TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.110

AIRBUS A380

Type Certificate Holder:
AIRBUS S.A.S
2 ROND-POINT EMILE DEWOITINE
31700 BLAGNAC
FRANCE

Airworthiness Category: Large Aeroplanes

For Models: A380-841/-842
A380-861
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SECTION 1: A380-800 SERIES

I. General

1. Type/ Model/ Variant
   A380-800

2. Performance Class
   A

3. Certifying Authority
   EASA

4. Manufacturer
   AIRBUS S.A.S
   2 Rond-point Emile Dewoitine
   31700 Blagnac
   FRANCE

5. EASA Type Certification Application Date
   A80-841/-842: 20 December 2001
   A380-861: 30 April 2003

6. EASA Type Certification Date
   A380-841/-842: 12 December 2006
   A380-861: 14 December 2007

II. Certification Basis

Non-proprietary data contained in selected SC, ESF, or Deviation that are part of the Certification Basis are published in an Explanatory Note annex to the TCDS with the number: 01. The document is not exhaustive and will be gradually updated. An update of the Explanatory Note will not cause an update of the TCDS.

1. EASA Certification Basis

The following EASA/JAA airworthiness standards effective on the reference date:
   - JAR 1 at change 5 plus orange papers 1/97/1 and 1/99/1
   - JAR 25 at change 15
   - JAR AWO at change 2 (post TC for autoland)

2. Special Conditions

2.1 Special Conditions issued because the product has novel or unusual design features relative to the design practices on which the applicable JAR 25 are based (JAR 21.16(a)(1)):

   SC B-01 Stalling and scheduled operating speeds
   SC B-02 Motion and effects of cockpit control
   SC B-04 Static directional, lateral and longitudinal stability and low energy awareness
SECTION 1: A380-800 SERIES - continued

SC B-05 Flight envelope protection
SC B-06 Normal load factor limiting system
SC B-10 Human factors evaluation of novel features in the flight deck
SC B-15 Soft Go-Around mode (Post TC)

SC C-01 Crashworthiness of Large Aircraft Structures
SC C-02 Discrete gust
SC C-03 Loading conditions for multi leg landing gear
SC C-04 Undercarriage lateral turning loads
SC C-05 Jacking by landing gear
SC C-06 Dynamic braking
SC C-11 Interaction of systems and structures
SC C-13 Design manoeuvre requirements
SC C-15 Design dive speed Vd
SC C-16 Limit pilot forces

SC D-03 Emergency exit arrangement-outside viewing
SC D-04 Crew rest compartments (Post TC)
SC D-06 Use of stairs between decks
SC D-07 Fire detection and protection in passenger cabin
SC D-12 Design for security
SC D-28 Harmonised 671/672
SC D-33 Extendable length escape slide
SC D-39 Inertia Locking Device in Dynamic Seats (optional)
SC D-41 Installation of Suite Type Seating (optional)
SC D-42 Type C Passenger Exits (optional)
SC D-45 Trolley Stowage/ Lift Systems with Proximity to Upper Deck Staircase
SC D-47 Installation of Inflatable Seat Belts (Optional)
SC D-52 Installation of structure mounted airbag (optional)
SC D-54 Installation of Suite Type Seating for two Passengers (Optional)
SC D-57 Installation High Wall Suite Type seating (optional)
SC D-55 Shower installation (optional)

SC F-01 JAR 25.1301 and 1309 compliance: Design assurance and safety assessment process
SC F-02 Slide/ Raft portability
SC F-12 HIRF Protection
SC F-26 Flight recorders, data link recording
SC F-52 Lithium – Ion battery installation

2.2 Special Conditions issued because the intended use of the product is unconventional (JAR 21.16(a)(2)):

SC D-20 Towbarless towing
SC D-31 High altitude operation

SC G-06 Ferrying one engine unserviceable (optional)
SECTION 1: A380-800 SERIES - continued

2.3 Special Conditions issued because experience from other products has shown that unsafe conditions may develop (JAR 21.16(a)(3)):

- SC D-13 Fire protection of thermal and acoustic insulation material
- SC D-15 Brakes and braking system – NPA 25D291
- SC D-43 Heat Release and Smoke Density to Seat Materials
- SC D-46 PED Charging Stowage
- SC E-02 Fuel tank safety
- SC E-04 Thrust reverser system requirements
- SC E-05 Sustained engine imbalance
- SC H-01 ICA on EWIS

3. Exemption / Deviation

None

4. Equivalent Safety Findings (JAR 21.21(c)(2))

- ESF C-12 Vibration, buffet and aeroelastic stability requirements
- ESF C-14 Proof of structure
- ESF C-19 Checked Pitching manoeuvre loads
- ESF C-20 Engine failure loads
- ESF C-21 Continuous turbulence loads
- ESF D-17 Fuselage doors
- ESF D-19 Casting factors
- ESF D-21 Allowable carbon dioxide concentration in aeroplane cabins and cabin ozone concentration
- ESF D-24 Packs off operation
- ESF D-48 Belly Fairing Thermal/acoustic Insulation Materials
- ESF D-49 Improved flammability standards for Lower Deck crew
- ESF D-50 Composite Pressure Bulkhead Thermal/acoustic Insulation Materials
- ESF D-56 Forward facing seat with more than 18° to a/c centerline
- ESF E-06 Falling and blowing snow
- ESF E-09 Fuel tank crashworthiness
- ESF E-10 Fuel tank access covers
- ESF E-11 Rolls-Royce Trent turbine overheat detection (for A380-841/-842 models only)
- ESF E-12 GP 7200 Fan zone as a non fire zone (for A380-861 model only)
- ESF E-15 Warning means for engine fuel filters (for A380-841/-842 models only)
- ESF E-16 Thrust reverser testing
- ESF E-17 Oil temperature indication
- ESF E-19: Engine fuel filter location (for A380-861 model only)
- ESF E-20 Fire extinguishing agent concentration – compliance with JAR 25.1195(c) (Post TC – A380-841/-842 models only)
SECTION 1: A380-800 SERIES - continued

ESF F-11  Pneumatic systems
ESF F-15  Hydraulic systems
ESF F-23  Landing light switch
ESF F-29  New Harmonised JAR 25.1329
ESF F-38  Overpressure relief valves and outflow valves
ESF F-48  Use of computer simulation and similarity approach for high energy rotor containment demonstration
ESF F-53  Supplemental Cooling System – Impeller Pump Containment Test
ESF J-02  APU installation requirements
ESF K-06  Localizer excessive deviation alerts
ESF K-07  Limit Risk (NPA AWO 14)

5. Environmental Protection

Fuel venting and emissions:

Noise:
ICAO Noise Standard (Annex 16, Volume 1, Amdt 7, Part II, Chapter 4)

6. Elect to Comply

The following paragraphs of JAR 25 at amendment 16 issued May 1st, 2003 are elected to comply by Airbus:

JAR25.21(d)  JAR25.791  JAR25.954  JAR25.1321  JAR25.1521(d)
JAR25.25    JAR25.803  JAR25.961  JAR25.1325 title  JAR25X1524
JAR25.149(e) JAR25.807  JAR25.967  JAR25.1415    JAR25.1527
JAR25.251   JAR25.812  JAR25.975(a)(5) JAR25.1441    JAR25.1545
JAR25X261   JAR25.815  JAR25.981  JAR25.1443    JAR25.1547
JAR25.337   JAR25.853  JAR25.993  JAR25.1445(a) JAR25.1549
JAR25.493   JAR25.857  JAR25.994  JAR25.1447    JAR25.1581
JAR25.562(b) JAR25.863(b)(4) JAR25.997  JAR25.1449    JAR25.1583
JAR25.605   JAR25.904  JAR25.1013  JAR25.1450    JAR25.1585
JAR25.607   JAR25.907  JAR25.1015  JAR25.1457    JAR25.1587
JAR25.701   JAR25.933  JAR25.1019  JAR25.1513
JAR25.733   JAR25.939  JAR25.1145  JAR25X1516
JAR25.777   JAR25.951  JAR25.1303  JAR25.1517
JAR25.781   JAR25.952  JAR25.1305  JAR25.1519

Appendix D paragraph (b)
Appendix H subparagraph H25.3(e)

Appendix I
SECTION 1: A380-800 SERIES - continued

Note: JAR 25.1517, as in amendment 16 of JAR 25, is amended by Equivalent Safety Finding ESF C-21.

The following paragraphs of CS 25 at amendment 3 issued September 12, 2007, are elected to comply by Airbus for A/C fitted with modification 71249:

CS 25.811(d), (g)
CS 25.811(g)
CS 25.812(b)(1)(i)
CS 25.812(b)(1)(ii)

The following paragraph of CS 25 at amendment 6 issued July 6, 2009, is elected to comply by Airbus for A/C fitted with modification 67860:

CS 25.856(b)

For all models Airbus Elect to Comply to CS 25.851(a),(c) at Amdt 17 when halon free hand-held fire extinguishers are installed (CRI D-GEN-AIRBUS-01)

The following paragraphs of JAR AWO as modified per NPA AWO 8 and 10, adopted by the JAAC on 07 February 2003, that are elected to comply by Airbus per their letter AI/LE-A 828.0005/99 issue 3 dated 20 July 2001:

Introduction to JAR AWO Subpart 3, section B, 3rd paragraph, Introduction to JAR AWO Subpart 3, section C, 2nd paragraph, Introduction to JAR AWO Subpart 3, section D, 1st paragraph, Introduction to JAR AWO Subpart 4, 2nd paragraph

JAR AWO 131(c)(2) JAR AWO 313 JAR AWO 316(a) JAR AWO 381
JAR AWO 304(b) JAR AWO 314 JAR AWO 321(c)(4) JAR AWO 481(a)
JAR AWO 305 JAR AWO 316 title JAR AWO 321(d)(4)

7. Operational Suitability Data

The EASA Type Certification basis with respect to Grandfathering of Operational Suitability Data (OSD) is defined as follows:

CCD: The certification Basis is defined in CRI CCD-01

MMEL: The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014

III. Technical Characteristics and Operational Limitations
SECTION 1: A380-800 SERIES - continued

1. **A380-841/-842 Powered by RR Engines**

1.1. **Type Design Definition**

A380-841: 00L000H0841/C0S, Issue 3, October 2007
A380-842: 00L000H0842/C0S, Issue 1, December 2006

1.2. **Description**

Four turbo-fan, long range, twin-aisle, large category airplane.

1.3 **Engines**

A380-841: Four (4) RB211 Trent 970-84 or RB211 Trent 970B-84 turbofan engines
A380-842: Four (4) RB211 Trent 972-84 or RB211 Trent 972B-84 or RB211 Trent 972E-84 turbofan engines

**Engine Limits:**

<table>
<thead>
<tr>
<th>ENGINE LIMITS DATA SHEET</th>
<th>A380-841 RB211 Trent 970B-84</th>
<th>A380-842 RB211 Trent 972B-84</th>
<th>A380-842 RB211 Trent 972E-84</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td>348.31 kN</td>
<td>356.81 kN</td>
<td>341.41 kN</td>
</tr>
<tr>
<td>-Take-off (5mn)* (flat rated 30°C)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with EASA TCDS paragraph IV-1.

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

1.4 **Fluids (Fuel, Oil, Additives, Hydraulics)**

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>FRANCE</th>
<th>U.S.A.</th>
<th>U.K.</th>
<th>RUSSIA</th>
<th>CHINA</th>
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SECTION 1: A380-800 SERIES - continued

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>DCSEA 144 (JP 5) Kerosene</td>
<td></td>
<td></td>
</tr>
<tr>
<td>US Navy MIL-DTL-5624 (JP5)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Additives: See Rolls Royce “RB211 Specific Operating Instructions for Trent 900”, installation manual. The above-mentioned fuels and additives are also suitable for the APU.

Hydraulics: Fluid specifications: TYPE IV LD (Low Density) and TYPE V LD as per NSA 307-110.

1.5. Airspeed Limits

Refer to approved Airplane Flight Manual.

1.6. Centre of Gravity

Refer to approved Airplane Flight Manual.

1.7 Maximum Certified Mass

<table>
<thead>
<tr>
<th>VARIANT (Modification Number)</th>
<th>000 Basic (64636)</th>
<th>001 (64605)</th>
<th>002 (66611)</th>
<th>003 (69436)</th>
<th>004 (69879)</th>
<th>005 (73786)</th>
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<td>MTOW (T)</td>
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<td>510</td>
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<td>MLW (T)</td>
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<td>394</td>
<td>391</td>
<td>395</td>
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<td>386</td>
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<tr>
<td>MZFW (T)</td>
<td>361</td>
<td>372</td>
<td>366</td>
<td>373</td>
<td>366</td>
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<table>
<thead>
<tr>
<th>VARIANT (Modification Number)</th>
<th>007 (71127)</th>
<th>008 (73787)</th>
<th>009 (74293)</th>
<th>010 (74294)</th>
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<td>366</td>
</tr>
</tbody>
</table>

2 A380-861 Powered by GP Engines
SECTION 1: A380-800 SERIES - continued

2.1. Type Design Definition

A380-861: 00L 000H0861/C01, Issue 2, June 2008

2.2. Description

Four turbo-fan, long range, twin-aisle, large category airplane.

2.3 Engines

A380-861: Four (4) Engine Alliance GP7270 P/N GP7270GP01 turbofan engines

Engine Limits:

<table>
<thead>
<tr>
<th>ENGINE LIMITS DATA SHEET</th>
<th>A380-861 Engine Alliance GP7270</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td>Refer to the Engine Alliance Service Bulletin EAGP7-79-1 for the listing of approved oils for use in the GP7200 series turbofan engine</td>
</tr>
<tr>
<td>- Take-off (5mn)* (flat rated 30°C)</td>
<td>332.44 kN</td>
</tr>
</tbody>
</table>

*The normal 5 minute takeoff rating may be extended to 10 minutes for engine out contingency in accordance with the FAA TCDS Note 2.

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

2.4 Fluids (Fuel, Oil, Additives, Hydraulics)

<table>
<thead>
<tr>
<th>Nomenclature</th>
<th>FRANCE</th>
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<tbody>
<tr>
<td>KEROSENE</td>
<td>DCSEA 134/B (JET A1) Kerosene</td>
<td>ASTM D-1655 (Jet A), (Jet A1)</td>
<td>DEF STAN 91-91/5 AVTUR</td>
<td>RJS0 GOST 10227-86, (RT) (TS-1)</td>
<td>PRC MPIS GB 6537-2006 (No3 Jet Fuel)</td>
</tr>
</tbody>
</table>

An agency of the European Union
SECTION 1: A380-800 SERIES - continued

<table>
<thead>
<tr>
<th>VARIANT (Modification Number)</th>
<th>000 Basic (64636)</th>
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<td>369</td>
<td>361</td>
<td>361</td>
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<td>366</td>
</tr>
</tbody>
</table>

Additives: Refer to the Engine Alliance Service Bulletin EAGP7-73-1 for the listing of approved fuels and derivatives for use in the GP7200 series turbofan engine. The above-mentioned fuels and additives are also suitable for the APU.

Hydraulics: Fluid specifications: TYPE IV LD (Low Density) and TYPE V LD as per NSA 307-110.

2.5. Airspeed Limits
Refer to approved Airplane Flight Manual.

2.6. Centre of Gravity
Refer to approved Airplane Flight Manual.

2.7 Maximum Certified Mass

3 Data Pertinent to all A380-800 series

3.1 Equipment

The equipment required by the applicable requirements shall be installed.

Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00L252C0028/C01 for cabin seats,
SECTION 1: A380-800 SERIES - continued

- 00L252C0027/C01 for galley,
- 00L252C0032/C01 for cabin attendant seats.

3.2. Auxiliary Power unit

One Pratt & Whitney Canada PW980A
Oils: Refer to applicable approved Manuals

3.3 Fluid Capacities

<table>
<thead>
<tr>
<th>Tanks</th>
<th>Usable Fuel Litres (Kg)</th>
<th>Unusable Fuel Litres (Kg)</th>
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<td>Wing</td>
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</tr>
<tr>
<td>Outer Left</td>
<td>10 340 (8 272)</td>
<td>38 (30)</td>
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<tr>
<td>Feed 1</td>
<td>27 632 (22 106)</td>
<td>82 (66)</td>
</tr>
<tr>
<td>Mid Left</td>
<td>36 461 (29 169)</td>
<td>50 (40)</td>
</tr>
<tr>
<td>Inner Left</td>
<td>46 142 (36 914)</td>
<td>70 (56)</td>
</tr>
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<td>Feed 2</td>
<td>29 349 (23 479)</td>
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<tr>
<td>Feed 3</td>
<td>29 349 (23 479)</td>
<td>88 (70)</td>
</tr>
<tr>
<td>Inner Right</td>
<td>46 142 (36 914)</td>
<td>70 (56)</td>
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<tr>
<td>Mid Right</td>
<td>36 461 (29 169)</td>
<td>50 (40)</td>
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<td>Feed 4</td>
<td>27 632 (22 106)</td>
<td>82 (66)</td>
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<td>Systems</td>
<td>793 (634)</td>
<td>382 (305)</td>
</tr>
<tr>
<td>Total</td>
<td>324339 (259471)</td>
<td>1086 (869)</td>
</tr>
</tbody>
</table>

3.4. Flight Envelope
Refer to approved Airplane Flight Manual.

3.5. Operating Limitations
Refer to approved Airplane Flight Manual.

3.6. All Weather Capabilities
The aircraft is qualified to Cat 3 precision approach and autoland.

3.7. Minimum Flight Crew
Two (2): Pilot and Co-pilot

3.8. Maximum Seating Capacity
The maximum number of passengers approved for emergency evacuation is: 868
SECTION 1: A380-800 SERIES - continued

Upper deck: 330 pax
Main deck: 538 pax

3.9. Minimum Cabin Crew

In accordance with the following;

<table>
<thead>
<tr>
<th>Installed Passenger Seats</th>
<th>Minimum Cabin Crew</th>
</tr>
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<tbody>
<tr>
<td>Upper Deck</td>
<td>301 to 330</td>
</tr>
<tr>
<td>Upper Deck</td>
<td>300 or fewer</td>
</tr>
<tr>
<td>Main Deck</td>
<td>501 to 538</td>
</tr>
<tr>
<td>Main Deck</td>
<td>500 or fewer</td>
</tr>
</tbody>
</table>

* An additional cabin crew is needed at the fwd stair if the number of installed seats fwd of door U1 L/R is above 30.

NOTE: The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC).

3.10. Baggage/ Cargo Compartment

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>28577 kg or 63000 lb</td>
</tr>
<tr>
<td>Aft</td>
<td>20310 kg or 44775 lb</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>2515 kg or 5540 lb</td>
</tr>
</tbody>
</table>

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref.: 00L080H0001/C0S.

3.11. Wheels and Tyres


3.12. Electrical Power Center Configuration Data File Tool

An Airline Configuration Tool (ACTS) has been developed and qualified to allow airlines to manage the Configuration Data File of Secondary Power Distribution Boxes (SPDB). This ACTS tool shall be used in accordance with the SIL “Guidance on Electrical system Configuration Data File update” reference “SIL 24-085”.

Applicable version of the ACTS tool is version 2 (CSCI 51220010-7)
SECTION 1: A380-800 SERIES - continued

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)
   
   Approved Aircraft Flight Manual: STL 38000

2. Instructions for Continued Airworthiness and Airworthiness Limitations
   
   Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 1,
   
   Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 2,
   
   Limitations applicable to Certification Maintenance Requirements are provided in the A380 Airworthiness Limitations Section Part 3,
   
   Limitations applicable to Ageing System Maintenance are provided in the A380 Airworthiness Limitations Section Part 4,
   
   Limitations applicable to Fuel Airworthiness Limitations are provided in the A380 Airworthiness Limitations Section Part 5,


V. Operational suitability Data (OSD)

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

1. Master Minimum Equipment List
   
   a. Grandfathered Master Minimum Equipment List applicable on 17 February 2014 and later EASA approved revisions. STL38100 reference introduced from November 2015.
   
   b. The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1
   
   c. Required for entry into service by EU operator

2. Flight Crew Data
   
   a. The Flight Crew data (FCD) reference “A380 Family Operational Suitability Data Flight Crew - L01RP1528235” at the latest applicable revision,
   
   b. The certification basis is CS-FCD, Initial Issue, dated 31 Jan 2014
   
   c. Required for entry into service by EU operator
   
   d. Pilot Type Rating : A 380

3. Cabin Crew Data
SECTION 1: A380-800 SERIES - continued

a. The Cabin Crew Data (CCD) reference “A380 Operational Suitability Data Cabin Crew (Ref: L01RP1534107)” at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.

b. Required for entry into service by EU operator.

c. The A380-800 aircraft model is a new type for cabin crew
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

APU        Auxiliary Power Unit
AWO        All Weather Operations
CRI        Certification Review Item
EASA       European Aviation Safety Agency
ESF        Equivalent Safety Finding
EWIS       Enhanced Wiring Interconnection System
HIRF       High Intensity Radiated Field
ICA        Instructions for Continued Airworthiness
ICAO       International Civil Aviation Organization
JAA (C)     Joint Aviation Authorities (Central)
JAR        Joint Aviation Requirements
NPA        Notice of Proposed Amendment
PED        Portable Electronic Device
RR         Rolls Royce
SC         Special Condition
TCDS       Type Certificate Data Sheet
TCDSN      Type Certificate Data Sheet for Noise

II. Type Certificate Holder Record

AIRBUS S.A.S
2 Rond-point Emile Dewoitine
31700 Blagnac
FRANCE

III. Change Record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
</tr>
</thead>
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<td>Issue 01</td>
<td>12/12/06</td>
<td>Initial Issue</td>
<td>Initial Issue, 12/12/06</td>
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<td>Issue 02</td>
<td>12/10/07</td>
<td>Section 2, III, 1.1: Correction of Type Definition reference</td>
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