCDS DGAC no. 180被EASA TCDS A.064替代
Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064

3. 最初的适航当局审定基础/Initial Airworthiness Authorty Certification Basis

如下所述/See below

4. EASA 适航要求/EASA Airworthiness Requirements

下面列出了不同A321型别的合格审定基础。在进一步的A321型别的合格审定时，针对每一型别确定特定基础的修正。
Hereafter are listed the certification bases for the different A321 models. The amendments made to a particular basis at the occasion of further A321 model certification are identified per model.

JAA的审定基础确定在1993年11月29日的CRI G3001 Issue 4中：
The applicable Joint Certification Basis defined in CRI G3001 Issue 4 dated 29/11/93 is:

4.1 欧洲联合航空条例JAR25部含第11次修订版，及1989年10月5日生效的第13次修订版中的下列条款：
JAR 25 Change 11 as amended by the following JAR 25 Change 13 paragraphs effective on the reference date November 30, 1989:

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

关联JAR 25 部第13次修订版，删除下列条款：
Associated to JAR 25 Change 13, the following paragraphs are deleted:

- 25X131 第11次修订/Change 11
- 25X132 第11次修订/Change 11
- 25X133 第11次修订/Change 11
- 25X135 第11次修订/Change 11
- 25X1588 第11次修订/Change 11

4.2 由制造厂家选择的JAR 25 部要求(1992年3月13日信函: AI/EA 412.0033/92)。
JAR 25 Requirements elected by the manufacturer (Letter AI/EA 412.0033/92 dated March 13, 1992).

a. JAR 25 部第13次修订中的条款和由NPA 25C205文件桔黄页91/1介绍修正的统一离散突风要求。
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 25.321
JAR 25.331
JAR 25.333
JAR 25.335(d)
JAR 25.341
JAR 25.343(b)(1)(ii)
JAR 25.345(a) and (c)
JAR 25.349(b)
JAR 25.351
JAR 25.365
JAR 25.371
JAR 25.373
JAR 25.391
JAR 25.427
JAR 25.571(b)(2)

b. JAR 25部第13次修订中的条款和由NPA 25 BDG 244修正的加速停止距离和关联性能。
JAR 25 paragraphs at Change 13 and amended by the NPA 25 BDG 244 Accelerate Stop Distances and Associated Performance.
参见专用条件F-10, S-79和IM-S79
Refer to Special Conditions F-10, S-79 and IM-S79.

4.3 Airbus公司已于1996年7月17日的信函(AI/EA-S 413.1938/96)中提出了A321-200飞机型号合格审定。
Airbus Industrie has applied for A321-200 certification on July 17, 1996 by letter AI/EA-S 413.1938/96.

除了4.3.b外，1993年11月29日颁发CRI G3001文件中定义的适用联合审定基础仍然适用。4.3.b被Airbus公司自愿满足(1997年1月29日信函: AI/EA-S 413.0278/97)的要求所取代，使用1996年1月的NPA 25 BDG 244文件，并且1996年4月24日、1996年5月22日、1996年6月7日、1996年7月4日进行了修订 (参见CRI F3012)。

The applicable Joint Certification Basis defined in CRI G3001 Issue 4 dated 29/11/93 as described above remains applicable, except 4.3.b which is superseded by the Airbus Industrie elect-to-comply (letter AI/EA-S 413.0278/97 dated January 29, 1997) with NPA 25 BDG 244 dated January 1996, amended 24/04/96, 22/05/96, 07/06/96, 04/07/96) (see CRI F3012).

4.4 联合航空条例AWO的第1次修改版中包括低能见度情况下的自动着陆和运行要求。
JAR AWO Change 1 for auto-land and operations in low visibility.

4.5 ETOPS：

对于双发飞机的延程运行，适用的技术条件包含在AMC 20-6 (之前发布在AMJ 120-42/IL 20和CAP513中)以及A321 ETOPS CRI中：

For the Extended Twin Engine Airplane Operations the applicable technical conditions are contained in AMC 20-6 (as initiall published in AMJ 120-42/IL 20 and CAP 513) and A321 ETOPS CRI:

CRI G3006 ETOPS

CRI G3007 ETOPS - 一发不工作巡航速度/One engine inoperative cruise speed.

4.6 对于所有型别，空客自愿满足第106号修正案水平的美国联邦航空规章25.772(a)和(c)以及25.795，参见CRI E12 增强保安性能的驾驶舱门

For all models Airbus 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

4.7 对于MOD 160023“鲨鳍小翼”，通过E3401-001修订审定基础。
Certification basis revised for MOD 160023 “Sharklet” by CRI A-0001-001.

CS 25 Amdt 8 for

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

A5003 for (b) and SC A-2 for (e)

§ 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) (see CRI E-39 for interpretative material)
§ 25.351	§ 25.1385
§ 25.365(a)(b)(d)	§ 25.1387
§ 25.367	§ 25.1389
§ 25.371	§ 25.1391
§ 25.373	§ 25.1393
§ 25.391	§ 25.1395
§ 25.393(b)	§ 25.1397
§ 25.427	§ 25.1401
§ 25.445	§ 25.1505
§ 25.457	§ 25.1511
§ 25.459	§ 25.1515
§ 25.471(a)(b)	§ 25.1527
§ 25.473	§ 25.1587
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§ 25.1591

CS 25 Amdt 2 for
§ 25.253

JAR 25 Chg 15 for
§ 25.1517

JAR 25 Chg 14 for

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

JAR 25 Chg 11 for
§ 25.671
§ 25.672

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

解释性材料/Interpretative Material:

CRI E-39 发动机转子非包容失效/Uncontained Engine Rotor Failure

注释：原来的适用于每一型别的解释性材料仍然有效。

Note: The original Interpretative material applicable to each model remains effective.

可接受的符合性方法/Acceptable Means of Compliance:

AMC F-14 结冰条件下的飞行/Flight in icing condition.

注释：带有MOD 160500时，AMC F-14的适用性从A321/A319/A318拓展到A320。

Note: AMC F-14 applicability extended from A321/A319/A318 to A320 with MOD 160500.

ETOPS

AMC 20-6 Rev 1中与结冰条件下运行相关的段落8.b.(11)，规定了鲨鳍小翼上的冰型

AMC 20-6 Rev 1 paragraphs related to operation in icing conditions 8.b.(11) for ice shapes on the Sharklet device.

AMC 20-6 Rev 1中与AFM补充中的性能数据相关的段落8.f.(1) (iii)，规定了ETOPS

AMC 20-6 Rev 1 paragraphs related to performance data in the AFM supplement for ETOPS 8.f.(1) (iii).

对于不受影响的区域，ETOPS要求见AMJ 120-42

AMJ 120-42 for ETOPS for non-affected areas.

注释/Note：

对应用于初始ETOPS验证的审定基础(参见A320 CRI G1006)。

This corresponds to the certification basis used for the initial ETOPS demonstration (refer to A320 CRI G1006).

4.8 对于MOD 157272 “Max Pax” 通过CRI A-0001-005修订审定基础。
Certification basis revised for MOD 157272 “Max Pax” by CRI A-0001-005.

以下是通过CRI A-0001-005修订的带有鲨鳍小翼的A321-200的审定基础：

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

CS 25 Amdt 15 for §25.23
§25.321
§25.331
§25.341(a)(b)

§25.351
§25.473
§25.479(a)(c)(d)
§25.481(a)(c)

§25.489

§25.801(d)
§25. 803(c)
§25. 807(g) amended by CRI E-3001 and demonstrated through ESF CRI D-02
§25.1519
§25.1529
§25.1541(a)(b)
§25.1557(a)

4.9 对于安装Halon替代品手持灭火器（CRI D-GEN-AIRBUS-01）的所有型别，空客自愿满足欧洲航空安全局第17号修正案水平的CS25.851(a),(c) 。

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).

5. 专用条件/Special Conditions

提示: 在A320联合合格审定基础制定的范围内，编制了三种类别的专用条件。

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

•专用条件:履盖新颖的或独特的且联合航空条例未有公布的设计特性

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

•经验相关条件:对于A320联合合格审定基础，按照NPA程序，在欧洲联合航空条例演变进程中,记录已经同意的原文

Experience related conditions: raised to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.

•协调条件: 对于A320联合合格审定基础的意图，记录关于国家不同要求方面的共同的理解。该协调条件不应与FAA/JAA协调规章的活动相混淆

Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

5.1 删除下述A320型飞机的专用条件，经验相关条件和协调条件：

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

a. 在4.1和4.2段基础进一步应用更新的要求：

Further to application of the updated requirements of above paragraphs 4.1 and 4.2:

HC-F103	湿跑道上的加速停止距离,起飞距离和起飞滑行/ASD-TOD-TOR on wet runways
HC-F114	进近和目标开始速度/ Approach and Target Threshold Speeds
EC-A.3.6.1	高升力装置/ High Lift Devices
SC-A.4.3	协调突风载荷/Tuned Gust Loads (UK)
HC-A.4.4	机动载荷-高升力装置展开/ Manoeuvre Loads - High Lift Devices Deployed
HC-S61	设计着陆刹车动能/ Design Landing Brake Kinetic Energy
HC-S62	中止起飞刹车动能/ Rejected Take-Off Brake Kinetic Energy
IM-AMC-F101	湿跑道摩擦特性/ Wet Runway Friction Characteristics
IM-F103	湿跑道上的加速停止距离,起飞距离和起飞滑行/ASD-TOD-TOR on Wet Runways

IM-A38	离散突风要求/ Discrete Gust Requirements
AMC-A43	协调突风载荷/ Tuned Gust Loads (UK)

b. JAR 25部要求的进一步发展：
Further to JAR 25 requirements evolution:

EC-G11	一般定义/ General Definition
IM-F107	着陆距离确定/ Landing Distance Determination
AMC-F111	起飞速度VMU/ Take-Off Speeds VMU

c. A321飞机专用条件和(d)节所列解释材料进一步发布：
Further to issuance of A321 Special Conditions and Interpretative Materials listed in paragraph 5.2 below:

SC-A211/IM-A211	飞机结构性能与系统互相影响方面的设计合格审定准则 Certification criteria for aircraft designed with systems interacting with structural performance
IM-A35	迅速释压/Rapid Decompression
IM-A47	应急着陆条件/Emergency Landing Conditions

5.2 新的或升级的A321专用条件和咨询材料
New or updated A321 Special Conditions and Advisory Material

飞行/Flight

SC-F1 and IM-F1 (CRI F3001)	失速和制定的使用速度 Stalling and Scheduled Operating Speeds
SC-F10 (CRI F3002)	加速-停止距离 Accelerate - Stop Distance
IM-F4 (CRI F3003)	纵向静稳定性（低能量感知） Static Longitudinal Stability (low energy awareness)
IM-F12 (CRI F3004)	计算机化飞机飞行手册 Computerized Airplane Flight Manual
IM-F13 (CRI F3005)	着陆距离外延 Landing Distance Extrapolation
AMC-F14 (CRI F3006)	结冰条件飞行 Flight in Icing Conditions

结构/Structure

SC-A1 and IM-A1 (CRI A3001)	系统与结构交互作用 Interaction of Systems and Structure
SC-A2 (CRI A3002)	结构设计失速速度 Stalling Speeds for Structural Design
IM-A3 (CRI A3003)	迅速释压 Rapid Decompression

IM-A4 (CRI A3004)	机身外燃油箱的失坠性 Crashworthiness of Fuel Tanks outside the fuselage

动力/Propulsion

SC-P1 and IM-P1 (CRI P3001)	全权数字式发动机控制 FADEC
IM-P2 (CRI P3003)	短舱罩防火 Nacelle Cowling Resistance to Fire

环境/Environment

SC-E1 and IM-E1 (CRI E3005)	防火术语 Resistance to Fire Terminology
AMC-E2 (CRI E3006)	应急撤离演示 Emergency Evacuation Demonstration
SC-E3 (CRI E3001)	应急出口构形 Exit Configuration
IM-E4 (CRI E3002)	2号和3号门重新归类为III型门 Reclassification of door 2 and 3 to Type III

系统/Systems

IM-S78	低高度自动驾驶交联 Low altitude autopilot engagement
SC-S79 and IM-S79	刹车要求资质和试验 Brakes requirements qualification and testing

5.3 下列A320专用条件和解释材料对A321是有效的：
The following A320 Special Conditions and Interpretative Material are validated for A321:

SC-G17 (F)	运行校对飞行 Operational proving flights
SC-G17 (G)	合格审定运行飞行 Operational flight for certification
SC-F3	驾驶舱控制-驾驶舱操纵器件的运动和影响 Cockpit Control - motion and effect of cockpit control
SC-F4	静态纵向稳定性 Static Longitudinal Stability
SC-F6	横航向静稳定性/Static Directional and Lateral Stability
SC-F7/IM-F7	飞行包线保护 Flight Envelope Protection
SC-F8	正常载荷因子限制 Normal Load Factor Limiting
SC-F9	双套操纵系统

	Dual Control System
AMC-F116	起飞速度VMU
	Take-off Speeds VMU
SC-A222/IM-A222	设计机动速度
	Design Manoeuvre requirement
SC-A223/IM-A223	设计俯冲速度
	Design Dive Speed
AMC-A23	复合材料结构
	Composite Aircraft Structure
IM-A313	复合湍流-计算结果的使用
	Composite Turbulence - use of calculation results
IM-A37	应急着陆条件和起落架
	Emergency Landing Conditions and Landing Gear
IM-A39	离散源损伤
	Discrete Source Damage
HC-A45/IM-A45	刹车滚动条件
	Brake Roll Conditions
HC-A46	速度控制装置/ Speed control device
AMC-S1	数字设备/ Digital Equipment
AMC-S5	电焊和闪电防护(直接影响)/ Electrical bonding and lightning protection (direct effects)
SC-S11	限制操纵力和扭矩
	Limit pilot forces and torques
IM-S13	备用地平仪/Standby gyroscopic horizon
IM/AMC-S14	电子飞行控制(手控飞行)
	Electrical flight controls (manual flight)
AMC-S20	电子器具系统
	Electronic instrument systems
IM-S21	起落架
	Landing Gear
HC-S23/IM-S23	备用地平仪
	Standby Gyroscopic Horizon
HC-S24	VMO/MMO 警告(设定)
	VMO/MMO Warning (Setting)
IM/AMC-S27	刻度显示系统
	Altitude Display System
EC-S30/AMC-S30	自动飞行系统
	Autoflight System
SC-S33	自动推力系统
	Autothrust System
IM-S35	自动驾驶同步
	Autopilot Synchronization
IM/AMC-S42	APU转子爆裂
	APU Rotor Burst
IM-S51	应急载荷

	Emergency Loads
SC-S52/IM-S52	无正常电力的运行
	Operation without normal electrical power
SC-S54/IM-S54	线路保护装置
	Circuit protective devices
HC-S72/IM-S73	飞行记录器
	Flight recorder
SC-S74	非正常姿态
	Abnormal attitudes
SC-S75	闪电防护(间接影响)
	Lightning protection (indirect effects)
SC-S76/IM-S76	外部辐射对机上设备的影响
	Effect of external radiations upon aircraft systems
SC-S77/IM-S77	信号控制完整性
	Integrity of signal control

5.4 对于任何1998年7月10日以后新的申请（新的或改装飞机系统和关联的零组件），专用条件IM-S76（外部辐射对飞机系统的影响）被专用条件SC/IM-S76-1（CRI SE14）取代。
For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC/IM-S76 (Effect of external radiations upon aircraft systems) are superseded by SC/IM-S76-1 (CRI SE14).

5.5 1998年8月10日后的任何进一步变化的合格审定，协调专用条件HC-A.4.5（刹车滚动条件）被联合航空条例第14次修改的JAR 25.943(d)替代（CRI A7）。
For any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll conditions) is superseded by JAR 25.943(d) at Change 14 (CRI A7).

5.6 在证后型号合格审定过程中，制定了下述专用条件：
The following special conditions have been developed post Type Certification:

SC H-01	飞机系统的增强型适航项目- EWIS的ICA（自2010年5月起生效） Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC E-34	带有充气安全带的座椅/Seat with inflatable restraints
SC E-13	充气安全带的安装(选装) Installation of inflatable restraints (optional)
SC D-0306	座椅材料的热释放和烟雾浓度要求（自2010年6月起生效） Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	可燃性降低系统/Flammability Reduction System 如果满足，则2012年1月1日后首次飞行的航空器的中央油箱必须在生产线上安装油箱可燃性降低系统（MOD 38062）。带有MOD 38062后，该系统必须保持安装和可用状态，并且仅能根据MMEL改版中的条款在不能工作状态下派遣。如果在A318、A319、A320或者A321飞机上安装了MOD 38062（油箱惰性系

	统(FTIS)），则飞机满足25-102修正案水平的25.981(a)和(b)的FR段、25-125修正案水平的25部附录M和N、以及26-3修正案水平的26.33条。 If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.
SC E-10	高高度机场运行（直至14,100英尺）（见CRI E10） High altitude airport operations (up to 14,100 ft) (see CRI E10).
SC E-48	燃油箱安全/Fuel Tank Safety
SC F-0311-001	包括数据链记录的飞行记录器 Flight Recorders including Data Link Recording
SC D-0322-001	套房式座椅的安装/Installation of suite type seating
SC D-0332-001	无杆牵引/Towbarless Towing
SC E-21	新的UTAS皮托管/New UTAS Pitot Probes

5.7 带有MOD 160023的航空器的专用条件
Special Conditions for aircraft equipped with MOD 160023

SC F-16	横航向静稳定性/Static directional and lateral stability
A318 SC F-5001	失速和制定的使用速度 Stalling and scheduled operating speeds
A318 SC F-5004	纵向静稳定性和低能量感知 Static Longitudinal Stability and Low energy awareness
A318 SC A-5003	设计俯冲速度/Design Dive Speed Vd

注释：所有其他的适用于每一型别的原始专用条件仍然有效。
Note: All other original Special Conditions applicable to each model remain effective.

6. 豁免/Exemptions

没有豁免/No exemptions

7. 偏离/Deviations

无/None

8. 等效安全/Equivalent safety findings

8.1 下述条款通过等效安全的方式来满足：

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

JAR 25.783 (f)	客舱门和散装货舱门（见CRI SM 3001, SM 3002和SM 2007） for passenger doors and bulk door (see CRI SM 3001, SM 3002 and SM 3004)
JAR 25.933(a)	反推自动装载功能（见CRI P 3008） for thrust reverser autorestow function (see CRI P 3008).

8.2在证后型号合格审定过程中，制定了下述等效安全：

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

FAR 25.856(b)	舱内区域的机身烧穿保护（参见CRI E-32），如果在生产线上A318、A319、A320或者A321飞机实施了MOD 150700和37270（仅带有CLS选项）、37048和36985，飞机满足机身火焰穿透"烧穿"要求，即25-111修正案水平的14 CFR Part 25.856(b)（参见CRI E-18） Fuselage burnthrough protection in bilge area (see CRI E-32), see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration "Burnthrough" requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See CRI E-28).
14CFR Part 25.856(a)	针对绝缘材料的增强的阻燃标准（CRI E18） Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	光致发光出口标志（可拆除的舱位分离装置）（CRI E14）（可选构型） Photo-luminescent EXIT sign for MCD (Moveable Class Divider) (CRI E14) (optional)
JAR 25.811(f)	应急出口标志反射率（CRI E16） Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	对于客运航空器，图形化出口标志作为红色出口标志的替代(CRI SE-42)（可选构型） Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42) (optional)
JAR 25.785(c)	与航空器中心线夹角大于18°的前向座椅(CRI D-0329-001)(选装） Forward facing seats with more than 18° to aircraft centerline. (CRI D-0329-001) (optional)
JAR 25.1443(c)	最小补氧流量（CRI F-20）（选装） Minimum Mass Flow of Supplemental Oxygen (CRI F-20) (optional)
JAR 25.1441(c)	机组确定旅客供氧系统可用氧量（CRI F-21）（选装） Crew Determination of Quantity of Oxygen in

Passenger Oxygen System (CRI F-21) (optional)

8.3 带有MOD 160023的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 160023

ESF F-19 自然结冰条件下的飞行（§25.1419 (c)）
Flight in natural icing condition (§25.1419 (c))

注释：原来的适用于每一型别的等效安全仍然保持有效。
Note: The original ESFs applicable to each model remain effective.

8.4 带有MOD 157272的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 157272

ESF D-02 超性能I型出口/Over-performing Type I exit (CS25.807(g))

9. 环保标准/Environmental Protection Standards

国际民航组织附件16 / ICAO Annex 16

Vol. I Part II	噪声要求 / Noise Requirements
Vol. II Part II	燃油排放 / Fuel Venting
Vol. II Part III Chapter 2	排气排出物 / Emissions

注释：进一步的细节在TCDSN EASA.A.064中定义。
Notes: Further details are defined within TCDSN EASA.A.064

10. ETOPS

当其构型、维护和运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A321型别的型号设计、系统可靠性和性能有能力进行延程运行（ETOPS）。
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.

此处不构成进行延程运行（ETOPS）的批准（必须从相关当局获得运行批准）。
This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

下表提供ETOPS批准的详细内容
The following table provides details on the ETOPS approvals.

航空器型别/ Aircraft Model	发动机型号/ Engine Type	120分钟批准的日期/ 120 Min/Approval Date	180分钟批准的日期/ 180 Min/Approval Date
A321-111	CFM56-5B1	29 May 1996	11 March 2004
A321-112	CFM56-5B2	29 May 1996	11 March 2004

航空器型别/ Aircraft Model	发动机型号/ Engine Type	120分钟批准的日期/ 120 Min/Approval Date	180分钟批准的日期/ 180 Min/Approval Date
A321-211	CFM56-5B3	28 July 1997	11 March 2004
A321-212	CFM56-5B1	N/A	28 April 2006
A321-213	CFM56-5B2	N/A	28 April 2006
A321-131	V2530-A5	29 May 1996	11 March 2004
A321-231	V2533-A5	28 July 1997	11 March 2004
A321-232	V2530-A5	N/A	28 April 2006

注释/Note:

双方飞机延程运行的构型、维护和程序标准包含在ETOPS CMP文件参考最新版次的SA/EASA: AMC 20-6/CMP中。经审定的型别为所有适用发动机的A321-111/-112/-131/-211/-212/-213/-231/-232

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 models are A321-111/-112/-131/-211/-212/-213/-231/-232/, with all applicable engines.

实施改装/Embodiment of modification:

36666提供EASA批准的120分钟ETOPS能力

36666 provides ETOPS 120 mn capability for EASA

32009TIGONG EASA批准的180分钟ETOPS能力

32009 provides ETOPS 180 mn capability for EASA

11. 认可审定基础/Validation Basis

中国民用航空局接受审定当局的审定基础作为认可审定基础。

CAAC accepts the Certification Basis of Certification Authority as the Validation Basis.

III. 技术特性和运行限制/Technical Characteristics and Operational Limitations

1. 型号设计定义/Type Design Definition

1.1 合格审定型别/Certificated models: A321-111

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 413.1063/94(00E000A0008/C21)

1.2 合格审定型别/Certificated models: A321-112

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 414.0118/94(00E000A0002/C11)

1.3 合格审定型别/Certificated models: A321-131

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 414.0900/93(00E000A0003/C21)

1.4 合格审定型别/Certificated models: A321-211

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 413.0400/97 (00E000A0211/C21)

1.5 合格审定型别/Certificated models: A321-212

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-S 413.1359/01 (00E000A0212/C21)

1.6 合格审定型别/Certificated models: A321-213

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-S 413.1360/01 (00E000A0213/C21)

1.7 合格审定型别 / Certificated models: A321-231

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-A 413.0388/97 (00E000A0231/C21)

1.8 合格审定型别/Certificated models: A321-232

下述文件定义相应飞机/Definition of reference airplane by AIRBUS INDUSTRIE documents: AI/EA-S 413.1361/01 (00E000A0232/C21)

注释/Notes:

a. 型别转换/Model conversions:

- 如果在装备CFM56-5B1/2P发动机A321-111机型实施更改34368，则该机型转化为装备CFM56-5B3/2P发动机A321-211机型。
  If modification 34368 is embodied on A321-111 model powered with CFM56-5B1/2P engines, it is converted into A321-211 model, powered with CFM56-5B3/2P engines.

- 如果在装备CFM56-5B3/P发动机A321-211机型实施更改34818 ,则该机型转化为装备CFM56-5B1/P发动机A321-212机型。
  If modification 34818 is embodied on A321-211 model powered with CFM56-5B3/P engines, it is converted into A321-212 model, powered with CFM56-5B1/P engines.

- 如果在装备CFM56-5B1/P发动机A321-212机型实施更改35252 ,则该机型转化为装备CFM56-5B3/P发动机A321-211机型。
  If modification 35252 is embodied on A321-212 model powered with CFM56-5B1/P engines, it is converted into A321-211 model, powered with CFM56-5B3/P engines.

- 如果在装备V2530-A5发动机A321-131机型实施更改35718，则该机型转化为装备V2533-A5发动机A321-231机型。
  If modification 35718 is embodied on A321-131 model powered with V2530-A5 engines, it is converted into A321-231 model, powered with V2533-A5 engines.

- 如果在装备V2530-A5发动机A321-232机型实施更改37836，则该机型转化为装备V2533-A5发动机A321-231机型。
  If modification 37836 is embodied on A321-232 model powered with V2530-A5 engines, it is converted into A321-231 model, powered with V2533-A5 engines.

- 如果在装备CFM56-5B3/P发动机A321-211机型实施更改155204，则该机型转化为装备CFM56-5B2/P发动机A321-213机型。
  If modification 155204 is embodied on A321-211 model powered with CFM56-5B3/P engines, it is converted into A321-213 model, powered with CFM56-5B2/P engines

2. 描述/Description

两台涡轮风扇发动机、中短程、单通道的运输类飞机。
Twin turbo-fan, short to medium range, single aisle, transport category airplane.

3. 设备/Equipment

A321-111
经批准安装的设备列于文件号为00E000A0007/C1S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0007/C1S.

A321-112
经批准安装的设备列于文件号为00E000A0006/C1S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0006/C1S.

A321-131
经批准安装的设备列于文件号为00E000A0004/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0004/C0S.

A321-211
经批准安装的设备列于文件号为00E000A0211/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0211/C0S.

A321-212
经批准安装的设备列于文件号为00E000A0212/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0212/C0S.

A321-213
经批准安装的设备列于文件号为00E000A0213/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0213/C0S.

A321-231
经批准安装的设备列于文件号为00E000A0231/COS的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0231/COS.

A321-232
经批准安装的设备列于文件号为00E000A0232/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00E000A0232/C0S.

注释/Note：

型号设计定义和审定标准设备清单，参见《A319-100/A321-200 FMGC型号标准演变(No. 00D000A0546/C0S)》。
The type design definitions and certification standard equipment lists are complemented by doc. 00D000A0546/C0S "A319-100/A321-200 FMGC Type Std Evolution".

客舱设施、设备及布置符合下述规范：
Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications :

- 00D252K0004/C01客舱座椅/for cabin seats
- 00D252K0019/C01厨房/for galleys.

4. 尺寸/Dimensions

A321飞机的主要尺寸/Principal dimensions of A321 Aircraft

- 机长/Length:	44,51 m
- 翼展/Width:	34,10 m
（如果安装MOD 160023/if MOD 160023 is installed）	35,80 m
- 机高/Height:	11,76 m
- 水平安定面宽度/Width at horizontal stabilizer:	12,45 m
- 机身直径/Outside fuselage diameter:	3,95 m
- 发动机轴间距/Distance between engines axis:	11,51 m
- 主起间距/Distance between main landing gear:	7,59 m
- 前/主起间距/Distance between nose and main landing gear:	16,91 m

5. 发动机/Engines

安装在航空器型别上的发动机如下所述。对于常用名称和审定名称以及新发动机的构型变化，参见注释。
The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

A321-111	
2台CFMI发动机/Two CFMI	CFM56-5B1 (MOD23083) or CFM56-5B1/2 (MOD24404)
A321-112	
2台CFMI发动机/Two CFMI	CFM56-5B2 (MOD23152)
A321-131	
2台IAE发动机/Two IAE	V2530-A5 (MOD22989)
A321-211	
2台CFMI发动机/Two CFMI	CFM56-5B3/P (MOD26359+25800) or CFM56-5B3/2P (MOD27640)
A321-212	

2台CFMI发动机/Two CFMI	CFM56-5B1 (MOD23083) or CFM56-5B1/2 (MOD24404)
A321-213	
2台CFMI发动机/Two CFMI	CFM56-5B2 (MOD23152)
A321-231	
2台IAE发动机/Two IAE	V2533-A5 (MOD25643)
A321-232	
2台IAE发动机/Two IAE	V2530-A5 (MOD22989)

注/Note：

CFM56-5B系列CAAC VTC证书编号VTC0064E，Rev.3；
The CAAC VTC No. of CFM56-5B Serial engines is VTC0064E, Rev.3;

V2500系列发动机CAAC VTC证书编号VTC0117E，Rev.1。
The CAAC VTC No. V2500 serial engines is VTC0117E，Rev.1.

PW1133G-JM发动机CAAC VTC证书编号VTC0329E，R1。
The CAAC VTC No. of PW1133G-JM engine is VTC0329E, R1.

注释/Notes：

1 如果CFM-5B发动机实施更改25800，则改进发动机性能，该发动机演变为"/P"。
If modification 25800 is embodied on models with CFM-5B engines, the engine performance is improved. The engine denomination changes to /P.

该项更改目前适用于/The modification is currently applicable for :

A 321-111: CFM56-5B1 (SAC)变为CFM56-5B1/P /CFM56-5B1 (SAC) which changes to CFM56-5B1/P

A 321-112: CFM56-5B2 (SAC)变为CFM56-5B2/P /CFM56-5B2 (SAC) which changes to CFM56-5B2/P

A 321-212: CFM56-5B1 (SAC)变为CFM56-5B1/P /CFM56-5B1 (SAC) which changes to CFM56-5B1/P

A 321-213: CFM56-5B2 (SAC)变为CFM56-5B2/P /CFM56-5B2 (SAC) which changes to CFM56-5B2/P

CFM56-5B/"无P"发动机可与CFM56-5B/P发动机混装。还请参见下面的注释3和4。
CFM56-5B/"non-P" engine can be intermixed with CFM56-5B/P engine on the same aircraft. See notes 3 & 4 below as well.

2 如果CFM-5B/2 (DAC) 发动机实施更改26610，则该发动机的性能和燃气排放水平均有改进，名称变化为"/2P"。
If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the

engine performance and gaseous emission levels are improved. The engine denomination changes to /2P.

该项更改目前适用于/The modification is currently applicable for:

A 321-111: CFM56-5B1/2 (DAC) 变为CFM56-5B1/2P (DAC II C)。
CFM56-5B1/2 (DAC) which changes to CFM56-5B1/2P (DAC II C).

A 321-212: CFM56-5B1/2 (DAC) 变为CFM56-5B1/2P (DAC II C)。
CFM56-5B1/2 (DAC) which changes to CFM56-5B1/2P (DAC II C)

CFM56-5B/2"无P" (DAC)发动机可与CFM56-5B/2P (DAC II C) 发动机混装在同一架飞机上(飞机飞行手册补充)。
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或"无P"(SAC)发动机可与CFM56-5B/2P (DAC II C) 发动机混装在同一架飞机上(飞机飞行手册补充)。
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).

3 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B1发动机。
From March 31st 2008, there is no longer any CFM56-5B1 non /P in field or in production.

4 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B1/2发动机。
From March 31st 2008, there is no longer any CFM56-5B1/2 non /P in field or in production.

5 安装CFM56-5B1的A321-111飞机上,可混装CFM56-5B1/2型发动机(mod. 24404)(飞机飞行手册补充材料)。还请参见注释2.4.23和2.4.24。
A321-111 CFM56-5B1 engine can be intermixed with CFM56-5B1/2 engine (mod. 24404) on the same aircraft (AFM supplement). See notes 2.4.23 & 2.4.24 as well.

6 CFM56-5B3/P(SAC)发动机(mod 26359 + 25800)可与CFM56-5B3/2P(DAC II C PIP)发动机(mod 27640)混装在同一架2架上。
CFM56-5B3/P (SAC) engine (mod 26359 + 25800) can be intermixed with CFM56-5B3/2P (DAC II C PIP) engine (mod 27640) on the same aircraft (AFM supplement).

7 通过在生产线上纳入更改37147或者在外场纳入更改38770可以引入CFM56-5Bx/3"Tech Insertion"发动机。该更改仅适用于CFM56-5Bx /P SAC发动机。
Introduction of CFM56-5Bx/3 "Tech Insertion" engine is done through embodiment of modification 37147 in production or 38770 in field. This modification is only applicable on CFM56-5Bx /P SAC engines.

如果对CFM-5B发动机纳入更改37147，则发动机后缀增加/3。
If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.

该项更改目前适用于/The modification is currently applicable for:

A321-111: CFM56-5B1 (SAC)更改为/ which changes to CFM56-5B1/3

A321-112: CFM56-5B2 (SAC)更改为/ which changes to CFM56-5B2/3

A321-211: CFM56-5B3 (SAC)更改为/ which changes to CFM56-5B3/3

A321-212: CFM56-5B1 (SAC)更改为/ which changes to CFM56-5B1/3

A321-213: CFM56-5B2 (SAC)更改为/ which changes to CFM56-5B2/3

发动机特性没有变化

The engine characrteristics remain unchanged.

已经证明更改37147对之前审定的噪声等级没有影响。

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

如更改38573所述，CFM56-5Bx/3发动机可以与CFM56-5Bx/P混装

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

8 通过纳入更改38946可以引入"BUMP"功能。如果对CFM-5B发动机纳入更改38946，则发动机后缀变为/P1 (SAC)或者/2P1(DAC)或者/3B1 (Tech Insertion)。

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

该项更改目前适用于/The modification is currently applicable for:

A321-211: CFM56-5B3 (SAC)更改为/which changes to CFM56-5B3/P1

已经证明更改38946对之前审定的噪声等级没有影响。

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

发动机特性没有变化。

The engine characrteristics remain unchanged.

不允许在飞机上混装"Non Bump"发动机和"Bump"发动机。

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

6. 辅助动力装置/Auxiliary Power Unit

APU GARRETT

GARRETT公司，型号GTCP 36-300(A)。

GARRETT AIRESEARCH GTCP 36-300 (A).

（规范No.31-5306B/Specification 31-5306B）

批准的滑油：参见GARRETT报告GT. 7800

Approved oils: see GARRETT REPORT GT. 7800

APU Pratt & Whitney Rzeszow S.A. (Option)

Pratt & Whitney Rzeszow S.A APU的安装由MOD 22562 or MOD 35864定义。

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

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

批准的滑油：符合MIL-L-7808、MIL-L-23699或者DERD 2487。

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

APU Honeywell（可选/Option)

Honeywell公司APU的安装由MOD 25888定义。

The APU Honeywell International installation is defined by MOD 25888.

Honeywell文件131-9[A]（规范No. 4900 M1E 03 19 01）。

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

批准的滑油:依照型号规范31-12048A-3A。

Approved oils : according to Model Specification 31-12048A-3A.

注释：A321型飞机，Pratt & Whitney Rzeszow S.A公司APU (APS 3200) (更改MOD 35864)是自MSN 2653开始的生产标准。

Note: for A321 models, the APU Pratt & Whitney Rzeszow S.A APS 3200 (Mod 35864) is the production standard from MSN 2653

7. 螺旋桨/Propellers

不适用/N/A

8. 液体（燃油、滑油、添加剂、液压油）/Fluids (Fuel, Oil, Additives, Hydraulics)

燃油/Fuel

燃油规范：见安装手册：对V2500发动机见CFM 2026或者CFM 2129或者IAE 0043；对PW1100G-JM 发动机见Service Bulletin PW1000G–1000–73–00–0002 00A930AD

Fuel Specification: See installation manual: document CFM 2026 or CFM 2129 or document IAE – 0043 for V2500 or Service Bulletin PW1000G – 1000 – 73 – 00 – 0002 00A930AD for PW1100G-JM

A321-111/-112/-131/-211/-212/-213/-231/-232适用以下表格

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

类型/ TYPE	规范/SPECIFICATION (NAME)				
	法国/ FRANCE	美国/USA	英国/UK	俄国/RUSSIA	中国/CHINA
煤油/ Kerosene	DCSEA 134-D	ASTM D 1655 (JET A) (JET A1)	DEF STAN 91/91 (AVTUR) (JET A1)	GOST 10227-86 (RT) (TS1)*	GB 6537-2006 N°3 JET
		MIL - T -83133 (JP 8)	DEF STAN 91/87 (AVTUR) (JET A1)(AIA)	GOST R 52050-2003	

宽硫分/ Wide cut		ASTM D 1655 (JET B) MIL - T 5624 (JP 4)	DEF STAN 91/88 (AVTAG)		
高闪点/ High flash point	DCSEA 144/A (F-44) (XF-43)	MIL - T 5624 (JP 5)	DEF STAN 91/86 (AVCAT)		

* 对于IAE V2500发动机，TS-1牌号燃油短期使用是允许的(小于50%工作时间)。
For IAE V2500 engines, TS-1 is cleared for transient use (less than 50% of operations).

滑油/Oil

对于滑油规范/For oil specification:

发动机 Engine	CFMI CFM56-5B1 (**) CFM56-5B1/2 (**) CFM56-5B2 CFM56-5B3 (/P only) CFM56-5B3/2P	IAE V2530-A5 V2533-A5	PW1133G-JM
经批准的滑油 Approved Oils	See SB CFMI 79-001-OX	See Doc IAE 0043 Sect 4.9 (MIL-L 23 699)	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D

(**): 参见第5章注释3和4，不再生产和服役的发动机。
see notes 3 and 4 in chapter 5 for engine models no longer in prod/service.

添加剂/Additives:

参见空客耗材清单(CML)
Refer to Airbus Consumable Material List (CML)

Engine	CFMI CFM56-5B1 CFM56-5B1/2 CFM56-5B2 CFM56-5B3(/P only) CFM56-5B3/2P	IAE V2530-A5 V2533-A5	PW1133G-JM
Approved Additives	Specific Operating Instructions Document & CFM SB 73-0182/73-0122 for CIS fuel additives	IAE Standard Practices and Processes Manual	Service Bulletin PW1000G-1000-73-00 -0002-00A-930A-D

上述燃油也适用于辅助动力装置。
The above mentioned fuels and additives are also suitable for the APU.

液压/Hydraulics

液压油/Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110

9. 燃油量/Fuel Quantity

燃油量/Fuel Quantity (0.8kg/liter) (参见下面的注释1/see note 1 below)

A321-111/-112/-131/-211/-212/-213/-231/-232适用以下表格：

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

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4或5油箱飞机/ 4 or 5 TANK AIRPLANE (*)(**)	
	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/ WING	15 500 (12 400)	22.6 (18)	15 500 (12 400)	22.6 (18)
中央/ CENTER	8 200 (6 560)	23.2 (18.6)	8 200 (6 560)	23.2 (18.6)
附加中央油箱/ACT (*)(**)			2 900 or 2 992 / 5 984 ** (2 320) or (2 393 / 4 786) **	17 / 34 (13.6 / 27.2)
总计/ TOTAL	23 700 (18 960)	45.8 (36.6)	26 600 or 26 692 / 29 684 ** (21 280) or (21 353 / 23 746) **	62.8 / 79.8 (50.2 / 63.8)

* 见下面的注释2和3/ See notes 2 and 3 below.

** A321-200飞机，1个附加中央油箱高压系统，2900升；1/2个附加中央油箱低压系统，2992/5984升。

1 ACT high pressure system, 2900 liters on A321-200, on additional center tanks 1 / 2 ACT low pressure system 2992/5984 liters on A321-200.

注释/Note：

1 有CFM发动机的A321-200飞机上，引入不带有干舱（MOD 38616）的标准翼盒将增加燃油容量350升。

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 在A321-200系列飞机上，一个附加中央油箱(ACT)由更改25453 (高压系统)所定义。其与结构和系统条款一起批准，服从于主要改进文件E2-001(符合CRI P9)。

On the series A321-200, one Additional Center Tank (ACT) in bulk version is defined by modification 25453 (high pressure system). Its approval together with structural and system provisions is subject of Major Change E2-001 (compliance to CRI P9).

3 在A321-200系列飞机上，一个或两个附加中央油箱（ACT）由更改30422（低压系统）所定义。其与结构和系统条款一起批准，服从于主要改进文件E2-002（符合CRI P9）。

On the series A321-200, one or two Additional Center Tanks (ACT) in bulk version are defined by modification 30422 (low pressure system). Their approval together with structural and system provisions is subject of Major Change E2-002 (compliance to CRI P9).

10. 速度限制（除非另有声明，指示空速 IAS）
Limit speeds(Indicated Airspeed - IAS - unless otherwise stated)

最大使用马赫数/Maximum Operating Mach (MMO): 0.82

最大使用速度/Maximum Operating Speed (VMO): 350 kt

机动速度/Maneuvering Speed VA： 参见EASA批准的飞行手册的限制章节
See Limitations Section of the EASA approved Flight Manual

襟翼/缝翼展态速度/Extended Flaps/ Slats Speed (VFE): 见下表/see table below

A321-111/-112/-131/-211/-212/-213/-231/-232适用以下表格：
For A321-111/-112/-131/-211/-212/-213/-231/-232 the following table applies:

构型/ Configuration	缝翼/襟翼 /Slats/Flaps (°)	VFE (kt)	
1	18/0	230**	中间进近/Intermediate approach
	18/10	215**	起飞/Take-off
2	22/14	205 215*	起飞和进近/Take-off and approach
3	22/22	195	起飞、进近、着陆/Take-off, approach, landing
全放/Full	27/25	190	着陆/Landing

* 参见注释1/See note 1 ** 参见注释2 / See note 2

起落架/ Landing gear :

VLE – 展开/Extended: 280 kt/ Mach 0.67

VLO – 展开/Extension: 250 kt

收回/Retraction: 220 kt

轮胎限制速度（地面速度）
Tyres limit speed (ground speed) 195.5 kt (225 mph)

注释/Notes：

1 如果在A321飞机上安装FWC 标准 D2 和FAC标准BAM 0510，则构形2中的襟翼展态速度VFE从205节增大至215节(按更改Mod.24641,安装速度限制标牌加以识别)。
If FWC Standard D2 and FAC Standard BAM 0510 are fitted on A321 aircraft, VFE speed in Configuration 2 is increased from 205 kts to 215 kts (as identified by speed limitation placard installed by modification 24641).

2 在具有第001号、第002号和第011号重量变量的A321-200系列飞机上，构形1的VFE从230节增大至235节，构形1+F的VFE 从215节增大至225节(由更改28960或28721安装

限制标牌加以标识)。
On the series A321-200, Weight Variant 001, 002 & 011, VFE speed in Configuration 1 is increased from 230 to 235 kts, and in Configuration 1+F increased from 215 to 225 kts (as identified by speed limitation placard installed by modification 28960 or 28721).

11. 飞行包线/Flight Envelope

最大使用高度/Maximum operating altitude

39 100（英尺/ft）（压力高度/pressure altitude）

39 800（英尺/ft）（压力高度/pressure altitude）如果贯彻30748号更改/if modification 30748 is embodied.

参见适用的EASA批准的飞机飞行手册
See the appropriate EASA approved Airplane Flight Manual

12. 运行限制/Operating Limitations

参见适用的EASA批准的飞机飞行手册
See the appropriate EASA approved Airplane Flight Manual

动力装置（2.2482磅/daN）/Powerplant (2.2482 lb/daN)

A321-111 or –212 / A321-112 or –213 / A321-131 or -232

发动机/Engine	CFMI CFM56-5B1 (**) CFM56-5B1/2 (**)	CFMI CFM56-5B2	IAE V2530-A5
数据单/Data sheets	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)	E40NE (FAA)
海平面静止推力/Static thrust at sea level			
起飞(5分钟)(统一额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	13 344 daN (30 000 lbs)	13 789 daN (31 000 lbs)	13 300 daN) (29 900 lbs)
最大连续(统一额定25℃)/ Maximum continuous (Flat rated 25℃)	12 940 daN (29 090 lbs)	12 940 daN (29 090 lbs)	11 988 daN (26 950 lbs)
批准的滑油/Approved oils	See SB CFMI 79-001-OX	See SB CFMI 79-001-OX	See Doc IAE 0043Sect 4.9 (MIL-L 23 699)

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局的"发动机型号合格证数据单"文件，仅允许起飞推力状态工作10分钟
10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de caractéristiques moteur".

** 对于不再生产/不在役的发动机型别，参见注释3和4
See notes 3 & 4 for engine models no longer in prod/service.

A321-211/-231

发动机/Engine	CFMI CFM56-5B3 (/P only) CFM56-5B3/2P	IAE V2533-A5

数据单/Data sheets	E37NE (FAA) E38NE (FAA)	E40NE (FAA)
海平面静止推力/Static thrust at sea level		
起飞(5分钟)(统一额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	14 234 daN (32 000 lbs)	14 055 daN (31 600 lbs)
最大连续(统一额定25℃)/ Maximum continuous (Flat rated 25℃)	12 940 daN (29 090 lbs)	11 988 daN (26 950 lbs))
批准的滑油/Approved Oils	SB CFMI 79-001-OX	Doc IAE 0043 Sect 4.9 (MIL-L 23 699)

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局的"发动机型号合格证数据单"文件，仅允许起飞推力状态工作10分钟

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

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

12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

12.2 其他限制/Other limitations

完整的适用限制参见适用的EASA批准的飞机飞行手册。

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

13. 最大审定质量/Maximum Certified Masses

A321-111/A321-112

变量/ VARIANT	000 (BASIC)	002 (MOD 24178)	003 (MOD 24899)	004 (MOD 24308)	005 (MOD 25649)	006 (MOD 26600*)	007 (MOD 26888)	008 (MOD 30334)
最大滑行重量/ Max. Ramp Weight	83 400	83 400	85 400	78 400	83 400	78 400	80 400	89 400
最大起飞重量/ Max. take-off weight	83 000	83 000	85 000	78 000	83 000	78 000	80 000	89 000
最大着陆重量/ Max. landing weight	73 500	74 500	74 500	73 500	75 000	74 500	73 500	75 500
最大零燃油重量/ Max. zero fuel weight	69 500	70 500	70 500	69 500	71 000	70 500	69 500	71 500
最小重量/ Minimum weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500	47 500

A321-131

变量/VARIANT	000 (BASIC)	002 (MOD 24178)	003 (MOD 24899)	004 (MOD 24308)	006 (MOD 26600*)	007 (MOD 26888)	008 (MOD 30334)
最大滑行重量/ Max. Ramp Weight	83 400	83 400	85 400	78 400	78 400	80 400	89 400
最大起飞重量/Max. take-off weight	83 000	83 000	85 000	78 000	78 000	80 000	89 000
最大着陆重量/ Max. landing weight	73 500	74 500	74 500	73 500	74 500	73 500	75 500
最大零燃油重量/ Max. zero fuel weight	69 500	70 500	70 500	69 500	70 500	69 500	71 500
最小重量/ Minimum weight	47 500	47 500	47 500	47 500	47 500	47 500	47 500

注释/Note：

在A321-100系列飞机上,第006号重量变量是由基于第003号重量变量 ,或是由基于第000号重量变量更改30310而生产的更改26600所定义。

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

A321-211/A321-231

变量/VARIANT	000 (BASIC)	001 (MOD 28960)	002 (MOD 28721)	003 (MOD 31613)	004 (MOD 31614)	005 (MOD 31615)
最大滑行重量/ Max. Ramp Weight	89 400	93 400	89 40	91 400	87 400	85 400
最大起飞重量/ Max. take-off weight	89 000	93 000	89 000	91 000	87 000	85 000
最大着陆重量/ Max. landing weight	75 500	77 800	77 800	77 800	75 500	75 500
最大零燃油重量/ Max. zero fuel weight	71 500	73 800	73 800	73 800	71 500	71 500
最小重量/ Minimum weight	47 500	47 500	47 500	47 500	47 500	47 500

变量/VARIANT	006 (MOD 31616)	008 (MOD 31618)	010 (MOD 31321)	011 (MOD 32456)
最大滑行重量/ Max. Ramp Weight	83 400	80 400	85 400	93 900
最大起飞重量/ Max. take-off weight	83 000	80 000	85 000	93 500

最大着陆重量/ Max. landing weight	75 500	73 500	77 800	77 800
最大零燃油重量/ Max. zero fuel weight	71 500	69 500	73 800	73 800
最小重量/ Minimum weight	47 500	47 500	47 500	47 500

A321-212/A321-213/A321-232

变量/VARIANT	000 (BASIC)	001 (MOD 28960)	002 (MOD 28721)	003 (MOD 31613)	004 (MOD 31614)	005 (MOD 31615)
最大滑行重量/ Max. Ramp Weight	89 400	93 400	89 40	91 400	87 400	85 400
最大起飞重量/ Max. take-off weight	89 000	93 000	89 000	91 000	87 000	85 000
最大着陆重量/ Max. landing weight	75 500	77 800	77 800	77 800	75 500	75 500
最大零燃油重量/ Max. zero fuel weight	71 500	73 800	73 800	73 800	71 500	71 500
最小重量/ Minimum weight	47 500	47 500	47 500	47 500	47 500	47 500

变化/VARIANT	006 (MOD 31616)	007 (MOD 31617)	008 (MOD 31618)	009 (MOD 31619)	010 (MOD 31321)	011 (MOD 32456)
最大滑行重量/ Max. Ramp Weight	83 400	83 400	84 000	78 400	85 400	93 900
最大起飞重量/ Max. take-off weight	83 000	83 000	80 000	78 000	85 000	93 500
最大着陆重量/ Max. landing weight	75 500	73 500	73 500	73 500	77 800	77 800
最大零燃油重量/ Max. zero fuel weight	71 500	69 500	69 500	69 500	73 800	73 800
最小重量/ Minimum weight	47 500	47 500	47 500	47 500	47 500	47 500

14. 重心范围/Center of gravity range

见经批准的飞机飞行手册。/ See approved Airplane Flight Manual.

15. 基准/Datum

0.0站位，位于飞机机头前方2.540米
Station 0.0, located 2.540 meters forward of airplane nose

16. 平均气动弦/Mean Aerodynamic Chord (MAC)

4.1935 米/meters

17. 水平方法/Levelling Means

飞机可从3个主顶起点顶起。
The A/C can be jacked on three primary jacking points.
参见适用的EASA批准的重量和平衡手册
See the appropriate EASA approved Weight and Balance Manual

18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

19. 最大客座数和相应的最小客舱机组
Maximum Passenger Seating Capacity and associated minimum number of cabin crew

下表给出了经审定的最大客座数（MPSC）、相应的客舱构型（出口布置和更改）以及相应的满足审定要求的最小客舱机组人数
The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:

客座数和客舱构型 Passenger Seating Capacity & Cabin Configuration	客舱机组 Cabin crew
230 (C*-C-C-C*, Mod 157272)	5
220 (C-C-C-C)	5
200 (C-C-C-C)	4

注释/Note:

C*是按照更改157272的超性能紧急出口
C* is the over-performing exit according to modification 157272

原最大客座数为220
The original maximum passenger seating capacity is 220.

更改157272使得最大客座数从220增加到230。这些改装确定了一个虚拟的客舱布局的包线（LOPA），但不构成可以安装超过220个座椅的批准。单独的客舱布局需要另外的批准，最多230个座位。

The Modification 157272 enables 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.

21. 行李舱/货舱/Baggage/Cargo compartment

货舱/ CARGO COMPARTMENT	最大载荷/ MAXIMUM LOAD (kg)
前/Forward	5 670
后/Aft	5 670
尾/Rear (散装/bulk)	1 497

对于位置和条件，每一批准位置(容量、货盘和关联重量)见重量平衡手册(文件编号: 00E080A0001/C1S) 1.10章节。

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

21. 机轮和轮胎/Wheels and Tyres

见服务通告No. SB A320 - 32 - 1007。/ See SB A320 - 32 – 1007.

IV. 运行和服务指令/Operating and Service Instructions

1. 飞机飞行手册/Airplane Flight Manual (AFM)

EASA批准的A321飞机飞行手册

EASA Approved Airplane Flight Manual for A321.

2. 持续适航文件和适航性限制

Instructions for Continued Airworthiness and Airworthiness Limitations

<u>适航性限制/Airworthiness Limitations</u>

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的子分部1-2和1-3章节中，提供了适用的安全寿命适航性限制项目

  Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3 approved by the EASA .

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第2分部中，提供了适用的损伤容限限制项目。
  Limitations applicable to Damage Tolerent Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第3分部中，提供了合格审定维修要求项目。
  Certification Maintenance Requirements are provided in A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第4分部中，提供了老龄系统维修（ASM）限制。
  Ageing Systems Maintenance (ASM) limitations are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4 approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第5分部中，提供了燃油适航性限制。
  Fuel Airworthiness Limitations are provided in A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5) approved by the EASA.

- 注：对于没有鲨鳍小翼的A321-211/-212/-213/-231/-232飞机，实施MOD 154881会导致维修大纲及其有效性限制(LoV)从从48,000FC/60,000FH变为37,000FC/74,000FH（先到为准）。
  Note: For A321-211, -212, -213, -231, -232 models without sharklets, the embodiment of modification 154881 leads to change the maintenance program and its associated Limit of Validity (LoV) from 48,000FC/60,000FH to 37,000FC/74,000FH (whichever occurs first).

其他限制/Other limitations

参见EASA批准的飞行手册。
See EASA approved Flight Manual.

3. 重量和平衡手册/Weight and Balance Manual (WBM)

空客符合性文件/Airbus Compliance Document 00E80A0001/C1S

V. 注释/Notes

1. 对于A321-111和A321-112，更改25199是飞机具有IIIB精密进近资格的最低标准。
   For models A321-111 and A321-112, modification 25199 is the minimum standard to be qualified for Cat IIIB precision approach.
   对于A321-131，更改25200是飞机具有IIIB精密进近资格的最低标准。
   For models A321-131, modification 25200 is the minimum standard to be qualified for Cat IIIB precision approach.

所有其他型别本身都具有IIIB精密进近资格。
All other models are basically qualified for Cat IIIB precision approach.

2. 2号门和/或3号门可降级为III型门。
DOOR 2 and/or DOOR 3 may be derated to Type III.

SECTION 3: A319 系列/A319 SERIES

I. 概述/General

1. 型号/型别/构型变化/Type/model/Variant：

A319-111
A319-112
A319-115
A319-131
A319-132
A319-133

根据第21.101条的产品级重大更改/Significant Product Level Changes i.a.w. 21.A.101：

MOD 160500适用于以下型别的鲨鳍小翼/Sharklet applicable on
A319-111/-112/-115/-131/-132/-133（包括公务机/including CJ）
MOD 157777适用于以下型别最大客座数/Max Pax applicable on
A319-111/-112/-115/-131/-132/-133
MOD 160080适用于以下型别的鲨鳍小翼改装/Sharklet retrofit applicable on
A319-111/-112/-115/-131/-132/-133（包括公务机/including CJ）

2. 法国民航局和联合航空当局(JAA)型号审定日期
DGAC-F / Joint Airworthiness Authority (JAA) Type Certification Date

A319-111: 1996年4月10日/ April 10, 1996
A319-112: 1996年4月10日/ April 10, 1996
A319-115: 1999年7月30日/ July 30, 1999
A319-131: 1996年12月18日/ December 18, 1996
A319-132: 1996年12月18日/ December 18, 1996
A319-133: 1999年7月30日/ July 30, 1999

注释：对于2005年12月21日前生产的A319型飞机，法国民航局颁发的型号合格证（DGAC-F TC 180）仍保持有效。
Note: For A319 produced before the 21st of December 2005, DGAC-F TC 180 remains a valid reference.

3. EASA型号审定日期/EASA Type Certification Date

EASA型号合格证数据单第1版颁发于2005年12月21日
EASA TCDS issue 1 issued December 21, 2005

MOD 160500 issue 4 2013年5月28日/May 28, 2013
A319-111/-112/-115（不包括CJ/excluding CJ）
MOD 160500 issue 5 2013年9月6日/September 6, 2013

A319-112 (CJ), A319-115 (CJ),
A319-131 (PAX), A319-132 (PAX and CJ),
A319-133 (PAX and CJ)

MOD 157777 issue 1 2015年3月13日/March 13, 2015

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

MOD 160080 issue 2 2015年12月17日/December 17, 2015

A319-111/-112/-115/-131/-132/-133（包括公务机/including CJ）

4. 中国民航局型号认可审定日期/CAAC Type Validation Date

A319-111: 2000年7月5日/ July 5, 2000

A319-112: 2000年7月5日/ July 5, 2000

A319-115: 2000年7月5日/ July 5, 2000

A319-131: 2000年7月5日/ July 5, 2000

A319-132: 2000年7月5日/ July 5, 2000

A319-133: 2000年7月5日/ July 5, 2000

注释：对于2007年12月04日前生产并出口中国的A319-111/-112/-115/-131/ -132/-133型飞机，中国民航总局颁发的型号认可证（VTC0099A）仍保持有效。

Note: For A319-111/-112/-115/-131/-132/-133 produced and exported before the 04 of December 2007, CAAC-VTC 0099A remains a valid reference.

MOD 160500 issue 4 2014年2月26日/Feb. 26, 2014	(A319-111,-112,-115 excluding CJ)
MOD 160500 issue 5 2014年2月26日/Feb. 26, 2014	(A319-112 (CJ), A319-115 (CJ), A319-131 (PAX), A319-132 (PAX and CJ), A319-133 (PAX and CJ))
MOD 157777 issue 1 2016年3月18日/Mar. 18, 2016	(A319-111/-112/-113/-114/-115/ -131/-132/-133)
MOD 160080 issue 2 2016年3月18日/Mar. 18, 2016	(A319-111/-112/-115/-131/-132/ -133(包括公务机/including CJ))

5. 生产条件/Production conditions

直到1999年4月，依据德国民航局给位于德国汉堡AIRBUS INDUSTRIE公司颁发的批准No.I-A9 ,或自1999年4月起 ,生产许可证(No. LBA.G.0009) ,生产A319系列各型别飞机。

A319 aircraft, all series, all models, are all produced in Hamburg - Germany - under approval I-A9 (until April 1999) or LBA.G.0009 (since April 1999) issued by LBA to AIRBUS INDUSTRIE.

自2004年9月27日起，依据德国民航局给位于德国汉堡AIRBUS公司颁发的批准DE.21G.0009，生产A319系列各型别飞机。

Since September 27, 2004, A319 aircraft are produced in Hamburg - Germany under approval DE.21G.0009 issued by LBA to AIRBUS.

自2008年7月21日起，A319飞机在欧洲航空安全局给位于德国汉堡的AIRBUS公司颁发的批准EASA.21G.000下生产。

From July 21st, 2008, A319 aircraft are produced in Hamburg (Germany) under approval EASA.21G.0001 issued by EASA to AIRBUS.

自2009年5月6日起，A319飞机在欧洲航空安全局给位于德国汉堡和中国天津的AIRBUS公司颁发的批准EASA.21G.0001下生产。

From May 6th, 2009, A319 aircraft are produced in Hamburg (Germany) and Tianjin (People's Republic of China) under approval EASA.21G.0001 issued by EASA to AIRBUS.

自2017年2月3日起，A319飞机在欧洲航空安全局给位于德国汉堡和和美国莫比尔的AIRBUS公司颁发的批准EASA.21G.0001下生产。在欧洲航空安全局给位于法国布拉尼亚克、德国汉堡和美国莫比尔的AIRBUS公司颁发的批准EASA.21G.0001下交付。
From February 3rd,2017, A319 aircraft are produced in Hamburg (Germany) and Mobile (USA) and delivered from Blagnac (France), Hamburg (Germany) and Mobile (USA) under approval EASA.21G.0001 issued by EASA to AIRBUS.

II. 审定基础和认可审定基础/Certification Basis and Validation Basis

1. 确定适用要求的参考日期/Reference Date for determining the applicable requirements

AIRBUS INDUSTRIE 公司已于1992年6月17日以信函(AI/EA-410.0122/92)对A319飞机申请了合格审定。
AIRBUS INDUSTRIE has applied for A319 certification on June 17, 1992 by letter AI/EA 410.0122/92.

2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authorty Type Certificaiton Date Sheet No.

原法国TCDS DGAC no. 180被EASA TCDS A.064替代
Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064

3. 最初的适航当局审定基础/Initial Airworthiness Authorty Certification Basis

如下所述/See below

4. EASA 适航要求/EASA Airworthiness Requirements

下面列出了不同A319型别的合格审定基础。在进一步的A319型别的合格审定时，针对每一型别确定特定基础的修正。

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

JAA的审定基础确定在1996年3月21日的CRI G4001 Issue 4中：
The applicable Joint Certification Basis defined in CRI G4001 Issue 4 dated 21/03/96 is:

4.1 欧洲联合航空条例JAR25部及第11次修订版/JAR 25 Change 11

- BB分部除外/except Subpart BB,
- 所有国家变化的要求除外/except all National Variants,
- 由于衍生型大飞机制定的《联合型号合格审定基础》的程序应用，除了下述JAR25部的条款升级至第13次修订并最终以桔黄页90/1或91/1修正外：
  except, due to the application of the procedure for establishing the Joint Type Certification Basis for derivative large aeroplanes, the following JAR 25 paragraphs which are upgraded at Change 13 and eventually amended by Orange Paper 90/1 or Orange Paper 91/1:

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

- 由于选择符合NPA 25-C205文件，除已升级至第13次修订并以桔黄页91/1修正的下述条款外：
  except, due to the Elect to Comply with NPA 25-C205, the following JAR 25 paragraphs which are upgraded at Change 13 and amended by Orange Paper 91/1:

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

- 由于选择符合SC-F11和SC-S79专用条件，删除下述条款：
  except, due to the Elect to Comply with SC-F11 and SC-S79, the following deleted paragraphs:

25x131	25x135
25x132	25x1588
25x133	

- 下述JAR25部条款已升级至第13次修订并由SC-F11和SC-S79修正：
  the following JAR 25 paragraphs upgraded at Change 13 and amended by SC-F11 and SC-S79:

25.101	25.115

25.105
25.109
25.113
25.735
25x1591

- 如果在A319飞机上实施更改153945，下述条款通过自愿符合升级到CS25第11修正号水平
  if modification 153945 is embodied on A319 aircraft, the following paragraph is upgraded at CS25 amendment 11 due to an Elect-to-Comply:

  25.813(c)(2)(ii)

4.2 联合航空条例AWO的第1次修改版中包括低能见度情况下的自动着陆和运行要求。
JAR AWO Change 1 for auto-land and operations in low visibility.

4.3 ETOPS：

对于双发飞机的延程运行，适用的技术条件包含在AMC 20-6 (之前发布在AMJ 120-42/IL 20中)以及A319 ETOPS CRI中：
For the Extended Twin Engine Airplane Operations the applicable technical conditions are contained in AMC 20-6 (as initiall published in AMJ 120-42/IL 20) and A319 ETOPS CRI:

CRI G4006 ETOPS
CRI G4007 ETOPS - 一发不工作巡航速度/One engine inoperative cruise speed.

4.4 对于所有型别，空客自愿满足第106号修正案水平的美国联邦航空规章25.772(a)和(c)以及25.795，参见CRI E12 增强保安性能的驾驶舱门
For all models Airbus 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

4.5 对于MOD 160500"鲨鳍小翼"和MOD 160080"鲨鳍小翼改装"，通过CRI A-0001-001修订审定基础。
Certification basis revised for MOD 160500 "Sharklet" and MOD 160080 "Sharklet retrofit" by CRI A-0001-001.

CS 25 Amdt 8 for
§ 25.23
§ 25.25
§ 25.117
§ 25.147
§ 25.161
§ 25.177 amended by SC-F16
§ 25.235
§ 25.251
§ 25.301
§ 25.302
§ 25.303
§ 25.305(a)(b)(c)(e)(f)
§ 25.307(a)(d)
§ 25.321(a)(b)(c)(d)
§ 25.331(a)(b)(c)
§ 25.481(a)(c) amended by SC A-2 for §25.481(a)
§ 25.483
§ 25.485
§ 25.489
§ 25.491
§ 25.571(a)(b)(e)
§ 25.581
§ 25.601
§ 25.603
§ 25.605
§ 25.607
§ 25.609
§ 25.613
§ 25.619
§ 25.623

§ 25.333(a)(b)
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 for (b) and SC A-2 for (e)
§ 25.337 §
§ 25.341(a)(b)
§ 25.343(a)(b)
§ 25.345(a)(b)(c)(d)
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)
§ 25.351
§ 25.365(a)(b)(d)
§ 25.367
§ 25.371
§ 25.373
§ 25.391
§ 25.393(b)
§ 25.427
§ 25.445
§ 25.457
§ 25.459
§ 25.471(a)(b)
§ 25.473
§ 25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)
§ 25.625
§ 25.629
25.631
§ 25.651
§ 25.683
§ 25.899
§ 25.903(d)(1) (see CRI E-39 for interpretative material)
§ 25.1385
§ 25.1387
§ 25.1389
§ 25.1391
§ 25.1393
§ 25.1395
§ 25.1397
§ 25.1401
§ 25.1505
§ 25.1511
§ 25.1515
§ 25.1527
§ 25.1587
§ 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)
§ 25.101 amended by SC F11/S79
§ 25.103 replaced by A318 SC F5001
§ 25.105 amended by SC F11/S79
§ 25.107 amended by A318 SC-F5001
§ 25.109 amended by SC F11/S79
§ 25.111
§ 25.113 + OP96/1 amended by SC F11/S79
§ 25.115 amended by SC F11/S79
§ 25.119 + OP96/1 amended by A318 SC F5001 (for b)
§ 25.121 + OP96/1, amended by A318 SC F5001 (for c & d)
§ 25.123
§ 25.125 + OP96/1, amended by A318 SC F5001
§ 25.143 + OP96/1, amended by SC F3, F7 & F8
§ 25.145 + OP96/1
§ 25.149 + OP96/1
§ 25.171 replaced by SC-F5004
§ 25.173 replaced by SC-F5004
§ 25.175 replaced by SC-F5004
§ 25.181
§ 25.201 + OP96/1, replaced by SC-F5001
§ 25.203 + OP96/1, replaced by SC-F5001
§ 25.207 amended by SC-F5001
§ 25.231
§ 25.233
§ 25.237
§ 25X261
§ 25.1533
§ 25.1581
§ 25.1585(a)

JAR 25 Chg 11 for

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

解释性材料/Interpretative Material:

CRI E-39 发动机转子非包容失效/Uncontained Engine Rotor Failure

注释：原来的适用于每一型别的解释性材料仍然有效。
Note: The original Interpretative material applicable to each model remains effective.

可接受的符合性方法 / Acceptable Means of Compliance:

AMC F-14 结冰条件下的飞行/Flight in icing condition.

注释/Note：

带有MOD 160500和MOD 160080时，AMC F-14的适用性从A321/A319/A318拓展到A320。
AMC F-14 applicability extended from A321/A319/A318 to A320 with MOD 160500 and MOD 160080.

4.6 对于MOD 157777 “Max Pax” 通过CRI A-0001-006修订审定基础。。
Certification basis revised for MOD 157777 “Max Pax” by CRI A-0001-006.

以下是通过CRI A-0001-006修订的带有鲨鳍小翼的A319-100的审定基础：
The certification basis is that of the A319-100 amended by the following:

CS 25 Amdt 15 for §25.23
§25.305(a)(b)
§25.321
§25.331(a)(b)(c)(1)
§25.341(a)
§25.351

§25.473

§25.479(a)(c)(d)
§25.481(a)(c)
§25.489
§25.801(d)
§25. 803(c)
§25. 807(g) amended by CRI E-4001 and demonstrated through ESF CRI D-03
§25.1529

ETOPS

AMC 20-6 Rev 1中与结冰条件下运行相关的段落8.b.(11)，规定了鲨鳍小翼上的冰型
AMC 20-6 Rev 1 paragraphs related to operation in icing conditions 8.b.(11) for ice shapes on the Sharklet device.
AMC 20-6 Rev 1中与AFM补充中的性能数据相关的段落8.f.(1) (iii)，规定了ETOPS
AMC 20-6 Rev 1 paragraphs related to performance data in the AFM supplement for ETOPS 8.f.(1) (iii).

对于不受影响的区域，ETOPS要求见AMJ 120-42
AMJ 120-42 for ETOPS for non-affected areas.

注释/Note：

对应用于初始ETOPS验证的审定基础(参见A320 CRI G1006)。

This corresponds to the certification basis used for the initial ETOPS demonstration (refer to A320 CRI G1006).

4.7 对于安装Halon替代品手持灭火器（CRI D-GEN-AIRBUS-01）的所有型别，空客自愿满足欧洲航空安全局第17号修正案水平的CS25.851(a),(c) 。

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).

5. 专用条件/Special Conditions

5.1 下述A320型飞机的专用条件，经验相关条件和协调条件仍对A319型飞机保留：

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

提示: 在A320联合合格审定基础制定的范围内，编制了三种类别的专用条件。

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

- 专用条件:履盖新颖的或独特的且联合航空条例未有公布的设计特性

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

- 经验相关条件:对于A320联合合格审定基础，按照NPA程序，在欧洲联合航空条例演变进程中,记录已经同意的原文

  Experience related conditions: raised to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.

- 协调条件: 对于A320联合合格审定基础的意图，记录关于国家不同要求方面的共同的理解。该协调条件不应与FAA/JAA协调规章的活动相混淆

  Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

(DGAC-F)SC-G17	运行校对飞行/Operational proving flights
(CAA-UK)SC-G17	合格审定前运行飞行/Operational flight before certification
SC-F3	驾驶舱控制-驾驶舱操纵器件的运动和影响 Cockpit Control - motion and effect of cockpit control
SC-F4	纵向静稳定性/Static Longitudinal Stability
SC-F6	横航向静稳定性/Static Directional and Lateral Stability
SC-F7	飞行包线保护/Flight Envelope Protection
SC-F8	正常载荷因子限制/Normal Load Factor Limiting
SC-F9	双套操纵系统/Dual Control System
SC-A.2.2.2.	设计机动要求/Design manoeuvre requirement
SC-A.2.2.3.	设计俯冲速度/Design dive speed
HC-A.4.5.	刹车滚动条件/Braked roll conditions

HC-A.4.6.	速度控制装置/Speed control device
SC-S11	限制操纵力和扭矩Limit pilot forces and torques
HC-S23	备用地平仪/Standby gyroscopic horizon
HC-S24	VMO/MMO 告警 (设定)/VMO/MMO Warning (setting)
EC-S30	自动飞行系统/Autoflight system
SC-S33	自动推力系统/Autothrust system
SC-S52	无正常电力运行/Operation without normal electrical power
EC-S54	线路保护装置/Circuit protective devices
HC-S72	飞行记录器/Flight recorder
SC-S74	非正常姿态/Abnormal attitudes
SC-S75	闪电防护的间接影响/Lightning protection indirect effects
SC-S76	外部辐射对机上系统的影响 Effect of external radiations up on aircraft systems
SC-S77	控制信号完整性/Integrity of control signal

5.2 对于A319制订的专用条件:
The following Special Conditions developped for the A319:

SC-A2	结构设计失速速度（见 CRI A4002） "Stalling Speeds for Structural Design " (see CRI A4002)
SC-F1	失速和制定的使用速度（见CRI F4001）（见CRI F4001） "Stalling and Scheduled Operating Speeds " (see CRI F4001)
SC-F11	加速停止距离和相关性能，磨损刹车（见CRI F4012） "Accelerate-Stop distances and related performances, worn brakes (see CRI F4012)
SC-S79	刹车要求，品质和试验（见CRI SE4003） "Brakes requirements, qualification and testing " (see CRI SE4003)

5.3 对于A319，Airbus Industrie公司选择符合的A321专用条件如下：
For A 319, Airbus Industrie has elected to comply with the following A 321 Special Conditions:

SC-A1	系统和结构和交互作用（见CRI A 4001） "Interaction of Systems and Structure" (see CRI A 4001)
SC-P1	全权数字式电子控制（见CRI P 4001）/"FADEC" (see CRI P 4001)
SC-E1	防火术语（见CRI E 4005）/"Resistance to Fire Terminology" (see CRI E 4005)

5.4 对于任何1998年7月10日以后新的申请（新的或改装飞机系统和关联的零组件），专用条件IM-S76（外部辐射对飞机系统的影响）被专用条件SC/IM-S76-1（CRI SE14）取代。
For any new application (new or modified aeroplane system and associated components) after July 10, 1998, SC/IM-S76 (Effect of external radiations upon aircraft systems) are superseded by SC/IM-S76-1 (CRI SE14).

5.5 A319 WV002以及1998年8月10日后的任何进一步变化的合格审定，协调专用条件

HC-A.4.5（刹车滚动条件）被联合航空条例第14次修改的JAR 25.943(d)替代（CRI A7）。

For A319 weight variant 002 and for any further variant certification after Aug. 10, 1998, the HC-A.4.5 (Braked roll conditions) is superseded by JAR 25.493(d) at Change 14 (CRI A7).

5.6 对于A319-115和A319-133型飞机，下述JAR25部条款和专用条件已以桔黄页91/1升级至第14次修订

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

25.119(a)
25.121(d)/SC-F1 Appendix 3.
25.145(b)(c)
25.149(f)(g)(h)(i) and associated ACJ.

具有与包括"Go-around等级"（CRI F8）的NPA 25B-261中的条款尽可能接近的措词，引入适用于"第3等级"的专用条件。

This is introduced as Special Condition applicable to the "Third Rating", with a wording as close as possible to those paragraphs of the NPA 25B-261 involving the Go-around rating (CRI F8).

5.7 在证后型号合格审定过程中，制定了下述专用条件：

The following special conditions have been developed post Type Certification:

SC H-01	飞机系统的增强型适航项目- EWIS的ICA（自2010年5月起生效） Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC E-34	前排座椅的HIC符合性 HIC Compliance to Front Row Seating
SC E-13	Installation of inflatable restraints (optional)
SC D-0306	座椅材料的热释放和烟雾浓度要求（自2010年6月起生效） Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	可燃性降低系统 Flammability Reduction System 如果满足，则2012年1月1日后首次飞行的航空器的中央油箱必须在生产线上安装油箱可燃性降低系统（MOD 38062）。带有MOD 38062后，该系统必须保持安装和可用状态，并且仅能根据MMEL改版中的条款在不能工作状态下派遣。如果在A318、A319、A320或者A321飞机上安装了MOD 38062（油箱惰性系统(FTIS)），则飞机满足25-102修正案水平的25.981(a)和(b)的FR段、25-125修正案水平的25部附录M和N、以及26-3修正案水平的26.33条。 If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and

operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.

SC-E10	高高度机场运行（直至14,100英尺）（见CRI E10） High altitude airport operations (up to 14,100 ft) (see CRI E10).
SC F-0311-001	包括数据链记录的飞行记录器 Flight Recorders including Data Link Recording
SC D-0322-001	套房式座椅的安装/Installation of suite type seating
SC D-0332-001	无杆牵引/Towbarless Towing
SC E-21	新的UTAS皮托管/New UTAS Pitot Probes

5.8 带有MOD 160500和MOD 160080的航空器的专用条件
Special Conditions for aircraft equipped with MOD 160500 and MOD 160080

SC F-16	横航向静稳定性/Static directional and lateral stability
A318 SC F-5001	失速和制定的使用速度 Stalling and scheduled operating speeds
A318 SC F-5004	纵向静稳定性和低能量感知 Static Longitudinal Stability and Low energy awareness
A318 SC A-5003	设计俯冲速度 Design Dive Speed Vd

注释：所有其他的适用于每一型别的原始专用条件仍然有效。
Note: All other original Special Conditions applicable to each model remain effective.

6. 豁免/Exemptions

没有豁免/No exemptions

7. 偏离/Deviations

无/None

8. 等效安全/Equivalent safety findings

8.1 下述要求通过等效安全的方式来满足，记录在相关CRI中：
Equivalent Safety findings to the following requirements are granted, as documented in relevant CRIs:

JAR 25-783 (f)	"舱门"（见CRI SM 4004"旅客舱门"，与A320和A321同样的等效安全纪要已获得准予）） related to " Doors " (see CRI SM 4004 " Passenger doors " ; The same Equivalent Safety finding was previously granted for A320

	and A321).
JAR 25-807(c)(1)	“旅客应急出口”（见CRI E 4001 1995年12月颁发JAA政策基础中的“出口构型”）。 related to " Passengers emergency exits " (see CRI E 4001 " Exit configuration " issued on the basis of the JAA policy dated December 1995).
JAR 25-813(c)(1)	“应急出口通道”（见CRI E4105 A320基础(CRI E2105第3版)颁发中的“翼上III型出口通道”）。 related to " Emergency exit access " (see CRI E 4105 " Type III over wing emergency exit access ", issued on the basis of A320 CRI E2105 issue 3).
JAR 25-933(a)(1)	“反推力系统”（见CRI P4008 A320基础(CRI P1002)颁发中的“反推自动重置”） related to " Reversing systems " (see CRI P4008 " Thrust Reverser Auto restow ", issued on the basis of A320 CRI P1002).
JAR AWO 313	“最低进近中止高度”（见CRI SE 4005 “最低进近中止高度”）。 related to " Minimum approach break-off height " (see CRI SE 4005 " Minimum approach break-off height ").

8.2 在证后型号合格审定过程中，制定了下述等效安全：
The following Equivalent Safety Findings have been developed post Type Certification:

FAR 25.856(b)	舱内区域的机身烧穿保护（参见CRI E-32），如果在生产线上A318、A319、A320或者A321飞机实施了MOD 150700和37270（仅带有CLS选项）、37048和36985，飞机满足机身火焰穿透“烧穿”要求，即25-111修正案水平的14 CFR Part 25.856(b)（参见CRI E-18） Fuselage burnthrough protection in bilge area (see CRI E-32), see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration “Burnthrough” requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See CRI E-28).
14CFR Part 25.856(a)	针对绝缘材料的增强的阻燃标准（CRI E18） Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	光致发光出口标志（可拆除的舱位分离装置）（CRI E14）（可选构型） Photo-luminescent EXIT sign for MCD (Moveable Class Divider) (CRI E14) (optional)
JAR 25.811(f)	应急出口标志反射率（CRI E16） Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	对于客运航空器，图形化出口标志作为红色出口标志的替代（CRI SE-42）（可选构型） Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42) (optional)

JAR 25.785(c)	与航空器中心线夹角大于18°的前向座椅(CRI D-0329-001)(选装) Forward facing seats with more than 18° to aircraft centerline. (CRI D-0329-001) (optional)
JAR 25.1443(c)	最小补氧流量 (CRI F-20) (选装) Minimum Mass Flow of Supplemental Oxygen (CRI F-20) (optional)
JAR 25.1441(c)	机组确定旅客供氧系统可用氧量 (CRI F-21) (选装) Crew Determination of Quantity of Oxygen in Passenger Oxygen System (CRI F-21) (optional)

8.3 带有MOD 160500和MOD 160080的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 160500 and MOD 160080

ESF F-19	自然结冰条件下的飞行 (§25.1419 (c)) Flight in natural icing condition (§25.1419 (c))

注释：原来的适用于每一型别的等效安全仍然保持有效。
Note: The original ESFs applicable to each model remain effective.

8.4 带有MOD 157777的航空器的等效安全
Equivalent Safety Findings for aircraft equipped with MOD 157777

ESF D-03	超性能I型出口/Over-performing Type I exit (CS25.807(g))

9. 环保标准/Environmental Protection Standards

国际民航组织附件16/ICAO Annex 16

Vol. I Part II	噪声要求/Noise Requirements
Vol. II Part II	燃油排放/Fuel Venting
Vol. II Part III Chapter 2	排气排出物/Emissions

注释/Notes：
进一步的细节在TCDSN EASA.A.064中定义。
Further details are defined within TCDSN EASA.A.064

10. ETOPS

当其构型、维护和运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A318/A319/A320/A321型别的型号设计、系统可靠性和性能有能力进行延程运行 (ETOPS)。
The Type Design, system reliability and performance of A318/A319/A320/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.

此处不构成进行延程运行（ETOPS）的批准（必须从相关当局获得运行批准）。
This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

下表提供ETOPS批准的详细内容
The following table provides details on the ETOPS approvals.

航空器型别/ Aircraft Model	发动机型号/ Engine Type	120分钟批准的日期/ 120 Min Approval Date	180分钟批准的日期/ 180 Min Approval Date
A319-111	CFM56-5B5	14 February 1997	11 March 2004
A319-112	CFM56-5B6	14 February 1997	11 March 2004
A319-115	CFM56-5B7	25 November 1999	11 March 2004
A319-131	V2522-A5	14 February 1997	11 March 2004
A319-132	V2524-A5	14 February 1997	11 March 2004
A319-133	V2527M-A5	25 November 1999	11 March 2004

注释/Note:

双方飞机延程运行的构型、维护和程序标准包含在ETOPS CMP文件参考最新版次的SA/EASA: AMC 20-6/CMP中。经审定的型别为所有适用发动机的A319-111/-112/-113/-114/-115/-131/-132/-133
运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A318/A319/A320/A321型别的型号设计、系统可靠性和性能有能力进行延程运行（ETOPS）。
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 models are A319-111/-112/-115/ -131/-132/-133, with all applicable engines.

实施改装/Embodiment of modification:

36666提供EASA批准的120分钟ETOPS能力
36666 provides ETOPS 120 mn capability for EASA
32009TIGONG EASA批准的180分钟ETOPS能力
32009 provides ETOPS 180 mn capability for EASA

11. 认可审定基础/Validation Basis

中国民用航空局接受审定当局的审定基础作为认可审定基础。
CAAC accepts the Certification Basis of Certification Authority as the Validation Basis.

III. 技术特性和运行限/Technical Characteristics and Operational Limitations

1. 型号设计定义/Type Design Definition

1.1 合格审定型别/Certificated models: A319-111

下述文件定义相应飞机/Definition of reference airplane by doc:

AI/EA-A 413.0700/96 (00J000A0011/C21)

1.2 合格审定型别/Certificated models: A319-112

下述文件定义相应飞机/Definition of reference airplane by doc:
AI/EA-A 413.0505/96 (00J000A0003/C21)

1.3 保留/Reserved

1.4 保留/Reserved

1.5 合格审定型别/Certificated models: A319-115

下述文件定义相应飞机 / Definition of reference airplane by doc:
AI/EA-A 413.1204/99 (00J000A0115/C21)

1.6 合格审定型别 / Certificated models: A319-131

下述文件定义相应飞机/Definition of reference airplane by doc:
AI/EA-A 413.3250/96 (00J000A0131/C21)

1.7 合格审定型别 / Certificated models: A319-132

下述文件定义相应飞机/Definition of reference airplane by doc:
AI/EA-A 413.3300/96 (00J000A0132/C21)

1.8 合格审定型别 / Certificated models: A319-133

下述文件定义相应飞机/Definition of reference airplane by doc:
AI/EA-A 413.1205/99 (00J000A0133/C21)

注释/Notes:

型别转换/Model conversions:

- 如果在装备CFM56-5B5/P发动机A319-111机型实施更改34281 ,则该机型转化为装备CFM56-5B6/P发动机A319-112机型。
  If modification 34281 is embodied on A319-111 model powered with CFM56-5B5/P engines, it is converted into A319-112 model, powered with CFM56-5B6/P engines.

- 如果在装备V2524-A5发动机A319-132机型实施更改34815，则该机型转化为装备V2527M-A5发动机A319-133机型。
  If modification 34815 is embodied on A319-132 model powered with V2524-A5 engines, it is converted into A319-133 model, powered with V2527M-A5 engines.

- 如果在装备CFM56-5B5/3发动机A319-111机型实施更改156502，则该机型转化为装备CFM56-5B6/3发动机A319-112机型。
  If modification 156502 is embodied on A319-111 model powered with CFM56-5B5/3 engines, it is converted into A319-112 model, powered with CFM56-5B6/3 engines.

- 如果在装备V2522-A5发动机A319-131机型实施更改155359，则该机型转化为装备V2524-A5发动机A319-132机型。
  If modification 155359 is embodied on A319-131 model powered with V2522-A5 engines, it is converted into A319-132 model, powered with V2524-A5engines.

- 如果在装备CFM56-5B6/3发动机A319-112机型实施更改39029，则该机型转化为装备CFM56-5B7/3发动机A319-115机型。
  If modification 39029 is embodied on A319-112 model powered with CFM56-5B6/3 engines, it is converted into A319-115 model, powered with CFM56-5B7/3 engines

- 如果在装备CFM56-5B7/3发动机A319-115机型实施更改390122，则该机型转化为装备CFM56-5B6/3发动机A319-112机型。
  If modification 39122 is embodied on A319-115 model powered with CFM56-5B7/3 engines, it is converted into A319-112 model, powered with CFM56-5B6/3 engines

- 如果在装备CFM56-5B7/P或/3发动机A319-115机型实施更改152186，则该机型转化为装备CFM56-5B5/P或/3发动机A319-111机型。
  If modification 152186 is embodied on A319-115 model powered with CFM56-5B7/P or /3 engines, it is converted into A319-111 model, powered withCFM56-5B5/P or /3 engines

- 如果在装备CFM56-5B5/3或/P发动机A319-111机型实施更改153779，则该机型转化为装备CFM56-5B7/3或/P发动机A319-115机型。
  If modification 153779 is embodied on A319-111 model powered with CFM56-5B5/3 or /P engines, it is converted into A319-115 model, powered withCFM56-5B7/3 or /P engines

- 如果在装备CFM56-5B6/3或/P发动机A319-112机型实施更改39236，则该机型转化为装备CFM56-5B5/3或/P发动机A319-111机型。
  If modification 39236 is embodied on A319-112 model powered with CFM56-5B6/3 or /P engines, it is converted into A319-111 model, powered withCFM56-5B5/3 or /P engines

2. 描述/Description

两台涡轮风扇发动机、中短程、单通道的运输类飞机。
Twin turbo-fan, short to medium range, single aisle, transport category airplane.

3. 设备/Equipment

A319-111

经批准安装的设备列于文件号为00J000A0012/COS的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00J000A0012/COS.

A319-112

经批准安装的设备列于文件号为00J000A0004/COS的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00J000A0004/COS.

A319-115

经批准安装的设备列于文件号为00J000A0115/C0S的审定标准设备清单中
Equipment approved for installation is listed in the Certification Standard Equipment List 00J000A0115/C0S.

A319-131

经批准安装的设备列于文件号为00J000A0131/C0S的审定标准设备清单中

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

A319-132

经批准安装的设备列于文件号为00J000A0132/C0S的审定标准设备清单中

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

A319-133

经批准安装的设备列于文件号为00J000A0133/C0S的审定标准设备清单中

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

注释/Note：

型号设计定义和审定标准设备清单，参见《A319-100/A321-200 FMGC型号标准演变(No. 00D000A0546/C0S)》。

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

客舱设施、设备及布置符合下述规范：

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

- 00 D 252 K 0004/C01客舱座椅/for cabin seats
- 00 D 252 K 0019/C01厨房/for galleys.

4. 尺寸/Dimensions

A319飞机的主要尺寸/Principal dimensions of A319 Aircraft

- 机长/Length:	33,84 m
- 翼展/Width:	34,10 m
（如果安装MOD 160500或160080/if MOD 160500 or 160080 is installed）	35,80 m
- 机高/Height:	11,76 m
- 水平安定面宽度/Width at horizontal stabilizer:	12,45 m
- 机身直径/Outside fuselage diameter:	3,95 m
- 发动机轴间距/Distance between engines axis:	11,51 m
- 主起间距/Distance between main landing gear:	7,59 m
- 前/主起间距/Distance between nose and main landing gear:	11,04 m

5. 发动机/Engines

安装在航空器型别上的发动机如下所述。对于常用名称和审定名称以及新发动机的构型变化，参见注释。

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

A319-111 2台CFMI发动机/Two CFMI	CFM56-5B5 (MOD 24932)
A319-112 2台CFMI发动机/Two CFMI	CFM56-5B6 (MOD 25287) or CFM56-5B6/2 (MOD 25530)
A319-115 2台CFMI发动机/Two CFMI	CFM56-5B7 (MOD 27567)
A319-131 2台IAE发动机/Two IAE	V2522-A5 (MOD 26152)
A319-132 2台IAE发动机/Two IAE	V2524-A5 (MOD 26298)
A319-133 2台IAE发动机/Two IAE	V2527M-A5 (MOD 27568)

注/Note：

CFM56-5B系列CAAC VTC证书编号VTC0064E，Rev.3；
The CAAC VTC No. of CFM56-5B Serial engines is VTC0064E, Rev.3;

V2500系列发动机CAAC VTC证书编号VTC0117E，Rev.1；
The CAAC VTC No. of V2500 serial engines is VTC0117E，Rev.1；

注释/Notes：

1 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B5发动机。
From March 31st 2008, there is no longer any CFM56-5B5 non /P in field or in production.

2 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B6发动机。
From March 31st 2008, there is no longer any CFM56-5B6 non /P in field or in production.

3 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B6/2发动机。
From March 31st 2008, there is no longer any CFM56-5B6/2 non /P in field or in production.

4 从2008年3月31日起，外场和生产线上不再有不带后缀/P的CFM56-5B7发动机。
From March 31st 2008, there is no longer any CFM56-5B7 non /P in field or in production.

5 如果CFM-5B发动机实施更改25800，则改进发动机性能，该发动机演变为"/P"。
If modification 25800 is embodied on models with CFM-5B engines, the engine performance is improved. The engine denomination changes to /P.

该项更改目前适用于/The modification is currently applicable for:

A 319-111: CFM56-5B5 (SAC)变为CFM56-5B5/P
CFM56-5B5 (SAC) which changes to CFM56-5B5/P
A 319-112: CFM56-5B6 (SAC)变为CFM56-5B6/P
CFM56-5B6 (SAC) which changes to CFM56-5B6/P
A 319-112: CFM56-5B6/2 (DAC)变为CFM56-5B6/2P
CFM56-5B6/2 (DAC) which changes to CFM56-5B6/2P
A 321-115: CFM56-5B7 (SAC)变为CFM56-5B7/P
CFM56-5B7 (SAC) which changes to CFM56-5B7/P

CFM56-5B/“无P”发动机可与CFM56-5B/P发动机混装。
CFM56-5B/"non-P" engine can be intermixed with CFM56-5B/P engine on the same aircraft.

6 对于A319-112，CFM56-5B6发动机可与CFM56-5B6/2发动机（mod. 25532）混装在同一飞机上（飞机飞行手册补充）。
A319-112 CFM56-5B6 engine can be intermixed with CFM56-5B6/2 engine (mod. 25532) on the same aircraft (AFM supplement).

7 如果CFM-5B/2 (DAC) 发动机实施更改26610，则该发动机的性能和燃气排放水平均有改进。
If modification 26610 is embodied on models with CFM-5B/2 (DAC) engines, the engine performance and gaseous emission levels are improved.

该项更改目前适用于/The modification is currently applicable for:

A 319-112: CFM56-5B6/2 (DAC)变为CFM56-5B6/2P (DAC II C)。
CFM56-5B6/2 (DAC) which changes to CFM56-5B6/2P (DAC II C).

CFM56-5B/2“无P”（DAC）发动机可与CFM56-5B/2P（DAC II C）发动机混装在同一架飞机上（飞机飞行手册补充）。
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或“无P”(SAC)发动机可与CFM56-5B/2P (DAC II C) 发动机混装在同一架飞机上（飞机飞行手册补充）。
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).

MOD 26610与MOD 160080（鲨鳍小翼改装）不兼容。
Modification 26610 is not compatible with modification 160080 (sharklet retrofit).

8 如果CFM-5B发动机实施更改25800，则改进发动机性能，该发动机演变为“/P”。
If modification 25800 is embodied on models with CFM-5B engines, the engine performance is improved. The engine denomination changes to /P.

该项更改目前适用于/The modification is currently applicable for:

A 319-111: CFM56-5B5 (SAC)变为CFM56-5B5/P
CFM56-5B5 (SAC) which changes to CFM56-5B5/P
A 319-112: CFM56-5B6 (SAC) 变为CFM56-5B6/P
CFM56-5B6 (SAC) which changes to CFM56-5B6/P
A 319-112: CFM56-5B6/2 (DAC)变为CFM56-5B6/2P
CFM56-5B6/2 (DAC) which changes to CFM56-5B6/2P
A 321-115: CFM56-5B7 (SAC) 变为CFM56-5B7/P
CFM56-5B7 (SAC) which changes to CFM56-5B7/P

CFM56-5B/“无P”发动机可与CFM56-5B/P发动机混装。
CFM56-5B/"non-P" engine can be intermixed with CFM56-5B/P engine on the same aircraft.

9 通过纳入更改37147可以引入CFM56-5Bx/3 “Tech Insertion”发动机。
Introduction of CFM56-5Bx/3“Tech Insertion” engine is done through embodiment of modification 37147.

该更改仅适用于CFM56-5Bx /P SAC发动机。
This modification is only applicable on CFM56-5Bx /P SAC engines.

如果对CFM-5B发动机纳入更改37147，则发动机后缀增加/3。
If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.

该项更改目前适用于/The modification is currently applicable for:

A319-111: CFM56-5B5 (SAC)更改为/which changes to CFM56-5B5/3
A319-112: CFM56-5B6 (SAC)更改为/which changes to CFM56-5B6/3
A319-115: CFM56-5B7 (SAC)更改为/which changes to CFM56-5B7/3

已经证明更改37147对之前审定的噪声等级没有影响。
Modification 37147 has been demonstrated as having no impact on previously certified noise levels.
如表3.2.13.1a)所述的发动机特性没有变化。
The engine characrteristics as per table 3.2.13.1a) remain unchanged.

如更改38573所述，CFM56-5Bx/3发动机可以与CFM56-5Bx/P混装。
CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

10. CFM56-5B发动机与MOD 160080 (鲨鳍小翼改装) 不兼容，除非安装了MOD 37147或38770。
CFM56-5B engines are not compatible with modification 160080 (Sharklet retrofit) unless modification 37147 or modification 38770 are installed.

6. 辅助动力装置/Auxiliary Power Unit

APU GARRETT

GARRETT公司，型号GTCP 36-300(A)。

GARRETT AIRESEARCH GTCP 36-300 (A).

（规范No.31-5306B/Specification 31-5306B）

批准的滑油：参见GARRETT报告GT. 7800

Approved oils: see GARRETT REPORT GT. 7800

APU Pratt & Whitney Rzeszow S.A. (Option)

Pratt & Whitney Rzeszow S.A APU的安装由MOD 22562 or MOD 35864定义。

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

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

批准的滑油：符合MIL-L-7808、MIL-L-23699或者DERD 2487。

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

APU Honeywell（可选/Option)

Honeywell公司APU的安装由MOD 25888定义。

The APU Honeywell International installation is defined by MOD 25888.

Honeywell文件131-9[A]（规范No. 4900 M1E 03 19 01）。

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

批准的滑油:依照型号规范31-12048A-3A。

Approved oils : according to Model Specification 31-12048A-3A.

注释/Note：

A319型飞机，Pratt & Whitney Rzeszow S.A公司APU (APS 3200)（更改MOD 35864）是自MSN 2643开始的生产标准。

for A319 models, the APU Pratt & Whitney Rzeszow S.A APS 3200 (Mod 35864) is the production standard from MSN 2643

7. 螺旋桨/Propellers

不适用/N/A

8. 液体（燃油、滑油、添加剂、液压）/Fluids (Fuel, Oil, Additives, Hydraulics)

燃油/Fuel

燃油规范：见安装手册：CFM 2026或者CFM 2129或者IAE 0043

Fuel Specification: See installation manual: document CFM 2026 or CFM 2129 or document IAE – 0043

类型/TYPE	规范（名称）/SPECIFICATION (NAME)				
	法国/FRANCE	美国/USA	英国/UK	俄国/RUSSIA	中国/CHINA
煤油/Kerosene	DCSEA (F-34) 134-D	ASTM D 1655 (JET A) (JET A1)	DEF STAN 91/91 (AVTUR) (JET A1)	GOST 10227-86 (RT) (TS-1)*	GB 6537-2006 (N°3 JET Fuel)

		MIL-DTL 83133-H (JP 8)	DEF STAN 91/87 iss 7 (AVTUR/FSII) (JET A1)	GOST R 52050-2006 (JET A1)	
宽硫分/ Wide cut		ASTM D 1655 (JET B) MIL-DTL 5624 (JP 4)	DEF STAN 91/88 (AVTAG/FSII)		
高闪点/ Highflash point	DCSEA (F-44) 144-C	MIL-DTL 5624-V (JP 5)	DEF STAN 91/86 iss 7 (AVTAG/FSII)		

* 对于IAE V2500发动机，TS-1牌号燃油短期使用是允许的（小于50%工作时间）
For IAE V2500 engines, TS-1 is cleared for transient use (less than 50% of operations)

滑油/Oil

对于滑油规范/For oil specification:

发动机/Engine	CFM56-5B5/P CFM56-5B6/P CFM56-5B4 CFM56-5B4/2	IAE V2500-A1 IAE V2527-A5 IAE V2527E-A5
经批准的滑油 Approved Oils	SB CFMI 79-001-OX	See doc IAE 0043 Sect 4.9 (MIL-L-23699)

添加剂/Additives:

参见空客耗材清单（CML）和CFM公司服务通告SB 73-0122或者IAE公司关于CIS燃油添加剂的"标准措施和程序手册"
Refer to Airbus Consumable Material List (CML) and CFM SB 73-0122 or IAE Standard Practices and Processes Manual for CIS fuel additives
上述燃油也适用于辅助动力装置。
The above mentioned fuels and additives are also suitable for the APU.

液压/Hydraulics

液压油/Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110

9. 燃油量/Fuel Quantity

燃油量/Fuel Quantity (0.8kg/liter)

A319 aircraft（不带有/without MOD 160001）

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4或5油箱飞机/* 4 or 5 TANK AIRPLANE*		4或5油箱飞机/** 4 or 5 TANK AIRPLANE **	
	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/ WING	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
中央/ CENTER	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
附加中央油箱/ACT			3 121 / 6 242 (2 497 / 4 994)	17 / 34 (13.6 / 27.2)	2 900/ 5 800 (2 320/ 4 640)	17/ 34 (13.6/ 27.2)
总计/ TOTAL	23 859 (19 087)	82.1 (65.7)	26 980 / 30 101 (21 584 / 24 081)	99.1 / 116.1 (79.3 / 92.9)	26 759/ 29 659 (21 407/ 23 727)	99.1 / 116.1 (79.3 / 92.9)

* 参见以下注释1/see note 1 below

** 参见以下注释2/see note 2 below

油箱/ TANK	6或7油箱飞机/* 6 or 7 TANK AIRPLANE *		8或9油箱飞机/* 8 or 9 TANK AIRPLANE *	
	可用燃油 升（公斤）/Usable fuel liters (kg)	不可用燃油 升（公斤）/Unusable fuel liters (kg)	可用燃油 升（公斤）/Usable fuel liters (kg)	不可用燃油 升（公斤）/Unusable fuel liters (kg)
机翼/ WING	15 609 (12 487)	58.9 (47.1)	15 609 (12 487)	58.9 (47.1)
中央/ CENTER	8 250 (6 600)	23.2 (18.6)	8 250 (6 600)	23.2 (18.6)
附加中央油箱/ACT	8 428 / 10 614 (6 743 / 8 492)	56 /78 (44.8 / 62.4)	13 660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
总计/ TOTAL	32 287 / 34 473 (25 830 / 27 579)	138.1 / 160.1 (110.5 / 128.1)	37 519 / 40 640 (30 016 / 32 513)	172.1 / 189.1 (137.7 / 151.3)

* 参见以下注释1/see note 1 below

A319 aircraft (带有/with MOD 37331 and MOD 160001)

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 or 5 TANK AIRPLANE*		4或5油箱飞机/** 4 or 5 TANK AIRPLANE **	
	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/ WING	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
中央/ CENTER	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
附加中央油			2992 (2393)	17 (13.6)	2 992 /5 984	17 /34

箱/ACT					(2 393 /4 786)	(13.6 /27.2)
总计/ TOTAL	24 167 (19 334)	82.1 (65.7)	27 159 (21 727)	99.1 (79.3)	27 159 /30 151 (21 727 /24 121)	99.1 / 116.1 (79.3 /92.9)

(*) 在A319飞机上，更改33973定义了以分散方式安装1或2个附加中央油箱（ACT）的合格审定。

On the A319 aircraft, the certification of installing one or two Additional Center Tanks (ACT) in bulk version is defined by modification 33973.

如更改37226所定义的，替代方案是仅安装一个ACT (具有一个ACT的规定)。

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 37226.

油箱/ TANK	6或7油箱飞机* / 6 or 7 TANK AIRPLANE *		8或9油箱飞机*/ 8 or 9 TANK AIRPLANE *	
	可用燃油 升（公斤） /Usable fuel liters (kg)	不可用燃油 升（公斤） /Unusable fuel liters (kg)	可用燃油 升（公斤） /Usable fuel liters (kg)	不可用燃油 升（公斤） /Unusable fuel liters (kg)
机翼/ WING	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
中央/ CENTER	15 919 (12 735)	58.9 (47.1)	15 919 (12 735)	58.9 (47.1)
附加中央油箱/ ACT	8 428 / 10 614 (6 743 / 8 492)	56 /78 (44.8 / 62.4)	13 660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
总计/ TOTAL	32 595 / 34 781 (26 076 / 27 825)	138.1 / 160.1 (110.5 / 128.1)	37 827 / 40 948 (30 262 / 32 759)	172.1 / 189.1 (137.7 / 151.3)

* 参见以下注释1/see note 1 below

A319 aircraft (不带有/without MOD 37331 and 带有/ with MOD 160001)

油箱/ TANK	3油箱飞机/ 3 TANK AIRPLANE		4油箱飞机/ 4 or 5 TANK AIRPLANE*		4或5油箱飞机/ ** 4 or 5 TANK AIRPLANE **	
	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油升（公斤）/ Unusable fuel liters (kg)	可用燃油 升（公斤）/ Usable fuel liters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/ WING	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
中央/ CENTER	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
附加中央油箱/ACT			2 992 (2 393)	17 (13.6)	2 992 /5 984 (2 393 /4 786)	17 / 34 (13.6 / 27.2)

总计/ TOTAL	23 817 (19 054)	82.1 (65.7)	26 809 (21 447)	99.1 (79.3)	26 809 / 29 801 (21 447 /23 841)	99.1 / 116.1 (79.3 / 92.9)

(*) 在A319飞机上，更改33973定义了以分散方式安装1或2个附加中央油箱(ACT)的合格审定。

On the A319 aircraft, the certification of installing one or two Additional Center Tanks (ACT) in bulk version is defined by modification 33973.

如更改37226所定义的，替代方案是仅安装一个ACT (具有一个ACT的规定)。

An alternative is the installation of one ACT only (with the provisions for only one ACT), as defined by modification 37226.

油箱/ TANK	6或7油箱飞机* / 6 or 7 TANK AIRPLANE *		8或9油箱飞机*/ 8 or 9 TANK AIRPLANE *	
	可用燃油 升 (公斤) /Usable fuel liters (kg)	不可用燃油 升 (公斤) /Unusable fuelliters (kg)	可用燃油 升 (公斤) /Usable fuel liters (kg)	不可用燃油 升 (公斤) /Unusable fuelliters (kg)
机翼/ WING	15 569 (12 455)	58.9 (47.1)	15 569 (12 455)	58.9 (47.1)
中央/ CENTER	8 248 (6 598)	23.2 (18.6)	8 248 (6 598)	23.2 (18.6)
附加中央油箱/ ACT	8 428 / 10 614 (6 743 / 8 492)	56 /78 (44.8 / 62.4)	13 660 / 16 781 (10 929 / 13 426)	90 / 107 (72 / 85.6)
总计/ TOTAL	32 245 / 34 431 (25 796 / 27 545)	138.1 / 160.1 (110.5 / 128.1)	37 477 / 40 598 (29 982 / 32 479)	172.1 / 189.1 (137.7 / 151.3)

* 参见以下注释1/see note 1 below

注释/Notes：

1 在A319公务机上，更改28238定义了以分散方式安装多达6个附加中央油箱(ACT)的合格审定，与其相关的结构和系统的规定的批准服从大改 J1-CJT (符合 CRI P9)。

On A319 for Corporate Jet use, the certification of installing up to six Additional Center Tanks (ACT) in bulk version is defined by modification 28238. The approval together with structural and system provisions is subject of Major Change J1-CJT (compliance to CRI P9).

通过下面一套更改定义A319公务机:

A319 for Corporate Jet use are defined through the following set of modifications:

Modification 28238: 多达6个附加中央油箱的安装
Installation of up to 6 ACTs.

Modification 28162: 直到41000英尺飞行包线的扩充
Extension of the flight envelope up to 41000ft.

Modification 28342: 重心前移扩充
Extension of the forward C.G.

2 更改33973定义了以分散方式安装1或2个附加中央油箱(ACT)的合格审定,与其相关的结构和系统的规定的批准服从大改J-33973 (符合 CRI P9)。
The certification of installing one or two Additional Center Tanks (ACT) in bulk version is defined by modification 33973. The approval together with structural and system provisions is subject of Major Change J-33973 (compliance to CRI P9).

10. 速度限制（除非另有声明，指示空速-IAS）
Limit speeds(Indicated Airspeed - IAS - unless otherwise stated)

最大使用马赫数/Maximum Operating Mach (MMO): 0.82

最大使用速度/Maximum Operating Speed (VMO): 350 kt

机动速度/Maneuvering Speed VA： 参见EASA批准的飞行手册的限制章节
See Limitations Section of the EASA approved Flight Manual

襟翼/缝翼展态速度/Extended Flaps/ Slats Speed (VFE): 见下表/see table below

构型/ Configuration	缝翼/襟翼/ Slats/Flaps (°)	VFE (kt)	
1	18/0	230	中间进近/Intermediate approach
	18/10 *	215	起飞/Take-off
2	22/15	200	起飞和进近/Take-off and approach
3	22/20	185	起飞、进近、着陆/Take-off, approach, landing
全放/Full	27/40	177	着陆/Landing

* 起飞构型中，210节襟翼自动收回/Auto flap retraction at 210 kt in take-off configuration

起落架/ Landing gear :

VLE – 展开/Extended: 280 kt/ Mach 0.67

VLO – 展开/Extension: 250 kt

收回/Retraction: 220 kt

轮胎限制速度（地面速度）
Tyres limit speed (ground speed) 195.5 kt (225 mph)

11. 飞行包线/Flight Envelope

最大使用高度/Maximum operating altitude

39 100（英尺/ft）（压力高度/pressure altitude）

41 000（英尺/ft）（压力高度/pressure altitude） 如果实施28162号更改/if modification 28162 is embodied(仅A319-112/-115/-132/-133 only)

39 800（英尺/ft）（压力高度/pressure altitude） 如果实施30748号更改/if modification 30748 is embodied.

12. 运行限制/Operating Limitations

参见适用的EASA批准的飞机飞行手册

See the appropriate EASA approved Airplane Flight Manual

动力装置（2.2482 磅/daN）/Powerplant (2.2482 lb/daN)

CFMI发动机/CFMI Engines

发动机/Engine	CFMI		
	CFM56-5B5 (**)	CFM56-5B6 CFM56-5B6/2 (**)	CFM56-5B7 (**)
数据单/Data sheets	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)
海平面静止推力/Static thrust at sea level			
起飞(5分钟)(额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)	12 010 daN (27 000 lb)
最大连续(额定25℃)/ Maximum continuous (Flat rated 25℃)	9 008 daN (20 250 lbs)	9 008 daN (20 250 lbs)	10 840 daN (24 370 lb)
批准的滑油/Approved Oils: SB CFMI 79-001-OX			

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局颁发的"发动机型号合格证数据单"，仅允许起飞推力状态工作10分钟。
10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

其他发动机限制：见相应发动机型号合格证数据单。
Other engine limitations : see the relevant Engine Type Certificate Data Sheet.

IAE发动机/IAE Engines

发动机/Engine	V2522-A5	V2524-A5	V2527M-A5
数据单/Data sheets	E40NE (FAA)	E40NE (FAA)	E40NE (FAA)
海平面静推力/Static thrust at sea level			
起飞(5分钟)(统一额定30℃)/ Take-off (5 min)*(Flat rated 30℃)	10 249 daN (23 040 lb)	10 889 daN (24 480 lb)	11 031 daN (24 800 lb)
最大连续(统一额定25℃)/ Maximum continuous (Flat rated 25℃)	8 540 daN (19 200 lb)	8 540 daN (19 200 lb)	9 893 daN (22 240 lb)
批准的滑油/Approved oils	See Doc IAE 0043Sect 4.9 (MIL-L 23 699)		

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局颁发的"发动机型号合格证数据单"，仅允许起飞推力状态工作10分钟。
10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

其他发动机限制：见相应发动机型号合格证数据单。
Other engine limitations : see the relevant Engine Type Certificate Data Sheet.

12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

12.2 其他限制/Other limitations

完整的适用限制参见适用的EASA批准的飞机飞行手册。
For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual

13. 最大审定质量/Maximum Certified Masses

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

变量/VARIANT	000 BASIC	001 Mod 25328	002 Mod 27112	003 Mod 26457	004 Mod 28053	005 Mod 28136	006 Mod 33418
最大滑行重量/ Max. Ramp Weight	64 400	70 400	75 900	68 400	68 400	70 400	73 900
最大起飞重量/ Max. Take-off Weight	64 000	70 000	75 500	68 000	68 000	70 000	73 500
最大着陆重量/ Max. Landing Weight	61 000	61 000	62 500	61 000	62 500	62 500	62 500
最大零燃油重量/ Max. Zero Fuel Weight	57 000	57 000	58 500	57 000	58 500	58 500	58 500
最小重量/Minimum Weight	35 400	35 400	35 400	35 400	35 400	35 400	35 400

变量/VARIANT	007 Mod 35197	008 Mod 36291	009 Mod 36292	010 (*) Mod 39021	011 Mod 36933	012 Mod 36934	013 (**) Mod 153453
最大滑行重量/ Max. Ramp Weight	75 900	64 400	66 400	76 900	66 400	62 400	75 900
最大起飞重量/ Max. Take-off Weight	75 500	64 000	66 000	76 500	66 000	62 000	75 500
最大着陆重量/ Max. Landing Weight	61 000	62 500	62 500	62 500	61 000	61 000	62 500
最大零燃油重量/ Max. Zero Fuel Weight	57 000	58 500	58 500	58 500	57 000	57 000	52 000
最小重量/ Minimum Weight	35 400	35 400	35 400	35 400	35 400	35 400	35 400

* WV010仅审定为A319公务机构型（更改28238、28162和28342）。
WV010 is only certified for A319 in Corporate Jet configuration (modification 28238, 28162 and 28342).

** WV013仅审定为A319-133, MSN 4042 / WV013 is only certified for A319-133, MSN 4042

14. 重心范围/Center of gravity range

见经批准的飞机飞行手册。/ See approved Airplane Flight Manual.

15. 基准/Datum

0.0站位，位于飞机机头前方2.540米
Station 0.0, located 2.540 meters forward of airplane nose

16. 平均气动弦/Mean Aerodynamic Chord (MAC)

4.1935米/meters

17. 水平方法/Levelling Means

飞机可从3个主顶起点顶起。
The A/C can be jacked on three primary jacking points.
参见适用的EASA批准的重量和平衡手册
See the appropriate EASA approved Weight and Balance Manual

18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

19. 最大客座数和相应的最小客舱机组
Maximum Passenger Seating Capacity and associated minimum number of cabin crew

下表给出了经审定的最大客座数（MPSC）、相应的客舱构型（出口布置和更改）以及相应的满足审定要求的最小客舱机组人数
The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:

客座数和客舱构型/Passenger Seating Capacity & Cabin Configuration	客舱机组/Cabin crew
160 (C-III-III-C, Mod 32208)	4
150 (C-III-III-C, Mod 32208 and 150365)	3
150 (C*-III-C*, Mod 157777)	3
145 (C-III-C)	3

注释/Note:

C*是按照更改157777的超性能紧急出口
C* is the over-performing exit according to modification 157777

原最大客座数为145
The original maximum passenger seating capacity is 145.

更改157777使得最大客座数从145增加到150。这些改装确定了一个虚拟的客舱布局的包线（LOPA），但不构成可以安装超过220个座椅的批准。单独的客舱布局需要另外的批准，最多195个座位。
The Modifications 157777 enables the maximum seating capacity to be increased from 145 up to 150. These modifications define a virtual envelope of the Layout of Passenger Accommodations (LOPA) and do not constitute an authorization for the installation of seats in excess of 145. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 150 seats.

注释/Note:

第二对翼上紧急出口（III型）可以通过更改32208安装。
A second pair of overwing emergency exit (Type III) can be installed by embodiment of modification 32208.

1. 左侧和右侧的后登机门可以通过更改37807禁用。这种情况下，最大乘客数为80。
   The LH & RH rear passenger doors can be de-activated by embodiment of modification 37807. In this case, the maximum number of passengers is 80.

2. 对于A319-115、A319-132和A319-133飞机，III型出口可以通过更改152777禁用。这种情况下，客舱的最大乘员数在滑行、起飞、飞行和着陆过程中被限制为0，除非运营人主管适航当局另行批准乘坐特定客舱区域的条件。
   For aircraft models A319-115, A319-132 and A319-133, the Type III emergency exit hatch can be de-activated by embodiment of modification 152777. In this case, the maximum number of occupants in the passenger cabin is limited to zero during taxi, take-off, flight and landing, unless terms and conditions to occupy specific cabin areas have been approved by operator's competent airworthiness authority.

21. 行李舱/货舱/Baggage / Cargo compartment

货舱/CARGO COMPARTMENT	最大载荷/MAXIMUM LOAD (kg)
前/Forward	2 268
后/Aft	3 021
尾/Rear (散装/bulk)	1 497

对于位置和条件，每一批准位置（容量、货盘和关联重量）见重量平衡手册（文件编号：00J080A0001/C1S）1.10章节。
For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00J080A0001/C1S Chapter 1.10.

22. 机轮和轮胎/Wheels and Tyres

见服务通告，No. SB A320 - 32 - 1007。/See SB A320 - 32 – 1007.

IV. 运行和服务指令/Operating and Service Instructions

1. 飞机飞行手册/Airplane Flight Manual (AFM)

EASA批准的A319飞机飞行手册
EASA Approved Airplane Flight Manual for A319

2. 持续适航文件和适航性限制
Instructions for Continued Airworthiness and Airworthiness Limitations

适航性限制/Airworthiness Limitations

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的子分部1-2和1-3章节中，提供了适用的安全寿命适航性限制项目。
  Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3 approved by the EASA .

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第2分部中，提供了适用的损伤容限限制项目。
  Limitations applicable to Damage Tolerent Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第3分部中，提供了合格审定维修要求项目。
  Certification Maintenance Requirements are provided in A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第4分部中，提供了老龄系统维修（ASM）限制。
  Ageing Systems Maintenance (ASM) limitations are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4 approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第5分部中，提供了燃油适航性限制。
  Fuel Airworthiness Limitations are provided in A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5) approved by the EASA.

注释/Note：

对于A320-213、-232和-233型别，纳入更改37734会导致维修大纲及其有效性限制（LoV）的变化，LoV从48,000FC/60,000FH 变为37,500FC/80,000FH（先到为准）。
For A320-231, -232 and –233 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).

其他限制/Other limitations

参见EASA批准的飞行手册。
See EASA approved Flight Manual.

3. 重量和平衡手册/Weight and Balance Manual (WBM)

空客符合性文件/Airbus Compliance Document 00D80A0001/C1S

V. 注释/Notes

1. 对于A319-111和A319-112型别，更改26799（不带有ACARS的FM）或者26968（FM ACARS）是具有IIIB精密进近资格的最低标准。
For models A319-111, A319-112, modification 26799 (FM without ACARS) or 26968 (FM ACARS) is the minimum standard to be qualified for Cat IIIB precision approach.
对于A319-131和A319-132型别，更改26716（不带有ACARS的FM）或者26717（FM ACARS）是具有IIIB精密进近资格的最低标准。
For models A319-131 and A319-132, modification 26716 (FM without ACARS) or 26717 (FM ACARS) is the minimum standard to be qualified for Cat IIIB precision approach.

其他所有型别的基本设计定义就具有IIIB精密进近资格。
All other models are qualified for Cat IIIB precision approach per basic design definition.

SECTION 4: A318 系列/A318 SERIES

I. 概述/General

1. 型号/型别/构型变化/Type/model/Variant：

A318-111
A318-112

2. 法国民航局和联合航空当局(JAA)型号审定日期 DGAC-F / Joint Airworthiness Authority (JAA) Type Certification Date

A318-111: 2003年5月23日/ May 23, 2003

A318-112: 2003年5月23日/ May 23, 2003

3. EASA型号审定日期/EASA Type Certification Date

EASA型号合格证数据单第1版颁发于2005年12月21日
EASA TCDS issue 1 issued December 21, 2005

注释：对于2005年12月21日前生产的A318-111/-112型飞机，法国民航局颁发的型号合格证(DGAC-F TC 180)仍保持有效。
Note: For A318-111/-112 produced before the 21st of December 2005, DGAC-F TC 180 remains a valid reference.

4. 中国民航局型号认可审定日期/CAAC Type Validation Date

A318-111: 2007年12月04日/December 4, 2007

A318-112: 2007年12月04日/December 4, 2007

5. 生产条件/Production conditions

依据德国民航局给位于德国汉堡AIRBUS公司颁发批准LBA.G.0009，生产A318系列各型别飞机。

A318 aircraft, all series, all models, are all produced in Hamburg - Germany - under approval LBA.G.0009 issued by LBA to AIRBUS.

自2004年9月27日起，依据德国民航局给位于德国汉堡AIRBUS公司颁发的批准DE.21G.0009，生产A318系列各型别飞机。

Since September 27, 2004, A318 aircraft are produced in Hamburg - Germany under approval DE.21G.0009 issued by LBA to AIRBUS.

自2008年7月21日起，A318飞机在欧洲航空安全局给位于德国汉堡的AIRBUS公司颁发的批准EASA.21G.0001下生产。

From July 21st, 2008, A318 aircraft are produced in Hamburg (Germany) under approval EASA.21G.0001 issued by EASA to AIRBUS.

II. 审定基础和认可审定基础/Certification Basis and Validation Basis

1. 确定适用要求的参考日期/Reference Date for determining the applicable requirements

AIRBUS INDUSTRIE 公司已于1998年12月11日以信函(AI/EA- S 413.2952/1998)对A318飞机申请了合格审定。
Airbus Industrie has applied for A318 certification on December 11, 1998 by letter AI/EA-S 413.2952/1998.

2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authorty Type Certificaiton Date Sheet No.

原法国TCDS DGAC no. 180被EASA TCDS A.064替代
Original French TCDS DGAC no. 180 was replaced by the EASA TCDS A.064

3. 最初的适航当局审定基础/Initial Airworthiness Authorty Certification Basis

如下所述/See below

4. EASA 适航要求/EASA Airworthiness Requirements

下面列出了不同A318型别的合格审定基础。在进一步的A318型别的合格审定时，针对每一型别确定特定基础的修正。
Hereafter are listed the certification bases for the different A320 models. The amendments made to a particular basis at the occasion of further A320 model certification are identified per model.

在2003年5月颁发的CRI G5001(第2版)文件中，定义了适用的联合合格审定基础：
The applicable Joint Certification Basis defined in CRI G5001 Issue 3 dated May 2003 are:

4.1 欧洲联合航空条例JAR25部及第11次修订/JAR 25 Change 11

- 除BB分部仍保留为第10次修订之外/except subpart BB which remains at Change 10,
- 所有各国的变化要求除外/except all national variants,

JAR 25 X 20	第14次修订/Change 14
JAR 25.21	第14次修订/Change 14
JAR 25.23	第14次修订/Change 14
JAR 25.25	第14次修订/Change 14
JAR 25.27	第14次修订/Change 14
JAR 25.29	第14次修订/Change 14
JAR 25.31	第14次修订/Change 14

JAR 25.101 第14次修订/Change 14
JAR 25.103 第14次修订/Change 14
JAR 25.105 第14次修订/Change 14
JAR 25.107 第14次修订/Change 14
JAR 25.109 第14次修订/Change 14
JAR 25.111 第14次修订/Change 14
JAR 25.113 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.115 第14次修订/Change 14
JAR 25.117 第14次修订/Change 14
JAR 25.119 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.121 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.123 第14次修订/Change 14
JAR 25.125 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.143 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.145 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.147 第14次修订/ Change 14
JAR 25.149 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.161 第14次修订/Change 14
JAR 25.171 第14次修订/Change 14
JAR 25.173 第14次修订/Change 14
JAR 25.175 第14次修订/Change 14
JAR 25.177 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.181 第14次修订/Change 14
JAR 25.201 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.203 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.207 第14次修订/Change 14
JAR 25.231 第14次修订/Change 14
JAR 25.233 第14次修订/Change 14
JAR 25.235 第14次修订/Change 14
JAR 25.237 第14次修订/Change 14
JAR 25.251 第14次修订/Change 14
JAR 25.253 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.255 第14次修订/Change 14
JAR 25X261 第14次修订/Change 14
JAR 25.305 第15次修订/Change 15
JAR 25.321 第15次修订/Change 15
JAR 25.331 第15次修订/Change 15
JAR 25.333 第15次修订/Change 15

JAR 25.335 第15次修订/Change 15
JAR 25.341 第15次修订/Change 15
JAR 25.343 第15次修订/Change 15
JAR 25.345 第15次修订/Change 15
JAR 25.349 第15次修订/Change 15
JAR 25.351 第15次修订/Change 15
JAR 25.365 第13次修订/Change 13
JAR 25.371 第15次修订/Change 15
JAR 25.373 第15次修订/Change 15
JAR 25.391 第15次修订/Change 15
JAR 25.415 第15次修订/Change 15
JAR 25.427 第15次修订/Change 15
JAR 25.445 第15次修订/Change 15
JAR 25.473 第15次修订/Change 15
JAR 25.479 第15次修订/Change 15
JAR 25.481 第15次修订/Change 15
JAR 25.483 第15次修订/Change 15
JAR 25.485 第15次修订/Change 15
JAR 25.491 第15次修订/ Change 15
JAR 25.493(d) 由OP 96/1修正的第14次修订/Change 14 amended by OP 96/1
JAR 25.499 第15次修订/Change 15
JAR 25.511 第15次修订/Change 15
JAR 25.X519 第13次修订/Change 13
JAR 25.561(c) 第15次修订/Change 15
JAR 25.562 第14次修订/Change 14 (see CRI E5001)
JAR 25.571 第15次修订/Change 15
JAR 25.801 第14次修订/Change 14
JAR 25.803 第14次修订/Change 14
JAR 25.807 第14次修订/Change 14
JAR 25.809 第14次修订/Change 14
JAR 25.810 第14次修订/Change 14
JAR 25.811 第14次修订/Change 14
JAR 25.812 第14次修订/Change 14
JAR 25.813 第14次修订/Change 14
JAR 25.853 第14次修订/Change 14
JAR 25.855 第14次修订/Change 14
JAR 25.857 第14次修订/Change 14
JAR 25.858 第14次修订/Change 14

JAR 25.1501 第14次修订/Change 14

JAR 25.1517 第15次修订/Change 15

JAR 25.1583 第14次修订/Change 14

JAR 25.1587 第14次修订/Change 14

JAR 25.X1591 第14次修订(在第11次修订时替代 JAR 25X131, 25X132, 25X133, 25X135, 25X1588)/Change 14 (replacing JAR 25X131, 25X132, 25X133, 25X135, 25X1588 at Change 11)

4.2 联合航空条例AWO的第1次修改版中包括低能见度情况下的自动着陆和运行要求。
JAR AWO Change 1 for auto-land and operations in low visibility.

4.3 ETOPS：

对于双发飞机的延程运行，适用的技术条件包含在AMC 20-6 (之前发布在AMJ 120-42/IL 20)以及A318 ETOPS CRI中：
For the Extended Twin Engine Airplane Operations the applicable technical conditions are contained in AMC 20-6 (as initiall published in AMJ 120-42/IL 20) and A318 ETOPS CRI:

- CRI G-22 ETOPS 批准 / approval

4.4 对于所有型别，空客自愿满足第106号修正案水平的美国联邦航空规章25.772(a)和(c)以及25.795，参见CRI E12 增强保安性能的驾驶舱门
For all models Airbus 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

4.5 对于安装Halon替代品手持灭火器（CRI D-GEN-AIRBUS-01）的所有型别，空客自愿满足欧洲航空安全局第17号修正案水平的CS25.851(a),(c) 。
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).

5. 专用条件/Special Conditions

5.1 下述A320型飞机的专用条件，经验相关条件和协调条件仍对A318型飞机保留：
The following A320 Special conditions, Experience Related Conditions and Harmonization Conditions which are kept for the A318:

提示: 在A320联合合格审定基础制定的范围内，编制了三种类别的专用条件。
Reminder : within the scope of the establishment of the A320 Joint Certification Basis, three types of special conditions were developed:

- 专用条件:履盖新颖的或独特的且联合航空条例未有公布的设计特性
  Special conditions: raised to cover novel or unusual features not addressed by the JAR.

- 经验相关条件:对于A320联合合格审定基础，按照NPA程序，在欧洲联合航空条例演变进程中,记录已经同意的原文

Experience related conditions: raised to record an agreed text for the A320 Joint Certification Basis when evolution of JAR was in progress under the NPA procedure.

- 协调条件: 对于A320联合合格审定基础的意图，记录关于国家不同要求方面的共同的理解。该协调条件不应与FAA/JAA协调规章的活动相混淆
  Harmonization conditions: to record, for the purpose of the A320 Joint Certification Basis, a common understanding with respect to National variant. This should not be confused with the FAA/JAA harmonised regulations.

(DGAC-F) SC-G17	运行校对飞行/Operational proving flights
(CAA-UK) SC-G17	合格审定前运行飞行/Operational flight before certification
SC-F3	驾驶舱控制-驾驶舱操纵器件的运动和影响 Cockpit Control - motion and effect of cockpit control
SC-F4	纵向静稳定性/ Static Longitudinal Stability
SC-F6	横航向静稳定性/Static Directional and Lateral Stability
SC-F7	飞行包线保护/Flight Envelope Protection
SC-F8	正常载荷因子限制/Normal Load Factor Limiting
SC-F9	双套操纵系统/Dual Control System
SC-A.2.2.2	设计机动要求/Design manoeuvre requirement
SC-S11	限制操纵力和扭矩Limit pilot forces and torques
SC-S33	自动推力系统/auto-thrust system
SC-S52	无正常电力运行/operation without normal electrical power
SC-S74	非正常姿态/abnormal attitudes
SC-S75	闪电防护的间接影响/lightning protection indirect effects
SC-S77	控制信号完整性/integrity of control signal
HC-A4.6	速度控制装置/speed control device
HC-S23	备用地平仪/standby gyroscopic horizon
HC-S24	VMO/MMO告警（设定）/VMO/MMO warning (setting)
HC-S72	飞行记录器/flight recorder
EC-G11	一般定义/general definition
EC-S30	自动飞行系统/autoflight system
EC-S54	线路保护装置/circuit protective devices

5.2 以下A319的专用条件也用于A318
The following A319 Special Conditions, are kept for the A318

SC-A2	结构设计失速速度/stalling speeds for structural design
SC-F11	加速停止距离和相关性能，磨损刹车 accelerate-stop distances and relates performances, worn brakes
SC-A1	系统和结构和交互作用/interaction of systems and structure

SC-P1	针对CFM56的全权数字式电子控制 FADEC for CFM56
SC-S79	刹车要求，资质和试验 brakes requirements, qualification and testing

5.3以下A319/A320/A321的专用条件也用于A318
The following A319/A320/A321 Special Conditions, are kept for the A318

SC-S76-1	外部辐射对飞机系统的影响（被CRI SE 14修改） Effect of external radiations upon aircraft systems (modified by CRI SE14)

5.4 为A318制定的专用条件
The following Special Conditions are developed for the A318:

SC-F5001	失速和预期使用速度/Stalling and scheduled operation speed
SC-F5004	静态纵响稳定性和低能量感知 Static longitudinal stability and low energy awarness
SC-A5003	设计俯冲速度/Design Dive Speed
SC-SE5002	飞机飞行手册 –RVR限制/AFM – RVR limits

5.5 在证后型号合格审定过程中，制定了下述专用条件：
The following special conditions have been developed post Type Certification:

SC H-01	飞机系统的增强型适航项目- EWIS的ICA（自2010年5月起生效） Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
SC E-34	带有充气安全带的座椅/Seat with inflatable restraints
SC E-13	充气安全带的安装（选装） Installation of inflatable restraints (optional)
SC D-0306	座椅材料的热释放和烟雾浓度要求（自2010年6月起生效） Heat release and smoke density requirements to seat material (applicable from June 2010)
SC P-27	可燃性降低系统/Flammability Reduction System 如果满足，则2012年1月1日后首次飞行的航空器的中央油箱必须在生产线上安装油箱可燃性降低系统（MOD 38062）。带有MOD 38062后，该系统必须保持安装和可用状态，并且仅能根据MMEL改版中的条款在不能工作状态下派遣。如果在A318、A319、A320或者A321飞机上安装了MOD 38062 (油箱惰性系统(FTIS))，则飞机满足25-102修正案水平的25.981(a)和(b)的FR段、25-125修正案水平的25部附录M和N、以及26-3修正案水平的26.33条。 If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (modification 38062). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions

	of the MMEL revision associated with modification 38062. If modification 38062 (Fuel Tank Inerting System (FTIS)) is embodied on A318, A319, A320, or A321 airplanes, the airplane is compliant with paragraph FR Section 25.981(a) & (b) at amendment 25-102, Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3.
SC F5011	快速进近/Steep approach
SC E-48	燃油箱安全/Fuel Tank Safety
SC F-0311-001	包括数据链记录的飞行记录器 Flight Recorders including Data Link Recording
SC D-0322-001	套房式座椅的安装/Installation of suite type seating
SC D-0332-001	无杆牵引/Towbarless Towing
SC E-21	新的UTAS皮托管/New UTAS Pitot Probes

6. 豁免/Exemptions

没有豁免/No exemptions

7. 偏离/Deviations

无/None

8. 等效安全/Equivalent safety findings

8.1 下述条款通过等效安全的方式来满足，记录在相关CRI中：
The following paragraphs have been complied with through equivalent safety demonstrations granted, as documented in relevant CRIs:

JAR 25.783(f)	“舱门”（见A319 CRI SM 4004 “旅客舱门”） related to "Doors (see A319 CRI SM 4004 "passenger doors")
JAR 25.807(d)	“旅客应急出口”（见CRI E 5004 “出口构形”,类似A319 CRI E 4001） related to "Passenger emergency exits" (see CRI E 5004 "Exit configuration" similar to A319 CRI E 4001)
JAR 25.813(c)(1)	“应急出口通道”（见CRI E5005 “翼上III型出口通道”） related to "Emergency exit access" (see CRI E 5005 "Type III overwing emergency exit access")
JAR 25.831(a)	“通风”（见CRI E5006“Packs Off操作”） related to "Ventilation" (see CRI E 5006 "Packs Off Operation")
JAR 25.933(a)(1)	“反推力系统”（见A319 CRI P 4008“反推自动装载”） related to "Reversing systems" (see A319 CRI P 4008 "Thrust Reverser Auto restow")
JAR AWO 313	最低进近中止高度（见A319 CRI SE 4005“最低进近中止高度”） related to "Minimum Approach Break-Off Height") (see A319 CRI SE 4005 "Minimum Approach Break-Off Height")
JAR AWO 236	过度偏离告警（见 CRI SE 5005 “III类运行 –过渡偏离告警”） related to "Excess Deviation Alerts" (see CRI SE 5005 "Cat III

	Operation – Excess Deviation Alert")
NPA AWO 10	第2号适航协调包（见CRI SE-5002 “飞机飞行手册–RVR 限制”） related to “ Airworthiness Harmonization package n°2” (see CRI SE-5002 “AFM – RVR limits”)

8.2 在证后型号合格审定过程中，制定了下述等效安全：
The following Equivalent Safety Findings have been developed post Type Certification:

FAR 25.856(b)	舱内区域的机身烧穿保护（参见CRI E-32），如果在生产线上A318、A319、A320或者A321飞机实施了MOD 150700和37270（仅带有CLS选项）、37048和36985，飞机满足机身火焰穿透“烧穿”要求，即25-111修正案水平的14 CFR Part 25.856(b)（参见CRI E-18） Fuselage burnthrough protection in bilge area (see CRI E-32), see note below If modifications 150700, and 37270 (with CLS option only), 37048 and 36985 are embodied in production on A318, A319, A320, or A321 airplanes, the airplane is compliant with Fuselage Flame Penetration “Burnthrough” requirements addressed by paragraph 14 CFR Part 25.856(b) Amdt 25-111(See CRI E-28).
14CFR Part 25.856(a)	针对绝缘材料的增强的阻燃标准（CRI E18） Improved flammability standards for insulation materials (CRI E18)
JAR 25.812(b)(1)(ii)	光致发光出口标志（可拆除的舱位分离装置）（CRI E14）（可选构型） Photo-luminescent EXIT sign for MCD (Moveable Class Divider) (CRI E14) (optional)
JAR 25.811(f)	应急出口标志反射率(CRI E16) Emergency exit marking reflectance (CRI E16)
JAR 25.812(b)(1)(i)(ii)	对于客运航空器,图形化出口标志作为红色出口标志的替代(CRI SE-42）（可选构型） Symbolic EXIT signs as an alternative to red EXIT signs for passenger aircraft (CRI SE-42) (optional)
JAR 25.785(c)	与航空器中心线夹角大于18°的前向座椅(CRI D-0329-001)(选装） Forward facing seats with more than 18° to aircraft centerline. (CRI D-0329-001) (optional)
JAR 25.1443(c)	最小补氧流量（CRI F-20）（选装） Minimum Mass Flow of Supplemental Oxygen (CRI F-20) (optional)
JAR 25.1441(c)	机组确定旅客供氧系统可用氧量（CRI F-21）（选装） Crew Determination of Quantity of Oxygen in Passenger Oxygen System (CRI F-21) (optional)

9. 环保标准/Environmental Protection Standards

国际民航组织附件16/ICAO Annex 16

Vol. I Part II	噪声要求/Noise Requirements
Vol. II Part II	燃油排放/Fuel Venting
Vol. II Part III Chapter 2	排气排出物/Emissions

注释：进一步的细节在TCDSN EASA.A.064中定义。
Notes: Further details are defined within TCDSN EASA.A.064

10. ETOPS

当其构型、维护和运行符合当前版次的《ETOPS构型、维护和程序(CMP)》文件SA/EASA: AMC 20-6/CMP的要求时，A318型别的型号设计、系统可靠性和性能有能力进行延程运行（ETOPS）。
The Type Design, system reliability and performance of A318 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.

此处不构成进行延程运行（ETOPS）的批准（必须从相关当局获得运行批准）。
This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

下表提供ETOPS批准的详细内容
The following table provides details on the ETOPS approvals.

航空器型别/ Aircraft Model	发动机型号/ Engine Type	120分钟批准的日期/ 120 Min Approval Date	180分钟批准的日期/ 180 Min Approval Date
A318-111	CFM56-5B8	N/A	06 November 2006
A318-112	CFM56-5B9	N/A	06 November 2006

注释/Note:

双方飞机延程运行的构型、维护和程序标准包含在ETOPS CMP文件参考最新版次的SA/EASA: AMC 20-6/CMP中。经审定的型别为所有适用发动机的A318-111/-112/-121/-122
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 models are A318-111/-112/-121/-122, with all applicable engines.

实施改装/Embodiment of modification:

36666提供EASA批准的120分钟ETOPS能力
36666 provides ETOPS 120 mn capability for EASA
32009TIGONG EASA批准的180分钟ETOPS能力
32009 provides ETOPS 180 mn capability for EASA

11. 认可审定基础/Validation Basis

中国民用航空局接受审定当局的审定基础作为认可审定基础。

CAAC accepts the Certification Basis of Certification Authority as the Validation Basis.

III. 技术特性和运行限制/Technical Characteristics and Operational Limitations

1. 型号设计定义/Type Design Definition

1.1 合格审定型别/Certificated models: A318-111

下述文件定义相应飞机/Definition of reference airplane by doc:
D03006056 (00P000A0111/C21)

1.2 合格审定型别/Certificated models: A318-112

下述文件定义相应飞机/Definition of reference airplane by doc:
D03006716 (00P000A0112/C21)

注释/Notes:

型别转换/Model conversions:

- 如果在装备CFM56-5B8/P或/3发动机A318-111机型实施更改153997，则该机型转化为装备CFM56-5B9/P或/3发动机A318-112机型。
  If modification 153997 is embodied on A318-111 model powered with CFM56-5B8/P or /3 engines, it is converted into A318-112 model, powered with CFM56-5B9/P or /3 engines.

- 如果在装备CFM56-5B9/P或/3发动机A318-112机型实施更改153998，则该机型转化为装备CFM56-5B8/P或/3发动机A318-111机型。
  If modification 153998 is embodied on A318-112 model powered with CFM56-5B9/P or /3 engines, it is converted into A318-111 model, powered with CFM56-5B8/P or /3 engines.

2. 描述/Description

两台涡轮风扇发动机、中短程、单通道的运输类飞机。
Twin turbo-fan, short to medium range, single aisle, transport category airplane.

3. 设备/Equipment

不适用/Not applicable.

客舱设施、设备及布置符合下述规范：
Cabin furnishings, equipment and arrangement shall be in conformance to the following specifications :

- 00D252K0004/C01 加上/plus 00D 252 K 0030/C01 客舱座椅/for cabin seats
- 00D252K0019/C01 厨房/for galleys.

4. 尺寸/Dimensions

A318飞机的主要尺寸/Principal dimensions of A318 Aircraft

- 机长/Length:	31,45 m
- 翼展/Width:	34,10 m
- 机高/Height:	11,79 m
- 水平安定面宽度/Width at horizontal stabilizer:	12,45 m
- 机身直径/Outside fuselage diameter:	3,95 m
- 发动机轴间距/Distance between engines axis:	11,51 m
- 主起间距/Distance between main landing gear:	7,59 m
- 前/主起间距/Distance between nose and main landing gear:	11,04 m

5. 发动机/Engines

安装在航空器型别上的发动机如下所述。对于常用名称和审定名称以及新发动机的构型变化，参见注释。
The list below lists the basic engines fitted on the aircraft models. The notes describe usual names and certified names as well as new engines variants.

A318-111

2台CFMI发动机/Two CFMI	CFM56-5B8/P(MOD32028)

A318-112

2台CFMI发动机/Two CFMI	CFM56-5B9/P(MOD32029)

注/Note：

CFM56-5B系列CAAC VTC证书编号VTC0064E，Rev.3；
The CAAC VTC No. of CFM56-5B Serial engines is VTC0064E, Rev.3;

注释/Notes：

1 通过纳入更改37147可以引入CFM56-5Bx/3 “Tech Insertion”发动机。该更改仅适用于CFM56-5Bx /P SAC发动机。
Introduction of CFM56-5Bx/3 “Tech Insertion” engine is done through embodiment of modification 37147. This modification is only applicable on CFM56-5Bx /P SAC engines.

如果对CFM-5B发动机纳入更改37147，则发动机后缀增加/3。
If modification 37147 is embodied on models with CFM-5B engines, the engine denomination changes to /3.

该项更改目前适用于/The modification is currently applicable for:

A318-111: CFM56-5B8 (SAC)更改为/ which changes to CFM56-5B8/3
A318-112: CFM56-5B9 (SAC)更改为/ which changes to CFM56-5B9/3

发动机特性保持不变。
The engine characteristics remain unchanged.

已经证明更改37147对之前审定的噪声等级没有影响。
Modification 37147 has been demonstrated as having no impact on previously certified noise levels.

如更改38573所述，CFM56-5Bx/3发动机可以与CFM56-5Bx/P混装。
CFM56-5Bx/3 engine can be intermixed with CFM56-5Bx/P engine under considerations as prescribes in modification 38573.

6. 辅助动力装置/Auxiliary Power Unit

1. 基本型/Basic

A318-111/-112

HONEYWELL AIRESEARCH GTCP 36-300 (A) （规范/Specification 31-5306 B）
批准的滑油/Approved oil: 参见GARRETT报告GT. 7800 / See Garrett report GT 7800.

2. 选装型/Option

A318-111/-112

Pratt & Whitney Rzeszow S.A公司APS 3200（规范No. ESR 0802, A版）。
Pratt & Whitney Rzeszow S.A APS 3200 (Specification ESR 0802, Rev. A).
Pratt & Whitney Rzeszow S.A 公司APU的安装由更改MOD 22562或35864定义。
The APU Pratt & Whitney Rzeszow S.A installation is defined by MOD MOD 22562 or 35864.

或者/or

Honeywell公司131-9[A] （规范No. 4900 M1E 03 19 01）。
Honeywell 131-9[A] (Specification 4900 M1E 03 19 01).
Honeywell公司APU的安装由更改MOD 25888定义。
The APU Honeywell installation is defined by MOD 25888.
批准的滑油:依照31-12048A-3A规范的型号。
Approved oils : according to Model Specification 31-12048A-3A.

注释：A318型飞机，Pratt & Whitney Rzeszow S.A公司APU（APS 3200）（更改MOD 35864）是自MSN 2686开始的生产标准。
Note: for A318 models, the APU Pratt & Whitney Rzeszow S.A APS 3200 (Mod 35864) is the production standard from MSN 2686

7. 螺旋桨/Propellers

不适用/N/A

8. 液体（燃油、滑油、添加剂、液压油）/Fluids (Fuel, Oil, Additives, Hydraulics)

燃油/Fuel

燃油规范：见安装手册：CFM 2129或者PWA-7707
Fuel Specification: See installation manual: document CFM 2129 or PWA-7707.

类型/ TYPE	规范（名称）/SPECIFICATION (NAME)				
	法国/ FRANCE	美国/USA	英国/UK	俄国/ RUSSIA	中国/CHINA
煤油/ Kerosene	DCSEA (F-34) 134-D	ASTM D 1655 (JET A) (JET A1)	DEF STAN 91/91 (AVTUR) (JET A1)		GB 6537-2006 (N°3 JET Fuel)
		MIL-DTL 83133-H (JP 8)	DEF STAN 91/87 iss 7 (AVTUR/FSII) (JET A1)		
宽硫分/ Wide cut*		ASTM D 1655 (JET B)	DEF STAN 91/88 (AVTAG/FSII)		
		MIL-DTL 5624 (JP 4)			
高闪点/ Highflash point	DCSEA (F-44) 144-C	MIL-DTL 5624-V (JP 5)	DEF STAN 91/86 iss 7 (AVTAG/FSII)		

* 仅针对CFM发动机审定了宽硫分/ Wide cut is only certified for CFM engines

滑油/Oil

对于滑油规范/For oil specification:

发动机/Engine	CFM56-5B8/P CFM56-5B9/P
经批准的滑油/Approved Oils	SB CFMI 79-001-OX

添加剂/Additives:

对于CIS燃油添加剂，参见空客公司耗材清单(CML)和CFM公司服务通告SB 73-0122或者PW公司服务通告SB 2016
Refer to Airbus Consumable Material List (CML) and CFM SB 73-0122 or PW SB 2016 for CIS fuel additives
上述燃油和添加剂也适用于辅助动力装置。
The above-mentioned fuels and additives are also suitable for the APU.

液压/Hydraulics

液压油/Hydraulic fluids: Type IV or Type V - Specification NSA 30.7110

9. 燃油量/Fuel Quantity

燃油量/Fuel Quantity (0.8kg/liter)

A318-100 series（不带有/without MOD 160001）

油箱/TANK	3 油箱飞机 / 3 TANK AIRPLANE	
	可用燃油 升（公斤）/ Usable fuelliters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/WING	15 609 (12 487)	58.9 (47.1)
中央/CENTER	8 250 (6 600)	23.2 (18.6)
总计/TOTAL	23 859 (19 087)	82.1 (65.7)

A318-100 series（带有/with MOD 37331 但不带有/and without MOD 160001）

油箱/TANK	3 油箱飞机 / 3 TANK AIRPLANE	
	可用燃油 升（公斤）/ Usable fuelliters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/WING	15 959 (12 767)	58.9 (47.1)
中央/CENTER	8 250 (6 600)	23.2 (18.6)
总计/TOTAL	24 209 (19 367)	82.1 (65.7)

A318-100 series（不带有/without MOD 37331但带有/and with MOD 160001）

油箱/TANK	3 油箱飞机 / 3 TANK AIRPLANE	
	可用燃油 升（公斤）/ Usable fuelliters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/WING	15 568 (12 454)	58.9 (47.1)
中央/CENTER	8 248 (6 598)	23.2 (18.6)
总计/TOTAL	24 209 (19 367)	82.1 (65.7)

A318-100 series（带有/with MOD 37331并且带有/and with MOD 160001）

油箱/TANK	3 油箱飞机 / 3 TANK AIRPLANE	
	可用燃油 升（公斤）/ Usable fuelliters (kg)	不可用燃油 升（公斤）/ Unusable fuel liters (kg)
机翼/WING	15 918 (12 734)	58.9 (47.1)
中央/CENTER	8 248 (6 598)	23.2 (18.6)
总计/TOTAL	24 166 (19 332)	82.1 (65.7)

10. 速度限制（除非另有声明，指示空速-IAS）
Limit speeds(Indicated Airspeed - IAS - unless otherwise stated)

最大使用马赫数/Maximum Operating Mach (MMO): 0.82

最大使用速度/Maximum Operating Speed (VMO): 350 kt

机动速度/Maneuvering Speed VA： 参见EASA批准的飞行手册的限制章节
See Limitations Section of the EASA approved Flight Manual

襟翼/缝翼展态速度/Extended Flaps/ Slats Speed (VFE): 见下表/see table below

构型/ Configuration	缝翼/襟翼/ Slats/Flaps (°)	VFE (kt)	
1	18/0	230	中间进场/Intermediate approach
	18/10 *	215	起飞/Take-off
2	22/15	200	起飞和近场/Take-off and approach
3	22/20	185	起飞、近场、着陆/Take-off, approach, landing
全放/Full	27/40	177	着陆/Landing

* 起飞构型中，210节襟翼自动收回
Auto flap retraction at 210 kt in take-off configuration

起落架/ Landing gear :

VLE – 展开/Extended: 280 kt/ Mach 0.67

VLO – 展开/Extension: 250 kt

收回/Retraction: 220 kt

轮胎限制速度（地面速度）
Tyres limit speed (ground speed) 195.5 kt (225 mph)

11. 飞行包线/Flight Envelope

最大使用高度/Maximum operating altitude

39 100（英尺/ft）压力高度/pressure altitude）

41 100（英尺/ft）压力高度/pressure altitude） 如果实施MOD 39195/if modification 39195 is embodied (models A318-111/-112 only)

12. 运行限制/Operating Limitations

参见适用的EASA批准的飞机飞行手册
See the appropriate EASA approved Airplane Flight Manual

动力装置 (2.2482 磅/daN)/Powerplant (2.2482 lb/daN)

CFMI 发动机/Engines

发动机/Engine	CFMI

	CFM56-5B8/P	CFM56-5B9/P
数据单/Data sheets	E37NE (FAA) E38NE (FAA)	E37NE (FAA) E38NE (FAA)
海平面静止推力/Static thrust at sea level		
起飞(5分钟)(统一额定30℃)/ Take-off (5 min)* (Flat rated 30℃)	9 608 daN (21 600 lbs)	10 364 daN (23 300 lbs)
最大连续(统一额定25℃)/ Maximum continuous (Flat rated 25℃)	8478 daN (19060 lbs)	9 008 daN (20 250 lbs)

* 假如在起飞和地面滑行期间发动机故障，依据法国民航局颁发的"发动机型号合格证数据单"，仅允许起飞推力状态工作10分钟。
10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de Caractéristiques Moteur".

其他发动机限制：见相应发动机型号合格证数据单。
Other engine limitations : see the relevant Engine Type Certificate Data Sheet.

12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

12.2 其他限制/Other limitations

完整的适用限制参见适用的EASA批准的飞机飞行手册。
For a complete list of applicable limitations see the appropriate EASA approved Airplane Flight Manual

13. 最大审定质量/Maximum Certified Masses

变量/VARIANT	000 BASIC	001 MOD 31672	002 MOD 31673	003 MOD 31674	004 MOD 31675
最大滑行重量/Max. Ramp Weight	59 400	61 900	63 400	64 900	66 400
最大起飞重量/Max. take-off weight	59 000	61 500	63 000	64 500	66 000
最大着陆重量/Max. landing weight	56 000	56 000	57 500	57 500	57 500
最大零燃油重量/Max. zero fuel weight	53 000	53 000	54 500	54 500	54 500
最小重量/Minimum weight	34 500	34 500	34 500	34 500	34 500

变量/VARIANT	005 MOD 31676	006 MOD 33235	007 MOD 33126	008 MOD 33128
最大滑行重量/Max. Ramp Weight	68 400	56 400	61 400	64 400

最大起飞重量/Max. take-off weight	68 000	56 000	61 000	64 000
最大着陆重量/Max. landing weight	57 500	56 000	56 000	56 000
最大零燃油重量/Max. zero fuel weight	54 500	53 000	53 000	53 000
最小重量/Minimum weight	34 500	34 500	34 500	34 500

14. 重心范围/Center of gravity range

见经批准的飞机飞行手册/ See approved Airplane Flight Manual.

15. 基准/Datum

0.0站位，位于飞机机头前方2.540米
Station 0.0, located 2.540 meters forward of airplane nose

16. 平均气动弦/Mean Aerodynamic Chord (MAC)

4.1935米/meters

17. 水平方法/Levelling Means

飞机可从3个主顶起点顶起。
The A/C can be jacked on three primary jacking points.
参见适用的EASA批准的重量和平衡手册
See the appropriate EASA approved Weight and Balance Manual

18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

19. 最大客座数和相应的最小客舱机组
Maximum Passenger Seating Capacity and associated minimum number of cabin crew

下表给出了经审定的最大客座数（MPSC）、相应的客舱构型（出口布置和更改）以及相应的满足审定要求的最小客舱机组人数
The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:

客座数和客舱构型/Passenger Seating Capacity & Cabin Configuration	客舱机组/Cabin crew
136 (C-III-C)	3

注释/Note:

1. 左侧和右侧的后登机门可以通过更改37807禁用。这种情况下，最大乘客数为80。
The LH & RH rear passenger doors can be de-activated by embodiment of modification 37807. In this case, the maximum number of passengers is 80.

2. III型出口可以通过更改39673禁用。这种情况下，客舱的最大旅客数陆上运行时为110，水上运行时为32。
The Type III emergency exit can be de-activated by embodiment of modification 39673. In this case, the maximum number of passengers is 110 when operating overland and 32 when operating overwater.

21. 行李舱/货舱/Baggage / Cargo compartment

货舱/CARGO COMPARTMENT	最大载荷/MAXIMUM LOAD (kg)
前/Forward	1 614
后/Aft	2 131
尾/Rear (散装/bulk)	1 372

对于位置和条件，每一批准位置（容量、货盘和关联重量）见重量平衡手册（文件编号: 00 P 080 A 0001/C1S）1.10章节。
For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights) see Weight and Balance Manual, ref. 00 P 080 A
0001/C1S Chapter 1.10.

22. 机轮和轮胎/Wheels and Tyres

见服务通告SB A320-32-1007。/See SB A320-32-1007.

IV. 运行和服务指令/Operating and Service Instructions

1. 飞机飞行手册/Airplane Flight Manual (AFM)

EASA批准的A318飞机飞行手册
EASA Approved Airplane Flight Manual for A318.

2. 持续适航文件和适航性限制
Instructions for Continued Airworthiness and Airworthiness Limitations

适航性限制/Airworthiness Limitations

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的子分部1-2和1-3章节中，提供了适用的安全寿命适航性限制项目。
Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3 approved by the EASA .

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第2分部中，提供了适用的损伤容限限制项目。
  Limitations applicable to Damage Tolerent Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第3分部中，提供了合格审定维修要求项目。
  Certification Maintenance Requirements are provided in A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements) approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第4分部中，提供了老龄系统维修（ASM）限制。
  Ageing Systems Maintenance (ASM) limitations are provided in the A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4 approved by the EASA.

- 欧洲航空安全局批准的《A318/A319/A320/A321型飞机适航性限制(ALS)》的第5分部中，提供了燃油适航性限制。
  Fuel Airworthiness Limitations are provided in A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5) approved by the EASA.

其他限制/Other limitations

参见EASA批准的飞行手册。
See EASA approved Flight Manual.

3. 重量和平衡手册/Weight and Balance Manual (WBM)

空客符合性文件/Airbus Compliance Document 00D80A0001/C1S

V. 注释/Notes

所有型别本身就具有IIIB精密进近资格。
All models are basically qualified for Cat IIIB precision approach.

- 结束 / END -