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:

A330-201	A330-223F	A330-301	A330-743L	A330-841	A330-941
A330-202	A330-243F	A330-302			
A330-203		A330-303			
A330-223		A330-321			
A330-243		A330-322			
		A330-323			
		A330-341			
		A330-342			
		A330-343			

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CORRESPONDANCE TABLE MODELS / ENGINE MANUFACTURERS

	A330-200 series	A330-300 series	A330-700L series	A330-800 series	A330-900 series
GE Engines	A330-201 A330-202 A330-203	A330-301 A330-302 A330-303	-	-	-
PW Engines	A330-223 A330-223F	A330-321 A330-322 A330-323	-	-	-
RR Engines	A330-243 A330-243F	A330-341 A330-342 A330-343	A330-743L	A330-841	A330-941

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TABLE OF CONTENTS

SECTION 1: A330-200 SERIES

I. General

1. Type / Model

1.1 Type

A330

1.2 Model

Passenger Models:

A330-201, A330-202, A330-203
A330-223
A330-243

Freighter Models:

A330-223F
A330-243F

2. Airworthiness Category

Large Aeroplanes

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

DGAC-F

4.2 Application Date

Passenger Models:

A330-201:	15 may 2001
A330-202:	23 January 1996
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
A330-202:	31 March 1998
A330-203:	20 November 2001
A330-223:	13 July 1998

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:
25.21, 25.29, 25.101, 25.111, 25.125, 25.145, 25.147, 25.149, 25.175, 25.177, 25.181, 25.205, 25.251, 25.253, 25.305, 25.307, 25.321, 25.331, 25.333, 25.335, 25.341, 25.343, 25.345, 25.349, 25.351, 25.361, 25.371, 25.373, 25.391, 25.395, 25.397, 25.415, 25.427, 25.459, 25.571, 25.603 (vertical stabilizer only), 25.613 (vertical stabilizer only), 25.615 (vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779, 25.783, 25.851, 25.863, 25.867, 25X899 (vertical stabilizer only), 25.963(g) (fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1419, 25.1533, 25.1543,25.1551

- 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:

25.1, 25.20, 25.23, 25.27 to 25.31, 25.117, 25.123, 25.235, 25.255, 25.361, 25.363, 25.367, 25.397, 25.405 to 25.409, 25.457, 25.459, 25.471, 25.477, 25.487, 25.489, 25.495, 25.497, 25.503 to 25.509, 25.563, 25.651 to 25.693, 25.699 , 25.721, 25.771, 25.779, 25.793, 25.817, 25.841, 25.853 except (g), 25.855, 25.859, 25.865, 25.867, 25.871, 25.875, 25.937, 25.941, 25.943, 25.953, 25.955 to 25.959, 25.965, 25.969, 25.971, 25.977, 25.979, 25.991, 25.995, 25.999, 25.1011, 25.1017, 25.1021 to 25.1027, 25.1043, 25.1045, 25.1103, 25.1123, 25.1127, 25.1143, 25.1149, 25.1153, 25.1161, 25.1163, 25.1182, 25.1183, 25.1187, 25.1191 to 25.1207, 25.1315, 25.1326, 25.1335, 25.1337, 25.1381 to 25.1403, 25.1419, 25.1438, 25.1439, 25.1455, 25.1459, 25.1461 to 25.1511, 25.1515, 25.1525, 25.1531, 25.1543, 25.1551 to 25.1555, 25.1563

Plus for main deck cargo door:
25.301, 25.303, 25.305, 25.307, 25.561, 25.571, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.623, 25.625, 25.629, 25.843, 25.899, 25.1316, 25.1529, 25.1541, 25.1557

Plus for cargo floor:
25.303, 25.305, 25.307, 25.365, 25.561, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.843

Plus for cargo barrier wall:
25.303, 25.305, 25.307, 25.365, 25.561, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.853, 25.857, 25.1541, 25.1557

Plus for NLG attachment point / NLG bay:
25.303, 25.305, 25.307, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.729, 25.843

Plus for courier area:
25.365(a)(b)(c)(d), 25.561, 25.562, 25.601, 25.603, 25.605, 25.611, 25.785,25.787, 25.789, 25.791, 25.803, 25.807, 25.809, 25.810, 25.811, 25.812, 25.813, 25.851, 25.853, 25.869, 25.899, 25.1353, 25.1360, 25.1365, 25.1411, 25.1415, 25.1421, 25.1431, 25.1441, 25.1443, 25.1445, 25.1447, 25.1449, 25.1453, 25.1529, 25.1541, 25.1557, 25.1561

Plus for Main Deck Cargo Compartment class E:
25.601, 25.603, 25.855, 25.857, 25.858, 25.863, 25.869, 25.1316, 25.1529, 25.1541, 25.1557

- CS 25 Amendment 4:

  For main deck cargo door:
  25.783

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

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

  CS-ACNS Initial Issue

- Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 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.

The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571 change14 / amdt 1.

For changes that affect or introduce fatigue critical structures JAR/CS 25.571 change 14 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.

- From 01 February 2026, for each Minor/Major Change on the A330-2XX models, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 15 is applicable

- CS 25.853(g) amdt 23 (applicable as of 10.Feb.2023, EASA Approval Letter ref. 10081226)

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)
SC F-0003-001 ATN over SATCOM
(applicable from 10 Jan 2023)

4. Exemptions

None

5. Deviations

Deviation to Additional Airworthiness Requirements (added Post TC):

- Airborne Communication, Navigation, Surveillance

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

6. Equivalent Safety Findings

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

- JAA Numbering:
  ESF S-45 Oil temperature indication
  ESF P-9 A330 / RR turbine overheat detection
  The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)
  - SC F-8.1 Accelerate stop distances
  - SC S-21 Brakes wear limits

Additional Equivalent Safety Findings part of the Certification Basis (All models, added post TC):
The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s), if specified:

- JAA Numbering:
  ESF E-21 Emergency exit marking reflectance
  (applicable from December 2004)
  ESF E-29 Fuselage burn through – aft pressure bulkhead
  (applicable from March 2009)
  ESF E-30 Fuselage burn through – belly fairing
  (applicable from April 2009)
  ESF E-31 Fuselage burn through – bilge area
  (applicable from April 2009)
  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  (applicable from August 2005)
- EASA Numbering:
  ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  (applicable from April 2018).
  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  (applicable from February 2018).
  ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  (applicable from November 2014).
  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  (applicable from November 2014).
  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
  (applicable from November 2021)

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

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

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

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

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

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

Passenger Models:

ICAO Annex 16, Volume II, amendment 1, Part II, Chapter 2

Freighter Models:

ICAO Annex 16, Volume II, amendment 05, Part II, Chapter 2

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.

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

A/C Model	A330-201	A330-202		A330-203
Engine Model	CF6-80E1A2	CF6-80E1A4	CF6-80E1A4/B (MOD 52776)	CF6-80E1A3
Static thrust at sea level:				
- take-off (5mn) *	64,530 lbs	66,870 lbs	68,530 lbs	68,530 lbs
- maximum continuous	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs

* 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

A/C Model	A330-223			A330-223F		
Engine Model	PW4168A	PW4168A-1D	PW4170	PW4168A** (202393)	PW4168A-1D (58344)	PW4170
Static thrust at sea level:						
- take-off (5mn) *	68,600 lbs	68,600 lbs	70,000 lbs	68,600 lbs	68,600 lbs	70,000 lbs
- maximum continuous	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs

* 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

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

* 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:

ENGINES	KEROSENE DESIGNATION
GE: (GE Specification D50TF2)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
PW: (PWA 522 Specification (PW SB N° 2016))	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
RR: (Operating Instruction in RR Manuel F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT (GOST)

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):

		2-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	-	All models	
	PW	A330-223F (with MOD 58623 and without MOD 200281)		
	RR	A330-243F (with MOD 58623 and without MOD 200281)		
			Basic	MOD 205749
WING TANK		91 300 (73 040)	348 (279)	190 (152)
TRIM TANK		6 230 (4 984)	6 (5)	6 (5)
TOTAL		97 530 (78 024)	354 (284)	196 (157)

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	A330-201 A330-202 A330-203	All models	
	PW	A330-223 A330-223F (with MOD 58623+200281 or without MOD 58623)		
	RR	A330-243 A330-243F (with MOD 58623+200281 or without MOD 58623)		
			Basic	MOD 205749
WING TANK		91 300 (73 040)	348 (279)	190 (152)
CENTRE TANK		41 560 (33 248)	83 (67)	83 (67)
TRIM TANK		6 230 (4 984)	6 (5)	6 (5)
TOTAL		139 090 (111 272)	437 (350)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level: 41 450 ft (12 634m)

Maximum Airfield altitude: 12 500 ft (3 810m)

10.2 Temperature

Flight: Minimum: -78°C SAT

Ground: Range: -54°C to +55°C

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Mass

Passenger Models:

- A330-201:
  - Maximum Take-Off Mass : 238 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

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

Freighter Models:

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

Note: See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations and aircraft eligibility (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
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

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);
- 406 Option (in Configuration A-A-A-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:

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
406	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

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:

Cargo compartment	Maximum load (kg)
Forward	18 869
Aft	15 241
Rear (bulk)	3 468

Freighter Models:

Cargo compartment	Maximum load (kg)
Forward	18 869
Aft	15 241
Rear (bulk)	3 468
Main Deck Cargo Compartment	65 000 (range mode)

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

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

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

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

SECTION 1: A330-200 SERIES – Cont'd

IV. Operating and Service Instructions

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

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)

   Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

   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

A/C Model	GE Engines	PW Engines	RR Engines
	A330-201 A330-202 A330-203	A330-223 A330-223F	A330-243 A330-243F
Type Design Capability	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland

.

2. Change of Weight Variants

N/A

3. 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
A330-321, A330-322, A330-323
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
A330-323: 18 May 1998
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 080s[1] with Centre Tank activated (MOD 204025),the following requirements shall be considered at JAR 25 Change 14 for:
    - JAR 25.733 (c)(1)
    - JAR 25.963 (g) for fuel centre tank
    - JAR 25.979

[1] *See applicable Airplane Flight Manual (AFM), as listed in ‘Operating and Service Instructions’, for configuration specific mass label indications (Weight Variant)*

- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue

  - 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 Febuary 2015.

  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.

The following part of the certification basis constitutes the minimum required safety level of JAR 25.571 change 13.

For changes that affect or introduce fatigue critical structures JAR 25.571 change 13 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.

- From 01 February 2026, for each Minor/Major Change on the A330-3XX models, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 15 is applicable

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 Aeroelastic stability requirements (NPA 25B, C, D-236)
  - SC F-1 Stalling and scheduled operating speeds
  - SC F-2 Motion and effects of cockpit controls
  - SC F-3 Static longitudinal stability
  - SC F-4 Static directional and lateral stability
  - SC F-5 Flight envelope protections
  - SC F-6 Normal load factor limiting system
  - SC S-3 Landing gear warning (NPA 25D-162)
  - SC S-6 Lightning protection indirect effects
  - SC S-10 Effects of external radiations upon aircraft systems
  - SC S-13 Autothrust system
  - SC S-16 Control signal integrity
  - SC S-18 Electronic flight controls
  - SC S-20 Emergency electrical power (NPA 25D, F-179)
  - SC S-23 Electrical wiring and miscellaneous electrical requirements (NPA 25D, F-191)
  - SC S-24 Doors (NPA 25D, F-251)
  - SC S-48 Minimum approach break-off height
  - SC P-01 FADEC
  - SC P-02 Centre of gravity control system

<u>Additional Special Conditions part of the Certification Basis (added post TC):</u>
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)
SC F-0003-001 ATN over SATCOM
(applicable from 10 Jan 2023)

For A330-302, A330-303, A330-323, A330-342 WV22&52[2] 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)

For A330-302, A330-303, A330-323, A330-342, A330-343 Weight Variants 080s[2] with Centre Tank activated (MOD 204025):

- 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
  - 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:

[2] *See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass label indications (Weight Variant)*

- JAA Numbering:
  ESF E-15 Reinforced security cockpit door
  (applicable from July 2002)
  ESF E-17 Trolley Lift
  (applicable from November 2003)
  ESF E-18 Lower Deck galley compartment
  (applicable from November 2003)
  ESF E-21 Emergency exit marking reflectance
  (applicable from December 2004)
  ESF E-27 Forward facing seats over 18 degrees to A/C centreline
  (applicable from June 2009)
  ESF E-29 Fuselage burn through – aft pressure bulkhead
  (applicable from March 2009)
  ESF E-30 Fuselage burn through – belly fairing
  (applicable from April 2009)
  ESF E-31 Fuselage burn through – bilge area
  (applicable from April 2009)
  ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis (applicable from November 2013)
  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  (applicable from August 2005)
- EASA Numbering:
  ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  (applicable from April 2018).
  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  (applicable from February 2018).
  ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  (applicable from November 2014).
  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  (applicable from November 2014).

  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
  (applicable from November 2021)

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 1, Part II, Chapter 2

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.

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 enginesA330-323: Two (2) Pratt & Whitney 4164-1D 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
One (1) Pratt & Whitney 4168A 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

A/C Model	A330-301	A330-302			A330-303
Engine Model	CF6-80E1A2	CF6-80E1A2	CF6-80E1A4	CF6-80E1A4/B (MOD 52776)	CF6-80E1A3
Static thrust at sea level:					
- take-off (5mn) *	64,530 lbs	64,530 lbs	66,870 lbs	68,530 lbs	68,530 lbs
- maximum continuous	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs

* 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

A/C Model	A330-321	A330-322	A330-323		
Engine Model	PW4164/ PW4164-1D	PW4168/ PW4168-1D	PW4164-1D	PW4168A/ PW4168A-1D	PW4170
Static thrust at sea level:					
- take-off (5mn) *	64,500 lbs	68,600 lbs	64,500 lbs	68,600 lbs	70,000 lbs
- maximum continuous	55,800 lbs	59,357 lbs	55,800 lbs	59,357 lbs	59,357 lbs

* 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

A/C Model	A330-341	A330-342	A330-343		
Engine Model	Trent 768-60	Trent 772-60	Trent 772B-60	Trent772C-60	Trent 768-60
Static thrust at sea level:					
- take-off (5mn) *	67,500 lbs	71,100 lbs	71,100 lbs	71,100 lbs	67,500 lbs
- maximum continuous	60,410 lbs	63,650 lbs	63,650 lbs	63,650 lbs	60,410 lbs

* 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:

ENGINES	KEROSENE DESIGNATION
GE: (GE Specification D50TF2)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
PW: (PWA 522 Specification (PW SB N° 2016))	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
RR: (Operating Instruction in RR Manuel F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST)

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>
<tr><td colspan="2"></td><td colspan="4">2-TANK AEROPLANE</td></tr>
<tr><td colspan="2"></td><td colspan="2">Usable fuel
litres (kg)</td><td colspan="2">Unusable fuel
litres (kg)</td></tr>
<tr><td rowspan="3">A/C Model</td><td>GE</td><td>A330-301</td><td>A330-302
A330-303</td><td rowspan="3" colspan="2">All models</td></tr>
<tr><td>PW</td><td>A330-321
A330-322</td><td>A330-323</td></tr>
<tr><td>RR</td><td>A330-341
A330-342 (except WV22 & 52)[3]</td><td>A330-342 (WV22 & 52)[3]
A330-343</td></tr>
<tr><td colspan="4"></td><td>Basic</td><td>MOD 205749</td></tr>
<tr><td colspan="2">WING TANK</td><td>91 764 (73 411)</td><td>91 300 (73 040)</td><td>348 (279)</td><td>190 (152)</td></tr>
<tr><td colspan="2">TRIM TANK</td><td>6 121 (4 897)</td><td>6 230 (4 984)</td><td>6 (5)</td><td>6 (5)</td></tr>
<tr><td colspan="2">TOTAL</td><td>97 885 (78 308)</td><td>97 530 (78 024)</td><td>354 (284)</td><td>196 (157)</td></tr>
</table>

[3] *See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass label indications (Weight Variant)*

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	A330-302 WV 030s, 050s, 060s, 080s[3] A330-303 WV 050s, 060s, 080s[3]	All models	
	PW	A330-323 WV 030s, 050s, 060s, 080s[3]		
	RR	A330-342 WV 050s, 060s, 080s[3] A330-343 WV 030s, 050s, 060s, 080s[3]		
			Basic	MOD 205749
WING TANK		91 300 (73 040)	348 (279)	190 (152)
CENTRE TANK		41 560 (33 248)	83 (67)	83 (67)
TRIM TANK		6 230 (4 984)	6 (5)	6 (5)
TOTAL		139 090 (111 272)	437 (350)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level: 41 450 ft (12 634m)

Maximum Airfield altitude: 12 500 ft (3 810m)

10.2 Temperature

Flight: Minimum: -78°C SAT

Ground: Range: -54°C to +55°C

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Mass
A330-301, A330-321:

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

A330-322 and A330-341

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

A330-302, A330-303, A330-323, A330-342, A330-343

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

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

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

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

MAC: 7,270m

15. Levelling Means

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

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Two Passenger Emergency Exit configurations:

- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

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

The maximum number of passengers approved for emergency evacuation is:

- 375 Basic (in Configuration A-A-I-A);
- 440 Option (in Configuration A-A-A-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:

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
440	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

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

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Forward	22861
Aft	18507
Rear (bulk)	3468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

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

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

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION: DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

SECTION 2: A330-300 SERIES – Cont'd

IV. Operating and Service Instructions

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

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)

   Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

   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

A/C Model	GE Engines		PW Engines		RR Engines
	A330-301 - -	- A330-302 A330-303	A330-321 A330-322 -	- - A330-323	A330-341 A330-342 A330-343
Type Design Capability	-	Cat 3 Precision approach and autoland	-	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland
Option Capability (MOD)	Cat 2 Precision approach (42390)	-	-	-	-
	Cat 3 Precision approach and autoland (42792)	-	Cat 3 Precision approach and autoland (43397)	-	-

2. Change of Weight Variants[4]

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

3. 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 Airplane 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):

25.21(a)(c)(d)(e)(f), 25.23, 25.25, 25.27, 25.29, 25.101, 25.103(a)(c)(d), 25.105(b)(c)(d), 25.107(a)(b)(c)(d)(e)(f)(g), 25.109, 25.111(a)(b)(d), 25.113, 25.115, 25.117, 25.119, 25.121(a), 25.123(a), 25.125, 25.143(a)(b1)(b3)(d)(e)(f)(g)(h)(k), 25.145(a)(b)(c)(e), 25.147(a)(c)(d)(f), 25.149, 25.161, 25.171, 25.177, 25.181, 25.201, 25.203, 25.231(a), 25.233, 25.235, 25.251(b)(c)(d)(e), 25.253(a)(b), 25.255, 25.301(b)(c), 25.302, 25.303, 25.305(c)(f), 25.321(b), 25.321(c), 25.321(d), 25.331(a), 25.331(b), 25.331(c), 25.333, 25.335(a)(b)(e), 25.335(b), 25.335(c), 25.335(d), 25.335(e), 25.337, 25.427, 25.341, 25.343(a)(b1)(b3), 25.345(a), 25.345(b), 25.345(d), 25.349, 25.351, 25.363, 25.365(e1)(e2)(e3)(f)(g), 25.367, 25.371, 25.373, 25.391, 25.445, 25.457, 25.471(b), 25.473, 25.477, 25.479, 25.481(a)(c), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561, 25.571(a)(b)(c)(d)(e), 25.581, 25.603(c), 25.629, 25.721(b), 25.773(b)(1)(i), 25.777(i), 25.791, 25.807(i), 25.812(a1)(f)(i)(j)(k), 25.899, 25.903(d1), 25.954, 25.1001(a)(b), 25.1309(a)(b)(c), 25.1323(c)(d), 25.1325(e), 25.1353(a), 25.1431(c)(d), 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1527, 25.1531, 25.1533, 25.1581(a)(b)(d), 25.1583(a)(b)(c)(d)(e)(f)(h)(i)(k), 25.1585(a)(b)(c)(e)(f), 25.1587(b), 25.1591, 25J903(d1)

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 auxilliary fins, shifted up VTP, dorsal fin and ventral fins, additionnal fuselage section, pressure bulkhead door and belly door, pressure roof between pressurized compartments and main deck cargo compartment):

25.302, 25.305(a)(b)(c), 25.307(a), 25.365(a)(b)(d)(e2), 25.509(b), 25.519, 25.561(b)(c)(d), 25.571(a1)(a2)(a3)(b)(c)(e1)(e3)(e4), 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.613, 25.619, 25.621, 25.625, 25.631, 25.683(b), 25.783(a), 25.789, 25.841(b7), 25.843(a), 25.903(d1)

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):

25.001, 25.301(a), 25.305(a)(b), 25.307(a), 25.365(e), 25.561, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613(a)(b)(c), 25.631, 25.783(a)(b)(c)(d)(e)(f)(g2)(h), 25.787, 25.789, 25.793, 25.809(b)(c), 25.811, 25.831, 25.832, 25.841, 25.843, 25.851(a)(b)(c), 25.853(a), 25.855(a)(b1)(c2)(d)(e)(f)(g)(i), 25.856(a), 25.857(e), 25.863, 25.0869(a), 25.899, 25.903(d1), 25.954, 25.1103(d), 25.1301(a)*, 25.1309(a)(b)(c)*, 25.1353(a)(e), 25.1357, 25.1360, 25.1365(d), 25.1431(a)(c)(d), 25.1435, 25.1438, 25.1455, 25.1461, 25.1519, 25.1527, 25.1541, 25.1557(a)(c)

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):

25.001, 25.365(e)(f)(g), 25.561(c), 25.571(e4), 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.631, 25.777(i), 25.783(a)(b)(c)(d)(e)(f)(g2)(h), 25.789, 25.791, 25.803(a)(c), 25.807(a)(e)(f)(g)(i)(j), 25.809(a)(b)(c)(e)(g), 25.810(a1)(a2), 25.811, 25.812(h), 25.813(e), 25.831, 25.832, 25.841, 25.843, 25.851(a)(c), 25.853(a), 25.854, 25.855(d)(e)(h2)(i), 25.856(a), 25.857(e), 25.863, 25.0869(a), 25.899, 25.903(d1), 25.954, 25.1103(d), 25.1301(a)*, 25.1309(a)(b)(c)*, 25.1353(a)(e), 25.1357, 25.1360(a), 25.1365(d), 25.1411(c)(d)(f), 25.1431(a)(c)(d), 25.1435, 25.1438, 25.1461, 25.1527, 25.1541, 25.1557(a)(c)

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

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

Plus the following CS 25 paragraph applicable at Amdt 2

25.1419(a)

Plus the following CS 25 paragraphs applicable at Amdt 17

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

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

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

25.301, 25.303, 25.305, 25. 307, 25.365(e)(f)(g), 25.561, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611(a), 25.613, 25.619, 25.623, 25.625, 25.787, 25.789, 25.791, 25.793, 25.803, 25.811(b)(c)(d)(g), 25.813, 25.815, 25.820, 25.831, 25.832, 25.853, 25.854, 856(a), 25.869(a1)(a2), 25.899, 25.1357, 25.1360, 25.1362, 25.1411, 25.1431, 25.1450, 25.1519, 25.1541, 25.1557, 25.1585

Plus the following JAR 25 paragraphs applicable at change 14

25.1423 (public address 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

25.812(a)(b)(c)(d)(e)(f)(i)(j)(k)(l) (emergency lighting)

- All weather operations
  JAR AWO change 1

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 Febuary 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.
- Subpart E, Section 2 – for RVSM

Additional Airworthiness Requirements (added Post TC):

- JAR AWO 140, 183 Change 2.
- CS 25.1535 amdt 15 (ETOPS)
- For A/C configuration with ELT-DT equipment MOD 210023
  - CS ACNS at Issue 3 Subpart E Section 3

- The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 15.
  For changes that affect or introduce fatigue critical structures CS 25.571 amdt 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.

- From 01 February 2026, for each Minor/Major Change on the A330-743L models, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 15 is applicable

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
SC B-02-700L	Electronic flight control system, control surface awareness
SC B-04-700L	Static directional, lateral and longitudinal stability and low energy awareness
SC B-05-700L	Flight enveloppe protections
SC B-06-700L	Load factor limiting system
SC B-14-700L	On-Ground Yaw Stabilisation Law – R* law
SC D-02-700L	Courier Area: Allowed Occupants
SC D-03-700L	Emergency evacuation
SC D-10-700L	Brake kinetic energy capacity
SC D-50/700L/AIS	Courier Area Airworthiness Requirements
SC F-126	Flight Recorders including Data Link Recording
SC F-131	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
SC F-137	Security protection of aircraft systems and networks
SC F-GEN-01	Non-rechargeable lithium battery installation
SC H-01	Enhanced Airworthiness programme for Aeroplane Systems – ICA on EWIS

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 (applicable from November 2021)
ESF F-33 Pneumatic Systems – harmonized 25.1438 (applicable from July 2025, EASA approval Letter ref. 10087589 - MOD 211280)

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 07, Part II, Chapter 2

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.

-

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

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

* 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:

ENGINES	KEROSENE DESIGNATION
RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 JET fuel, TS-1(GOST), RT(GOST)

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):

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	-	All models	
	PW	-		
	RR	A330-743L WV 000, 001[5]		
			Basic	MOD 207112 (MSN 1824 only) or 205749 (MSN 1853 and onward)
WING TANK		91 300 (73 040)	169 (135)	90 (72)
CENTRE TANK		N/A	N/A	N/A
TRIM TANK		N/A	N/A	N/A
TOTAL		91 300 (73 040)	169 (135)	90 (72)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight altitude: 35 200 ft (10 729m)

Maximum Airfield altitude: 7 000 ft (2 134m)

10.2 Temperature

Flight: Minimum: -70°C SAT (TAT shall be greater than -40°C)

Ground: Range: -54°C to +55°C for Take-off and landing

[5] *See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass limitations label indications (Weight Variant)*

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Mass

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

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

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 4,882 meters forward of aeroplane nose.

MAC: 7,270m

15. Levelling Means

For maintenance: Three primary jacking points and one auxilliary point are fitted.

For cargo loading/unloading: Two of the four maintenance points are used.

Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Occupant Emergency Exit

Emergency Exits are both Cockpit Sliding Windows.

No other Emergency Exit configuration exist.

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

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

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

No Cabin Crew members are required.

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Main Deck Cargo Compartment	Up to the maximum allowable payload as per WBM
Aft	18507
Rear (bulk)	3468

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

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677B-1H)

22. Life-limited parts

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

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

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. Airplane Flight Manual (AFM)

   Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

   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

A/C Model	RR Engines
	A330-743L - -
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	N/A

2. 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:

25.307 (except (a)), 25.335(f), 25.345(c), 25.361, 25.371, 25.395, 25.397, 25.459, , 25.603 (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615 (applicable to vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779(a), 25.783, 25.851, 25.855(a)(b)(c)(d)(e), 25.863, 25.867, 25X899 (applicable to vertical stabilizer only), 25.963(g) (applicable to fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1543

Plus the following CS 25 paragraphs applicable at Amdt 2

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

Plus the following CS 25 paragraphs applicable at Amdt 13

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

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

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

25.023, 25.025, 25.027, 25.029, 25.031, 25.101, 25.103 (except (b)), 25.105 (except (a)), 25.107 (except (h)), 25.109, 25.111 (except (c)), 25.113, 25.115, 25.117, 25.121(a), 25.123 (except (b)), 25.143 (except (c)(i)(j)(l)), 25.145, 25.147, 25.149, 25.161, 25.171, 25.173, 25.175, 25.177, 25.181, 25.201, 25.203, 25.231, 25.233, 25.235, 25.251, 25.253 (except (c)), 25.255, 25.301, 25.302, 25.303, 25.305, 25.307(a), 25.321, 25.331, 25.333, 25.335 (except (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365 (except

(e),(f),(g)), 25.367, 25.373, 25.391, 25.393, 25.415, 25.427, 25.457, 25.471(b), 25.473, 25.479, 25.481(except (b)), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561(c) (applicable to large items of masses only), 25.571, 25.619, 25.625, 25.629, 25.631, 25.683(b), 25.773(b), 25.777(i), 25.809(g) (applicable to Door 3 panelization area only), 25.843(a), 25.901(c), 25.963(a), 25.963(d1) (applicable to fuel centre tank only), 25.1001(a)(b)(c) , 25.1323(c)(d), 25.1325(e), 25.1337, 25.1355, 25.1383, 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1531, 25.1533, 25.1535, 25.1581, 25.1583, 25.1585, 25.1587, 25.1591

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)

25.301, 25.303, 25.307, 25.361(a), 25.362, 25.363, 25.365(e1), 25.371, 25.561(c), 25.571, 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.721 (except (a)), 25.723(b), 25.771(e), 25.779(b), 25.851 (except (a)), 25.856(a), 25.863, 25.865, 25.867, 25.869(a), 25.899, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.954, 25.955(a), 25.959, 25.961, 25.963(d5), 25.981(a), 25.993 (except (f)), 25.994, 25.995, 25.997, 25.999, 25.1001(a)(b), 25.1011, 25.1013, 25.1015, 25.1017, 25.1019, 25.1021, 25.1023, 25.1025, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1155, 25.1163, 25.1165, 25.1167, 25.1181, 25.1182, 25.1183, 25.1185, 25.1187, 25.1189 (except (c),(f),(g),(h)), 25.1191, 25.1193, 25.1195, 25.1197, 25.1199, 25.1201, 25.1203, 25.1207, 25.1301, 25.1305, 25.1309, 25.1315, 25.1321(d), 25.1351 (except (a),(c)), 25.1353 (except (c)), 25.1357(a)(d)(e), 25.1360(a), 25.1431, 25.1435(a), 25.1438, 25.1461, 25.1521, 25.1527, 25.1549, 25.1551, 25.1557(b), 25.1593, 25.1701, 25.1703 (except (c)), 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721 (except (c)), 25.1723, 25.1725, 25.1727, 25.1731

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)

25.301, 25.303, 25.307, 25.445, 25.571 (except (e4)), 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.625, 25.631, 25.683(b), 25.723(b), 25.863(a)(b), 25.869(a), 25.899, 25.954, 25.959, 25.1001(a)(b), 25.1301(a), 25.1305, 25.1309, 25.1353 (except (c)), 25.1357(a)(e), 25.1360(a), 25.1385, 25.1387, 25.1389, 25.1391, 25.1393, 25.1395, 25.1397, 25.1401, 25.1403, 25.1431, 25.1438, 25.1525

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

  - 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.
  - Subpart E, Section 2 – for RVSM

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

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

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

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

- *Applicable requirement: JAR 25.729(f)(1), (f)(2)*
- *Compliance demonstration, for modification impacting the Wheel and Tyre Failure, done using legacy Airbus WTF models (refer to Certification Document 00G320J0107/C02, issue 2)*

For A330-841 MSN 2005 and onwards (i.e. A/C with mod 207401)

- *Applicable requirements: JAR 25.729(f)(1), (f)(2) & CS 25.734*
- *Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:*
  - *Compliance to CS25.734 done using MoC 2*
  - *Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)*

- For A/C configuration with ELT-DT equipment MOD 209569
  - CS ACNS at Issue 3 Subpart E Section 3
- For A/C configuration with ROPS step 2+ MOD 208855 & 207231 (EASA Approval 10086375 Rev 0) installed:
  - CS 25.705 Amendment 24

The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 15.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 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.

- From 01 February 2026, for each Minor/Major Change on the A330-841, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 15 is applicable

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

<u>Additional Special Conditions part of the Certification Basis (added post TC):</u>
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)
SC F-0003-001 ATN over SATCOM
(applicable from 10 Jan 2023)

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 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 M-TS-0000492 Vibration / buffeting compliance criteria for large external antenna installation (applicable from October 2025, EASA Approval Letter ref 10088337, MOD 210729).
  Note: ESF M-TS-0000492 replaces former ESF B-100

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 08, Part II, Chapter 2

7.3 Carbon Dioxide Emissions

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

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.

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

A/C Model	A330-841
Engine Model	Trent 7000-72
Static thrust at sea level: - take-off (5mn) * - maximum continuous	 72,834 lbs 65,005 lbs

* 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:

ENGINES	KEROSENE DESIGNATION
RR: (Operating Instruction in RR Manuel F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 JET fuel, TS-1, RT

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):

		3-TANK AEROPLANE	
		Usable fuel litres (kg)	Unusable fuel litres (kg)
A/C Model	GE	-	All models
	PW	-	
	RR	A330-841	
			Basic
WING TANK		91 300 (73 040)	190 (152)
CENTRE TANK		41 560 (33 248)	83 (67)
TRIM TANK		6 230 (4 984)	6 (5)
TOTAL		139 090 (111 272)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level: 41 450 ft (12 634m)

Maximum Airfield altitude: 8 500 ft (2 591)

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 and tailwind.

12. Maximum Mass

- Maximum Take-off Mass: 251t
- Maximum Zero Fuel Mass: 176t
- Maximum Landing Mass: 186t

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

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

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

MAC: 7,270m

15. Levelling Means

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

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Two Passenger Emergency Exit configurations:

- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

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

The maximum number of passengers approved for emergency evacuation is:

- 375 Basic (in Configuration A-A-I-A);
- 406 Option (in Configuration A-A-A-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:

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
406	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

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

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Forward	18 869
Aft	15 241
Rear (bulk)	3 468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

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

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

22. Life-limited parts

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

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

SECTION 4: A330-800 SERIES (Cont'd)

IV. Operating and Service Instructions

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

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)

   Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

   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

A/C Model	RR Engines
	A330-841 - -
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	Cat 3 Precision approach and utoland (208875)

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2. Change of Weight Variants

N/A

SECTION 5: A330-900 SERIES

I. General

1. Type / Model

1.1 Type

A330

1.2 Model

A330-941

2. Airworthiness Category

Large Aeroplanes

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

EASA

4.2 Application Date

A330-941: 25 July 2014

4.3 State of Design Authority Type Certificate Date

A330-941: 26 September 2018

5. EASA Type Certification Date

5.1 State of Design Authority

EASA

5.2 Application Date

A330-941: 25 July 2014

5.3 State of Design Authority Type Certificate Date

A330-941: 26 September 2018

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:

25.307 (except (a)), 25.335(f), 25.345(c), 25.361, 25.371, 25.395, 25.397, 25.459, , 25.603 (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615 (applicable to vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779(a), 25.783, 25.851, 25.855(a)(b)(c)(d)I, 25.863, 25.867, 25X899 (applicable to vertical stabilizer only), 25.963(g) (applicable to fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1543

Plus the following CS 25 paragraphs applicable at Amdt 2

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

Plus the following CS 25 paragraphs applicable at Amdt 13

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

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

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

25.023, 25.025, 25.027, 25.029, 25.031, 25.101, 25.103 (except (b)), 25.105 (except (a)), 25.107 (except (h)), 25.109, 25.111 (except (c)), 25.113, 25.115, 25.117, 25.121(a), 25.123 (except (b)), 25.143 (except (c)(i)(j)(l)), 25.145, 25.147, 25.149, 25.161, 25.171, 25.173, 25.175, 25.177, 25.181, 25.201, 25.203, 25.231, 25.233, 25.235, 25.251, 25.253 (except (c)), 25.255, 25.301, 25.302, 25.303, 25.305, 25.307(a), 25.321, 25.331, 25.333, 25.335 (except (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365

(except(e),(f),(g)), 25.367, 25.373, 25.391, 25.393, 25.415, 25.427, 25.457, 25.471(b), 25.473, 25.479, 25.481(except (b)), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561(c) (applicable to large items of masses only), 25.571, 25.619, 25.625, 25.629, 25.631, 25.683(b), 25.773(b), 25.777(i), 25.809(g) (applicable to Door 3 panelization area only), 25.843(a), 25.901(c), 25.963(a), 25.963(d1) (applicable to fuel centre tank only), 25.1001(a)(b)(c) , 25.1323(c)(d), 25.1325(e), 25.1337, 25.1355, 25.1383, 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1531, 25.1533, 25.1535, 25.1581, 25.1583, 25.1585, 25.1587, 25.1591

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)

25.301, 25.303, 25.307, 25.361(a), 25.362, 25.363, 25.365(e1),25.371, 25.561(c), 25.571, 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.721 (except (a)), 25.723(b), 25.771(e), 25.779(b), 25.851 (except (a)), 25.856(a), 25.863, 25.865, 25.867, 25.869(a), 25.899, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.954, 25.955(a), 25.959, 25.961, 25.963(d5), 25.981(a), 25.993 (except (f)), 25.994, 25.995, 25.997, 25.999, 25.1001(a)(b), 25.1011, 25.1013, 25.1015, 25.1017, 25.1019, 25.1021, 25.1023, 25.1025, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1155, 25.1163, 25.1165, 25.1167, 25.1181, 25.1182, 25.1183, 25.1185, 25.1187, 25.1189 (except (c),(f),(g),(h)), 25.1191, 25.1193, 25.1195, 25.1197, 25.1199, 25.1201, 25.1203, 25.1207, 25.1301, 25.1305, 25.1309, 25.1315, 25.1321(d), 25.1351 (except (a),(c)), 25.1353 (except (c)), 25.1357 (d)(e), 25.1360(a), 25.1431, 25.1435(a), 25.1438, 25.1461, 25.1521, 25.1527, 25.1549, 25.1551, 25.1557(b), 25.1593, 25.1701, 25.1703 (except (c)), 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721 (except (c)), 25.1723, 25.1725, 25.1727, 25.1731

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)

25.301, 25.303, 25.307, 25.445, 25.571 (except (e4)), 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.625, 25.631, 25.683(b), 25.723(b), 25.863(a)(b), 25.869(a), 25.899, 25.954, 25.959, 25.1001(a)(b), 25.1301(a), 25.1305, 25.1309, 25.1353 (except (c)), 25.1357(a)(e), 25.1360(a), 25.1385, 25.1387, 25.1389, 25.1391, 25.1393, 25.1395, 25.1397, 25.1401, 25.1403, 25.1431, 25.1438, 25.1525

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

  - 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.
  - Subpart E, Section 2 – for RVSM

<u>Additional Airworthiness Requirements (added Post TC):</u>

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).

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

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

  For A330-941 MSN 1967 and onwards, except MSN 1971 & 1972 (i.e. A/C with mod 207401)
  - Applicable requirements: JAR 25.729(f)(1), (f)(2) & CS 25.734
  - Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:
    - Compliance to CS25.734 done using MoC 2
    - Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)
  - 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
  - CS 25.851(a)(c) Amdt 17 - Compliance with Commission regulation (EU) N° 744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the European Parliament and of the Council on substances that deplete the ozone layer, with regard to the critical uses of halon)
- For A/C configuration with 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:

- CS 25.561(c), 25.601, 25.603, 25.605(a)(b), 25.789(a), 25.795(b)(2)(c)(1)(c)(3)(ii)(iii)(d), 25.801(a)(d), 25.803(a)(c), 25.807(a)(7)(f)(g)(i), 25.809 (b)(c)(e)(i) , 25.810(a)(1), 25.811(d)(2)(g), 25.812(h)(i)(k)(l), 25.813(a)(b)(d), 25.831(a)(b)(c), 25.853(a), 25.1301(a)(1)(2)(3), 25.1309(a)(b), 25.1411(c)(d), 25.1415(a)(b)(c), 25.1438, 25.1501(a), 25.1561(a)(d)(e), 25.1581(a)(b), 25.1583(h), 25.1585(a)

- 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)

- For A/C configuration with ROPS step 2+ MOD 208855 & 207231 (EASA Approval 10086375 Rev 0) installed:
  - CS 25.705 Amendment 24

- For A/C configuration with STEP 4.1 MOD 210548 (EASA Approval 10086845 Rev 0) embodied:
  - CS 25.1302 Amendment 15

- From 01 February 2026, for each Minor/Major Change on the A330-941, except those changes of design to TC, which are reconducted from other model(s) and where the change on this new model does not introduce any design-related human performance change, CS 25.1302 at amendment 15 is applicable

The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 15.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 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.

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 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)
  SC F-0003-001: ATN over SATCOM (applicable from 10 Jan 2023)

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 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]
  ESF M-TS-0000335 Enhanced Take-off Configuration function – VFE placard
  ESF M-TS-0000492 Vibration / buffeting compliance criteria for large external antenna installation (applicable from October 2025, EASA Approval Letter ref 10088337, MOD 210729).
  Note: ESF M-TS-0000492 replaces former ESF B-100

7. Environmental Protection

7.1 Noise

See TCDSN no. EASA.A.004

7.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 07, Part II, Chapter 2

7.3 Carbon Dioxide Emissions

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. 1. Type Design Definition

With Rolls Royce (RR) engines equip
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.

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

A/C Model	A330-941
Engine Model	Trent 7000-72
Static thrust at sea level: - take-off (5mn) * - maximum continuous	 72,834 lbs 65,005 lbs

* 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:

ENGINES	KEROSENE DESIGNATION
RR: (Operating Instruction in RR Manuel F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 JET fuel, TS-1, RT

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):

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

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level: 41 450 ft (12 634m)

Maximum Airfield altitude: 12 500 ft (3810m)

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 and tailwind.

12. Maximum Mass

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

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

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

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

MAC: 7,270m

15. Levelling Means

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

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Passenger Emergency Exit configurations:

- Configuration A-A-I-A: Basic 3 pairs of Type A emergency exits and 1 pair of Type I emergency exit
- Configuration A-A-A-A: Option 4 pairs of Type A emergency exits (MOD 40161)
- Configuration A+A+A+A+: Option 4 pairs of Type A+ emergency exits (MOD 209140, and 209414, 209104, 209415, 209105)
- Configuration A A+A+A+: Option 3 pairs of Type A+ emergency exits and 1 pair of Type A emergency exit (MOD 209140, and 209104, 209415, 209105)
- Configuration A A+A+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 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);
- 440 Option (in Configuration A-A-A-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:

Exit Arrangement	D1-D4	D1-D2	D2-D3	D3-D4	D1-D3	D2-D4
A+ A+ A+ A+	465*	120	180	180	300	360
A+ A+ A+ A+	465*	120	190	170	310	360
A+ A+ A+ A+	465*	123	190	159	313	349
A A+ A+ A+	465*	119	190	159	309	349
A A+ A+ A	460	119	189	152	308	341
A A+ A A	450	118	183	149	301	332

* 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

Cargo compartment	Maximum load (kg)
Forward	22861
Aft	18507
Rear (bulk)	3468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

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

22. Life-limited parts

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

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

SECTION 5: A330-900 SERIES – Cont'd

IV. Operating and Service Instructions

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

(Access via AirbusWorld portal)

1. Airplane Flight Manual (AFM)

   Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

   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

A/C Model	RR Engines
	A330-941 - -
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	Cat 3 Precision approach and autoland (206292)

2. 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: System Equipment Maintenance Requirements (SEMR)**
  Limitations applicable to System Equipment Maintenance Requirements 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)

- Ref: A330 ALS Part 4 Variations (latest published set of variations)

- **ALS PART 5: FUEL AIRWORTHINESS LIMITATIONS (FAL)**
  Fuel Airworthiness Limitations are provided in the A330 Airworthiness Limitations Section (ALS) Part 5 approved by EASA;
  Applicable Document Reference:
  - Ref: A330 ALS Part 5 (latest published revision)
  - Ref: A330 ALS Part 5 Variations (latest published set of variations)

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 license 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 Minumum Equipment List (MMEL)

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

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

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

- Operational Suitability Data approved by EASA:
  Required for Entry into Service by EU operator
  All Models: MMEL Ref. MMEL STL 33100 dated November 2015
  (or later approved revisions)
  A330-700L: MMEL-Supplement Ref. MMEL-S MOD CJ1970 dated 1st August 2019
  (or later approved revisions)

3. Extended Range Operations (ETOPS)

3.1 ETOPS Technical Conditions

A/C Model	A330-300 All WV[6] (Except WV 080)						A330-300 WV 050 + WV052[4] WV 08x + Centre Tank Activated		
	A330-301 - -	A330-321 A330-322 -	A330-341 A330-342 -	- A330-302 A330-303	- - A330-323	- - A330-343	- A330-302 A330-303	- - A330-323	- A330-342 A330-343
Defined in	JAA CRI G-6 (up to 180min) EASA CRI G-08 (beyond 180min)			JAA CRI G-106 (up to 180min) EASA CRI G-08 (beyond 180min)			EASA CRI G-08 (up to and beyond 180min)		
Technical Conditions	AMC 20-6 (AMJ 120-42 / IL 20)						AMC 20-6 Rev 1		

A/C Model	A330-200			A330-200F		
	A330-201 A330-202 A330-203	- - A330-223	- - A330-243	- - -	- - A330-223F	- - A330-243F
Defined in	JAA CRI G-106 (up to 180min) EASA CRI G-08 (beyond 180min)			EASA CRI G-106F (up to 180min)		
Technical Conditions	AMC 20-6 (AMJ 120-42 / IL 20)			AMC 20-6 Rev 1		

A/C Model	A330-900			A330-800		
	- - -	- - -	A330-941 - -	- - -	- - -	A330-841 - -
Defined in	CS 25.1535 Amdt 15 (up to and beyond 180min)			CS 25.1535 Amdt 15 (up to and beyond 180min)		
Technical Conditions	AMC 20-6 Rev 2			AMC 20-6 Rev 2		

A/C Model	A330-700L		
	- - -	- - -	A330-743L - -
Defined in	CS 25.1535 Amdt 15 (up to 180min.)		
Technical Conditions	AMC 20-6 Rev 2.		

3.2 EASA Approved ETOPS Capability

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

[6] *See applicable Airplane Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific mass label indications (Weight Variant)*

in accordance with the latest published revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, LR2/EASA: AMC 20-6/CMP.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

Note: Refer to AFM and ETOPS CMP document for maximum diversion time/distance.

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS) are contained in ETOPS CMP document reference LR2/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A330 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

Embodiment of modification:

MOD 58398 provides ETOPS beyond 180 min capability for EASA.

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

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

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

A/C	Aircraft
AFM	Airplane Flight Manual
ALS	Airworthiness Limitation Section
AMC	Acceptable Means of Compliance
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	Civil Aviation Authority
CCD	Cabin Crew Data
CRI	Certification Review Item
CS	Certification Specification
DGAC	Direction Générale de l'Aviation Civile (French NAA)
EASA	European Union Aviation Safety Agency
EC	European Commission
EIS	Entry Into Service
ESF	Equivalent Safety Finding
ETOPS	Extended Range Operations (with Two-Engined Aeroplanes)
EU	European Union
EU MS	European Union Member States
EWIS	Electrical Wiring Interconnection System
FCD	Flight Crew Data
GE	General 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 Equiment 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 & Whithney
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

Issue	Date	Changes	TC issue
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
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

Issue	Date	Changes	TC issue
		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. Addition of fuel quantity table (Section 4 § 3.1.2) due to the introduction of MOD 58623 & 200281. Correction of typo error for fuel quantity tables (section 3 § 4.1 & Section 4 § 3.1.1).	09/04/10
24	06/09/10	Correction of a typo error on Section 1 - § 6 - ETOPS table	09/04/10
25	27/09/10	Correction of typo error to remove ambiguity on A330-200 Freighter model (Section 4 - §1.1)	09/04/10
26	17/01/11	Addition of WV 057 and 058 on the A330-243 Passenger aircraft (RR models). Addition of WV 002 on the A330-200F. Addition of Special condition P27 for A330-200 and A330-300 Passenger aircraft.	09/04/10
27	23/02/11	Addition of RT Fuel for use on GE, PW and RR engines and APU Addition of PW 4164-1D and PW4168-1D engines (MOD 58777 and 58776)	09/04/10
28	09/03/11	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)	09/04/10
29	06/05/11	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	09/04/10
30	26/10/11	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)	09/04/10
31	04/05/12	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.)	09/04/10
32.0	29/10/12	Addition of SC E-128 to A330-300/-200 Certification Basis Addition of Weight Variant 056 for A330-302/-303/-323/-342/-343 Correction of MOD number (43308) for A330-301 Weight Variant 010	09/04/10
33	14/11/12	Addition of Equivalent Safety Finding E-1022 to A330-300/-200 Certification Basis	09/04/10
34	28/05/13	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.	09/04/10
35	20/11/13	Addition of WV057 for A330-323/-342/-343	09/04/10
36	22/11/13	Correction of a typo in section 2 §2.6 on MTOW of WV057 for A330-223. 184t instead of 187t	09/04/10
37	15/09/14	Addition of WV058 for A330-342/-343 Addition of ESF E-134 and SC F-126 for A330-200/-200F/-300	09/04/10

Issue	Date	Changes	TC issue
		Rewording of A330-200F Certification basis	
38	11/12/14	Addition of GE CF6-80E1A2 on A330-302 Addition of PW 4164-1D on A330-323 Addition of RR Trent 768-60 on A330-343 Addition of WVs 030, 031, 032, 033, 034, 035, and 039 on A330-302, -323, and -343 Addition of ESFs F-128 and F-129 on A330-300, -200, and -200F	09/04/10
39	23/03/15	Addition of WVs 059, 060, 026 and 027 on A330-323 Addition of WV 053 on A330-202 and -203 Addition of WVs 063 and 064 on A330-223	09/04/10
40	08/06/15	Introduction of WVs 080, 081, 082, 083 on A330-302, A330-303, A330-323, A330-342, A330-343 Introduction of Fuel Centre Tank on A330-302, A330-303, A330-323, A330-342, A330-343 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
43	21/09/15	Introduction of WVs 080, 081, 082, 083 on A330-202, A330-203, A330-223, A330-243	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: Typo 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) DATA PERTINENT TO ALL MODELS - §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)	26/09/18

Issue	Date	Changes	TC issue
		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	
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 A330-900 - §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 DATA PERTINENT TO ALL MODELS - §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 - §III-11: some wording harmonization with A330-900 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) A330-200/-300/-700/-800/-900 - Re-arrangement of the TCDS layout (order of sections) and miscellaneous minor wording harmonization between sections - §II-3: Addition of missing SC: S-48 (Minimum approach break-off height) + S-148 (Longitudinal touchdown performance + MABH deletion) - §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 DATA PERTINENT TO ALL MODELS - §2: Addition of OSD data from A330-700L - §3.1: Typo corrections	12/02/20

Issue	Date	Changes	TC issue
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 DATA PERTINENT TO ALL MODELS - §3.1: Simplification, removal of useless information - §3.2: Approval of ETOPS 180min and beyond 180min for A330-841.	12/02/20
57	19/05/20	A330-200/-300/-800/-900 - §II-2: Suppression of ambiguity regarding requirements added post TC A330-800/-900 - §II-2: Addition of 25.1001(d)(h) at Amdt 15 post TC (MOD 206807) A330-800 - §III-11: Addition of 15kt tailwind at take-off (MOD 205376) A330-900 - §III-12: Addition of 245t Weight Variants: WV 910 / 911 / 912	12/02/20
58	10/09/20	A330-200/-300 - §II-6: Typo correction regarding ESF F-128 and F-130 (EASA Numbering) A330-700L - §II-2: Typo corrections in applicable Certification Basis: - Overall A/C: missing §§ 25.29, 25.477, 25.773(b)(1)(i), 25.1305(a)(2) at CS 25 Amdt 15 - Cargo Function: missing §§ 25.0851(b) at CS 25 Amdt 15 - Pressurized areas : suppression of § 25.1362, extension to full § 25.1423 at change 14 - Courier Area STC: extension to full § 25.1423 at change 14. A330-800/-900 - §II-2: Upgrade to JAR AWO 140 Change 2 (MOD 208875 + 206292) - §II-3: Typo correction regarding SC F-126 (EASA Numbering) A330-800	12/02/20

Issue	Date	Changes	TC issue
		- §III-11: Addition of 15kt tailwind at landing (MOD 205377) - §V-1: Update of All Weather Capability (MOD 208875)	
59	15/01/21	A330-200/-300/-800/-900 - §III-12: Upgrade of Weight Variants tables for more adequate information on dynamic Weight Variants A330-900 - §III-12: Addition of 251t Weight Variants: WV 920 / 921 / 922 - §II-2: Elect to Comply 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	12/02/20
60	21/05/21	COVER PAGE - Typo correction : Holder name is “Airbus S.A.S.” A330-900 - §22-7: Addition of Carbon Dioxide Emissions	12/02/20
61	07/07/21	A330-800 /-900 - §III-12: Addition of Low MTOW Low_MTOW_841 Low_MTOW_941 A330-200, A330-300, A330-800, A330-900 - §II-2: Addition of CS 25.1329 (i) for hPFD design change.hPFD_200 hPFD_300 hPFD_800 hPFD_900	19/08/21
62	22/11/21	A330-743L §2. Airworthiness Requirements Addition of JAR AWO Change 1. <u>Additional Airworthiness Requirements (All models, added Post TC):</u> JAR AWO 140, 183 Change 2	11/11/19
63	30/05/22	Addition of ESF A330-200, A330-300, A330-700L, A330-841, A330-941: II Certification Basis - §6. Equivalent Safety Findings Addition of ESF F-133 Addition of ESF FCD-MULTI-01 Typo correction	12/02/20

Issue	Date	Changes	TC issue
		A330-200, A330-300 II Certification Basis - 3. Special Conditions Typo correction, from P-1 to P-01 Typo correction, from P-2 to P-02 SECTION: DATA PERTINENT TO ALL MODELS - Extended Range Operations (ETOPS) Typo correction, from G-8 to G-08 SECTION: DATA PERTINENT TO ALL MODELS - Maintenance Instructions and Airworthiness Limitations A330-941 Type A+ MPSC Approval II Certification Basis - 2. Airworthiness Requirements For A/C configurations including at least one pair of Type A+ emergency exits For type A+ emergency exit installation, CS 25 Amendment 23 for: 25.561(c), 25.601, 25.603, 25.605(a)(b), 25.789(a), 25.795(b)(2)(c)(1)(c)(3)(ii)(iii)(d), 25.801(a)(d), 25.803(a)(c), 25.807(a)(7)(f)(g)(i), 25.809 (b)(c)(e)(i) , 25.810(a)(1), 25.811(d)(2)(g), 25.812(h)(i)(k)(l), 25.813, 25.831(a)(b)(c), 25.853(a), 25.1301(a)(1)(2)(3), 25.1309(a)(b), 25.1411(c)(d), 25.1415(a)(b)(c), 25.1438, 25.1501(a), 25.1561(a)(d)(e), 25.1581(a)(b), 25.1583(h), 25.1585(a). 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 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 Minumum 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	

Issue	Date	Changes	TC issue
		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	
64	01/02/23	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 **All** Removal of ESF F-133, mistakenly introduced in the TCDS. Removal of WV tables, only Maximum Take-off Mass, Maximum Zero Fuel	12/02/20

Issue	Date	Changes	TC issue
		Mass and Maximum Landing Mass indication left. Generic editorial changes.	
65	15/01/24	-743L *III. Technical Characteristics and Operational Limitations* 19. Maximum Baggage/ Cargo Loads Removal of specification reference replaced by link to the WBM. - 841 *II. Certification Basis* 2.Airworthiness requirements Removal of CS25.253 at amdt 2 CS ACNS at Issue 3 Subpart E Section 3 3.Special conditions SC F-131 defined as part of TC instead of post TC. - 941 *II. Certification Basis* 2.Airworthiness requirements Removal of CS25.253 at amdt 2 Addition of CS 25.1329(h) at amdt 26 CS ACNS at Issue 3 Subpart E Section 3 3.Special conditions SC F-131 defined as part of TC instead of post TC. 6. Equivalent Safety Findings Addition of ESF F-141 SECTION: DATA PERTINENT TO ALL MODELS 2.Operational Suitability Data (OSD) 2.1 Flight Crew Data (FCD) Addition of CS.FCD is2 for req CS FCD.300, CS FCD.310, CS FCD.400, CS.FCD.410, CS FCD.415	12/02/20

Issue	Date	Changes	TC issue
		For all applications received after 1st of Feb 2024: CS-FCD Issue 2. 4.Part-26 compliance information New section	
66	17/05/2024	Editorial correction: page 44 typo: models "A330-202/203/223" removed A330-841/-941 II.Certification basis 25.571 listed only in CS25 amdt 15 no more in JAR25 Ch 14 A330-200 conversion between models Typo correction: 53214 replaced by 58214 A330-300 conversion between models Mod 210286 added for the conversion from A330-303 to A330- 302 Airplane Flight Manual: Correct reference “STL” added - 743L *II. Certification Basis* 2.Airworthiness requirements CS ACNS at Issue 3 Subpart E Section 3	12/02/20
67	17/10/2024	Section 4 & Section 5 10. Maximum Operating Altitude and Temperature - Maximum Airfield altitude: from 8000 ft to 8500 ft Section 1, 2, 4, 5 II. Certification Basis 3. Special Conditions Addition of SC F-0003-001: ATN over SATCOM A330-200, A330-841, A330-941 and A330-743L	12/02/20

Issue	Date	Changes	TC issue
		7.2 Fuel Venting Reference to CS-34 removed as ICAO requirements are the proper reference A330-841 and A330-941 7.3 Carbon Dioxide Emissions Reference to CS-CO2 removed as ICAO requirements are the proper reference	
68	09/04/2025	All models ALS part 4: renaming to be consistent with naming of documents. *III. Technical Characteristics and Operational Limitations* 3.Equipment Removal of seat frame spec reference 11. Operating limitation Removal of Tailwind and Crosswind numerical limits. Only reference to the AFM is left. *V. Notes 2. Model conversion* Removed *3.2 EASA Approved ETOPS Capability* Removal of indication of engine model rating and aircraft model combination. Only engine series indication is left and reference to the CMP latest applicable revision is made. All models except A330-743L II.Certification Basis 2. Airworthiness Requirements Addition of WFD, FCMS and corrosion, control, prevention program A330-941 & A330-841 II.Certification Basis Additional Airworthiness Requirements For A/C configuration with ROPS step 2+ MOD 208855 & 207231, addition of CS 25.705 Amendment 24 (EASA Approval 10086375 Rev 0)	12/02/20

Issue	Date	Changes	TC issue
		A330-941 II.Certification Basis 2. Airworthiness requirements Additional Airworthiness Requirements For A/C configuration with STEP 4.1 Mod 210548, addition of CS 25.1302 Amendment 15 (EASA Approval 10086845 Rev 0) 6. Equivalent Safety Findings Addition of ESF M-TS-0000335 Enhanced Take-off Configuration function – VFE placard	
69	19/12/25	**A330-200 Freighter** Addition of CS25.853 (g) amdt 23 **A330-300** *III. Technical Characteristics and Operational Limitations* 12. Maximum Mass Correction of erroneous omission: A330-302, A330-303, A330-323 for MTOM 242t **All models** Addition of §25.1302 at amdt 15 as Additional Airworthiness Requirements (added Post TC) **A330-841 & A330-941** *II. Certification Basis* 6. Equivalent Safety Finding Addition of ESF M-TS-0000492 “Vibration / buffeting compliance criteria for large external antenna installation” which replaces former ESF B-100 **A330-941** 10. Maximum Operating Altitude and Temperature Change of max airfield altitude from 8 500 ft to 12 500 ft **A330-743L** *II. Certification Basis* Additional Airworthiness Requirements (added Post TC): Addition of WFD	12/02/20

Issue	Date	Changes	TC issue
		6. Equivalent Safety Finding Addition of ESF F-33 “Pneumatic Systems – harmonized 25.1438”	

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