

型号认可证数据单
THE VALIDATION DATA SHEET

编号/No: VTC0099A			
版次/Revision: 25			
型号/Type: A318 A319 A320 A321			
型别/Model:			
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
	A319-151N	A320-271N	A321-231
	A319-153N	A320-251N	A321-232
	A319-171N	A320-252N	A321-271N
		A320-272N	A321-272N
			A321-251N
			A321-252N
			A321-253N
			A321-251NX
			A321-252NX
			A321-253NX
			A321-271NX
			A321-272NX
批准人/Approved By:			
			
职务/Title: Deputy Director General			
日期/Date: 2026 年 09 月 30 日			

本数据单是型号认可证(编号: VTC0099A)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.: VTC0099A), prescribes condition and limitation under which the product for which the Validation of 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:
空中客车/Airbus
2 ROND-POINT EMILE DEWOITINE
31700 BLAGNAC
FRANCE

第 1 部分 概述

SECTION 1 GENERAL

1. 型号认证数据单版次信息以及修订记录/ Revision and Change Record of the Validation of Type Certificate Data Sheet

数据单版次信息/Revision of the Type Certificate Data Sheet

	型号认证数据单编号、版次和颁发日期 Validation of Type Certificate Data Sheet Number, Revision and issuance date	型号合格证数据单编号、版次和颁发日期 Type Certificate Data Sheet Number, Revision and issuance date
当前 Current	No.VTC0099A, 版次25/Rev 25 2026年09月30日 No. VTC0099A; Revision 25, Date of Issue: 2026-09-30	EASA TCDS A.064, Issue 58 12 March 2025
历史 History	No.VTC0099A, 版次24/Rev 24 2025年03月17日 No. VTC0099A; Revision 24, Date of Issue: 2025-03-17	EASA TCDS A.064, Issue: 56 11 Oct 2024
	No.VTC0099A, 版次23/Rev 23 2025年01月13日 No. VTC0099A; Revision 23, Date of Issue: 2025-01-13	EASA TCDS A.064, Issue: 56 11 Oct 2024
	No.VTC0099A, 版次22/Rev 22 2024年06月18日 No. VTC0099A; Revision 22, Date of Issue: 2024-06-18	EASA TCDS A.064, Issue: 51 02 Jun 2023
	No.VTC0099A, 版次21/Rev 21 2023年02月20日 No. VTC0099A; Revision 21, Date of Issue: 2023-02-20	EASA TCDS A.064, Issue: 49 05 Feb 2022
	No.VTC0099A, 版次20/Rev 20 2022年02月28日 No. VTC0099A; Revision 20, Date of Issue: 2022-02-28	EASA TCDS A.064, Issue: 48 05 Apr 2021
	No.VTC0099A, 版次19/Rev 19 2021年11月02日 No. VTC0099A; Revision 10, Date of Issue: 2021-11-02	EASA TCDS A.064, Issue: 46 25 Jun 2018
	No.VTC0099A, 版次18/Rev 18 2019年12月19日 No. VTC0099A; Revision 18, Date of Issue: 2019-12-19	EASA TCDS A.064, Issue: 39 20 May 2019
	No.VTC0099A, 版次17/Rev 17	EASA TCDS A.064, Issue: 36

2019年02月18日 No. VTC0099A; Revision 17, Date of Issue: 2019-02-18	05 Nov 2018
No.VTC0099A, 版次16/Rev 16 2018年07月16日 No. VTC0099A; Revision 16, Date of Issue: 2018-07-16	EASA TCDS A.064, Issue: 32 22 Mar 2018
No.VTC0099A, 版次15/Rev 15 2018年06月29日 No. VTC0099A; Revision 15, Date of Issue: 2018-06-29	EASA TCDS A.064, Issue: 32 22 Mar 2018
No.VTC0099A, 版次14/Rev 14 2018年04月24日 No. VTC0099A; Revision 14, Date of Issue: 2018-04-24	EASA TCDS A.064, Issue: 32 22 Mar 2018
No.VTC0099A, 版次13/Rev 13 2017年12月26日 No. VTC0099A; Revision 13, Date of Issue: 2017-12-26	EASA TCDS A.064, Issue: 30 19 Sep 2011
No.VTC0099A, 版次12/Rev 12 2017年09月28日 No. VTC0099A; Revision 12, Date of Issue: 2017-09-28	EASA TCDS A.064, Issue: 29 06 Mar 2017
No.VTC0099A, 版次11/Rev 11 2016年11月04日 No. VTC0099A; Revision 11, Date of Issue: 2016-11-04	EASA TCDS A.064, Issue: 22 28 Jun 2016
No.VTC0099A, 版次10/Rev 10 2016年06月13日 No. VTC0099A; Revision 10, Date of Issue: 2016-06-13	EASA TCDS A.064, Issue: 19 17 Dec 2015
No.VTC0099A, 版次9/Rev 9 2006年06月05日 No. VTC0099A; Revision 9, Date of Issue: 2016-03-18	EASA TCDS A.064, Issue: 19 17 Dec 2015
No.VTC0099A, 版次8/Rev 8 2015年08月28日 No. VTC0099A; Revision 8, Date of Issue: 2015-08-28	EASA TCDS A.064, Issue: 16 06 Mar 2015
No.VTC0099A, 版次7/Rev 7 2015年01月14日 No. VTC0099A; Revision 7, Date of Issue: 2015-01-14	EASA TCDS A.064, Issue: 12 12 Sep 2013
No.VTC0099A, 版次6/Rev 6 2014年12月24日 No. VTC0099A; Revision 6, Date of Issue:	EASA TCDS A.064, Issue: 12 12 Sep 2013

2014-12-24	
No.VTC0099A, 版次5/Rev 5 2014年07月18日 No. VTC0099A; Revision 5, Date of Issue: 2014-07-18	EASA TCDS A.064, Issue: 12 12 Sep 2013
No.VTC0099A, 版次4/Rev 4 2014年02月26日 No. VTC0099A; Revision 4, Date of Issue: 2014-02-26	EASA TCDS A.064, Issue: 12 12 Sep 2013
No.VTC0099A, 版次3/Rev 3 2009年06月19日 No. VTC0099A; Revision 3, Date of Issue: 2009-06-19	EASA TCDS A.064, Issue: 5 06 May 2009
No.VTC0099A, 版次2/Rev 2 2008年05月27日 No. VTC0099A; Revision 2, Date of Issue: 2008-05-27	EASA TCDS A.064, Issue: 3* 20 May 2008
No.VTC0099A, 版次1/Rev 1 2007年12月04日 No. VTC0099A; Revision 1, Date of Issue: 2007-12-04	EASA TCDS A.064, Issue: 2 22 Jun 2006

注：上表中出口国局方型号合格证数据单信息仅供参考

Note: Above TCDS information of Certification Authority is only for reference.

* VTCDS VTC0099A R2 仅包含 EASA A.064 issue 3 中与 A320 系列相关的章节

* VTCDS VTC0099A R2 only incorporate the related section of A320 series in EASA A.064 issue 3.

认可数据单修订记录/ Change Record of the VTCDS

版次/ Revision	相对上一版的修订记录 Change Record	备注 Remark
R25	1. 增加 CAAC 有关跑道冲出感知与告警系统(ROAAS)的专用条件 Add CAAC ROAAS Special Condition 2. 与 EASA TCDS 格式保持一致，增加 25.0705 符合性最小构型的行政变更。 Administrative change to add minimum configuration for 25.0705 compliance to align with EASA TCDS format. 3. 与 EASA TCDS A.064 有关已认可更改项目的 ETOPS 适用性最新文字表述保持一致的行政变更。 Administrative change to align with EASA TCDS A.064 latest wording for ETOPS applicability related to already validated modifications. 4. 与 EASA TCDS A.064 有关“设备”章节最新文字保持一致的行政变更。 Administrative change to align with EASA TCDS A.064 latest wording for the “Equipment” sections. 5. 与 EASA TCDS A.064 有关“型号设计定义”章节最新文字保持一致的行政变更。 Administrative change to align with EASA TCDS A.064 latest wording for the “Type	

	Design definition” sections. 6. 与 EASA TCDS A.064 有关已认可设计更改的最大客座数最新文字保持一致的行政变更。 Administrative change to align with EASA TCDS A.064 latest wording for Maximum Seating Capacity paragraph related to already validated modification. 7. 增加 ACJ A320NEO 的新的 PW1129G-JM 发动机 Addition of PW1129G-JM engine rating to ACJ A320 NEO 8. 完善第 6 部分 数据 Complete the Section 6 DATA 9. 增加 CAAC 认可的设计更改 MOD 156130 Add CAAC validated design change 156130 10. 在第 3 部分段落 4.2.持续适航文件和适航性限制加入 MOD 156130 相关申明 Add relevant statements of MOD 156130 in paragraph 4.2 Instructions for Continued Airworthiness and Airworthiness Limitations of Section 3. 11. 增加第 6 部分 管理信息 Add Section 6 ADMINISTRATIVE INFORMATION 12. 部分中文和英文勘误 Partial corrections for Chinese and English content.	
R24	1. 增加 CAAC 认可的设计更改 MOD163323; MOD173094; MOD161729; MOD158239; MOD163214, MOD163216, MOD162337, MOD23398, MOD162193, MOD162338, MOD165333, MOD163215, MOD162744, MOD162339。 Add CAAC validated design change MOD163323; MOD173094; MOD161729; MOD158239; MOD163214, MOD163216, MOD162337, MOD23398, MOD162193, MOD162338, MOD165333, MOD163215, MOD162744, MOD162339. 2. 第 3 部分的段落 2.1.4 更新 A321 E-Rudder 审定基础。 E-Rudder certification basis update for A321 in paragraph 2.1.4 section 3. 对 A320 和 A321, 第 3 部分段落 2.1.4 增加防弹语句 (符合第 22 号修正案)。 For A320 and A321, addition in paragraph 2.1.4 section 2&3 sentence on bulletproof (compliance to Amdt 22). 4. A321 增加重量变量 080。 WV080 introduced for A321 ACF. 5. A321NEO 和 ACF 增加重量变量 057。 WV057 introduced for A321NEO and ACF. 6. 引入 ACJ319NEO & ACJ320NEO。 Introduction of ACJ319NEO & ACJ320NEO. 7. 在第 2, 3, 4 部分段落 2.3 加入豁免 E-023。 Add exemption E-023 in paragraph 2.3 section 2, 3, 4. 8. 更新发动机 VTC 版本号。 Update engine VTC revision number.	
R23	1. 增加 CAAC 认可的设计更改 MOD162040 Add CAAC validated design change MOD162040 2. 第 2, 3, 4 部分的段落 2.1.8 增加 ESF F-122 和 F-125 Add ESF F-122 and F-125 in paragraph 2.1.8 section 2, 3, and 4. 3. 删除第一部分段落 9; 在第一部分段落 8 增加注: 刹车 EDL(Extended Disk	

	Life)或二合一的工艺未经 CAAC 批准。 Delete section 1 paragraph 9; add note: The process of EDL (Extended Disk Life) or 2-for-1 for brakes has not been approved by CAAC, at section 1 paragraph 8.	
R22	1. 新增下列 CAAC 接受的设计更改: MOD 168533, MOD 169087, MOD 159927, MOD 169007, MOD 158249, MOD 166219 Add the following CAAC accepted modifications: MOD 168533, MOD 169087, MOD 159927, MOD 169007, MOD 158249, MOD 166219 2. A321 审定基础增加专用条件 D-35. SC D-35 is added in the certification basis of A321. 3. A318/A319/A320/A321 审定基础增加专用条件 F-MULTI-04. SC F-MULTI-04 is added in the certification basis of A318/A319/A320/A321. 4. A318/A319/A320/A321 审定基础增加专用条件 F-37. SC F-37 is added in the certification basis of A318/A319/A320/A321. 5. 第 2, 3, 4, 5 部分 3.3 设备以“最新批准版次”替代文件版次参考号。 In section 2, 3, 4, 5 paragraph 3.3 Equipment. issue reference in the equipment lists replaced by “at latest approved issue”. 6. 第 1 部分第 7 段落中文标记标牌, 用“最新批准版次”替代版本号。 In section 1 paragraph 7 Chinese markings and placards, replace document issue number by “at latest approved issue”. 7. 对 21 版次型号认可证后被中国民航局认可的设计更改列表勘误。 Correct errors in the table of design changes have been validated post Type Certificate by CAAC. 8. 新增下列 CAAC 接受的设计更改: MOD 165947 Add the following CAAC accepted modification: MOD 165947 9. 第 2 & 3 部分的段落 2.1.5 增加 SC D-33 Add SC D-33 in paragraph 2.1.5 section 2&3.	
R21	1. 应用新 VTCDS 模板; Adapt to new VTCDS template; 2. 新增下列 CAAC 接受的设计更改: MOD 166872, MOD 158247, MOD 167557, MOD 166104, MOD 164597, MOD 153648, MOD 158771 Add the following CAAC accepted modifications: MOD 166872, MOD 161860, MOD 162512, MOD 158247, MOD 167557, MOD 166104, MOD 164597, MOD 153648, MOD 158771 3. A319/A320/A321 审定基础增加专用条件 D-28。 SC D-28 is added in the certification basis of A319/A320/A321. 4. A321 新增 WV065。 Add WV065 for A321. 5. 新增空客空客自愿满足欧洲航空安全局第 19 号修正案水平的 25.603, 对于安装 166104 设计更改的型别。 Add Airbus Elect To Comply with CS25 Amdt 19 25.603 when modification 166104 is installed. 6. A318/A319/A320/A321 审定基础增加等效安全 B-17。 ESF B-17 is added in the certification basis of A318/A319/A320/A321. 7. 新增在 MOD153648 在飞机上实施后导致客舱限制的注释。 Add note for cabin limitation when MOD153648 is embodied. 8. 和 EASA TCDS A.064 内容保持一致从而删除所有型别中 2.4 节生产条件。	

	Align with EASA TCDS A.064 to remove section 2.4 production conditions for all models. 9. A318/A319/A320/A321 审定基础增加 CS-ACNS Subpart D。 CS-ACNS Subpart D is added in the certification basis of A318/A319/A320/A321。 10. 更改在实施 MOD36885 后 A320 型别转换处的文字错误。 Correction of typo for A320 model conversion when MOD 36885 is embodied.	
R20	1. 新增下列 CAAC 接受的设计更改: MOD 160139、MOD 159927、MOD 159645、MOD 164105、MOD 165790、MOD 159852、MOD 167557、MOD 157922、MOD 157924 Add the following CAAC accepted Modifications: MOD 160139、MOD 159927、MOD 159645、MOD 164105、MOD 165790、MOD 159852、MOD 167557、MOD 157922、MOD 157924 2. 文字修改: 补充不完整数据单编号, 如 0099A 修订为 VTC0099A; R19 修订记录中删除 PW 发动机部分。 Wording changes: add complete VTCDS reference No.,change 0099A to VTC0099A; remove PW engine from R19 change record.	
R19	1. 增加下列型别: A319-151N、A319-153N、A319-171N、A320-272N Add the following models: A319-151N、A319-153N、A319-171N、A320-272N. 2. 新增下列 CAAC 认可的设计更改: MOD 161386、MOD 161387、MOD 161388、MOD 161389、MOD 161390、MOD 36666、MOD 32009、MOD 161765、MOD 166794、MOD 164684 Add the following CAAC validated Modification: MOD 161386、MOD 161387、MOD 161388、MOD 161389、MOD 161390、MOD 36666、MOD 32009、MOD 161765、MOD 166794、MOD 164684. 3. 更新 CFM 发动机的 CAAC VTC 证书编号和版次 Update CFM engine CAAC VTC Certificate No. and Revision No. 4. 更新中华人民共和国国家标准“3 号喷气燃料”(GB6537) Update the information of National Standard of the People's Republic of China “No.3 Jet Fuel”(GB6537)	

2. 认可当局/Validation Authority:

中国民用航空局/CAAC

审定当局/Certifying Authority:

欧盟航空安全局/EASA

3. 型号合格证持有人/Type Certificate Holder:

空中客车/Airbus

2 Rond-point Emile Dewoitine

31700 Blagnac, France

4. 生产制造商/Manufacturer

Airbus

2 Rond-point Emile Dewoitine

31700 Blagnac, France

5. 双发延程飞行/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).

下列飞机型号已获得 ETOPS 批准:

- 所有装配 CFM 56 系列发动机的 A318-111 & A318-112, A319-111, A319-112, A319-115, A320-214, A320-215, A320-216, A321-111, A321-112, A321-211, A321-212 & A321-213。
- 所有装配 V2500 系列发动机的 A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231 & A321-232。
- 所有装配 CFM LEAP-1A 系列发动机的 A319-151N, A319-153N, A320-251N, A320-252N, A320-253N*, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N & A321-253NX。
- 所有装配 PW1100G 系列发动机的 A319-171N, A320-271N, A320-272N, A320-273N*, A321-271N, A321-271NX, A321-272N & A321-272NX。

*见 EASA TCDS 第 58 版

第1部分-第 3 章-§23 ETOPS

第2部分-第 3 章-§23 ETOPS

第3部分-第 3 章-§23 ETOPS

第4部分-第 3 章-§23 ETOPS

The following aircraft models were granted an ETOPS approval:

- A318-111 & A318-112, A319-111, A319-112, A319-115, A320-214, A320-215, A320-216, A321-111, A321-112, A321-211, A321-212 & A321-213 all fitted with CFM56 series engines.
- A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231 & A321-232 all fitted with V2500 series engines.
- A319-151N, A319-153N, A320-251N, A320-252N, A320-253N*, A321-251N, A321-251NX, A321-252N, A321-252NX, A321-253N & A321-253NX all fitted with CFM LEAP-1A series engines.
- A319-171N, A320-271N, A320-272N, A320-273N*, A321-271N, A321-271NX, A321-272N & A321-272NX, all fitted with PW1100G series engines.

* See EASA TCDS issue 58

Section 1 - Chapter 3 - §23 ETOPS

Section 2 - Chapter 3 - §23 ETOPS

Section 3 - Chapter 3 - §23 ETOPS

Section 4 - Chapter 3 - §23 ETOPS

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 / -271N / -272N / -

251N / -252N, A321-111 / -112 / -131 / -211 / -212 / -213 / -231 / -232 / -271N / -272N / -251N / -252N / -253N / -271NX / -272NX / -251NX / -252NX / -253NX, A319-111 / -112 / -113 / -114 / -115 / -131 / -132 / -133 / -151N / -153N / -171N, A318-111 / -112 / -121 / -122 《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 A320-214 / -215 / -216 / -231 / -232 / -233 / -271N / -272N / -251N / -252N, A321-111 / -112 / -131 / -211 / -212 / -213 / -231 / -232 / -271N / -272N / -251N / -252N / -253N / -271NX / -272NX / -251NX / -252NX / -253NX, A319-111 / -112 / -113 / -114 / -115 / -131 / -132 / -133 / -151N / -153N / -171N, 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

32009 提供 EASA 批准的 180 分钟 ETOPS 能力

32009 provides ETOPS 180 mn capability for EASA

6. CAAC 专用要求/Special Requirements:

交付到中国的每一架特定的航空器必须满足下述特殊要求: Each of specific aircraft delivered to China shall meet the following Special Requirements:
(1) 按 CAAC 适航指令 CAD97-MULT-38, 安装快速存取记录器 (QAR); Per CAAC Airworthiness Directive CAD97-MULT-38, the Quick Access Recorder (QAR) shall be installed.
(2) 根据 CCAR121.301(d), 高度测量单位应至少采用米制; Per CCAR 121.301(d), the altimeter measure unit shall be indicated in meters at least.
(3) 确定满中华人民共和国国家标准“3 号喷气燃料”(GB 6537) 的使用条件; Operational condition for the National Standard of the People's Republic of China "No.3 Jet Fuel" (GB 6537) shall be defined.
(4) 标牌要求/ Placard Requirements: 根据 CCAR 21.29(5), 机上所有对旅客进行的提示、警告和通知的文字标记和标牌; 机上所有向旅客或机外营救人员指示应急出口和门的位置以及开启方法的文字和标牌; 旅客可能使用的机上所有应急设备的操作、使用说明应当至少有中文表述; Per CCAR 21.29(5), All on-board placard and marking for awareness, warning, and note to the passenger; all on-board placard and marking for opening method and location indication of the emergency exit and door to passenger and outside rescuer; and all operational instructions for on-board emergency equipment possible operated by passengers shall be presented in Chinese at least.
(5) 符合所有适用的 EASA 颁布的适航指令; All applicable airworthiness directives (ADs) issued by the EASA shall be complied with.

7. 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:

- A320 Family – CAAC Exterior Placards and Markings Booklet - Ref. D01D18020452- at latest approved issue
- A320 Family—CAAC Passenger and Crew Placards Booklet - Ref. D11LS0701761- at latest approved issue.

注：最新版次指 CAAC 接受中文翻译后经 EASA 最新批准的改版。

Note: The latest approved issue of the documents refers to the latest EASA approved revisions after CAAC acceptance of translation.

8. 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 DryBay 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 RnpAr 0.3 Nm Capability
Major Change 150371, 150372, and 150373		审定单通道 RNP STEP 3 AR 能力 Certify RnpAr 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+Configuration (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 System
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, 5	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, 2, 3	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 MPSC on A320CEO with WTF by retrofit SB
Major Change 159653	1	采用 TAXIBOT 的运营派遣牵引 INTRODUCE OPERATIONAL DISPATCH TOWING WITH TAXIBOT
Major Change 161002	1	A321-271N
Major Change 162038	1	A321-272N
Major Change 161003	1	A320-251N
Major Change 162680	1	A320-252N
Major Change 161005	1	A321-251N
Major Change 162681	1	A321-252N
Major Change 161006	1	A321-253N
Major Change 160758	1	信息系统-飞行运行外设-激活 FOMAX Information Systems - Flight Operation Peripherals – Activate FOMAX
Major Change 160766	1	A321-251NX, A321-252NX, A321-253NX, A321-271NX, A321-272NX (统称 A321NEO ACF 飞机) ACF 飞机还包括如下灵活客舱方面的 MOD 160906、160907、160908 和 162227, 以及重量变化方面的 MOD 161448、161555、161556、161557、158238、161735、160287 和 160288
Major Change 163213	1	在 A321-251NX, A321-252NX, A321-253NX, A321-271NX, A321-272NX 飞机上安装最多三个辅助燃油箱 Certifiy up to 3 ACTs on A321-251NX, A321-252NX, A321-253NX, A321-271NX, A321-272NX
Major Change 164636	1	在驾驶舱安装 Honeywell 带 RCP 的 ELT (406AFN2), 适用于所有单通道飞机 Install ELT(406AFN2) with RCP in cockpit – Honeywell (applicable to all SA model)

Major Change 161004	1	A319-151N
Major Change 165511	1	A319-153N
Major Change 161001	1	A319-171N
Major Change 163995	1	A320-272N
Major Change 166794	2	A319-153N CFM 发动机推力拐角点扩展 DEFINE EXTENDED CORNER POINT FOR NEO CFM A319-153N
Major Change 160139	1	定义客舱图形标牌 Define Cabin Pictograms
Major Change 159927	1	认证 FANS C 产品: FANS A+, FANS A+B and FANS C 构 型 Certify FANS C Product: FANS A+, FANS A+B and FANS C Configurations
Major Change 159645	1	在客舱机组区域在客舱大部件上引入 PED 充电座 Introducing Charging Station for PED on Cabin Monument in Cabin Crew Area
Major Change 164105	1	安装客舱布局 KZR07 版本 加入专用条件 D-19: 在动态座椅加入惯性锁定系统 Install Cabin Layout for KZR07 Version Inclusion of SC D-19: Incorporation of Inertia Locking Device in Dynamic Seats
Major Change 165790	1	安装客舱布局 HDA05 版本 加入专有条件 D-24: 在座椅靠背安装安全气囊 Install Cabin Layout for HDA05 Version Inclusion of SC D-24: Installation of Airbags in the backrest of seats and SC D-27 Installation of Three Point Restraint & Pretensioner System
Major Change 159852	1	定义绿色的机舱门标记标牌 Define Green Door Markings and Placards
Major Change 167557	1	E/F 前厕所为 25.795 符合性定义 Airspace 厕所 A 的更改 E/F Forward Lavatories Define Modified Airspace Lavatory A Option for 25.795 Compliance
Major Change 157922	1	引入 A320NEO 重量变量 WV083(MTOW 71.5T, MLW 67.4T and MZFW 64.3T) General – Design Weight – Introduce WV083 (MTOW 71.5T, MLW 67.4T and MZFW 64.3T) for A320NEO
Major Change 157924	1	引入 A320NEO 重量变量 WV083(MTOW 71T, MLW 67.4T and MZFW 64.3T) General – Design Weight – Introduce WV085 (MTOW 71T, MLW 67.4T and MZFW 64.3T) for A320NEO
Major Change 164684	4	SA Neo 高高度运行 Certify High Altitude Operations for SA Neo
Major Change 166872	1	安装 J3K08 版本两舱客舱布局 Install a 2 Class Cabin Layout for J3K08 Version (Airspace)
Major Change 158247	1	概述 – 设计重量引入 WV065 (MTOW 90.5T, MLW 79.2T and MZFW 75.6T) for A321N General – Design Weight Introduce WV065 (MTOW 90.5T, MLW 79.2T and MZFW 75.6T) for A321N

Major Change 167557	1	定义 Airspace 盥洗室更改 Define Modified Airspace Lavatory A
Major Change 166104	1	灯光 – 照明概述 – 定义 Airspace 客舱的 HERO 和欢迎效果灯光 Lights – General Illumination – Define HERO and Welcome Effect Light for Airspace Cabin
Major Change 164597	1	定义安装 Go HBCS 天线 Define Installation of GoGo HBCS Antenna
Major Change 153648	3	设备/布置 – 概述 – 交付安装不完整客舱的飞机 Equipment/Furnishings – General – Deliver Aircraft With Incomplete Cabin
Major Change 158771	1	导航 – ILS – 安装 MMR Rockwell Collins GLU-2100 Navigation – ILS – Install MMR Rockwell Collins GLU-2100
Major Change 166219	1	显示/记录系统-CVDR/RALS-安装 ELT-DT 和激活 ADT 功能 INDICATING/RECORDING SYS - CVDR / RALS – Install ELT-DT and activate ADT function
Major Change 168533	1	应用 THY06 版本客舱布局 Adapt Cabin Layout for THY06 version
Major Change 169087	1	引入新带有锂电池的 MEPSU Introduce new MEPSU with Li-Ion battery
Major Change 159927	9	FANS-C-版次2-在SATCOM网络适用ATN FANS-C-issue2-ATN over SATCOM-MPP
Major Change 169007	1	概述-设计重量在 A320NEO 引入 WV103 GENERAL - DESIGN WEIGHT Introduce WV103 for A320NEO
Major Change 158249	1	概述-设计重量在 A321NEO 引入 WV067 GENERAL - DESIGN WEIGHT Introduce WV067 for A321NEO
Major Change 165947	1	更改后舱 SpaceFlex 卫生间包括门上固定的乘务员座椅 Modify aft SpaceFlex Lavatories including door-mounted CAS
Major Change 162040	1	氧气-乘客氧气-定义分布式脉冲氧气系统 OXYGEN - PASSENGER OXYGEN - DEFINE DECENTRALIZED PULSED OXYGEN SYSTEM
Major Change 163323	1	飞行控制-概述-单通道系列飞机引入电控方向 E-Rudder FLIGHT CONTROLS - GENERAL - INTRODUCTION OF ELECTRICAL RUDDER CONTROL E-Rudder ON SA FAMILY
Major Change 173094	1	设备/布置-前厨房-引入厨房G1B防弹墙CS 25.795符合性 E/F - FORWARD GALLEY - INTRODUCE GALLEY G1B WITH BULLET PROOF WALL FOR CS 25.795 COMPLIANCE
Major Change 161729	1	概述-设计重量-对A321NEO&ACF引入WV080 (MTOW 95T, MLW 79.2T AND MZFW 75.6T) GENERAL - DESIGN WEIGHT - INTRODUCE WV080 (MTOW 95T, MLW 79.2T AND MZFW 75.6T) FOR A321NEO&ACF
Major Change 158239	1	概述-设计重量-对A321ACF引入WV057 (MTOW 92.5T, MLW 79.2T AND MZFW 75.6T) GENERAL - DESIGN WEIGHT - INTRODUCE WV057 (MTOW 92.5T, MLW 79.2T AND MZFW 75.6T) FOR A321NEO ACF
Major Change 163214	1	审定文件-概述-在 A319 ACJNEO 安装最多 5 个辅助油箱 CERTIFICATION DOCUMENTS - GENERAL - INSTALL UP TO 5 ACTS

		ON A319 ACJNEO
Major Change 163216	1	概述-技术信息-扩展飞行包线至 41000 英尺(ACJ319NEO) GENERAL - TECHNICAL INFORMATION - EXTEND FLIGHT ENVELOPE UP TO 41000 FT (ACJ319NEO)
Major Change 162337	1	概述-设计重量-ACJ319NEO 扩展地面和飞行前重心限制 GENERAL - DESIGN WEIGHTS - EXTEND GROUND AND FLIGHT FORWARD CG LIMITATIONS FOR ACJ319 NEO
Major Change 23398	1	舱门-入口登机梯-在完全预备的条件下在前客舱门安装登机梯 DOORS - ENTRANCE STAIRS - INSTALL STAIRS AT FWD PAX DOOR FROM COMPLETE PROVISION
Major Change 162193	2	空调-压力控制-为低客舱压力引入新的安全活门仅限 ACJNEO AIR CONDITIONING - PRESSURE CONTROL - INTRODUCE NEW SAFETY VALVE FOR LOW CABIN ALTITUDE ON ACJNEO ONLY
Major Change 162338	1	概述-设计重量-审定 ACJ319 NEO 设计重量包线 GENERAL - DESIGN WEIGHTS - CERTIFY ENVELOPE FOR DESIGN WEIGHT OF ACJ319 NEO
Major Change 165333	1	发动机-概述-在 NEO CFM 发动机上定义 LEAP-1A26CJ DEP 件号 ENGINE - GENERAL - DEFINE LEAP-1A26CJ DEP P/N on NEO CFM engines
Major Change 163215	1	审定文件-概述-在 A320 ACJNEO 安装最多 4 个辅助油箱 CERTIFICATION DOCUMENTS - GENERAL - CERTIFY UP TO 4 ACTS ON A320 ACJNEO
Major Change 162744	1	概述-技术信息-扩展飞行包线至 41000 英尺(ACJ320NEO) GENERAL - TECHNICAL INFORMATION - EXTEND FLIGHT ENVELOPE UP TO 41000 FT (ACJ320NEO)
Major Change 162339	1	概述-设计重量-审定 ACJ320 NEO 设计重量包线 GENERAL - DESIGN WEIGHTS - CERTIFY ENVELOPE FOR DESIGN WEIGHT OF ACJ320 NEO
Major Change 156130	1	概述-A321 延寿: 认证延长服务目标 (ESG1) GENERAL - A321 LIFETIME EXTENSION CERTIFY EXTENDED SERVICE GOAL (ESG1)

注: 刹车 EDL(Extended Disk Life)或二合一的工艺未经 CAAC 批准。

Note: The process of EDL (Extended Disk Life) or 2-for-1 for brakes has not been approved by CAAC.

第 2 部分 数据 (型别: A320 系列)

SECTION 2 DATA (Models: A320 SERIES)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 category
A320-214	1992年5月10日/10 May 1992	1995年3月10日/March 10 1995	运输类航空器/Transport Category Aircraft
A320-215	2005年12月22日/22 December 2005	2006年6月22日/June 22 2006	运输类航空器/Transport Category Aircraft
A320-216	2005年12月22日/22 December 2005	2006年6月14日/June 14 2006	运输类航空器/Transport Category Aircraft
A320-231	1998年6月16日/16 June 1988	1989年4月20日/April 20 1989	运输类航空器/Transport Category Aircraft
A320-232	1992年5月10日/10 May 1992	1993年9月28日/September 28 1993	运输类航空器/Transport Category Aircraft
A320-233	1995年2月23日/23 February 1995	1995年10月26日/October 26 1995	运输类航空器/Transport Category Aircraft
A320-271N	2012年2月29日/29 February 2012	2015年11月24日/November 24 2015	运输类航空器/Transport Category Aircraft
A320-251N	2012年2月29日/29 February 2012	2016年5月31日/May 31 2016	运输类航空器/Transport Category Aircraft
A320-252N	2017年8月9日/9 August 2017	2017年12月18日/December 18 2017	运输类航空器/Transport Category Aircraft
A320-272N	2018年3月20日/20 March 2018	2018年10月17日/October 17 2018	运输类航空器/Transport Category Aircraft

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 December 21 2005, DGAC-F TC 180 remains a valid reference.

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 December 04 2007, CAAC VTC 038A remains a valid reference.

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

产品级重大更改 /Significant Product Level Changes	适用性/Applicability	批准日期 Approval Date
MOD 160500 iss 1	A320-214, -215, -216	2012 年 11 月 30 日/November 30 2012
MOD 160500 iss 2	A320-232, 233	2012 年 12 月 21 日/December 21 2012
MOD 156723 iss 1	A320-214, -215, -216, -232, -233	2015 年 03 月 05 日/March 5 2015
MOD 156723 iss 4	A320-271N	2016 年 3 月 17 日/March 17 2016
MOD 156723 iss 5	A320-251N	2016 年 6 月 24 日/June 24 2016

MOD 160080 iss 2	A320-214,-215,-216,-232,-233	2015 年 12 月 17 日/December 17 2015
MOD 161000 iss 1	A320-271N	2015 年 11 月 24 日/November 24 2015
MOD 158819 iss 1	A320- 214, -215, -216, -232, -233	2017 年 2 月 24 日/February 24 2017
MOD 161003 iss 1	A320-251N	2016 年 5 月 31 日/May 31 2016
ACJ320neo* (*仅作为商用名/ Commercial designation only)	A320-251N, -271N, -272N	2018 年 12 月 19 日/December 19 2018

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC的认可审定基础包括EASA的审定基础、CAAC的附加技术条件、专用条件、豁免和等效安全。

The CAAC validation certification basis consists of the EASA certification basis, the CAAC additional technical conditions, Special Conditions, Exemptions, and Equivalent Level of Safety.

2.1 EASA 审定基础//EASA certification basis

2.1.1. 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

2.1.2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authority Type Certification 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

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

如下所述/See below

2.1.4. 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.

2.1.4.1 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.

2.1.4.2 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 25.349(b)
JAR 25.321	JAR 25.351
JAR 25.331	JAR 25.365(e)
JAR 25.333	JAR 25.371
JAR 25.335(d)	JAR 25.373
JAR 25.341	JAR 25.391
JAR 25.343(b)(1)(ii)	JAR 25.427
JAR 25.345(a)(c)	JAR 25.571(b)(2)

2.1.4.3 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, (CRIA2006)) 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. (CRIA2006).

2.1.4.4 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 initial published in AMJ 120-42/IL 20 and CAP 513) and A320 ETOPS CRI:

- CRI G1006 ETOPS

2.1.4.5 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.

2.1.4.6 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

2.1.4.7 对于 MOD 160500 和 160080“鲨鳍小翼”, 通过 CRIA-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	§ 25.481(a)(c) amended by SC A-2 for §25.481(a)
§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC-F16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619
§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§25.631
§ 25.341(a)(b)	§ 25.651
§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1) (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	§ 25.233
(for b)	
§ 25.121 + OP96/1, amended by A318 SC F5001	§ 25.237
(for c & d)	
§ 25.123	§ 25.261
§ 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 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).

2.1.4.8 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	§25.489
§25.321	§25.801(d)
§25.331	§25.803(c)
§25.341(a)(b)	§25.807(g) amended by CRI E-2107 and demonstrated through ESF CRI D-01
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d) amended by SC A-2 for 25.479(a)	§25.1541(a)(b)
§25.481(a)(c) amended by SC A-2 for 25.481(a)	§25.1557(a)

JAR 25 change 13

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

JAR 25 change 12

§25.853(c)

JAR 25 change 11

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

2.1.4.9 A320-271N, -272N, -251N, -252N 的审定基础/Certification basis for A320-271N, -272N, -251N, -252N

A320-271N, -272N, -251N, -252N 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, -272N, -251N, -252N 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)	25.952 (a) (b) (for pylon area)
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25.25 (a) (b)	25.954
25.27	25.955 (a)
25.101	25.961 (a) (b)
25.109	25.963 (a)
25.113	25.969
25.115	25.971 (a) (b) (c)
25.117	25.981 for pylon area only
25.145 (a)	25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
25.147	25.994 for fuel system component in the pylon and powerplant system area
25.149	25.995 for engine and pylon areas only
25.161	25.997 (a) (b) (c) (d)
25.171 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.999 (a) (b)
25.173 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1011 (a) (b)
25.177 with subparagraphs (b) and (c) replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1013 (a) (b) (c) (d) (e) (f)
25.181	25.1015 (a) (b)
25.201 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds), with reference to SAneo IM B-06 (Flight in icing conditions)	25.1017 (a) (b)
25.203 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds),	25.1019 (a)
25.231	25.1021 (a) (b)
25.233	25.1023 (a) (b)
25.235	25.1025 (a) (c)
25.251	25.1041
25.301(a) (b) (c)	25.1043 (a) (b) (c)
25.302 (for new or modified parts)	25.1045 (a) (b) (c)
25.303 (for new or modified parts)	25.1091 (a) (b) (c) (d) (e)
25.305 (a) (b) (c) (e) (f) (for new or modified parts)	25.1093 (b)
25.307 (a) (d) (for new or modified parts)	25.1103 (b) (c) (d)
25.321 (a) (b) (c) (d)	25.1121 (a) (b) (c) (d) (f) (g)

25.331 (a) (b) (c)	25.1123 (a) (b) (c)
25.333 (a) (b)	25.1141 (a) (b) (c) (d) (e) (f)
25.335 (a) (b) (c) (d) (e) (f) with 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 newly 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 SAneco 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	25.1315
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)
25.899 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)	25.901 (c)
25.967 (d)	25.939 (a)

25.975 (a)	25.1521
25.981 for all paragraph except (a) (3) in all areas except engine and pylon areas	25.1527

2.1.4.10 对于 MOD 156723 issue 4& 5, 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& 5 “Max Pax” by CRI A-0001-007. For the definition of the affected areas and requirements please refer to the CRI.

A320-271N, -251N 的审定基础由以下修订:

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

CS 25 Amdt 17 for

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

CS 25 Amdt 11

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

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

JAR 25 change 12

§25.853(c)

JAR 25 change 11

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

2.1.4.11 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	§25.489
§25.321	§25.801(d)
§25.331	§25. 803(c)
§25.341(a)(b)	§25. 807(g) amended by CRI E-2107 and demonstrated through ESF CRI D-01
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d) amended by SC A-2 for § 25.479(a)	§25.1541(a)(b)
§25.481(a)(c) amended by SC A-2 for § 25.481(a)	§25.1557(a)

JAR 25 change 14

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

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

JAR 25 change 12

§25.853(c)	
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JAR 25 change 11

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

2.1.4.12 对于 ACJ320neo 修订的审定基础/Certification basis revised for ACJ320neo.

审定基础是由 A320-271N, -272N, -251N 对应的审定基础由以下修订而成：

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

CS25 Amdt 16

§25.23	§25.952(a)
§25.25	§25.954(a)(b)(c)
§25.27	§25.957
§25.29	§25.959

§25.301(a)	§25.963(a)(b)(c)(d)(1)(3)(4)(e)(1)(2)(f)
§25.302	§25.965(a)(b)(c)(d)
§25.303	§25.967(a)(b)(e)
§25.305(a)(b)(c)	§25.969
§25.307(a)	§25.971(a)(b)(c)
§25.321	§25.975(a)
§25.331	§25.977(a)(c)(d)
§25.341(a)(b)	§25.979(b)(c)(d)(e)
§25.343(a)(b)(3)	§25.981(a)(b)(d)
§25.351	§25.993(a)(b)(c)(d)(e)(f)
§25.365(a)(b)(d)(e)(f)	§25.994
	§25.995(b)
§25.473	§25.999(a)(b)
§25.479(a)(c)(d)	§25.1141(a)(f)
§25.481(a)(c)	§25.1189(h)
§25.489	§25.1301(a)(b)
	§25.1302(a)(b)(c)
§25.519(a)(b)	§25.1305(a)(2)
§25.561	§25.1309(a)(b)(c)(d)
§25.571(a)(b)(c)(e)(1)(4)	§25.1310
	§25.1315
	§25.1316(a)(b)(c)
§25.581(a)(b)(c)	§25.1337(b)
	§25.1353(a)
§25.611	§25.1381(a)(b)
	§25.1431(a)(c)(d)
§25.619	§25.1519
§25.625	§25.1535
§25.629(a)(b)(c)(d)(e)	§25.1543(b)
§25.631	
§25.721(b)	§25.1553
§25.723(b)	§25.1555(a)(c)
§25.777(a)	
§25.843(a)	§25.1581(a)(b)(d)
§25.851(b)(2)	
§25.855(a)(c)(e)(f)(g)(h)(1)(2)(3)	
§25.857	
§25.858	
§25.863(a)(b)(c)(d)	
§25.869	
§25.899(a)(b)	§25.1583(c)(f)(h)
§25.901(c)	§25.1585(a)(b)(c)(e)(f)
§25.903(c)(d)(1)	§25.1703(a)(1)(2)(3)(4)(b)(d)
§25.943	§25.1705(a)(b)(4)(9)(16)
	§25.1707(a)(b)(c)(e)(l)
§25.951(c)	§25.1709(a)(b)

	§25.1711(a)(b)(c)(d)(e)
	§25.1713
	§25.1715(a)(b)
	§25.1719
	§25.1721
	§25.1723
	§25.1725(b)
CS25 Amdt 11	
§25.251	§25.855(c)
§25.305(a)(b)	
§25.307(a)	§25.901(b)(c)
	§25.1301(a)(1)(2)(3)
	§25.1309(a)(b)(g)
§25.335(b)	§25.1519
	§25.1527
	§25.1541
	§25.1557(a)
§25.365(e)	
§25.561(b)(3)	
§25.601	
§25.671	
CS25 Amdt 2	
§25.21(b)	
§25.123(a)	
JAR25 Change 11	
§25.689(f)	§25.1322(a)(b)(c)(d)
§25.803(d)	§25.1351(a)
§25.807(a)(c)	§25.1541
§25.1301(a)(b)(c)	§25.1557(a)
§25.1309(a)(b)(c)(d)	

2.1.4.13 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).

2.1.4.14 对于选用此构型(CRI E-31)的所有型别，空客自愿满足欧洲航空安全局第 0 号修正案水平的 CS25.562。 Airbus Elect to Comply to CS25.562 at Amdt 0 when this option is selected (CRI E-31). 4.14 对于安装 160139“乘客信息标牌”设计更改的型别，空客自愿满足欧洲航空安全局第 20 号修正案水平的 CS25.791。

For all models Airbus Elect To Comply with CS25.791 at Amdt 20 when Mod 160139 “Passenger information signs and placards” is installed.

2.1.4.15 对于所有型别空客自愿满足欧洲航空安全局初版 CS-ACNS Subpart B Section 2 数据链服务和 Subpart D 对选装更改安装收发机目的是回答 SES 强制要求定义在(EU) No 1207/2011 并于 2014 年 9 月 26 日由(EU) No 1028/2014 修订（选装）

For all models Airbus Elect To Comply with CS-ACNS Subpart B Section 2 Data Link Services, Initial issue & Subpart

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

2.1.4.16 对于安装 167577 设计更改的型别，空客自愿满足欧洲航空安全局第 22 号修正案水平的 25.0795(a)(1)(2)和 25.0795(c)(3)(ii)。

For all models Airbus Elect to Comply with CS25 Amdt 22 25.0795(a)(1)(2) and 25.0795(c)(3)(ii) when modification 167557 is installed.

2.1.4.17 对于安装 MOD 166219 ELT-DT 设备构型的飞机：CS-ACNS 第 3 版，E 分部第 3 节

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

2.1.4.18 对于 A320 系列飞机除了公务机使用的构型：

对于所有安装接近机组舱的卫生间或厨房的设计更改应用于 2026 年 6 月后交付的飞机，当在 2023 年 6 月 2 日后收到设计更改申请（TCDS 51 版），CS 25.795(a)(1), 25.795(a)(2)应符合欧洲航空安全局第 22 号修正案水平。

For A320 series aircraft except those configured for Corporate Jet use:

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

2.1.4.19 当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A320N*系列飞机时，第 24 号修正案的 CS 25.705 适用。

*产品型别见第二部分的第 1 章节。

When MOD 163425, MOD 166357 and MOD 168149 are installed on A320N* series, CS 25.705 is applicable at Amendment 24

*see models listed in Section 2 paragraph1

2.1.5 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：涵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	无正常电源的运行/ 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 (间接效应) / 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

2.1.5.1 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.

2.1.5.2 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(米其林-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).

2.1.5.3 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 25.131
JAR 25.132
JAR 25.133
JAR 25.135
JAR 25.1588

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 25.1591

2.1.5.4 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).

2.1.5.5 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 25.493(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 25.493(d) at Change 14 (CRI A7).

2.1.5.6 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
SC D-15	飞行员控制模式的TaxiBot操作/Pilot Control Mode TaxiBot Operations
SC F-119	飞机系统和网络的安保防护 Security protection of Aircraft systems and networks
SC F-GEN-01	非充电式锂电池的安装/Installation of non-rechargeable lithium batteries
SC D-24	在座椅靠背安装安全气囊（选装） Installation of Airbags in the backrest of seats (optional)
SC D-27	安装三点约束和预紧系统（选装） Installation of Three Point Restraint & Pretensioner System (optional)
SC D-19	在动态座椅加入惯性锁定系统（选装） Incorporation of Inertia Locking Device in Dynamic Seats (optional)
SC D-08	安装客舱机组使用的个人电子设备充电座（选装） Installation of Personal Electronic Device Charging Stowage for Cabin Crew Use (optional)
SC D-28	安装倾斜座椅（选装）/Installation of oblique seats (optional)
SC F-37	在SATCOM网络适用ATN/ATN over SATCOM
SC F-MULTI-04	可充电锂电池安装/Rechargeable Lithium Battery Installations
SC D-33	在客舱移动结构上固定乘务员座椅 Cabin attendant seat mounted on movable part of an interior monument

2.1.5.7 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.

2.1.5.8 A320-271N, -272N, -251N, -252N 的专用条件/Special Conditions for A320-271N, -272N, -251N, -252N

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
E-55*	风扇叶片丢失 Fan Blade Loss

*仅适用安装 CFM 发动机的型号

*Only applicable to CFM models

2.1.5.8.1. 以下为之前型号制定的专用条件也适用于 A320-271N, -272N, -251N, -252N 的受影响区域

The following special conditions developed for previous models are also applicable to the A320-271N, -272N, -251N, -252N 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（间接效应） 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

2.1.6. 豁免/Exemptions

没有豁免/No exemptions

2.1.7. 偏离/Deviations

ACNS-B-GEN-01	从要求的 CPDLC 下载信息列表中移除 DM89 监控信息（选装） Removal of DM89 MONITORING message from the required CPDLC downlink messages list (optional)
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2.1.8. 等效安全/Equivalent safety findings

2.1.8.1 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 autorestore function (see CRI P 1002).
JAR 25.791	乘客信息指示 Passenger information signs (CRI S53)

2.1.8.2 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)
CS 25.795(a)(1)	在驾驶舱边界部分区域应用减少的入侵载荷 (选装) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) (optional)
CS25.811(e)(4)	用于应急出口标记的绿色箭头和“开”标牌 (选装) Green Arrow and “Open” placard for Emergency Exit Marking (SE-63) (optional)
CS 25.251(b)	振动/抖振 对于大型外部天线符合性准则 (选装) Vibration/buffeting compliance criteria for large external antenna (B-17) (optional)

JAR 25.1441(c)	机组人员判定乘客氧气系统中的氧气的量（选装） Crew Determination of Quantity of Oxygen in Passenger Oxygen System (F-122) (optional)
JAR 25.1443(c)	乘客补充氧气的最小流量（选装） Minimum Mass Flow of Passenger Supplemental Oxygen (F-125) (optional)

2.1.8.3 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))
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2.1.8.4 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
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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.

2.1.8.5 针对 A320-271N, -272N, -251N, -252N 制定了以下等效安全

The following Equivalent Safety Findings have been developed for the A320-271N, -272N, -251N, -252N:

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
CS25.997(d)	E-49**	燃油滤位置 Fuel Filter Location

* 仅适用安装 IAE 发动机的型号 ** 仅适用安装 CFM 发动机的型号

* Applicable to IAE models only ** Applicable to CFM models only

2.1.8.5.1. 以下为之前型号制定的 ESF 也适用于 A320-271N, -272N, -251N, -252N 的受影响区域

The following ESF developed for previous models are also applicable to the A320-271N, -272N, -251N, -252N 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
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JAR AWO 236	SE-5005	Approach Break-off Height (MABH) (issued for A319) 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

2.2 环境要求/Environmental Requirements:

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

2.3 中国民用航空局附加技术条件、专用条件、豁免和等效安全/CAAC Additional Technical Conditions, Special Conditions, Exemptions and ELOSs.

以下要求适用于 A320-111、A320-231、A320-232、A320-214、A320-215、A320-216、A320-233: /The following requirements should apply to the A320-111, A320-231, A320-232, A320-214, A320-215, A320-216 and A320-233: 应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的任何修订版本, 本 TC 持有人都应表明对其适用部分的符合性。

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.

根据 CAAC 文件 CAO No. 2012-30, 应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

确定中华人民共和国国家标准“3 号喷气燃料”(GB6537)的使用条件。

The acceptance of fuel conforming to National Standard of the People’s Republic of China “No.3 Jet Fuel” (GB6537) must be defined.

CAAC 专用条件 / CAAC Special Conditions

SC-25-092	跑道冲出感知与告警系统* Runway overrun awareness and alerting systems*
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*当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A320N**系列飞机时, 专用条件 SC-25-092 适用。

**产品型别见第二部分的第 1 章节。

When MOD 163425, MOD 166357 and MOD 168149 are installed on A320N** series, CAAC Special Condition SC-25-092 is applicable.

**see models listed in Section 2 paragraph1

CAAC 豁免 / CAAC Exemptions

E-23 空客 A320 系列飞机对 CCAR-25-R4 第 25.841(a)(2)(3)款要求豁免
Airbus A320 Family Aircraft Exemption from the Requirements of CCAR-25-R4
Paragraph 25.841(a)(2)(3)

2.4 生产依据/ Production Basis:

生产许可证编号: EASA.21G.0001

Production Certificate No. EASA.21G.0001

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations

3.1. 型号设计定义/Type Design Definition

3.1.1 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)

3.1.2 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)

3.1.3 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)

3.1.4 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

3.1.5 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)

3.1.6 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)

3.1.7 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

3.1.8 合格审定型别/Certified models A320-251N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00D000A5024/C20

3.1.9 合格审定型别/Certified models: A320-252N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00D000A5188/C20

3.1.10 合格审定型别/Certified models: A320-272N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00D000A5204/C00

3.2. 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.

3.3. 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, A320-271N, -272N, -251N, -252N)。

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, -272N, -251N, -252N).

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

3.5. 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)

A320-251N

2 台 CFMI 发动机/Two CFMI LEAP-1A26 jet engines (MOD 161003)

A320-252N

2 台 CFMI 发动机/Two CFMI LEAP-1A24 jet engines (MOD 162680)

A320-272N

2 台 IAE 发动机/Two IAE PW1124G1-JM Geared Turbo Fan jet engines (MOD 163955)

ACJ320 NEO

2 台 CFMI 发动机/Two CFMI LEAP-1A26CJ jet engines (MOD 165333)

2 台 IAE 发动机/Two IAE PW1129G-JM Geared Turbo Fan jet engines (MOD 173371)

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;

PW1100 发动机 CAAC VTC 证书编号 VTC0329E, R4。

The CAAC VTC No. of PW1100 engine is VTC0329E, R4.

LEAP -1A 发动机 CAAC VTC 证书编号 VTC0348E, R3。

The CAAC VTC No. of LEAP -1A engine is VTC VTC0348E, R3.

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 characteristics 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 characteristics 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

- 9 如果在安装 CFM LEAP-1A26 发动机的 A320-251N 安装 MOD 165333 (变爬升率), 则发动机型号变为 LEAP-1A26CJ。

If modification 165333 is installed on the A320-251N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26CJ

3.6. 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.

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

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.

3.7. 螺旋桨/Propellers

不适用/N/A

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

燃油/Fuel

燃油规范:

ENGINES	KEROSENE DESIGNATION
CFM56: Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE V2500: IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE PW1100G-JM: (Service Bulletin PW1000G -100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
CFMI LEAP-1A: Service Bulletin LEAP 1A S/B 73-0001	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

上述燃油也适用于辅助动力装置。

The above mentioned fuels are also suitable for the APU.

详细的批准燃油规范参见耗材清单

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

燃油规范：见安装手册：CFM 2026 或者 CFM 2129 或者 IAE 0043 or Service Bulletin PW1000G – 1000 – 73 – 00 – 0002 00A930AD

* 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)

** 未批准 JET B 和 JP 4 燃油用于安装喷射泵的航空器(modification 154327)

JET B and JP 4 fuels are not authorized for use in aircraft fitted with jet pumps (modification 154327)

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 PW1124G1-JM PW1129G-JM	LEAP-1A26 LEAP-1A24 LEAP-1A29
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	SB LEAP-1A S/B 79-0001

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 PW1124G1-JM PW1129G-JM	LEAP-1A26 LEAP-1A24 LEAP-1A29
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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 BulletinPW1000G-1000-73-00-0002-00A-930A-D	Service Bulletin LEAP-1A S/B 73-0001
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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

3.9. 燃油量/Fuel 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 fuelliters (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,-272N,-251N,-252N

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)

A320-271N/-272N/-251N 安装设计更改 163215 (ACJ320 NEO)

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

油箱/TANK	3 油箱飞机/ 3 TANK AIRPLANE		4 油箱飞机/ 4 TANK AIRPLANE		5 油箱飞机/ 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 fuelliters (kg)
机翼/ WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
中央/ CENTER	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
附加后油箱 1/AFT 1	-	-	3138.0 (2510.4)	17.0 (13.6)	3138.0 (2510.4)	17.0 (13.6)
附加后油箱 2/AFT 2	-	-	-	-	3138.0 (2510.4)	17.0 (13.6)
总计/ TOTAL	23724.7 (19050.9)	82.1 (65.9)	26862.7 (21561.3)	99.1 (79.5)	30000.7 (24071.7)	116.1 (93.1)

油箱/TANK	6 油箱飞机/ 6 TANK AIRPLANE		7 油箱飞机/ 7TANK 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)
机翼/ WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
中央/ CENTER	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
附加后油箱 1/AFT 1	3138.0 (2510.4)	17.0 (13.6)	3138.0 (2510.4)	17.0 (13.6)
附加后油箱 2/AFT 2	3138.0 (2510.4)	17.0 (13.6)	3138.0 (2510.4)	17.0 (13.6)
附加后油箱 3/AFT 3	2208.0 (1766.4)	22.0 (17.6)	2208.0 (1766.4)	22.0 (17.6)
附加前油箱/FWD	-	-	2208.0 (1766.4)	22.0 (17.6)
总计/ TOTAL	32208.7 (25838.1)	138.1 (110.7)	34416.7 (27604.5)	160.1 (128.3)

注释/Notes:

A320-251N, -271N, -272N 作为公务机（商业名称为 ACJ320 NEO）通过下列设计更改定义：

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

设计更改 163215: 安装最多 4 个附加油箱/modification 163215: Installation of up to 4 ACTs

设计更改 162744: 扩展飞行包线至 41000 英尺/modification 162744: Extension of the flight envelope up to 41000 ft

设计更改 23398: 在前客舱门安装登机梯/等级 modification 23398: Install stairs at fwd pax door.

设计更改 162193: 激活低客舱压力/modification 162193: Lower Cabin Altitude activation

设计更改 162339: 审定 ACJ320 NEO 设计重量包线/modification 162339: Certify Envelope for design weight of ACJ320 NEO

3.10. 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 *18/10	230 215	中间进场/Intermediate approach 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

* 起飞构型中，在 210 节襟翼自动收回

Auto flap retraction at 210 kt in take-off configuration

** 对于装配 IAE 发动机或 CFM LEAP-1A 发动机的 A320 飞机是 27/40
27/40 for A320 equipped with IAE or CFM LEAP-1A 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)

3.11. 飞行包线/Flight Envelope

最大使用高度/Maximum operating altitude

39 100ft（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.

41 000ft（压力高度/pressure altitude）如果进行更改 162744
if modification 162744 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

3.12. 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°C)/ Take-off (5 min)* (Flat rated 30°C)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)	12 010 daN (27 000 lbs)
最大连续(额定 25°C)/ Maximum continuous (Flat rated 25°C)	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 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°C)/ Take-off (5 min)* (Flat rated 30°C)	11 031 daN (24 800 lbs)	11 031 daN (24 800 lbs)
最大连续(额定 25°C)/ Maximum continuous (Flat rated 25°C)	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	PW1124G1-JM	PW1129G-JM
数据单/Data sheets	E87NE (FAA)	E87NE (FAA)	E87NE (FAA)
海平面静止推力/Static thrust at sea level			
起飞(5 分钟)(统一额定 30°C)/ Take-off (5 min)* (Flat rated 30°C)	12 043 daN (27075 lbs)	10 782 daN (24 240 lbs)	13 000 daN (29 245 lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	11 718 daN (26345 lbs)	10 691 daN (24 035 lbs)	11 719 daN (26 345 lbs)

发动机/Engine	LEAP-1A26	LEAP 1A24	LEAP 1A29
数据单/Data sheets	EASA.E.110	EASA.E.110	EASA.E.110
海平面静止推力/Static thrust at sea level			
起飞(5 分钟)(统一额定 30°C)/ Take-off (5 min)* (Flat rated 30°C)	12 064 daN (27 120 lbs)	10 680daN (24 010 lbs)	13 029 daN (29 290) lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	11 868 daN (26 680 lbs)	10 676daN (24 000 lbs)	11 868 daN (26 680 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（Mod23408），起飞状态下，最大允许燃气温度延伸至 650°C，ECAM 的指示仍保持为 635°C
for consolidated bump rating operation (mod 23408), the maximum permissible gas temperature is extended to 650°C at take-off. The ECAM indication remains at 635°C;
- 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°C，ECAM 的指示仍保持为 635°C
for non rating bump operation, the maximum permissible gas temperature is extended to 640°C at take-off. The ECAM indication remains at 635°C;
- 最大连续和起飞状态运行，最大允许温度延伸至 615°C，ECAM 的指示仍保持为 610°C。
for maximum continuous and take-off operation, the maximum permissible gas temperature is extended to 615°C. The ECAM indication remains at 610°C.

3. 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°C，ECAM 的指示仍保持为 635°C
for take-off operation, the maximum permissible gas temperature is extended to 650°C. The ECAM indication remains at 635°C;
- 对于最大连续运行，最大允许温度延伸至 625°C，ECAM 的指示仍保持为 610°C
for maximum continuous operation, the maximum permissible gas temperature is extended to 625°C. The ECAM indication remains at 610°C.

3.12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

3.12.2 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

3.13. 最大审定质量/Maximum Certified Masses (Kg)

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.ramp weight	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.ramp weight	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.ramp weight	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.ramp weight	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.ramp weight	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.ramp weight	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 20802)	001 ⁽¹⁾ (MOD 20966)	002 (MOD 21601)	003 (MOD 22269)	005 ⁽²⁾ (MOD 21711)	008 ⁽³⁾⁽⁴⁾ (MOD 23900)
最大滑行重量/ Max.ramp weight	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.ramp weight	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.ramp weight	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, -272N, -251N, -252N

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.ramp weight	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	79 000

最大着陆重量/ Max. landing weight	66 300	67 400	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

变量/VARIANT	055 (MOD 161249)	056 (MOD 161383)	057 (MOD 161382)	083 (MOD 157922)	085 (MOD 157924)	103 (MOD 169007)
最大滑行重量/ Max.ramp weight	79 400	70 400	70 400	71 900	71 400	79 400
最大起飞重量/ Max. take-off weight	79 000	70 000	70 000	71 500	71 000	79 000
最大着陆重量/ Max. landing weight	67 400	66 300	67 400	67 400	67 400	68 400
最大零燃油重量/ Max. zero fuel weight	64 300	62 800	64 300	64 300	64 300	65 300

针对 A320-271N/-272N/-251N/252N 还审定了以下重量

In addition the following weight variants are also certified for the A320-271N/-272N/-251N/-252N

变量/VARIANT	068 (MOD 157907)	069 (MOD 157908)	071 (MOD 157910)	078 (MOD 157917)	082 (MOD 157921)
最大滑行重量/ Max.rampweight	75 900	75 900	75 400	72 900	71 900
最大起飞重量/ Max. take-off weight	75 500	75 500	75 000	72 500	71 500
最大着陆重量/ Max. landing weight	66 300	67 400	67 400	66 300	66 300
最大零燃油重量/ Max. zero fuel weight	62 800	64 300	64 300	62 800	62 800

A320-251N 最小重量为 40600/A320-251N has a Minimum Weight of 40600.

A320-271N/-272N 最小重量为 40300/A320-271N/-272N have a Minimum Weight of 40300.

针对实施了 MOD 162744, 163215 和 23398 的 A320-271N/-272N/-251N (作为 ACJ320neo 的特殊重量变量), 还审定了以下重量/ In addition the following weight variants are also certified for the A320-271N/-272N/-251N equipped with modifications 162744, 163215 and 23398 (ACJ320neo specific weight variants)

变量/VARIANT	110 (MOD 160808)	111 (MOD 160809)	112 (MOD 160810)
最大滑行重量/ Max.rampweight	79 900	78 400	77 400
最大起飞重量/ Max. take-off weight	79 000	78 000	77 000
最大着陆重量/ Max. landing weight	67 400	67 400	67 400
最大零燃油重量/ Max. zero fuel weight	55 300	55 300	55 300

A320-251N 最小重量为 40600/A320-251N has a Minimum Weight of 40600.

A320-271N/-272N 最小重量为 40300/A320-271N/-272N have a Minimum Weight of 40300.

3.14. 重心范围/Center of gravity range

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

3.15. 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

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

4.1935 米/meters

3.17. 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

3.18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

3.19. 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 156723/158819/158708)	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//158819/158708 的超性能紧急出口

I* is the over-performing exit according to modification 156723/158819/158708

原最大客座数为 180

The original maximum passenger seating capacity is 180.

更改 156723, 158708 和 158819 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, 158708 and 158819 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.

如果更改 35177 同时安装了更改 156723 或 158708 或 158819, 翼上紧急出口与后舱门之间的最大乘客数为 100。

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

ACJ320neo 作为绿构型飞机, 其客舱在所有飞行阶段不能装载乘客和货物, 除非批准另外的设计更改或 STC 移除此限制。

The Cabin of ACJ320neo (as green configuration) is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification or STC is embodied to remove the limitation.

3.20. 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.

3.21. 机轮和轮胎/Wheels and Tyres

A320-211/-212/-214/-215/-216/-231/-232 见服务通告, No. SB A320 - 32 - 1007。/See SB A320 - 32 - 1007 for A320-211/-212/-214/-215/-216/-231/-232.

320-271N, -272N, -251N, -252N 见服务通告, No. SB A320 - 32 - 1439/See SB A320 - 32 - 1439 for 320-271N, -272N, -251N, -252N

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).

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

4.1. 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.

4.2. 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

- 《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.

- 《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 Tolerance Airworthiness Limitation Items are provided in the A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2).

- 《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).

- 《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.

- 《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).

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.

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

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

5. 注释/Notes

5.1 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.

5.2 A320-271N, -272N, -251N, -252N 飞机应安装 MOD161765 的设计更改, 以支持 IIIB 精密进近。

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

5.3 A320-111、A320-231、A320-232、A320-214、A320-215、A320-216、A320-233 关于 CCAR-26 部和民航发
[2012]3 号文 (CAO No 2012-30) 的符合性已确认。

For A320-111, A320-231, A320-232, A320-214, A320-215, A320-216 and A320-233, compliance findings have been
addressed for the requirements of CCAR-26 and Civil Aviation Order (CAO) No 2012-30.

第 3 部分 数据 (型别: A321 系列)

SECTION 3 DATA (Models: A321 SERIES)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 category
A321-111	1989年11月30日/November 30 1989	1994年05月27日/May 27 1994	运输类航空器/Transport Category Aircraft
A321-112	1989年11月30日/November 30 1989	1994年02月15日/February 15 1994	运输类航空器/Transport Category Aircraft
A321-131	1989年11月30日/November 30 1989	1993年12月17日/December 17 1993	运输类航空器/Transport Category Aircraft
A321-211	1996年07月17日/July 17 1996	1997年03月20日/March 20 1997	运输类航空器/Transport Category Aircraft
A321-212	2001年02月22日/February 22 2001	2001年08月31日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-213	2001年02月22日/February 22 2001	2001年08月31日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-231	1996年07月17日/July 17 1996	1997年03月20日/March 20 1997	运输类航空器/Transport Category Aircraft
A321-232	2000年09月15日/September 15 2000	2001年08月31日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-271N	2012年02月29日/February 29 2012	2016年12月15日/December 15 2016	运输类航空器/Transport Category Aircraft
A321-272N	2016年11月10日/November 10 2016	2017年05月23日/May 23 2017	运输类航空器/Transport Category Aircraft
A321-251N	2012年02月29日/February 29 2012	2017年03月01日/March 01 2017	运输类航空器/Transport Category Aircraft
A321-252N	2016年11月10日/November 10 2016	2017年12月18日/December 18 2017	运输类航空器/Transport Category Aircraft
A321-253N	2016年12月22日/December 22 2016	2017年05月31日/May 31 2017	运输类航空器/Transport Category Aircraft
A321-271NX	2015年02月11日/February 11 2015	2018年03月22日/March 22 2018	运输类航空器/Transport Category Aircraft
A321-272NX	2015年02月11日/February 11 2015	2018年03月22日/March 22 2018	运输类航空器/Transport Category Aircraft
A321-251NX	2015年02月11日/February 11 2015	2018年03月22日/March 22 2018	运输类航空器/Transport Category Aircraft
A321-252NX	2015年02月11日/February 11 2015	2018年03月22日/March 22 2018	运输类航空器/Transport Category Aircraft

A321-253NX	2015年02月11日/February 11 2015	2018年03月22日/March 22 2018	运输类航空器/Transport Category Aircraft
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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 December 21 2005, DGAC-F TC 180 remains a valid reference.

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 December 04 2007, CAAC VTC 085A remains a valid reference.

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

产品级重大更改/Significant Product Level Changes	适用性/Applicability	批准日期 Approval Date
MOD 160023 issue 1	A321-211	July 17 2013
MOD 160023 issue 2	A321-231	July 30 2013
MOD 160023 issue 4	A321-212, -213, -232	June 16 2014
MOD 157272 issue 1	A321-211,-212,-213,-231,-232	June 19 2015
MOD 157272 issue 2	A321-271N	March 06 2017
MOD 157272 issue 3	A321-251N,-253N	May 31 2017
MOD 161002 issue 1	A321-271N	December 15 2016
MOD 161005 issue 1	A321-251N	March 01 2017
MOD 160766 issue 1	A321-251NX,-252NX,-253NX,-271NX,-272NX	March 22 2018

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC的认可审定基础包括EASA的审定基础、CAAC的附加技术条件、专用条件、豁免和等效安全。

The CAAC validation certification basis consists of the EASA certification basis, the CAAC additional technical conditions, Special Conditions, Exemptions, and Equivalent Level of Safety.

2.1 EASA审定基础/EASA Certification Basis

2.1.1. 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.

2.1.2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authority Type Certificationon 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

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

如下所述/See below

2.1.4. 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:

2.1.4.1 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 25.20	JAR 25.253
JAR 25.101	JAR 25.345(a)
JAR 25.105	JAR 25.365
JAR 25.107(d)	JAR 25.812(e)
JAR 25.109(a)	JAR 25.857(d)(6)
JAR 25.113	JAR 25.1501(c)
JAR 25.119(b)	JAR 25.1533(b)
JAR 25.121	JAR 25.1581(b)
JAR 25.125	JAR 25.1583(k)
JAR 25.143(f)	JAR 25.1587
JAR 25.207	JAR 25.1591

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:

- 25.131 第 11 次修订/Change 11
- 25.132 第 11 次修订/Change 11
- 25.133 第 11 次修订/Change 11
- 25.135 第 11 次修订/Change 11
- 25.1588 第 11 次修订/Change 11

2.1.4.2 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 25.349(b)
JAR 25.321	JAR 25.351
JAR 25.331	JAR 25.365
JAR 25.333	JAR 25.371
JAR 25.335(d)	JAR 25.373
JAR 25.341	JAR 25.391
JAR 25.343(b)(1)(ii)	JAR 25.427
JAR 25.345(a) and (c)	JAR 25.571(b)(2)

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.

2.1.4.3 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).

2.1.4.4 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.

2.1.4.5 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 initially 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.

2.1.4.6 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

2.1.4.7 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	§ 25.481(a)(c) amended by SC A-2 for §25.481(a)
§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC-F16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619
§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§ 25.631
§ 25.341(a)(b)	§ 25.651
§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1) (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	§ 25.261
§ 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).

2.1.4.8 对于 MOD 157272 issue 1 “Max Pax” 通过 CRI A-0001-005 修订审定基础。

Certification basis revised for MOD 157272 issue 1 “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	§25.489
§25.321	§25.801(d)
§25.331	§25. 803(c)
§25.341(a)(b)	§25. 807(g) amended by CRI E-3001 and demonstrated through ESF CRI D-02
§25.351	§25.1519
§25.473	§25.1529
§25.479(a)(c)(d)	§25.1541(a)(b)
§25.481(a)(c)	§25.1557(a)

2.1.4.9 对于安装 Halon 替代品手持灭火器 (CRID-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).

2.1.4.10 对于选用此构型(CRI E-31)的所有型别, 空客自愿满足欧洲航空安全局第 0 号修正案水平的 CS25.562。

Airbus Elect to Comply to CS25.562 at Amdt 0 when this option is selected (CRI E-31)

2.1.4.11 A321-271N, -272N, -251N, -252N, -253N 的审定基础/Certification basis for A321-271N

A321-271N, -272N, -251N, -252N, -253N 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 A321-271N, -272N, -251N, -252N, -253N 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)	25.952 (a) (b) (for pylon area)
25.25 (a) (b)	25.954
25.27	25.955 (a)
25.101	25.961 (a) (b)
25.109	25.963 (a)
25.113	25.969
25.115	25.971 (a) (b) (c)

25.117	25.981 for pylon area only
25.145 (a)	25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
25.147	25.994 for fuel system component in the pylon and powerplant system area
25.149	25.995 for engine and pylon areas only
25.161	25.997 (a) (b) (c) (d)
25.171 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.999 (a) (b)
25.173 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1001
25.175 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1011 (a) (b)
25.177 with subparagraphs (b) and (c) replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	25.1013 (a) (b) (c) (d) (e) (f)
25.181	25.1015 (a) (b)
25.201 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds), with reference to SAneo IM B-06 (Flight in icing conditions)	25.1017 (a) (b)
25.203 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds),	25.1019 (a)
25.231	25.1021 (a) (b)
25.233	25.1023 (a) (b)
25.235	25.1025 (a) (c)
25.251	25.1041
25.301 (a) (b) (c)	25.1043 (a) (b) (c)
25.302 (for new or modified parts)	25.1045 (a) (b) (c)
25.303 (for new or modified parts)	25.1091 (a) (b) (c) (d) (e)
25.305 (a) (b) (c) (e) (f) (for new or modified parts)	25.1093 (b)
25.307 (a) (d) (for new or modified parts)	25.1103 (b) (c) (d)
25.321 (a) (b) (c) (d)	25.1121 (a) (b) (c) (d) (f) (g)
25.331 (a) (b) (c)	25.1123 (a) (b) (c)
25.333 (a) (b)	25.1141 (a) (b) (c) (d) (e) (f)
25.335 (a) (b) (c) (d) (e) (f) with 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 newly 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
25.733 (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)

CS25 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

CS25 Amdt 1:

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

JAR 25 Chg 14 for:

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

JAR 25 Chg 13 for

25.365 (f) (g)
25.735 (a) (f) (g) (h) amended by

Legacy 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)

25.563

25.672 (a) (b) (c)

25.677 (b)

25.703 (a) (b) (c)

25.721 (a) (b) (c)

25.729 (b) (c) (d) (e) (f)

25.735 (b) (c)

25.771 (e)

25.777 Sub-paragraph (b) amended by
SAneo CRI B-03 (Motion and Effect of
Cockpit Control)

25.783 (a) (b) (c) (e) (f) (g)

25.791

25.801

25.807 (a) (b) (c) (d)

25.809 (a) (b) (c) (d) (e) (f)

25.843 (a)

25.853 (a)

25.899 amended by Legacy CRI SE2004
(SC S75 – Lightning protection indirect
effects)

25.959

25.963 (d) (e)

25.967 (d)

25.975 (a)

25.981 for all paragraph except (a) (3) in
all areas except engine and pylon areas

25.1309 amended by Generic CRI D-0332-001
(Towbarless Towing) For systems adaptations.

25.1315

25.994 for all areas except engine and pylon areas

25.1301

25.1321 (d)

25.1322 (a) (b) (c) (d) amended by generic CRI D-0332-
001 (Towbarless Towing)

25.1323 (a) (b) (c)

25.1325 (b) (d) (e)

25.1329 (f) amended by:

Legacy CRI S30 (Automatic Flight/Flight Management
Functions),

25.1337 (b)

25.1351 (a) (b) (d) where (d) is replaced by Legacy SC-
S52 (Operation without normal Electrical power)

25.1353 (a) (b) (for all areas except pylon and engine)

25.1359

25.1363 (a) (b)

25.1419 (a) (b) (c) (d) amended by AMC F-14 for all
ATA300 areas except Engine Air intake protection and
Wing ice shapes

25.1431 (for system adaptations)

25.1435 (a) (b) (c) (d)

25.1457 (a) (b) (c) (d) (e) (f) (g)

25.1529 amended by SC H-01

25.901 (c)

25.939 (a)

25.1521

25.1527

2.1.4.12 对于 MOD 157272issue 2 “Max Pax”，通过 CRI A-0001-010 修订审定基础。

Certification basis revised for MOD 157272 issue 2 “Max Pax” by CRI A-0001-010.

A321NEO 的审定基础由以下修订:

The certification basis is that of the A321Neo amended by the following:

CS 25 Amdt 18 for

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

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§25.1357(a)

JAR 25 change 13

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

JAR 25 change 12

§25.853(c)

JAR 25 change 11

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

2.1.4.13 MOD 160766 issue 1 A321-251NX, -252NX, -253NX, -271NX, -272NX 的审定基础由 CRI A-0001-003 修订/Certification basis revised for MOD 160766 issue 1 A321-251NX, -252NX, -253NX, -271NX, -272NX by CRI A-0001-003.

审定基础是由 A321-271N,-272N,-251N, -252N,-253N 的审定基础经下列修订所确定/The certification basis is that of the A321-271N,-272N,-251N, -252N,-253N amended by the following:

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§25.1	§25.623
§25.23	§25.625
§25.25	§25.629
§25.101(c)(d)(e)(f)(h)	§25.631
§25.109	§25.703(b)(c)
§25.113	§25.723
§25.115	§25.729(a)(b)(d)(e)
§25.117	§25.731(a)(b)(c)
§25.147(c)(d)	§25.733(b)(c)(d)
§25.201 as amended by SC B-01	§25.735(a)
§25.203 as amended by SC B-01	§25.735[f(2)]
§25.251(d)(e)	§25.783
§25.301(a)(c)	§25.783[e(4)]
§25.301(b)	§25.787(c)
§25.302	§25.795(c[1])
§25.303	§25.795(c[3](i))
§25.305(a)(b)	§25.801(a)(d)
§25.305(c)(e)(f)	§25.803(a)(c)
§25.307(a)	§25.807(a[3])(a[9])(b)(c)(e)(f)(g)(i) as amended by ESF D-09, ESF D-13, ESF D-14
§25.321	§25.809(a)
§25.331	§25.809(a)
§25.333	§25.809(b)(c)(e)(f)(g)(i)
§25.335(a)(c)(d)(e)(f) as amended by SC A-2	§25.810(a[1])(c)(d)
§25.337(a)(b)(c)	§25.811
§25.341	§25.812(a)(b[1])(c)(d)(e)(f)(g)(h)(i)(j)(k)(l)
§25.343	§25.812(e[1])(e[2])(k)(l)
§25.345(a)(b)(d)	§25.813(a)(b)(c) as amended by ESF D-11, ESF D-14
§25.349 (a1,5)(b)	§25.843(a)(b[4])
§25.351	§25.853(a)(d[1])
§25.361	§25.855(a)(c)
§25.362	§25.856 as amended by ESF E-18
§25.363	§25.857
§25.365(a)(b)(d)	§25.858
§25.365(e1)	§25.863(a)(b)(d)
§25.365(e[2])(e[3])(f)	§25.869(a[1])
§25.367	§25.899 as amended by SC S-75
§25.371	§25.901(c)
§25.373	§25.903(c)(d[1])
§25.391(a)(b)(d)(e)	§25.963(a)
§25.427(a)(b)(d)	§25.1001(a)(b)(c)(d)
§25.445(a)	§25.1301(a)
§25.457	§25.1301(b)
§25.459	§25.1305(c)(6)(7) as amended by ESF E-49
§25.471(a)(b)	§25.1309 as amended by SC S-76-1
§25.473	§25.1316

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

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

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

JAR25 Change 14

§25.1423

JAR25 Change 13

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

JAR25 Change 12

§25.853(c)

JAR25 Change 11

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

2.1.4.14 对于 A321-251NX, -252NX, -253NX, 271NX & 272NX 通过 Modification 163213 (最多至三个辅助燃油箱), 空客自愿选择符合 CS 25 Amendment 15 的下列章节。对于受影响区域和要求的定义见 CRI A-001-009。

For the A321-251NX, -252NX, -253NX, 271NX & 272NX with modification 163213 (up to 3 Additional Central Tanks) Airbus Elect To Comply to the following paragraphs at CS25 Amendment 15. For the definition of the affected areas and requirements please refer to the CRI A-001-009.

25.305 (a)(b)	25.979(b)(c)(d)(e)
25.307 (a)	25.981(a)(b)(d)
25.561(b)(c)(d)	25.993
25.571(a)(b)	25.994 & 25J994
25.581	25.995(b)
25.601	25.999(a)(b)
25.603	25.1141(a)(b)(c)(d)(f)
25.605	25.1189(h)
25.609	25.1301(a)
25.611 (b)	25.1301(b)
25.613	25.1302(a)(b)(c)
25.619	25.1305(a)(2)
25.625	25.1309 (a)
25.721(b)	25.1309(b)
25.777(a)	25.1309 (c)(d)
25.787(c)	25.1310

25.851(b)(2)	25.1315
25.855(e)(f)(g)(h)	25.1316
25.856(b)	25.1337(b)
25.863(a)(b)(c)(d)	25.1353(a)
25.869(a)(1)	25.1360
25.869(a)(3)	25.1381
25.899	25.1431(a)(c)(d)
25.903(d)(1)	25.1541
25.943	25.1543(b)
25.951(c)	25.1553
25.952(a)	25.1555(a)
25.954	25.1555(c)
25.957	25.1557(a)
25.959	25.1703 (a)(b)(d)
25.963(a)(b)(c)(e)(f)	25.1705(a)(b)
25.963(d)	25.1707 (a) (b)(c)(e)(l)
25.965(a)(b)(c)(d)	25.1709
25.967(a)(b)(e)	25.1711
25.969	25.1717
25.971	25.1719
25.975(a)	25.1721(b)
25.977(a)(c)(d)	25.1723
	25.1725(b)

2.1.4.15 对于安装 160139“乘客信息标牌”设计更改的型别，空客自愿满足欧洲航空安全局第 20 号修正案水平的 CS25.791。

For all models Airbus Elect To Comply with CS25.791 at Amdt. 20 when Mod 160139 “Passenger information signs and placards” is installed.

2.1.4.16 对于所有型别空客自愿满足欧洲航空安全局初版 CS-ACNS Subpart B Section 2 数据链服务和 Subpart D 对选装更改安装收发机目的是回答 SES 强制要求定义在(EU) No 1207/2011 并于 2014 年 9 月 26 日由(EU) No 1028/2014 修订。(选装)

For all models Airbus Elect To Comply with CS-ACNS Subpart B Section 2 Data Link Services, Initial issue & Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014. (Optional)

2.1.4.17 对于安装 167577 设计更改的型别，空客自愿满足欧洲航空安全局第 22 号修正案水平的 25.795(a)(1)(2) 和 25.795(c)(3)(ii)。

For all models Airbus Elect To Comply with CS25 Amdt. 22 25.795(a)(1)(2) and 25.795(c)(3)(ii) when modification 167557 is installed.

2.1.4.18 对于安装 166104 设计更改的型别，空客自愿满足欧洲航空安全局第 19 号修正案水平的 25.603。

For all models Airbus Elect To Comply with CS25 Amdt. 19 25.603 when modification 166104 is installed.

2.1.4.19 对于安装 MOD 166219 ELT-DT 设备构型的飞机：CS-ACNS 第 3 版，E 分部第 3 节

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

2.1.4.20 对于安装 MOD 163323 (E-Rudder)设计更改的 A321-251NX/-252NX/-253NX, CS 25.353, CS 25.1583, CS 25.1581 满足欧洲航空安全局第 22 号修正案水平。

When MOD 163323 (E-Rudder) is installed on A321-251NX/-252NX and -253NX, CS 25.353, CS 25.1583, CS 25.1581 are at Amdt. 22.

2.1.4.21 对于 A321 系列飞机:

对于所有安装接近机组舱的卫生间或厨房的设计更改应用于 2026 年 6 月后交付的飞机, 当在 2023 年 6 月 2 日后收到设计更改申请 (TCDS 51 版), CS 25.795(a)(1), 25.795(a)(2)应符合欧洲航空安全局第 22 号修正案水平。

For A320 series aircraft:

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

2.1.4.22 当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A321N*飞机时, 第 24 号修正案的 CS 25.705 适用。

*产品型别见第二部分的第 1 章节。

When MOD 163425, MOD 166357 and MOD 168149 are installed on A321N*, CS 25.705 is applicable at Amendment 24.

*See models listed in Section 3 paragraph 1.

2.1.5. 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: 覆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.

2.1.5.1. 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

2.1.5.2. 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

2.1.5.3. 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	无正常电源的运行
	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

2.1.5.4. 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).

2.1.5.5. 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).

2.1.5.6. 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
SC B-12	柔和复飞/Soft Go Around
SC D-15	飞行员控制模式的 TaxiBot 操作/Pilot Control Mode TaxiBot Operations
SC F-119	飞机系统和网络的安保防护 Security protection of Aircraft systems and networks
SC F-GEN-01	非充电式锂电池的安装/Installation of non-rechargeable lithium batteries
SC D-24	在座椅靠背安装安全气囊 (选装) Installation of Airbags in the backrest of seats (optional)
SC D-27	安装三点约束和预紧系统 (选装) Installation of Three Point Restraint & Pretensioner System (optional)
SC D-19	在动态座椅加入惯性锁定系统 (选装) Incorporation of Inertia Locking Device in Dynamic Seats (optional)
SC D-08	安装客舱机组使用的个人电子设备充电座 (选装) Installation of Personal Electronic Device Charging Stowage for Cabin Crew Use (optional)
SC D-28	安装倾斜座椅 Installation of oblique seats (optional)
SC F-37	在SATCOM网络适用ATN ATN over SATCOM
SC F-MULTI-04	可充电锂电池安装 Rechargeable Lithium Battery Installations

SC D-35	不具备HIC要求的充气安全带 Airbelt without HIC requirement
SC D-33	在客舱移动结构上固定乘务员座椅 Cabin attendant seat mounted on movable part of an interior monument

2.1.5.7. 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.

2.1.5.8. A321-271N, -272N, -251N, -252N, -253N 的专用条件/Special Conditions for A321-271N, -272N, -251N, -252N, -253N

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
E-55*	风扇叶片丢失 Fan Blade Loss

*仅适用安装 CFM 发动机的型号

*Only applicable to CFM models

2.5.8.1. 以下为之前型号制定的专用条件也适用于 A321-271N, -272N, -251N, -252N, -253N 的受影响区域

The following special conditions developed for previous models are also applicable to the A321-271N, -272N, -251N, -252N, -253N 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 (间接效应) 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 (A321)

2.5.8.2. 以下为之前型号制定的专用条件也适用于 A321-271NX, -272NX, -251NX, -252NX, -253NX 的受影响区域

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

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
E-55*	风扇叶片丢失 Fan Blade Loss
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 (间接效应) Lightning protection indirect effects

*仅适用安装 CFM 发动机的型号/Only applicable to CFM models

**从 2018 年 12 月 7 日起 SC B-14 代替 SC A-5003/From 07 December 2018 SC B-14 is replacing SC A-5003

2.1.6. 豁免/Exemptions

没有豁免/No exemptions

2.1.7. 偏离/Deviations

ACNS-B-GEN-01 从要求的 CPDLC 下载信息列表中移除 DM89 监控信息（选装）
Removal of DM89 MONITORING message from the required
CPDLC downlink messages list (optional)

2.1.8. 等效安全/Equivalent safety findings

2.1.8.1. 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).

2.1.8.2. 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)
CS 25.795(a)(1)	在驾驶舱边界部分区域应用减少的入侵载荷 (选装) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) (optional)
CS25.811(e)(4)	用于应急出口标记的绿色箭头和“开”标牌 (选装) Green Arrow and “Open” placard for Emergency Exit Marking (SE-63) (optional)
CS 25.251(b)	振动/抖振 对于大型外部天线符合性准则 (选装) Vibration/buffeting compliance criteria for large external antenna (B-17) (optional)
JAR 25.1441(c)	机组人员判定乘客氧气系统中的氧气量 (选装) Crew Determination of Quantity of Oxygen in Passenger Oxygen System (F-122) (optional)
JAR 25.1443(c)	乘客补充氧气的最小流量 (选装) Minimum Mass Flow of Passenger Supplemental Oxygen (F-125) (optional)

2.1.8.3. 带有 MOD 160023 的航空器的等效安全

Equivalentent 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))
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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.

2.1.8.4. 带有 MOD 157272 的航空器的等效安全

Equivalentent 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))
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2.1.8.5. 针对 A321-271N, -272N, -251N, -252N, -253N 制定了以下等效安全:

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

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

CS25.1181, CS25.1182	E-52	Oil temperature indication 短舱区域临近火区 Nacelle area adjacent to fire
CS25.997(d)	E-49**	燃油滤位置 Fuel Filter Location

* 仅适用安装 IAE 发动机的型号

* Applicable to IAE models only

** 仅适用安装 CFM 发动机的型号

** Applicable to CFM models only

以下为之前型号制定的 ESF 也适用于 A321-271N, -272N, -251N, -252N, -253N 的受影响区域

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

2.1.8.6. 以下为之前型号制定的 ESF 也适用于 A321-271NX, -272NX, -251NX, -252NX, -253NX 的受影响区域/The following Equivalent Safety Findings have been developed for the A321-271NX, A321-272NX, A321-251NX, A321-252NX and A321-253NX:

CS 25.807(g)	D-09	增加超尺寸与地板齐平I型出口(鉴定为C型)的额定座椅数/Increase of seats' credit for oversized Type I (qualified to Type C) floor level exits
CS 25.813[c(4)(i)]	D-11	翼上III型出口的内部布置/Over wing Type III exit interior arrangement
CS 25.813[c(2)(i)]		
JAR 25.785(h)	D-12	#3门处单人客舱乘务员座椅/Single cabin attendant seat at door #3
CS 25.807(g)	D-13	增加III型出口的额定座椅数/ Increase of seats' credit for Type III exit
CS 25.807(c)(g),		
25.813(c)	D-14	降低#3型出口的额定值到45人或35人/ De-rating of Door #3 to 45 or 35 passengers
JAR 25.785(h)		

2.2. 环境要求/Environmental Requirements

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

2.3. 中国民用航空局附加技术条件/CAAC Additional Technical Conditions

以下要求适用于 A321-111、A321-112、A321-131、A321-211、A321-212、A321-213、A321-231、A321-232，：
/The following requirements should apply to the A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232:

应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的任何修订版本，本 TC 持有人都应表明对其适用部分的符合性。

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.

根据 CAAC 文件 CAO No. 2012-30，应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。

The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

以下要求适用于 A321-271N/-272N/-251N/-252N/-253N/-271NX/-272NX/-251NX/-252NX/-253NX： /The following requirements should apply to the A321-271N/-272N/-251N/-252N/-253N/-271NX/-272NX/-251NX/-252NX/-253NX:

应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的任何修订版本，本 TC 持有人都应表明对其适用部分的符合性。

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.

根据 CAAC 文件 CAO No. 2012-30，应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。

The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

CCAR-25-R4 25.561。/CCAR25.561 at revision 4.

CCAR-25-R4 25.562 的客舱座椅。/CCAR25.562 at revision 4 for the cabin occupants seats.

对于驾驶舱座椅，还有：/Additionally for the cockpit seats:

- 机长和副驾驶座椅：CCAR25.561(b)(3)R4, CCAR25.562 (b)(1), (c)(2)R4 和 TSOC39b, TSO C22g, TSO C114。
/Captain and first officer seats: CCAR25.561(b)(3)R4, CCAR25.562 (b)(1), (c)(2)R4 and Technical Standards Order (TSO) C39b, TSO C22g, TSO C114.
- 第 3 和第 4 观察员座椅：CCAR 25.561 (b)(3)R4 和 TSO C39b, TSO C22g, TSO C114。/3rd and 4th occupants seats: CCAR 25.561 (b)(3)R4 and Technical Standards Order(TSO) C39b, TSO C22g, TSO C114.

基于 CCAR-25-R4 和 CS-25 Amendment 15 之间的规章差异确定的适用于翼上 III 型出口的 CCAR25.809 (a) 的部分要求及 CAAC 批准的豁免 E-010 /Partial requirement of CCAR 25.809(a) based on the regulation difference between CS-25 Amdt 15 and CCAR-25-R4 for overwing Type III exit, and the exemption approved by CAAC via E-010 (仅适用于/only applicable to A321-271NX/-272NX/-251NX/-252NX/-253NX),

确定中华人民共和国国家标准“3 号喷气燃料”(GB6537)的使用条件。

The acceptance of fuel conforming to National Standard of the People’s Republic of China “No.3 Jet Fuel” (GB6537) must be defined.

CAAC 专用条件 / CAAC Special Conditions*

SC-25-092

跑道冲出感知与告警系统*

Runway overrun awareness and alerting systems*

*当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A320N**系列飞机时，专用条件 SC-25-092 适用。

**产品型别见第三部分的第 1 章节。

When MOD 163425, MOD 166357 and MOD 168149 are installed on A320N** series, CAAC Special Condition SC-25-092 is applicable.

**see models listed in Section 3 paragraph1

CAAC 豁免 / CAAC Exemptions

E-023

空客 A320 系列飞机对 CCAR-25-R4 第 25.841(a)(2)(3)款要求豁免

Airbus A320 Family Aircraft Exemption from the Requirements of CCAR-25-R4 Paragraph 25.841(a)(2)(3)

2.4 生产依据/ Production Basis:

生产许可证编号: EASA.21G.0001

Production Certificate No. EASA.21G.0001

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations**3.1. 型号设计定义/Type Design Definition****3.1.1 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)

3.1.2 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)

3.1.3 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)

3.1.4 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)

3.1.5 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)

3.1.6 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)

3.1.7 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)

3.1.8 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)

3.1.9 合格审定型别/Certificated model: A321-271N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00E000A5023/C20

3.1.10 合格审定型别/Certificated model: A321-272N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00E000A5114/C20

3.1.11 合格审定型别/Certificated model: A321-251N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00E000A5026/C20

3.1.12 合格审定型别/Certificated model: A321-252N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00E000A5190/C00

3.1.13 合格审定型别/Certificated model: A321-253N

下述文件定义相应飞机/Definition of reference airplane by Airbus document 00E000A5113/C20

3.1.14 合格审定型别/Certificated model: A321-251NX

下述文件定义相应飞机/Definition of reference airplane by AIRBUS Document 00E000A5123/C00

3.1.15 合格审定型别/Certificated model: A321-252NX

下述文件定义相应飞机/Definition of reference airplane by AIRBUS Document 00E000A5124/C00

3.1.16 合格审定型别/Certificated model: A321-253NX

下述文件定义相应飞机/Definition of reference airplane by AIRBUS Document 00E000A5125/C00

3.1.17 合格审定型别/Certificated model: A321-271NX

下述文件定义相应飞机/Definition of reference airplane by AIRBUS Document 00E000A5121/C00

3.1.18 合格审定型别/Certificated model: A321-272NX

下述文件定义相应飞机/Definition of reference airplane by AIRBUS Document 00E000A5122/C00

3.2. 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.

3.3. 设备/Equipment

A321-111

经批准安装的设备列于文件号为 00E000A0007/C1S 最新批准版次的审定标准设备清单中

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

A321-112

经批准安装的设备列于文件号为 00E000A0006/C1S 最新批准版次的审定标准设备清单中

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

A321-131

经批准安装的设备列于文件号为 00E000A0004/C0S 最新批准版次的审定标准设备清单中

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

latest approved issue.

A321-211

经批准安装的设备列于文件号为 00E000A0211/C0S 最新批准版次的审定标准设备清单中

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

A321-212

经批准安装的设备列于文件号为 00E000A0212/C0S 最新批准版次的审定标准设备清单中

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

A321-213

经批准安装的设备列于文件号为 00E000A0213/C0S 最新批准版次的审定标准设备清单中

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

A321-231

经批准安装的设备列于文件号为 00E000A0231/C0S 最新批准版次的审定标准设备清单中

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

A321-232

经批准安装的设备列于文件号为 00E000A0232/C0S 最新批准版次的审定标准设备清单中

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

审定标准清单不适用于 A321-271N,-272N, -251N, -252N, -253N, 271NX, -272NX, -251NX, -252NX, -253NX
Certification Standard Equipment List is not applicable to the A321-271N,-272N, -251N, -252N, -253N, 271NX, -272NX, -251NX, -252NX, -253NX

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”.

3.4. 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

3.5. 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)

A321-271N/271NX

2 台 IAE 发动机/Two IAE PW1133G-JM Geared Turbo Fan jet engines (MOD 161002)

A321-272N/272NX

2 台 IAE 发动机/Two IAE PW1130G-JM Geared Turbo Fan jet engines (MOD
162038)

A321-251N/251NX

2 台 CFMI 发动机/Two CFMI LEAP-1A32 jet engines (MOD 161005)

A321-252N/252NX

2 台 CFMI 发动机/Two CFMI LEAP-1A30 jet engines (MOD 162681)

A321-253N/253NX

2 台 CFMI 发动机/Two CFMI LEAP-1A33 jet engines (MOD 161006)

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.

PW1100G-JM 发动机 CAAC VTC 证书编号 VTC0329E, R4。
The CAAC VTC No. of PW1100G-JM engine is VTC0329E, R4.

LEAP-1A 发动机 CAAC VTC 证书编号 VTC0348E, R3。
The CAAC VTC No. of LEAP-1A engine is VTC VTC0348E, R3.

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 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.

- 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 characteristics 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.

- 9 如果在安装 IAE PW1133G-JM 发动机的 A321-271N/-271NX 安装 MOD 160684 (变爬升率)，则发动机型号变为 PW1133GA-JM。

If modification 160684 (alternate climb) is installed on the A321-271N/-271NX equipped with IAE PW1133G-JM then the engine model is changed to PW1133GA-JM.

- 10 如果安装了 CFM LEAP 1A33 发动机的 A321-253N 安装 MOD 160820 (增加高高度推力)，则发动机型号变为 LEAP 1A35A

If modification 160820 (high altitude thrust increase) is installed on the A321-253N equipped with CFM LEAP 1A33 then the engine model is changed to LEAP 1A35A.

3.6. 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.

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

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.

3.7. 螺旋桨/Propellers

不适用/N/A

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

ENGINES	KEROSENE DESIGNATION
CFM56: Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE V2500: IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE PW1100G-JM: (Service Bulletin PW1000G - 100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
CFMI LEAP-1A: Service Bulletin LEAP 1A S/B 73-0001	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

上述燃油也适用于辅助动力装置。

The above mentioned fuels are also suitable for the APU.

详细的批准燃油规范参见耗材清单

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

燃油规范: 见安装手册: CFM 2026 或者 CFM 2129 或者 IAE 0043 or Service Bulletin PW1000G – 1000 – 73 – 00 – 0002 00A930AD

* 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)

** 未批准 JET B 和 JP 4 燃油用于安装喷射泵的航空器(modification 154327)

发动机 Engine	CFMI CFM56-5B1 (**) CFM56-5B1/2 (**) CFM56-5B2	IAE V2530-A5 V2533-A5	PW1133G-JM PW1133GA-JM PW1130G-JM	LEAP 1A30 LEAP-1A32 LEAP-1A33 LEAP-1A35A
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	CFM56-5B3 (/P only) CFM56-5B3/2P			
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	SB LEAP-1A S/B 79- 0001

滑油/Oil

对于滑油规范/For oil specification:

(**): 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/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 PW1133GA-JM PW1130G-JM	LEAP 1A30 LEAP-1A32 LEAP-1A33 LEAP-1A35A
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	Service Bulletin LEAP-1A S/B 73-0001

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

3.9. 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)

A321-271N, -272N, -251N, -252N, -253N 适用以下表格:

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

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

* 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).

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

油箱/ TANK	3 TANK AIRPLANE		4 TANK AIRPLANE		5 TANK AIRPLANE	
	Usable fuel liters (kg)	Unusable fuel liters (kg)	Usable fuel liters (kg)	Unusable fuel liters (kg)	Usable fuel liters (kg)	Unusable fuel liters (kg)
机翼/WING	15 380 (12 073)	22.6 (18)	15 380 (12 073)	22.6 (18)	15 380 (12 073)	22.6 (18)
中央/ CENTER	8 200 (6 437)	23.2 (18.6)	8 200 (6 437)	23.2 (18.6)	8 200 (6 437)	23.2 (18.6)
后 辅助 油箱 1/AFT ACT 1	-	-	3 121 (2450)	17 (13.6)	3121 (2450)	17 (13.6)
后 辅助 油箱 2/AFT ACT 2	-	-	-	-	3 121 (2450)	17 (13.6)
前 部 辅助 油 箱/FWD ACT	-	-	-	-	-	-
总计/TOTAL	23 580 (18 510)	45.8 (36.6)	26 701 (20960)	62.8 (53.6)	29 822 (23410)	79.8 (63.8)

油箱/ TANK	6 TANK AIRPLANE	
	Usable fuel liters (kg)	Unusable fuel liters (kg)
机翼/WING	15 380 (12 073)	22.6 (18)
中央/CENTER	8 200 (6 437)	23.2 (18.6)
后辅助油箱 1/AFT ACT 1	3 121 (2450)	17 (13.6)
后辅助油箱 2/AFT ACT 2	3 121 (2450)	17 (13.6)
前部辅助油箱/FWD ACT	3 121 (2450)	17 (13.6)
总计/TOTAL	32 943 (25860)	96.8 (77.4)

3.10. 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	起飞和进近/Take-off and approach
		215*	
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

A321-271N, -272N, -251N, -252N, -253N 适用以下表格:

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

构型 /Configuration	缝翼/襟翼 /Slats/Flaps(°)	VFE (kt)	
1	18/0	238*	中间进近/Intermediate approach
	18/10	225	起飞/Take-off
2	22/14	215	起飞和进近/Take-off and approach
3	22/21	195	起飞、进近和着陆/Take-off, approach, landing
全放/Full	27/34	186	着陆/Landing

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

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).

3.11. 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

3.12. 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°C)/ Take-off (5 min)* (Flat rated 30°C)	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°C)/ Maximum continuous (Flat rated 25°C)	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 caractéristiquesmoteur".

** 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°C)/ Take-off (5 min)* (Flat rated 30°C)	14 234 daN (32 000 lbs)	14 055 daN (31 600 lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	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 caractéristiquesmoteur".

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

A321-271N, -272N, -271NX, -272NX

发动机/Engine	PW1133G-JM PW1133GA-JM	PW1130G-JM
数据单/Data sheets	E87NE (FAA) EASA.IM.E.093	E87NE (FAA) EASA.IM.E.093
海平面静止推力/Static thrust at sea level		
起飞(5 分钟)(统一额定 30°C)/ Take-off (5 min)* (Flat rated 30°C)	14728 daN (33110 lbs)	14728 daN (33110 lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	14581 daN (32780 lbs)	14581 daN (32780 lbs)
批准的滑油/Approved Oils	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D

A321-251N, -252N, -253N, -251NX, -252NX, 253NX

发动机/Engine	LEAP-1A32	LEAP-1A33/-1A35A	LEAP-1A30
数据单/Data sheets	E00089EN (FAA) EASA.E.110	E00089EN (FAA) EASA.E.110	E00089EN (FAA) EASA.E.110
海平面静止推力/Static thrust at sea level			
起飞(5 分钟)(统一额定 30°C)/ Take-off (5 min)* (Flat rated 30°C)	14 305 daN (32160lbs)	14 305 daN (32160lbs)	14 305 daN (32160lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	14 096 daN (31690lbs)	14 096 daN (31690lbs)	14 096 daN (31690lbs)
批准的滑油/Approved Oils	SB LEAP-1A S/B 79-0001	SB LEAP-1A S/B 79- 0001	SB LEAP-1A S/B 79-0001

3.12.1 经批准的运行/Approved Operations

运输商业运行/Transport commercial operations

3.12.2 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

3.13. 最大审定质量/Maximum Certified Masses (Kg)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

Max. landing weight				
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

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

变化/VARIANT	50 (MOD 161448)	51 (MOD 161555)	52 (MOD 161556)	53 (MOD 161557)	57 (MOD 158239)	65 (MOD 158247)	67 (MOD 158249)	70 (MOD 161735)
最大滑行重量/ Max. Ramp Weight	89 400	89 400	93 900	93 900	92 900	90 900	90 400	80 400
最大起飞重量/ Max. take-off weight	89 000	89 000	93 500	93 500	92 500	90 500	90 000	80 000

最大着陆重量/ Max. landing weight	77 300	79 200	77 300	79 200	79 200	79 200	79 200	71 500
最大零燃油重量/ Max. zero fuel weight	73 300	75 600	73 300	75 600	75 600	75 600	75 600	67 000

Minimum Weight 最小重量/:

A321-271N/ - 272N 46 300

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

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

变化/VARIANT 重量/WEIGHT (Kg)	50 BASIC (MOD 161448)	51* (MOD 161555)	52* (MOD 161556)	53* (MOD 161557)	56 (MOD 158238)	65 (MOD 158247)	70* (MOD 161735)	71* (MOD 160287)
最大滑行重量/ Max. Ramp Weight	89 400	89 400	93 900	93 900	92 900	90 900	80 400	97 400
最大起飞重量/ Max. Take-off Weight	89 000	89 000	93 500	93 500	92 500	90 500	80 000	97 000
最大着陆重量/ Max. Landing Weight	77 300	79 200	77 300	79 200	77 300	79 200	71 500	77 300
最大零燃油重量/ Max. Zero Fuel Weight	73 300	75 600	73 300	75 600	73 300	75 600	67 000	73 300

变化/VARIANT 重量/WEIGHT (Kg)	72* (MOD 160288)	80* (MOD 161729)
最大滑行重量/ Max. Ramp Weight	97 400	95 400
最大起飞重量/ Max. Take-off Weight	97 000	95 000
最大着陆重量/ Max. Landing Weight	79 200	79 200
最大零燃油重量/ Max. Zero Fuel Weight	75 600	75 600

注释/Notes:

* 型别批准同时可选择重量变化随同基本重量变化一同审定/WV option certified concurrently with the basic WV at the time of the model's approval

最小重量/Minimum Weight:

A321-271NX/-272NX 46 300 Kg

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

3.14. 重心范围/Center of gravity range

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

3.15. 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

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

4.1935 米/meters

3.17. 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

3.18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/2 pilots

3.19. 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
200 (C-I-I-C)	4
200 (C*-(III-III) ⁺ -0-C*, mod Mod 160908 ⁽¹⁾⁽²⁾)	4
244 (C*-(III-III) ⁺ -C-C*, mod 160766 ⁽¹⁾⁽³⁾)	5
180 (C-(III-III) ⁺ -0-C, mod 160908 ⁽²⁾ and 162227)	4

235 (C-(III-III) ⁺ -C-C, mod 160766 ⁽³⁾ and 162227)	5
224 (C [*] -(0-III) ⁺ -C-C*OrC [*] -(III-0) ⁺ -C-C*, mod 160906 ⁽²⁾⁽³⁾)	5
200 (C-(0-III) ⁺ -C-C Or C-(III-0) ⁺ -C-C, mod 160906 ⁽²⁾⁽³⁾ and 162227)	4
204 (C-(0-III) ⁺ -C-COr C-(III-0) ⁺ -C-C, mod 160906 ⁽²⁾⁽³⁾ and 162227)	5
169 (C [*] -(0-III) ⁺ -0-C*OrC [*] -(III-0) ⁺ -0-C*, mod 160907 ⁽²⁾⁽³⁾)	4
149 (C-(0-III) ⁺ -0-C Or C-(III-0) ⁺ -0-C, mod 160907 ⁽²⁾⁽³⁾ and 162227)	3

注释/Note:

1.C*是按照更改 157272 的超性能应急出口/C* is the over-performing exit according to modification 157272

2.0 表示该门封堵/ 0 is a plugged door

3. C*是由 ESF D-09 确定的超性能 C 型出口, (III-III)⁺ or III⁺是由 ESF D-13 确定的超性能 III 型出口 (两个出口或单个出口) C* is the overperforming Type C as defined by ESF D-09 and (III-III)⁺ or III⁺ are the overperforming Type III (double or single) as defined by ESF D-13

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.

更改 160908 使得最大客座数为 200。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 200 个座椅的批准。单独的客舱布局需要另外的批准, 最多 200 个座位。

The modification 160908 enables a maximum seating capacity of 200. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats up to 200. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 200 seats.

更改 160766 使得最大客座数从 220 增加到 244。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 244 个座位。

The modification 160766 enable the maximum seating capacity to be increased from 220 up to 244. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 220. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 244 seats.

更改 160906 使得最大客座数为 224。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 224 个座椅的批准。单独的客舱布局需要另外的批准, 最多 224 个座位。

The modification 160906 enables a maximum seating capacity of 224. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats up to 224. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 224 seats.

更改 160907 使得最大客座数为 169。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 169 个座椅的批准。单独的客舱布局需要另外的批准，最多 169 个座位。

The modifications 160907 enable the maximum seating capacity of 169. This modification defines a virtual envelope of the Layout of Passenger Accommodations (LOPA) and does not constitute an authorization for the installation of seats in excess of 169. A separate approval is needed for the installation of the individual customized cabin layout and the necessary cabin adaptations up to 169 seats.

更改 162227 安装窄型滑梯。

The modification 162227 installs a narrow slide.

3.20. 行李舱/货舱/Baggage/Cargo compartment

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

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

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

货舱/ CARGO COMPARTMENT	最大载荷/ MAXIMUM LOAD (kg)
前/Forward	5 670
后/Aft	5 670
尾/Rear (散装/bulk)	800

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.

3.21. 机轮和轮胎/Wheels and Tyres

A321-111/-112/-131/-211/-212/-213/-231/-232, 见服务通告 No. SB A320 - 32 - 1007。/ See SB A320 - 32 - 1007 for A321-111/-112/-131/-211/-212/-213/-231/-232

A321-271N/-272N/-251N/-252N/-253N/-271NX/-272NX/-251NX/-252NX/-253NX. 见服务通告, No. SB A320 - 32 - 1439/See SB A320 32 1439 for A321-271N/-272N/-251N/-252N/-253N/-271NX/-272NX/-251NX/-252NX/-253NX.

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

4.1. 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.

4.2. 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

- 《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 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.

- 《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 Tolerant Airworthiness Limitation Items are provided in the A318/A319/A320/A321 approved Airworthiness Limitations Items document (ALS Part 2).

- 《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 the A318/A319/A320/A321 approved ALS Part 3 - CMR (Certification Maintenance Requirements).

- 《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 approved Airworthiness Limitations Section (ALS) Part 4.

- 《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 the A318/A319/A320/A321 approved Fuel Airworthiness Limitations document (ALS Part 5).

- 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 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).

- 对于不具备鲨鱼鳍 (Sharklets) 的 A321-111、-112、-131、-211、-212、-213、-231、-232 型号，实施 MOD156130 将使维修计划及相关的“维修方案发布触发点” (Maintenance Programme Publication Trigger, MPPT) 由 48,000 飞行循环 (FC) / 60,000 飞行小时 (FH) 更改为 60,000 飞行循环 (FC) / 120,000 飞行小时 (FH) (先到为准)。
- For A321-111,-112,-131,-211,-212,-213,-231,-232 models without Sharklets, the embodiment of modification 156130 leads to change the maintenance program and its associated Maintenance Programme Publication Trigger (MPPT) from 48,000FC/60,000FH to 60,000FC/120,000FH (whichever occurs first).

其他限制/Other limitations

参见 EASA 批准的飞行手册。

See EASA approved Flight Manual.

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

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

5. 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.

A321-211/-212/-213/-231/-232 具备 IIIB 精密进近资格。

A321-271N/-272N/-251N/-252N/-253N 飞机应安装 161765 的设计更改, 以支持 IIIB 精密进近。

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

For A321-271N/-272N/-251N/-252N/-253N/251NX/-252NX/-253NX/-271NX/-272NX modification 161765 shall be installed to enable for Cat IIIB precision approach.

2. 2 号门和/或 3 号门可降级为 III 型门。

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

3. A321-111、A321-112、A321-131、A321-211、A321-212、A321-213、A321-231、A321-232 关于 CCAR-26 部和民航发[2012]30 号文 (CAO No 2012-30) 的符合性已确认。

For A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232, compliance findings have been addressed for the requirements of CCAR-26 and Civil Aviation Order (CAO) No 2012-30.

第 4 部分 数据 (型别: A319 系列)

SECTION 4 DATA (Models: A319 SERIES)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 category
A319-111	1992年06月17日 June 17 1992	1996年04月10日 April 10 1996	运输类航空器/Transport Category Aircraft
A319-112	1992年06月01日 June 01 1992	1996年04月10日 April 10 1996	运输类航空器/Transport Category Aircraft
A319-115	1998年09月14日 September 14 1998	1999年07月30日 July 30 1999	运输类航空器/Transport Category Aircraft
A319-131	1992年06月17日 June 17 1992	1996年12月18日 December 18 1996	运输类航空器/Transport Category Aircraft
A319-132	1992年06月17日 June 17 1992	1996年12月18日 December 18 1996	运输类航空器/Transport Category Aircraft
A319-133	1998年09月14日 September 14 1998	1999年07月30日 July 30 1999	运输类航空器/Transport Category Aircraft
A319-151N	2013年12月18日 December 18 2013	2018年12月14日 December 14 2018	运输类航空器/Transport Category Aircraft
A319-153N	2018年12月04日 December 04 2018	2019年05月20日 May 20 2019	运输类航空器/Transport Category Aircraft
A319-171N	2014年11月30日 November 30 2014	2019年11月29日 November 29 2019	运输类航空器/Transport Category Aircraft

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.

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 (VTC 085A) 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 085A remains a valid reference.

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

产品级重大更改/Significant Product Level Changes	适用性/Applicability	批准日期/Approval Date
MOD 160500 issue 4	A319-111/-112/-115 (不包括 CJ/excluding CJ)	2013 年 5 月 28 日/May 28, 2013
MOD 160500 issue 5	A319-112 (CJ), A319-115 (CJ), A319-131 (PAX), A319-132 (PAX and CJ), A319-133 (PAX and CJ)	2013 年 9 月 6 日/September 6, 2013
MOD 157777 issue 1	A319-111/-112/-115/-131/-132/-133	2015 年 3 月 13 日/March 13, 2015

MOD 160080 issue 2	A319-111/-112/-115/-131/-132/-133 (包括公务机/including CJ)	2015 年 12 月 17 日/December 17, 2015
MOD 161004 issue 1	A319-151N	2018 年 12 月 14 日/ December 14, 2018
MOD 165511 issue 1	A319-153N	2019 年 5 月 20 日/ May 20, 2019
MOD 161001 issue	A319-171N	2019 年 11 月 29 日/ November 29, 2019
ACJ319neo Issue 1* (*仅作为商用名/ Commercial designation only)	A319-153N	2019 年 7 月 9 日/ July 9, 2019

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC的认可审定基础包括EASA的审定基础、CAAC的附加技术条件、专用条件、豁免和等效安全。

The CAAC validation certification basis consists of the EASA certification basis, the CAAC additional technical conditions, Special Conditions, Exemptions, and Equivalent Level of Safety.

2.1 EASA审定基础/EASA Certification Basis

2.1.1. 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.

2.1.2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authority Type Certification 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

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

如下所述/See below

2.1.4. 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:

2.1.4.1 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 次修订并最终在桔黄页 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:

25.20	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:

25.131	25.135
25.132	25.1588
25.133	

- 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	25.735
25.109	25.1591
25.113	

- 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)

2.1.4.2 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.

2.1.4.3 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 initially 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.

2.1.4.4 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

2.1.4.5 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	§ 25.481(a)(c) amended by SC A-2 for §25.481(a)
§ 25.25	§ 25.483
§ 25.117	§ 25.485
§ 25.147	§ 25.489
§ 25.161	§ 25.491
§ 25.177 amended by SC-F16	§ 25.571(a)(b)(e)
§ 25.235	§ 25.581
§ 25.251	§ 25.601
§ 25.301	§ 25.603
§ 25.302	§ 25.605
§ 25.303	§ 25.607
§ 25.305(a)(b)(c)(e)(f)	§ 25.609
§ 25.307(a)(d)	§ 25.613
§ 25.321(a)(b)(c)(d)	§ 25.619
§ 25.331(a)(b)(c)	§ 25.623
§ 25.333(a)(b)	§ 25.625
§ 25.335(a)(c)(d)(e)(f) amended by SC A5003 for (b) and SC A-2 for (e)	§ 25.629
§ 25.337	§25.631
§ 25.341(a)(b)	§ 25.651

§ 25.343(a)(b)	§ 25.683
§ 25.345(a)(b)(c)(d)	§ 25.899
§ 25.349(a)(b) amended by SC A-2.2.2 for 25.349(a)	§ 25.903(d)(1) (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	§ 25.261
§ 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/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.

2.1.4.6 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

§25.479(a)(c)(d)

§25.305(a)(b)

§25.481(a)(c)

§25.321

§25.489

§25.331(a)(b)(c)(1)

§25.801(d)

§25.341(a)

§25. 803(c)

§25.351

§25. 807(g) amended by CRI E-4001 and
demonstrated through ESF CRI D-03

§25.473

§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).

2.1.4.7 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).

2.1.4.8 对于选用此构型(CRI E-31)的所有型别, 空客自愿满足欧洲航空安全局第 0 号修正案水平的 CS25.562。 Airbus Elect to Comply to CS25.562 at Amdt 0 when this option is selected (CRI E-31)

2.1.4.9 A319-151N, -153N, -171N 的审定基础/Certification basis for A319-151N, -153N, -171N

A319-151N, -153N, -171N 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 A319-151N, -153N, -171N is revised by CRI A-0001-002. For the definition of the affected areas and requirements please refer to the CRI.

CS 25 Amdt 15 for

§25.23 (a) (b)	§25.951 (a) (b) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.
§25.25 (a) (b)	§25.951(c) amended by SC E-37 (Water/Ice in Fuel System), for pylon area only.
§25.27	§25.952 (a) (b) (for pylon area)
§25.101	§25.954
§25.109	§25.955 (a)
§25.113	§25.961 (a) (b)
§25.115	§25.963 (a)
§25.117	§25.969
§25.143(k)	§25.971 (a) (b) (c)
§25.145 (a)	§25.981 for pylon area only
§25.147	§25.993 (a) (b) (c) (d) (e) for Engines and Pylon area only.
§25.149	§25.994 for fuel system component in the pylon and powerplant system area
§25.161	§25.995 for engine and pylon areas only
§25.171 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.997 (a) (b) (c) (d)
§25.173 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.999 (a) (b)
§25.175 replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.1001

§25.177 with subparagraphs (b) and (c) replaced by SAneo SC B-04 (Static Directional, Lateral and Longitudinal Stability and Low Energy awareness)	§25.1011 (a) (b)
§25.181	§25.1013 (a) (b) (c) (d) (e) (f)
§25.201 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds)	§25.1015 (a) (b)
§25.203 replaced by SAneo SC B-01 (Stalling and scheduled operating speeds),	§25.1017 (a) (b)
§25.231	§25.1019 (a)
§25.233	§25.1021 (a) (b)
§25.235	§25.1023 (a) (b)
§25.251	§25.1025 (a) (c)
§25.301 (a) (b) (c)	§25.1041
§25.302 (for new or modified parts)	§25.1043(a)(b)(c)
§25.303 (for new or modified parts)	§25.1045 (a) (b) (c)
§25.305 (a) (b) (c) (e) (f) (for new or modified parts)	§25.1091 (a) (b) (c) (d) (e)
§25.307 (a) (d) (for new or modified parts)	§25.1093 (b)
§25.321 (a) (b) (c) (d)	§25.1103 (b) (c) (d)
§25.331 (a) (b) (c)	§25.1121 (a) (b) (c) (d) (f) (g)
§25.333 (a) (b)	§25.1123 (a) (b) (c)
§25.335 (a) (b) (c) (d) (e) (f) with sub- paragraph (b) replaced by Legacy SC B- 14 (Design Dive Speed Vd) and sub- paragraph (e) amended by Legacy SC A- 2 (Stalling speeds for structural design)	§25.1141 (a) (b) (c) (d) (e) (f)
§25.337 (a) (b) (c) (d)	§25.1143 (a) (b) (c) (d) (e)
§25.341(a)(b)(c)	§25.1145 (a) (b) (c)
§25.343 (a) (b) (for new or modified parts)	§25.1155 (a) (b) (c) (d) (e)
§25.345 (a) (b) (c) (d)	§25.1163 (a) (b) (c)
§25.349 §25.349(a) amended by SC A- 2.2.2.2 (b)	§25.1165 (a) (b) (c) (e) (f) (h)
§25.351	§25.1167 (a) (b) (c)
§25.361 (a) (b)	§25.1181 (a) (b)
§25.362 (a) (b) (for new or modified parts)	§25.1182 (a) (b)
§25.363 (a) (b)	§25.1183 (a) (b) (c)
§25.365 (a) (b) (c) (d) (e)(1) (for new or modified parts)	§25.1185 (a) (b) (c)
§25.367 (a) (b)	§25.1187 (a) (b) (c) (d) (e)
§25.371	§25.1189 (a) (b) (d) (e) (f)

§25.373 (a) (b)	§25.1191 (a) (b)
§25.391 (a) (b) (c) (d) (e)	§25.1193 (a) (b) (c) (d) (e)(1)(2) amended by SAneco SC E-45 (Engine Cowl Retention)
	§25.1193(e)(3) amended by SAneco SC E-45 (Engine Cowl Retention)
§25.427 (a) (b) (c) (d)	§25.1195 (a) (b) (c)
§25.1197(a)(b)	
§25.445 (a) (b)	§25.1199 (a) (b) (c) (d) (e)
§25.457	§25.1201 (a) (b)
§25.459	§25.1203 (a) (b) (c) (d) (e) (f) (g)
§25.471 (a) (b)	§25.1207 (a) (b) (c) (d)
§25.473 (a) (b) (c) (d) (e)	§25.1305(a)(c)(d)
§25.479 (a) (c) (d) amended by Legacy SC A-2 for § 25.479(a)	§25.1309 (for new 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)
§25.481 (a) (c) amended by Legacy SC A-2 for § 25.481(a)	§25.1316 (a) (b) (c)
§25.483 (a) (b)	§25.1337 (a) (c) (d)
§25.485 (a) (b)	§25.1353 (a) (b) (for engine and pylon areas)
§25.489	§25.1355 (c)
§25.491	§25.1357 (a) (for newly designed systems)
§25.493 (b) (c) (d) (e)	§25.1401 (b)
§25.495	§25.1403
§25.499 (a) (b) (c) (d) (e)	§25.1419 (a) (b) (c) (d) (e) (f) (g) (h) for engine air intake protection
§25.503 (a) (b)	§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
§25.507 (a) (b) (c)	§25.1438 (for newly designed equipment)
§25.509	§25.1459 (a) (b) (c) (d) amended by Legacy CRI S72 (HC-S72 – Flight recorders)
§25.511	§25.1461 (a) (b) (c) (d) For newly designed equipment
§25.519 (a) (b) (c)	§25.1501(a) (b)
§25.571 (a) (b) (c) (d) (e) (for new or modified parts)	§25.1503
§25.581 amended by Legacy CRI SE2004 (SC S75 – Lightning protection indirect effects) for pylon and nacelle areas	§25.1507
§25.601 (for new or modified parts)	§25.1511
§25.603 (a) (b) (c) (for new or modified parts)	§25.1513

§25.605 (a) (b) (for new or modified parts)	§25.1515
§25.607 (a) (b) (for new or modified parts)	§25.1517
§25.609 (a) (b) (for new or modified parts)	§25.1519
§25.611 (a)	§25.1521 (a) (c) (d)
§25.613 (a) (b) (c) (d) (e) (f) (for new or modified parts)	§25.1525
§25.619 (a) (b) (c) (for new or modified parts)	§25.1527
§25.623 (a) (b) (for new or modified parts)	§25.1531
§25.625 (a) (b) (c) (d) (for new or modified parts)	§25.1533
§25.629 (a) (b) (c) (d) (e)	§25.1535 (a) (b) (c)
§25.631 (for new or modified parts)	§25.1549 (a) (b) (c) (d) amended by SAneo ESF E-51 (Oil temperature indication)
§25.651 (for new or modified parts)	§25.1551
§25.671 (a) (b) (c) (d) amended by legacy CRI F7 (SC F9 - Dual Control System)	§25.1553
§25.731 (a) (b) (c)	§25.1557 (b)
§25.733 (b) (c) (d)	§25.1581
§25.777(i) Sub-paragraph (b) amended by SAneo CRI B-03 (Motion and Effect of Cockpit Control)	§25.1583 (a) (b) (c) (d) (e) (f) (h) (i) (k)
§25.779	§25.1585
§25.831 (a) (e)	§25.1587
§25.841 (a)	§25.1591
§25.851(b)(c)	§25.1593
§25.855(c)	§25.1701 (a) (b) (c) for engines and pylon areas
	§25.1703 (a) (b) (d) (e) for engines and pylon areas
§25.863 (a) (b) (c) (d)	§25.1705 (a) (b) for engines and pylon areas
§25.865	§25.1707 (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) for engines and pylon areas
§25.867 (a) (b)	§25.1709 (a) (b) for engines and pylon areas
§25.869 (a) (b) (c)	§25.1711 (a) (b) (c) (d) (e) for engines and pylon areas
§25.899 amended by Legacy CRI SE2004 (SC S75 – Lightning protection indirect effects), for Pylon and Nacelle areas only	§25.1713 (a) (b) (c) for engines and pylon areas
§25.901 (a) (b) (c) amended by SAneo SC E-45 (Engine Cowl Retention),	§25.1715 (a) (b) for engines and pylon areas
§25.903 (a) (b) (c) (d) (e)	§25.1717 for engines and pylon areas
§25.904	§25.1719 for engines and pylon areas
§25.933 (a)	§25.1723 for engines and pylon areas

§25.934 amended by SAneco ESF E-43
(Thrust Reverser Testing).

§25.939 (a) (c)

§25.943

§25.1725 (a) (b) for engines and pylon areas

§25.1727 for engines and pylon areas

§25.1731 (a) (b)

CS 25 Amdt 13 for

§25.963(e) (1)

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

CS25 Amdt 8 for

§25.683 (b)

CS 25 Amdt 2 for:

§25.21 with sub-paragraph (b) added by
SAneco SC B-01 (Stalling and Scheduled
Operating Speeds)

§25.103 replaced by SAneco SC B-01
(Stalling and Scheduled Operating
Speeds)

§25.105

§25.123

§25.125

§25.143

Sub-Paragraphs (j), (k), (l) added by
SAneco SC B-03 (Motion and Effect of
Cockpit control), Sub-paragraph (h)
added by SAneco SC B-07 (Flight
envelope protection), Sub paragraph (i)
added by SAneco SC B-08 (Normal Load
factor limiting System).

§25.107

§25.207 replaced by SAneco SC B-01
(Stalling and scheduled operating
speeds).

§25.111

§25.237

§25.119

§25.253

§25.121

§25.1419

CS25 Amdt 1:

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

JAR 25 Chg 14 for:

§25.145 (b) (c)

§25.365 (e)(2), (e)(3)

§25.1423 (a) (b) (c) (d) (e) (f) (g)

§25.1583 (j)

JAR 25 Chg 13 for

§25.365 (f) (g)

§25.735 (a) (f) (g) (h) amended by

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

Legacy CRI SE3003 (SC S-79 - Brake requirements, qualification and testing – A321)

§25.853(a) (1)

JAR 25 Chg 12 for

§25.853(c)

JAR 25 Chg 11 for

§25.561 (a) (b) (c)

§25.563

§25.672 (a) (b) (c)

§25.677 (b)

§25.703 (a) (b) (c)

§25.721 (a) (b) (c)

§25.729 (b) (c) (d) (e) (f)

§25.735 (b) (c)

§25.771 (e)

§25.1337 (b)

§25.783 (a) (b) (c) (e) (f) (g)

§25.791

§25.801

§25.807 (a) (b) (c) (d)

§25.809 (a) (b) (c) (d) (e) (f)

§25.843 (a)

§25.853 (a)

§25.899 amended by Legacy CRI SE2004 (SC S75 – Lightning protection indirect effects)

§25.959

§25.963 (d) (e)

§25.967 (d)

§25.975 (a)

§25.981 for all paragraph except (a) (3) in all areas except engine and pylon areas

§25.1309 amended by Generic CRI D-0332-001 (Towbarless Towing) For systems adaptations.

§25.1315

§25.994 for all areas except engine and pylon areas

§25.1301

§25.1321 (d)

§25.1322 (a) (b) (c) (d) amended by generic CRI D-0332-001 (Towbarless Towing)

§25.1323 (a) (b) (c)

§25.1325 (b) (d) (e)

§25.1329 (f) amended by:

Legacy CRI S30 (Automatic Flight/Flight Management Functions),

§25.1351 (a) (b) (d) where (d) is replaced by Legacy SC-S52 (Operation without normal Electrical power)

§25.1353 (a) (b) (for all areas except pylon and engine)

§25.1359

§25.1363 (a) (b)

§25.1419 (a) (b) (c) (d) amended by AMC F-14 for all ATA300 areas except Engine Air intake protection and Wing ice shapes

§25.1431 (for system adaptations)

§25.1435 (a) (b) (c) (d)

§25.1457 (a) (b) (c) (d) (e) (f) (g)

§25.1529 amended by SC H-01

§25.901 (c)

§25.939 (a)

§25.1521

§25.1527

2.1.4.10 对于 ACJ319neo 修订的审定基础/Certification basis revised for ACJ319neo.

审定基础是由 A319-153N 对应的审定基础由以下修订而成:

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

CS25 Amdt 16 for the following chapters

§25.23

§25.957

§25.25	§25.959
§25.27	§25.963(a)(b)(c)(e)(1)(d)(1)(3)(4)(e)(1)(2)(f)
§25.29	§25.965(a)(b)(c)(d)
§25.101(c)(d)(e)(f)(h)	§25.967(a)(b)(e)
§25.109(a)(b)	§25.969
§25.113(a)(b)	§25.971(a)(b)(c)
§25.115(a)(b)	§25.975(a)
§25.117	§25.977(a)(c)(d)
§25.147(c)(d)	§25.979(b)(c)(d)(e)
§25.175 replaced by SC B-04	§25.981(a)(d)
§25.201 replaced by SC B-01	§25.993(a)(b)(c)(d)(e)(f)
§25.203 replaced by SC B-01	§25.994
§25.235	§25.995(b)
§25.301(a)(b)(c)	§25.999(a)(b)
§25.302	§25.1001(a)(b)
§25.303	§25.1141(a)(b)(c)(d)(f)
§25.305(a)(b)(c)(e)(f)	§25.1189(h)
§25.307(a)	§25.1301(a)(b)
§25.321(a)(b)(c)(d)	§25.1302(a)(b)(c)
§25.331(a)(b)(c)	§25.1305(a)(2)
§25.333(a)(b)	§25.1309(a)(b)(c)(d)
§25.335(a)(b)(c)(d)(e)(f), (b) amended by SC B14 and (e) amended by SC A2	§25.1310
§25.337(a)(b)(c)	§25.1315
§25.341(a)(b)(c)	§25.1316(a)(b)(c)
§25.343(a)(b)(1)(2)(3)	§25.1337(b)
§25.351(a)(b)(c)(d)	§25.1353(a)(b)
§25.361(a)	§25.1381(a)(2)(ii)(b)
§25.362(a)(b)	§25.1431(a)(c)(d)
§25.363(a)(b)	§25.1511
§25.365(a)(b)(d)(e)(f)	§25.1517
§25.367(a)(b)	§25.1519
§25.371	§25.1527
§25.373(a)(b)	§25.1533
§25.391(a)(b)(d)(e)	§25.1535(a) and AMC 20-6 rev 2
§25.427(a)(b)(d)	§25.1543(b)
§25.445(a)	§25.1553
§25.457	§25.1555(a)(c)
§25.459	§25.1581
§25.471(a)(b)	§25.1583(c)(f)(h)
§25.473(a)(b)(c)(d)(e)	§25.1585(a)(b)(c)(e)(f)
§25.479(a)(c)(d) amended by SC A2	§25.1587
§25.481(a)(c), (a) amended by SC A2	§25.1591
§25.483(a)(b)	§25.1703(a)(1)(2)(3)(4)(b)(d)
§25.485(a)(b)	§25.1705(a)(b)(4)(9)(16)
§25.489	§25.1707(a)(b)

§25.491	§25.1709(a)(b)
§25.493(b)(c)(d)(e)	§25.1711(a)(b)(c)(e)(1)
§25.495	§25.1713
§25.499(a)(b)(c)(d)(e)	§25.1715(a)(b)
§25.503(a)(b)	§25.1719
§25.507(a)(b)	§25.1721(b)
§25.509(a)(c)(d)	§25.1723
§25.511(a)(b)(c)(d)(e)(f)	§25.1725(b)
§25.519(a)(b)(c)	
§25.561(a)(b)(c)(d)	
§25.571(a)(b)(c)(e)	
§25.581(a)(b)(c)	
§25.611	
§25.619	
§25.625	
§25.629(a)(b)(c)(d)(e)	
§25.631	
§25.721(b)	
§25.723(b)	
§25.733(b)(c)	
§25.777(a)	
§25.843(a)	
§25.851(b)(2)	
§25.855(a)(c)(e)(f)(g)(h)(1)(2)(3)	
§25.857	
§25.858	
§25.863(a)(b)(c)(d)	
§25.869	
§25.899(a)(b)	
§25.901(c)	
§25.903(c)(d)(1)	
§25.943	
§25.951(c)	
§25.952(a)	
§25.954(a)(b)(c)	
CS 25 Amdt 11 for the following chapters	
§25.101(c)(d)(e)(f)(g)(h)	§25.671(c)
§25.109(a)(b)	§25.855(c)(e)(1)
§25.113(a)(b)	§25.901(b)(c)
§25.115(a)(b)	§25.1001(a)(b)
§25.117	§25.1301(a)(1)(2)(3)
§25.143(i) introduced by SC B-08	§25.1309(a)(b)
§25.251	§25.1519
§25.305(a)(b)	§25.1533(a)
§25.307(a)	§25.1527
§25.335(b)	§25.1581(a)(b)

§25.365(e)	§25.1587(b)
§25.561(b)(3)	§25.1591(b)
§25.601	
CS 25 Amdt 2 for the following chapters	
§25.21(a)(c)(d)	§25.121(a)(b)(c)
§25.103 replaced by SC B-01	§25.123
§25.105(a)	§25.125(a)(b)
§25.107(a)(b)(c)(d)(e)(f)(g)	§25.143(a)(b)(3)(g)
§25.111(a)(b)(c)(d)	§25.253(a)
§25.119	§25.1419(b)
JAR 25 Change 13 for the following chapters	
§25.365(e)(2)(3)(f)(g)	
JAR Change 11 for the following chapters	
§25.571(a)(3)(c)	§25.1309(a)(b)(c)(d)(g)
§25.672	§25.1351(a)
§25.689(f)	§25.1353(b)
§25.775(a)(b)(c)(d)	§25.1529 amended by SC H-01
§25.1103(d)	§25.1541
§25.1301(a)(b)(c)(d)	§25.1557(a)

2.1.4.11 对于安装 160139“乘客信息标牌”设计更改的型别，空客自愿满足欧洲航空安全局第 20 号修正案水平的 CS25.791。

For all models Airbus Elect To Comply with CS25.791 at Amdt 20 when Mod 160139 “Passenger information signs and placards” is installed.

2.1.4.12 对于所有型别空客自愿满足欧洲航空安全局初版 CS-ACNS Subpart B Section 2 数据链服务和 Subpart D 对选装更改安装收发机目的是回答 SES 强制要求定义在(EU) No 1207/2011 并于 2014 年 9 月 26 日由(EU) No 1028/2014 修订。(选装)

For all models Airbus Elect To Comply with CS-ACNS Subpart B Section 2 Data Link Services, Initial issue & Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014. (Optional)

2.1.4.13 对于安装 167577 设计更改的型别，空客自愿满足欧洲航空安全局第 22 号修正案水平的 25.0795(a)(1)(2) 和 25.0795(c)(3)(ii)。

For all models Airbus Elect To Comply with CS25 Amdt 22 25.0795(a)(1)(2) and 25.0795(c)(3)(ii) when modification 167557 is installed.

2.1.4.14 对于安装 MOD 166219 ELT-DT 设备构型的飞机：CS-ACNS 第 3 版，E 分部第 3 节

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

当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A319N*飞机时，CS 25.705 条款修正案 24 适用。

*产品型别见第四部分第 1 章节

When MOD 163425, MOD 166357 and MOD 168149 are installed on A319N*, CS 25.705 is applicable at Amendment 24.

* See models listed in Section 4 paragraph 1

2.1.5. 专用条件/Special Conditions

2.1.5.1 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: 覆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	无正常电源的运行/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 (间接效应) /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

2.1.5.2 对于 A319 制订的专用条件:

The following Special Conditions developed 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)

2.1.5.3 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)

2.1.5.4 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).

2.1.5.5 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).

2.1.5.6 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).

2.1.5.7 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	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 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
SC D-15	飞行员控制模式的 TaxiBot 操作/Pilot Control Mode TaxiBot Operations
SC F-119	飞机系统和网络的安保防护 Security protection of Aircraft systems and networks
SC F-GEN-01	非充电式锂电池的安装/Installation of non-rechargeable lithium batteries
SC D-24	在座椅靠背安装安全气囊（选装）

SC D-27	Installation of Airbags in the backrest of seats (optional) 安装三点约束和预紧系统（选装）
SC D-19	Installation of Three Point Restraint & Pretensioner System (optional) 在动态座椅加入惯性锁定系统（选装）
SC D-08	Incorporation of Inertia Locking Device in Dynamic Seats (optional) 安装客舱机组使用的个人电子设备充电座（选装）
SC D-28	Installation of Personal Electronic Device Charging Stowage for Cabin Crew Use (optional) 安装倾斜座椅
SC F-37	Installation of oblique seats (optional) 在SATCOM网络适用ATN
SC F-MULTI-04	ATN over SATCOM 可充电锂电池安装
	Rechargeable Lithium Battery Installations

2.1.5.8 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.

2.1.5.9 A319-151N/-153N/-171N 的专用条件

Special Conditions for A319-151N/-153N/-171N

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

F-13	Engine Cowl Retention 燃油系统低油量指示-燃油耗尽 Fuel System Low Level Indication - Fuel Exhaustion
E-55*	风扇叶片丢失 Fan Blade Loss

*仅适用安装 CFM 发动机的型号

*Only applicable to CFM models

2.1.5.10 以下为之前型号制定的专用条件也适用于 A319-151N/-153N/-171N 的受影响区域

The following special conditions developed for previous models are also applicable to the A319-151N/-153N/-171N 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-4002 (SC A2)	结构设计失速速度 Stalling Speeds for structural design
B-14	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（间接效应） Lightning protection indirect effects
SE4003 (SC S-79)	刹车要求、品质和试验

Brake requirements, qualification and testing

2.1.6. 豁免/Exemptions

没有豁免/No exemptions

2.1.7. 偏离/Deviations

ACNS-B-GEN-01 从要求的 CPDLC 下载信息列表中移除 DM89 监控信息（选装）
Removal of DM89 MONITORING message from the required
CPDLC downlink messages list (optional)

2.1.8. 等效安全/Equivalent safety findings

2.1.8.1 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 ").

2.1.8.2 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）
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	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)
JAR 25.812(b)(1)(ii)	Improved flammability standards for insulation materials (CRI E18) 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)
CS 25.795(a)(1)	在驾驶舱边界部分区域应用减少的入侵载荷 (选装) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) (optional)
CS25.811(e)(4)	用于应急出口标记的绿色箭头和“开”标牌 (选装) Green Arrow and “Open” placard for Emergency Exit Marking (SE-63) (optional)
CS 25.251(b)	振动/抖振 对于大型外部天线符合性准则 (选装) Vibration/buffeting compliance criteria for large external antenna (B-17) (optional)
JAR 25.1441(c)	机组人员判定乘客氧气系统中的氧气量 (选装) Crew Determination of Quantity of Oxygen in Passenger Oxygen System (F-122) (optional)
JAR 25.1443(c)	乘客补充氧气的最小流量 (选装) Minimum Mass Flow of Passenger Supplemental Oxygen (F-125) (optional)

2.1.8.3 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))
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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.

2.1.8.4 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))

2.1.8.5 针对 A319-151N/-153N/-171N 制定了以下等效安全

The following Equivalent Safety Findings have been developed for the A319-151N/-153N/-171N

CS25.934, CS-E 890	E-43	反推测试 Thrust Reverser Testing
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
CS25.997(d)	E-49*	燃油滤位置 Fuel Filter Location
CS25.1181(a)	E-44**	风扇区域不是火区 Fan Zone as non fire zone

*仅适用安装 CFM 发动机的型号

*Applicable to CFM models only

**仅适用安装 IAE 发动机的型号

**Applicable to IAE models only

2.1.8.6. 以下为之前型号制定的 ESF 也适用于 A319-151N, -153N, -171N 的受影响区域

The following ESF developed for previous models are also applicable to the A319-151N, -153N, -171N 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

2.2. 环境要求/Environmental Requirements

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

2.3. 中国民用航空局附加技术条件/CAAC Additional Technical Conditions

以下要求适用于 A319-111、A319-112、A319-115、A319-131、A319-132、A319-133、A319-151N、A319-153N、A319-171N: /The following requirements should apply to the A319-111, A319-112, A319-115, A319-131, A319-132、A319-133 and A319-151N、A319-153N, A319-171N:

应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的任何修订版本，本 TC 持有人都应表明对其适用部分的符合性。

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections. 根据 CAAC 文件 CAO No. 2012-30，应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

确定中华人民共和国国家标准“3 号喷气燃料”（GB6537）的使用条件。

The acceptance of fuel conforming to National Standard of the People’s Republic of China “No.3 Jet Fuel” (GB6537) must be defined.

CAAC 专用条件 / CAAC Special Conditions*

SC-25-092 跑道冲出感知与告警系统*
Runway overrun awareness and alerting systems*

*当 MOD 163425、MOD 166357 和 MOD 168149 安装于 A320N**系列飞机时，专用条件 SC-25-092 适用。

**产品型别见第四部分的第 1 章节。

When MOD 163425, MOD 166357 and MOD 168149 are installed on A320N** series, CAAC Special Condition SC-25-092 is applicable.

**see models listed in Section 4 paragraph1

CAAC 豁免 / CAAC Exemptions

E-23 空客 A320 系列飞机对 CCAR-25-R4 第 25.841(a)(2)(3)款要求豁免
Airbus A320 Family Aircraft Exemption from the Requirements of CCAR-25-R4
Paragraph 25.841(a)(2)(3)

2.4 生产依据/ Production Basis:

生产许可证编号: EASA.21G.0001

Production Certificate No. EASA.21G.0001

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations

3.1. 型号设计定义/Type Design Definition

3.1.1 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)

3.1.2 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)

3.1.3 保留/Reserved

3.1.4 保留/Reserved

3.1.5 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)

3.1.6 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)

3.1.7 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)

3.1.8 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)

3.1.9 合格审定型别 / Certificated models: A319-151N

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

00J000A5025/C20

3.1.10 合格审定型别 / Certificated models: A319-153N

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

00J000A5240/C00

3.1.11 合格审定型别 / Certificated models: A319-171N

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

00J000A5022/C20

3.2. 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.

3.3. 设备/Equipment

A319-111

经批准安装的设备列于文件号为 00J000A0012/C0S 最新批准版次的审定标准设备清单中

Equipment approved for installation is listed in the Certification Standard Equipment List 00J000A0012/C0S at latest approved issue.

A319-112

经批准安装的设备列于文件号为 00J000A0004/C0S 最新批准版次的审定标准设备清单中

Equipment approved for installation is listed in the Certification Standard Equipment List 00J000A0004/C0S at latest approved issue.

A319-115

经批准安装的设备列于文件号为 00J000A0115/C0S 最新批准版次的审定标准设备清单中

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

A319-131

经批准安装的设备列于文件号为 00J000A0131/C0S 最新批准版次的审定标准设备清单中

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

A319-132

经批准安装的设备列于文件号为 00J000A0132/C0S 最新批准版次的审定标准设备清单中

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

A319-133

经批准安装的设备列于文件号为 00J000A0133/C0S 最新批准版次的审定标准设备清单中

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

审定标准设备清单不适用于 A319-151N/-153N/-171N

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

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”.

3.4. 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

3.5. 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 (MOD24932)

A319-112

2 台 CFMI 发动机/Two CFMI CFM56-5B6 (MOD25287) or
CFM56-5B6/2 (MOD25530)

A319-115

2 台 CFMI 发动机/Two CFMI CFM56-5B7 (MOD27567)

A319-131

2 台 IAE 发动机/Two IAE V2522-A5 (MOD26152)

A319-132

2 台 IAE 发动机/Two IAE V2524-A5 (MOD26298)

A319-133

2 台 IAE 发动机/Two IAE V2527M-A5 (MOD27568)

A319-151N

2 台 CFMI 发动机/Two CFMI LEAP-1A24 (MOD 161004)

A319-153N

2 台 CFMI 发动机/Two CFMI LEAP-1A26 (MOD 165511)
LEAP-1A26E1 (MOD 166794)

A319-171N

2 台 IAE 发动机/Two IAE PW1124G-JM (MOD161001)

ACJ319 NEO

2 台 CFMI 发动机/Two CFMI LEAP-1A26CJ jet engines (MOD 165333)

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;
The CAAC VTC No. of LEAP -1A engine is VTC VTC0348E, R1.

LEAP-1A 发动机 CAAC VTC 证书编号 VTC0348E, R3
The CAAC VTC No. of LEAP -1A engine is VTC VTC0348E, R3.

PW1100G-JM 发动机 CAAC VTC 证书编号 VTC0329E, R4。

The CAAC VTC No. of PW1100G-JM engine is VTC0329E, R4.

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 characteristics 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.

11 如果在安装 CFM LEAP-1A26 发动机的 A319-153N 安装 MOD 166794 (变爬升率), 则发动机型号变为 LEAP-1A26E1

If modification 166794 (extended corner point) is installed on the A319-153N equipped with CFM LEAP-1A26 engines then the engine model is changed to LEAP-1A26E1.

12 如果在安装 CFM LEAP-1A26 发动机的 A319-153N 安装 MOD 165333 (变爬升率), 则发动机型号变为 LEAP-1A26CJ

If modification 165333 is installed on the A319-153N equipped with CFM LEAP-1A26 engines, then the engine model is changed to LEAP-1A26CJ

3.6. 辅助动力装置/Auxiliary Power Unit

APU GARRETT

GARRETT 公司, 型号 GTCP 36-300(A)

The GARRETT AIRESEARCH GTCP 36-300 (A) installation is defined by mod 20020

(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.

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

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.

3.7. 螺旋桨/Propellers

不适用/N/A

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

燃油/Fuel

ENGINES	KEROSENE DESIGNATION
CFM56: Installation document CFM 2026 or CFM 2129)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE V2500: IAE Standard Practices and processes Manual IAE 0043	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B**, JP 4**, TS-1*, RT(GOST), F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII, AVCAT/FSII
IAE PW1100G-JM: (Service Bulletin PW1000G -100-73 00-0002-00A930AD)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII
CFMI LEAP-1A: Service Bulletin LEAP 1A S/B 73-0001	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), TS-1(GOST), RT(GOST), AVTUR, AVTUR/FSII, AVCAT/FSII

上述燃油也适用于辅助动力装置。

The above mentioned fuels are also suitable for the APU.

详细的批准燃油规范参见耗材清单

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

燃油规范：见安装手册：CFM 2026 或者 CFM 2129 或者 IAE 0043 或者 Service Bulletin PW1000G – 1000 – 73 – 00 – 0002 00A930AD

* 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)

** 未批准 JET B 和 JP 4 燃油用于安装喷射泵的航空器(modification 154327)

JET B and JP 4 fuels are not authorized for use in aircraft fitted with jet pumps (modification 154327)

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	CFMI-LEAP-1A24 CFMI-LEAP-1A26 CFMI-LEAP-1A26E1	PW1124G-JM
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经批准的滑油 Approved Oils	SB CFMI 79-001-OX	See doc IAE 0043 Sect 4.9 (MIL-L- 23699)	Service Bulletin LEAP-1A S/B 73- 0001	Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D
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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	PW1124G-JM	CFMI-LEAP-1A24 CFMI-LEAP-1A26 CFMI-LEAP-1A26E1
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 – 79 – 00 – 0002 - 00A - 930A – D	Service Bulletin LEAP- 1A S/B 73-0001

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

3.9. 燃油量/Fuel Quantity

燃油量/Fuel Quantity (0.8kg/liter)

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

A319-111/-112/-113/-114/-115/-131/-132/-133 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 箱/ACT			2992 (2393)	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)

(*) 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

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

A319-151N/-153N/-171N aircraft

油箱/TANK	3 油箱飞机/ 3 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)
机翼/ WING	15 476.7 (12 427.8)	58.9 (47.3)
中央/ CENTER	8 248.0 (6 623.1)	23.2 (18.6)
总计/ TOTAL	23 742.7 (19 050.9)	82.1 (65.9)

A319-153N 安装设计更改 163214 (ACJ319 NEO)A319-153N equipped with modification 163214 (ACJ319 NEO)

油箱/TANK	3 油箱飞机/ 3 TANK AIRPLANE		4 油箱飞机/ 4 TANK AIRPLANE		5 油箱飞机/ 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 fuelliters (kg)
机翼/ WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
中央/ CENTER	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
附加前油箱 /FWD						

附加后油箱 1/AFT 1			3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
附加后油箱 2/AFT 2					2186 (1755.4)	22 (17.7)
附加后油箱 3/AFT 3						
附加后油箱 4/AFT 4						
总计/ TOTAL	23724.7 (19050.9)	82.1 (65.9)	26845.7 (21557.1)	99.1 (79.6)	29031.7 (23312.5)	121.1 (97.2)

油箱/TANK	6 油箱飞机燃油次序 A/ 6 TANK AIRPLANE Fuel Sequence A		6 油箱飞机燃油次序 B/ 6 TANK AIRPLANE Fuel Sequence B		6 油箱飞机燃油次序 C/ 6 TANK AIRPLANE Fuel Sequence C	
	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 fuelliters (kg)
机翼/ WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
中央/ CENTER	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
附加前油箱 /FWD			3121 (2506.2)	17 (13.6)		
附加后油箱 1/AFT 1	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
附加后油箱 2/AFT 2	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)
附加后油箱 3/AFT 3	2186 (1755.4)	22 (17.7)				
附加后油箱 4/AFT 4					3046 (2445.9)	12 (9.6)
总计/ TOTAL	31217.7 (25067.8)	143.1 (114.9)	32152.7 (25818.6)	138.1 (110.9)	32077.7 (25758.4)	133.1 (106.9)

油箱/TANK	7 油箱飞机燃油次序 A/ 7 TANK AIRPLANE Fuel Sequence A		7 油箱飞机燃油次序 C/ 7TANK AIRPLANE Fuel Sequence C		8 油箱飞机燃油次序/ 8 TANK AIRPLANE Fuel Sequence	
	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 fuelliters (kg)
机翼/ WING	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)	15476.7 (12427.8)	58.9 (47.3)
中央/ CENTER	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)	8248.0 (6623.1)	23.2 (18.6)
附加前油箱 /FWD	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
附加后油箱 1/AFT 1	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)	3121 (2506.2)	17 (13.6)
附加后油箱 2/AFT 2	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)	2186 (1755.4)	22 (17.7)
附加后油箱 3/AFT 3	2186 (1755.4)	22 (17.7)			2186 (1755.4)	22 (17.7)
附加后油箱 4/AFT 4			3046 (2445.9)	12 (9.6)	3046 (2445.9)	12 (9.6)
总计/ TOTAL	34338.7 (27574)	160.1 (128.6)	35198.7 (28264.6)	150.1 (120.5)	35198.7 (28264.6)	172.1 (138.2)

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).

3 A319-153N 作为公务机（商业名称为 ACJ319 NEO）通过下列设计更改定义：

A319-153N for Corporate Jet use (commercially identified as ACJ319 NEO) are defined through the following set of modifications:

设计更改 163214: 在 A319NEO ACJ 安装最多 5 个附加油箱/modification 163214: Install up to 5 ACTs on A319NEO ACJ

设计更改 163216: 扩展飞行包线至 41000 英尺/modification 163216: Extend flight envelope up to 41000 ft

设计更改 162337: 扩展地面和飞行前重心限制/modification 162337: Extend ground and flight forward CG limitations

设计更改 23398: 在前客舱门安装登机梯/等级 modification 23398: Install stairs at fwd pax door.

设计更改 162193: 激活低客舱压力/modification 162193: Lower Cabin Altitude activation

设计更改 162338: 审定 ACJ319 NEO 设计重量包线/modification 162338: Certify Envelope for design weight of ACJ319 NEO

3.10. 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 18/10 *	230 215	中间进近/Intermediate approach 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） 195.5 kt (225 mph)

Tyres limit speed (ground speed)

3.11. 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)

39 800 (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)

如果实施 30748 号更改/if modification 30748 is embodied.

如果实施 163216 号更改 /if modification 163216 is embodied (A319-153N (ACJ319 NEO) only)

3.12. 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°C)/ Take-off (5 min)* (Flat rated 30°C)	9 786 daN (22 000 lbs)	10 453 daN (23 500 lbs)	12 010 daN (27 000 lb)
最大连续(额定 25°C)/ Maximum continuous (Flat rated 25°C)	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".

发动机/Engine	CFM LEAP-1A24	CFM LEAP-1A26 LEAP-1A26E1
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数据单/Data sheets	E00089EN (FAA) EASA.E.110	E00089EN (FAA) EASA.E.110
海平面静止推力/Static thrust at sea level		
起飞(5 分钟)(额定 30°C)/ Take-off (5 min)* (Flat rated 30°C)	10 680daN (24 010 lbs)	12 064 daN (27 120 lbs)
最大连续(额定 25°C)/ Maximum continuous (Flat rated 25°C)	10 676daN (24 000 lbs)	11 868 daN (26 680 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.

IAE 发动机/IAE Engines

发动机/Engine	V2522-A5	V2524-A5	V2527M-A5	PW1124G-JM
数据单/Data sheets	E40NE (FAA)	E40NE (FAA)	E40NE (FAA)	E87NE (FAA) EASA.IM.E.093
海平面静推力/Static thrust at sea level				
起飞(5 分钟)(统一额定 30°C)/ Take-off (5 min)*(Flat rated 30°C)	10 249 daN (23 040 lb)	10 889 daN (24 480 lb)	11 031 daN (24 800 lb)	10 782 daN (24 240 lbs)
最大连续(统一额定 25°C)/ Maximum continuous(Flat rated 25°C)	8 540 daN (19 200 lb)	8 540 daN (19 200 lb)	9 893 daN (22 240 lb)	10 691 daN (24 035 lbs)
批准的滑油/Approved oils	See Doc IAE 0043Sect 4.9(MIL-L 23 699)			Service Bulletin PW1000G – 1000 – 79 – 00 – 0002 - 00A - 930A – D

* 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

3.13. 最大审定质量/Maximum Certified Masses (Kg)

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

注释/Note:

1. MOD 160500 和 160080 仅针对 WV 00 至 WV 12 得到批准

MOD 160500 and 160080 are approved for WV 00 to WV 12, only

2. 对于 A319-111/-112/-113/-114/-131/-132, WV 01 可在型号批准同时随同基本重量变化一同审定

For A319-111/-112/-113/-114/-131/-132 models the WV 01 was certified concurrently with the basic WV at the time of the model's approval

3. 对于 A319-115/-133, WV 01 至 WV 05 可在型号批准同时随同基本重量变化一同审定

For the A319-115/-133 models the WV 01 to WV 05 were certified concurrently with the basic WV at the time of the model's approval

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

变量/VARIANT	050 MOD 161385	051* MOD 161386	052* MOD 161387	053* MOD 161388	054* MOD 161389	055* MOD 161390
最大滑行重量/ Max. Ramp Weight	64 400	64 400	70 400	70 400	75 900	75 900
最大起飞重量/ Max. Take-off Weight	64 000	64 000	70 000	70 000	75 500	75 500
最大着陆重量/ Max. Landing Weight	62 8000	63 900	62 800	63 900	62 800	63 900
最大零燃油重量/ Max. Zero Fuel Weight	58 800	60 300	58 800	60 300	58 800	60 300
最小重量/ Minimum Weight	39 600	39 600	39 600	39 600	39 600	39 600

注释/Notes:

*型别批准同时可选择重量变化随同基本重量变化一同审定/WV option certified concurrently with the basic WV at the time of the model's approval

针对实施了 MOD 163214, 163216, 162337, 23398 和 162193 的 A319-153N (作为 ACJ319neo 的特殊重量变量), 还审定了以下重量/In addition the following weight variant are also certified for the A319-153N equipped with modification 163214, 163216, 162337, 23398 and 162193 (ACJ319neo specific weight variants)

变量/VARIANT	110* MOD 160801	111* MOD 160802	112* MOD 160803	113* MOD 160804	114* MOD 160805	115* MOD 160806	116* MOD 160807
最大滑行重量/ Max. Ramp Weight	77 700	77 700	77 700	76 900	76 900	76 900	75 900
最大起飞重量/ Max. Take-off Weight	77 300	77 300	77 300	76 500	76 500	76 500	75 500
最大着陆重量/ Max. Landing Weight	63 900	62 800	63 900	63 900	62 800	63 900	63 900
最大零燃油重量/ Max. Zero Fuel Weight	60 300	58 800	53 800	60 300	58 800	53 800	53 800

注释/Notes:

ACJ319neo 重量变量不包括 A319-153N 的重量变量 050, 051, 052 and 053./A319-153N weight variants 050, 051, 052 and 053 are exclude from ACJ319neo wight variants

*和 ACJ319neo 同时获得批准的可选重量变量。/WV option certified concurrently at the time of ACJ319neo approval

3.14. 重心范围/Center of gravity range

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

3.15. 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

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

4.1935 米/meters

3.17. 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

3.18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

3.19. 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.

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.

对于 A319-115、A319-132、A319-133 A319-151N 和 A319-153N 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, A319-133, A319-151N and A319-153N 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.

ACJ319neo 作为绿构型飞机，其客舱在所有飞行阶段不能装载乘客和货物，除非批准另外的设计更改或 STC 移除此限制。

The Cabin of ACJ319neo (as green configuration) is limited to zero occupancy and no cargo (i.e. no occupancy and no cargo in cabin) during all phases of flight, unless a separate approved Modification or STC is embodied to remove the limitation.

3.20. 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.

3.21. 机轮和轮胎/Wheels and Tyres

对于 A319-111/-112/-113/-114/-115/-121/-132/-122，见服务通告 No. SB A320-32-1007

See SB A320-32-1007 for A319-111/-112/-113/-114/-115/-121/-132/-122

对于 A319-151N/-153N/-171N，见服务通告 No. SB A320-32-1439

See SB A320-32-1439 for A319-151N/-153N/-171N

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

4.1. 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

4.2. 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

- 《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 approved Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.

- 《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 Tolerant Airworthiness Limitation Items are provided in the approved A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2).

- 《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 the approved A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements).

- 《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 approved A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4.

- 《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 the approved A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5).

注释/Note:

对于没有安装鲨鳍小翼 A319-111/-112/-115/-131/-132/-133，安装更改 155789 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 A319-111/-112/-115/-131/-132/-133 models without sharklets, the embodiment of modification 155789 will lead 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.

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

空客符合性文件/Airbus Compliance Document 00J080A0001/C1S for A319-111/-112/-113/-114/-115/-131/-132/-133, 00J080A0002/C1S for A319-151N/-153N/171N

5. 注释/Notes

5.1. 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.

A319-115, -131, -132, -133 的基本设计定义就具有 IIIB 精密进近资格。

A319-115, -131, -132, -133 are qualified for Cat IIIB precision approach per basic design definition.

5.2. A319-151N, -153N 飞机应安装 MOD161765 的设计更改, 以支持 IIIB 精密进近。

For A319-151N, -153N, modification 161765 shall be installed to enable for Cat IIIB precision approach.

5.3. A319-111、A319-112、A319-115、A319-131、A319-132、A319-133 关于 CCAR-26 部和民航发[2012]30 号文 (CAO No 2012-30) 的符合性已确认。

For A319-111, A319-112, A319-115, A319-131, A319-132 and A319-133, compliance findings have been addressed for the requirements of CCAR-26 and Civil Aviation Order (CAO) No 2012-30.

第 5 部分 数据 (型别: A318 系列)

SECTION 5 DATA (Models: A318 SERIES)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	申请日期 APPLICATION DATE	批准日期 Approval Date	类别 category
A318-111	1998年12月11日/December 11 1998	2003年05月23日/May 23 2003	运输类航空器/Transport Category Aircraft
A318-112	1998年12月11日/December 11 1998	2003年05月23日/May 23 2003	运输类航空器/Transport Category Aircraft

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 December 21 2005, DGAC-F TC 180 remains a valid reference.

2. 认可审定基础和生产依据/ Certification Basis and Production Basis

CAAC的认可审定基础包括EASA的审定基础、CAAC的附加技术条件、专用条件、豁免和等效安全。

The CAAC validation certification basis consists of the EASA certification basis, the CAAC additional technical conditions, Special Conditions, Exemptions, and Equivalent Level of Safety.

2.1. EASA审定基础/EASA Certification Basis

2.1.1. 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.

2.1.2. 最初的适航当局型号合格证数据单编号/Initial Airworthiness Authority Type Certification 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

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

如下所述/See below

2.1.4. 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:

2.1.4.1 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 25.20	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 25.261 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 25.519 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 25.1591 第 14 次修订(在第 11 次修订时替代 JAR 25.131, 25.132, 25.133, 25.135, 25.1588)/Change 14
(replacing JAR 25.131, 25.132, 25.133, 25.135, 25.1588 at Change 11)

2.1.4.2 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.

2.1.4.3 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 initially published in AMJ 120-42/IL 20) and A318 ETOPS CRI:

- CRI G-22 ETOPS 批准 / approval

2.1.4.4 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

2.1.4.5 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).

2.1.4.6 对于选用此构型(CRI E-31)的所有型别,空客自愿满足欧洲航空安全局第 0 号修正案水平的 CS25.562。

Airbus Elect to Comply to CS25.562 at Amdt 0 when this option is selected (CRI E-31)

2.1.4.7 对于安装 160139“乘客信息标牌”设计更改的型别,空客自愿满足欧洲航空安全局第 20 号修正案水平的 CS25.791。

For all models Airbus Elect To Comply with CS25.791 at Amdt 20 when Mod 160139 “Passenger information signs and placards” is installed.

2.1.4.8 对于所有型别空客自愿满足欧洲航空安全局初版 CS-ACNS Subpart B Section 2 数据链服务和 Subpart D 对选装更改安装收发机目的是回答 SES 强制要求定义在(EU) No 1207/2011 并于 2014 年 9 月 26 日由(EU) No 1028/2014 修订。(选装)

For all models Airbus Elect To Comply with CS-ACNS Subpart B Section 2 Data Link Services, Initial issue & Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014. (Optional)

2.1.4.9 对于安装 167577 设计更改的型别，空客自愿满足欧洲航空安全局第 22 号修正案水平的 22 25.0795(a)(1)(2)和 25.0795(c)(3)(ii)。

For all models Airbus Elect To Comply with CS25 Amdt 22 25.0795(a)(1)(2) and 25.0795(c)(3)(ii) when modification 167557 is installed.

2.1.5. 专用条件/Special Conditions

2.1.5.1 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	无正常电源的运行/operation without normal electrical power
SC-S74	非正常姿态/abnormal attitudes
SC-S75	闪电防护（间接效应）/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

2.1.5.2 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

2.1.5.3 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)
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2.1.5.4 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

2.1.5.5 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
SC D-15	飞行员控制模式的 TaxiBot 操作/Pilot Control Mode TaxiBot Operations
SC F-119	飞机系统和网络的安保防护 Security protection of Aircraft systems and networks
SC F-GEN-01	非充电式锂电池的安装/Installation of non-rechargeable lithium batteries
SC D-24	在座椅靠背安装安全气囊 (选装) Installation of Airbags in the backrest of seats (optional)
SC D-27	安装三点约束和预紧系统 (选装) Installation of Three Point Restraint & Pretensioner System (optional)
SC D-19	在动态座椅加入惯性锁定系统 (选装) Incorporation of Inertia Locking Device in Dynamic Seats (optional)
SC F-37	在SATCOM网络适用ATN ATN over SATCOM
SC F-MULTI-04	可充电锂电池安装 Rechargeable Lithium Battery Installations

2.1.6. 豁免/Exemptions

没有豁免/No exemptions

2.1.7. 偏离/Deviations

ACNS-B-GEN-01 从要求的 CPDLC 下载信息列表中移除 DM89 监控信息（选装）
Removal of DM89 MONITORING message from the required
CPDLC downlink messages list (optional)

2.1.8. 等效安全/Equivalent safety findings

2.1.8.1 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”)

2.1.8.2 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).
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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)
CS 25.795(a)(1)	在驾驶舱边界部分区域应用减少的入侵载荷 (选装) Application of reduced Intrusion Loads in certain areas of the flight deck boundaries (D-31) (optional)
CS25.811(e)(4)	用于应急出口标记的绿色箭头和“开”标牌 (选装) Green Arrow and “Open” placard for Emergency Exit Marking (SE-63) (optional)
CS 25.251(b)	振动/抖振 对于大型外部天线符合性准则 (选装) Vibration/buffeting compliance criteria for large external antenna (B-17) (optional)

2.2. 环境要求/Environmental Requirements

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

2.3. 中国民用航空局附加技术条件/CAAC Additional Technical Conditions

以下要求适用于 A318-111、A318-112: The following requirements should apply to the A318-111 and A318-112: 应符合 CCAR-26 部《运输类飞机的持续适航和安全改进规定》的要求。对于未来 CCAR-26 部的任何修订版本, 本 TC 持有人都应表明对其适用部分的符合性。

CCAR-26-“Continued Airworthiness and Safety Improvements for Transport Category Airplanes” shall be complied

with. For any future CCAR-26 version, the holder of this TC shall demonstrate compliance with the applicable sections.
根据 CAAC 文件 CAO No. 2012-30, 应表明符合《关于运输类飞机点火源防护追溯要求的通知》的要求。
The CAAC document (CAO No. 2012-30) “The Retroactive Requirements for Transport Category Airplanes Ignition Source Protection” shall be complied with.

2.4 生产依据/ Production Basis:

生产许可证编号: EASA.21G.0001

Production Certificate No. EASA.21G.0001

3. 技术特征和使用限制/Technical Characteristics and Operational Limitations

3.1. 型号设计定义/Type Design Definition

3.1.1 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)

3.1.2 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)

3.2. 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.

3.3. 设备/Equipment

不适用/Not applicable.

3.4. 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

3.5. 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.

3.6. 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

3.7. 螺旋桨/Propellers

不适用/N/A

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

燃油/Fuel

ENGINES	KEROSENE DESIGNATION
CFM56: Installation document CFM 2129)	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B*, JP 4*, F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII*, AVCAT/FSII
PW6000: Installation document PWA-7707	JET A, JET A-1, JP5, JP8, No.3 Jet Fuel (GB6537), JET B*, JP 4*, F44, F34, AVTUR, AVTUR/FSII, AVTAG/FSII*, AVCAT/FSII

上述燃油也适用于辅助动力装置。

The above mentioned fuels are also suitable for the APU.

详细的批准燃油规范参见耗材清单

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

* 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

3.9. 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)

3.10. 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) 195.5 kt (225 mph)

Tyres limit speed (ground speed)

3.11. 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)

3.12. 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°C)/ Take-off (5 min)* (Flat rated 30°C)	9 608 daN (21 600 lbs)	10 364 daN (23 300 lbs)
最大连续(统一额定 25°C)/ Maximum continuous (Flat rated 25°C)	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

3.13. 最大审定质量/Maximum Certified Masses (Kg)

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

3.14. 重心范围/Center of gravity range

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

3.15. 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

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

4.1935 米/meters

3.17. 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

3.18. 最小飞行机组/Minimum Flight Crew

2 位驾驶员/pilots

3.19. 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:

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.

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.

对于执行延长水上飞行任务的 A318 飞机（定义依据运行要求 CAT IDE.A.285(d)），最大乘员数为 119 人，包括乘客、客舱乘务员和飞行机组人员。

For A318 aircraft performing extended over water flights (definition as per operational requirement CAT IDE.A.285(d)), the maximum number of occupants is 119, including passengers, cabin crew and flight Crew.

3.20. 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.

3.21. 机轮和轮胎/Wheels and Tyres

见服务通告 SB A320-32-1007。/See SB A320-32-1007.

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

4.1. 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.

4.2. 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

- 《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 approved A318/A319/A320/A321 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3.
- 《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 Tolerant Airworthiness Limitation Items are provided in the approved A318/A319/A320/A321 Airworthiness Limitations Items document (ALS Part 2) .
- 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 the approved A318/A319/A320/A321 ALS Part 3 - CMR (Certification Maintenance Requirements) .
- 《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 approved A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4.
- 《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 the approved A318/A319/A320/A321 Fuel Airworthiness Limitations document (ALS Part 5) .

其他限制/Other limitations

参见 EASA 批准的飞行手册。

See EASA approved Flight Manual.

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

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

5. 注释/Notes

5.1. 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.

5.2. A318-111、A318-112 关于 CCAR-26 部和民航发[2012]30 号文（CAO No 2012-30）的符合性已确认。

For A318-111 and A318-112, compliance findings have been addressed for the requirements of CCAR-26 and Civil Aviation Order (CAO) No 2012-30.

第 6 部分 数据 (A320 系列 A321 系列 A319 系列 A318 系列)

Section 6 DATA (Models: A320 SERIES A321SERIES A319 SERIES A318 SERIES)

1. 产品型别和批准日期/Model and Approval Date

型别 MODEL	EASA 申请日期 EASA/DGAC APPLICATION DATE	EASA 批准日期 EASA/DGAC Approval Date	类别 Category
A318-111	1998 年 12 月 11 日/December 11 1998	2003 年 5 月 23 日/May 23 2003	运输类航空器/Transport Category Aircraft
A318-112	1998 年 12 月 11 日/December 11 1998	2003 年 5 月 23 日/May 23 2003	运输类航空器/Transport Category Aircraft
A319-111	1992 年 6 月 17 日/June 17 1992	1996 年 4 月 10 日/April 10 1996	运输类航空器/Transport Category Aircraft
A319-112	1992 年 6 月 17 日/June 17 1992	1996 年 4 月 10 日/April 10 1996	运输类航空器/Transport Category Aircraft
A319-115	1998 年 9 月 14 日/September 14 1998	1999 年 7 月 30 日/July 30 1999	运输类航空器/Transport Category Aircraft
A319-131	1992 年 6 月 17 日/June 17 1992	1996 年 12 月 18 日/ December 18 1996	运输类航空器/Transport Category Aircraft
A319-132	1992 年 6 月 17 日/June 17 1992	1996 年 12 月 18 日/December 18 1996	运输类航空器/Transport Category Aircraft
A319-133	1998 年 9 月 14 日/September 14 1998	1999 年 7 月 30 日/July 30 1999	运输类航空器/Transport Category Aircraft
A319-151N	2013 年 12 月 30 日/December 30 2013	2018 年 12 月 14 日/December 14 2018	运输类航空器/Transport Category Aircraft
A319-153N	2018 年 12 月 4 日/December 4 2018	2019 年 5 月 20 日/May 20 2019	运输类航空器/Transport Category Aircraft
A319-171N	2014 年 11 月 30 日/November 30 2014	2022 年 1 月 11 日/January 11 2022	运输类航空器/Transport Category Aircraft
A320-214	1992 年 5 月 10 日/May 10 1992	1995 年 3 月 10 日/March 10 1995	运输类航空器/Transport Category Aircraft
A320-215	2005 年 12 月 22 日/December 22 2005	2006 年 6 月 22 日/June 22 2006	运输类航空器/Transport Category Aircraft
A320-216	2005 年 12 月 22 日/December 22 2005	2006 年 6 月 14 日/June 14 2006	运输类航空器/Transport Category Aircraft
A320-231	1988 年 6 月 16 日/June 16 1988	1989 年 4 月 20 日/April 20 1989	运输类航空器/Transport Category Aircraft
A320-232	1992 年 5 月 10 日/May 10 1992	1993 年 9 月 28 日/September 28 1993	运输类航空器/Transport Category Aircraft
A320-233	1995 年 2 月 23 日/February 23 1995	1995 年 10 月 26 日/October 26 1995	运输类航空器/Transport Category Aircraft
A320-271N	2012 年 2 月 29 日/February 29 2012	2015 年 11 月 24 日/November 24 2015	运输类航空器/Transport Category Aircraft

A320-251N	2012 年 2 月 29 日/February 29 2012	2016 年 5 月 31 日/May 31 2016	运输类航空器/Transport Category Aircraft
A320-252N	2017 年 8 月 9 日/August 9 2017	2017 年 12 月 18 日/December 18 2017	运输类航空器/Transport Category Aircraft
A320-272N	2018 年 3 月 20 日/March 20 2018	2018 年 10 月 17 日/October 17 2018	运输类航空器/Transport Category Aircraft
A321-111	1989 年 11 月 30 日/November 30 1989	1994 年 5 月 27 日/May 27 1994	运输类航空器/Transport Category Aircraft
A321-112	1989 年 11 月 30 日/November 30 1989	1994 年 2 月 15 日/February 15 1994	运输类航空器/Transport Category Aircraft
A321-131	1989 年 11 月 30 日/November 30 1989	1993 年 12 月 17 日/December 17 1993	运输类航空器/Transport Category Aircraft
A321-211	1996 年 6 月 17 日/July 17 1996	1997 年 3 月 20 日/March 20 1997	运输类航空器/Transport Category Aircraft
A321-212	2001 年 2 月 22 日/February 22 2001	2001 年 8 月 31 日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-213	2001 年 2 月 22 日/February 22 2001	2001 年 8 月 31 日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-231	1996 年 7 月 17 日/July 17 1996	2001 年 8 月 31 日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-232	2000 年 9 月 15 日/September 15 2000	2001 年 8 月 31 日/August 31 2001	运输类航空器/Transport Category Aircraft
A321-271N	2012 年 2 月 29 日/February 29 2012	2016 年 12 月 15 日/December 15 2016	运输类航空器/Transport Category Aircraft
A321-272N	2016 年 11 月 10 日/November 10 2016	2017 年 5 月 23 日/May 23 2017	运输类航空器/Transport Category Aircraft
A321-251N	2012 年 2 月 29 日/February 29 2012	2017 年 3 月 1 日/March 1 2017	运输类航空器/Transport Category Aircraft
A321-252N	2016 年 11 月 10 日/November 10 2016	2017 年 12 月 18 日/December 18 2017	
A321-253N	2016 年 12 月 22 日/December 22 2016	2017 年 3 月 3 日/March 3 2017	运输类航空器/Transport Category Aircraft
A321-251NX A321-252NX A321-253NX A321-271NX A321-272NX	2015 年 2 月 11 日/February 11 2015	2018 年 3 月 22 日/March 22 2018	运输类航空器/Transport Category Aircraft

型别 MODEL	CAAC 认可申请日期 CAAC APPLICATION DATE	CAAC 认可批准日期 CAAC Approval Date	类别 Category
A318-111	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A318-112	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A319-111	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport

			Category Aircraft
A319-112	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport Category Aircraft
A319-115	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport Category Aircraft
A319-131	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport Category Aircraft
A319-132	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport Category Aircraft
A319-133	待查/To Be Confirm	2000 年 7 月 5 日/July 5 2000	运输类航空器/Transport Category Aircraft
A319-151N	2014 年 9 月 10 日/September 10 2014	2021 年 11 月 2 日/November 2 2021	运输类航空器/Transport Category Aircraft
A319-153N	2014 年 9 月 10 日/September 10 2014	2021 年 11 月 2 日/November 2 2021	运输类航空器/Transport Category Aircraft
A319-171N	2014 年 9 月 10 日/September 10 2014	2021 年 11 月 2 日/November 2 2021	运输类航空器/Transport Category Aircraft
A320-214	待查/To Be Confirm	1997 年 7 月 10 日/July 10 1997	运输类航空器/Transport Category Aircraft
A320-215	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A320-216	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A320-231	待查/To Be Confirm	1995 年 7 月 12 日/July 12 1995	运输类航空器/Transport Category Aircraft
A320-232	待查/To Be Confirm	1995 年 7 月 12 日/July 12 1995	运输类航空器/Transport Category Aircraft
A320-233	2004 年 2 月 16 日/February 16 2004	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A320-271N	2014 年 9 月 10 日/September 10 2014	2016 年 11 月 4 日/November 4 2016	运输类航空器/Transport Category Aircraft
A320-251N	2014 年 9 月 10 日/September 10 2014	2018 年 4 月 24 日/April 24 2018	运输类航空器/Transport Category Aircraft
A320-252N	2014 年 9 月 10 日/September 10 2014	2018 年 6 月 29 日/June 29 2018	运输类航空器/Transport Category Aircraft
A320-272N	2014 年 9 月 10 日/September 10 2014	2021 年 11 月 2 日/November 2 2021	运输类航空器/Transport Category Aircraft
A321-111	1997 年 5 月 28 日/May 28 1997	1998 年 9 月 15 日/September 15 1998	运输类航空器/Transport Category Aircraft
A321-112	1997 年 5 月 28 日/May 28 1997	1998 年 9 月 15 日/September 15 1998	运输类航空器/Transport Category Aircraft
A321-131	1997 年 5 月 28 日/May 28 1997	1998 年 9 月 15 日/September 15 1998	运输类航空器/Transport Category Aircraft
A321-211	1997 年 5 月 28 日/May 28 1997	1998 年 9 月 15 日/September 15 1998	运输类航空器/Transport Category Aircraft

A321-212	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A321-213	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A321-231	1997 年 5 月 28 日/May 28 1997	1998 年 9 月 15 日/September 15 1998	运输类航空器/Transport Category Aircraft
A321-232	2006 年 12 月 21 日/December 21 2006	2007 年 12 月 4 日/December 4 2007	运输类航空器/Transport Category Aircraft
A321-271N	2014 年 9 月 10 日/September 10 2014	2017 年 12 月 26 日/December 26 2017	运输类航空器/Transport Category Aircraft
A321-272N	2014 年 9 月 10 日/September 10 2014	2018 年 6 月 29 日/June 29 2018	运输类航空器/Transport Category Aircraft
A321-251N	2014 年 9 月 10 日/September 10 2014	2018 年 6 月 29 日/June 29 2018	运输类航空器/Transport Category Aircraft
A321-252N	2014 年 9 月 10 日/September 10 2014	2018 年 6 月 29 日/June 29 2018	运输类航空器/Transport Category Aircraft
A321-253N	2014 年 9 月 10 日/September 10 2014	2018 年 6 月 29 日/June 29 2018	运输类航空器/Transport Category Aircraft
A321-251NX A321-252NX A321-253NX A321-271NX A321-272NX	2017 年 4 月 7 日/April 7 2017	2019 年 12 月 9 日/December 9 2019	运输类航空器/Transport Category Aircraft

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