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# RESTRICTED TYPE-CERTIFICATE DATA SHEET

No. EASA.A.014

**for**

AIRBUS A300-600ST

**Type Certificate Holder:**

AIRBUS S.A.S.

2, Rond-Point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models: A300F4-608ST



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**SECTION 1: GENERAL**

Data Sheet No	EASA.A.014
Airworthiness Category	Large Aeroplanes
Certifying Authority	EASA
Type Certificate Holder	AIRBUS 2, Rond-Point Emile Dewoitine 31700 BLAGNAC - FRANCE
ETOPS Up to 180 minutes	

**SECTION 2: A300F4-608ST****1 Designation**

Aeroplane                      Airbus A300F4-608ST

**2 Restricted Certification Basis****2.1 Reference Proposal Date**

EASA Restricted Type Certification                      27 May 2004

**2.2 French DGAC Special Certification Dates**

A300-600ST MSN 655:	25 October 1995
A300-600ST MSN 751:	22 April 1996
A300-600ST MSN 765:	7 May 1997
A300-600ST MSN 776:	30 June 1998
A300-600ST MSN 796:	5 January 2001

**2.3 EASA Restricted Certification Basis**

- FAR Part 25, including amdt. 1 through 19 (initial A300 certification basis);
- FAR Part 25, including amdt. 19 through 44, except paragraphs:
  - 25-109 amdt. 42
  - 25-205, which is deleted and replaced by JAR 25-205 at change 14
  - 25-301 amdt. 23
  - 25-305(d) amdt. 23
  - 25-331(a)(2) amdt. 23;
- FAR Part 25, amdt. 46 for paragraphs 25-803(c)(d) and 25-809(f)(1)(iv)(v);
- FAR Part 25, amdt. 47 for paragraph 25-809(f)(1)(iii);
- FAR Part 25, amdt. 49 for paragraph 25-733;
- FAR Part 25, amdt. 54 for paragraphs 25-365(e) (1) and (e) (2)
- CS 25, amdt 17 for paragraphs 25.851(a) and (c) for Halon Free Hand Held Fire Extinguishers (applicable from November 2016)<sup>1</sup>
- CS 25, amdt. 27 for paragraphs 25.1316(b) and 25.1317(c) for affected areas (radio-altimeter) modified in accordance with MOD 19770 (Collins LRA900+ radio-altimeter 822-0334-021 with RF interference reduced)<sup>1</sup>
- 14 CFR Part 25, amdt. 45 for paragraphs 25.571(a) and (b)<sup>1</sup>

<sup>1</sup> Additional requirements part of the Certification Basis (added post RTC)



#### French-German complementary conditions

CB7-1:	Flight in rough air
CC4-1:	"En route" design conditions with high lift devices extended
CC5-1:	Design manoeuvre conditions
CC8-1:	Bird impact
CC9-1:	Asymmetric load on the horizontal stabilizers
CC10-1:	Ground loads
CC11:	Jacking loads
CD1-1:	General Design of Systems
CD8-1:	Operation of landing gear
CD9-2:	Protection of Equipments installed on LGs and LG Wheel Wells
CE0:	Engine installation – Application JAR E
CE2-1:	Windmilling without oil
CE4-1:	Engine vibration levels
CE10-1:	Auxiliary power Unit (APU) and its installation on the Aircraft
CF3-1:	Functioning of the system under negative acceleration
CF7-1:	Electrics

#### 2.4 Special Conditions

B-01	Stick pusher
B-02	Stalling speeds and operational speeds
C-04	Damage tolerance evaluation
C-06	Discrete gust requirements
C-08	Crashworthiness
C-09	Stalling speeds for structural design
D-04	Main cargo door
D-05	Cargo compartment, Fire detection system response time
F-GEN-01 <sup>1</sup>	Installation of non-rechargeable lithium battery (applicable from April 2019)
H-01 <sup>1</sup>	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)
K-01	Category 2 operations
K-02	Autoland

#### 2.5 Equivalent Safety Findings

D-02	Emergency exits - FAR 25-803(a), 805(a) and 809(a)(b)
D-03	Emergency lighting - FAR 25-812(d)(e)
D-06	Fire protection in Main Deck Cargo Compartment - FAR 25-855 and 857(e)

#### 2.6 Environmental Standards

Environmental requirements for noise, fuel venting and emissions:  
ICAO Annex 16, Volume 1 – Chapter 3

Note: When Airbus modification 19603 (Recertify A300-600ST aircraft to new noise chapter 4 requirements) is embodied, the aircraft is compliant with ICAO Annex 16, Volume 1 – Chapter 4 and certificated to Stage 4 Noise requirements.

#### 2.7 Operational Suitability Data

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

MMEL: JAR-MMEL/MEL amendment 1

<sup>1</sup> Additional requirements part of the Certification Basis (added post RTC)



### 3 Technical Characteristics and Operational Limitations

Twin-engine, wide body, large aeroplane category.  
Cargo Transport, Super Transporter.  
Cargo as defined in the Weight and Balance Manual.

Number and categories of occupants: see EASA-approved Flight Manual.

#### 3.1 Type Design Definition

Definition of the A300-600ST reference model in AIRBUS publication:

- 00K001S0001/C1S (Equivalent Type Design for the Special Certification)
- 00K000A0001/C0S (List of modifications for the RTC, in addition to the Equivalent Type Design)

#### 3.2 Maximum Certified Weights

3.21 Valid for A300-600ST MSN 655

Taxi weight (Kg)	153 900
Take-off weight(Kg)	153 000
Landing weight (Kg)	140 000
Zero fuel weight (Kg)	132 000 (Center Tank empty) 130 000 (Center Tank used)

3.22 Valid for A300-600ST MSN 751, 765, 776, 796

Taxi weight (Kg)	155 900
Take-off weight(Kg)	155 000
Landing weight (Kg)	140 000
Zero fuel weight (Kg)	133 800 (Center Tank empty) 130 000 (Center Tank used)

#### 3.3 Centre of Gravity Range

Refer to EASA approved Aircraft Flight Manual.

#### 3.4 Limit Speeds (Indicated Airspeed – IAS – unless stated otherwise)

Maximum Operating Mach – MMO : 0.70  
Maximum Operating Speed – VMO (kt) : 295  
Other speed limits: Refer to DGAC approved Flight Manual



### 3.5 Engines limitations

Two GENERAL ELECTRIC CF6-80C2A8

ENGINE LIMITS DATA SHEET E13NE M.IM 13 (DGAC)	CF6-80C2A8
Static thrust at sea level*: - take-off (5mn)** (flat rated 30°C) - maximum continuous	25,740 daN 21,387 daN
Approved oils :	See Specification GENERAL ELECTRIC D50TF1 called for in Service Bulletin GE N°79-1

\* Standard conditions (ISA: 15°C – 1013,2 mbar) and up to temperatures indicated in DGAC "Fiche de Caractéristiques Moteur", which also indicates thrust measurement conditions.

\*\* 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.

### 3.6 Auxiliary power unit (APU)

Available mechanical shaft power at sea level	98.5 KW
Maximum operating speed	43562 rpm
Maximum gas temperature at turbine outlet	585°C

Approved oils: See AIRESEARCH GTCP 331-250 Chapter 49-21-00 Table 2.

### 3.7 Fuel Tank Capacity (0.8 kg/litre)

TANK	Unusable fuel		Usable fuel	
	Kg	Liter	Kg	Liter
Outer	12	15	7 408	9260
Inner	130	163	28 112	35 140
Center	48	60	14 080	17 600
TOTAL	190	238	49 600	62 000

### 3.8 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET, TS-1 and RT.

The above mentioned fuels are also suitable for the APU.

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

For operating conditions specific to each fuel, see corresponding EASA approved Flight Manual.



**3.9 Hydraulics**

Fluid specifications: NSA 30-7110

**3.10 Tyres**

See Aircraft Maintenance Manual, chapters 12 and 32.

**3.11 Minimum Flight Crew**

Two (2): Pilot and Co-pilot

**3.12 Maximum number of occupants**

Four (4) including Flight Crew

**3.13 Maximum Authorized Altitude**

35 000 ft

**3.14 Cargo compartment loading**

The aeroplane must be loaded in accordance with the loading instructions given in the relevant WEIGHT AND BALANCE Manual – Chapter 1.10.

In particular, for the Main Deck Cargo Compartment,

- additional requirements apply for cargo transportation, as specified in the Type Certificate Holder specifications, as applicable depending on airplane configuration;
- for A/C operating in “Services” configurations, Service Transport Interface (STI) shall be subject to an airworthiness design approval in reference with Airbus Technical Specification ref. 00K000ATSPC/C60.

Cargo compartment	Maximum load (kg)
Main	45 500
Aft	12 837
Rear (Bulk)	2 770
Forward	500

**3.15 Other Limitations**

Refer to approved Aeroplane Flight Manual.

**3.16 Environmental Flight Envelope**

Refer to approved Aeroplane Flight Manual.

**3.17 All Weather Capabilities**

The aircraft is qualified to CAT 2 precision approach and autoland.

**3.18 Equipment**

The equipment required by the applicable requirements shall be installed.





### 3.19 Maintenance Instructions

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

The following Airworthiness Limitations Sections (ALS) apply:

- Safe Life Airworthiness limitation items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 1, with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Appendix 1a of the A300F4-608ST Maintenance Requirements Document, addressing the limitations due to fatigue and damage tolerance requirements.
- Certification Maintenance Requirements are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 3 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document AI/ST5/829/85)
- Ageing system maintenance items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 4 with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Fuel Airworthiness Limitations are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 5 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document 95A.1929/05)

### 3.20 Operational Suitability Data (OSD)

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

Master Minimum Equipment List:

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A300-600ST MMEL reference AI/VF 4000.



**SECTION 3: ADMINISTRATIVE****1 Acronyms and Abbreviations**

AFM	Aircraft Flight Manual
ALS	Airworthiness Limitations Section
APU	Auxiliary Power Unit
AWO	All Weather Operations
DGAC	Direction Générale de l'Aviation Civile
EASA	European Aviation Safety Agency
ESF	Equivalent Safety Finding
ETOPS	Extended Range Operation with Two-Engine Aeroplanes
EWIS	Enhanced Wiring Interconnection System
FAR	Federal Aviation Regulations
HIRF	High Intensity Radiated Field
JAR	Joint Aviation Requirements
P/N	Part Number
SC	Special Condition
RTC	Restricted Type Certification
R-TCDS	Type Certificate Data Sheet
WV	Weight Variant

**2 Type Certificate Holder Record**

AIRBUS  
2, Rond-Point Emile Dewoitine  
31700 Blagnac  
FRANCE

**3 Change Record**

Issue	Date	Changes	RTC issue
6	21 Sept. 2017	EASA R-TCDS template has changed Airbus Headquarter Address has changed	Issue dated 21 Sept. 2017
7	31 Aug. 2022	<ul style="list-style-type: none"> <li>• Correction of typos and layout</li> <li>• Update of the wording of fuel section for consistency with other Airbus types (§3.8)</li> <li>• Update of the applicable certification basis <ul style="list-style-type: none"> <li>○ Installation of halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01 (§2.3)</li> <li>○ Installation of non-rechargeable lithium battery – per CRI F-GEN-01 (§2.4)</li> </ul> </li> </ul>	No change
8	31 Jan. 2024	<ul style="list-style-type: none"> <li>• New sentence referring to Instructions for Continued Airworthiness</li> <li>• Post-TC cert. basis upgrade for: <ul style="list-style-type: none"> <li>○ MOD 19770</li> <li>○ Damage Tolerance requirements of 14 CFR 25.571 Amdt 45 (EASA P/N 60087671)</li> <li>○ Beluga Services Step 1</li> </ul> </li> </ul>	No change

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