EASA

TYPE-CERTIFICATE
DATA SHEET

Tupolev TU 204-120CE

Manufacturer:
Tupolev PSC

17, Tupolev Embankment
111250 Moscow
Russia

For model: TU 204-120CE

Issue 1, 08 October 2008

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<td>Issue</td>
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SECTION 1: GENERAL (ALL VARIANTS)

1. Data Sheet No: IM.A.162
2. Airworthiness Category: Large Aeroplanes
3. Performance Category: A
4. Certifying Authority: Interstate Aviation Committee
   Aviation Registry
5. Type Certificate Holder: Tupolev PSC
   17, Tupolev Embankment
   111250 Moscow
   Russia
SECTION 2: TUPOLEV TU 204-120CE

I. General

1. Aeroplane: Tupolev TU-204-120CE

2. EASA Reference Date: 26 February 1993
   (Reference date for EASA validation)

3. EASA Validation Date: 10 July 2008
   (JAA recommendation)

II. Certification Basis

1. Reference Date for IAC AR Certification: 26 February 1993

2. IAC AR Certification Date: 15 July 1997
   Type Certification No CT 68-204 for TU 204
   Type Certification No STTC 68-204/7 for TU 204-120
   Type Certification No STTC 68-204/D10 for TU 204-120C
   Type Certificate Data Sheet No. CT233-TU-204-120-CE
   (with Supplements No. CT233-TU-204-120CE/S02
    cargo version "English" cockpit issued 18.12.2007)

3. IAC AR Certification Basis:

   1. NGLS-3 for TU 204, TU 204-120 and TU 204-120C and for TU 204-120CE AP 25;
   2. Recertification of the TU-204-120CE is based on Aviation Regulations, Part 25
      "Airworthiness Standards: Transport Category Airplanes" through Amendments 4 and
      some provisions in Amendment 5;
   3. Aviation Regulations, Part 36, para 3 and ICAO Annex 16, Chapter 3 Standards on

4. EASA Airworthiness Requirements

4.1. Mandatory EASA Airworthiness Requirements:

4.1.1. The mandatory EASA airworthiness standards for TU 204-120CE relating to the
reference date of February 26, 1993 are the following:

   JAR 25 Change 13  05 October 1989
   JAR AWO Change 1  10 July 1985

4.1.1.2. Revisions:

none
4.1.1.3. Special Conditions:

4.1.1.3.1. Novel or unusual Features or unconventional use:

SC Tupolev TU 204-120/-120C/D-06 Courier Area (CRI D-06)

4.1.1.3.2. General Experience:

SC Tupolev TU 204-120/-120C/B-01 Accelerate-Stop Distances and related Performances (CRI B-01), INT/POL/25/5

SC Tupolev TU 204-120/-120C/B-02 Severe Icing Conditions (CRI B-02), INT/POL/25/11

SC Tupolev TU 204-120/-120C/B-07 Human Factors Aspects of Flight Deck Design (CRI B-07), INT/POL/25/14

SC Tupolev TU 204-120/-120C/C-01 Yawing Manoeuvering Conditions (CRI C-01), INT/POL/25/8

SC Tupolev TU 204-120/-120C/C-02 Fuel Tank Crashworthiness (CRI C-02), INT/POL/25/9

SC Tupolev TU-204-120/-120C/D-04 Class E Cargo Compartments Essential Systems Fire protection (CRI D-04), INT/POL/25/15

SC Tupolev TU 204-120/-120C/D-05 Worn Brakes (CRI D-05), INT/POL/25/6

SC Tupolev TU 204-120/-120C/E-05 Fuel Tank Safety (CRI E-05), INT/POL/25/12

SC Tupolev TU 204-120/-120C/F-01 Protection from Effects of HIRF (CRI F-01), INT/POL/25/2

SC Tupolev TU 204-120/-120C/F-02 Lightning Protection, Direct Effects (CRI F-02), INT/POL/25/3

SC Tupolev TU 204-120/-120C/F-03 Lightning Protection, Indirect Effects (CRI F-03), INT/POL/25/4

4.1.1.4. Equivalent Safety Findings:

JAR 25.858(c) Fire Detection Test in Flight, CRI F-21
JAR 25.1461(c) Equipment containing high energy rotors, CRI -20
4.1.1.5 Exemptions:

No exemptions have been granted.

4.1.2. Mandatory EASA airworthiness standards for TU 204-120CE relating to reference date of September 15, 1997 are as follows:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR 25 Change 14</td>
<td>04 May 1994</td>
</tr>
<tr>
<td>Orange Paper 25/96/1</td>
<td>19 April 1996</td>
</tr>
</tbody>
</table>

with Reversion to JAR 25 Change 13 for 25.1351 (d)(1);

<table>
<thead>
<tr>
<th>Standard</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR AWO Change 2</td>
<td>01 August 1996</td>
</tr>
</tbody>
</table>

4.2. Elect to Comply Requirements:

Elect to comply requirement for the TU 204-120CE not affected by the significant design change passenger to freighter conversion.

<table>
<thead>
<tr>
<th>Standard</th>
<th>Issue Date</th>
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</thead>
<tbody>
<tr>
<td>JAR 25 Change 14</td>
<td>04 May 1994</td>
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<td>Orange Paper 25/96/1</td>
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</table>

with Reversion to JAR 25 Change 13 for 25.1351 (d)(1);

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<thead>
<tr>
<th>Standard</th>
<th>Issue Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAR 25.335(a)(2) Change 15</td>
<td>01 October 2000, (CRI C-11)</td>
</tr>
<tr>
<td>JAR AWO Change 2</td>
<td>01 August 1996</td>
</tr>
</tbody>
</table>

5. EASA Environmental Standards:

<table>
<thead>
<tr>
<th>Standard</th>
<th>Edition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel</td>
<td>ICAO Annex 16, Volume II (Second Edition)</td>
</tr>
</tbody>
</table>

III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Type Certificate

2. Design Standard: Defined by baseline configuration through Tu-204-120CE Specification 74.89.0000000C120CE which includes
   - English cockpit;
   - modernized and newly installed equipment;
   - modifications required for compliance with EASA Airworthiness Requirements.

3. Description: Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.
The structure is conventional, with an aluminum-alloy fuselage, wing, tail-plane and fin; while ailerons, flaps, spoilers, elevator, rudder, wing and tail trailing edge panels are of composite material. The landing gear is retractable tricycle type with monocarbon main landing gear wheel brakes. The nose landing gear is twin wheeled, the main landing gear has two-axle bogies.

4. Dimensions:
   - Length: 46.14 m (151 ft 5 in)
   - Span: 41.84 m (137 ft 3 in)
   - Height: 13.87 m (45 ft 6 in)

   Wing Area
   - reference: 168.63 m$^2$ (1815 sq. ft)
   - total: 184.17 m$^2$ (1982 sq. ft)

5. Engines:
   - Two Rolls-Royce RB211-535E4-B-75 Turbofan Engines
   - Limitations: see CAA UK engine TCDS No. 1049 or Airplane Flight Manual

6. Auxiliary Power Unit: Aerosila TA12-60
   - Limitations: Refer to Airplane Flight Manual

7. Propellers: N/A

8. Fuel:
   - Refer to applicable approved manuals

9. Oil:
   - Refer to applicable approved manuals

10. Air Speeds:
    - See Airplane Flight Manual

11. Maximum Operating Altitude: 12,100 m (39,700 ft) pressure altitude

12. All Weather Capability: Cat II

13. Maximum Certified Weights:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and Ramp</td>
<td>227,850 lbs.</td>
</tr>
<tr>
<td></td>
<td>103,350 kgs</td>
</tr>
<tr>
<td>Take-off</td>
<td>227,000 lbs</td>
</tr>
<tr>
<td></td>
<td>103,000 kgs</td>
</tr>
<tr>
<td>Landing</td>
<td>197,300 lbs</td>
</tr>
<tr>
<td></td>
<td>89,500 kgs</td>
</tr>
<tr>
<td>Zero Fuel</td>
<td>186,500 lbs</td>
</tr>
<tr>
<td></td>
<td>84,600 kgs</td>
</tr>
</tbody>
</table>

15. Datum: A perpendicular plane to the fuselage centerline, located at 20 300 mm ahead of the wing center-box rear (2nd) spar theoretical axis.

16. Mean Aerodynamic Cord (MAC):  4.61 m (15.1 ft)

17. Levelling Means: See Weight and Balance Manual

18. Minimum Flight Crew: Flights may be performed by the crew consisting of:
   – Captain
   – First Officer
   – Flight Engineer

19. Maximum number of occupants:
   
   (1) The maximum number of occupants aboard the aircraft, including cargo operators, must not exceed the number of seats fitted with seat belts and oxygen (see Table 2.4.1).

<table>
<thead>
<tr>
<th>Number of seats</th>
<th>Total number of occupants</th>
<th>Crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>cockpit – 4</td>
<td>for flight over land 7</td>
<td>7</td>
</tr>
<tr>
<td>cargo operators compartment – 3</td>
<td>for overseas flights 6</td>
<td>6</td>
</tr>
</tbody>
</table>

   (2) There is provided the seat for escort pilot (or inspector) in the cockpit.

20. Exits:

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Size mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Entrance Doors (Fwd, LH)</td>
<td>1 Type I 840 mm (w) x 1850 mm (h)</td>
</tr>
<tr>
<td>2</td>
<td>Service Door (Fwd, RH)</td>
<td>1 Type I 650 mm (w) x 1600 mm (h)</td>
</tr>
</tbody>
</table>

   Additionally, for crew emergency evacuation purposes, the the direct vision windows in the cockpit (when it is impossible to open doors) are available.

21. Cargo compartment loading:

   The airplane must be loaded in accordance with the loading instructions given in the Weight and Balance Manual.

22. Wheels and Tyres:

   | Nose Assy (Qty 2) | Tyre/Wheel: 840x290 mm (33x11.4 in) mod. 3A/KT-197 |
   | Main Assy (Qty 8) | Tyre/Wheel: 1070x390 R480 mm (42x11.4 R18.9 in) mod. 4A or H40x14.5 R19/KT-196M |

   Speed Rating: 400 km/h.
IV. Operating and Servicing Instructions

1. Flight Manual:
   Airplane Flight Manual, Document No. 74.89.0000000 AFM

2. Mandatory Maintenance Instructions:
   See Aircraft Maintenance Manual Document No. 74.89.0000000 MM and Aircraft Maintenance Shadule Document No. 74.89.0000000 MS

3. Service Letters and Service Bulletins:
   As published by Tupolev and approved by IAC AR.

4. Required Equipment:
   Required equipment is listed in Tu-204-120CE Specification 74.89.0000000C120CE.

V. Notes

Not applicable at Issue 1