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**SECTION 1: GENERAL (ALL VARIANTS)**

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

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## SECTION 2: TUPOLEV TU 204-120CE

### I. General

1. Aeroplane: Tupolev TU-204-120CE
2. EASA Reference Date:  
(Reference date for EASA validation) 26 February 1993
3. EASA Validation Date:  
(JAA recommendation) 10 July 2008

### II. Certification Basis

1. Reference Date for IAC AR Certification: 26 February 1993
2. IAC AR Certification Date: 15 July 1997

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

3. IAC AR Certification Basis:
  1. NGLS-3 for TU 204, TU 204-120 and TU 204-120C and for TU 204-120CE AP 25;
  2. Recertification of the TU-204-120CE is based on Aviation Regulations, Part 25 "Airworthiness Standards: Transport Category Airplanes" through Amendments 4 and some provisions in Amendment 5;
  3. Aviation Regulations, Part 36, para 3 and ICAO Annex 16, Chapter 3 Standards on noise, and ICAO Annex 16, v. II "Aircraft Engine Emissions" approved 30.01.2004.
4. EASA Airworthiness Requirements
  - 4.1. Mandatory EASA Airworthiness Requirements:
    - 4.1.1. The mandatory EASA airworthiness standards for TU 204-120CE relating to the reference date of February 26, 1993 are the following:

JAR 25 Change 13	05 October 1989
JAR AWO Change 1	10 July 1985
    - 4.1.1.2. Reversions:

none

#### 4.1.1.3. Special Conditions:

##### 4.1.1.3.1. Novel or unusual Features or unconventional use:

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

##### 4.1.1.3.2. General Experience:

SC Tupolev TU 204-120/-120C/B-01	Accelerate-Stop Distances and related Performances (CRI B-01), INT/POL/25/5
SC Tupolev TU 204-120/-120C/B-02	Severe Icing Conditions (CRI B-02), INT/POL/25/11
SC Tupolev TU 204-120/-120C/B-07	Human Factors Aspects of Flight Deck Design (CRI B-07), INT/POL/25/14
SC Tupolev TU 204-120/-120C/C-01	Yawing Manoeuvring Conditions (CRI C-01), INT/POL/25/8
SC Tupolev TU 204-120/-120C/C-02	Fuel Tank Crashworthiness (CRI C-02), INT/POL/25/9
SC Tupolev TU-204-120/-120C/D-04	Class E Cargo Compartments Essential Systems Fire protection (CRI D-04), INT/POL/25/15
SC Tupolev TU 204-120/-120C/D-05	Worn Brakes (CRI D-05), INT/POL/25/6
SC Tupolev TU 204-120/-120C/E-05	Fuel Tank Safety (CRI E-05), INT/POL/25/12
SC Tupolev TU 204-120/-120C/F-01	Protection from Effects of HIRF (CRI F-01), INT/POL/25/2
SC Tupolev TU 204-120/-120C/F-02	Lightning Protection, Direct Effects (CRI F-02), INT/POL/25/3
SC Tupolev TU 204-120/-120C/F-03	Lightning Protection Indirect Effects (CRI F-03), INT/POL/25/4

##### 4.1.1.4. Equivalent Safety Findings:

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

4.1.1.5 Exemptions:

No exemptions have been granted.

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

JAR 25 Change 14	04 May 1994
Orange Paper 25/96/1	19 April 1996

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

JAR AWO Change 2	01 August 1996
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4.2. Elect to Comply Requirements:

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

JAR 25 Change 14	04 May 1994
Orange Paper 25/96/1	19 April 1996

with Reversion to JAR 25 Change 13 for 25. 1351 (d)(1);

JAR 25.335(a)(2) Change 15	01 October 2000, (CRI C-11)
JAR AWO Change 2	01 August 1996

5. EASA Environmental Standards:

Noise:	ICAO Annex 16, Volume I (Third Edition)
Fuel:	ICAO Annex 16, Volume II (Second Edition)

### III. Technical Characteristics and Operational Limitations

1. Production Basis: Manufactured under Type Certificate
2. Design Standard: Defined by baseline configuration through Tu-204-120CE Specification 74.89.0000000C120CE which includes
  - English cockpit;
  - modernized and newly installed equipment;
  - modifications required for compliance with EASA Airworthiness Requirements.
3. Description: Low wing jet transport with a conventional tail unit configuration, powered by two high bypass turbofan engines mounted on pylons beneath the wings.

The structure is conventional, with an aluminum-alloy fuselage, wing, tail-plane and fin; while ailerons, flaps, spoilers, elevator, rudder, wing and tail trailing edge panels are of composite material. The landing gear is retractable tricycle type with monocarbon main landing gear wheel brakes. The nose landing gear is twin wheeled, the main landing gear has two-axle bogies.

4. Dimensions:
- |             |                       |               |
|-------------|-----------------------|---------------|
| Length      | 46.14 m               | (151 ft 5 in) |
| Span        | 41.84 m               | (137 ft 3 in) |
| Height      | 13.87 m               | (45 ft 6 in)  |
| Wing Area   |                       |               |
| - reference | 168.63 m <sup>2</sup> | (1815 sq. ft) |
| - total     | 184.17 m <sup>2</sup> | (1982 sq. ft) |
5. Engines: Two Rolls-Royce RB211-535E4-B-75 Turbofan Engines  
Limitations: see CAA UK engine TCDS No. 1049 or Airplane Flight Manual
6. Auxiliary Power Unit: Aerosila TA12-60  
Limitations: Refer to Airplane Flight Manual
7. Propellers: N/A
8. Fuel: Refer to applicable approved manuals
9. Oil: Refer to applicable approved manuals
10. Air Speeds: See Airplane Flight Manual
11. Maximum Operating Altitude: 12,100 m (39,700 ft) pressure altitude
12. All Weather Capability: Cat II
13. Maximum Certified Weights:

Phase	Weight	
	Taxi and Ramp	227,850 lbs.
Take-off	227,000 lbs	103,000 kgs
Landing	197,300 lbs	89,500 kgs
Zero Fuel	186,500 lbs	84,600 kgs

14. Centre of Gravity: See Airplane Flight Manual
15. Datum: A perpendicular plane to the fuselage centerline, located at 20 300 mm ahead of the wing center-box rear (2<sup>nd</sup>) spar theoretical axis.
16. Mean Aerodynamic Cord (MAC): 4.61 m (15.1 ft)
17. Levelling Means: See Weight and Balance Manual
18. Minimum Flight Crew: Flights may be performed by the crew consisting of:  
 – Captain  
 – First Officer  
 – Flight Engineer

19. Maximum number of occupants:

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

Table 2.4.1

Number of seats	Total number of occupants	Crew
Cockpit – 4 Cargo operators compartment – 3	For flight over land 7	7
	For overseas flights 6	6

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

20. Exits:

	Number	Type	Size mm
1 Entrance Doors (Fwd, LH)	1	Type I	840 mm (w) x 1850 mm (h)
2 Service Door (Fwd, RH)	1	Type I	650 mm (w) x 1600 mm (h)

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

21. Cargo compartment loading:

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

22. Wheels and Tyres:

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

Speed Rating: 400 km/h.

#### **IV. Operating and Servicing Instructions**

1. Flight Manual:

Airplane Flight Manual, Document No. 74.89.0000000 AFM

2. Mandatory Maintenance Instructions:

See Aircraft Maintenance Manual Document No. 74.89.0000000 MM and  
Aircraft Maintenance Schedule Document No. 74.89.0000000 MS

3. Service Letters and Service Bulletins:

As published by Tupolev and approved by IAC AR.

4. Required Equipment:

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

#### **V. Notes**

Not applicable at Issue 1

Suspended