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# TYPE-CERTIFICATE DATA SHEET

No. EASA.A.110

**AIRBUS A380**

**Type Certificate Holder:**

AIRBUS S.A.S

2 ROND-POINT EMILE DEWOITINE

31700 BLAGNAC

FRANCE

Airworthiness Category: Large Aeroplanes

For Models: A380-841/-842

A380-861



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## **SECTION 1: A380-800 SERIES**

### **I. General**

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

### **II. Certification Basis**

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

#### 1. EASA Certification Basis

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

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

#### 2. Special Conditions

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

- SC B-01 Stalling and scheduled operating speeds
- SC B-02 Motion and effects of cockpit control
- SC B-04 Static directional, lateral and longitudinal stability and low energy awareness



- SC B-05 Flight envelope protection
- SC B-06 Normal load factor limiting system
- SC B-10 Human factors evaluation of novel features in the flight deck
- SC B-15 Soft Go-Around mode (Post TC)
  
- SC C-01 Crashworthiness of Large Aircraft Structures
- SC C-02 Discrete gust
- SC C-03 Loading conditions for multi leg landing gear
- SC C-04 Undercarriage lateral turning loads
- SC C-05 Jacking by landing gear
- SC C-06 Dynamic braking
- SC C-11 Interaction of systems and structures
- SC C-13 Design manoeuvre requirements
- SC C-15 Design dive speed Vd
- SC C-16 Limit pilot forces
  
- SC D-03 Emergency exit arrangement-outside viewing
- SC D-04 Crew rest compartments (Post TC)
- SC D-06 Use of stairs between decks
- SC D-07 Fire detection and protection in passenger cabin
- SC D-12 Design for security
- SC D-28 Harmonised 671/672
- SC D-33 Extendable length escape slide
- SC D-39 Inertia Locking Device in Dynamic Seats (optional)
- SC D-41 Installation of Suite Type Seating (optional)
- SC D-42 Type C Passenger Exits (optional)
- SC D-45 Trolley Stowage/ Lift Systems with Proximity to Upper Deck Staircase
- SC D-47 Installation of Inflatable Seat Belts (Optional)
- SC D-52 Installation of structure mounted airbag (optional)
- SC D-54 Installation of Suite Type Seating for two Passengers (Optional)
- SC D-57 Installation High Wall Suite Type seating (optional)
- SC D-55 Shower installation (optional)
  
- SC F-01 JAR 25.1301 and 1309 compliance: Design assurance and safety assessment process
- SC F-02 Slide/ Raft portability
- SC F-12 HIRF Protection
- SC F-26 Flight recorders, data link recording
- SC F-52 Lithium – Ion battery installation

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

- SC D-20 Towbarless towing
- SC D-31 High altitude operation
  
- SC G-06 Ferrying one engine unserviceable (optional)

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



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

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

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

SC H-01 ICA on EWIS

### 3. Exemption / Deviation

None

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

ESF C-12 Vibration, buffet and aeroelastic stability requirements  
ESF C-14 Proof of structure  
ESF C-19 Checked Pitching manoeuvre loads  
ESF C-20 Engine failure loads  
ESF C-21 Continuous turbulence loads

ESF D-17 Fuselage doors  
ESF D-19 Casting factors  
ESF D-21 Allowable carbon dioxide concentration in aeroplane cabins and cabin ozone concentration  
ESF D-24 Packs off operation  
ESF D-48 Belly Fairing Thermal/acoustic Insulation Materials  
ESF D-49 Improved flammability standards for Lower Deck crew  
ESF D-50 Composite Pressure Bulkhead Thermal/acoustic Insulation Materials  
ESF D-56 Forward facing seat with more than 18° to a/c centerline

ESF E-06 Falling and blowing snow  
ESF E-09 Fuel tank crashworthiness  
ESF E-10 Fuel tank access covers  
ESF E-11 Rolls-Royce Trent turbine overheat detection (for A380-841/-842 models only)  
ESF E-12 GP 7200 Fan zone as a non fire zone (for A380-861 model only)  
ESF E-15 Warning means for engine fuel filters (for A380-841/-842 models only)  
ESF E-16 Thrust reverser testing  
ESF E-17 Oil temperature indication  
ESF E-19: Engine fuel filter location (for A380-861 model only)  
ESF E-20 Fire extinguishing agent concentration – compliance with JAR 25.1195(c) (Post TC – A380-841/-842 models only)  
ESF F-11 Pneumatic systems  
ESF F-15 Hydraulic systems  
ESF F-23 Landing light switch



- ESF F-29 New Harmonised JAR 25.1329
- ESF F-38 Overpressure relief valves and outflow valves
- ESF F-48 Use of computer simulation and similarity approach for high energy rotor containment demonstration
- ESF F-53 Supplemental Cooling System – Impeller Pump Containment Test
  
- ESF J-02 APU installation requirements
- ESF K-06 Localizer excessive deviation alerts
- ESF K-07 Limit Risk (NPA AWO 14)

## 5. Environmental Protection Requirements

### 5.1 Noise:

See TCDSN No EASA.A.110

### 5.2 Fuel venting:

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

## 6. Elect to Comply

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

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

Appendix D paragraph (b)

Appendix H subparagraph H25.3(e)

Appendix I

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

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

CS 25.811(d), (g)



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

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

CS 25.856(b)

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

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

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

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

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

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

## 7. Operational Suitability Data

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

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

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

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

## **III. Technical Characteristics and Operational Limitations**

### 1 A380-841/-842 Powered by RR Engines

#### 1.1. Type Design Definition



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

## 1.2. Description

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

## 1.3 Engines

A380-841: Four (4) RB211 Trent 970-84 or RB211 Trent 970B-84 turbofan engines  
A380-842: Four (4) RB211 Trent 972-84 or RB211 Trent 972B-84 or RB211 Trent 972E-84 turbofan engines

Engine Limits:

| ENGINE LIMITS<br>DATA SHEET<br>EASA E.012                            | A380-841<br>RB211 Trent 970B-84 | A380-842<br>RB211 Trent 972B-84 | A380-842<br>RB211 Trent 972E-84 |
|--|---------------------------------|---------------------------------|---------------------------------|
| Static thrust at sea level:<br>-Take-off (5mn)*<br>(flat rated 30°C) | 348.31 kN                       | 356.81 kN                       | 341.41 kN                       |

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

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

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

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

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

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

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

## 1.5. Airspeed Limits

Refer to approved Airplane Flight Manual.



## 1.6. Centre of Gravity

Refer to approved Airplane Flight Manual.

## 1.7 Maximum Certified Mass

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

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

## 2 A380-861 Powered by GP Engines

### 2.1. Type Design Definition

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

### 2.2. Description

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

### 2.3 Engines

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

Engine Limits:

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

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



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

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

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

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

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

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

#### 2.5. Airspeed Limits

Refer to approved Airplane Flight Manual.

#### 2.6. Centre of Gravity

Refer to approved Airplane Flight Manual.

#### 2.7 Maximum Certified Mass

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

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

### 3 Data Pertinent to all A380-800 series

#### 3.1. Equipment



The equipment required by the applicable requirements shall be installed.

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

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

### 3.2. Auxiliary Power unit

One Pratt & Whitney Canada PW980A

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

### 3.3 Fluid Capacities

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

### 3.4. Flight Envelope

Refer to approved Airplane Flight Manual.

### 3.5. Operating Limitations

Refer to approved Airplane Flight Manual.

### 3.6. All Weather Capabilities

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

### 3.7. Minimum Flight Crew

Two (2): Pilot and Co-pilot



### 3.8. Maximum Seating Capacity

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

Upper deck: 330 pax

Main deck: 538 pax

### 3.9. Minimum Cabin Crew

In accordance with the following;

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

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

NOTE: The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in an EASA approved major design change or Supplemental Type Certificate (STC).

### 3.10. Baggage/ Cargo Compartment

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

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

### 3.11. Wheels and Tyres

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

### 3.12. Electrical Power Center Configuration Data File Tool

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



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

#### **IV. Operating and Service Instructions**

1. Airplane Flight Manual (AFM)

Approved Aircraft Flight Manual: STL 38000

2. Instructions for Continued Airworthiness and Airworthiness Limitations

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

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

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

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

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

A380 Maintenance Review Board Report.

#### **V. Operational suitability Data (OSD)**

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

1. Master Minimum Equipment List

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

2. Flight Crew Data

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

3. Cabin Crew Data



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

## **VI. Part-26 compliance information**

For all models, compliance with point 26.300(a) of Part-26 is demonstrated by complying with points

- 26.301 Compliance Plan for (R)TC holders
- 26.302 Fatigue and damage tolerance evaluation
- 26.303 Limit of Validity
- 26.304 Corrosion prevention and control programme
- 26.306 Fatigue critical baseline structure
- 26.307 Damage tolerance data for existing changes to fatigue-critical structure
- 26.308 Damage tolerance data for existing repairs to fatigue-critical structure
- 26.309 Repair Evaluation Guidelines

## **SECTION: ADMINISTRATIVE**

### **I. Acronyms and Abbreviations**

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

### **II. Type Certificate Holder Record**



**III. Change Record**

| Issue    | Date     | Changes   | TC issue                   |
|----------|----------|---|----------------------------|
| Issue 01 | 12/12/06 | Initial Issue   | Initial Issue,<br>12/12/06 |
| Issue 02 | 12/10/07 | Section 2, III, 1.1: Correction of Type Definition reference<br>Section 2, III, 2.9: Update to All Weather Capabilities<br>Section 2, III, 2.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation   | Initial Issue,<br>12/12/06 |
| Issue 03 | 14/12/07 | Section 2, II, 1.: Inclusion of A380-861 reference<br>Section 2, II, 2.: Inclusion of A380-861 reference<br>Section 2, II, 6.: New ESF E-19<br>Section 2, II, 8.: Removal of Additional National Requirements<br>Section 2, II, 8.: Re-number of para 9 to 8, Elect to Comply<br>Section 2, III, 2.: New Section to include A380-861 data<br>Section 2, III, 3.: Re-numbered Section, General Data<br>Section 2, III, 3.12.:Update to Operational, Maintenance Instructions and Airworthiness Limitation  | Issue 02,<br>14/12/07      |
| Issue 04 | 20/02/09 | Section 2, II, 4.1: New Special Conditions, D-39,-41,-42,-45<br>Removal of erroneous CRI Reference<br>Section 2, II, 4.3: New Special Conditions, D-43<br>Section 2, II, 5.: Removal of para 5, Temporary Deviation<br>Section 2, II, 5.: Re-numbering of following paragraphs<br>Section 2, III, 1.3: Correction to, plus additional fuel refs<br>Section 2, III, 1.6: Additional Weight Variant<br>Section 2, III, 2.1: Update to Type Definition A380-861<br>Section 2, III, 2.2.1: Additional Engine variant, GP7270E, note<br>Section 2, III, 2.3: Correction to, plus additional fuel refs<br>Section 2, III, 2.6: Additional Weight Variant<br>Section 2, III, 3.8: Correction to Equipment references<br>Section 2, III, 3.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation | Issue 02,<br>14/12/07      |
| Issue 05 | 01/12/09 | Addition of Change Record<br>Section 2, II, 4.3: New Special Condition D-46<br>Section 2, III, 1.6: Additional Weight Variants<br>Section 2, III, 2.6: Additional Weight Variant<br>Section 2, III, 3.10: Wheels and Tyres mixability allowed<br>Section 2, III, 3.11: Correction to Hydraulic Fluid Specification<br>Section 2, III, 3.12: Update to Operational, Maintenance Instructions and Airworthiness Limitation  | Issue 02,<br>14/12/07      |
| Issue 06 | 28/07/11 | Section 2, II, 4.1: New Special Condition D-47<br>Section 2, II, 5: New ESF, D-48, D-49 and D-50<br>Section 2, III, 1.6: Additional Weight Variant 007  | Issue 02,<br>14/12/07      |



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|----------|----------|---|-----------------------|
|          |          | Section 2, III, 2.6: Additional Weight Variant 007<br>Section 2, III, 3.9: Addition of “Electrical Power Center Configuration Data File Tool paragraph<br>Section 2, III, 3.13: Update to Operational, Maintenance Instructions and Airworthiness Limitation  |                       |
| Issue 07 | 16/09/11 | Section 1, II, 5.3: Addition of SC H-01 “ICA on EWIS”<br>Correction of errors in Change Record Issue 06<br>Content restructured and completed to match new TCDS format (new numbering scheme)   | Issue 02,<br>14/12/07 |
| Issue 08 | 24/09/13 | Section 1, II, 3.1: Addition of SC B-15, D-52 and D-55<br>Section 1, II, 4: Addition of ESF D-56 and E-20<br>Section 1, III, 1.4: Correction of fuel specifications<br>Section 1, III, 1.7: Addition of Weight Variants 006 and 008<br>Section 1, III, 2.3: Deletion of reference to GP7270E according to the Engine Alliance GP7270 TCDS<br>Section 1, III, 2.4: Correction of fuel specifications<br>Section 1, III, 2.7: Addition of Weight Variants 006 and 008<br>Section 1, III, 2.8: Deletion of Note related to Engine Alliance GP7270E<br>Section 1, IV, 2: Update of Instructions for Continued Airworthiness and Airworthiness Limitations references  | Issue 02,<br>14/12/07 |
| Issue 09 | 11/12/15 | New EASA Template - change of Logo<br>Section 1, II: Introduction on Explanatory Note to the TCDS<br>Section 1, II, 1: deletion of TCDS No. § re-numbering of following §<br>Section 1, II, 2.1: Addition of SC, D-54, D-57<br>Section 1, II, 6: Addition of Elect to Comply by Airbus of CS25.811 (d),(g) and CS25.812(b)(1)(i),(ii) at amendment 3 for A/C fitted with modification 71249<br>Section 1, II, 6: Addition of Elect to Comply by Airbus of CS25.856(b) at amendment 6 for A/C fitted with modification 67860<br>Section 1, II, 7: Addition of new § for OSD<br>Section 1, III, 1.7: Addition of WV009, WV0010, WV011 and WV012<br>Section 1, III, 2.7: Addition of WV009, WV0010, WV011 and WV012<br>Section 1, III, 3.3: deletion of 6 propeller re-numbering of following §<br>Section 1, III, 3.8: Update Maximum Seating Capacity<br>Section 1, III, 3.9: Addition of new § Minimum Cabin Crew<br>Section 1, IV, 2: Update of Instructions for Continued Airworthiness and Airworthiness Limitations references<br>Section V: Addition of § Operational Suitability Data<br>Addition of Annex 1 – List of SC, ESF and Deviations | Issue 02,<br>14/12/07 |
| Issue 10 | 12/07/17 | Section 1, II, 7: correction of Typo for JAR-MMEL Subpart B<br>Section 1, III, 1.3: Addition of engine Model Trent 972E<br>correction of typo on referenced TCDS § numbering<br>Section 1, V, 1: addition of § c.<br>Section 1, V, 2: correction of § numbering.  | Issue 02,<br>14/12/07 |



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|----------|----------|---|-----------------------|
|          |          | Section 1, IV, 2: suppression of ALS revision numbers and deletion of ALS part 6 following approval of security handbook, and deletion of Note  |                       |
| Issue 11 | 18/09/17 | Cover Page update with new Airbus headquarter address<br>Section 1, II, 6: Addition of Elect to Comply to § CS 25.851(a),(c) at Amdt.17 by Airbus CRI D-GEN-AIRBUS-01.  | Issue 02,<br>14/12/07 |
| Issue 12 | 27/09/17 | Section 1, I, 4: TC holder address update<br>Section Administrative II: TC holder address update  | Issue 3,<br>27/09/17  |
| Issue 13 | 15/11/18 | Section 1, II, 5: New Noise requirements<br>Section 1, II, 6: Elect to Comply with CS-ACNS<br>Section 1, III, 1.7 and 2.7: introduction of WV013 & 014  | Issue 3,<br>27/09/17  |
| Issue 14 | 12/07/19 | Section 1, II, 2.3: Addition of SC F-GEN-01,<br>Section 1, II, 6: Paragraph related to CS 25.851 (a) (c) amended for harmonisation with other Airbus program and CRI D-GEN-AIRBUS-01 reference removed.   | Issue 3,<br>27/09/17  |
| Issue 15 | 09/09/20 | Section 1, II, 5.2: correction of header<br>Section 1, III, 1.3 and 2.3, deleted “approved oil” line (covered now in 1.4 and 2.4)<br>Section 1, III, 1.4 and 2.4: Approved fuel types, oil types and fuel additives section content harmonised with other Airbus programmes.                                    | Issue 3,<br>27/09/17  |
| Issue 16 | 04/07/23 | Section 1, II, 6: certification basis updated for 25.853 (g) (CS25 amdt. 23)<br>Section 1, II, 7: certification basis updated for MMEL (CS MMEL issue 2)<br>Section 1, V, 1: MMEL certification basis statement updated as per point above<br>Section 1, VI: Part VI created for Part 26 compliance information | Issue 3,<br>27/09/17  |

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