



TYPE-CERTIFICATE DATA SHEET

No. EASA.A.172

for

AIRBUS A300, A310, A300-600

Type Certificate Holder:

AIRBUS S.A.S.

2, Rond-Point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models:

| | | | |
|--------------------------------------|--------------------------------------|-----------|------------------------|
| A300 B1 (surrendered) | A300 B4 2C (surrendered) | A310-203 | A300 B4-620 |
| A300 B2 1A (surrendered) | A300 B4 102 (surrendered) | A310-221 | A300 B4-601 |
| A300 B2 1C (surrendered) | A300 B4 103 (surrendered) | A310-222 | A300 B4-603 |
| A300 B2K 3C (surrendered) | A300 B4 120 (surrendered) | A310-204 | A300 B4-622 |
| A300 B2 202 (surrendered) | A300 B4 203 (surrendered) | A310-203C | A300 C4-620 |
| A300 B2 203 (surrendered) | A300 B4 220 (surrendered) | A310-322 | A300 B4-605R |
| A300 B2 320 (surrendered) | A300 C4 203 (surrendered) | A310-304 | A300 B4-622R |
| | A300 F4 203 (surrendered) | A310-304 | A300 F4-605R |
| | | A310-324 | A300 F4-622R |
| | | A310-308 | A300 F4-622R |
| | | A310-325 | A300 C4-605R variant F |



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1 GENERAL (ALL MODELS)

| | |
|--------------------------|---|
| Data Sheet No: | EASA.A.172 |
| Airworthiness Category: | Large Aeroplanes |
| Performance Class: | A |
| Certifying Authority: | EASA |
| Type Certificate Holder: | AIRBUS 2, Rond-Point Emile Dewoitine 31700 BLAGNAC - FRANCE |

ETOPS

The Type Design, system reliability and performance of A310/A300-600 model(s) 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 AI/EA3000.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides an overview about the ETOPS approvals:

| Aircraft Model | Engine Type | 120 min Approval Date | 180 min Approval Date |
|-----------------|-------------------|------------------------------|-----------------------|
| A300 B4-601 | GE CF6-80C2A1 | 22 October 1986 (90 min DT) | 27 July 1990 |
| A300 B4-601 | GE CF6-80C2A1 | 18 May 1987 (105 min DT) | 27 July 1990 |
| A300 B4-601 | GE CF6-80C2A1 | 14 September 1987 | 27 July 1990 |
| A300 B4-603 | GE CF6-80C2A3 | 14 September 1987 | 27 July 1990 |
| A300 B4-605R | GE CF6-80C2A5 | 26 May 1988 | 27 July 1990 |
| A300 B4-605R | GE CF6-80C2A5F | N/A | 29 April 1994 |
| A300 F4-605R | GE CF6-80C2A5F | N/A | 29 April 1994 |
| A300 B4-620 | PW JT9D-7R4H1 | 10 April 1986 | 27 July 1990 |
| A300 C4-620 | PW JT9D-7R4H1 | 10 April 1986 | 27 July 1990 |
| A300 B4-622 | PW 4158 | 30 October 1989 (105 min DT) | 03 September 1991 |
| A300 B4-622 | PW 4158 | 27 July 1990 | 03 September 1991 |
| A300 B4-622R | PW 4158 | 30 October 1989 (105 min DT) | 03 September 1991 |
| A300 B4-622R | PW 4158 | 27 July 1990 | 03 September 1991 |
| | | | |
| A310-203 | GE CF6-80A3 | 10 April 1986 | 27 July 1990 |
| A310-204/VAR100 | GE CF6-80C2A2 | 14 September 1987 | 27 July 1990 |
| A310-221 | PW JT9D-7R4D1 | 10 April 1986 | 27 July 1990 |
| A310-222 | PW JT9D-7R4D1 | 10 April 1986 | 27 July 1990 |
| A310-222/VAR100 | PW JT9D-7R4E1 500 | 10 April 1986 | 27 July 1990 |
| A310-304 | GE CF6-80C2A2 | 10 April 1986 (90 min DT) | 27 July 1990 |
| A310-304 | GE CF6-80C2A2 | 18 May 1987 (105 min DT) | 27 July 1990 |
| A310-304 | GE CF6-80C2A2 | 14 September 1987 | 27 July 1990 |
| A310-308 | GE CF6-80C2A8 | N/A | 03 September 1991 |
| A310-322 | PW JT9D-7R4E1 500 | 10 April 1986 | 27 July 1990 |
| A310-324 | PW 4152 | 28 March 1989 (90 min DT) | 03 September 1991 |
| A310-324 | PW 4152 | 30 October 1989 | 03 September 1991 |
| A310-325 | PW 4156A | N/A | 11 March 1992 |



PART-26 COMPLIANCE INFORMATION

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points:

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

* Compliance with point 26.305 is ensured by compliance with Part-21.A.65.



2 — A300 B1 SERIES

— Twin engine, wide body, short range carrier.

— It differs essentially from the A300 B2 100 series aircraft in its shorter fuselage.

2.1 — Certified model : A300 B1

The reference model is defined in AIRBUS INDUSTRIE publications:
AI/V N° 698/74 and AI/V N° 939/74 (equipment list).

Initial Certification Date:

-A300 B1: 12 November 1974

2.2 — Powerplant

Two GENERAL ELECTRIC CF6 50A turbofan engines, or CF6 50C turbofan engines after embodiment of SB 71.014.

2.3 — Maximum Weights (kg)

| | |
|-------------------------|---------|
| Applicability | A300 B1 |
| Modification | Basic |
| Service Bulletin | N/A |
| Weight Variant | WV 00 |
| Taxi Weight | 137 900 |
| Take-off Weight | 137 000 |
| Landing Weight | 122 000 |
| Zero fuel Weight | 116 500 |

2.4 — Centre of gravity

See EASA approved Flight Manual.

2.5 — Airspeed Limits

Maximum Operating Mach - MMO : 0.86

Maximum Operating Speed - VMO : 345 KIAS

Other speed limits: See EASA approved Flight Manual.



2.6 Fuel Tank Capacity

(Volumic mass: 0.782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | |
|-------|-----------------------|---------------------------------------|--|--------|
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 218 | 9 230 |
| Inner | 40 | 27 000 | 27 190 | 34 770 |
| TOTAL | 52 | 34 000 | 34 408 | 44 000 |

2.7 Additional Information

See "A300 All series, all models" chapter.

SURRENDERED



3 — A300 B2 100 SERIES

Twin engine, wide body, short range carrier

3.1 — Certified models : A300B2 1A, A300B2 1C

The reference model is defined in AIRBUS INDUSTRIE publications:

- Model A300 B2 1A: ——— AI/V N° 230/74 and AI/V N° 214/74 (equipment list)
- Model A300 B2 1C: ——— AI/V N° 697/74 and AI/V N° 748/74 (equipment list)

Initial Certification Date:

A300 B2 1A: 15 March 1974

A300 B2 1C: 02 October 1974

3.2 — Powerplant

2 GENERAL ELECTRIC turbofan engines

Model A300 B2 1A: ——— CF6 50A

Model A300 B2 1C: ——— CF6 50C or CF6 50C2R (See Note 3)

3.3 — Maximum Weights (kg)

| Applicability | A300 B2 1A, A300 B2 1C | | | A300 B2 1C |
|------------------|------------------------|-----------------|-----------------|------------|
| | Basic | Mod. 01569 | Mod. 01357 | Mod. 06696 |
| Modification | Basic | Mod. 01569 | Mod. 01357 | Mod. 06696 |
| Service Bulletin | N/A | SB A300-34-0025 | SB A300-34-0008 | N/A |
| Weight Variant | WV 00 | WV 01 | WV 02 | WV 03 |
| Taxi Weight | 137 900 | 137 900 | 142 900 | 134 900 |
| Take-off Weight | 137 000 | 137 000 | 142 000 | 134 000 |
| Landing Weight | 127 500 | 130 000 | 130 000 | 130 000 |
| Zero-fuel Weight | 116 500 | 120 500 | 120 500 | 120 500 |

3.4 — Centre of Gravity

See EASA approved Flight Manual

3.5 — Airspeed Limits

| | Basic model | Weight Variants 01, 02 & 03 |
|-------------------------------|-------------|-----------------------------|
| Maximum Operating Mach — MMO | 0.86 | 0.86 |
| Maximum Operating Speed — VMO | 360 KIAS | 345 KIAS |

Other speed limits: See EASA approved Flight Manual.



3.6 Fuel Tank capacity

(Volumic mass: 0.782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | |
|-------|-----------------------|---------------------------------------|--|--------|
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 218 | 9 230 |
| Inner | 40 | 27 000 | 27 190 | 34 770 |
| TOTAL | 52 | 34 000 | 34 408 | 44 000 |

3.7 Additional Information

See "A300 All series, all models" chapter.

SURRENDERED



4 — A300 B2 200 SERIES

Twin-engine, wide body, short range carrier

It differs essentially from the A300 B2-100 series aircraft in the addition of Krüger flaps at the wing root.

4.1 — Certified models : A300B2K 3C, A300B2 202, A300B2 203(*)

The reference model is defined in AIRBUS INDUSTRIE publications:

- Model A300 B2K 3C: ——— AI/V N° 746/76 and AI/V N° 770/76 (equipment list)
- Model A300 B2 202: ——— AI/V N° 8/78 and AI/V N° 9/78 (equipment list)
- Model A300 B2 203(*): ——— AI/V-C N° 148/80 and AI/V-C N° 149/80 (equipment list)

Initial Certification Date:

A300 B2K 3C: 23 June 1976

A300 B2 202: 22 February 1978

A300 B2 203: 21 February 1980

(*) See Note 6.

4.2 — Powerplant

2 GENERAL ELECTRIC turbofan engines

Model A300 B2K 3C: ——— CF6 50C or CF6 50C2R (see Note 3)

Model A300 B2 202: ——— CF6 50C1

Model A300 B2 203: ——— CF6 50C2 or CF6 50C2D (see Note 3)

4.3 — Maximum Weights (kg)

| Applicability | A300 B2K 3C, A300 B2 202, A300 B2 203(*) | | A300 B2K 3C |
|------------------|--|-----------------|-------------|
| Modification | Basic | Mod. 01569 | Mod. 06696 |
| Service Bulletin | N/A | SB A300-34-0025 | N/A |
| Weight Variant | WV 00 | WV 01 | WV 03 |
| Taxi Weight | 142 900 | 137 900 | 134 900 |
| Take-off Weight | 142 000 | 137 000 | 134 000 |
| Landing Weight | 130 000 | 130 000 | 130 000 |
| Zero fuel Weight | 120 500 | 120 500 | 120 500 |

(*) See Note 6.

4.4 — Centre of Gravity

See EASA approved Flight Manual.

4.5 — Airspeed Limits

Maximum Operating Mach — MMO ————— : 0,86

Maximum Operating Speed — VMO ————— : 345 KIAS

Other speed limits : see EASA approved Flight Manual.



4.6 Fuel Tank Capacity

(Volumic mass: 0.782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | |
|-------|-----------------------|---------------------------------------|--|--------|
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 218 | 9 230 |
| Inner | 40 | 27 000 | 27 190 | 34 770 |
| TOTAL | 52 | 34 000 | 34 408 | 44 000 |

4.7 Additional Information

See "A300 All series, all models" chapter.

SURRENDERED



5 — A300 B2-320 SERIES

Twin engine, wide body, short range carrier.

It differs essentially from the A300 B2-200 series aircraft in its increased landing and zero fuel weights.

5.1 — Certified model: A300 B2-320

The reference model is defined in AIRBUS INDUSTRIE publications:
AI/V-C N° 16/79 and AI/V-C N° 17/79 (equipment list)

Initial Certification Date:
A300 B2-320: 04 January 1980

5.2 — Powerplant

Two PRATT & WHITNEY JT9D-59A turbofan engines.

5.3 — Maximum Weights (kg)

| | |
|-------------------------|----------------------------|
| Applicability | A300 B2-320 |
| Modification | Basic |
| Service Bulletin | N/A |
| Weight Variant | WV-00 |
| Taxi Weight | 142 900 |
| Take-off Weight | 142 000 |
| Landing Weight | 136 000 (1) 134 000 (2) |
| Zero fuel Weight | 126 000 |

(1): 136 000 kg: slats 16° and flaps 15°

(2): 134 000kg: slats 25° and flaps 25°

5.4 — Centre of gravity

See EASA approved Flight Manual.

5.5 — Airspeed Limits

Maximum Operating Mach — MMO : 0,86
Maximum Operating Speed — VMO : 345 KIAS
Other speed limits: See EASA approved Flight Manual.



5.6 Fuel Tank Capacity

(Volumic mass: 0.782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | |
|-------|-----------------------|---------------------------------------|--|--------|
| | | Normal preselected refuelling (kg) | Refuelling with high level shut-off | |
| | | | (kg) | (l) |
| Outer | - | 7 000 | 7 241 | 9 260 |
| Inner | - | 27 000 | 27 480 | 35 140 |
| TOTAL | 94 | 34 000 | 34 721 | 44 400 |

5.7 Additional information

See "A300 All series, all models" chapter.

SURRENDERED



6 — A300 B4 100 SERIES

Twin engine, wide body, medium range carrier.

It differs essentially from the A300 B2 100 series aircraft in the addition of a fuel tank in the wing centre box, Krüger flaps at the wing root, and increased weights.

6.1 — Certified models : A300 B4 2C, A300 B4 102, A300 B4 103, A300 B4 120

The reference model is defined in AIRBUS INDUSTRIE publications:

— Model A300 B4 2C: ———— Al/V N° 676/74 and Al/V N° 201/75 (equipment list)

— Model A300 B4 102: ———— Al/V N° 1486/77 and Al/V N° 1487/77 (equipment list)

— Model A300 B4 103: ———— Al/V/C N° 10/79 and Al/V/C N° 11/79 (equipment list)

— Model A300 B4 120: ———— Al/V C N°1898/80 and Al/V C N° 1899/80 (equipment list)

Initial Certification Date:

A300 B4 2C: 26 March 1975

A300 B4 102: 07 December 1977

A300 B4 103: 21 March 1979

A300 B4 120: 04 February 1981

6.2 — Powerplant

Model A300 B4 2C: ———— 2 GENERAL ELECTRIC CF6 50C or CF6 50C2R turbofan engines (see Note 3)

Model A300 B4 102: ———— 2 GENERAL ELECTRIC CF6 50C1 turbofan engines

Model A300 B4 103: ———— 2 GENERAL ELECTRIC CF6 50C2 turbofan engines or CF6 50C2D (see Note 3)

Model A300 B4 120: ———— 2 PRATT & WHITNEY JT9D 59A turbofan engines

6.3 — Maximum weights (kg)

| Applicability | A300 B4 2C, A300 B4 102, A300 B4 103 A300 B4 120 (i.e. ALL) | | | |
|---------------------|---|-----------------|-----------------|-------------------------------------|
| Modification(s) | Basic | Mod. 01614 | Mod. 01652 | Mod. 01652 and Mod. 02032 |
| Service Bulletin(s) | N/A | SB A300 34 0020 | SB A300 34 0024 | SB A300 34 0024 and SB A300 34 0048 |
| Weight Variant | WV 00 | WV 01 | WV 02(*) | WV 03(*) |
| Taxi Weight | 150 900 | 153 900 | 158 400 | 158 400 |
| Take-off Weight | 150 000 | 153 000 | 157 500 | 157 500 |
| Landing Weight | 133 000 | 133 000 | 133 000 | 134 000 |
| Zero fuel Weight | 122 000 | 122 000 | 122 000 | 124 000 |



| Applicability | A300-B4-2C | ALL | A300-B4-120 | |
|--------------------------|-----------------|--|----------------------------|----------------------------|
| Modifications | Mod. 03752 | Mod. 01614, 01617, 01636, 01665 and 02032 | Mod. 04593(**) | Mod. 05511 |
| Service Bulletins | SB A300-00-0018 | SBs A300-34-0020 & 53-0057 & 53-0055 & 57-0058 & 34-0048 | N/A | SB A300-00-0004 |
| Weight Variant | WV 04 | WV 05(*) | WV 11 | WV 12 |
| Taxi Weight | 150 900 | 153 900 | 158 400 | 160 900 |
| Take-off Weight | 150 000 | 153 000 | 157 500 | 160 000 |
| Landing Weight | 133 000 | 134 000 | 136 000 (1) 134 000 (2) | 136 000 (1) 134 000 (2) |
| Zero fuel Weight | 122 000 | 124 000 | 126 000 | 123 000 |

| Applicability | A300-B4-2C | A300-B4-103 | A300-B4-2C | A300-B4-103 |
|-------------------------|---------------------------|-----------------|------------|-----------------|
| Modification | Mod. 06207, Mod. 06208 | Mod. 06193 | Mod. 07163 | Mod. 12875 |
| Service Bulletin | N/A | SB A300-00-0007 | N/A | SB A300-00-0038 |
| Weight Variant | WV 13 | WV 14 | WV 15 | WV 19 |
| Taxi Weight | 150 900 | 158 400 | 150 900 | 135 900 |
| Take-off Weight | 150 000 | 157 500 | 150 000 | 135 000 |
| Landing Weight | 134 000 | 134 000 | 134 000 | 134 000 |
| Zero fuel Weight | 126 000 | 126 000 | 126 000 | 126 000 |

| | |
|-------------------------|------------------|
| Applicability | A300-B4-103-WV14 |
| Modification | Mod. 13468 |
| Service Bulletin | SB A300-00-0041 |
| Weight Variant | WV 20 |
| Taxi Weight | 154 900 |
| Take-off Weight | 154 000 |
| Landing Weight | 134 000 |
| Zero fuel Weight | 126 000 |

(*): See Note 5

(**): Mod. 04593 allows also conversion from A300-B2-320 to A300B4-120

(1): 136 000 kg: slats 16° and flaps 15°

(2): 134 000kg: slats 25° and flaps 25°

6.4 Centre of Gravity

See EASA approved Flight Manual.



6.5 — Airspeed Limits

| | Basic model | Weight variants 01, 04, 05, 13 & 15* | Weight variants 02, 03, 11 & 14*, 19* | Weight variant 12* |
|-------------------------------|-------------|--|---|-----------------------|
| Maximum Operating Mach — MMO | 0.86 | 0.86 | 0.82** | 0.81** |
| Maximum Operating Speed — VMO | 360 KIAS | 345 KIAS | 345 KIAS | 335** KIAS |

* See Note 4.

** See Note 5.

Other speeds limits: see EASA approved Flight Manual.

6.6 — Fuel tank capacity

(Volumic mass: 0,782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | | | | |
|--------------|--------------------------|--|--|---------------|---|--|---------------|
| | | Without SB n° 28.0021 (modification 1664) (1) | | | With SB n° 28.0021 (modification 1664) (1) | | |
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | | | (kg) | (l) | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 202 | 9 210 | 7 000 | 7 241 | 9 260 |
| Inner | 130 | 27 000 | 27 026 | 34 560 | 27 000 | 27 480 | 35 140 |
| Center | 48 | 11 000 | 11 206 | 14 330 | 13 500 | 13 763 | 17 600 |
| TOTAL | 190 | 45 000 | 45 434 | 58 100 | 47 500 | 48 484 | 62 000 |

(1) See Note 6

6.7 — Additional information

See "A300 All series, all models" chapter.



7 — A300 B4-200 SERIES

Twin-engine, wide body, medium range carrier.

It differs essentially from A300 B4-100 series aircraft in its increased take-off weight.

7.1 — Certified models: A300 B4 203(*), A300 B4 220(*)

The reference model is defined in AIRBUS INDUSTRIE publications:

—Model A300 B4 203(*) —: AI/V-C N° 12/79 and AI/V-C N° 13/79 (equipment list)

—Model A300 B4 220(*) —: AI/V-C N° 981/81 and AI/V-C N° 982/81 (equipment list)

Initial Certification Date:

A300 B4-203: 26 April 1979

A300 B4 220: 08 January 1982

(*) See Note 6.

7.2 — Powerplant

Model A300 B4-203: — 2 General Electric CF6-50C2 or CF6-50C2D (see Note 3) turbofan engines

Model A300 B4-220: — 2 Pratt & Whitney JT9D-59A turbofan engines

7.3 — Maximum weights (kg)

| Applicability | A300 B4-203(*), A300 B4-220(*) | | A300 B4-203(*) | |
|------------------|--------------------------------|----------------------------|----------------|----------------------------|
| | Basic | Mod. 03195 | Mod 3424 | Mod 3424 & Mod 3195 |
| Service Bulletin | N/A | SB A300-00-0037 | N/A | SB A300-00-0037 |
| Weight Variant | WV 06 | WV 07 | WV 08 | WV 10 |
| Taxi Weight | 165 900 | 165 900 | 158 400 | 158 400 |
| Take-off Weight | 165 000 | 165 000 | 157 500 | 157 500 |
| Landing Weight | 134 000 | 136 000 (1) 134 000 (2) | 134 000 | 136 000 (1) 134 000 (2) |
| Zero-fuel Weight | 124 000 | 126 000 | 124 000 | 126 000 |

| Applicability | A300 B4-203(*) | | | |
|------------------|-----------------|-----------------|----------------------------|-----------------|
| | Mod. 06193 | Mod 11685 | Mod 11686 | Mod. 11877 |
| Service Bulletin | SB A300-00-0007 | SB A300-00-0028 | SB A300-00-0027 | SB A300-00-0032 |
| Weight Variant | WV 14 | WV 16 | WV 17 | WV 18 |
| Taxi Weight | 158 400 | 148 400 | 148 400 | 165 900 |
| Take-off Weight | 157 500 | 147 500 | 147 500 | 165 000 |
| Landing Weight | 134 000 | 134 000 | 136 000 (1) 134 000 (2) | 134 000 |
| Zero-fuel Weight | 126 000 | 124 000 | 126 000 | 126 000 |



| Applicability | A300-B4-203(*) | A300-B4-203(*) | A300-B4-203(*) |
|------------------|-----------------|-----------------|-----------------|
| Modification | Mod. 13362 | Mod. 13469 | Mod. 13470 |
| Service Bulletin | SB A300-00-0040 | SB A300-00-0042 | SB A300-00-0043 |
| Weight Variant | WV-20 | WV-21 | WV-22 |
| Taxi Weight | 158 400 | 154 900 | 154 900 |
| Take-off Weight | 157 500 | 154 000 | 154 000 |
| Landing Weight | 134 000 | 136 000 | 134 000 |
| Zero fuel Weight | 126 000 | 126 000 | 126 000 |

(*) See Note 6

(1): 136 000 kg: slats 16° and flaps 15°

(2): 134 000kg: slats 25° and flaps 25°

7.4 — Centre of Gravity

See EASA approved Flight Manual.

7.5 — Airspeed Limits

Maximum Operating Mach — MMO : 0.82 (See Note 4)

Maximum Operating Speed — VMO : 345 KIAS

Other speed limits: see EASA approved Flight Manual.

7.6 — Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre):

| Tanks | Unusable fuel (kg) | Usable fuel | | | | | |
|--------|--------------------|---|-------------------------------------|--------|--|-------------------------------------|--------|
| | | Without SB n° 28.0021 (modification 1664) (1) | | | With SB n° 28.0021 (modification 1664) (1) | | |
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | (kg) | (l) | (kg) | (l) | (kg) | (l) | |
| Outer | 12 | 7 000 | 7 202 | 9 210 | 7 000 | 7 241 | 9 260 |
| Inner | 130 | 27 000 | 27 026 | 34 560 | 27 000 | 27 480 | 35 140 |
| Center | 48 | 11 000 | 11 206 | 14 330 | 13 500 | 13 763 | 17 600 |
| TOTAL | 190 | 45 000 | 45 434 | 58 100 | 47 500 | 48 484 | 62 000 |

(1) See Note 5

7.7 — Additional information

See "A300 All series, all models" chapter.



8 — A300 C4 203 MODEL

Twin engine, wide body, medium range carrier.

It differs essentially from A300 B4 200 series aircraft in the addition of an upper side cargo door. It can be used either for passenger either for cargo transport or in combined configuration. The conversion instructions are provided by AIRBUS INDUSTRIE document AI/TF 100/79 approved by DGAC France.

8.1 — Certified model: A300 C4 203

The reference model is defined in AIRBUS INDUSTRIE publications:

- AI/V/C N° 14/79 and AI/V/C N°15/79 (equipment list)
- The approved modifications allowing the combined arrangement are provided in document AI/V-C N° 1994/82.

Initial Certification Date:

A300 C4 203: 18 December 1979

8.2 — Powerplant

2 GENERAL ELECTRIC CF6 50C2 turbofan engines.

8.3 — Maximum weights (kg)

| Applicability | A300 C4 203 | |
|------------------|-------------|----------------------------|
| Modification | Basic | Mod. 03195 & Mod. 03319 |
| Service Bulletin | N/A | SB A300 00-0037 |
| Weight Variant | WV 06 | WV07 |
| Taxi Weight | 165 900 | 165 900 |
| Take-off Weight | 165 000 | 165 000 |
| Landing Weight | 134 000 | 136 000 (1) 134 000 (2) |
| Zero fuel Weight | 124 000 | 126 000 |

(1): 136 000 kg: slats 16° and flaps 15°

(2): 134 000kg: slats 25° and flaps 25°

8.4 — Centre of Gravity

See EASA approved Flight Manual.

8.5 — Airspeed Limits

Maximum Operating Mach — MMO : 0.82 (see Note 4)

Maximum Operating Speed — VMO : 345 KIAS

Other speed limits: See EASA approved Flight Manual.



8.6 Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre)

| Tanks | Unusable fuel (kg) | Usable fuel | | | | | |
|--------|--------------------|---|-------------------------------------|--------|--|-------------------------------------|--------|
| | | Without SB n° 28.0021 (modification 1664) (1) | | | With SB n° 28.0021 (modification 1664) (1) | | |
| | | Normal preselected refuelling (kg) | Refuelling with high level shut-off | | Normal preselected refuelling (kg) | Refuelling with high level shut-off | |
| | | | (kg) | (l) | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 202 | 9 210 | 7 000 | 7 241 | 9 260 |
| Inner | 130 | 27 000 | 27 026 | 34 560 | 27 000 | 27 480 | 35 140 |
| Center | 48 | 11 000 | 11 206 | 14 330 | 13 500 | 13 763 | 17 600 |
| TOTAL | 190 | 45 000 | 45 434 | 58 100 | 47 500 | 48 484 | 62 000 |

(1) See Note 5.

8.7 Loading of Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "WEIGHT AND BALANCE MANUAL" and in the AIRBUS INDUSTRIE Aircraft Loadability Interface (ALI) Specifications:

- ALI 3001-502 Engine Transport
- ALI 3001-504 Non-Unitized load
- ALI 3001-601 ULD Transport

Loading system frame specification: TL 25/5505/78.

The cabin compartment is divided into three sections: forward section, center section and aft section.

FORWARD SECTION

Maximum linear load: 1250 kg/m

CENTER SECTION

Maximum linear load: 2696 kg/m

AFT SECTION

Maximum linear load: 1250 kg/m

The cargo compartment loading is done by using 88x125 inches or 96x125 inches (NAS 3610) pallets.

After embodiment of modifications 3492, 3493 and 3494, it is possible to load the forward or centre sections with 96x125 inches (IATA) containers, as well as 96x136 or 96x160 inches pallets allowing engine transport according to specification ALI 3000-502.

8.8 Additional information

See chapter "A300 All series, all models"



9 — A300 F4-203 MODEL

Twin-engine, wide-body, medium-range carrier used for cargo transport.

9.1 — Certified model: A300 F4-203

The reference model is defined in AIRBUS INDUSTRIE publications:

AI/EA A N° 370/86 and AI/EA A N° 371/86 (equipment list)

Initial Certification Date:
A300 F4-203: 06 June 1986

9.2 — Powerplant

2 GENERAL ELECTRIC CF6-50C2 turbofan engines.

9.3 — Maximum weight (kg)

| | |
|-------------------------|----------------------------|
| Applicability | A300 F4-203 |
| Modification | Basic |
| Service Bulletin | N/A |
| Weight Variant | WV-07 |
| Taxi-Weight | 165 900 |
| Take-off Weight | 165 000 |
| Landing Weight | 136 000 (1) 134 000 (2) |
| Zero fuel Weight | 126 000 |

(1): 136 000 kg: slats 16° and flaps 15°

(2): 134 000kg: slats 25° and flaps 25°

9.4 — Centre of Gravity

See EASA approved flight Manual.

9.5 — Airspeed Limits

Maximum Operating Mach — MMO : 0.82 (see Note 4)

Maximum Operating Speed — VMO : 345 KIAS

Other Airspeed Limits: See EASA approved Flight Manual.



9.6 Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre):

| Tanks | Unusable fuel (kg) | Usable fuel | | | | | |
|--------|--------------------|---|-------------------------------------|--------|--|-------------------------------------|--------|
| | | Without SB n° 28.0021 (modification 1664) (1) | | | With SB n° 28.0021 (modification 1664) (1) | | |
| | | Normal preselected refuelling (kg) | Refuelling with high level shut off | | Normal preselected refuelling (kg) | Refuelling with high level shut off | |
| | | | (kg) | (l) | | (kg) | (l) |
| Outer | 12 | 7 000 | 7 202 | 9 210 | 7 000 | 7 241 | 9 260 |
| Inner | 130 | 27 000 | 27 026 | 34 560 | 27 000 | 27 480 | 35 140 |
| Center | 48 | 11 000 | 11 206 | 14 330 | 13 500 | 13 763 | 17 600 |
| TOTAL | 190 | 45 000 | 45 434 | 58 100 | 47 500 | 48 484 | 62 000 |

(1) See Note 5.

9.7 Loading of Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual" (Ref. 00X080-07015/M11) and in the specifications AIRBUS INDUSTRIE:

- ALI 3001-502 Engine Transport
- ALI 3001-504 Non unitized load
- ALI 3001-601 ULD Transport

9.8 Additional information

See "A300 All series, all models" chapter.



10 A300 ALL SERIES ALL MODELS (EXCEPT A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R AND A300 C4-600R SERIES)



10.1 — Applicable Airworthiness requirements

The applicable requirements are as follows:

- a) ~~FAR 25 Amdt.19 included (SGAC letter 2060 DTA/M dated 30/03/73).~~

~~The following part of the certification basis constitutes the minimum required safety level of FAR 25.571 Amdt. 19.~~

~~For changes that affect or introduce fatigue critical structures FAR 25.571 Amdt. 19 applies, plus:~~

- ~~1. For structures susceptible to widespread fatigue damage (WFD):~~

- ~~a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);
b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;~~

- ~~2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;~~

- ~~3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.~~

~~Note 1: Points 1 and 3 do not apply to changes introduced by STC.~~

~~Note 2: Points 1, 2 and 3 do not apply to repairs.~~

~~Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.~~

~~Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.~~

- b) ~~Further French-German complementary conditions:
(SGAC letter 4080 DTA/M dated 06/08/70)
(SGAC letter 2060 DTA/M dated 30/03/73)~~

For all models:

| | | | | |
|----------------|-----------------|-----------------|-----------------|-----------------|
| CB1 | CC1 | CD1 | CE1 | CF3 |
| CB2 | CC2 | CD2 | CE2 | CF4 |
| CB5 | CC3 | CD3 | CE4 | CF5 |
| CB7 | CC4 | CD4 | CE5 | CF6 |
| | CC5 | CD5 | CE6 | CF7 |
| | CC6 | CD7 | CE8 | CF8 |
| | CC8 | CD8 | CE9 | CF9 |
| | CC9 | CD9 | CE10 | CF10 |
| | CC10 | CD10 | | CF11 |
| | CC11 | CD15 | | |
| | CC12 | | | |

- c) ~~FAR 25 Amdt. 23 for the following paragraphs:~~

~~— paragraph 145 (STAc letter 37473, dated 13/07/72)~~

~~— paragraph 1305 (STAc Telex 32482, dated 08/03/74)~~

~~— paragraphs 1321, 1331, 1333 (STAc letter 32220, dated 04/03/74)~~

- d) ~~FAR 25 Amdt. 24 for paragraph 1303~~

~~— (STAc letter 32220 dated 04/03/74).~~

- e) ~~FAR 25 Amdt. 32 for the following paragraphs:~~

~~— (SGAC letter 2060 DTA/M dated 30/03/73).~~



~~785~~ ~~812~~
~~787~~ ~~853~~
~~789~~ ~~855~~
~~791~~ ~~857~~
~~809~~ ~~1557~~
~~811~~ ~~Appendix F~~

~~f) Operation at take-off thrust extended to 10 minutes in case of engine failure, as per SGAC letter 1623 DTA/SDT/M of March 7, 1974 (for GENERAL ELECTRIC engines or DGAC 54 326/SFACT/TC of 21/12/1979 for PRATT & WHITNEY engines).~~

~~g) Endurance flight campaign called for as per paragraph 6.4 of SGAC/LBA document on the Organization of A300 B Certification, dated 6/10/70.~~

~~h) For the Automatic Flight Control System, the applicable technical requirements are complemented by:
~~–AC.25 1329 1A for cruise and category 1 approach~~
~~–Circular DTA/M 3938 for category II approach~~
~~–Circular AC 2057 A for automatic landing~~
~~–AC.120 28 A for category III(a) precision approach~~
 The requirements are established in SGAC letter 3904 DTA/M, dated 20/07/72.~~

~~i) Use of flexible take off thrust as per SGAC letter 1694, dated 12 March 1974.~~

~~j) The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.~~

~~k) Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H 01 Issue 02.~~

~~l) Operational Suitability Data~~

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

MMEL: JAR MMEL/MEL Amendment 1

~~m) Halon free hand held fire extinguisher (HAFEX) – per CRI D GEN AIRBUS 01~~

~~n) Installation of non-rechargeable lithium battery – per CRI F GEN 01 issue 1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019~~

10.2 Powerplant Limitations

The engines indicated below can be installed on the different models of A300 type aeroplanes as per definition of each model or as a replacement according to SB A300 71 0011 (General Electric engines). For the operating conditions of the aircraft in this case, see the Flight Manual.

| THRUST | GENERAL ELECTRIC DATA SHEET E23EA FICHE DGAC M.IM7 | | | PRATT & WITHNEY DATA SHEET E3NE FICHE DGAC M.IM6 |
|--------|---|----------------------|----------|--|
| | | CF6 50C CF6 50C2R | CF6 50C1 | CF6 50C2 CF6 50C2D |



| | | | | | |
|---|---|--------|--------|--------|---|
| Static Thrust at sea level (daN)* | | 22 400 | 23 050 | 23 050 | 23 015 |
| —Take off (5 mn up to 30° C —30.5° C for the 50A)** | | | | | |
| —Max continuous (up to 30° C) | | 20 600 | 20 600 | 20 600 | 19 920 |
| —Approved oils | See Specification GENERAL ELECTRIC D50TF1 called for in SB-GE N° 79-1 | | | | See Specification PRATT & WHITNEY 521-C called for in SB-PWA N° 238 |

Other powerplant limitations: see corresponding engine Type Certificate Data Sheets.

* Standard conditions (ISA: 15° C — 1013,2 mbar) and up to temperatures indicated in DGAC "Fiche de Caractéristiques Moteur" which also indicates thrust measurement conditions.

** 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) (see letter SGAC N° 1623 DTA/SDT/M of March 7, 1974 for GENERAL ELECTRIC engines, DGAC letter referenced 54-326 SFACT/TC of December 21, 1979 for PRATT & WHITNEY engines).

10.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) TSCP 700-5 (Specification SC 6203)

Operating limitations

| | |
|---|--------------------|
| Available mechanical shaft power at sea level | 105.8 KW |
| Maximum operating speed — N ₁ | 30 910 rpm — 110 % |
| _____ N ₂ | 38 845 rpm — 110 % |
| Maximum gas temperature at turbine | 585° C |

Approved oils: See Honeywell (formerly AIRESEARCH) maintenance manual TSCP700-49.20.00 table 303.

10.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET.

The above mentioned fuels are also suitable for the APU.

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

10.5 Hydraulic fluids

Specification NSA 30-7110

10.6 Tyres

See Service Bulletin AIRBUS INDUSTRIE A300-32-002.



10.7 Minimum Crew**Flight Crew:**

2 pilots and 1 flight engineer or crew member qualified for systems operation.
2 pilots for aircraft identified FF (See Note 6).

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

| Passenger Seating Capacity & Cabin Configuration | Cabin Crew |
|--|------------|
| 345 passengers, A-A-I-A | 7 |

10.8 Maximum number of passengers seats

- 345 in compliance with the requirements of FAR 25 Amdt. 32, covering emergency exits. Emergency evacuation demonstration in compliance with FAR Part para. 25.803 (c) was conducted with 330 passengers.
- 145 for the aircraft C4-200 in combined configuration.

For the number of passengers authorized for each aircraft, see the corresponding interior arrangement drawing approved by DGAC France.

10.9 Maximum Authorized Altitude

40 000 ft. (12 200 meters).

10.10 Lower Deck Cargo compartment loading

For the positions and the loading conditions authorized in each position (quantity references of containers, pallets, associated weights) see Approved Flight Manual (Chapter 6 Annex 02).

For authorized conditions of split engine transport on pallets in the forward cargo compartment, see approved Flight Manual (chapter 6 supplement 03).

The aircraft must be loaded according to instructions of the Weight and Balance Manual.

| | | |
|---------------------|--------------|--|
| Forward compartment | Maximum load | 16 620 kg |
| Mid compartment | Maximum load | 10 280 kg |
| | | 10 884 kg with embodiment of mod. 0470 or 2599 |
| Aft compartment | Maximum load | 2 500 kg (bulk loading). |



10.11 Airworthiness Limitations / Maintenance Instructions

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply for the purpose of calculating:

- a) the remaining life of a part or component, or
- b) the remaining time in FH/FC before the threshold or the next interval is reached when a mandatory inspection must be performed of a component, previously used on an A300 B1/B2/B4/C4/F4 model aircraft, and transferred as authorized to an aircraft whose type and model is still approved by EASA:

-Safe Life Airworthiness Limitations Items are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 1 Rev. 2 including Variations 2.1, 2.2 and 2.3.

-Damage Tolerance Airworthiness Limitations Items are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 2 Rev. 4 including Variation 4.1.

~~Airworthiness Limitation Section (ALS) Parts 3 & 4 are not applicable to A300 models.~~

-Fuel Airworthiness Limitations are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 5 Rev. 0 including Variation 0.1.



10.12 ~~Other limits~~

~~See approved EASA approved Flight Manual.~~

10.13 ~~Required equipment~~

~~The basic required equipment as prescribed in the applicable Regulations must be installed in the aircraft.~~

~~See the definition of the reference model for approved Modifications and Equipment.~~

~~Cabin Equipment: Seats and galleys must be designed in accordance with AIRBUS specifications: TL 25/1110/74 (Galleys) and TL 25/1109/74 (Passengers seats)~~

10.14 ~~Operational Suitability Data (OSD)~~

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

1. ~~Master Minimum Equipment List~~

~~The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A300 MMEL reference AI/VF 4000.~~

10.15 ~~Notes~~

~~NOTE 1 If modifications 0904, 1022, 1023 are embodied, the aircraft has category III(a) precision approach capability.~~

~~NOTE 2 It is possible to change the model of an aircraft in the cases and conditions specified by SB A300-00-001.~~

~~NOTE 3 After embodiment of modification 2818 (SB A300-71-0031), and with the corresponding revision of the Flight Manual, the GENERAL ELECTRIC CF6-50C2R engine can be used on A300-B4-2C aircraft models.~~

~~After embodiment of modification 7794 (SB A300-72-0004), and with the corresponding revision of the Flight Manual, the GENERAL ELECTRIC CF6-50C2D engine can be used on A300-B4-103 and A300-B4-203 aircraft models.~~

~~NOTE 4 On A300-B4-100 series aeroplanes — except A300-B4-120 model — with weight variants 02, 03, 11, 12, 14 and 19, and on A300-B4-200 series aeroplanes, and A300-C4-200 model aeroplanes, the embodiment of SB A300-34-0029 (modification 1688) enables the MMO values to be selected according to take-off weight:~~

~~take off weight (md) ≤ 153 T — MMO = 0.86~~

~~take off weight (md) > 153 T — MMO = 0.82~~

~~On A300B4-120 model aeroplanes with weight variant 12, embodiment of SB A300-00-0004 (modification 5511) enables the MMO and VMO values to be selected according to take-off weight:~~

~~take off weight (md) ≤ 153 T — VMO = 345 KIAS — MMO = 0.86~~

~~take off weight (md) > 153 T — VMO = 335 KIAS — MMO = 0.81~~



~~NOTE 5 – A certain number of approved modifications embodied in production on all aircraft after MSN 165 are gathered under the modification number 2599.~~

~~In particular aircraft embodying modifications 2599 have the characteristics separately defined by modifications 0470, 1664, 1652, 2032.~~

~~NOTE 6 – Aircraft identified by the letters FF added to the designation of the model have the following characteristics:~~

- ~~—— forward facing crew cockpit~~
- ~~—— digital autopilot with associated subsystems~~

~~—— Definition of "FF" aircraft is detailed in document A1/V-C 1045/81.~~

~~—— "FF" aircraft are to be used with a Flight Manual incorporating the "FF" revision approved by the EASA.~~

~~—— A300B4 220 and A300B4 203 models aeroplanes have been certified as "FF" variant.~~

SURRENDERED



11 A310-200 SERIES

Short/medium range wide-body airplane powered by two turbofan engines.

11.1 Certified models : A310-203, A310-221, A310-222, A310-204

The definition of A310-200 series aeroplanes, except those of the weight variants of the 100 series, is given in AIRBUS INDUSTRIE documents AI/V-C N° 4/83 and AI/V-C N° 5/83 (Equipment List).

The definition of A310-200 series aeroplanes of the weight variants of the 100 series is given in AIRBUS INDUSTRIE documents AI/EA-A N° 250/86 and AI/EA-A N° 251/86 (Equipment List).

Initial Certification Date:

A310-203: 11 March 1983

A310-221: 11 March 1983

A310-222: 22 September 1983

A310-204: 23 April 1986

11.2 Engines

| | | |
|----------------|---|--|
| Model A310-203 | : | 2 GENERAL ELECTRIC CF6-80A3 turbofan engines |
| Model A310-221 | : | 2 PRATT & WHITNEY JT9D-7R4D1 turbofan engines |
| Model A310-222 | : | 2 PRATT & WHITNEY JT9D-7R4E1 turbofan engines |
| Model A310-204 | : | 2 GENERAL ELECTRIC CF6-80C2A2 turbofan engines |

11.3 Maximum weights (kg)

| Applicability | A310-203, A310-221, A310-222 | | A310-203, A310-221 | A310-203, A310-221, A310-222 |
|-------------------------|------------------------------|-----------------|-----------------------|------------------------------------|
| Modification | Basic | Mod. 03703 | Mod. 04008 | Mod. 05124 |
| Service Bulletin | N/A | SB A310-00-2003 | N/A | SB A310-00-2002 |
| Weight Variant | WV 00 | WV 01 | WV 03 | WV 04 |
| Taxi Weight | 132 900 | 139 500 | 125 900 | 142 900 |
| Take-off Weight | 132 000 | 138 600 | 125 000 | 142 000 |
| Landing Weight | 118 500 | 121 500 | 118 500 | 121 500 |
| Zero fuel Weight | 108 500 | 111 500 | 108 500 | 111 500 |

| Applicability | A310-203, A310-221, A310-222 | A310-221 | A310-203 | A310-222 |
|-------------------------|------------------------------------|-----------------|------------|-----------------|
| Modification | Mod. 06395 | Mod. 6764 | Mod. 07415 | Mod. 10685 |
| Service Bulletin | N/A | SB A310-00-2006 | N/A | SB A310-00-2024 |
| Weight Variant | WV 06 | WV 07 | WV 08 | WV 11 |
| Taxi Weight | 135 900 | 132 900 | 139 500 | 144 900 |
| Take-off Weight | 135 000 | 132 000 | 138 600 | 144 000 |
| Landing Weight | 118 500 | 119 500 | 122 000 | 121 500 |
| Zero fuel Weight | 111 500 | 111 500 | 112 000 | 111 500 |



| Applicability | A310-204, A310-222 | | A310-204 |
|------------------|----------------------------------|-----------------|------------|
| Modification | Basic for A310-204 Mod. 06527 | Mod. 06528 | Mod. 07290 |
| Service Bulletin | N/A | SB A310-00-2015 | N/A |
| Weight Variant | WV 101 | WV 104 | WV 107 |
| Taxi Weight | 139 500 | 142 900 | 134 900 |
| Take-off Weight | 138 600 | 142 000 | 134 000 |
| Landing Weight | 122 000 | 122 000 | 122 000 |
| Zero fuel Weight | 112 000 | 112 000 | 111 500 |

11.4 Centre of gravity

See EASA approved Flight Manual.

11.5 Airspeed Limits

| | Basic model & weight variants 01, 03, 08, 101 & 107 | Weight Variants , 04, 06, 07, 11 & 104 |
|-------------------------------|---|---|
| Maximum Operating Mach - MMO | 0.84 | 0.84 |
| Maximum Operating Speed - VMO | 360* KIAS | 340 KIAS |

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks for the A310-203 and A310-204 models

Other speed limits: see EASA approved Flight Manual.

11.6 Fuel tank Capacity

(Volumic mass: 0,8 kg/litre)

| Tanks | Unusable fuel | Usable fuel | |
|--------|---------------|----------------------|---|
| | | A310-200 series | A310-200 series Variants 100 (i.e.WV 101, 104, 107) |
| Outer | 41 kg (51 l) | 5 992 kg (7 490 l) | 5 920 kg (7 400 l) |
| Inner | 40 kg (50 l) | 22 360 kg (27 950 l) | 22 320 kg (27 900 l) |
| Center | 14 kg (18 l) | 15 728 kg (19 660 l) | 15 728 kg (19 660 l) |
| TOTAL | 95 kg (119 l) | 44 080 kg (55 100 l) | 43 968 kg (54 960 l) |

11.7 Additional information

See chapter "A310 All series, all models"



12 A310-203C SERIES

Twin-engine, wide body, medium range carrier.

It differs essentially from A310-200 series aircraft by the addition of an upper deck cargo door. It can be used either for passenger transport either for cargo transport in the approved configurations referenced in AIRBUS INDUSTRIE document 00X000 09115/S21. The conversion instructions are provided in the Conversion Manual approved by EASA.

12.1 Certified model: A310-203C

The reference model is defined in AIRBUS INDUSTRIE publications:

AI/V-C N° 2600/84, AI/V-C N° 2601/84 and AI/V-C N° 2602/84 (equipment list).

Initial Certification Date:

A310-203C: 27 November 1984

12.2 Engines

Model A310-203C: two GENERAL ELECTRIC CF6-80A3 turbofan engines

12.3 Maximum weights (kg) :

| Applicability | A310-203C | | |
|------------------|-----------|-----------------|-----------------|
| | Basic | Mod. 03703 | Mod. 05124 |
| Modification | Basic | Mod. 03703 | Mod. 05124 |
| Service Bulletin | N/A | SB A310-00-2003 | SB A310-00-2002 |
| Weight Variant | | WV 00 | WV 04 |
| Taxi Weight | | 139 500 | 142 900 |
| Take-off Weight | | 138 600 | 142 000 |
| Landing Weight | | 121 500 | 121 500 |
| Zero fuel Weight | | 111 500 | 111 500 |

12.4 Centre of gravity

EASA approved Flight Manual.

12.5 Airspeed Limits

| | Basic model, Weight Variant 00 | Weight Variant 04 |
|-------------------------------|--------------------------------|-------------------|
| Maximum Operating Mach - MMO | 0.84 | 0.84 |
| Maximum Operating Speed - VMO | 360* KIAS | 340 KIAS |

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks.

Other speed limits: see EASA approved Flight Manual.



12.6 Fuel Tank Capacity

(Volumic mass: 0,8 kg/litre) :

| Tanks | Unusable fuel | Usable fuel |
|--------|---------------|----------------------|
| Outer | 41 kg (51 l) | 5 992 kg (7 490 l) |
| Inner | 40 kg (50 l) | 22 360 kg (27 950 l) |
| Center | 14 kg (18 l) | 15 728 kg (19 660 l) |
| TOTAL | 95 kg (119 l) | 44 080 kg (55 100 l) |

12.7 Loading of Main Deck Cargo Compartment

The cargo compartment shall be loaded according to the loading instructions given in the "Weight and Balance Manual" 00X0800 7004/M21 (Chapter 3.10.05 for cargo transport and chapter 4.10 for combi configuration).

12.8 Additional information

See chapter "A310 - All series, all models".



13 A310-300 SERIES

Twin-engine, widebody, medium range carrier.

It differs essentially from A310-200 series aircraft by the installation of fuel tank in the horizontal tailplane.

13.1 Certified models : A310-322, A310-304, A310-324, A310-308, A310-325

The reference model is defined in AIRBUS INDUSTRIE publications:
AI/EA N° 1900/85 and AI/EA N°.1901/85 (equipment list).

Initial Certification Date:

A310-322: 05 December 1985

A310-304: 11 March 1986

A310-324: 27 May 1987

A310-308: 05 June 1991

A310-325: 06 March 1992

13.2 Engines

| | | |
|----------------|---|---|
| Model A310-322 | : | two PRATT & WHITNEY JT9D-7R4E1turbofan engines |
| Model A310-304 | : | two GENERAL ELECTRIC CF6-80C2A2turbofan engines |
| Model A310-324 | : | two PRATT & WHITNEY PW 4152turbofan engines |
| Model A310-308 | : | two GENERAL ELECTRIC CF6-80C2A8 or CF6-80C2A2 turbofan engines (See note 4) |
| Model A310-325 | : | two PRATT & WHITNEY 4156A turbofan engines |

13.3 Maximum weights (kg)

| | | | | |
|-------------------------|----------------------------------|--|----------------------------------|------------|
| Applicability | A310-304 A310-322 A310-324 | A310-304 A310-308 A310-322 A310-324 | A310-304 A310-322 A310-324 | A310-304 |
| Modification | Basic | Mod. 05616 | Mod. 08144 | Mod. 06707 |
| Service Bulletin | N/A | SB A310-00-2007 | SB A310-00-2014 | N/A |
| Weight Variant | WV 00 | WV 01 | WV 03 | WV 04 |
| Taxi Weight | 150 900 | 153 900 | 153 900 | 142 900 |
| Take-off Weight | 150 000 | 153 000 | 153 000 | 142 000 |
| Landing Weight | 123 000 | 123 000 | 124 000 | 123 000 |
| Zero fuel Weight | 113 000 | 113 000 | 114 000 | 113 000 |

| | | | |
|-------------------------|----------------------------------|----------------------------------|----------------------|
| Applicability | A310-304 A310-324 A310-308 | A310-304 A310-322 A310-324 | A310-308 A310-325 |
| Modification | Basic for A310-308 Mod. 07088 | Mod. 07614 | Mod. 07659 |
| Service Bulletin | SB A310-00-2012 | N/A | N/A |
| Weight Variant | WV05 | WV 06 | WV 07 |
| Taxi Weight | 157 900 | 139 500 | 134 900 |
| Take-off Weight | 157 000 | 138 600 | 134 000 |
| Landing Weight | 124 000 | 123 000 | 124 000 |
| Zero fuel Weight | 114 000 | 113 000 | 114 000 |



| | | | |
|-------------------------|-----------------|-----------------|-----------------|
| Applicability | A310-308 | A310-324 | A310-308 |
| Modification | Mod. 08469 | Mod 11103 | Mod. 13302 |
| Service Bulletin | SB-A310-00-2018 | SB A310-00-2029 | SB A310-00-2053 |
| Weight Variant | WV 09 | WV 12(*) | WV 13 |
| Taxi Weight | 161 900 | 160 900 | 164 900 |
| Take-off Weight | 161 000 | 160 000 | 164 000 |
| Landing Weight | 124 000 | 124 000 | 124 000 |
| Zero fuel Weight | 114 000 | 114 000 | 116 500 |

(*): See Note 6

13.4 Centre of gravity

See EASA approved Flight Manual

13.5 Airspeed Limits

| | | |
|------------------------------------|---|---|
| | Basic model and weight variants 04, 06 and 07 | Weight Variants 01, 03, 05, 08, 09 ,12 and 13 |
| Maximum Operating Mach - MMO | 0.84 | 0.84 |
| Maximum Operating Speed - VMO [kt] | 360* KIAS | 340 KIAS |

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks.

Other speed limits: See EASA approved Flight Manual.

13.6 Fuel Tank Capacity

(density: 0.8 kg/litre)

| Tanks | Unusable fuel | Usable fuel |
|--------|------------------|----------------------|
| Outer | 41 kg (51 l) | 5 920 kg (7 400 l) |
| Inner | 40 kg (50 l) | 22 320 kg (27 900 l) |
| Center | 14.4 kg (18 l) | 15 712 kg (19 640 l) |
| Trim | 32 kg (40 l) | 4 920 kg (6 150 l) |
| TOTAL | 127.4 kg (159 l) | 48 872 kg (61 090 l) |

For aircraft equipped with Auxiliary Centre Tank, see Note 3.

13.7 Additional information

See "A310 - All series - All models".



14 A310 ALL SERIES - ALL MODELS

14.1 Applicable requirements

The applicable requirements are as follows (DGAC letter 53309 SFACT/TC).

- a) FAR Part 25, including amdt. 1 thru 19 (initial A300 certification basis).
 - FAR Part 25, including amdt. 20 thru 41.
 - FAR Part 25, amdt. 42 except paragraph 25-109
 - FAR Part 25, amdt. 43 for the paragraph 25-1326.
 - FAR Part 25, amdt. 44 for the paragraph 25-1413.
 - FAR Part 25, amdt. 45 for the paragraphs 25-571 et 25.573.
 - FAR Part 25, amdt. 46 for the paragraphs 25-803 (c) (d) and 25.809 (f) (1) (iv) (v).
 - FAR Part 25, amdt. 47 for the paragraphs 25-809 (f) (1) (iii).
 - FAR Part 25, amdt. 49 for the paragraph 25-733.
 - FAR Part 25, amdt. 54 for the paragraphs 25-365 (e) (1) and (e) (2).

The following part of the certification basis constitutes the minimum required safety level of FAR 25.571 Amdt. 45

For changes that affect or introduce fatigue critical structures FAR 25.571 Amdt. 45 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):
 - a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);
 - b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;
2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;
3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

- b) French-German complementary conditions (DGAC letter 53781).

| | |
|--------|-----------|
| CB2 | CD1-1 |
| CB7-1 | CD8-1 |
| CC4-1 | CD9-2 |
| CC5-1 | CE0 |
| CC6-1 | CE2-1 |
| CC8-1 | CE4-1 |
| CC9-1 | CE10-1 |
| CC10-1 | CF3-1 |
| CC11 | CF7-1 |
| CC12-1 | Endurance |

- c) For precision approach and landing, the applicable technical requirements are complemented by:

- CTC 25-2 (circular DTA/M 3938) for category II and category I approach (DGAC letter 53164 SFACT/TC)



- JAR AWO Section III NPA n° 25 G - 142 (June 1983) for category III precision approach with and without decision height (fail operational system) (DGAC letter 53873 SFACT/TC).

The automatic flight control system, complies with AC.25 1329-1A for cruise and AC.2057 A for automatic landing.

- d) The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.
- e) For A310-300 series, a special condition for the center of gravity control system (DGAC letter 54185 SFACT/TC) CRI S10 - Centre of Gravity Control System.
- f) For A310-324 and A310-325 Models, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 53517 SFACT/TC) CRI S15 – A/C Powered by P4000 engines – FADEC.
- g) For the extended range operations the applicable technical requirements are contained in CTC 20 ETOPS.
- h) For the A310-308 model weight variants 08, 09 and 13, and A310-325 model weight variant 08, and A310-324 model weight variant 12, discrete gust requirements of JAR NPA 25C-205.
- i) Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.
- j) Operational Suitability Data

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

MMEL: JAR-MMEL/MEL Amendment 1

- k) Halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01
- l) Installation of non-rechargeable lithium battery – per CRI F-GEN-01 issue1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019
- m) For A310-300 models modified in accordance with MOD 13970 (Collins radio-altimeter 822-0334-021 with RF interference reduced), the certification basis is that of the original product amended, for the affected areas by the change (radio-altimeter), by the following: CS25 Amdt 27 for paragraphs: CS 25.1316 (b) and CS 25.1317 (c)

14.2 Powerplant Limitations

The engines indicated below can be installed on the different type A310 models in the basic version (See definition of each model) or as replacements, according to SB 71-2003 (General Electric engines). For the operating conditions of the aircraft in this case, see the Flight Manual (See Note 4).



| THRUST | GENERAL ELECTRIC DATA SHEET E13NE FICHE DGAC M.IM 13 | | | PRATT & WHITNEY DATA SHEET E3NE FICHE DGAC M.IM 6 | | PRATT & WHITNEY DATA SHEET E24NE EASA DATA SHEET IM.E.043 | |
|-----------------------------------|---|-------------|------------|---|------------|--|----------|
| | CF6-80A3 | CF6-80C2-A2 | CF6-80C2A8 | JT9D-7R4D1 | JT9D-7R4E1 | PW 4152 | PW 4156A |
| Static thrust at sea level (daN)* | | | | | | | |
| - Take-off (5 mn up to 30° C)** | 21 790 | 23 335 | 25 740 | 21 360 | 22 250 | 23 131 | 24 908 |
| - Max continuous (up to 30° C) | 20 380 | 21 387 | 21 387 | 20 380 | 21 140 | 21 885 | 21 885 |
| - Approved oils | See GENERAL ELECTRIC specification D50TF1 called for in SB GE N° 79-1 | | | See PRATT & WHITNEY specification 521 C called for in SB PWA N° 238 | | | |

Other powerplant limitations: see corresponding engine Type Certificate Data Sheets.

* Standard conditions (ISA: 15°C - 1013,2 mbar) and up to temperatures indicated in DGAC "Fiche de Caractéristiques Moteur" which also indicates thrust measurement conditions.

** 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC " Fiches de Caractéristiques Moteur ".



14.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) GTCP 331-250(F) for A310-200 series
 Honeywell (formerly AIRESEARCH) GTCP 331-250(H) for A310-200 series Variant 100, A310-200 series aeroplanes with modification 8409 embodied (SB A310-49-2010) and A310-300 series aeroplanes.

Limitations

| | |
|---|------------|
| Available mechanical shaft power at sea level | 98.5 KW |
| Maximum operating speed | 43 562 rpm |
| Maximum gas temperature at turbine outlet | 585° C |

Approved oils : See Honeywell (formerly AIRESEARCH) GTCP 331-250 Chapter 49-21-00 Table 2.

14.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET, TS-1 and RT.

The above mentioned fuels are also suitable for the APU.

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

14.5 Hydraulic Fluids

NSA specification 30-7110

14.6 Tyres

See AIRBUS INDUSTRIE Service Bulletin A310-32-2006

14.7 Minimum Crew

Flight Crew: 2 Pilots

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

| Passenger Seating Capacity & Cabin Configuration | Cabin Crew |
|--|------------|
| 255 passengers, A-III-A | 6 |
| 280 passengers, A-I-A | 6 |

14.8 Maximum number of passengers seats

275 (155 for the aircraft A310-200C in mixed configuration).

For seating arrangement see AIRBUS INDUSTRIE specification TL 25/1110/74.



14.9 Maximum authorized altitude

41 100 ft. (12 530 m)

14.10 Lower Deck Cargo Compartment Loading

- Forward compartment - maximum load: 12 700 kg
- Aft compartment - maximum load: 9 525 kg
- 11 110 kg (with mod. 3656)
- Bulk compartment - maximum load: 2 770 kg
- 1 442 kg (with mod. 3656)

For the positions and the loading conditions authorized in each position (references of containers, pallets, associated weights), see weight and Balance Manual Chapter 1.10.05.

14.11 Airworthiness Limitations / Maintenance Instructions

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply:

- Safe Life Airworthiness Limitations items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 1.
- Damage Tolerance Airworthiness Limitations Items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 2.
- Certification Maintenance Requirements are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 3.
- Ageing System Maintenance items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 4.
- Fuel Airworthiness Limitations are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 5.

14.12 Other Limitations

See EASA approved Flight Manual

14.13 Equipment

The equipment required by the applicable requirements shall be installed.
The equipment list approved for installation is provided in the definition of the reference model and the modifications applicable to it (see definition of reference model) Cabin furnishing equipment and arrangement shall conform to the following specifications (at latest issue).

- Passenger seat: TL 25/1110/74.
- Galleys: TL 25/1109/74.



14.14 Operational Suitability Data (OSD)

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

1. Master Minimum Equipment List

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A310 MMEL reference AI/VF 4000.

14.15 Notes

NOTE 1 - If the modification 4941 is embodied, the aircraft is certified for CAT III Precision Approach (Fail Operational System).

NOTE 2 - The definition of the aircraft, for the extended range twin engine airplane operations, is precised in the document AI/EA 3000.

NOTE 3 - Modifications 6920 and 7468 provide for installation in aft cargo compartment of respectively 1 and 2 Auxiliary Center Tanks with the following characteristics:

| Tanks | Unusable fuel | Usable fuel |
|-------|---------------|--------------------|
| ACT 1 | 27 kg (34 l) | 5 760 kg (7 200 l) |
| ACT 2 | 27 kg (34 l) | 5 760 kg (7 200 l) |

For limitations and associated procedures see the corresponding revision of the Airplane Flight Manual approved by EASA.

NOTE 4 - On A 310-308 model, the engine GENERAL ELECTRIC CF6-80C2A2 may be used after embodiment of Service Bulletin A310-71-2003 and with the corresponding revision of Flight Manual, supplement 11.

NOTE 5 - It is possible to change the model of an aircraft in the cases and conditions specified in SB A310-00-2019.

NOTE 6 - Weight variant 12 to A310-324 model only applies to individual MSN 442, 453, 456 and 467.



15 A300 B4-600 SERIES

Twin-engine, wide-body, medium-range carrier.

15.1 Certified models: A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622

The reference model is defined in AIRBUS INDUSTRIE publications: N° AI/V-C N° 400/84 and AI/V-C N° 401/84 (equipment list).

15.2 Engines

Model A300 B4-620: two PRATT & WHITNEY JT9D-7R4H1 turbofan engines.
 Model A300 B4-601: two GENERAL ELECTRIC CF6-80C2A1 turbofan engines.
 Model A300 B4-603: two GENERAL ELECTRIC CF6-80C2A3 turbofan engines.
 Model A300 B4-622: two PRATT & WHITNEY PW 4158 turbofan engines

Initial Certification Date:

A300 B4-620: 09 March 1984

A300 B4-601: 17 September 1985

A300 B4-603: 27 January 1987

A300 B4-622: 06 March 1989

15.3 Maximum weights (kg)

| Applicability | A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622 | |
|-------------------------|---|-----------------|
| Modification | Basic | Mod. 10955 |
| Service Bulletin | N/A | SB A300-00-6009 |
| Weight Variant | WV 00 | WV 08 |
| Taxi Weight | 165 900 | 153 900 |
| Take-off Weight | 165 000 | 153 000 |
| Landing Weight | 138 000 | 138 000 |
| Zero fuel Weight | 130 000 | 130 000 |

15.4 Centre of gravity

See EASA approved Flight Manual.

15.5 Airspeed Limits

- Maximum Operating Mach - MMO : 0.82
- Maximum Operating Speed - VMO : 335 KIAS

Other speed limits: See EASA approved Flight Manual.



15.6 Fuel Tank Capacity

(volumic mass: 0.8 kg/litre) :

| Tanks | Unusable fuel | Usable fuel |
|--------|----------------|----------------------|
| Outer | 12 kg (15 l) | 7 408 kg (9 260 l) |
| Inner | 130 kg (163 l) | 28 112 kg (35 140 l) |
| Center | 48 kg (60 l) | 14 080 kg (17 600 l) |
| TOTAL | 190 kg (238 l) | 49 600 kg (62 000 l) |

If the aircraft are fitted with Additional Centre Tank, see Note 1.

15.7 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600 R, A300 F4-600R and A300 C4-600R Series - All models".



16 A300 C4-620 SERIES

Twin-engine, wide-body, medium-range carrier.

It differs essentially from A300 B4-600 series aircraft by the addition of an upper deck lateral cargo door. It can be used either for passenger either for cargo transport or in combined configuration.

The conversion instructions are provided by AIRBUS INDUSTRIE document 00X0000 9112/S31 approved by DGAC.

16.1 Certified model: A300C4-620

The reference model is defined in AIRBUS INDUSTRIE publications AI/V-C N° 900/84 and AI/V-C N° 901/84 (equipment list).

Approved modifications for Combi mode are provided by document AI/V-C N° 990/84.

Initial Certification Date:
A300 C4-620: 17 May 1984

16.2 Engines

Model A300 C4-620: two PRATT & WHITNEY JT9D-7R4H1 turbofan engines.

16.3 Maximum weights (kg) :

| | |
|-------------------------|-------------|
| Applicability | A300 C4-620 |
| Modification | Basic |
| Service Bulletin | N/A |
| Weight Variant | WV 00 |
| Taxi Weight | 165 900 |
| Take-off Weight | 165 000 |
| Landing Weight | 138 000 |
| Zero fuel Weight | 130 000 |

16.4 Centre of gravity

See EASA approved Flight Manual.

16.5 Airspeed Limits

- Maximum Operating Mach - MMO : 0.82
- Maximum Operating Speed - VMO : 335 KIAS

Other speed limits: See EASA approved Flight Manual.



16.6 Fuel Tank Capacity

(volumic mass: 0.8 kg/litre) :

| Tanks | Unusable fuel | Usable fuel |
|--------|----------------|----------------------|
| Outer | 12 kg (15 l) | 7 408 kg (9 260 l) |
| Inner | 130 kg (163 l) | 28 112 kg (35 140 l) |
| Center | 48 kg (60 l) | 14 080 kg (17 600 l) |
| TOTAL | 190 kg (238 l) | 49 600 kg (62 000 l) |

If the aircraft are fitted with Additional Centre Tank, see Note 1.

16.7 Loading of Main Deck Cargo Compartment

The cargo compartment shall be loaded according to the loading instructions given in the "Weight and Balance Manual" 00X080 07003/M31 (Chapter 3.10.05 for bulk and chapter 4.10.05 for combi configuration).

16.8 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600 R, A300 F4-600R and A300 C4-600R Series - All models".



17 A300 B4-600R SERIES

Twin-engine, wide-body, long range-carrier.

17.1 Certified models: A300 B4-605R, A300 B4-622R

The reference model is defined in AIRBUS INDUSTRIE AI/EA-A N° 413 202/88 and AI/EA- A N° 413 203/88 (Equipment List).

Initial Certification Date:

A300 B4-605R: 10 March 1988

A300 B4-622R: 25 November 1988

17.2 Engines

Model A 300 B4-605 R: Two GENERAL ELECTRIC CF6-80C2A5 or CF6-80C2A3 turbofan engines (See Note 3), or
Two GENERAL ELECTRIC CF6-80C2A5F turbofan engines (See Note 5).
Model A 300 B4-622 R: Two PRATT & WHITNEY PW 4158 turbofan engines

17.3 Maximum weights (kg)

| Applicability | A300 B4-605R A300 B4-622R | A300 B4-605R | | |
|------------------|------------------------------|--------------|-----------------|-----------------|
| | | Mod. 07047 | Mod. 07486 | Mod. 07619 |
| Modification | Basic | Mod. 07047 | Mod. 07486 | Mod. 07619 |
| Service Bulletin | N/A | N/A | SB A300-00-6005 | SB A300-00-6001 |
| Weight Variant | WV 00 | WV 01(*) | WV 02(*) | WV 03 |
| Taxi Weight | 171 400 | 172 600 | 172 600 | 168 700 |
| Take-off Weight | 170 500 | 171 700 | 171 700 | 167 800 |
| Landing Weight | 140 000 | 140 000 | 138 000 | 140 000 |
| Zero fuel Weight | 130 000 | 123 000 | 123 000 | 131 000 |

| Applicability | A300 B4-605R A300 B4-622R | A300 B4-622R | A300 B4-622R |
|------------------|------------------------------|-----------------|-----------------|
| Modification | Mod. 08152 | Mod. 08153 | Mod 10956 |
| Service Bulletin | SB A300-00-6003 | SB A300-00-6004 | SB A300-00-6011 |
| Weight Variant | WV 04 | WV 05 | WV 07 |
| Taxi Weight | 172 600 | 144 900 | 153 900 |
| Take-off Weight | 171 700 | 144 000 | 153 000 |
| Landing Weight | 140 000 | 140 000 | 140 000 |
| Zero fuel Weight | 130 000 | 130 000 | 130 000 |

| Applicability | A300 B4-605R | A300 B4-622R |
|------------------|-----------------|-----------------|
| Modification | Mod. 12375 | Mod. 12949 |
| Service Bulletin | SB A300-00-6017 | SB A300-00-6026 |
| Weight Variant | WV 08 | WV 10 |
| Taxi Weight | 150 900 | 140 900 |
| Take-off Weight | 150 000 | 140 000 |
| Landing Weight | 140 000 | 140 000 |
| Zero fuel Weight | 130 000 | 130 000 |

(*) Simultaneous linear variation of MZFW, from 123 T to 130 T, and MTOW, from 171,7 T to 170,5 T .



17.4 Centre of gravity

- See EASA approved Flight Manual.

17.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
 - Maximum operating Speed - VMO : 335 KIAS

Other speed limits: see EASA approved Flight Manual.

17.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

| Tanks | Unusable fuel | Usable fuel |
|--------|----------------|----------------------|
| Outer | 12 kg (15 l) | 7 408 kg (9 260 l) |
| Inner | 130 kg (163 l) | 28 112 kg (35 140 l) |
| Center | 48 kg (60 l) | 14 080 kg (17 600 l) |
| Trim | 32 kg (40 l) | 4 920 kg (6 150 l) |
| TOTAL | 222 kg (278 l) | 54 520 kg (68 150 l) |

17.7 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R and A300 C4-600R Series - All models".



18 A300 F4-600R SERIES

Twin-engine, wide body, long range-carrier, used for cargo transport. It mainly differs from the A300 B4-600 R series aircraft by the addition of a lateral main deck cargo door.

18.1 Certified models: A300 F4-605R, A300 F4-622R**A300 F4-605R**

- The reference model is defined in AIRBUS INDUSTRIE publications 00X00009101/C30 for Type Design Definition
- 00X00009102/C3S for Equipment List.

A300 F4-622R

- The reference model is defined in AIRBUS INDUSTRIE publications 00X00009623/C30 for Type Design Definition
- 00X00009622/C3S for Equipment List.

Initial Certification Date:

A300 F4-605R: 19 April 1994

A300 F4-622R: 20 June 2000

18.2 Engines**Model A300 F4-605 R:**

Two GENERAL ELECTRIC CF6-80C2A5 turbofan engines (See Note 3) or
Two GENERAL ELECTRIC CF6-80C2A5F turbofan engines

Model A300 F4-622 R:

Two PRATT&WHITNEY PW 4158turbofan engines

18.3 Maximum weights (kg)

| Applicability | A300 F4-605R, A300 F4-622R | A300 F4-605R | A300 F4-605R | A300 F4-622R |
|-------------------------|-------------------------------|--------------|--------------|--------------|
| Modification | Basic | Mod. 10395 | Mod. 12852 | Mod. 12199 |
| Service Bulletin | N/A | N/A | N/A | N/A |
| Weight Variant | WV 00 | WV 06(*) | WV 09(*) | |
| Taxi Weight | 171 400 | 166 000 | 168 900 | |
| Take-off Weight | 170 500 | 165 100 | 168 000 | |
| Landing Weight | 140 000 | 140 600 | 143 300 | |
| Zero fuel Weight | 130 000 | 133 800 | 136 500 | |

(*) See Note 6.

18.4 Centre of gravity

- See EASA approved Flight Manual.



18.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
 - Maximum operating Speed - VMO : 335 KIAS
- Other speed limits: see EASA approved Flight Manual.

18.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

| Tanks | Unusable fuel | Usable fuel |
|--------------|-----------------------|-----------------------------|
| Outer | 12 kg (15 l) | 7 408 kg (9 260 l) |
| Inner | 130 kg (163 l) | 28 112 kg (35 140 l) |
| Center(*) | 48 kg (60 l) | 14 080 kg (17 600 l) |
| Trim(*) | 32 kg (40 l) | 4 920 kg (6 150 l) |
| TOTAL | 222 kg (278 l) | 54 520 kg (68 150 l) |

(*) See Note 6

18.7 Loading of the Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual", reference 00X08007020/M3S.

18.8 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R and A300 C4-600R Series - All models".



19 A300 C4-600R SERIES

Twin-engine, wide-body, long-range carrier.

It differs essentially from the A300B4-600R series aircraft by the addition of a lateral main deck cargo door. It was intended to be used either for passenger, cargo transport or in combined configuration. The main difference with the freighter series A300F4-600R consists in keeping all doors and windows, like the passenger version.

19.1 Certified model: A300 C4-605R Variant F

The model A300 C4-605R variant F is the exclusive cargo transport version approved.

The reference model is defined in AIRBUS INDUSTRIE publications - 00X00009607 / C30 Type Design Definition:

- 00X00009605 / C3SEquipment List

Initial Certification Date:

A300 C4-605R variant F: 02 July 1999

19.2 Engines

Model A300 C4-605 R Variant F : Two GENERAL ELECTRIC CF6-80C2A5turbofan engines.

19.3 Maximum weights (kg)

| | |
|-------------------------|-------------------|
| Applicability | A300C4-605R var F |
| Modification | Basic |
| Service Bulletin | N/A |
| Weight Variant | WV 00 |
| Taxi Weight | 171 400 |
| Take-off Weight | 170 500 |
| Landing Weight | 140 000 |
| Zero fuel Weight | 130 000 |

19.4 Centre of gravity

- See EASA approved Flight Manual.

19.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
- Maximum operating Speed - VMO : 335 KIAS
- Other Airspeed Limits : see EASA approved Flight Manual.



19.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

| Tanks | Unusable fuel | Usable fuel |
|--------|----------------|----------------------|
| Outer | 12 kg (15 l) | 7 408 kg (9 260 l) |
| Inner | 130 kg (163 l) | 28 112 kg (35 140 l) |
| Center | 48 kg (60 l) | 14 080 kg (17 600 l) |
| Trim | 32 kg (40 l) | 4 920 kg (6 150 l) |
| TOTAL | 222 kg (278 l) | 54 520 kg (68 150 l) |

19.7 Loading of the Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual", reference 00X8008000/M3S.

19.8 Additional information

See chapter "A300B4-600, A300C4-600, A300B4-600R, A300F4-600R and A300C4-600R Series - All models".



20 A300B4-600, A300C4-600, A300B4-600R, A300F4-600 R and A300C4-600R SERIES - ALL MODELS**20.1 Applicable requirements**

Applicable requirements are as follows

- DGAC letter 54159 SFACT/TC for A300B4-600,
- DGAC letter 53557 SFACT/TC for A300C4-600
- DGAC letter 53927 SFACT/TC for A300B4-600R
- CRI G-1 issue 2 dated April 15, 1994 for A300F4-605R
- CRI G-1 issue 3 dated June 29, 1999 for A300C4-605R variant F
- CRI G-1 issue 2 dated January 18, 2000 for A300F4-622R
- CRI-G-1 issue 3 dated July 01, 2004 for A300F4-622R General Freighter

a - FAR Part 25, including amendment 1 thru 19 (initial A300 certification basis)

- FAR Part 25, including amendment 19 thru 44 except paragraphs:
 - 25-301 amendment 23
 - 25-305 (d) amendment 23
 - 25-331 (a)(2) amendment 23
 - 25-109 amendment 42
- FAR Part 25, amendment 45 for the paragraph 25.571
- FAR Part 25, amendment 46 for the paragraphs 25-803 (c) (d) and 25-809 (f) (1) (iv) (v)
- FAR Part 25, amendment 47 for the paragraph 25-809 (f) (1) (iii)
- FAR Part 25, amendment 49 for the paragraph 25-733
- FAR Part 25, amendment 54 for the paragraphs 25-365 (e) (1) and (e) (2)

Note 1: Although FAR 25.571 Amdt 45 was not included in the initial Type Certification Basis, the A300-600 models have been demonstrated compliant to Damage Tolerance requirements. Application for formal upgrade of Certification Basis has been made through Major Change Project A6-658 approved by BOCA on December 02, 2001.

The following part of the certification basis constitutes the minimum required safety level of FAR 25.571 Amdt. 45

For changes that affect or introduce fatigue critical structures FAR 25.571 Amdt. 45 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):
 - a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);
 - b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;
2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;
3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

b - French German complementary conditions:

For all models, except A 300 F4-600 R (DGAC letter 53781 SFACT/TC) and



A300 C4-600 R.

| | |
|--------|-----------|
| CB2 | CD1-1 |
| CB7-1 | CD8-1 |
| CC4-1 | CD9-2 |
| CC5-1 | CE0 |
| CC6 | CE2-1 |
| CC8-1 | CE4-1 |
| CC9-1 | CE10-1 |
| CC10-1 | CF3-1 |
| CC11 | CF7-1 |
| CC12-1 | Endurance |

For A 300 F4-600 R (DGAC Letter 941384-SFACT/N-AT)

| | |
|------------|---|
| CB2 | |
| CB7-1 | |
| CC4-1 | |
| CC5-1 | |
| CC6-2 | (incorporation of JAR 25.321, JAR 25.331, JAR 25.333, JAR 25.335 (d), JAR 25.341(a)(b), JAR 25.343 (b) (1) (ii), JAR 25.345, JAR 25.349 (b), JAR 25.351, JAR 25.371, JAR 25. 373, JAR 25.391, JAR 25.427, JAR 25.571)(*). |
| CC8-1 | |
| CC10-2 | (incorporation of JAR 25.479 (c) (4)). |
| CC11 | |
| CC12-2 | (incorporation of JAR 25.561 (c)) (*). |
| CC13 | (incorporation of JAR 25.365 (e) (3)). |
| CC14 | (incorporation of JAR 25.723 (a)). |
| CD1-1 | |
| CD8-1 | |
| CD9-2 | |
| CD16 | (incorporation of JAR 25.783) (*). |
| CE0 | |
| CE2-1 | |
| CE4-1 | |
| CE10-1 | |
| CF3-1 | |
| CF7-1 | |
| CF13 | (incorporation of JAR 25.858) (*). |
| Endurance. | |

(*) These requirements have been introduced in the A300F4-600 R basis as a consequence of the derivation study made in accordance with JAA Information leaflet N° 18. The JAR 25 paragraphs are notified at change 13 + OP 90/1, OP 91/1.

Modifications linked to Main Deck Cargo compartment rearrangement for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12047, 12048, 12049, 12054, 12063, 12103, 12118, 12139, 12194, 12227)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:

| | |
|--------|--|
| CC5-2 | Design Manoeuvre conditions (supersedes CC5-1) |
| CC10-3 | Ground Loads (supersedes CC10-2) |



| | |
|--------|---|
| CC6-4 | Loads Requirements (supersedes CC6-2) |
| CC12-3 | Crash Design conditions (supersedes CC12-2) |
| CC15-1 | Damage Tolerance and Fatigue Evaluation of Structure (supersedes CB7-1) |

The following paragraphs are applicable at change 14:

JAR 25.783

JAR 25.787

JAR 25.853(b)

JAR 25.854/855/857/858

Equivalent Safety Finding: emergency exits arrangement FAR 25.807 (c) (1)

Special Condition S-2 related to carriage of certain categories of personnel on cargo aeroplanes.

Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

Modifications linked to Lower Deck Cargo compartment rearrangement for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12046, 12133)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:

| | |
|--------|---|
| CC5-2 | Design Manœuvre conditions (supersedes CC5-1) |
| CC10-3 | Ground Loads (supersedes CC10-2) |
| CC6-4 | Loads Requirements (supersedes CC6-2) |
| CC12-3 | Crash Design conditions (supersedes CC12-2) |
| CC15-1 | Damage Tolerance and Fatigue Evaluation of Structure (supersedes CB7-1) |

The following paragraphs are applicable at change 14:

JAR 25.783

JAR 25.854/855/857/858

Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

Modifications linked to Weight Variant 09 Installation for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12199, 12852)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:

| | |
|-------|---------------------------------------|
| CC6-4 | Loads Requirements (supersedes CC6-2) |
|-------|---------------------------------------|



Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

For A300 C4-600 R

| | |
|--------|---|
| CB2 | |
| CB7-1 | |
| CC4-1 | |
| CC5-1 | |
| CC6-3 | (incorporation of discrete gust requirements of JAR 25 Change 14) |
| CC8-1 | |
| CC10-2 | (incorporation of JAR 25.479(c)(4)) |
| CC11 | |
| CC12-2 | (incorporation of JAR 25.561(c)) |
| CC13 | (incorporation of JAR 25.365(e)(3)) |
| CC14 | (incorporation of JAR 25.723) |
| CC15** | (incorporation of JAR 25.571) |
| CD1-1 | |
| CD8-1 | |
| CD9-2 | |
| CD16 | (incorporation of JAR 25.783) |
| CE0 | |
| CE2-1 | |
| CE4-1 | |
| CE10-1 | |
| CF3-1 | |
| CF7-1 | |
| CF13 | (incorporation of JAR 25.858) |
| | Endurance |

The following JAR 25 paragraphs:

JAR 25.793**

JAR 25.1529**

JAR 25.854

** These requirements have been introduced in the A300C4-600R basis as a consequence of the derivation study made in accordance with JAA Information Leaflet n° 18. The JAR 25 paragraphs are notified at change 14.

c - For precision approach and landing, the applicable technical requirements are complemented by:

- CTC 25-2 (circular DTA/M 3938) for category I and category II approach (DGAC letter 53164 SFACT/TC)
- DGAC letter 54085 SFACT/TC for delayed flight approach (DFA)
- JAR AWO Section III NPA 25G-142 June 83 for roll out and category III with or without decision height (DGAC letter 53873 SFACT/TC)

The automatic flight control system complies with AC 25-1329-1A for cruise and AC 2057-A for automatic landing and JAR AWO Section IV NPA 25G-164 July 1984 for take-off in low visibility. CRI S26 - Minimum Approach break-off Height.

d - The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.

e - For the extended range twin engine airplane operations the applicable technical requirements are contained in JAA IL 20 and FAA AC 120-42A.



- f** - For A 300 B4-600 R, A300 F4-600 R and A300 C4-600 R series, a special condition relative to the installation of a fuel tank in the horizontal tailplane used to control the center of gravity (letter DGAC 53927 SFACT/TC).
- g** - For A300 B4-622, A300 B4-622 R and A300 F4-622 R models equipped with PW engines, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 53517 SFACT/TC) CRI S15 – A/C Powered by P4000 engines – FADEC.
- h** - For A300 B4-605 R and A300 F4-605 R models equipped with General Electric CF6-80C2A5F engines, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 940849-SFACT/N.AT) CRI P1 - FADEC.
- i** - For A300 F4-605R, A300 F4-622R and A300 C4-605R variant F models, a Special Condition S-1 related to fire protection of critical systems in the Main Deck Cargo Compartment.
- j** - For A300 F4-605R, A300 F4-622R and A300 C4-605R variant F models, a Special Condition S-2 related to carriage of certain categories of personnel on cargo airplanes.
- k** - For aircraft equipped with PW engines, the embodiment of modification related to Third Line of Defence installation (mod .12261 for PW JTP or mod. 12262 for PW4000) amend the French German certification basis as follows:
- Equivalent Safety Finding P-4 related to thrust reverser in-flight deployment is applicable.
- l** - Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.
- m** - Operational Suitability Data
- The EASA Type Certification with respect to Operational Suitability Data (OSD) is defined as follows:
- MMEL: JAR-MMEL/MEL Amendment 1
- Flight Crew: established in accordance with the Common Procedures Document for conducting Operational Evaluation Boards, dated 10 June 2004. The data are in compliance with CS-FCO, initial issue dated 31 January 2014
- n** - Halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01
- o** - Installation of non-rechargeable lithium battery – per CRI F-GEN-01 issue1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019
- p** - For A300F4-622R modified in accordance with EASA Major Change *Partial avionics upgrade of A300-600 with EPIC suite* (MODs 13829, 13831, 13836, 13838 and 13839), the certification basis is that of the original product amended, for the affected areas by the change, by the following:
- CS25 Amdt 18 for paragraphs:
25.869(a)(1), 25.899, 25.1301(a), 25.1302, 25.1303(b)(5), 25.1309(a)(b)(c), 25.1316, 25.1317, 25.1329(i), 25.1331(a)(2) and (3), 25.1333(b), 25.1360, 25.1362, 25.1431(d), 25.1459(e), 25.1535(b), 25.1543(b), 25.1545
- CS25 Amdt 4 for paragraph:
25.1529



CS ACNS Initial Issue Subpart B, Section 2 (DLS)

CS ACNS Issue 3 Subpart E, Section 1 (TAWS)

Special Condition:

SC F-26: Flight Recorders including Data Link

The following is a high-level description of changes incorporated as part of the *Partial avionics upgrade of A300-600 with EPIC suite*:

- Installation of the Honeywell EPIC Suite containing the following elements: Modular Avionics Units, Primary Flight Displays, Navigation Displays, Multipurpose Control Display Units, Cursor Control Devices;
- Installation of Weather RADAR RDR4000.

q - For A300-600 models modified in accordance with MOD 13970 (Collins radio-altimeter 822-0334-021 with RF interference reduced), the certification basis is that of the original product amended, for the affected areas by the change (radio-altimeter), by the following: CS25 Amdt 27 for paragraphs: CS 25.1316 (b) and CS 25.1317 (c).



20.2 Powerplant Limitations

The engines indicated below can be installed on the different models in the basic version (See definition of each model) or as replacements. For the operating conditions of the aircraft in this case, see the Flight Manual (See Note 3).

| THRUST | GENERAL ELECTRIC DATA SHEET E13NE FICHE DGAC M.IM 13 | | | PRATT & WHITNEY DATA SHEET E3N3 FICHE DGAC M.IM 6 | PRATT & WHITNEY DATA SHEET E24NE FICHE DGAC M.IM 18 |
|-----------------------------------|---|-----------------|---------------------------|--|---|
| | CF6-80C2A1 | CF6-80C2A3 | CF6-80C2A5 CF6-80C2A5F | JT9D-7RH1 | PW 4158 |
| Static thrust at sea level (daN)* | 25 740 (57 860) | 26 220 (58 950) | 26 734 (60 100) | 24 920 (56 000) 22 250 (50 000) | 25 800 (58 000) 22 054 (49 580) |
| - Take-off (5 mn)** (lbs) | | | | | |
| - Max continuous (lbs) | 23 750 (53 390) | 23 920 (53 780) | 25 003 (56 210) | | |
| - Approved oils | See GENERAL ELECTRIC specification D50TF1 called in SB GE N° 79-1 | | | See PRATT & WHITNEY specification 521C called in SB PWA N° 238 | |

* Standard conditions (ISA : 15° C - 1013,2 mbar) and up to temperatures indicated in DGAC "Fiche de Caractéristiques Moteur" which also precises the thrust measurement conditions.

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

Other powerplant limitations: see corresponding engine Type Certificate Data Sheet.

20.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) GTCP 331-250 (F) (Specification 31-2891) for models A300 B4-620 /-601 & -622 and A300 C4-620.

Honeywell (formerly AIRESEARCH) GTCP 331 - 250 (H) for A300 B4-603/B4-605R/ B4-622R/F4-605R and A300F4-622R and for models A300 B4-601/-620/-622 and A300 C4-620 after incorporation of modification 8409 (SB A300-49-6007).

Limitations

| | |
|---|------------|
| Available mechanical shaft power at sea level | 98.5 kW |
| Maximum operating speed | 43 562 rpm |
| Maximum gas temperature at turbine outlet | 585° C |

Approved oils: See Maintenance Honeywell (formerly AIRESEARCH) GTCP 331 – 250)



20.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET, TS-1 and RT.

The above mentioned fuels are also suitable for the APU.

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

20.5 Hydraulic fluids

NSA specification 30.7110.

20.6 Tyres

See Service Bulletin A300-32-6005

20.7 Minimum Crew

Flight Crew: 2 pilots.

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

| Passenger Seating Capacity & Cabin Configuration | Cabin Crew |
|--|------------|
| 345 passengers, A-A-I-A | 7 |
| 361 passengers, A-A-I-A | 8 |

20.8 Maximum number of passengers seats

- 361
- For seating arrangement see AIRBUS INDUSTRIE specification TL 25/1110/74
- For A300F4-600R series, see Special Conditions relative to § 20.1 (j)

20.9 Maximum authorized altitude

40 000ft (12 200 m) - See Note 6.

20.10 Lower Deck Cargo Compartment loading

- | | | |
|-----------------------|----------------|-----------|
| - Forward compartment | - maximum load | 18 507 kg |
| - Aft compartment | - maximum load | 12 837 kg |
| - Bulk compartment | - maximum load | 2 770 kg |

For the positions and the loading conditions authorized in each position (references of containers, pallets, associated weights), see Weight and Balance Manual.



20.11 Maintenance Instructions/Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply:

- Safe Life Airworthiness Limitations items are provided in the EASA-approved A300-600 Airworthiness Limitation Section (ALS) Part 1.
- Damage Tolerance Airworthiness Limitations Items are provided in the A300-600 EASA-approved Airworthiness Limitation Section (ALS) Part 2.
- Certification Maintenance Requirements are provided in the EASA-approved Airworthiness Limitation Section (ALS) Part 3.
- Ageing System Maintenance items are provided in the EASA-approved A300-600 Airworthiness Limitation Section (ALS) Part 4.
- Fuel Airworthiness Limitations (ALS Part 5) are provided in the EASA-approved Airworthiness Limitation Section (ALS) Part 5.

20.12 Other limitations

See EASA approved Flight Manual.

20.13 Equipment

- The equipment required by the applicable requirement shall be installed.
- The equipment list approved for installation is provided in the definition of the reference model and the modifications applicable to it (see definition of reference model).
- Cabin furnishing equipment and arrangement shall conform to the specifications (latest issue):
 - . passenger seat: TL 25/1110/74
 - . galleys: TL 25/1109/74

20.14 Operational Suitability Data (OSD)

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

1. Master Minimum Equipment List

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A300-600 MMEL reference AI/VF 4000.

20.15 Notes

- NOTE 1** - The modifications 5498, 5499, 5470, 5471 install in the aft cargo compartment additional centre tanks with the following characteristics:



| Tanks | Unusable fuel | Usable fuel |
|-------|---------------|--------------------|
| ACT 1 | 93 kg (117 l) | 5 600 kg (7 000 l) |
| ACT 2 | 93 kg (117 l) | 5 600 kg (7 000 l) |

For limitations and associated procedures see the corresponding revision of the Aeroplane Flight Manual approved by EASA.

- NOTE 2 -** The definition of the aircraft, for the extended range twin engine airplane operations, is found in the document AI/EA 3000.
- NOTE 3 -** On A300 B4-605R and A300 F4-605R models equipped with GENERAL ELECTRIC CF6-80C2A5 engines, the engine CF6-80C2A3 may be used, with the corresponding revision of the Flight Manual, supplement 11.
- NOTE 4 -** It is possible to change the model of an aircraft in the cases and conditions specified in SB A300-00-6002.
- NOTE 5 -** On A300 B4-605 R and A300 F4-605 R models, installation of GENERAL ELECTRIC FADEC - equipped CF6-80C2A5F is achieved by modification 8966.
- NOTE 6 -** For A300 F4-605 R weight variant 06 & 09 and A300 F4-622R weight variant 09, following limitations apply:
- centre and trim fuel tanks deactivated
 - maximum authorized altitude 35.000 ft.



21 PRODUCTION CONDITIONS

Since January 1st, 1994 and up to December 21, 1998 all aircraft produced in Toulouse by AIRBUS INDUSTRIE were produced under P09 approval production certificate granted by DGAC France.

Since December 22, 1998 and up to December 31, 2001 all aircraft produced in Toulouse by AIRBUS INDUSTRIE had been produced under JAR 21/G Production Organisation Approval No. F.G.035 granted by DGAC.

Since January 01, 2002, all aircraft produced in Toulouse by AIRBUS have been produced under JAR 21/G Production Organisation Approval No. F.G.035 granted by DGAC.

Since September 27, 2004, all aircraft produced in Toulouse by AIRBUS have been produced under JAR 21/G Production Organisation Approval No. FR.21G.0035 granted by DGAC.



SECTION: ADMINISTRATIVE**I. Acronyms and Abbreviations**

| | |
|-------|---|
| AFM | Aircraft Flight Manual |
| ALS | Airworthiness Limitations Section |
| APU | Auxiliary Power Unit |
| AWO | All Weather Operations |
| DGAC | Direction Générale de l'Aviation Civile |
| EASA | European Aviation Safety Agency |
| ESF | Equivalent Safety Finding |
| ETOPS | Extended Range Operation with Two-Engine Aeroplanes |
| EWIS | Enhanced Wiring Interconnection System |
| FAR | Federal Aviation Regulations |
| HIRF | High Intensity Radiated Field |
| JAA | Joint Aviation Authority |
| JAR | Joint Aviation Requirements |
| P/N | Part Number |
| SC | Special Condition |
| TC | Type Certification |
| TCDS | Type Certificate Data Sheet |
| WV | Weight Variant |

II. Type Certificate Holder Record

AIRBUS S.A.S.
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III. Change Record

| Issue | Date | Changes | TC issue |
|-------|-----------------|---|-------------------------------------|
| 01 | 30 April 2014 | Initial Issue EASA TCDS, EASA.A.172 issue 1, has been issued from F-DGAC TCDS n° 145 issue 25, and supersedes it. | Initial EASA issue 30 April 2014 |
| 02 | 24 Nov. 2016 | OSD Data Minimum Cabin Crew OSD Constituents CRI D-GEN-AIRBUS-01 | No change |
| 03 | 21 Sept. 2017 | EASA TCDS template has changed Airbus Headquarter address has changed (page 1) | Issue dated 21 Sept. 2017 |
| 04 | 11 March 2019 | CRI F-GEN-01 Issue 1 - Installation of non-rechargeable lithium battery | No change |
| 05 | 27 May 2021 | <ul style="list-style-type: none"> • Correction of typos and layout • Correction of WV 07 applicability (§17.3) • Introduction of EASA Major Change <i>Partial avionics upgrade of A300-600 with EPIC suite</i> (MODs 13829, 13831, 13836, 13838 and 13839) • Update of the wording of fuel sections (§10.4, §14.4, §20.4) for consistency with other Airbus types | No Change |
| 06 | 28 June 2022 | <ul style="list-style-type: none"> • Correction of WV designations (§7.3, §8.3 and §9.3) | No Change |
| 07 | 09 August 2023 | <ul style="list-style-type: none"> • Removal of data pertinent only to A300 B1 and B2 models upon surrender • Post-TC cert. basis upgrade for MOD 13970 and EPIC suite • New sentence referring to Instructions for Continued Airworthiness • New paragraph related Part 26 compliance information | Issue dated 09 August 2023 |
| 08 | 1 February 2026 | <ul style="list-style-type: none"> • Data pertinent to A300 B1 and B2 models reincluded and indicated as invalid upon surrender • Data pertinent to A300 B4, C4 and F4 models invalidated upon surrender *) • Part-26 Compliance Information amended in chapter 1 • Minimum required safety level in relation to Part 26 compliance added in chapters 10.1, 14.1 and 20.1 • Chapter 10.11 updated to accommodate surrender of A300 B4, C4 and F4 models *) <p>Note *): Please refer to EASA Certification Information 2025-13 Rev. 1</p> | Issue dated 1 February 2026 |

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