# EASA

# TYPE-CERTIFICATE DATA SHEET

No. IM.A.210

**for**
DC-10 / MD-11

## Type Certificate Holder:
Boeing

The Boeing Company
2401 E. Wardlow Road
Long Beach, California 90807-5309
United States of America

For Models: DC-10-10
DC-10-30
DC-10-30F
MD-11
MD-11F

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## SECTION 1: DC-10-10, DC-10-30, DC-10-30F

### I. General

**1. Type/ Model/ Variant:** DC-10-10/ DC10-30/ DC-10-30F

**2. Performance Class:** A

**3. Certifying Authority:**
Federal Aviation Administration (FAA)
Los Angeles Aircraft Certification Office
3960 Paramount Boulevard, Suite 100
Lakewood, California 90712-4137
United States of America

**4. Manufacturer**
The Boeing Company
2401 E. Wardlow Road
Long Beach, California 90807-5309
United States of America

**5. FAA (State of Origin Airworthiness Authority) Certification Application Date**
Refer to FAA Type Certificate Data Sheet No. A22WE

**6. EASA Validation Application Date**
The DC-10-10, DC-10-30 and DC-10-30F models were not subject to a validation by the Joint Airworthiness Authorities (JAA) prior to the establishment of EASA, therefore they are accepted by EASA under the provisions of EU Regulation 748/2012.

The DC-10-40, DC-10-10F, DC-10-15, DC-10-40F, MD-10-10F and MD-10-30F models are not included in this TCDS as none has been identified as being eligible under EU Regulation 748/2012.

**7. FAA (State of Origin Airworthiness Authority) Type Certification Date**
DC-10-10: 29 July 1971
DC-10-30: 21 November 1972
DC-10-30F: 30 March 1973

**8. EASA Type Validation Date**
DC-10-10: October 1972
DC-10-30: March 1973
DC-10-30F: September 1973

## SECTION 1: : DC-10-10, DC-10-30, DC-10-30F - continued

## II. Certification Basis

**1. Reference Date for determining the applicable requirements**
The DC-10-10, DC-10-30 and DC-10-30F are accepted by EASA under the provisions of EU Regulation 748/2012.

**2. FAA (State of Origin Airworthiness Authority) Type Certification Data Sheet No.**
FAA Type Certificate Data Sheet No. A22WE

**3. FAA (State of Origin Airworthiness Authority) Certification Basis**
Refer to FAA Type Certificate Data Sheet No. A22WE

**4. EASA Airworthiness Requirements**
Certification Basis as listed in FAA Type Certification Data Sheet No. A22WE

**5. Special Conditions**
Refer to FAA TCDS A22WE

EASA Special conditions

H-01 ICA on EWIS

**6. Exemptions**
Refer to FAA TCDS A22WE

**7. Deviations**
Refer to FAA TCDS A22WE

**8. Equivalent Safety Findings**
Refer to FAA TCDS A22WE

**9. Environmental Protection Standards**
FAR Part 36

## III. Technical Characteristics and Operational Limitations

| | |
|---|---|
| **1. Type Design Definition** | See FAA TCDS for eligible serial numbers |
| **2. Description** | Low wing jet transport with a conventional tail unit configuration, powered by three high bypass turbofan engines, of which two are mounted on pylons beneath the wings and one in the vertical tail. |
| **3. Equipment** | The basic required equipment as prescribed in the applicable airworthiness regulations |

**SECTION 1: : DC-10-10, DC-10-30, DC-10-30F - continued**

(see Certification Basis) must be installed in the aircraft for certification.

**4. Dimensions**

| | | |
|---|---|---|
| DC10-10 | Length | 55.5 m (182 ft 3 in) |
| | Wing Span | 47.3 m (155 ft 4 in) |
| | Height | 17.7 m (58 ft 1 in) |
| | Wing Area | 329.8 $m^2$ (3550 $ft^2$) |
| DC-10-30, DC-10-30F | Length | 55.35 m (181 ft 7.2 in) |
| | Wing Span | 50.4 m (165 ft 4 in) |
| | Height | 17.55 m (57 ft 7 in) |
| | Wing Area | 339 $m^2$ (3647.5 $ft^2$) |

**5. Engines**

DC-10-10 Refer to FAA Type Certificate Data Sheet No. A22WE
DC-10-30 Refer to FAA Type Certificate Data Sheet No. A22WE
DC-10-30F Refer to FAA Type Certificate Data Sheet No. A22WE

**Engine data sheets:**

FAA TCDS E23EA General Electric CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K, CF6-6K2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B or CF6-50C2-R

For limitations see engine data sheet, airplane data sheet (A22WE) and Airplane Flight Manual

**6. Auxiliary Power Unit**

Refer to FAA Type Certificate Data Sheet No. A22WE

**7. Propellers**

N/A

**8. Fluids (Fuel, Oil, Additives, Hydraulics)**

Refer to FAA Type Certificate Data Sheet No. A22WE

**9. Fluid Capacities**

Refer to FAA Type Certificate Data Sheet No. A22WE

**10. Airspeed Limits**

For airspeed limits see the FAA TCDS A22WE and appropriate FAA Approved Airplane Flight Manual.

**11. Flight Envelope**

## SECTION 1: : DC-10-10, DC-10-30, DC-10-30F - continued

For airspeed limits see the FAA TCDS A22WE and appropriate FAA Approved Airplane Flight Manual.

**12. Operating Limitations**

Refer to FAA Type Certificate Data Sheet A22WE and appropriate FAA Approved Airplane Flight Manual

**13. Maximum Certified Masses**

| | |
|---|---|
| DC-10-10 | Refer to FAA Type Certificate Data Sheet No. A22WE |
| DC-10-30 | Refer to FAA Type Certificate Data Sheet No. A22WE |
| DC-10-30F | Refer to FAA Type Certificate Data Sheet No. A22WE |

Also see Airplane Flight Manual for actual approved maximum masses.

**14. Centre of Gravity Range**

See Airplane Flight Manual

**15. Datum**

See Weights and Balance Manual

**16. Mean Aerodynamic Chord (MAC)**

See Weights and Balance Manual

**17. Levelling Means**

Refer to FAA Type Certificate Data Sheet No. A22WE

**18. Minimum Flight Crew**

Three (3): Persons (Pilot, Co-pilot, and flight engineer)

**19. Minimum Cabin Crew**

The DC-10-10, DC-10-30 and DC-10-30F are accepted by EASA under the provisions of EU Regulation 748/2012.

**20. Maximum Seating Capacity**

DC-10-10 Refer to FAA Type Certificate Data Sheet No. A22WE, Note 6
DC-10-30 Refer to FAA Type Certificate Data Sheet No. A22WE, Note 6
DC-10-30F Refer to FAA Type Certificate Data Sheet No. A22WE, Note 6

**21. Baggage/ Cargo Compartment**

See appropriate Weight and Balance Control and Loading Manual.

**22. Wheels and Tyres**

| | |
|---|---|
| Number of wheels in nose wheel unit: | 2 |
| Number of wheels in each main wheel unit: | 8 (for DC-10-10) |
| Number of wheels in each main wheel unit: | 10 (for DC-10-30/-30F) |

**SECTION 1: : DC-10-10, DC-10-30, DC-10-30F - continued**

Maximum tyre pressures (unloaded):

| | |
|---|---|
| Nose wheel tyres | 11.5 bar (for DC-10-10)<br>12.8 bar (for DC-10-30/-30F) |
| Main wheel tyres | 14.4 bar (for DC-10-10)<br>13.8 bar (for DC-10-30/-30F) |
| Centre wheel tyres | 11.6 bar (for DC-10-30/-30F) |

Runway load classification LCN number:

| | |
|---|---|
| DC-10-10 (rigid) | 82.0 (L = 30”)<br>93.7 (L = 40”)<br>104.7 (L = 50”) |
| DC-10-10 (flex) | 84.8 (T = 20”)<br>103.4 (T = 30”)<br>118.4 (T = 40”) |
| DC-10-30/-30F (rigid) | 81.1 (L = 30”)<br>93.3 (L = 40”)<br>104.5 (L = 50”) |
| DC-10-30/-30F (flex) | 85.2 (T = 20”)<br>103.4 (T = 30”)<br>118.3 (T = 40”) |

**23. ETOPS**

N/A

## IV. Operating and Service Instructions

### 1. Airplane Flight Manual (AFM)

According to Regulation 748/2012, the FAA approved Airplane Flight Manuals are considered to be the EASA approved Airplane Flight Manuals for the applicable models. In addition, according to Regulation 748/2012, Airplane Flight Manuals that were specifically approved for some individual Member States are also considered to be EASA approved in combination with the design details as specified by these authorities for the applicable models. Information on these latter Airplane flight Manuals can be obtained by the responsible Member States authorities.

### 2. Instructions for Continued Airworthiness and Airworthiness Limitations

Scheduled Maintenance: McDonnell Douglas DC-10 FAA Approved Maintenance Review Board Reports contain the initial minimum requirements used for development

## SECTION 1: : DC-10-10, DC-10-30, DC-10-30F - continued

| | |
|---|---|
| | of a maintenance program that meets the requirements for continued airworthiness. |
| Life Limited Parts: | DC-10 life limited components are listed in FAA approved Report MDC-J5752.<br><br>The DC-10 FAA mandatory brake wear limits are contained in FAA Airworthiness Directives or McDonnell Douglas Report MDC-94K1158. |

**3. Weight and Balance Manual (WBM)**

McDonnell Douglas Report MDC-J0994 for DC-10-10 passenger aircraft
McDonnell Douglas Report MDC-J1001 for DC-10-30 passenger aircraft
McDonnell Douglas Report MDC-J1002 for DC-10-30F freighter aircraft

## V. Notes

Refer to FAA TCDS A22WE for additional notes, applicable for all models unless otherwise specified.

## SECTION 2: (MD-11 and MD-11F)

### I. General

| | |
|---|---|
| **1. Type/ Model/ Variant** | MD-11 and MD-11F |
| **2. Performance Class** | A |
| **3. Certifying Authority** | Federal Aviation Administration (FAA)<br>Los Angeles Aircraft Certification Office<br>3960 Paramount Boulevard, Suite 100<br>Lakewood, California 90712-4137<br>United States of America |
| **4. Manufacturer** | The Boeing Company<br>2401 E. Wardlow Road<br>Long Beach, California 90807-5309<br>United States of America |
| **5. FAA (State of Origin Airworthiness Authority) Certification Application Date** | 9 Oct 1985 |
| **6. EASA Validation Application Date** | 12 Dec 1988. |
| **7. FAA (State of Origin Airworthiness Authority) Type Certification Date** | MD-11: 08-11-1990<br>MD-11F: 08-11-1990 |
| **8. EASA Type Validation Date** | MD-11: 02-10-1991 (JAA recommendation)<br>MD-11F: 20-12-1994 (JAA recommendation) |

### II. Certification Basis

**1. Reference Date for determining the applicable requirements**
Date used by FAA and JAA for determining applicable requirements: 25 Sept 1987

**2. FAA (State of Origin Airworthiness Authority) Type Certification Data Sheet No.**
FAA Type Certificate Data Sheet No. A22WE

**3. FAA (State of Origin Airworthiness Authority) Certification Basis**
See FAA Type Certificate Data Sheet No. A22WE

**4. EASA Airworthiness Requirements**
In accordance with Regulation (EC) 748/2012

**SECTION 2: (MD-11 and MD-11F) - continued**

In context of EU Commision Regulation EC 748/2012, Article 3, two EASA certification basis are defined:

- a certification basis based on the JAA certification basis, as defined below, for serial numbers 48484-48486, 48538, 48555-48564, 48616-48618, 48629, 48756-48757, 48766, 48780-48785, 48788, 48798-48806, other serial numbers in case the airplanes have been modified to meet the JAA certification basis on request of the owner.

- a certificate basis based on the FAA certification basis, as defined in the FAA TCDS nr A22WE for all other serial numbers.

JAA Certification Basis:

4.1) JAA Mandatory Airworthiness Standards

JAR 25 Change 12* (See 2 below) except for:

JAR 25.109 replaced by JAA Special Condition JAA/MD-11/10

JAR 25.307 replaced by FAR 25.307 Amendment 53 for structure unchanged from DC-10

JAR 25.963(d) replaced by FAR 25.963(d) Amendment 61 for the inertia fuel loads in the unchanged wing fuel tanks

JAR 25.1309 replaced by FAR 25.1309 Amendment 22 for parts unchanged in both design and usage from DC-10 and which have demonstrated satisfactory service experience

JAR 25.1401(b) & (f) replaced by JAR 25.1401(b) & (f) Change 10

JAR 25.1457(c)(2) need not be applied to the continuous recording of hand held microphones

JAR AWO Change 1

Special Conditions for JAA Certification Basis:

| | | |
|---|---|---|
| JAA/MD-11/01 | Artificial Static Longitudinal Stability | 30 Oct 1990 |
| JAA/MD-11/03 | Discrete Gust Loads | 26 April 1989 |
| JAA/MD-11/04 | Gust Requirements for Winglets | 26 April 1989 |
| JAA/MD-11/05 | Lightning Strike Indirect Effects and External Radiation Protection | 20 Nov 1989 |

**SECTION 2: (MD-11 and MD-11F) - continued**

| | | |
|---|---|---|
| JAA/MD-11/06 | Engine Full Authority Digital Electric Control Systems | 2 May 1989 |
| JAA/MD-11/07 | Operation without Normal Electrical Power | May 1989 |
| JAA/MD-11/08 | Miscellaneous Electrical Requirements | May 1989 |
| JAA/MD-11/09 | Aeroplane Wheels and Wheel Brake Assemblies: Minimum Performance Standards | Aug 1990 |
| JAA/MD-11/10 | Rejected Take-off | Sept 1991 |

EASA Special conditions

| | |
|---|---|
| F-GEN11 | Non-rechargeable Lithium batteries Installations |
| H-01 | ICA on EWIS |

4.2) MDC Elect to Comply Airworthiness Standards for JAA Certification Basis

MDC elected to comply with JAR NPAs 25B-158, 25B-183 and 25CDEF-185 which were introduced into Change 12 by Amendment 87/2.

MDC also elected to comply with the "Deletion of National Variants from JAR 25 Change 12 Introduced by Amendment 88/1 dated 18 October 1988".

Compliance with the following optional requirements has been established:

| | |
|---|---|
| Ditching Provisions | 25.801 |
| Ice Protection Provisions | 25.1419 |

4.3 ) Equivalent Safety Findings for JAA Certification Basis

| | |
|---|---|
| ES/MD-11/01 | Rating of oversize Type 1 Exits (JAR 25.807(a)(2)) |
| ES/MD-11/02 | Provision of Oxygen in Galley Work Areas (JAR 25.1447(c)(3)) |
| ES/MD-11/03 | Engine Low Pressure Warning (JAR 25.1305(a)(1)) |

## SECTION 2: (MD-11 and MD-11F) - continued

| | |
|---|---|
| ES/MD-11/04 | Fire Zones (PW 4000 Fan Zone) (JAR 25.1181(a)(6)) |

4.4 ) EASA ESF

| | |
|---|---|
| F-GEN9-1 | Minimum Mass Flow of Supplemental Oxygen "Component Qualification" |
| F-GEN9-3 | Crew Determination of Quantity of Oxygen in Passenger Oxygen System |

**5. Special Conditions**

See above for JAA certification basis and FAA TCDS A22WE for FAA certification basis.

**6. Exemptions**

See above for JAA certification basis and FAA TCDS A22WE for FAA certification basis.

**7. Deviations**

See above for JAA certification basis and FAA TCDS A22WE for FAA certification basis.

**8. Equivalent Safety Findings**

See above for JAA certification basis and FAA TCDS A22WE for FAA certification basis.

**9. Environmental Protection Standards**

ICAO Annex 16 Volume 1 and Volume 2 for airplanes with JAA Certification Basis and FAA Type Certificate Data Sheet No. A22WE for aircraft with a certification basis based upon FAA certification basis.

**10. 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
- 26.305 Validity of the continuing structural integrity 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

## III. Technical Characteristics and Operational Limitations

## SECTION 2: (MD-11 and MD-11F) - continued

**1. Type Design Definition** Report MDC 91K0526

**2. Description** Low wing jet transport with a conventional tail unit configuration, powered by three high bypass turbofan engines, of which two are mounted on pylons beneath the wings and one in the vertical tail.

**3. Equipment**

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. All required equipment that must be installed as well as optional equipment approved by the FAA are contained in the following:

MD-11 Report No. MDC-K0032, Chapter 2, "Weight and Balance Manual." Model MD-11.

MD-11 Report No. MDC-K5542, Chapter 2, "Weight and Balance Manual." Model MD-11F.

For the airplanes with a JAA Certification Basis, all of the required equipment that must be installed as well as optional equipment installations approved by the JAA are contained in the following:

JAA Type Design Standard Definition Report MDC 91K0526
(also NOTE 5)

Automatic Landing System Limitations

MD-11 airplanes which meet the following are eligible for autolanding:

(a) The Certification Maintenance Requirements (CMR) listed in FAA approved report MDC-K4174 revision Q or later approved revision must be complied with;

(b) MD-11 EWO 22002 (see report MDC 91K0526) or SB 22-4 must be incorporated.

**4. Dimensions**

| | |
|---|---|
| Wing Span | 51.96 m (170ft 5.5 inch) (winglet to winglet) |
| Length | 61.21 m (200 ft 10 inch) |
| Height | 17.60 m (57 ft 9 inch) |
| Wing Area | 338.9 $m^2$ (3648 $ft^2$) |

**5. Engines** 3 General Electric CF6-80C2D1F high-bypass turbofan engines.

or

3 Pratt & Whitney PW4460 high-bypass turbofan engines.

**SECTION 2: (MD-11 and MD-11F) - continued**

or

3 Pratt & Whitney PW4462 high-bypass turbofan engines.

**Engine data sheets**:

| | |
|---|---|
| FAA TCDS E24NE | Pratt and Whitney 4460, 4462 |
| FAA TCDS E13NE | General Electric CF6-80C2D1F |

For limitations see engine data sheet, airplane data sheet (A22WE) and Airplane Flight Manual

**6. Auxiliary Power Unit** 1 Garret Airesearch TSCP700-4E

For limitations see airplane data sheet (A22WE)

**7. Reserved**

**8. Fluids (Fuel, Oil, Additives, Hydraulics)**
Refer to FAA Type Certificate Data Sheet No. A22WE

**9. Fluid Capacities**
Refer to FAA Type Certificate Data Sheet No. A22WE

**10. Airspeed Limits**
Refer to FAA Type Certificate Data Sheet No. A22WE

**11. Flight Envelope**
Refer to FAA Type Certificate Data Sheet No. A22WE

**12. Operating Limitations**

**12.1 Approved Operations**
Refer to FAA Type Certificate Data Sheet No. A22WE and approved Airplane Flight Manual

**12.2 Other Limitations**
Maximum Operating Altitude: 12,800 m (43,200 ft) pressure altitude

**13. Maximum Certified Masses**

| | |
|---|---|
| MD-11 | Refer to FAA Type Certificate Data Sheet No. A22WE |
| MD-11F | Refer to FAA Type Certificate Data Sheet No. A22WE |

**14. Centre of Gravity Range**
See Airplane Flight Manual

**15. Datum**
Refer to FAA Type Certificate Data Sheet No. A22WE

## SECTION 2: (MD-11 and MD-11F) - continued

**16. Mean Aerodynamic Chord (MAC)**

Refer to FAA Type Certificate Data Sheet No. A22WE

**17. Levelling Means**

One of the following three systems:

a) Two sets of lugs in nose wheel well

1) Lateral on centerline 2 inches forward of station 495.

2) Longitudinal 24 inches left of centreline, 20 inches and 40 inches forward of station 495.

b) Plumb bob and grid plate at station 1516 aft bulkhead, right hand main gear wheel well, if installed per Service Bulletin 53-52.

c) Set of lugs at sta. 1521 in right hand main gear wheel well. Lay flat plate on which to put level for either lateral or longitudinal.

**Control Surface:** To insure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the Flight Control Systems. The airplane must therefore be rigged in accordance with Douglas Drawing NXH 6704, "Rigging Procedures", and NXH-6705, "Throws - Flight Controls."

**18. Minimum Flight Crew**

Two (2): Persons (Pilot and Co-pilot)

**19. Minimum Cabin Crew**

The MD-11 and MD11F are accepted by EASA under the provisions of EU Regulation 748/2012.

**20. Maximum Seating Capacity**

Refer to FAA Type Certificate Data Sheet No. A22WE, Note 6

**21. Baggage/ Cargo Compartment**

MD-11: (See MD-11 Weight and Balance Manual Report No. MDC-K0032).
MD-11F: (See MD-11F Weight and Balance Manual Report No. MDC-K5542)

**22. Wheels and Tyres**

Number of wheels in nose wheel unit: 2

Number of wheels in each main wheel unit: 10

Maximum tyre pressures (unloaded):

Nose wheel tyres 12.7 bar

## SECTION 2: (MD-11 and MD-11F) - continued

| | | |
|---|---|---|
| | Main wheel tyres | 14.3 bar |
| | Center wheel tyres | 12.4 bar |
| Runway load classification | LCN number: | |
| | (rigid) | 94.1 (L = 30”)<br>107.8 (L = 40”)<br>120.3 (L = 50”) |
| | (flex) | 98.3 (T = 20”)<br>119.0 (T = 30”)<br>135.9 (T = 40”) |

**23. ETOPS**

N/A

## IV. Operating and Service Instructions

**1. Airplane Flight Manual (AFM)**

FAA Approved flight Manuals : MDC-K0031J and MDC-K0051J.
For airplanes delivered according the JAA Certification Basis, JAA approved supplements are applicable.

**2. Instructions for Continued Airworthiness and Airworthiness Limitations**

MD-11 Certification Maintenance Requirements (CMR's) are listed in FAA approved MDC Report No. MDC-K4174, Revision Q or later FAA approved revision supplemented by the engine Type Certificate Data Sheet and, for the airplanes with a JAA Certification Basis, by the JAA additional items in Report 91K0836. The more restrictive requirement from these documents shall be in force.

McDonnell Douglas Model DC-10 and MD-11 Structural Repair Manual, Volume I and IV is FAA approved.

MD-11 life limited components and required structural inspections for damage tolerant structure, are listed in FAA approved Report MDC-K5225.

The DC-10/MD-11 FAA mandatory brake wear limits are contained in FAA Airworthiness Directives or McDonnell Douglas Report MDC-94K1158.

The life limited components must be replaced as indicated in the appropriate life limit report and revisions thereto. The MD-11 damage tolerance inspections must be conducted in accordance with Report MDC-K5225.

**3. Weight and Balance Manual (WBM)**

McDonnell Douglas Report MDC-K0032 for passenger aircraft
McDonnell Douglas Report MDC-K5542 for freighter aircraft
McDonnell Douglas Report MDC-K5543 for combi aircraft

**SECTION 2: (MD-11 and MD-11F) - continued**

McDonnell Douglas Report MDC-93K1163 for convertible freighter aircraft

## V. Notes

NOTE 1: The maximum weights specified do not apply to all aircraft associated with this Type Certificate Data Sheet. Maximum weights and associated required items for an individual aircraft must be determined by reference to the FAA approved JAA Airplane Flight Manual applicable to that aircraft.

Fuel dump valves are required for operation in excess of maximum landing weight (See fuel capacity data in FAA TCDS A22WE).

NOTE 2: All replacement seats (crew, passenger and lounge), although they may comply with TSO-C39b, must also be demonstrated to comply with JAR 25.785 and other relevant specified requirements. Other installations, such as berths, compartments, or items of mass which could create a hazard to the safety of passengers and crew must also be demonstrated to meet the same requirements.

NOTE 3: When approved for use of 10 minute Take-off rating in accordance with Appendix 4 to the AFM then the revised limits in Section 4A or Section 4B (if applicable) of Appendix 4 will apply.

NOTE 4: Individual JAA Authorities

For French DGAC certification, parts 1) and 2) are amended as follows:

1) Replace JAR 25 Change 12 with: JAR 25 Change 10 plus Amendments 84/1, 84/2, 84/3 and 85/1, (See 2) below) except for:

Replace exception relating to JAR 25.109 with:
JAR 25.109 replaced by JAA NPA 25B,D,G-244

Delete exception relating to 25.1401(b) & (f)

Add: Qualification Aviation Civile (QAC)

2) *MDC elected to comply with Change 12.

The elect to comply with the "Deletion of National Variants" and the compliance with optioned requirement statements are unchanged.

For German LBA certification add the following items:

**SECTION 2: (MD-11 and MD-11F) - continued**

1A) 4 DV Luft Bau 0-LFKH Hand Held Fire Extinguishers for use in Personnel Compartments.

NOTE 5: Radio/Nav equipment subject to specific approval by individual JAA Authorities.

The radio/nav equipment approved by each JAA Authority is listed in the applicable Appendix to Report MDC 91K0526.

NOTE 6: The MD-11 aircraft is qualified for operations within Reduced Vertical Separation Minimum (RVSM) airspace. See McDonnell Douglas Service Bulletin MD11-34-065 for establishing the basis for operational approval.

FAA TCDS A22WE Notes 1, 4, 5, 7, 9, 10, 12, 14, 16, 17 and 18 are also applicable.

## SECTION: ADMINISTRATIVE

### I. Acronyms and Abbreviations

[insert list or table]

### II. Type Certificate Holder Record

[insert list or table]

### III. Change Record

| Issue | Date | Changes | TC issue |
|---|---|---|---|
| Issue 01 | 04 Dec 2013 | Initial Issue | |
| Issue 02 | 14 November 2024 | Updated Certification Basis (EASA SC/ESF)<br>Added information wrt Part 26 Compliance | |
| | | | |
| | | | |
| | | | |

[insert rows as necessary]

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