TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.004

for
AIRBUS A330

Type Certificate Holder
AIRBUS S.A.S.
2 Rond-Point Emile Dewoitine
31700 Blagnac
France

For Models:
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## CORRESPONDANCE TABLE MODELS / ENGINE MANUFACTURERS

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I. General

1. Type / Model
   1.1 Type
      A330
   1.2 Model
      Passenger Models:
      A330-201, A330-202, A330-203
      A330-223
      A330-243
      Freighter Models:
      A330-223F
      A330-243F

2. Airworthiness Category
   Large Aeroplanes
   Performance Category A

3. Manufacturer
   AIRBUS
   2 Rond-Point Emile Dewoitine
   31700 Blagnac FRANCE

4. State of Design Authority Type Certification
   4.1 State of Design Authority
      DGAC-F
   4.2 Application Date
      Passenger Models:
      A330-201: 15 May 2001
      A330-203: 15 November 1999
      A330-223: -
      A330-243: -
   4.3. State of Design Authority Type Certificate Date
      Passenger Models:
      A330-201: 31 October 2002
      A330-203: 20 November 2001
      A330-243: 11 January 1999
5. EASA Type Certification

5.1 State of Design Authority
EASA

5.2 Application Date
Freighter Models:
   A330-223F: 30 August 2006
   A330-243F: 30 August 2006

5.3. State of Design Authority Type Certificate Date
Freighter Models:
   A330-223F: 9 April 2010
   A330-243F: 9 April 2010
SECTION 1: A330-200 SERIES (Cont’d)

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 23 January 1996

2. Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:
  - Paragraph 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  - For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered as an acceptable alternative.

With the following JAR 25 paragraphs applicable at change 14:

- All Weather Operations

  JAR AWO change 1 plus:
  - Orange Paper AWO 91/1 NPA JAR AWO 3
  - NPA JAR AWO 8 (IM S-148 - Longitudinal touchdown performance + MABH deletion)

Additional Airworthiness Requirements for Freighter Models:

For Freighter Models, the following airworthiness requirements apply in addition to (superseding) the above listed airworthiness requirements:

- CS 25 Amendment 1:
Plus for main deck cargo door:
25.1316, 25.1529, 25.1541, 25.1557

Plus for cargo floor:

Plus for cargo barrier wall:

Plus for NLG attachment point / NLG bay:

Plus for courier area:
25.1561

Plus for Main Deck Cargo Compartment class E:
25.1557

- CS 25 Amendment 4:
  For main deck cargo door:
  25.783

Additional Airworthiness Requirements (All models, added Post TC):
The following requirements are additionally applicable when an A/C configuration include the 
subject optional design change(s):

- Certification Requirements
  - For A/C configuration with symbolic no smoking signs in lavatories
    - CS 25.791 Original issue
  - For A/C configuration with multi lingual “EXIT” signs
    - CS 25.811 and CS 25.812 Amdt. 3.
  - For A/C configuration with Halon Free Hand Held Fire Extinguishers
    - CS 25.851 (a) (c) Amdt 17 - Compliance with Commission regulation (EU) N° 
      744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the 
      European Parliament and of the Council on substances that deplete the ozone 
      layer, with regard to the critical uses of halon).
  - For A/C configuration with harmonized Primary Flight Display (hPFD) function
    - CS 25.1329(i) Amdt 15.

- Airborne Communication, Navigation, Surveillance
  CS-ACNS Initial Issue
• Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 February 2015.

Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

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

3. **Special Conditions**

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:
  - SC G-105  Resistance to fire
  - SC G-7  Function and reliability testing
  - SC A-2  Interaction of systems and structure
  - SC A-3  Design manoeuvre requirements
  - SC A-4  Design dive speed VD
  - SC A-5  Limit pilot forces and torque
  - SC A-7  Stalling speeds for structural design
  - SC A-11  Aeroelastic stability requirements
  - SC E-2  Underfloor Crew rest compartment (Passenger Models only)
  - SC F-101  Stalling and scheduled operating speeds
  - SC F-2  Motion and effects of cockpit controls
  - SC F-3  Static longitudinal stability
  - SC F-4  Static directional and lateral stability
  - SC F-5  Flight envelope protections
  - SC F-6  Normal load factor limiting system
  - SC S-6  Lightning protection indirect effects
  - SC S-10  Effects of external radiations upon aircraft systems
  - SC S-13  Autothrust system
  - SC S-16  Control signal integrity
  - SC S-18  Electronic flight control
  - SC S-20  Emergency electrical power
  - SC S-23  Electrical wiring and miscellaneous electrical requirements
  - SC S-38  Towbarless towing
  - SC S-148  Longitudinal touchdown performance + MABH deletion
  - SC P-01  FADEC
  - SC P-02  Centre of gravity control system

Additional Special Conditions for Freighter Models (at time of TC):

For Freighter Models, the following Special Conditions apply in addition to the above listed Special Conditions:

- JAA Numbering:
  - SC E-124  Courier compartment
SC E-125  Class E cargo compartment fire protection of essential systems
SC E-127  Flammability standard for thermal / acoustic insulation materials
SC S-10.2 Effects of external radiations upon aircraft systems

Additional Special Conditions part of the Certification Basis (All models, added Post TC):
The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:
  SC E-28  Partial Bulk Crew Rest Compartment with attached to galley
           (applicable from January 2009)
  SC E-128 Improved flammability standards for thermal/acoustic insulation
           (applicable from February 2009)
  SC E-130 Application of heat release and smoke density requirements to seat materials
           (applicable from February 2010)
  SC P-27  Flammability Reduction System
           (applicable from June 2010)
  SC P-32  Fuel Tank Safety
           (applicable from November 2013)
  SC S-10.2 Effects of external radiations upon aircraft systems
           (applicable from February 2000)

- EASA Numbering:
  SC B-09  Soft go around
           (applicable from February 2017)
  SC F-126 Flight Recorders including Data Link Recording
           (applicable from June 2013)
  SC F-131 Flight Instrument External Probes – Qualification in Icing Conditions
           (applicable from April 2016)
  SC F-134 Head Up Display Installation
           (applicable from May 2017)
  SC F-137 Security Protection of Aircraft Systems and Networks
           (applicable from May 2018)
  SC F-GEN-01: Installation of non-rechargeable lithium battery
           (applicable from April 2019)
  SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
           (applicable from May 2010)

Additional Special Conditions part of the Certification Basis (Freighter models, added Post TC):
The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:
  SC E-126 Access to Class E Cargo Compartments in Flight
           (applicable from April 2009)
Additional Special Conditions part of the Certification Basis (Passenger models, added Post TC):
The following Special Conditions are additionally applicable when an A/C configuration include
the subject optional design change(s):

- JAA Numbering:
  SC E-5.1 Lower Deck Lavatory
  (applicable from August 2000)
  SC E-8.1 Lower Deck Stowage Area
  (applicable from August 2000)
  SC E-11 Bulk crew rest compartment
  (applicable from January 2002)
  SC E-19 F/C sliding screens
  (applicable from September 2003)
  SC E-1014 HIC compliance for front row seating (inflatable restraints)
  (applicable from July 2007)
  SC E-1023 Side facing seats with with inflatable restraints
  (applicable from April 2007)

- EASA Numbering:
  SC D-04 Crew Rest Compartment
  (applicable from February 2018)
  SC D-06 Installation of Three Point Restraint & Pretensioner System
  (applicable from August 2017)
  SC D-07 Installation of Oblique Seats
  (applicable from August 2017)
  SC D-08 Cabin Attendant Seat mounted on lavatory Door Blade
  (applicable from July 2018)
  SC D-100 Installation of mini suite type seating
  (applicable from April 2018)
  SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats
  (applicable from January 2019)

4. Exemptions

   None

5. Deviations

   Deviation to Additional Airworthiness Requirements (added Post TC):
   - Airborne Communication, Navigation, Surveillance
     ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
     (See Note in §II-2)
6. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (All models, at time of TC):

- JAA Numbering:
  ESF S-45 Oil temperature indication
  ESF P-9 A330 / RR turbine overheat detection

The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)

  - SC F-8.1 Accelerate stop distances
  - SC S-21 Brakes wear limits

Additional Equivalent Safety Findings part of the Certification Basis (All models, added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s), if specified:

- JAA Numbering:
  ESF E-21 Emergency exit marking reflectance
    (applicable from December 2004)
  ESF E-29 Fuselage burn through – aft pressure bulkhead
    (applicable from March 2009)
  ESF E-30 Fuselage burn through – belly fairing
    (applicable from April 2009)
  ESF E-31 Fuselage burn through – bilge area
    (applicable from April 2009)
  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
    (applicable from August 2005)

- EASA Numbering:
  ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
    (applicable from April 2018).
  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
    (applicable from February 2018).
  ESF F-128 Minimum Mass Flow of Supplemental Oxygen
    (applicable from November 2014).
  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
    (applicable from November 2014).
  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
    (applicable from November 2021)
Additional Equivalent Safety Findings part of the Certification Basis (Passenger models, added post TC):
The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:
  ESF E-15  Reinforced security cockpit door
            (applicable from July 2002)
  ESF E-17  Trolley Lift
            (applicable from November 2003)
  ESF E-18  Lower Deck galley compartment
            (applicable from November 2003)
  ESF E-27  Forward facing seats over 18 degrees to A/C centreline
            (applicable from June 2009)
  ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis (applicable from November 2013)

For Multi-Role Transport and Tanker (MRTT) aircraft only:

- JAA Numbering:
  ESF F-120  Flight Control Law Designed for Support of Military Air to Air Refuelling
            (applicable from August 2008)

7. Environmental Protection

7.1 Noise
   See TCDSN no. EASA.A.004

7.2 Fuel Venting
   Passenger Models:
   ICAO Annex 16, Volume II, amendment 1, Part II, chapter II
   Freighter Models:
   CS-34 Initial issue, ICAO Annex 16, Volume II, amendment 05, Part II, chapter II

8. Operational Suitability Data (OSD)

   See SECTION: DATA PERTINENT TO ALL MODELS for:
   • Operational Suitability Requirements
   • EASA Approved Operational Suitability Data

9. Extended Range Operations (ETOPS)

   See SECTION: DATA PERTINENT TO ALL MODELS for:
   • ETOPS Technical Conditions
   • EASA Approved ETOPS Capability
SECTION 1: A330-200 SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

   With General Electric (GE) engines
   A330-201: 00G000A0201/C00
   A330-202: 00G000A0202/C00
   A330-203: 00G000A0203/C00

   With Pratt & Whitney (PW) engines
   A330-223: 00G000A0223/C00
   A330-223F: 00G000A223F/C00

   With Rolls Royce (RR) engines
   A330-243: 00G000A0243/C00
   A330-243F: 00G000A243F/C00

2. Description

   Two turbo-fan, medium to long range, twin-aisle, large category aeroplane.

3. Equipment

   Refer to Type Design Definition.

   Cabin furnishings, equipment and arrangement shall conform to the following specification:
   - Cabin seats: 00F252K0005/C01
   - Galley: 00F252K0006/C01
   - Cabin attendant seats: 00F252K0020/C01

4. Dimensions

   - Length: 58,82m (193ft)
   - Diameter: 05,64m (18ft 6in)
   - Wing Span: 60,30m (197ft 10in)
   - Height:
     Passenger Models: 17,38 m (57ft)
     Freighter Models: 16,88 m (55ft 5in)
5. Engine

5.1 Model

**General Electric (GE) engines**
- A330-201: Two (2) General Electric CF6-80E1A2 turbofan engines
- A330-202: Two (2) General Electric CF6-80E1A4 or CF6-80E1A4/B turbofan engines
- A330-203: Two (2) General Electric CF6-80E1A3 turbofan engines

**Pratt & Whitney (PW) engines**

Passenger Models:
- A330-223: Two (2) Pratt & Whitney 4170 turbofan engines
- A330-223: Two (2) Pratt & Whitney 4168A turbofan engines
- A330-223: Two (2) Pratt & Whitney 4168A-1D turbofan engines
- A330-223: One (1) Pratt & Whitney 4168A-1D turbofan engines
  - One (1) Pratt & Whitney 4168A turbofan engines

Freighter Models
- A330-223F: Two (2) Pratt & Whitney 4170 turbofan engines
- A330-223F: Two (2) Pratt & Whitney 4168A-1D turbofan engines
- A330-223F: One (1) Pratt & Whitney 4168A-1D turbofan engines
  - One (1) Pratt & Whitney 4168A turbofan engines

**Rolls Royce (RR) engines**
- A330-243: Two (2) Rolls Royce Trent 772B-60 turbofan engines
- A330-243: Two (2) Rolls Royce Trent 772C-60 turbofan engines
- A330-243F: Two (2) Rolls Royce Trent 772B-60 turbofan engines

5.2 Type Certificate

**General Electric (GE) engines**
- FAA Engine TCDS: E41NE
- EASA Engine TCDS: EASA.IM.E.007

**Pratt & Whitney (PW) engines**
- FAA Engine TCDS: E36NE
- EASA Engine TCDS: EASA.IM.E.043

**Rolls Royce (RR) engines**
- UK CAA Engine TCDS: 1050
- EASA Engine TCDS: EASA.E.042
5.3 Limitations

5.3.1 Installed Engine Limits

**General Electric (GE) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-201</th>
<th>A330-202</th>
<th>A330-203</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>CF6-80E1A2</td>
<td>CF6-80E1A4</td>
<td>CF6-80E1A4/B (MOD 52776)</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>64,530 lbs</td>
<td>66,870 lbs</td>
<td>68,530 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>60,400 lbs</td>
<td>60,400 lbs</td>
<td>60,400 lbs</td>
</tr>
</tbody>
</table>

* May be extended to 10 minutes in the event of a power unit having failed or been shut down: see notes in Engine TCDS.
Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

**Pratt & Whitney (PW) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-223</th>
<th>A330-223F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>PW4168A</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>68,600 lbs</td>
<td>68,600 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>59,357 lbs</td>
<td>59,357 lbs</td>
</tr>
</tbody>
</table>

* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around in accordance with DGAC "Fiche de caractéristiques moteur".
** Only one of the PW4168A engine should be installed on the freighter on A330-223F aircraft basically fitted with two PW4168A-1D.
Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

**Rolls Royce (RR) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-243</th>
<th>A330-243F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>Trent 772B-60</td>
<td>Trent772C-60</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>71,100 lbs</td>
<td>71,100 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>63,650 lbs</td>
<td>63,650 lbs</td>
</tr>
</tbody>
</table>

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).
Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

5.3.2 Transmission Torque Limits

N/A
6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JPS, JPB, N°3 Jet fuel, TS-1(GOST), RT (GOST)</td>
</tr>
</tbody>
</table>

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

<table>
<thead>
<tr>
<th>2-TANK AEROPLANE</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PW</td>
<td>A330-223F (with MOD 58623 and without MOD 200281)</td>
<td>All models</td>
</tr>
<tr>
<td>RR</td>
<td>A330-243F (with MOD 58623 and without MOD 200281)</td>
<td></td>
</tr>
<tr>
<td>Basic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WING TANK</td>
<td>91 300 (73 040)</td>
<td>348 (279)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 230 (4 984)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97 530 (78 024)</td>
<td>354 (284)</td>
</tr>
</tbody>
</table>

All models include MOD 205749.
7.2 Oil
Refer to Weight & Balance Manual.

7.3 Coolant system capacity
N/A.

8. Air Speeds Limits
Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits
N/A

10. Maximum Operating Altitude and Temperature
10.1 Altitude
Maximum Flight level: 41 450 ft (12 634m)
Maximum Airfield altitude: 12 500 ft (3 810m)

10.2 Temperature
Flight: Minimum: -78°C SAT
Ground: Range: -54°C to +55°C
11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.

Wind Speed Limitations:

- **Crosswind:**
  - **Takeoff:** A/C: 45kt (gust included)
  - **Landing:** A/C: 45kt (gust included)
  - **Engine:** Refer to AFM Limitation section

- **Tailwind:**
  - **Takeoff:** 10kt
  - **Landing:** 10kt

12. Maximum Mass

**Passenger Models:**

- **A330-201:**
  - Maximum Take-Off Mass: 233 t
  - Maximum Zero Fuel Mass: 170 t
  - Maximum Landing Mass: 182 t

- **All A330-2xx models except A330-201**
  - Maximum Take-Off Mass: 242 t
  - Maximum Zero Fuel Mass: 170 t
  - Maximum Landing Mass: 182 t

**Freighter Models:**

- Maximum Take-Off Mass: 233 t
- Maximum Zero Fuel Mass: 178 t
- Maximum Landing Mass: 187 t

Note: See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6,382 meters forward of aeroplane nose.

MAC: 7,270m
15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Passenger Models:

Two Passenger Emergency Exit configurations:
- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I

Freighter Models:

The forward pair of Passenger Emergency Exit Type A remains active as per Type Design.

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

Passenger Models:

The maximum number of passengers approved for emergency evacuation is:
- 375 Basic (in Configuration A-A-I-A);

See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.

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

<table>
<thead>
<tr>
<th>Maximum Passenger Seating Capacity (MPSC) &amp; Cabin Configuration</th>
<th>Minimum Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

A lower number of cabin crew may be approved by EASA for specific cabin layouts.

Freighter Models:

With the forward pair of Passenger Emergency Exit Type A fully active:
- The total occupancy of the aeroplane is limited to 16 persons.
- A maximum of 12 supernumeraries may occupy the courier area located aft of the flight deck compartment.
19. Maximum Baggage/ Cargo Loads

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

Passenger Models:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18 869</td>
</tr>
<tr>
<td>Aft</td>
<td>15 241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3 468</td>
</tr>
</tbody>
</table>

Freighter Models:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18 869</td>
</tr>
<tr>
<td>Aft</td>
<td>15 241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3 468</td>
</tr>
<tr>
<td>Main Deck Cargo Compartment</td>
<td>65 000 (range mode)</td>
</tr>
</tbody>
</table>

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.
SECTION 1: A330-200 SERIES – Cont’d

IV. Operating and Service Instructions

In accordance with EASA Part 21 regulation, Airbus provide on-demand access to the following technical publications to any person required to comply with any of those instructions:

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)
   Ref. AFM STL 33000 (latest published revision)

   Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)
   Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)
   Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)
   Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)
   Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment
   The equipment required by the applicable regulation shall be installed.
   Refer also to MMEL – See SECTION: DATA PERTINENT TO ALL MODELS.
SECTION 1: A330-200 SERIES – Cont’d

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-201</td>
<td></td>
<td>A330-223</td>
<td>A330-243</td>
</tr>
<tr>
<td>A330-202</td>
<td></td>
<td></td>
<td>A330-243F</td>
</tr>
<tr>
<td>A330-203</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type Design Capability</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Precision approach and autoland</td>
<td></td>
<td>Precision approach and autoland</td>
<td></td>
</tr>
</tbody>
</table>

2. Conversions between Models

The following A/C Model conversions are approved:
- A330-203 can be converted into A330-202 by application of modification 53335.
- A330-201 can be converted into A330-202 by application of modification 55917.
- A330-202 can be converted into A330-201 by application of modification 58214.
- A330-202 can be converted into A330-203 by application of modification 58778.

The following A/C Model engine configuration changes are approved:
- It is feasible for A330-202 to be fitted with CF6-80E1A2 engines by application of Mod 46549 and to be reverted to CF6-80E1A4 engines installation by Mod 47332.

3. Change of Weight Variants

N/A

4. Fuel tank Flammability Reduction System (FRS)

If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (Modification 58723). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with Modification 58723.
SECTION 2: A330-300 SERIES

I. General

1. Type / Model
   1.1 Type
   A330
   1.2 Model
   A330-301, A330-302, A330-303
   A330-341, A330-342, A330-343

2. Airworthiness Category
   Large Aeroplanes
   Performance Category A

3. Manufacturer
   AIRBUS
   2 Rond-Point Emile Dewoitine
   31700 Blagnac FRANCE

4. State of Design Authority Type Certification
   4.1 State of Design Authority
      DGAC-F
   4.2 Application Date
      A330-301: 16 April 1986
      A330-302: 10 April 1991
      A330-322: 10 April 1991
      A330-341: 31 Jan 1994
      A330-342: 31 Jan 1994
      A330-343: 18 May 1998
   4.3. State of Design Authority Type Certificate Date
      A330-301: 21 October 1993
      A330-302: 02 June 1994
      A330-322: 02 June 1994
      A330-341: 22 December 1994
      A330-342: 22 December 1994
      A330-323: 22 April 1999
      A330-343: 13 September 1999
      DGAC-F TC 184 remains a valid reference for models certified before 28 September 2003
SECTION 2: A330-300 SERIES (Cont’d)

5. EASA Type Certification

5.1 State of Design Authority
EASA

5.2 Application Date
A330-302: 17 July 2000
A330-303: 17 July 2000

5.3. State of Design Authority Type Certificate Date
A330-302: 17 May 2004
A330-303: 17 May 2004
II. Certification Basis

1. Reference Date for determining the applicable requirements

   Reference Application Date for EASA Certification: 15 June 1988

2. Airworthiness Requirements

   Original Airworthiness Requirements (at time of TC):
   - Certification Requirements
     JAR 25 Change 13 effective on October 5, 1989 except as follows:
     Deviation on limited areas for compliance against paragraphs 25.561 and 25.562 such as:
     - Compliance at change 12 for wing tank outside the fuselage contour
     - For showing compliance with JAR 25.785 (a)(b)(c), the front row seats located behind a
       bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches
       distance between the seats and the bulkhead is considered an acceptable alternative
   - All Weather Operations
     JAR AWO Change 1
     NPA JAR AWO-3 (Take-off in low visibility)

   Additional Airworthiness Requirements (added Post TC):
   The following requirements are additionally applicable when an A/C configuration include the
   subject optional design change(s):
   - Certification Requirements
     - For A/C configuration with symbolic no smoking signs in lavatories
       - CS 25.791 Original issue
     - For A/C configuration with multi lingual “EXIT” signs
       - CS 25.811 and CS 25.812 Amdt. 3
     - For A/C configuration with Halon Free Hand Held Fire Extinguishers
       - CS 25.851 (a) (c) Amdt 17 for - Compliance with Commission regulation (EU) N°
         744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the
         European Parliament and of the Council on substances that deplete the ozone
         layer, with regard to the critical uses of halon).
     - For A/C configuration with harmonized Primary Flight Display (hPFD) function
       - CS 25.1329(i) Amdt 15
     - For A330-302, A330-303, A330-323, A330-342, A330-343 Weight Variants 080s\(^1\) with
       Centre Tank activated (MOD 204025), the following requirements shall be considered at
       JAR 25 Change 14 for:
       - JAR 25.733 (c)(1)
       - JAR 25.963 (g) for fuel centre tank
       - JAR 25.979

\(^1\) See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for
configuration specific mass label indications (Weight Variant)
Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue


Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by CRI ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

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

3. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:
  SC G-5  Resistance to fire terminology (NPA 25D-181)
  SC G-7  Function and reliability testing
  SC A-1  Discrete gust requirements (NPA 25C-205)
  SC A-2  Interaction of systems and structure (NPA 25C-199)
  SC A-3  Design manoeuvre requirements
  SC A-4  Design dive speed
  SC A-5  Limit pilot forces and torque
  SC A-7  Stalling speeds for structural design
  SC A-11 Aeroelastic stability requirements (NPA 25B, C, D-236)
  SC F-1  Stalling and scheduled operating speeds
  SC F-2  Motion and effects of cockpit controls
  SC F-3  Static longitudinal stability
  SC F-4  Static directional and lateral stability
  SC F-5  Flight envelope protections
  SC F-6  Normal load factor limiting system
  SC S-3  Landing gear warning (NPA 25D-162)
  SC S-6  Lightning protection indirect effects
  SC S-10 Effects of external radiations upon aircraft systems
  SC S-13 Autothrust system
  SC S-16 Control signal integrity
  SC S-18 Electronic flight controls
  SC S-20 Emergency electrical power (NPA 25D, F-179)
  SC S-23 Electrical wiring and miscellaneous electrical requirements (NPA 25D, F-191)
  SC S-24 Doors (NPA 25D, F-251)
  SC S-48 Minimum approach break-off height
  SC P-01 FADEC
  SC P-02 Centre of gravity control system
Additional Special Conditions part of the Certification Basis (added post TC):
The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- **JAA Numbering:**
  - SC E-2  Underfloor Crew rest compartment  
    (applicable from February 1993)
  - SC E-5.1  Lower deck Lavatory  
    (applicable from August 2000)
  - SC E-8.1  Lower deck stowage area  
    (applicable from August 2000)
  - SC E-11  Bulk crew rest compartment  
    (applicable from January 2002)
  - SC E-19  F/C sliding screens  
    (applicable from September 2003)
  - SC E-28  Partial Bulk Crew Rest Compartment with attached to galley  
    (applicable from January 2009)
  - SC E-128  Improved flammability standards for thermal/acoustic insulation  
    (Applicable from February 2009)
  - SC E-130  Application of heat release and smoke density requirements to seat materials  
    (applicable from February 2010)
  - SC E-1014  HIC compliance for front row seating (inflatable restraints)  
    (Applicable from July 2007)
  - SC E-1023  Side facing seats with with inflatable restraints  
    (applicable from April 2007)
  - SC P-32  Fuel Tank Safety  
    (applicable from November 2013)
  - SC S-38  Towbarless towing

- **EASA Numbering:**
  - SC B-09  Soft go around  
    (applicable from February 2017)
  - SC D-04  Crew Rest Compartment  
    (applicable from February 2018)
  - SC D-06  Installation of Three Point Restraint & Pretensioner System  
    (applicable from August 2017)
  - SC D-07  Installation of Oblique Seats  
    (applicable from August 2017)
  - SC D-08  Cabin Attendant Seat mounted on lavatory Door Blade  
    (applicable from July 2018)
  - SC D-100  Installation of mini suite type seating  
    (applicable from April 2018)
  - SC D-102  Incorporation of Inertia Locking Device in Dynamic Seats  
    (applicable from January 2019)
  - SC F-126  Flight Recorders including Data Link Recording  
    (applicable from June 2013)
  - SC F-131  Flight Instrument External Probes – Qualification in Icing Conditions  
    (applicable from April 2016)
SC F-134  Head Up Display Installation (applicable from May 2017)
SC F-137  Security Protection of Aircraft Systems and Networks (applicable from May 2018)
SC F-GEN-01: Installation of non-rechargeable lithium battery (applicable from April 2019)
SC H-01  Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (Applicable from May 2010)

For A330-302, A330-303, A330-323, A330-342 WV22&52² and A330-343 models only:
- JAA Numbering:
  SC F-8.1  Accelerate Stop Distances

- JAA Numbering:
  SC P-27  Flammability Reduction System (June 2010)
  SC P-32  Fuel Tank Safety (November 2013)

4. Exemptions

None

5. Deviations

Deviation to Additional Airworthiness Requirements (added Post TC):
- Airborne Communication, Navigation, Surveillance
  ACNS-B-GEN-01  Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-2)

6. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):
- JAA Numbering:
  ESF S-45  Oil temperature indication
  ESF P-9  A330 / RR turbine overheat detection
  The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)
  - SC F-8  Accelerate stop distances

² See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass label indications (Weight Variant)
- SC S-21  Brakes wear limits

Additional Equivalent Safety Findings part of the Certification Basis (added post TC):
The following Equivalent Safety Findings shall be considered for design change(s):

- **JAA Numbering:**
  The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)
  - SC F-8.1  Accelerate stop distances  (applicable from March 1996)
  - SC S-21  Brakes wear limits

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s), if specified:

- **JAA Numbering:**
  - ESF E-15  Reinforced security cockpit door  
    (applicable from July 2002)
  - ESF E-17  Trolley Lift  
    (applicable from November 2003)
  - ESF E-18  Lower Deck galley compartment  
    (applicable from November 2003)
  - ESF E-21  Emergency exit marking reflectance  
    (applicable from December 2004)
  - ESF E-27  Forward facing seats over 18 degrees to A/C centreline  
    (applicable from June 2009)
  - ESF E-29  Fuselage burn through – aft pressure bulkhead  
    (applicable from March 2009)
  - ESF E-30  Fuselage burn through – belly fairing  
    (applicable from April 2009)
  - ESF E-31  Fuselage burn through – bilge area  
    (applicable from April 2009)
  - ESF E-134  Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis (applicable from November 2013)
  - ESF E-1022  Improved flammability standards for thermal / acoustic insulation materials  
    (applicable from August 2005)

- **EASA Numbering:**
  - ESF B-100  Vibration / buffeting compliance criteria for large external antenna installation  
    (applicable from April 2018).
  - ESF D-101  Green arrow and “Open” Placard of Emergency Exit marking  
    (applicable from February 2018).
  - ESF F-128  Minimum Mass Flow of Supplemental Oxygen  
    (applicable from November 2014).
  - ESF F-129  Crew Determination of Quantity of Oxygen in Passenger Oxygen System  
    (applicable from November 2014).
  - ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process  
    (applicable from November 2021)
7. Environmental Protection

7.1 Noise
   See TCDSN no. EASA.A.004

7.2 Fuel Venting
   ICAO Annex 16, Volume II, amendment 1, Part II, chapter II

8. Operational Suitability Data (OSD)
   See SECTION: DATA PERTINENT TO ALL MODELS for:
   - Operational Suitability Requirements
   - EASA Approved Operational Suitability Data

9. Extended Range Operations (ETOPS)
   See SECTION: DATA PERTINENT TO ALL MODELS for:
   - ETOPS Technical Conditions
   - EASA Approved ETOPS Capability
SECTION 2: A330-300 SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

   With General Electric (GE) engines
   A330-301: 00G000A0301/C00
   A330-302: 00G000A0302/C00
   A330-303: 00G000A0303/C00

   With Pratt & Whitney (PW) engines
   A330-321: 00G000A0321/C00 (also referred as 00G000A0321/C0S)
   A330-322: 00G000A0322/C00 (also referred as 00G000A0322/C0S)
   A330-323: 00G000A0323/C00

   With Rolls Royce (RR) engines
   A330-341: 00G000A0341/C00
   A330-342: 00G000A0342/C00
   A330-343: 00G000A0343/C00

2. Description

   Two turbo-fan, medium to long range, twin-aisle, large category aeroplane.

3. Equipment

   Refer to Type Design Definition.

   Cabin furnishings, equipment and arrangement shall conform to the following specification:
   • Cabin seats: 00F252K0005/C01
   • Galley: 00F252K0006/C01
   • Cabin attendant seats: 00F252K0020/C01

4. Dimensions

   • Length: 63,66m (208ft 10in)
   • Diameter: 05,64m (18ft 6in)
   • Wing Span: 60,30m (197ft 10in)
   • Height: 16,83 m (55ft 3in)
5. Engine

5.1 Model

**General Electric (GE) engines**
- A330-301: Two (2) General Electric CF6-80E1A2 turbofan engines
- A330-302: Two (2) General Electric CF6-80E1A2 turbofan engines
- A330-302: Two (2) General Electric CF6-80E1A4 or CF6-80E1A4/B turbofan engines
- A330-303: Two (2) General Electric CF6-80E1A3 turbofan engines

**Pratt & Whitney (PW) engines**
- A330-321: Two (2) Pratt & Whitney 4164 turbofan engines
- A330-321: Two (2) Pratt & Whitney 4164-1D turbofan engines
- A330-322: Two (2) Pratt & Whitney 4168 turbofan engines
- A330-322: Two (2) Pratt & Whitney 4168-1D turbofan engines
- A330-323: Two (2) Pratt & Whitney 4168A turbofan engines
- A330-323: Two (2) Pratt & Whitney 4168A-1D turbofan engines
- A330-323: One (1) Pratt & Whitney 4168A-1D turbofan engines
- A330-323: Two (2) Pratt & Whitney 4170 turbofan engines

**Rolls Royce (RR) engines**
- A330-341: Two (2) Rolls Royce Trent 768-60 turbofan engines
- A330-342: Two (2) Rolls Royce Trent 772-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 768-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 772B-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 772C-60 turbofan engines

5.2 Type Certificate

**General Electric (GE) engines**
- FAA Engine TCDS: E41NE
- EASA Engine TCDS: EASA.IM.E.007

**Pratt & Whitney (PW) engines**
- FAA Engine TCDS: E36NE
- EASA Engine TCDS: EASA.IM.E.043

**Rolls Royce (RR) engines**
- UK CAA Engine TCDS: 1050
- EASA Engine TCDS: EASA.E.042
5.3 Limitations

5.3.1 Installed Engine Limits

**General Electric (GE) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-301</th>
<th>A330-302</th>
<th>A330-303</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>CF6-80E1A2</td>
<td>CF6-80E1A2</td>
<td>CF6-80E1A4/B (MOD 52776)</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>64,530 lbs</td>
<td>64,530 lbs</td>
<td>66,870 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>60,400 lbs</td>
<td>60,400 lbs</td>
<td>60,400 lbs</td>
</tr>
</tbody>
</table>

* May be extended to 10 minutes in the event of a power unit having failed or been shut down: see notes in Engine TCDS.

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

**Pratt & Whitney (PW) engines**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>PW4164/ PW4164-1D</td>
<td>PW4168/ PW4168-1D</td>
<td>PW4168A/ PW4168A-1D</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>64,500 lbs</td>
<td>68,600 lbs</td>
<td>64,500 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>55,800 lbs</td>
<td>59,357 lbs</td>
<td>55,800 lbs</td>
</tr>
</tbody>
</table>

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

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

**Rolls Royce (RR) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-341</th>
<th>A330-342</th>
<th>A330-343</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>Trent 768-60</td>
<td>Trent 772-60</td>
<td>Trent 772B-60</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>67,500 lbs</td>
<td>71,100 lbs</td>
<td>71,100 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>60,410 lbs</td>
<td>63,650 lbs</td>
<td>63,650 lbs</td>
</tr>
</tbody>
</table>

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A
6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST)</td>
</tr>
</tbody>
</table>

The above mentioned fuels are also suitable for the APU. Refer to Consumable Material List (CML) for details on approved fuel specifications.

6.2 Oil

Refer to the Consumable Material List (CML). Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

<table>
<thead>
<tr>
<th>2-TANK AEROPLANE</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GE A330-301</td>
<td>A330-302</td>
<td>A330-303</td>
</tr>
<tr>
<td>RR A330-341</td>
<td>A330-342 (except Wv22 &amp; 52)3</td>
<td>A330-343</td>
</tr>
<tr>
<td>WING TANK 91 764 (73 411)</td>
<td>91 300 (73 040)</td>
<td>348 (279) 190 (152)</td>
</tr>
<tr>
<td>TRIM TANK 6 121 (4 897)</td>
<td>6 230 (4 984)</td>
<td>6 (5) 6 (5)</td>
</tr>
<tr>
<td>TOTAL 97 885 (78 308)</td>
<td>97 530 (78 024)</td>
<td>354 (284) 196 (157)</td>
</tr>
</tbody>
</table>

3 See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass label indications (Weight Variant)
### 3-TANK AEROPLANE

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE</td>
<td>A330-302 WV 030s, 050s, 060s, 080s²</td>
<td>All models</td>
</tr>
<tr>
<td>PW</td>
<td>A330-323 WV 030s, 050s, 060s, 080s²</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-342 WV 050s, 060s, 080s²</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-343 WV 030s, 050s, 060s, 080s²</td>
<td></td>
</tr>
</tbody>
</table>

- **WING TANK**: 91 300 (73 040)  | 348 (279)  | 190 (152)  |
- **CENTRE TANK**: 41 560 (33 248) | 83 (67)   | 83 (67)    |
- **TRIM TANK**: 6 230 (4 984)     | 6 (5)     | 6 (5)      |
- **TOTAL**: 139 090 (111 272)     | 437 (350) | 279 (223)  |

#### 7.2 Oil

Refer to Weight & Balance Manual.

#### 7.3 Coolant system capacity

N/A.

#### 8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

#### 9. Rotor Speed Limits

N/A

#### 10. Maximum Operating Altitude and Temperature

##### 10.1 Altitude

- **Maximum Flight level**: 41 450 ft (12 634m)
- **Maximum Airfield altitude**: 12 500 ft ( 3 810m)

##### 10.2 Temperature

- **Flight**: Minimum: -78°C SAT
- **Ground**: Range: -54°C to +55°C
11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.

Wind Speed Limitations:

- Crosswind:
  - Takeoff: A/C: 40kt (gust included)
    Engine: Refer to AFM Limitation section
  - Landing: A/C: 40kt (gust included)
    Engine: Refer to AFM Limitation section

- Tailwind:
  - Takeoff: 10kt (15kt with MOD 55240)
  - Landing: 10kt (15kt with MOD 58852)

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>15kt tailwind</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at Takeoff</td>
<td>A330-302 (55240)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>A330-303 (55240)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>15kt tailwind</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>at Landing</td>
<td>A330-301 (58852)</td>
<td>-</td>
<td>A330-341 (58852)</td>
</tr>
<tr>
<td></td>
<td>A330-302 (58852)</td>
<td>-</td>
<td>A330-342 (58852)</td>
</tr>
<tr>
<td></td>
<td>A330-303 (58852)</td>
<td>-</td>
<td>A330-343 (58852)</td>
</tr>
</tbody>
</table>

12. Maximum Mass

A330-301, A330-321:

- Maximum Take-off Mass: 217t
- Maximum Zero Fuel Mass: 169t
- Maximum Landing Mass: 179t

A330-322 and A330-341:

- Maximum Take-off Mass: 218t
- Maximum Zero Fuel Mass: 172t
- Maximum Landing Mass: 182t

A330-342, A330-343:

- Maximum Take-off Mass: 242t
- Maximum Zero Fuel Mass: 175t
- Maximum Landing Mass: 187t

Note: See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations and aircraft eligibility’ (Weight Variant)....

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.
14. Datum / Mean Aerodynamic Chord (MAC)
    Datum: Station 0.0, located 6,382 meters forward of aeroplane nose.
    MAC: 7,270m

15. Levelling Means
    Three primary jacking points: Refer to approved Weight and Balance Manual.

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

17. Passenger Emergency Exit
    Two Passenger Emergency Exit configurations:
    • Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
    • Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew
    The maximum number of passengers approved for emergency evacuation is:
    • 375 Basic (in Configuration A-A-I-A);
    See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.
    The table below provides the certified Maximum Passenger Seating Capacities (MPSC), the corresponding cabin configuration (exit arrangement and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirement:

<table>
<thead>
<tr>
<th>Maximum Passenger Seating Capacity (MPSC) &amp; Cabin Configuration</th>
<th>Minimum Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

A lower number of cabin crew may be approved by EASA for specific cabin layouts.
19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>22861</td>
</tr>
<tr>
<td>Aft</td>
<td>18507</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3468</td>
</tr>
</tbody>
</table>

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section
See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.
SECTION 2: A330-300 SERIES – Cont’d

IV. Operating and Service Instructions

In accordance with EASA Part 21 regulation, Airbus provide on-demand access to the following technical publications to any person required to comply with any of those instructions:

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)
   Ref. AFM STL 33000 (latest published revision)

   Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)
   Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&B M)
   Refer to Customized W&B M published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)
   Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)
   Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment
   The equipment required by the applicable regulation shall be installed.
   Refer also to MMEL – See SECTION: DATA PERTINENT TO ALL MODELS.
SECTION 2: A330-300 SERIES – Cont’d

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-</td>
<td></td>
<td>-</td>
</tr>
</tbody>
</table>

- Cat 3 Precision approach and autoland

<table>
<thead>
<tr>
<th>Type Design Capability</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option Capability (MOD)</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

|         | -          |            | -          |            | -          |            | -          |            |

Cat 2 Precision approach (42390)
Cat 3 Precision approach and autoland (42792)
Cat 3 Precision approach and autoland (43397)
Cat 3 Precision approach and autoland

2. Conversions between Models

The following A/C Model conversions are approved:
- A330-301 can be converted into A330-303 by application of modification 53107.
- A330-303 can be converted into A330-302 by application of modification 210286.
- A330-321 can be converted into A330-322 by application of modification 46661.
- A330-343 can be converted into A330-342 by application of modification 50943.
- A330-342 can be converted into A330-343 by application of modification 209115.

The following A/C Model engine configuration changes are approved:
- It is feasible for A330-343 to be fitted with RR Trent 772 engines by application of Mod 49684 and to be reverted to RR Trent 772B engines installation by Mod 49685.

3. Change of Weight Variants

The following A/C Models may be changed to WV 080 by application of MOD 205273 (from MSN 1627 onwards):
- A330-302, A330-303
- WV 030s, 050s, 060s
- A330-323
- WV 030s, 050s, 060s
- A330-342, A330-343
- WV 030s, 050s, 060s

4. Fuel tank Flammability Reduction System (FRS)

When the centre fuel tank is installed (mod 204025), the aircraft is equipped in production with a fuel tank Flammability Reduction System (Modification 58723). This system shall remain

---

4 See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations label indications (Weight Variant)
installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with Modification 58723.
SECTION 3: A330-700L SERIES

I. General

1. Type / Model
   1.1 Type
   A330
   1.2 Model
   A330-743L

2. Airworthiness Category
   Large Aeroplanes
   Performance Category A

3. Manufacturer
   AIRBUS
   2 Rond-Point Emile Dewoitine
   31700 Blagnac FRANCE

4. State of Design Authority Type Certification
   4.1 State of Design Authority
   EASA
   4.2 Application Date
   A330-743L TC: 1 December 2014
   A330-743L STC (Courier Area*): 29 May 2015
   *Airbus Interior Services (AIS) applied for a Supplemental Type Certificate for the Courier Area, which is associated to the Airbus aircraft Type Design Definition.
   4.3 State of Design Authority Type Certificate Date
   A330-743L TC: 11 November 2019
   A330-743L Courier Area STC: 11 November 2019

5. EASA Type Certification Date
   5.1 State of Design Authority
   EASA
   5.2 Application Date
   A330-743L TC: 1 December 2014
   A330-743L STC (Courier Area*): 29 May 2015
   *Airbus Interior Services (AIS) applied for a Supplemental Type Certificate for the Courier Area, which is associated to the Airbus aircraft Type Design Definition.
   5.3 State of Design Authority Type Certificate Date
   A330-743L TC: 11 November 2019
   A330-743L Courier Area STC: 11 November 2019
SECTION 3: A330-700L SERIES (Cont’d)

II. Certification Basis

1. Reference Date for determining the applicable requirements

   Reference Application Date for EASA Certification (TC): 1st December 2014

   Reference Application Date for EASA Certification (STC): 29th May 2015

2. Airworthiness Requirements

   Original Airworthiness Requirements (at time of TC):

   - Certification Requirements

     JAR 25 Change 13 effective on October 5, 1989 except as follows:
     • JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
     • JAR 25.415 is applied at change 14 for ground gust condition for control systems;

     Plus the following CS 25 paragraphs applicable at Amdt 15 related to the Overall A/C Design (Loads, Handling Qualities, Performances, Ditching, Rapid decompression, Acoustic Fatigue, Aeroelasticity, AFM, Lightning and HIRF protection, Engine/APU rotor burst):


     Plus the following CS 25 paragraphs applicable at Amdt 2

     25.103(b), 25.105(a), 25.111(c), 25.119, 25.121(b)(c)(d), 25.123(b), 25.125, 25.207, 25.237, 25.251(a), 25.1419 (flight in icing conditions or load factor)
Plus the following CS 25 paragraphs applicable at Amrd 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

Plus the following CS 25 paragraph applicable at Amrd 23

25.1324 (post TC changes impacting Angle of Attack Installation)

Plus the following CS 25 paragraphs applicable at Amrd 15 related to the significant structural changes applied on the A/C (lowered nose section containing the cockpit and the courier area, upper bubble, modified HTP with its auxiliary fins, shifted up VTP, dorsal fin and ventral fins, additionnal fuselage section, pressure bulkhead door and belly door, pressure roof between pressurized compartments and main deck cargo compartment):


Plus the following CS 25 paragraph applicable at Amrd 8

25.603 (materials of the modified FRE)

Plus the following CS 25 paragraphs applicable at Amrd 15 related to the cargo function (unpressurized Main Deck Cargo Compartment (class E), Main Deck Cargo Door and its Cargo Door Actuation System (CDAS), Cargo Loading System (CLS) in the main deck cargo area):


Plus the following CS 25 paragraph applicable at Amrd 2

25.1419(a)

Plus the following CS 25 paragraphs applicable at Amrd 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

* In this category related to cargo function, paragraphs CS25.1301(a) and CS25.1309(a)(b)(c) apply to the Main Deck Cargo Door, Cargo Access Door and CLS equipments. In addition, CS25.1309(a) applies also to ATA 390 and 391 (Lightning direct/indirect effect).
Plus the following CS 25 paragraphs applicable at Amdt 15 related to the pressurized areas (Courier Area, cockpit, emergency escape path to evacuate through Cockpit Sliding Windows, pressure bulkhead door and belly door, avionic bay):


Plus the following JAR 25 paragraphs applicable at change 14 (valid only for CIDS)

25.789, 25.831(e), 25.853(a), 25.869(a), 25.903(d1), 25.1301, 25.1309, 25.1353(a)(b)(d), 25.1355(c), 25.1357(a), 25.1360(a), 25.1423, 25.1431

Plus the following CS 25 paragraph applicable at Amdt 2

25.1419(a)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

*In this category related to pressurized areas, paragraphs CS25.1301(a) and CS25.1309(a)(b)(c) apply to the Belly Door and the Pressure Bulkhead Door. In addition, CS25.1309(a) applies also to ATA 390 and 391 (Lightning direct/indirect effect).

Plus the following CS 25 paragraphs applicable at Amdt 15 in the frame of the Courier Area STC:


Plus the following JAR 25 paragraphs applicable at change 14

25.1423 (public adress system)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

Plus the following CS 25 paragraphs applicable at Amdt 19

- All weather operations
  JAR AWO change 1

Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue


  Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

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

- Subpart E, Section 2 – for RVSM

**Additional Airworthiness Requirements (added Post TC):**

- JAR AWO 140, 183 Change 2.
- CS 25.1583 amd 15 (ETOPS)
- **For A/C configuration** with ELT-DT equipment MOD 210023
  - CS ACNS at Issue 3 Subpart E Section 3

3. Special Conditions

**Original Special Conditions part of Certification Basis (at time of TC):**

- JAA Numbering:
  
<table>
<thead>
<tr>
<th>SC</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-4</td>
<td>Design Dive Speed (VD)</td>
</tr>
<tr>
<td>A-5</td>
<td>Limit pilot forces and torque</td>
</tr>
<tr>
<td>G-5</td>
<td>Resistance to fire terminology</td>
</tr>
<tr>
<td>P-32</td>
<td>Fuel Tank Safety</td>
</tr>
<tr>
<td>S-3</td>
<td>Landing gear warning</td>
</tr>
<tr>
<td>S-6</td>
<td>A330/A340 Lightning Protection Indirect Effects</td>
</tr>
<tr>
<td>S-10</td>
<td>A330/A340 Effect Of External Radiation Upon Aircraft Systems</td>
</tr>
<tr>
<td>S-13</td>
<td>Autothrust system</td>
</tr>
<tr>
<td>S-16</td>
<td>Control signal integrity</td>
</tr>
<tr>
<td>S-18</td>
<td>Unusual features not addressed by existing JAR</td>
</tr>
<tr>
<td>S-20</td>
<td>Emergency Electrical Power</td>
</tr>
<tr>
<td>S-21</td>
<td>Brakes Wear Limits</td>
</tr>
<tr>
<td>S-23</td>
<td>Electrical wiring and miscellaneous electrical requirements</td>
</tr>
<tr>
<td>S-24</td>
<td>Doors</td>
</tr>
<tr>
<td>S-38</td>
<td>Towbarless Towing</td>
</tr>
<tr>
<td>S-148</td>
<td>Longitudinal touchdown performance limit + MABH deletion</td>
</tr>
</tbody>
</table>
4. Exemptions
None

5. Deviations

Deviation to Additional Airworthiness Requirements:

- Airborne Communication, Navigation, Surveillance
  ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
  (See Note in §II-2)

6. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:
  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials

- EASA Numbering:
  ESF D-06-700L Main Deck Class E Cargo Compartment
  ESF D-07-700L Cockpit sliding windows compliance aspects with CS 25.783
  ESF D-11-700L Pressure Bulkhead and Cargo Access Doors – Compliance aspects with CS 25.783
  ESF D-15-700L Cockpit Sliding Window Fasteners - Compliance aspects with CS 25.607(a)(c)
  ESF D-16-700L Main Deck Cargo Door visual indication provision as per CS 25.783(f)
7. Environmental Protection

7.1 Noise
See TCDS no. EASA.A.004

7.2 Fuel Venting
CS-34 amendment 1, ICAO Annex 16, Volume II, amendment 07, Part II, chapter II

8. Operational Suitability Data (OSD)
See SECTION: DATA PERTINENT TO ALL MODELS for:
- Operational Suitability Requirements
- EASA Approved Operational Suitability Data

9. Extended Range Operations (ETOPS)
See SECTION: DATA PERTINENT TO ALL MODELS for:
- ETOPS Technical Conditions
- EASA Approved ETOPS Capability
SECTION 3: A330-700L SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

   With Rolls Royce (RR) engines
   A330-743L: 00G000A0743/C00
   This aircraft type design definition is associated with AIS (Airbus Interiors Services) Modification CJ 1970 - Courier Area Installation.

2. Description

   Two turbo-fan, medium range, cargo, large category aeroplane.

3. Equipment

   Refer to Type Design Definition.
   Cabin furnishings, equipment and arrangement shall conform to the following specification:
   • Cabin seats: 00F252K0005/C01
   • Galley: 00F252K0006/C01

4. Dimensions

   • Length: 63,12m (207ft 1in)
   • Fuselage maximum height: 10,49 m (34ft 5in)
   • Fuselage maximum width: 8,80 m (28ft 10in)
   • Wing Span: 60,30m (197ft 10in)
   • Aircraft height: 18,95 m (62ft 2in)

5. Engine

   5.1 Model
   Rolls Royce (RR) engines
   A330-743L: Two (2) Rolls Royce Trent 772B-60 turbofan engines

   5.2 Type Certificate
   Rolls Royce (RR) engines
   EASA Engine TCDS: EASA.E.042
5.3 Limitations

5.3.1 Installed Engine Limits

**Rolls Royce (RR) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Engine Model</th>
<th>Static thrust at sea level:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-743L</td>
<td>Trent 772B-60</td>
<td>- take-off (5mn) * 71,100 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- maximum continuous 63,650 lbs</td>
</tr>
</tbody>
</table>

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS). Other engine limitations: See the relevant Engine TCDSs.

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR:</td>
<td>(Operating Instruction in RR Manual F-Trent A330)</td>
</tr>
<tr>
<td></td>
<td>JET A, JET A-1, JPS, JP8, N°3 JET fuel, TS-1(GOST), RT(GOST)</td>
</tr>
</tbody>
</table>

The above mentioned fuels are also suitable for the APU.
Refer to Consumable Material List (CML) for details on approved fuel specifications.

6.2 Oil

Refer to the Consumable Material List (CML).
Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).
7. Fluid capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Basic</th>
<th>MOD 207112 (MSN 1824 only) or 205749 (MSN 1853 and onward)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE</td>
<td>-</td>
<td>All models</td>
</tr>
<tr>
<td>PW</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-743L WV 000, 001¹</td>
<td></td>
</tr>
<tr>
<td>WING TANK</td>
<td>91 300 (73 040)</td>
<td>169 (135)</td>
</tr>
<tr>
<td>CENTRE TANK</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>TOTAL</td>
<td>91 300 (73 040)</td>
<td>169 (135)</td>
</tr>
</tbody>
</table>

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight altitude: 35 200 ft (10 729m)
Maximum Airfield altitude: 7 000 ft (2 134m)

10.2 Temperature

Flight: Minimum: -70°C SAT (TAT shall be greater than -40°C)
Ground: Range: -54°C to +55°C for Take-off and landing

---

⁵ See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations label indications (Weight Variant)
11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.

Wind Speed Limitations:

- Crosswind:
  - Takeoff: A/C: 27kt (gust included)
  - Engine: Refer to AFM Limitation section
  - Landing: A/C: 27kt (gust included)
  - Engine: Refer to AFM Limitation section

- Tailwind:
  - Takeoff: 10kt
  - Landing: 10kt

12. Maximum Mass

- Maximum Take-of Mass: 227 t
- Maximum Zero Fuel Mass: 178 t
- Maximum Landing Mass: 187t

Note: See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations and aircraft eligibility.

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 4,882 meters forward of aeroplane nose.
MAC: 7,270m

15. Levelling Means

For maintenance: Three primary jacking points and one auxilliary point are fitted.
For cargo loading/unloading: Two of the four maintenance points are used.
Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Occupant Emergency Exit

Emergency Exits are both Cockpit Sliding Windows.
No other Emergency Exit configuration exist.
18. Maximum Occupant Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of allowed occupants approved for emergency evacuation is:

- 4 in the Courier Area, and
- 1 in the cockpit (in addition to the two Flight Crew members)

No Cabin Crew members are required.

19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Deck Cargo Compartment</td>
<td>Up to the maximum allowable payload as per WBM</td>
</tr>
<tr>
<td>Aft</td>
<td>18507</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3468</td>
</tr>
</tbody>
</table>

In particular, for the Main Deck Cargo Compartment, additional requirements, specified in the Type Certificate Holder specifications listed in the WBM, apply for cargo transportation, as applicable depending on airplane configuration.

For the Aft and Rear (bulk) compartments: loading conditions authorized on each ULD (Unit Load Device) position or bulk section (references of ULD baseplate, MAX gross weight and CLS (Cargo Loding System) malfunctions), see Weight and Balance Manual.

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):

- GTCP 331-350C (Specification 31-7677B-1H)

22. Life-limited parts

Refer to Airworthiness Limitation Section
See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.
IV. Operating and Service Instructions

In accordance with EASA Part 21 regulation, Airbus provide on-demand access to the following technical publications to any person required to comply with any of those instructions:

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)
   Ref. AFM STL 33000 (latest published revision)

   Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)
   Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&B)
   Refer to Customized W&B published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)
   Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)
   Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment
   The equipment required by the applicable regulation shall be installed.
   Refer also to MMEL – See SECTION: DATA PERTINENT TO ALL MODELS.
SECTION 3: A330-700L SERIES (Cont’d)

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type Design Capability</td>
<td>Cat 1 manual ILS CAT I approach using Raw Data</td>
</tr>
<tr>
<td>Option Capability (MOD)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

2. Conversions between Models

   N/A

3. Change of Weight Variants

   N/A
SECTION 4: A330-800 SERIES

I. General

1. Type / Model
   1.1 Type
      A330
   1.2 Model
      A330-841

2. Airworthiness Category
   Large Aeroplanes
   Performance Category A

3. Manufacturer
   AIRBUS
   2 Rond-Point Emile Dewoitine
   31700 Blagnac FRANCE

4. State of Design Authority Type Certification
   4.1 State of Design Authority
      EASA
   4.2 Application Date
      A330-841: 25 July 2014
   4.3 State of Design Authority Type Certificate Date
      A330-841: 12/02/2020

5. EASA Type Certification Date
   5.1 State of Design Authority
      EASA
   5.2 Application Date
      A330-841: 25 July 2014
   5.3 State of Design Authority Type Certificate Date
      A330-841: 12/02/2020
II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 04 March 2015

2. Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements
  JAR 25 Change 13 effective on October 5, 1989 except as follows:
  • JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  • For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered as an acceptable alternative.

With the following JAR 25 paragraphs applicable at change 14:


Plus the following CS 25 paragraphs applicable at Amdt 2

25.021, 25.103(b), 25.105(a), 25.111(c), 25.119, 25.121 (except (a)), 25.123(b), 25.125, 25.207, 25.237, 25.1419

Plus the following CS 25 paragraphs applicable at Amdt 13

25.963(e) (Fuel Tank Access Covers) with 25.963(e)(1) including the design features as per E-16 in the Annex to this TCDS.

Note: Any change or repair that would decrease the safety level of the E-16 design features would lead to the application of CS 25.963(e)(1) at amendment 15 or higher.

Plus the following CS 25 paragraphs applicable at Amdt 15 (applicable at the reference date)


Plus the following CS 25 paragraphs applicable at Amdt 15 related to engine installation: (New Engine, Pylon, pre-cooler, air inlet and nacelle, Structural adaptation of the wing at the wing/pylon interface, Electro Pneumatic Bleed Air System)


Plus the following CS 25 paragraphs applicable at Amdt 15 related to aerodynamic changes: (New winglet with wing span increase, Wing Aerodynamic clean up, Wing twist change, Wing engine interference, new navigation and strobe lights)


Plus the following CS 25 paragraphs applicable at Amdt 17:

25.1316, 25.1317

- All weather operations
  JAR AWO change 1 plus:
  - Orange paper AWO 91/1,
  - NPA JAR AWO 3,
  - NPA JAR AWO 8 (IM S-148 - Longitudinal touchdown performance + MABH deletion),
  - JAR AWO 140 Change 2.
- Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue


  Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

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

- Subpart E, Section 2 – for RVSM

Additional Airworthiness Requirements (added Post TC):
The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements
  - For A/C configuration with symbolic no smoking signs in lavatories
    - CS 25.791 Original issue
  - For A/C configuration with multi lingual “EXIT” signs
    - CS 25.811 and CS 25.812 Amdt. 3
  - For A/C configuration with Halon Free Hand Held Fire Extinguishers
  - For A/C configuration with Jettison
    - CS 25.1001(d)(h) Amdt 15
  - For A/C configuration with harmonized Primary Flight Display (hPFD) function
    - CS 25.1329(i) Amdt 15
  - For A/C configuration with center wing box MOD 207401 (MSN 2005 and onwards)
    - CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheel and Tyre Failures [impacts on Fuel Tanks only] at Amdt 15. Note that compliance demonstration to CS 25.734 addresses the objectives of JAR 25.729(f)(1), and JAR 25.729(f)(2) Change 14 (see note below).
  - For A/C configuration with ELT-DT equipment MOD 209569
    - CS ACNS at Issue 3 Subpart E Section 3

Note: Wheel and Tyre Failures (W&TF) compliance demonstration is done as follow:

For A330-841 before MSN 2005 (i.e. A/C with 242t Airframe)

- Applicable requirement : JAR 25.729(f)(1), (f)(2)

- Compliance demonstration, for modification impacting the Wheel and Tyre Failure, done using legacy Airbus WTF models (refer to Certification Document 00G320J0107/C02, issue 2)
- For A330-841 MSN 2005 and onwards (i.e. A/C with mod 207401)
  - Applicable requirements: JAR 25.729(f)(1), (f)(2) & CS 25.734
  - Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:
    - Compliance to CS25.734 done using MoC 2
    - Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)

3. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:
  - SC A-5 Limit pilot forces and torque
  - SC E-128 Improved flammability standards for thermal/ acoustic insulation
  - SC G-105 Resistance to Fire Terminology
  - SC P-2 Centre of Gravity Control System
  - SC P-27 Flammability Reduction System
  - SC P-32 Fuel Tank Safety
  - SC S-6 Lightning protection indirect effects
  - SC S-10 Effects of external radiations upon aircraft systems (including S-10.1 and S-10.2)
  - SC S-13 Autothrust system
  - SC S-16 Control signal integrity
  - SC S-18 Electronic flight controls
  - SC S-20 Emergency electrical power (NPA 25D, F-179)
  - SC S-21 Brake Wear Limits
  - SC S-23 Electrical wiring and miscellaneous electrical requirements
  - SC S-38 Towbarless towing
  - SC S-148 Longitudinal touchdown performance + MABH deletion

- EASA Numbering:
  - SC B-01 Stalling and scheduled operating speeds
  - SC B-02 Electronic Flight Control System (EFCS) Control Surface Awareness
  - SC B-04 Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
  - SC B-05 Flight Envelope Protection
  - SC B-06 Load Factor Limiting System
  - SC D-03 Brake Kinetic Energy Capacity
  - SC E-03 Engine Cowl retention
  - SC F-126 Flight Recorders including Data Link Recording
  - SC F-131 Flight Instrument External Probes – Qualification in Icing Conditions
  - SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:
  - SC E-2 Underfloor Crew rest compartment (superseded by SC D-04 for new design)
SC E-130 Application of heat release and smoke density requirements to seat materials
SC E-1014 HIC compliance for front row seating (inflatable restraints)
SC E-1023 Side facing seats with inflatable restraints

- EASA Numbering:
  SC B-09 Soft go around
  SC D-04 Crew Rest Compartment
  SC D-06 Installation of Three Point restraint & Pre Tensioner System
  SC D-07 Installation of Oblique Seats
  SC D-08 Cabin Attendant Seat mounted on lavatory Door Blade
  SC D-100 Installation of mini suite type seating
  SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats
    (applicable from January 2019)
  SC F-134 Head Up Display Installation
  SC F-137 Security Protection of Aircraft Systems and Networks
  SC F-GEN-01: Installation of non-rechargeable lithium battery
    (applicable from April 2019)

4. Exemptions

None

5. Deviations

Deviation to Additional Airworthiness Requirements:

- Airborne Communication, Navigation, Surveillance
  ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
    (See Note in §II-2)
6. Equivalent Safety Findings

**Original Equivalent Safety Findings part of Certification Basis (at time of TC):**

- **JAA Numbering:**
  - ESF E-21 Emergency exit marking reflectance
  - ESF E-29 Fuselage burn through – aft pressure bulkhead
  - ESF E-30 Fuselage burn through – belly fairing
  - ESF E-31 Fuselage burn through – bilge area
  - ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  - ESF S-45 Oil temperature indication

- **EASA Numbering:**
  - ESF D-05 Packs off operations
  - ESF E-02 Warning Means for RR Engine Fuel Filters
  - ESF E-05 Thrust Reverser Testing
  - ESF E-10 Fire Extinguishing Agent Concentration
  - ESF E-12 RR T7000 – Turbine Overheat Detection
  - ESF E-14 RR T7000 engine zone (seals & caps) fire withstanding capability
  - ESF E-15 Nacelles areas behind Firewalls
  - ESF F-04 Landing light switch

**Additional Equivalent Safety Findings part of the Certification Basis (added post TC):**

The following Equivalent Safety Findings are additionally applicable when an A/C configuration includes the subject optional design change(s), if specified:

- **JAA Numbering:**
  - ESF E-15 Reinforced security cockpit door
  - ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis
  - ESF S-1066 Cat III Operations - Excess deviation alert

- **EASA Numbering:**
  - ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  - ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  - ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  - ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  - ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
    (applicable from November 2021)

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

CS-34 amendment 1, ICAO Annex 16, Volume II, amendment 08, Part II, chapter II
7.3 Carbon Dioxide Emissions

For aircraft with re-twisted wing (MOD 208409) and Trent 7000 HP Turbine Blade Durability Enhancement Package (MOD 209268):

CS-CO2, Issue 2;
ICAO Annex 16, Volume III, First Edition, Amendment 1,
CO2 standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);
Note: corresponds to CAEP/10 In-Production Standard.
For CO2 metric values see EASA Aeroplane CO2 Emissions Database.

8. Operational Suitability Data (OSD)

See SECTION: DATA PERTINENT TO ALL MODELS for:
- Operational Suitability Requirements
- EASA Approved Operational Suitability Data

9. Extended Range Operations (ETOPS)

See SECTION: DATA PERTINENT TO ALL MODELS for:
- ETOPS Technical Conditions
- EASA Approved ETOPS Capability
SECTION 4: A330-800 SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

With Rolls Royce (RR) engines
A330-841: 00G000A0841/C00

2. Description

Two turbo-fan, medium to long range, twin-aisle, large category aeroplane.

3. Equipment

Refer to Type Design Definition.

Cabin furnishings, equipment and arrangement shall conform to the following specification:

- Cabin seats: 00F252K0005/C01
- Galley: 00F252K0006/C01
- Cabin attendant seats: 00F252K0020/C01

4. Dimensions

- Length: 58,82m (193ft)
- Diameter: 05,64m (18ft 6in)
- Wing Span: 64,00m (210ft)
- Height: 17,38 m (57ft)

5. Engine

5.1 Model

Rolls Royce (RR) engines
A330-841: Two (2) Rolls Royce Trent 7000-72 turbofan engines

5.2 Type Certificate

Rolls Royce (RR) engines
EASA Engine TCDS: EASA.E.036
5.3 Limitations

5.3.1 Installed Engine Limits

**Rolls Royce (RR) engines**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Engine Model</th>
<th>Static thrust at sea level:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-841</td>
<td>Trent 7000-72</td>
<td>- take-off (5mn) * 72,834 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- maximum continuous 65,005 lbs</td>
</tr>
</tbody>
</table>

*The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS). Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JP5, JP8, N°3 JET fuel, TS-1, RT</td>
</tr>
</tbody>
</table>

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).
7. Fluid capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>WING TANK Usable fuel litres (kg)</th>
<th>CENTRE TANK Usable fuel litres (kg)</th>
<th>TRIM TANK Usable fuel litres (kg)</th>
<th>TOTAL Usable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE</td>
<td>91 300 (73 040)</td>
<td>41 560 (33 248)</td>
<td>6 230 (4 984)</td>
<td>139 090 (111 272)</td>
</tr>
<tr>
<td>PW</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-841</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Unusable fuel litres (kg)

| Basic   | 190 (152) | 83 (67)   | 6 (5)   | 279 (223) |

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A.

10. Maximum Operating Altitude and Temperature

10.1 Altitude

- Maximum Flight level: 41 450 ft (12 634m)
- Maximum Airfield altitude: 8 000 ft (2 438m)

10.2 Temperature

- Flight: Minimum: -78°C SAT
- Ground: Range: -54°C to +55°C for Take-off and landing
11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.

Wind Speed Limitations:
- **Crosswind:**
  - **Takeoff:** A/C: 35kt (gust included)
  - Engine: Refer to AFM Limitation section
  - **Landing:** A/C: 38kt (gust included)
  - Engine: Refer to AFM Limitation section
- **Tailwind:**
  - **Takeoff:** 10kt (15kt with MOD 205376)
  - **Landing:** 10kt (15kt with MOD 205377)

12. Maximum Mass

- Maximum Take-off Mass: 251t
- Maximum Zero Fuel Mass: 172 t
- Maximum Landing Mass: 186 t

See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

- **Datum:** Station 0.0, located 6,382 meters forward of aeroplane nose.
- **MAC:** 7,270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Two Passenger Emergency Exit configurations:
- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of passengers approved for emergency evacuation is:

- 375 Basic (in Configuration A-A-I-A);

See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.

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

<table>
<thead>
<tr>
<th>Maximum Passenger Seating Capacity (MPSC) &amp; Cabin Configuration</th>
<th>Minimum Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

A lower number of cabin crew may be approved by EASA for specific cabin layouts.

19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18 869</td>
</tr>
<tr>
<td>Aft</td>
<td>15 241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3 468</td>
</tr>
</tbody>
</table>

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section
See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.
SECTION 4: A330-800 SERIES (Cont’d)

IV. Operating and Service Instructions

In accordance with EASA Part 21 regulation, Airbus provide on-demand access to the following technical publications to any person required to comply with any of those instructions:

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)
   Ref. AFM STL 33000 (latest published revision)

   Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)
   Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)
   Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)
   Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)
   Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment
   The equipment required by the applicable regulation shall be installed.
   Refer also to MMEL – See SECTION: DATA PERTINENT TO ALL MODELS.
SECTION 4: A330-800 SERIES (Cont’d)

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th></th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
</tr>
<tr>
<td>A330-841</td>
<td>-</td>
</tr>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type Design Capability</th>
<th>Cat 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>manual ILS CAT I approach using Raw Data</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option Capability (MOD)</th>
<th>Cat 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precision approach and 78utoland (208875)</td>
<td></td>
</tr>
</tbody>
</table>

2. Conversions between Models

N/A

3. Change of Weight Variants

N/A
SECTION 5: A330-900 SERIES

I. General

1. Type / Model
   1.1 Type
       A330
   1.2 Model
       A330-941

2. Airworthiness Category
   Large Aeroplanes
   Performance Category A

3. Manufacturer
   AIRBUS
   2 Rond-Point Emile Dewoitine
   31700 Blagnac FRANCE

4. State of Design Authority Type Certification
   4.1 State of Design Authority
       EASA
   4.2 Application Date
       A330-941: 25 July 2014
   4.3 State of Design Authority Type Certificate Date
       A330-941: 26 September 2018

5. EASA Type Certification Date
   5.1 State of Design Authority
       EASA
   5.2 Application Date
       A330-941: 25 July 2014
   5.3 State of Design Authority Type Certificate Date
       A330-941: 26 September 2018
II. Certification Basis

1. Reference Date for determining the applicable requirements
   Reference Application Date for EASA Certification: 25 July 2014

2. Airworthiness Requirements
   Original Airworthiness Requirements (at time of TC):
   - Certification Requirements
     JAR 25 Change 13 effective on October 5, 1989 except as follows:
     • JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
     • For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a
       bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches
       distance between the seats and the bulkhead is considered as an acceptable alternative.

     With the following JAR 25 paragraphs applicable at change 14:
     (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615
     (applicable to vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735,
     (applicable to vertical stabilizer only), 25.963(g) (applicable to fuel centre tank only),

     Plus the following CS 25 paragraphs applicable at Amdt 2
     25.021, 25.103(b), 25.105(a), 25.111(c), 25.119, 25.121 (except (a)), 25.123(b), 25.125,
     25.207, 25.237, 25.1419

     Plus the following CS 25 paragraphs applicable at Amdt 13
     25.963(e) (Fuel Tank Access Covers) with 25.963(e)(1) including the design features as per
     E-16 in the Annex to this TCDS.
     Note: Any change or repair that would decrease the safety level of the E-16 design
     features would lead to the application of CS 25.963(e)(1) at amendment 15 or higher.

     Plus the following CS 25 paragraphs applicable at Amdt 15 (applicable at the reference date)
     25.023, 25.025, 25.027, 25.029, 25.031, 25.101, 25.103 (except (b)), 25.105 (except (a)),
     25.107 (except (h)), 25.109, 25.111 (except (c)), 25.113, 25.115, 25.117, 25.121(a), 25.123
     (except (b)), 25.143 (except (c)(i)(j)(l)), 25.145, 25.147, 25.149, 25.161, 25.171, 25.173,
     (except (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365
     (except(e),(f),(g)), 25.367, 25.373, 25.391, 25.393, 25.415, 25.427, 25.457, 25.471(b),

Plus the following CS 25 paragraphs applicable at Amdt 15 related to engine installation:
(New Engine, Pylon, pre-cooler, air inlet and nacelle, Structural adaptation of the wing at the wing/pylon interface, Electro Pneumatic Bleed Air System)


Plus the following CS 25 paragraphs applicable at Amdt 15 related to aerodynamic changes:
(New winglet with wing span increase, Wing Aerodynamic clean up, Wing twist change, Wing engine interference, new navigation and strobe lights)


Plus the following CS 25 paragraphs applicable at Amdt 17:
25.1316, 25.1317

- All weather operations

JAR AWO change 1 plus:
- Orange paper AWO 91/1,
- NPA JAR AWO 3,
- NPA JAR AWO 8 (IM S-148 - Longitudinal touchdown performance + MABH deletion),
- JAR AWO 140 Change 2.
Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue


  Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

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

- Subpart E, Section 2 – for RVSM

Additional Airworthiness Requirements (added Post TC):

The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements

  - For A/C configuration with center wing box MOD 207401 (MSN1967 and onwards, except MSN 1971 and MSN 1972):
    - CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheel and Tyre Failures impacts on Fuel Tanks only, Amdt 15. Note that compliance demonstration to CS 25.734 addresses the objectives of JAR 25.729(f)(1), and JAR 25.729(f)(2) Change 14 (see note below).

  - For A/C configuration with no smoking signs in lavatories:
    - CS 25.791 Original issue

  - For A/C configuration with multi lingual “EXIT” signs
    - CS 25.811 and CS 25.812 Amdt. 3

  - For A/C configuration with Halon Free Hand Held Fire Extinguishers

  - For A/C configuration with Jettison
    - CS 25.1001(d)(h) Amdt 15

  - For A/C configuration with harmonized Primary Flight Display (hPFD) function
    - CS 25.1329(i) Amdt 15

For A/C configurations with MOD 209140 installed CS 25 Amendment 23 for:

• For A/C configuration with ELT-DT equipment MOD 209569
  - CS ACNS at Issue 3 Subpart E Section 3:

• For A/C configuration equipped with Alternate AP (MOD 207502), CS 25 Amendment 26 for:
  - CS 25.1329(h)

Note: Wheel and Tyre Failures (W&TF) compliance demonstration is done as follow:

For A330ceo and A330-841/-941 before MSN 1966 + MSN 1971 & 1972 (i.e. A/C with 242t Airframe)
  • Applicable requirement : JAR 25.729(f)(1), (f)(2)
  • Compliance demonstration, for modification impacting the Wheel and Tyre Failure, done using legacy Airbus WTF models (refer to Certification Document 00G320J0107/C02, issue 2)

For A330-941 MSN 1967 and onwards, except MSN 1971 & 1972 (i.e. A/C with mod 207401)
  • Applicable requirements : JAR 25.729(f)(1), (f)(2) & CS 25.734
  • Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:
    - Compliance to CS25.734 done using MoC 2
    - Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)

3. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):
  - JAA Numbering:
    SC A-5  Limit pilot forces and torque
    SC E-128 Improved flammability standards for thermal/acoustic insulation
    SC G-105 Resistance to Fire Terminology
    SC P-2  Centre of Gravity Control System
    SC P-27 Flammability Reduction System
    SC P-32 Fuel Tank Safety
    SC S-6  Lightning protection indirect effects
    SC S-10 Effects of external radiations upon aircraft systems (including S-10.1 and S-10.2)
    SC S-13 Autothrust system
    SC S-16 Control signal integrity
    SC S-18 Electronic flight controls
    SC S-20 Emergency electrical power (NPA 25D, F-179)
    SC S-21 Brake Wear Limits
    SC S-23 Electrical wiring and miscellaneous electrical requirements
    SC S-38 Towbarless towing
    SC S-148 Longitudinal touchdown performance + MABH deletion
Additional Special Conditions part of the Certification Basis (added post TC):
The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:
  SC E-2  Underfloor Crew rest compartment (superseded by SC D-04 for new design)
  SC E-130 Application of heat release and smoke density requirements to seat materials
  SC E-1014 HIC compliance for front row seating (inflatable restraints)
  SC E-1023 Side facing seats with with inflatable restraints

- EASA Numbering:
  SC B-09  Soft go around
  SC D-04  Crew Rest Compartment
  SC D-06  Installation of Three Point restraint & Pre Tensioner System
  SC D-07  Installation of Oblique Seats
  SC D-08  Cabin Attendant Seat mounted on lavatory Door Blade
  SC D-100 Installation of mini suite type seating
  SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats
  (applicable from January 2019)
  SC F-134 Head Up Display Installation
  SC F-137 Security Protection of Aircraft Systems and Networks
  SC F-GEN-01: Installation of non-rechargeable lithium battery
  (applicable from April 2019)

4. Exemptions
   None

5. Deviations

Deviation to Additional Airworthiness Requirements (added Post TC):
- Airborne Communication, Navigation, Surveillance
  ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
  (See Note in §II-2)
6. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:
  - ESF E-21 Emergency exit marking reflectance
  - ESF E-29 Fuselage burn through – aft pressure bulkhead
  - ESF E-30 Fuselage burn through – belly fairing
  - ESF E-31 Fuselage burn through – bilge area
  - ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  - ESF S-45 Oil temperature indication

- EASA Numbering:
  - ESF D-05 Packs off operations
  - ESF E-02 Warning Means for RR Engine Fuel Filters
  - ESF E-05 Thrust Reverser Testing
  - ESF E-10 Fire Extinguishing Agent Concentration
  - ESF E-12 RR T7000 – Turbine Overheat Detection
  - ESF E-14 RR T7000 engine zone (seals & caps) fire withstanding capability
  - ESF E-15 Nacelles areas behind Firewalls
  - ESF F-04 Landing light switch

Additional Equivalent Safety Findings part of the Certification Basis (added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration includes the subject optional design change(s), if specified:

- JAA Numbering:
  - ESF E-15 Reinforced security cockpit door
  - ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis
  - ESF S-1066 Cat III–Operations - Excess deviation alert

- EASA Numbering:
  - ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  - ESF D-39 Type A+ Emergency Exits (applicable on a/c with MOD 209140 installed)
  - ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  - ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  - ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  - ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
    (applicable from November 2021)
  - ESF F-141 Flight Guidance System – Speed excursion protection [applicable on a/c with MOD 207502 installed]

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting
7.3 Carbon Dioxide Emissions

CS-CO2, Issue 1;
ICAO Annex 16, Volume III, First Edition,
CO2 standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);
Note: corresponds to CAEP/10 In-Production Standard.
For CO2 metric values see EASA Aeroplane CO2 Emissions Database.

8. Operational Suitability Data (OSD)

See SECTION: DATA PERTINENT TO ALL MODELS for:
- Operational Suitability Requirements
- EASA Approved Operational Suitability Data

9. Extended Range Operations (ETOPS)

See SECTION: DATA PERTINENT TO ALL MODELS for:
- ETOPS Technical Conditions
- EASA Approved ETOPS Capability
SECTION 5: A330-900 SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

With Rolls Royce (RR) engines
A330-941: 00G000A0941/C00

2. Description

Two turbo-fan, medium to long range, twin-aisle, large category aeroplane.

3. Equipment

Refer to Type Design Definition.

Cabin furnishings, equipment and arrangement shall conform to the following specification:

- Cabin seats : 00F252K0005/C01.
- Cabin seats supplement if mod 209140 is installed: 00F256K0615/C01
- Galley : 00F252K0006/C01.
- Cabin attendant seats : 00F252K0020/C01.

4. Dimensions

- Length: 63,66m (208ft 10in)
- Diameter: 05,64m (18ft 6in)
- Wing Span: 64,00m (210ft)
- Height: 16,79 m (55ft 1in)

5. Engine

5.1 Model

Rolls Royce (RR) engines
A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines

5.2 Type Certificate

Rolls Royce (RR) engines
EASA Engine TCDS: EASA.E.036
5.3 Limitations

5.3.1 Installed Engine Limits

**Rolls Royce (RR) engines**

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<th>A/C Model</th>
<th>Engine Model</th>
<th>Static thrust at sea level:</th>
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<tbody>
<tr>
<td>A330-941</td>
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<td>- take-off (5mn) 72,834 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- maximum continuous 65,005 lbs</td>
</tr>
</tbody>
</table>

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS). Other engine limitations: See the relevant Engine Type Certificate Data Sheet.

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JP5, JP8, N°3 JET fuel, TS-1, RT</td>
</tr>
</tbody>
</table>

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).
7. Fluid capacities

7.1 Fuel
Fuel quantity (0.8 kg / litre):

<table>
<thead>
<tr>
<th>3-TANK AEROPLANE</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
<td>All models</td>
</tr>
<tr>
<td>GE</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>PW</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-941</td>
<td></td>
</tr>
<tr>
<td>WING TANK</td>
<td>91 300 (73 040)</td>
<td>190 (152)</td>
</tr>
<tr>
<td>CENTRE TANK</td>
<td>41 560 (33 248)</td>
<td>83 (67)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 230 (4 984)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>139 090 (111 272)</td>
<td>279 (223)</td>
</tr>
</tbody>
</table>

7.2 Oil
Refer to Weight & Balance Manual.

7.3 Coolant system capacity
N/A.

8. Air Speeds Limits
Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits
N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude
Maximum Flight level: 41 450 ft (12 634m)
Maximum Airfield altitude: 8 000 ft (2 438m)

10.2 Temperature
Flight: Minimum: -78°C SAT
Ground: Range: -54°C to +55°C for Take-off and landing
11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.

Wind Speed Limitations:
- Crosswind: 
  - Takeoff: A/C: 30kt (gust included) 
  - Engine: Refer to AFM Limitation section 
  - Landing: A/C: 35kt (gust included) 
  - Engine: Refer to AFM Limitation section
- Tailwind: 
  - Takeoff: 10kt (15kt with MOD 205376) 
  - Landing: 10kt (15kt with MOD 205377)

12. Maximum Mass

- Maximum Take-off Mass: 251t
- Maximum Zero Fuel Mass: 181t
- Maximum Landing Mass: 191t

See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6,382 meters forward of aeroplane nose.
MAC: 7,270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Passenger Emergency Exit configurations:
- Configuration A-A-I-A: Basic 3 pairs of Type A emergency exits and 1 pair of Type I emergency exit
- Configuration A-A-A-A: Option 4 pairs of Type A emergency exits (MOD 40161)
- Configuration A+A+A+A+: Option 4 pairs of Type A+ emergency exits (MOD 209140, and 209414, 209104, 209415, 209105)
- Configuration A A+A+A+: Option 3 pairs of Type A emergency exits and 1 pair of Type A emergency exit (MOD 209140, and 209104, 209415, 209105)
- Configuration A A+A+: Option 2 pairs of Type A+ emergency exits and 2 pairs of Type A emergency exits (MOD 209140, and 209104, 209415)
- Configuration A A+A: Option 3 pairs of Type A emergency exits and 1 pair of Type A+ emergency exit (MOD 209140, and 209104)

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of passengers approved for emergency evacuation is:
- 375 Basic (in Configuration A-A-I-A);

For exit arrangements including at least one pair of Type A+ emergency exits the maximum operational passenger seating capacity and zonal capacities approved for emergency evacuation are:

<table>
<thead>
<tr>
<th>Exit Arrangement</th>
<th>D1-D4</th>
<th>D1-D2</th>
<th>D2-D3</th>
<th>D3-D4</th>
<th>D1-D3</th>
<th>D2-D4</th>
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</thead>
<tbody>
<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td>120</td>
<td>180</td>
<td>180</td>
<td>300</td>
<td>360</td>
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<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td>120</td>
<td>190</td>
<td>170</td>
<td>310</td>
<td>360</td>
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<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td>123</td>
<td>190</td>
<td>159</td>
<td>313</td>
<td>349</td>
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<tr>
<td>A A+ A+ A+</td>
<td>465*</td>
<td>119</td>
<td>190</td>
<td>159</td>
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<td>349</td>
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<td>A A+ A+ A</td>
<td>460</td>
<td>119</td>
<td>189</td>
<td>152</td>
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<td>341</td>
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<tr>
<td>A A+ A+ A</td>
<td>450</td>
<td>118</td>
<td>183</td>
<td>149</td>
<td>301</td>
<td>332</td>
</tr>
</tbody>
</table>

* The Maximum Passenger Seating Capacity is limited to 465 due to the current limited capacity of the certified and installed rafts.

See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.

The minimum required cabin crew number established during the aircraft certification process is 8 (2 per exit pair), irrespective of the Maximum Operational Passenger Seating Capacity (MOPSC).

The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC). If the MOPSC for an aircraft with 4 pairs of Type A emergency exits exceeds 400, the minimum required cabin crew number becomes 9.
For exit arrangements including at least one pair of Type A+ emergency exits, a third cabin crew member must be stationed at each installed pair of Type A+ emergency exits. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC).

19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
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<td>Forward</td>
<td>22861</td>
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<tr>
<td>Aft</td>
<td>18507</td>
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<tr>
<td>Rear (bulk)</td>
<td>3468</td>
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</tbody>
</table>

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):

- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section
See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.
SECTION 5: A330-900 SERIES – Cont’d

**IV. Operating and Service Instructions**

In accordance with EASA Part 21 regulation, Airbus provide on-demand access to the following technical publications to any person required to comply with any of those instructions:

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)
   Ref. AFM STL 33000 (latest published revision)

   Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)
   Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)
   Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)
   Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)
   Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment
   The equipment required by the applicable regulation shall be installed.
   Refer also to MMEL – See SECTION: DATA PERTINENT TO ALL MODELS.
### V. Notes

1. **All Weather Capability**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>RR Engines</th>
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<tbody>
<tr>
<td>A330-941</td>
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</table>

<table>
<thead>
<tr>
<th>Type Design Capability</th>
<th>Cat 1 manual ILS CAT I approach using Raw Data</th>
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<table>
<thead>
<tr>
<th>Option Capability (M2D)</th>
<th>Cat 3 Precision approach and autoland (206292)</th>
</tr>
</thead>
</table>

2. **Conversions between Models**

   N/A

3. **Change of Weight Variants**

   N/A
SECTION: DATA PERTINENT TO ALL MODELS

The below information is applicable to all models unless specifically mentioned:

1. Maintenance Instructions and Airworthiness Limitations

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

   The following initial minimum maintenance requirements and their frequencies shall be used in the development of an approved maintenance programme for the aircraft:

   Applicable Document Reference:
   A330-200/-300/-800/-900 series
   - A330 Maintenance Review Board Report (latest published revision)
   A330-700L serie
   - A330-700L Maintenance Requirements Document (latest published revision)
   - A330-700L Maintenance Requirements Document Supplement for Courier Area ref MRD-S dated 1st of November 2019 (or later approved revision)

   The following Airworthiness Limitations Sections (ALS) apply:

   - **ALS PART 1: SAFE LIFE AIRWORTHINESS LIMITATION ITEMS (SL ALI)**
     Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A330 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3 approved by EASA;
     Applicable Document Reference:
     - Ref: A330 ALS Part 1 (latest published revision)
     - Ref: A330 ALS Part 1 Variations (latest published set of variations)

   - **ALS PART 2: DAMAGE TOLERANCE AIRWORTHINESS LIMITATION ITEMS (DT ALI)**
     Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A330 Airworthiness Limitations Section (ALS) Part 2 approved by EASA;
     Applicable Document Reference:
     - Ref: A330 ALS Part 2 (latest published revision)
     - Ref: A330 ALS Part 2 Variations (latest published set of variations)

   - **ALS PART 3: CERTIFICATION MAINTENANCE REQUIREMENTS (CMR)**
     Certification Maintenance Requirements are provided in the A330 Airworthiness Limitations Section (ALS) Part 3 approved by EASA;
     Applicable Document Reference:
     - Ref: A330 ALS Part 3 (latest published revision)
     - Ref: A330 ALS Part 3 Variations (latest published set of variations)

   - **ALS PART 4: AGEING SYSTEMS MAINTENANCE (ASM)**
     Limitations applicable to Ageing System Maintenance are provided in the A330 Airworthiness Limitation Section (ALS) Part 4 approved by EASA;
     Applicable Document Reference:
     - Ref: A330 ALS Part 4 (latest published revision)
2. Operational Suitability Data (OSD)

The Operational Suitability Requirements and Data listed below are applicable to all A330 models:

2.1 Flight Crew Data (FCD)

- Operational Suitability Requirements:
  - CS-FCD Initial Issue
  - Plus the following CS-FCD paragraphs applicable at issue 2:
    - CS FCD.300, CS FCD.310, CS FCD.400, CS FCD.410, CS FCD.415 (as of 15.Sep.2023)

  For all applications received after 1st of March 2024:
  - CS-FCD Issue 2.

- Operational Suitability Data approved by EASA:
  - Required for Entry into Service by EU operator.
    - All Models: FCD Ref. V01RP1505446 Issue 1 dated 11th of December 2015 (or later approved revisions)
    - A330-743L only: FCD Ref. G01RP1919857 Issue 1.2 dated 9th of October 2019 (or later approved revisions)

All A330 and A350 aircraft models are assigned a single licence endorsement and share the same A330/350 type rating. Variants within the A330/350 type rating are defined in the Flight Crew Data report reference V01RP1505446.

2.2 Cabin Crew Data (CCD)

- Operational Suitability Requirements:
  - SC A-01-CCD OSD Cabin Crew Data (CCD) Certification Basis
  - SC CCD-01 Determination of Certification Basis for changes to A330 CCD

- Operational Suitability Data approved by EASA:
  - Required for Entry into Service by EU operator (Passenger Models only).
All Models: CCD Ref. LR01RP1534111 Issue 1 dated 16th November 2015 (or later approved revisions)

A330-200F/-700L: No Cabin Crew Data required
A330-200/-300/-800/-900 series are one and the same aircraft for cabin crew.
The A330-200/-300/-800/-900 is a variant within the A330/A340/A350 aircraft type for cabin crew.

For A/C configuration with type A+ emergency exit installation (MOD 209140 ‘Type A+ installation’):

- CS-CCD at issue 2 for:
  CCD.200, CCD.205, CCD.210, CCD.215, CCD.300, CCD.305(b)(2), CCD.310 + Appendix 1, CCD.400

- A330-900 series with Type A+ Exit(s) is variant of the A330-900 without Type A+ Exit(s).
- The A330-900 with and/or without Type A+ Exit(s) is a variant within the A330/A340/A350 aircraft type for cabin crew.

2.3 Master Minimum Equipment List (MMEL)

- Operational Suitability Requirements:
  JAR MMEL / MEL Subpart B amendment 1

- For A/C configuration with type A+ emergency exit installation (MOD 209140 ‘Type A+ installation’)
  - CS MMEL Issue 2

- For all models: For all applications received after 01.08.2022, CS MMEL Issue 2.

- Operational Suitability Data approved by EASA:
  Required for Entry into Service by EU operator

  All Models: MMEL Ref. MMEL STL 33100 dated November 2015 (or later approved revisions)

  A330-700L: MMEL-Supplement Ref. MMEL-S MOD CJ1970 dated 1st August 2019 (or later approved revisions)
### 3. Extended Range Operations (ETOPS)

#### 3.1 ETOPS Technical Conditions

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-300 All WV(^7) (Except WV 080)</th>
<th>A330-300 WV 050 + WV052(^4) WV 08x + Centre Tank Activated</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-301</td>
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<tr>
<td>A330-302</td>
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<td>A330-343</td>
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</tbody>
</table>

**Defined in**

- JAA CRI G-6 (up to 180min)
- EASA CRI G-08 (beyond 180min)

**Technical Conditions**

- AMC 20-6 (AMJ 120-42 / IL 20)
- AMC 20-6 Rev 1

#### 3.2 EASA Approved ETOPS Capability

The Type Design, system reliability and performance of below listed A330 models were found capable for Extended Range Operations when configured, maintained and operated

---

\(^6\) See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass label indications (Weight Variant)
in accordance with the latest published revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, LR2/EASA: AMC 20-6/CMP.

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 details on the ETOPS approvals.

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Engine Type</th>
<th>Approval Date</th>
<th>ETOPS 120 Min</th>
<th>ETOPS 180 Min</th>
<th>ETOPS Beyond 180 Min*</th>
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<tbody>
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<td>A330-200 SERIES</td>
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<tr>
<td>A330-201</td>
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<td>19 November 2002</td>
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<tr>
<td>A330-202</td>
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<td>27 April 1998</td>
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<td>A330-203</td>
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<td>A330-223F</td>
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<td>04 June 2009</td>
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<td>A330-243</td>
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<td>24 January 2019</td>
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</tbody>
</table>

(*) Refer to AFM and ETOPS CMP document for maximum diversion time/distance.

4. **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
I. Acronyms and Abbreviations

A/C  Aircraft
AFM  Airplane Flight Manual
ALS  Airworthiness Limitation Section
AMC  Acceptable Means of Compliance
APU  Auxiliary Power Unit
AWO  All Weather Operations
CAA  Civil Aviation Authority
CCD  Cabin Crew Data
CRI  Certification Review Item
CS  Certification Specification
DGAC  Direction Générale de l’Aviation Civile (French NAA)
EASA  European Union Aviation Safety Agency
EC  European Commission
EIS  Entry Into Service
ESF  Equivalent Safety Finding
ETOPS  Extended Range Operations (with Two-Engined Aeroplanes)
EU  European Union
EU MS  European Union Member States
EWIS  Electrical Wiring Interconnection System
FCD  Flight Crew Data
GE  General Electric
FAA  Federal Aviation Administration
FAR  Federal Aviation Regulation
FRS  Flammability Reduction Systems
ICA  Instructions for Continued Airworthiness
ICAO  International Civil Aviation Organization
JAA  Joint Aviation Authorities
JAR  Joint Aviation Requirements
MSN  Manufacturer Serial Number
MMEL  Master Minimum Equipment List
MLM  Maximum Landing Mass
MTOM  Maximum Take-Off Mass
MZFM  Maximum Zero Fuel Mass
NAA  National Aviation Authority
NPA  Notice of Proposed Amendment
OSD  Operational Suitability Data
PW  Pratt & Whitney
RR  Rolls Royce
SB  Service Bulletin
SC  Special Condition
TC  Type Certificate
TCDS  Type Certificate Data Sheet
TCDSN  Type Certificate Data Sheet for Noise
WV  Weight Variant
## II. Type Certificate Holder Record

AIRBUS  
2 Rond-Point Emile Dewoitine  
31700 Blagnac  
France

## III. Change Record

Starting from Issue 18

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Changes</th>
<th>TC issue</th>
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<td>II Certification Basis - 7.3 Carbon Dioxide Emissions</td>
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<td>Extension of ground operation temperature to -54°C</td>
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<td>Clarification of JAR Change 14 subset applicability for CIDS installation only</td>
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<td>Addition of CS25.1535 amdt15 for ETOPS.</td>
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<td>Addition of A330-743L ETOPS up to 180min capability</td>
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<td>Removal of ESF F-133, mistakenly introduced in the TCDS.</td>
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<td>Removal of WV tables, only Maximum Take-off Mass, Maximum Zero Fuel</td>
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<td>Mass and Maximum Landing Mass indication left.</td>
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<td>15/01/24</td>
<td>19. Maximum Baggage/ Cargo Loads &lt;br&gt;Removal of specification reference replaced by link to the WBM.</td>
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<td><strong>-743L</strong> &lt;br&gt;<strong>III. Technical Characteristics and Operational Limitations</strong></td>
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<td>2. Airworthiness requirements &lt;br&gt;Removal of CS25.253 at amdt 2 &lt;br&gt;CS ACNS at Issue 3 Subpart E Section 3</td>
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<td>3. Special conditions &lt;br&gt;SC F-131 defined as part of TC instead of post TC.</td>
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<td><strong>- 941</strong> &lt;br&gt;<strong>II. Certification Basis</strong> &lt;br&gt;Removal of CS25.253 at amdt 2 &lt;br&gt;Addition of CS 25.1329(h) at amdt 26 &lt;br&gt;CS ACNS at Issue 3 Subpart E Section 3</td>
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<td>6. Equivalent Safety Findings &lt;br&gt;Addition of ESF F-141</td>
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<td><strong>SECTION: DATA PERTINENT TO ALL MODELS</strong></td>
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<td>2. Operational Suitability Data (OSD) &lt;br&gt;2.1 Flight Crew Data (FCD) &lt;br&gt;Addition of CS FCD is2 for req CS FCD.300, CS FCD.310, CS FCD.400, CS.FCD.410, CS FCD.415 &lt;br&gt;For all applications received after 1st of Feb 2024 : CS-FCD Issue 2.</td>
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<td><strong>Editorial correction:</strong> &lt;br&gt;- page 44 typo: models &quot;A330-202/203/223&quot; removed &lt;br&gt;- A330-841/-941 &lt;br&gt;II. Certification basis &lt;br&gt;• 25.571 listed only in CS25 amdt 15 no more in JAR25 Ch 14 &lt;br&gt;- A330-200 conversion between models &lt;br&gt;• Typo correction: 53214 replaced by 58214 &lt;br&gt;- A330-300 conversion between models &lt;br&gt;• Mod 210286 added for the conversion from A330-303 to A330-302 &lt;br&gt;- Airplane Flight Manual: Correct reference “STL” added</td>
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