



TYPE-CERTIFICATE DATA SHEET

No. EASA.A.110

AIRBUS A380

Type Certificate Holder:

AIRBUS S.A.S

2 ROND-POINT EMILE DEWOITINE

31700 BLAGNAC

FRANCE

Airworthiness Category: Large Aeroplanes

For Models: A380-841/-842

A380-861



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SECTION 1: A380-800 SERIES**I. General**

1. Type/ Model/ Variant	A380-800
2. Performance Class	A
3. Certifying Authority	EASA
4. Manufacturer	AIRBUS S.A.S 2 Rond-point Emile Dewoitine 31700 Blagnac FRANCE
5. EASA Type Certification Application Date	A80-841/-842: 20 December 2001 A380-861: 30 April 2003
6. EASA Type Certification Date	A380-841/-842: 12 December 2006 A380-861: 14 December 2007

II. Certification Basis

Non-proprietary data contained in selected SC, ESF, or Deviation that are part of the Certification Basis are published in an Explanatory Note annex to the TCDS with the number: 01. The document is not exhaustive and will be gradually updated. An update of the Explanatory Note will not cause an update of the TCDS.

1. EASA Certification Basis

The following EASA/JAA airworthiness standards effective on the reference date:

- JAR 1 at change 5 plus orange papers 1/97/1 and 1/99/1
- JAR 25 at change 15
- JAR AWO at change 2 (post TC for autoland)

The following part of the certification basis constitutes the minimum required safety level of JAR 25.571 change 15. For changes that affect or introduce fatigue critical structures, JAR 25.571 change 15 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):
 - a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);



b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

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

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

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

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

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

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

2. Special Conditions

2.1 Special Conditions issued because the product has novel or unusual design features relative to the design practices on which the applicable JAR 25 are based (JAR 21.16(a)(1)):

SC B-01	Stalling and scheduled operating speeds
SC B-02	Motion and effects of cockpit control
SC B-04	Static directional, lateral and longitudinal stability and low energy awareness
SC B-05	Flight envelope protection
SC B-06	Normal load factor limiting system
SC B-10	Human factors evaluation of novel features in the flight deck
SC B-15	Soft Go-Around mode (Post TC)
SC C-01	Crashworthiness of Large Aircraft Structures
SC C-02	Discrete gust
SC C-03	Loading conditions for multi leg landing gear
SC C-04	Undercarriage lateral turning loads
SC C-05	Jacking by landing gear
SC C-06	Dynamic braking
SC C-11	Interaction of systems and structures
SC C-13	Design manoeuvre requirements
SC C-15	Design dive speed Vd
SC C-16	Limit pilot forces
SC D-03	Emergency exit arrangement-outside viewing
SC D-04	Crew rest compartments (Post TC)
SC D-06	Use of stairs between decks
SC D-07	Fire detection and protection in passenger cabin
SC D-12	Design for security
SC D-28	Harmonised 671/672
SC D-33	Extendable length escape slide
SC D-39	Inertia Locking Device in Dynamic Seats (optional)
SC D-41	Installation of Suite Type Seating (optional)



- SC D-42 Type C Passenger Exits (optional)
- SC D-45 Trolley Stowage/ Lift Systems with Proximity to Upper Deck Staircase
- SC D-47 Installation of Inflatable Seat Belts (Optional)
- SC D-52 Installation of structure mounted airbag (optional)
- SC D-54 Installation of Suite Type Seating for two Passengers (Optional)
- SC D-57 Installation High Wall Suite Type seating (optional)
- SC D-55 Shower installation (optional)

- SC F-01 JAR 25.1301 and 1309 compliance: Design assurance and safety assessment process
- SC F-02 Slide/ Raft portability
- SC F-12 HIRF Protection
- SC F-26 Flight recorders, data link recording
- SC F-52 Lithium – Ion battery installation

2.2 Special Conditions issued because the intended use of the product is unconventional (JAR 21.16(a)(2) :

- SC D-20 Towbarless towing
- SC D-31 High altitude operation

- SC G-06 Ferrying one engine unserviceable (optional)

2.3 Special Conditions issued because experience from other products has shown that unsafe conditions may develop (JAR 21.16(a)(3)):

- SC D-13 Fire protection of thermal and acoustic insulation material
- SC D-15 Brakes and braking system – NPA 25D291
- SC D-43 Heat Release and Smoke Density to Seat Materials
- SC D-46 PED Charging Stowage

- SC E-02 Fuel tank safety
- SC E-04 Thrust reverser system requirements
- SC E-05 Sustained engine imbalance

SC F-GEN-01 Non-rechargeable lithium battery installations, applicable from the issue date of this TCDS at issue 14.

- SC H-01 ICA on EWIS

3. Exemption / Deviation

None

4. Equivalent Safety Findings (JAR 21.21(c)(2))

- ESF C-12 Vibration, buffet and aeroelastic stability requirements
- ESF C-14 Proof of structure
- ESF C-19 Checked Pitching manoeuvre loads
- ESF C-20 Engine failure loads



- ESF C-21 Continuous turbulence loads
- ESF D-17 Fuselage doors
- ESF D-19 Casting factors
- ESF D-21 Allowable carbon dioxide concentration in aeroplane cabins and cabin ozone concentration
- ESF D-24 Packs off operation
- ESF D-48 Belly Fairing Thermal/acoustic Insulation Materials
- ESF D-49 Improved flammability standards for Lower Deck crew
- ESF D-50 Composite Pressure Bulkhead Thermal/acoustic Insulation Materials
- ESF D-56 Forward facing seat with more than 18° to a/c centerline
- ESF E-06 Falling and blowing snow
- ESF E-09 Fuel tank crashworthiness
- ESF E-10 Fuel tank access covers
- ESF E-11 Rolls-Royce Trent turbine overheat detection (for A380-841/-842 models only)
- ESF E-12 GP 7200 Fan zone as a non fire zone (for A380-861 model only)
- ESF E-15 Warning means for engine fuel filters (for A380-841/-842 models only)
- ESF E-16 Thrust reverser testing
- ESF E-17 Oil temperature indication
- ESF E-19: Engine fuel filter location (for A380-861 model only)
- ESF E-20 Fire extinguishing agent concentration – compliance with JAR 25.1195(c) (Post TC – A380-841/-842 models only)
- ESF F-11 Pneumatic systems
- ESF F-15 Hydraulic systems
- ESF F-23 Landing light switch
- ESF F-29 New Harmonised JAR 25.1329
- ESF F-38 Overpressure relief valves and outflow valves
- ESF F-48 Use of computer simulation and similarity approach for high energy rotor containment demonstration
- ESF F-53 Supplemental Cooling System – Impeller Pump Containment Test
- ESF J-02 APU installation requirements
- ESF K-06 Localizer excessive deviation alerts
- ESF K-07 Limit Risk (NPA AWO 14)
- ESF M-TS-0000619 First Aid Oxygen Equipment (applicable from August 2026)

5. Environmental Protection Requirements

5.1 Noise:

See TCDSN No EASA.A.110

5.2 Fuel venting:

ICAO Annex 16, Second Edition, Volume 2, Amdt 4, Part II and Part III, Chapter 2.

6. Elect to Comply

The following paragraphs of JAR 25 at amendment 16 issued May 1st, 2003 are elected to comply by Airbus:



JAR25.21(d)	JAR25.791	JAR25.954	JAR25.1321	JAR25.1521(d)
JAR25.25	JAR25.803	JAR25.961	JAR25.1325 title	JAR25X1524
JAR25.149(e)	JAR25.807	JAR25.967	JAR25.1415	JAR25.1527
JAR25.251	JAR25.812	JAR25.975(a)(5)	JAR25.1441	JAR25.1545
JAR25X261	JAR25.815	JAR25.981	JAR25.1443	JAR25.1547
JAR25.337	JAR25.853	JAR25.993	JAR25.1445(a)	JAR25.1549
JAR25.493	JAR25.857	JAR25.994	JAR25.1447	JAR25.1581
JAR25.562(b)	JAR25.863(b)(4)	JAR25.997	JAR25.1449	JAR25.1583
JAR25.605	JAR25.904	JAR25.1013	JAR25.1450	JAR25.1585
JAR25.607	JAR25.907	JAR25.1015	JAR25.1457	JAR25.1587
JAR25.701	JAR25.933	JAR25.1019	JAR25.1513	
JAR25.733	JAR25.939	JAR25.1145	JAR25X1516	
JAR25.777	JAR25.951	JAR25.1303	JAR25.1517	
JAR25.781	JAR25.952	JAR25.1305	JAR25.1519	

Appendix D paragraph (b)

Appendix H subparagraph H25.3(e)

Appendix I

Note: JAR 25.1517, as in amendment 16 of JAR 25, is amended by Equivalent Safety Finding ESF C-21.

The following paragraphs of CS 25 at amendment 3 issued September 12, 2007, are elected to comply by Airbus for A/C fitted with modification 71249:

CS 25.811(d), (g)
 CS 25.811(g)
 CS 25.812(b)(1)(i)
 CS 25.812(b)(1)(ii)

The following paragraph of CS 25 at amendment 6 issued July 6, 2009, is elected to comply by Airbus for A/C fitted with modification 67860:

CS 25.856(b)

EASA Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free hand-held fire extinguisher.

EASA Certification Specification 25.853 (g) at amendment 23 for all applications received after 04.07.2023.

CS-ACNS initial issue for ELS, EHS and ADS-B Out is elected to comply by Airbus for A/C fitted with modification 76012.

The following paragraphs of JAR AWO as modified per NPA AWO 8 and 10, adopted by the JAAC on 07 February 2003, that are elected to comply by Airbus per their letter AI/LE-A 828.0005/99 issue 3 dated 20 July 2001:



Introduction to JAR AWO Subpart 3, section B, 3rd paragraph, Introduction to JAR AWO Subpart 3, section C, 2nd paragraph, Introduction to JAR AWO Subpart 3, section D, 1st paragraph, Introduction to JAR AWO Subpart 4, 2nd paragraph

JAR AWO 131(c)(2)	JAR AWO 313	JAR AWO 316(a)	JAR AWO 381
JAR AWO 304(b)	JAR AWO 314	JAR AWO 321(c)(4)	JAR AWO 481(a)
JAR AWO 305	JAR AWO 316 title	JAR AWO 321(d)(4)	

7. Operational Suitability Data

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

CCD: The certification Basis is defined in CRI CCD-01

MMEL: The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1
For all models: for all applications received after 01.09.2023, CS MMEL issue 2.

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD
Initial Issue dated 31 January 2014

III. Technical Characteristics and Operational Limitations

1 A380-841/-842 Powered by RR Engines

1.1. Type Design Definition

A380-841:	00L000H0841/COS, Issue 3, October 2007
A380-842:	00L000H0842/COS, Issue 1, December 2006

1.2. Description

Four turbo-fan, long range, twin-aisle, large category airplane.



1.3 Engines

A380-841: Four (4) RB211 Trent 970-84

A380-842: Four (4) RB211 Trent 972-84 or RB211 Trent 972E-84 turbofan engines

Engine Limits:

ENGINE LIMITS DATA SHEET EASA E.012	A380-841 RB211 Trent 970-84	A380-842 RB211 Trent 972-84	A380-842 RB211 Trent 972E-84
Static thrust at sea level: -Take-off (5mn)* (flat rated 30°C)	334.29 kN	341.41 kN	341.41 kN

* 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with EASA TCDS paragraph IV-1.

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

1.4. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU.
Refer to the applicable Consumable Material List (CML) for comprehensive fuel types specification.

Oil: Refer to the applicable Consumable Material List (CML).
Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

1.5. Airspeed Limits

Refer to approved Airplane Flight Manual.

1.6. Centre of Gravity

Refer to approved Airplane Flight Manual.



1.7 Maximum Certified Mass

VARIANT (Modification Number)	000 Basic	001 (64636)	002 (64605)	003 (66611)	004 (69436)	005 (69879)	006 (73786)	007 (71127)
MTW (T)	562	512	571	512	562	562	575	492
MTOW (T)	560	510	569	510	560	560	573	490
MLW (T)	386	394	391	395	391	386	393	395
MZFW (T)	361	372	366	373	366	366	368	373

VARIANT (Modification Number)	008 (73787)	009 (74293)	010 (74294)	011 (75724)	012 (76092)	013 (77844)	014 (77854)
MTW (T)	577	512	482	577	571	494	574
MTOW (T)	575	510	480	575	569	492	572
MLW (T)	394	386	386	395	395	386	391
MZFW (T)	369	361	361	369	366	361	366

2 A380-861 Powered by GP Engines

2.1. Type Design Definition

A380-861: 00L 000H0861/C01, Issue 2, June 2008

2.2. Description

Four turbo-fan, long range, twin-aisle, large category airplane.

2.3 Engines

A380-861: Four (4) Engine Alliance GP7270 P/N GP7270GP01 turbofan engines

Engine Limits:

ENGINE LIMITS DATA SHEET FAA E00072EN	A380-861 Engine Alliance GP7270	
Static thrust at sea level: - Take-off (5mn)* (flat rated 30°C)	332.44 kN	

* The normal 5 minute takeoff rating may be extended to 10 minutes for engine out contingency in accordance with the FAA TCDS Note 2.

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



2.4. Fluids (Fuel, Oil, Additives, Hydraulics)

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU.

Refer to the applicable Consumable Material List (CML) for comprehensive fuel types specification.

Oil: Refer to the applicable Consumable Material List (CML).
Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

2.5. Airspeed Limits

Refer to approved Airplane Flight Manual.

2.6. Centre of Gravity

Refer to approved Airplane Flight Manual.

2.7 Maximum Certified Mass

VARIANT (Modification Number)	000 Basic	001 (64636)	002 (64605)	003 (66611)	004 (69436)	005 (69879)	006 (73786)	007 (71127)
MTW (T)	562	512	571	512	562	562	575	492
MTOW (T)	560	510	569	510	560	560	573	490
MLW (T)	386	394	391	395	391	386	393	395
MZFW (T)	361	372	366	373	366	366	368	373

VARIANT (Modification Number)	008 (73787)	009 (74293)	010 (74294)	011 (75724)	012 (76092)	013 (77844)	014 (77854)
MTW (T)	577	512	482	577	571	494	574
MTOW (T)	575	510	480	575	569	492	572
MLW (T)	394	386	386	395	395	386	391
MZFW (T)	369	361	361	369	366	361	366

3 Data Pertinent to all A380-800 series

3.1. Equipment

The equipment required by the applicable requirements shall be installed.

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



- 00L252C0028/C01 for cabin seats,
- 00L252C0027/C01 for galley,
- 00L252C0032/C01 for cabin attendant seats.

3.2. Auxiliary Power unit

One Pratt & Whitney Canada PW980A

Oils: Refer to the Consumable Material List (CML).
Refer to APU Manufacturers Operating Instructions

3.3 Fluid Capacities

Tanks		Usable Fuel Litres (Kg)	Unusable Fuel Litres (Kg)
Wing	Outer Left	10 340 (8 272)	38 (30)
	Feed 1	27 632 (22 106)	82 (66)
	Mid Left	36 461 (29 169)	50 (40)
	Inner Left	46 142 (36 914)	70 (56)
	Feed 2	29 349 (23 479)	88 (70)
	Feed 3	29 349 (23 479)	88 (70)
	Inner Right	46 142 (36 914)	70 (56)
	Mid Right	36 461 (29 169)	50 (40)
	Feed 4	27 632 (22 106)	82 (66)
	Outer Right	10 340 (8 272)	38 (30)
Trim		23 698 (18 958)	49 (39)
Systems		793 (634)	382 (305)
Total		324339 (259471)	1086 (869)

3.4. Flight Envelope

Refer to approved Airplane Flight Manual.

3.5. Operating Limitations

Refer to approved Airplane Flight Manual.

3.6. All Weather Capabilities

The aircraft is qualified to Cat 3 precision approach and autoland.

3.7. Minimum Flight Crew

Two (2): Pilot and Co-pilot



3.8. Maximum Seating Capacity

The maximum number of passengers approved for emergency evacuation is: 868

Upper deck: 330 pax

Main deck: 538 pax

3.9. Minimum Cabin Crew

In accordance with the following;

	Installed Passenger Seats	Minimum Cabin Crew
Upper Deck	301 to 330	7
Upper Deck	300 or fewer	6*
Main Deck	501 to 538	11
Main Deck	500 or fewer	10

* An additional cabin crew is needed at the fwd stair if the number of installed seats fwd of door U1 L/R is above 30.

NOTE: 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).

3.10. Baggage/ Cargo Compartment

Cargo compartment	Maximum load (kg)
Forward	28577 kg or 63000 lb
Aft	20310 kg or 44775 lb
Rear (bulk)	2515 kg or 5540 lb

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref.: 00L080H0001/COS.

3.11. Wheels and Tyres

Tyres mixability: See Service Bulletin A380-32-8021 (Landing Gear – Tires – General Procedures) for allowable combinations.

3.12. Electrical Power Center Configuration Data File Tool

An Airline Configuration Tool (ACTS) has been developed and qualified to allow airlines to manage the Configuration Data File of Secondary Power Distribution Boxes (SPDB). This ACTS tool shall be used in accordance with the SIL “Guidance on Electrical system Configuration Data File update” reference “SIL 24-085”.



Applicable version of the ACTS tool is version 2 (CSCI 51220010-7)

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Approved Aircraft Flight Manual: STL 38000

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 1,

Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 2,

Limitations applicable to Certification Maintenance Requirements are provided in the A380 Airworthiness Limitations Section Part 3,

Limitations applicable to Ageing System Maintenance are provided in the A380 Airworthiness Limitations Section Part 4,

Limitations applicable to Fuel Airworthiness Limitations are provided in the A380 Airworthiness Limitations Section Part 5,

A380 Maintenance Review Board Report.

V. Operational suitability Data (OSD)

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

1. Master Minimum Equipment List

- a. Grandfathered Master Minimum Equipment List applicable on 17 February 2014 and later EASA approved revisions. STL38100 reference introduced from November 2015.
- b. The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1. The certification basis is CS MMEL issue 2 for all applications received after 01.09.2023
- c. Required for entry into service by EU operator

2. Flight Crew Data

- a. The Flight Crew data (FCD) reference "A380 Family Operational Suitability Data Flight Crew - L01RP1528235" at the latest applicable revision,
- b. The certification basis is CS-FCD, Initial Issue, dated 31 Jan 2014
- c. Required for entry into service by EU operator
- d. Pilot Type Rating : A 380



3. Cabin Crew Data

- a. The Cabin Crew Data (CCD) reference “A380 Operational Suitability Data Cabin Crew (Ref: L01RP1534107)” at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.
- b. Required for entry into service by EU operator.
- c. The A380-800 aircraft model is a new type for cabin crew

VI. 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

Note: compliance to point 26.305 is ensured by compliance to Part-21.A.65

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

APU	Auxiliary Power Unit
AWO	All Weather Operations
CRI	Certification Review Item
EASA	European Aviation Safety Agency
ESF	Equivalent Safety Finding
EWIS	Enhanced Wiring Interconnection System
HIRF	High Intensity Radiated Field
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
JAA (C)	Joint Aviation Authorities (Central)
JAR	Joint Aviation Requirements
NPA	Notice of Proposed Amendment
PED	Portable Electronic Device
RR	Rolls Royce
SC	Special Condition
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise



II. Type Certificate Holder Record

AIRBUS S.A.S
2 Rond-point Emile Dewoitine
31700 Blagnac
FRANCE

III. Change Record

Issue	Date	Changes	TC issue
Issue 01	12/12/06	Initial Issue	Initial Issue, 12/12/06
Issue 02	12/10/07	Section 2, III, 1.1: Correction of Type Definition reference Section 2, III, 2.9: Update to All Weather Capabilities Section 2, III, 2.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation	Initial Issue, 12/12/06
Issue 03	14/12/07	Section 2, II, 1.: Inclusion of A380-861 reference Section 2, II, 2.: Inclusion of A380-861 reference Section 2, II, 6.: New ESF E-19 Section 2, II, 8.: Removal of Additional National Requirements Section 2, II, 8.: Re-number of para 9 to 8, Elect to Comply Section 2, III, 2.: New Section to include A380-861 data Section 2, III, 3.: Re-numbered Section, General Data Section 2, III, 3.12.: Update to Operational, Maintenance Instructions and Airworthiness Limitation	Issue 02, 14/12/07
Issue 04	20/02/09	Section 2, II, 4.1: New Special Conditions, D-39,-41,-42,-45 Removal of erroneous CRI Reference Section 2, II, 4.3: New Special Conditions, D-43 Section 2, II, 5.: Removal of para 5, Temporary Deviation Section 2, II, 5.: Re-numbering of following paragraphs Section 2, III, 1.3: Correction to, plus additional fuel refs Section 2, III, 1.6: Additional Weight Variant Section 2, III, 2.1: Update to Type Definition A380-861 Section 2, III, 2.2.1: Additional Engine variant, GP7270E, note Section 2, III, 2.3: Correction to, plus additional fuel refs Section 2, III, 2.6: Additional Weight Variant Section 2, III, 3.8: Correction to Equipment references Section 2, III, 3.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation	Issue 02, 14/12/07
Issue 05	01/12/09	Addition of Change Record Section 2, II, 4.3: New Special Condition D-46 Section 2, III, 1.6: Additional Weight Variants Section 2, III, 2.6: Additional Weight Variant Section 2, III, 3.10: Wheels and Tyres mixability allowed Section 2, III, 3.11: Correction to Hydraulic Fluid Specification	Issue 02, 14/12/07



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Issue 10	12/07/17	Section 1, II, 7: correction of Typo for JAR-MMEL Subpart B Section 1, III, 1.3: Addition of engine Model Trent 972E correction of typo on referenced TCDS § numbering Section 1, V, 1: addition of § c. Section 1, V, 2: correction of § numbering. Section 1, IV, 2: suppression of ALS revision numbers and deletion of ALS part 6 following approval of security handbook, and deletion of Note	Issue 02, 14/12/07
Issue 11	18/09/17	Cover Page update with new Airbus headquarter address Section 1, II, 6: Addition of Elect to Comply to § CS 25.851(a),(c) at Amdt.17 by Airbus CRI D-GEN-AIRBUS-01.	Issue 02, 14/12/07
Issue 12	27/09/17	Section 1, I, 4: TC holder address update Section Administrative II: TC holder address update	Issue 3, 27/09/17
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Issue 14	12/07/19	Section 1, II, 2.3: Addition of SC F-GEN-01, Section 1, II, 6: Paragraph related to CS 25.851 (a) (c) amended for harmonisation with other Airbus program and CRI D-GEN-AIRBUS-01 reference removed.	Issue 3, 27/09/17
Issue 15	09/09/20	Section 1, II, 5.2: correction of header Section 1, III, 1.3 and 2.3, deleted “approved oil” line (covered now in 1.4 and 2.4) Section 1, III, 1.4 and 2.4: Approved fuel types, oil types and fuel additives section content harmonised with other Airbus programmes.	Issue 3, 27/09/17
Issue 16	04/07/23	Section 1, II, 6: certification basis updated for 25.853 (g) (CS25 amdt. 23) Section 1, II, 7: certification basis updated for MMEL (CS MMEL issue 2) Section 1, V, 1: MMEL certification basis statement updated as per point above Section 1, VI: Part VI created for Part 26 compliance information	Issue 3, 27/09/17
Issue 17	05/08/26	Section 1, II, 1: Update of the certification basis for JAR 25.571 related to Part 26 implementation Section 1, II, 4: Addition of ESF M-TS-0000619 Section 1, III, 1.3: Removal of engine models due to surrender of engine TC, for Trent 970B84, Trent 972B-84 Section 1, VI: Part VI amended with additional Part 26 compliance information (see note on compliance with 26.305)	Issue 3, 27/09/17

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