# 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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       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
DGAC-F TC 184 remains a valid reference for models certified before 28 September 2003

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:

Plus for cargo floor:

Plus for cargo barrier wall:

Plus for NLG attachment point / NLG bay:

Plus for courier area:

Plus for Main Deck Cargo Compartment class E:

- 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
  - 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 manoeuver 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 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>GE: (GE Specification D50TF2)</td>
<td>JET A, JET A-1, JET B, JET C, JET D, N°3 Jet Fuel, TS-1(GOST), RT(GOST)</td>
</tr>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JET B, JET C, JET D, 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>All models</td>
</tr>
<tr>
<td>PW</td>
<td>A330-223F (with MOD 58623 and without MOD 200281)</td>
<td></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>MOD 205749</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>
### 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>A330-201</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-202</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-203</td>
<td></td>
</tr>
<tr>
<td>PW</td>
<td>All models</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-223</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-223F (with MOD 58623+200281 or without MOD 58623)</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-243</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A330-243F (with MOD 58623+200281 or without MOD 58623)</td>
<td></td>
</tr>
<tr>
<td>WING TANK</td>
<td>Basic: 91 300 (73 040)</td>
<td>MOD 205749: 348 (279)</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>437 (350)</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: 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: 182t

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

**Freighter Models:**

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

Note: See applicable Aircraft 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. Flight Manual (AFM)
   Ref. AFM 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></td>
<td>A330-201</td>
<td>A330-223</td>
<td>A330-243</td>
</tr>
<tr>
<td></td>
<td>A330-202</td>
<td>A330-223F</td>
<td>A330-243F</td>
</tr>
<tr>
<td></td>
<td>A330-203</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Type Design Capability

<table>
<thead>
<tr>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 3</td>
<td>Cat 3</td>
<td>Cat 3</td>
</tr>
<tr>
<td>Precision approach and autoland</td>
<td>Precision approach and autoland</td>
<td>Precision approach and autoland</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 53214.
- 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
       A330-321: 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
       A330-321: 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 080s¹ 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 Aircraft 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 manoeuver 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 Aerodynamic 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&52 and A330-343 models only:

- JAA Numbering:
  SC F-8.1  Accelerate Stop Distances
  SC S-148  Longitudinal touchdown performance + MABH deletion - JAR NPA AWO-8  
  (replace SC S-48 for autopilot standards certification)


- 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 Aircraft 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 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</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>68,600 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>55,800 lbs</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").

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</td>
<td>A330-301</td>
<td>A330-302</td>
</tr>
<tr>
<td></td>
<td>A330-303</td>
<td></td>
</tr>
<tr>
<td>PW</td>
<td>A330-321</td>
<td>A330-323</td>
</tr>
<tr>
<td></td>
<td>A330-322</td>
<td></td>
</tr>
<tr>
<td>RR</td>
<td>A330-341</td>
<td>A330-342 (Wv22 &amp; 52)²</td>
</tr>
<tr>
<td></td>
<td>A330-342 (except Wv22 &amp; 52)²</td>
<td>A330-343</td>
</tr>
<tr>
<td>Basic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOD</td>
<td>205749</td>
<td></td>
</tr>
<tr>
<td>WING TANK</td>
<td>91 764 (73 411)</td>
<td>91 300 (73 040)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 121 (4 897)</td>
<td>6 230 (4 984)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97 885 (78 308)</td>
<td>97 530 (78 024)</td>
</tr>
</tbody>
</table>

³ See applicable Aircraft Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass label indications (Weight Variant)
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>A330-302 (55240)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>at Takeoff</td>
<td>A330-303 (55240)</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>15kt tailwind</td>
<td>A330-301 (58852)</td>
<td>-</td>
<td>A330-341 (58852)</td>
</tr>
<tr>
<td>at Landing</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


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

Note: See applicable Aircraft 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>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. Flight Manual (AFM)
   
   Ref. AFM 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 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>A330-301</td>
<td>A330-301</td>
<td>A330-341</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>A330-302</td>
<td>A330-342</td>
</tr>
<tr>
<td></td>
<td>A330-303</td>
<td>A330-322</td>
<td>A330-343</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Option Capability (MOD)</th>
<th>GE/GE/GE</th>
<th>PW/GE/GE</th>
<th>RR/RR/RR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 2 Precision approach (42390)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cat 3 Precision approach and autoland (42792)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cat 3 Precision approach and autoland (43397)</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

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.
- A330-302 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 installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with Modification 58723.

---

4 See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations label indications (Weight Variant)
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 Amdt 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 Amdt 23
25.1324 (post TC changes impacting Angle of Attack Installation)

Plus the following CS 25 paragraphs applicable at Amdt 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, addittonnal 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 Amdt 8
25.603 (materials of the modified FRE)

Plus the following CS 25 paragraphs applicable at Amdt 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 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 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 CS 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)

3. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):
- JAA Numbering:
  SC A-4  Design Dive Speed (VD)
  SC A-5  Limit pilot forces and torque
  SC G-5  Resistance to fire terminology
  SC P-32  Fuel Tank Safety
  SC S-3  Landing gear warning
  SC S-6  A330/A340 Lightning Protection Indirect Effects
  SC S-10  A330/A340 Effect Of External Radiation Upon Aircraft Systems
  SC S-13  Autothrust system
  SC S-16  Control signal integrity
  SC S-18  Unusual features not addressed by existing JAR
  SC S-20  Emergency Electrical Power
  SC S-21  Brakes Wear Limits
  SC S-23  Electrical wiring and miscellaneous electrical requirements
  SC S-24  Doors
  SC S-38  Towbarless Towing
  SC S-148  Longitudinal touchdown performance limit + MABH deletion
- EASA Numbering:
  SC B-01-700L  Stalling and scheduled operating speeds
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)
  ESF F-03-700L Landing Light Switch
  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
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 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) 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>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</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 A330-743L WV 000, 001¹</td>
<td></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 Aircraft 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-off Mass: 227 t
- Maximum Zero Fuel Mass: 178 t
- Maximum Landing Mass: 187 t

Note: See applicable Aircraft 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 auxiliary 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 Loading 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.
SECTION 3: A330-700L 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. 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 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>A330-743L</td>
<td>Cat 1 manual ILS CAT I approach using Raw Data</td>
</tr>
<tr>
<td></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
SECTION 4: A330-800 SERIES (Cont’d)

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:
    o Compliance to CS25.734 done using MoC 2
    o 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 include 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</th>
<th>Maximum continuous</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-841</td>
<td>Trent 7000-72</td>
<td>72,834 lbs</td>
<td>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>A330-841</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: 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 Aircraft 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. Flight Manual (AFM)
   Ref. AFM 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>A/C Model</th>
<th>Type Design Capability</th>
<th>Option Capability (MOD)</th>
</tr>
</thead>
</table>
| RR Engines
 | A330-841
 | manual ILS CAT I approach using Raw Data |
| | Cat 3
 | Precision approach and autoland (208875) |

2. Conversions between Models

N/A

3. Change of Weight Variants

N/A
SECTION 5: A330-900 SERIES

1. 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
SECTION 5: A330-900 SERIES (Cont’d)

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:


     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 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:
  o Compliance to CS25.734 done using MoC 2
  o 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:
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 include 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-34 amendment 1, ICAO Annex 16, Volume II, amendment 07, Part II, chapter II

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**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Engine Model</th>
<th>Static thrust at sea level:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-941</td>
<td>Trent 7000-72</td>
<td>- take-off (5mn) *</td>
</tr>
<tr>
<td></td>
<td></td>
<td>72,834 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- maximum continuous</td>
</tr>
<tr>
<td></td>
<td></td>
<td>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</th>
<th>CENTRE TANK</th>
<th>TRIM TANK</th>
<th>TOTAL</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>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>RR</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>All models</td>
<td>190 (152)</td>
<td>83 (67)</td>
<td>6 (5)</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 Aircraft 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+I+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>
</tr>
</thead>
<tbody>
<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td></td>
<td>120</td>
<td>180</td>
<td>180</td>
<td>300</td>
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<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td></td>
<td>120</td>
<td>190</td>
<td>170</td>
<td>310</td>
</tr>
<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td></td>
<td>123</td>
<td>190</td>
<td>159</td>
<td>313</td>
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<tr>
<td>A+ A+ A+ A+</td>
<td>465*</td>
<td></td>
<td>119</td>
<td>190</td>
<td>159</td>
<td>309</td>
</tr>
<tr>
<td>A+ A+ A+ A+</td>
<td>460</td>
<td>119</td>
<td>189</td>
<td>152</td>
<td>308</td>
<td>341</td>
</tr>
<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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</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 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. Flight Manual (AFM)
   Ref. AFM 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 5: A330-900 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>A330-941</td>
<td>Cat 1 manual ILS CAT I approach using Raw Data</td>
</tr>
<tr>
<td></td>
<td>Cat 3 Precision approach and autoland (206292)</td>
</tr>
</tbody>
</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)

  (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 WV² (Except WV 080)</th>
<th>A330-300 WV 050 + WV052(^4) WV 08x + Centre Tank Activated</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>A330-301</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>A330-302</td>
<td>-</td>
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<tr>
<td></td>
<td>A330-303</td>
<td>-</td>
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<tr>
<td></td>
<td>A330-304</td>
<td>-</td>
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<td></td>
<td>A330-305</td>
<td>-</td>
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<tr>
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<td>A330-306</td>
<td>-</td>
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<tr>
<td>Defined in</td>
<td>JAA CRI G-6 (up to 180min)</td>
<td>JAA CRI G-106 (up to 180min)</td>
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<tr>
<td></td>
<td>EASA CRI G-08 (beyond 180min)</td>
<td>EASA CRI G-08 (beyond 180min)</td>
</tr>
<tr>
<td>Technical</td>
<td>AMC 20-6 (AMJ 120-42 / IL 20)</td>
<td>AMC 20-6 Rev 1</td>
</tr>
<tr>
<td>Conditions</td>
<td></td>
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<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-200F</th>
</tr>
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<tbody>
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<td>A330-202</td>
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<td>A330-203</td>
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</tr>
<tr>
<td></td>
<td>EASA CRI G-08 (beyond 180min)</td>
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<tr>
<td>Technical</td>
<td>AMC 20-6 (AMJ 120-42 / IL 20)</td>
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<tr>
<td>Conditions</td>
<td>AMC 20-6 Rev 1</td>
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<td>A330-901</td>
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<tr>
<td>Defined in</td>
<td>CS 25.1535 Amdt 15</td>
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<td></td>
<td>(up to and beyond 180min)</td>
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<tr>
<td>Technical</td>
<td>AMC 20-6 Rev 2</td>
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<td>Conditions</td>
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<td>CS 25.1535 Amdt 15</td>
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<td>(up to and beyond 180min)</td>
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<tr>
<td>Technical</td>
<td>AMC 20-6 Rev 2</td>
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<tr>
<td>Conditions</td>
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<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-700L</th>
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<td>A330-743L</td>
</tr>
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<td>Defined in</td>
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</tr>
<tr>
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<td>(up to 180min.)</td>
</tr>
<tr>
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<td>AMC 20-6 Rev 2</td>
</tr>
<tr>
<td>Conditions</td>
<td></td>
</tr>
</tbody>
</table>

### 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 Aircraft 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>ETOPS 120 Min</th>
<th>ETOPS 180 Min</th>
<th>ETOPS Beyond 180 Min*</th>
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<tr>
<td>A330-200 SERIES</td>
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<tr>
<td>A330-201</td>
<td>GE CF6-80E1A2</td>
<td>-</td>
<td>19 November 2002</td>
<td>13 October 2009</td>
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<tr>
<td>A330-202</td>
<td>GE CF6-80E1A4</td>
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<td>27 April 1998</td>
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<tr>
<td>A330-203</td>
<td>GE CF6-80E1A3</td>
<td>-</td>
<td>30 November 2001</td>
<td>13 October 2009</td>
</tr>
<tr>
<td>A330-223F</td>
<td>PW 4170</td>
<td>-</td>
<td>04 June 2009</td>
<td>13 October 2009</td>
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<tr>
<td>A330-243</td>
<td>RR Trent 772B-60</td>
<td>-</td>
<td>03 February 1999</td>
<td>13 October 2009</td>
</tr>
<tr>
<td>A330-243F</td>
<td>RR Trent 772C-60</td>
<td>-</td>
<td>19 April 2006</td>
<td>13 October 2009</td>
</tr>
</tbody>
</table>

| A330-300 SERIES |             |               |               |                        |
| A330-301    | GE CF6-80E1A2 | 29 April 1994 | 06 February 1995 | 13 October 2009        |
| A330-302    | GE CF6-80E1A2 | -             | -              | 13 October 2009        |
| A330-303    | GE CF6-80E1A4 | -             | 17 June 2004   | 13 October 2009        |
| A330-323    | PW 4164-1D   | -             | -              | 04 February 2011       |
| A330-343    | RR Trent 768-60 | -             | -              | 11 December 2014       |
| A330-700L SERIES |             |               |               |                        |
| A330-743L   | RR Trent 772B-60 | -             | 21 December 2022 | -                     |

| A330-800 SERIES |             |               |               |                        |
| A330-841    | RR Trent 7000-72 | -             | 12 February 2020 | 02 April 2020         |

| A330-900 SERIES |             |               |               |                        |
| A330-941    | RR Trent 7000-72 | -             | 14 November 2018 | 24 January 2019       |

(*)& 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
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

A/C  Aircraft
AFM  Aeroplane Flight Manual
AFM  Airworthiness Limitation Section
AMC  Acceptable Means of Compliance
APU  Auxiliary Power Unit
AWO  All Weather Operations
CAA  Civil Aviation Authority
CDD  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 Electrics
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>
</tr>
</thead>
</table>
| 18    | 27/11/09 | Page 4 Section 1.6
  Update of CMP Document reference number
  Introduction of ETOPS Beyond 180 Min (approval date: 13 October 2009)
  Amendment Approval date 4 June 2009 for ETOPS 180 Min (A330-323 PW 4168A-1D and PW 4168A-1D)
  Page 6 Section 2.II.6
  Environmental Standards chapter re-arrangement
  Page 6 Section 2.II.7 & 2.II.8.2
  New Chapter title
  Addition of CRI G-106 (2.II.7 only)
  Addition of CRI G-8
  Page 11 Section 2.III.3.2.1
  Introduction of reference to Approved Oil documentation
  Page 14 Section 2.III.4.12
  Introduction of reference to ALS 5, and deletion of Certification Document reference numbers
  Page 17 Section 3.II.7
  Environmental Standards chapter re-arrangement
  Page 17 Section 3.II.8
  Addition of CRI G-8
  Page 21 Section 3.III.2.6
  Mod number corrected (Variant 060)
  Page 22 Section 3.III.3.2.1
  Introduction of reference to Approved Oil documentation
  Page 25 Section 3.III.4.12
  Introduction of reference to ALS 5, and deletion of Certification Document reference numbers
  Page 26
  Introduction of new Section 4 (Change Record) | 17/05/04 |
<p>| 19    | 30/03/10 | Introduction of section 4 for A330-200 Freighter                      | 09/04/10 |
| 20    | 11/06/10 | Addition of SC H-01 as Special Condition (Enhanced Airworthiness Programme for Aeroplane Systems - ICA for EWIS) | 09/04/10 |
| 21    | 22/06/10 | Addition of WV 001 for A330-200 Freighter                            | 09/04/10 |
| 22    | 20/07/10 | Addition of A330-200F ETOPS approval                                  | 09/04/10 |
|       |         | Addition of WV 061 for A330-200 passenger aircraft                    |          |
| 23    | 18/07/10 | Addition of WV 057 and 058 on the A330-200 Passenger aircraft.        | 09/04/10 |
|       |         | Addition of fuel quantity table (Section 4 § 3.1.2) due to the introduction of MOD 58623 &amp; 200281. |          |
|       |         | Correction of typo error for fuel quantity tables (section 3 § 4.1 &amp; Section 4 § 3.1.1) |          |
| 24    | 06/09/10 | Correction of a typo error on Section 1 - § 6 - ETOPS table           | 09/04/10 |</p>
<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
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<th>TC issue</th>
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</thead>
<tbody>
<tr>
<td>25</td>
<td>27/09/10</td>
<td>Correction of typo error to remove ambiguity on A330-200 Freighter model (Section 4 - §1.1)</td>
<td>09/04/10</td>
</tr>
<tr>
<td>27</td>
<td>23/02/11</td>
<td>Addition of RT Fuel for use on GE, PW and RR engines and APU</td>
<td>09/04/10</td>
</tr>
<tr>
<td>28</td>
<td>09/03/11</td>
<td>Correction of static take-off thrust (5 mn) number for A330-203 New Paragraph 3.III.4.13 Fuel tank flammability Reduction System (FRS) Update of Paragraph 6 in Section 2 and 3 (Environmental Requirements for Noise)</td>
<td>09/04/10</td>
</tr>
<tr>
<td>29</td>
<td>06/05/11</td>
<td>Addition of MOD 201436 to Variant 057 and addition of MOD 201437 to Variant 058 in Maximum Certified Weights for A330-201/-202/-203/-223/-243; Addition of PW4164-1D and PW4168-1D in the ETOPS table as a result of previous certification of MOD 58776 and 58777</td>
<td>09/04/10</td>
</tr>
<tr>
<td>30</td>
<td>26/10/11</td>
<td>Addition of Variant 054 in Maximum Certified Weights for A330-302/-303/-323/-342/-343 (Section 2.III.1.6, 2.III.2.6 and 2.III.3.6)</td>
<td>09/04/10</td>
</tr>
<tr>
<td>31</td>
<td>04/05/12</td>
<td>Removal of SC P-27 Flammability Reduction System from A330-300 Certification Basis Addition of SC E-130 and E-1014 to A330-300/-200 Certification Basis Addition of Weight Variants 054 and 055 for A330-302/-303/-323/-342/-343 Addition of Weight Variant 062 for A330-201/-202/-203/-223/-243 Correction Section 3.III.1.7: Service Bulletin 72-3003 was erroneously listed as 72-003 Addition of PW4168A-1D Engine for A330-223F (Section 4.III.1.2.1.)</td>
<td>09/04/10</td>
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<td>32.0</td>
<td>29/10/12</td>
<td>Addition of SC E-128 to A330-300/-200 Certification Basis Addition of Weight Variant D6 for A330-302/-303/-323/-342/-343 Correction of MOD number (43308) for A330-301 Weight Variant 010</td>
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<td>33</td>
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<td>34</td>
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<td>Addition of paragraph “Elect to comply” for A330-200/-200F/-300. After certification of MOD 200542 on Symbolic Exit Sign, the TCDS need to reflect the compliance with CS 25.811 and CS 25.812 Amdt. 3 Installation of one PW 4168A engine on A330-223F aircraft basically fitted with two PW4168A-1D Addition of PW4168A-1D and Intermix PW4168A/4168A-1D for A330-223F on Section 1 §6 reflecting ETOPS capabilities and approval of LR2/EASA: AMC 20-6 CMP Revision 25.</td>
<td>09/04/10</td>
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<td>35</td>
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<td>36</td>
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<td>Correction of a typo in section 2 §2.6 on MTOW of WV057 for A330-223. 184t instead of 187t</td>
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<td>37</td>
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| 40    | 08/06/15 | Addition of WV 053 on A330-202 and -203  
Addition of WVs 063 and 064 on A330-223  
Correction of A330-300 Certification Basis  
Introduction of the EASA Engine TC reference  
Introduction of Minimum Cabin Crew requirements | 09/04/10 |
| 41    | 18/06/15 | Updating of typos                                                                                                                                                                                        | 09/04/10 |
| 42    | 15/07/15 | Extension of A330-300 WV080s aircraft capability to A330-300  
WV 030s, 050s, 060s  
Extension of Fuel Centre Tank modification 204025 to A330-300 WV 030s, 050s, 060s | 09/04/10 |
| 44    | 14/12/15 | Introduction of the OSD data                                                                                                                                                                             | 09/04/10 |
| 45    | 25/09/17 | Introduction of Special Conditions and ESF  
Introduction of Halon Free requirement  
Introduction of Hydraulic Fluid Type V  
Update of Max Pax and Minimum Cabin Crew paragraph                                                                                                                                 | 09/04/10 |
| 46    | 20/07/18 | Introduction of ESF D-101 Green Arrow and “Open” Placard for Emergency Exit Marking                                                                                                                                   | 09/04/10 |
| 47    | 26/09/18 | Full rework of TCDS to match latest EASA TCDS Template  
Introduction of new section for introduction of A330-941 model (A330neo)  
Simultaneous release of full Annex to TCDS detailing SC / ESF | 26/09/18 |
| 48    | 22/11/18 | A330-900  
- §III-7.1: Typos correction on unusable fuel (MOD 205749 is Type Design)  
- §III-10.2: Update of Thermal Envelope (MOD 208120)  
- §III-11: Update of Wind Speed Limitations (MOD 208117)  
- §V-1: Update of All Weather Capability (MOD 206292)  
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- §3.2: Approval of ETOPS 180min for A330-941 in relation with update of EASA TCDS for RR Trent 7000 engine. | 26/09/18 |
| 49    | 30/11/18 | A330-200/-300  
- §III-5: Editorial introduction of mixability of PW 4168A with 4168A-1D for A330-223/-323 (as per conditions of corresponding MOD 58956 and associated Airbus SB) | 26/09/18 |
| 50    | 24/01/19 | A330-200/-300/-900  
- §II-3: Typo correction for SC P-2 Centre of gravity control system (ref.or title harmonization vs. referred as P-02 or Trim Tank)  
A330-300  
- §III-1: Double reference for A330-321 and A330-322 TDD (same document)  
A330-321: 00G000A0321/C00 = 00G000A0321/C0S  
A330-322: 00G000A0322/C00 = 00G000A0322/C0S  
DATA PERTINENT TO ALL MODELS  
- §3.2: Approval of ETOPS 180min and beyond 180min for A330-941.  
ANNEX TO TCDS UPDATE  
- ESF S-1066 : CAT III Operations | 26/09/18 |
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| 51    | 01/03/19   | A330-200/-300  
- §II-2: Elect to Comply to CS-ACNS Subpart B, Section 2 and Subpart D for optional modifications answering SES mandates  
- §V-1: Update of All Weather Capability (MOD 206292-2)  
ANNEX TO TCDS UPDATE  
- SC D-102: Incorporation of Inertia Locking Device in Dynamic Seats  
- SC CCD-01: Changes to A330 Cabin Crew Data                                                                                   | 26/09/18       |
| 52    | 26/04/19   | A330-900  
- §III-11: 15kt tailwind at take-off (MOD 205376) and landing (MOD 205377)  
- §III-11: Crosswind limitations updated  
A330-200/-300/-900  
- §II-3: New SC F-GEN-01: Installation of non-rechargeable lithium battery  
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- §3.2: Precision added on ETOPS approval for A330-941.  
ANNEX TO TCDS UPDATE  
- SC F-GEN-01: Installation of non-rechargeable lithium battery                                                                         | 26/09/18       |
| 53    | 14/10/19   | A330-200/-300  
- §II-2: few indications added between TC and Post TC requirements  
- §II-6: ESF E-21 is “Post TC” for A330-200/-300  
A330-200/-300/-900  
- §II-2: few editorial re-arrangement  
- §III-4: data rounding (match with published manuals)  
- §III-18: addition of a note for harmonization with A340 TCDS                                                                       | 26/09/18       |
| 54    | 11/11/19   | Introduction of a new section for the introduction of the A330-743L model (Beluga XL)                                                                                                              | 11/11/19       |
| 55    | 12/02/20   | Introduction of new section for introduction of A330-841 model (A330neo)  
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- Re-arrangement of the TCDS layout (order of sections) and miscellaneous minor wording harmonization between sections  
- §II-5: Repeater of deviation information already in Note in §II-2  
- §II-7: New EASA template for environmental protections requirements  
A330-700L  
- §V: simplified, removal of useless information  
- §VI: suppressed / merged in Section “Data pertinent to all models”  
- §VII: suppressed / merged in Section “Data pertinent to all models”  
A330-900  
- §II-2: Typo correction on 25.307; 25.391; 25.393; 25.723; 25.855; 25.863; 25.1357, and addition of a note to CS 25.963(e) Amdt 13  
- §V-1: Rewording of All Weather Capability section to match fleet situation  
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- §2: Addition of OSD data from A330-700L  
- §3.1: Typo corrections                                                                                                               | 12/02/20       |
| 56    | 06/04/20   | A330-200  
- §III-5.3.1: Visual typo correction: empty column removed  
- §III-12: Typo correction: MOD 201436 to retrofit A330-200 to Variant 057  
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- §3.1: Simplification, removal of useless information  
- §3.2: Approval of ETOPS 180min and beyond 180min for A330-841.                                                                      | 12/02/20       |
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<td>- §III-1: Addition of 15kt tailwind at take-off (MOD 205376)</td>
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<td>- §II-2: Typo corrections in applicable Certification Basis:</td>
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<td>- Overall A/C: missing §§ 25.29, 25.477, 25.773(b)(1)(i), 25.1305(a)(2) at CS 25 Amdt 15</td>
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<td>- Cargo Function: missing §§ 25.0851(b) at CS 25 Amdt 15</td>
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<td>- Pressurized areas: suppression of § 25.1362, extension to full § 25.1423 at change 14</td>
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<td>- Courier Area STC: extension to full § 25.1423 at change 14</td>
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<td>- Typo correction : Holder name is “Airbus S.A.S.”</td>
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<td>- §II-2: Addition of CS 25.1329 (j) for hPFD design change.</td>
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<td>Additional Airworthiness Requirements (All models, added Post TC):</td>
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**SECTION: DATA PERTINENT TO ALL MODELS**

**II Certification Basis - §6 Equivalent Safety Findings**
Addition of ESF D-39

**III. Technical Characteristics and Operational Limitations - § Equipment**
Addition of 00F256K0615/C01 for cabin seats if mod 209140 is installed.

**III. Technical Characteristics and Operational Limitations - 18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew**
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<td>64</td>
<td>01/02/23</td>
<td>Addition of exit arrangements and associated cabin crew with A+ doors. SECTION: DATA PERTINENT TO ALL MODELS - 2 Operational Suitability Data (OSD) §2.2 Cabin Crew Data (CCD) Addition of CS CCD Issue 2 for CCD.200, CCD.205, CCD.210, CCD.215, CCD.300, CCD.305(b)(2), CCD.310 + Appendix 1, CCD.400 §2.3 Master Minimum Equipment List (MMEL) Addition of CS MMEL Issue 2 CS-CO2 approval of A330-941 with 242t airframe II Certification Basis - 7.3 Carbon Dioxide Emissions Wing twist (Wing Center Box MOD 207401) limitation removal A330-841 Introduction of 251t airframe capability: II Certification Basis – 2 Airworthiness requirements Additional Airworthiness Requirements (added Post TC): Elevation to CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheels and Tyre Failures impacts on Fuel Tanks only, amdt 15 for A/C configuration including center wing box MOD 207401. III Technical characteristics and Operational limitations - 12. Maximum Weight Addition of 251t Weight Variants: WV 820 / 821 / 822</td>
<td>12/02/20</td>
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<td>A330-300 SERIES V.Notes 2. Conversion -841 Section 7.3 added II Certification Basis - 7.3 Carbon Dioxide Emissions Section 10.2 Extension of ground operation temperature to -54°C -941 Section 10.2 Extension of ground operation temperature to -54°C -743L Section II. Certification Basis Clarification of JAR Change 14 subset applicability for CIDS installation only Addition of CS25.1535 amdt15 for ETOPS. Extended Range Operations – ETOPS Addition of A330-743L ETOPS up to 180min capability</td>
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<td>XX/12/23</td>
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<td>Removal of ESF F-133, mistakenly introduced in the TCDS.</td>
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<td><strong>III. Technical Characteristics and Operational Limitations</strong></td>
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<td>19. Maximum Baggage/ Cargo Loads</td>
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<td>Removal of specification reference replaced by link to the WBM.</td>
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<td>SC F-131 defined as part of TC instead of post TC.</td>
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<td><strong>- 941</strong></td>
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<td>CS-FCD Issue 2.</td>
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<td>4. <strong>Part-26</strong> compliance information</td>
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