TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.004

for
AIRBUS A330

Type Certificate Holder
AIRBUS

2 Rond-Point Emile Dewoitine
31700 Blagnac
France

For Models:
A330-201 A330-223F A330-301 A330-941
A330-203
A330-223
A330-243
A330-303
A330-301
A330-321
A330-322
A330-323
A330-341
A330-342
A330-343
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## CORRESPONDANCE TABLE MODELS / ENGINE MANUFACTURERS

<table>
<thead>
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<th>GE Engines</th>
<th>A330-200 series</th>
<th>A330-300 series</th>
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       A330
   1.2 Model
       A330-301, A330-302, A330-303
       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
       A330-343: 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
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

SECTION 1: A330-300 SERIES (Cont’d)

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):
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

JAR AWO Change 1
NPA JAR AWO-3 (Take-off in low visibility)

Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue

  
  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.

Additional Airworthiness Requirements (added Post TC):
The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):
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 manoeuvre 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 P-1  FADEC
  SC P-2  Centre of gravity control system

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):

  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

- The following requirements may be considered to certify the following optional designs:
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs.
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)

For A330-302, A330-303, A330-323, A330-342 WV22&W52 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)

- JAA Numbering:
  SC P-27  Flammability Reduction System (June 2010)
  SC P-32  Fuel Tank Safety (November 2013)

4. Exemptions

None

5. Deviations

None

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
  ESF E-21  Emergency exit marking reflectance

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):

- 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-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)
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).

- 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).

7. Environmental Protection

Environmental requirements for noise, fuel venting and emissions:
- Noise: ICAO Annex 16 – Volume I  
  (See EASA TCDSN A.004 for details)
- Fuel venting and emissions: ICAO Annex 16 – Volume II

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: A330-300 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.

Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00F252K0005/C01 for cabin seats.
- 00F252K0006/C01 for galley.
- 00F252K0020/C01 for cabin attendant seats.

4. Dimensions

- Length: 63,658m (208ft 10in)
- Diameter: 05,640m (18ft 6in)
- Wing Span: 60,304m (197ft 10in)
- Height: 16,828 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
A330-303: 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
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

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

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Engine Model</td>
<td>PW4164/ PW4164-1D</td>
<td>PW4168/ PW4168-1D</td>
<td>PW4164-1D</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>64,500 lbs</td>
<td>68,600 lbs</td>
<td>64,500 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>55,800 lbs</td>
<td>59,357 lbs</td>
<td>55,800 lbs</td>
</tr>
</tbody>
</table>
* 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**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-341</th>
<th>A330-342</th>
<th>A330-343</th>
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<tbody>
<tr>
<td>Engine Model</td>
<td>Trent 768-60</td>
<td>Trent 772-60</td>
<td>Trent 772-60</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td>67,500 lbs</td>
<td>71,100 lbs</td>
<td>71,100 lbs</td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>60,410 lbs</td>
<td>63,650 lbs</td>
<td>63,650 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>67,500 lbs</td>
<td>71,100 lbs</td>
<td>71,100 lbs</td>
</tr>
</tbody>
</table>

* 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:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT(GOST)</td>
</tr>
</tbody>
</table>

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>
<thead>
<tr>
<th>2-TANK AEROPLANE</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GE</td>
<td>A330-301</td>
<td>A330-302</td>
</tr>
<tr>
<td></td>
<td></td>
<td>A330-303</td>
</tr>
<tr>
<td>PW</td>
<td>A330-321</td>
<td>A330-322</td>
</tr>
<tr>
<td>RR</td>
<td>A330-341 (except WV22 &amp; 52)</td>
<td>A330-342 (WV22 &amp; 52)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>All models</td>
</tr>
<tr>
<td>Basic MOD</td>
<td>91 764 (73 411)</td>
<td>91 300 (73 040)</td>
</tr>
<tr>
<td>WING TANK</td>
<td>6 121 (4 897)</td>
<td>6 230 (4 984)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 230 (4 984)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97 885 (78 308)</td>
<td>97 530 (78 024)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>3-TANK AEROPLANE</th>
<th>Usable fuel litres (kg)</th>
<th>Unusable fuel litres (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Model</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GE</td>
<td>A330-302</td>
<td>WV 030s, 050s, 060s, 080s</td>
</tr>
<tr>
<td></td>
<td>A330-303</td>
<td>WV 050s, 060s, 080s</td>
</tr>
<tr>
<td>PW</td>
<td>A330-323</td>
<td>WV 030s, 050s, 060s, 080s</td>
</tr>
<tr>
<td>RR</td>
<td>A330-342</td>
<td>WV 050s, 060s, 080s</td>
</tr>
<tr>
<td></td>
<td>A330-343</td>
<td>WV 030s, 050s, 060s, 080s</td>
</tr>
<tr>
<td>Basic MOD</td>
<td>91 300 (73 040)</td>
<td>348 (279)</td>
</tr>
<tr>
<td>WING TANK</td>
<td>6 230 (4 984)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>CENTRE TANK</td>
<td>41 560 (33 248)</td>
<td>83 (67)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 (5)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>139 090 (111 272)</td>
<td>437 (350)</td>
</tr>
</tbody>
</table>

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.

Wind Speed Limitations:

- Crosswind: Maximum demonstrated crosswind for takeoff and landing:
  A/C: 40kt (gust included)
  Engine: Refer to AFM Limitation section
- Tailwind: Takeoff: 10kt (15kt with MOD 55240)
  Landing: 10kt (15kt with MOD 58852)

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>15kt tailwind at Takeoff</td>
<td>A330-302 (55240)</td>
<td>A330-303 (55240)</td>
<td>-</td>
</tr>
<tr>
<td>15kt tailwind at Landing</td>
<td>A330-301 (58852)</td>
<td>A330-302 (58852)</td>
<td>A330-303 (58852)</td>
</tr>
</tbody>
</table>

12. Maximum Weight

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>GE</th>
<th>PW</th>
<th>RR</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-301</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A330-302</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A330-303</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Models</th>
<th>MTOW (T)</th>
<th>MLW (T)</th>
<th>MZFW (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE</td>
<td>212</td>
<td>174</td>
<td>164</td>
</tr>
<tr>
<td>PW</td>
<td>214</td>
<td>177</td>
<td>167</td>
</tr>
<tr>
<td>RR</td>
<td>212</td>
<td>177</td>
<td>167</td>
</tr>
</tbody>
</table>

(*) Linear variation between those weights

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>GE</th>
<th>PW</th>
<th>RR</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-321</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A330-322</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A330-323</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Models</th>
<th>MTOW (T)</th>
<th>MLW (T)</th>
<th>MZFW (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE</td>
<td>212</td>
<td>174</td>
<td>164</td>
</tr>
<tr>
<td>PW</td>
<td>214</td>
<td>177</td>
<td>167</td>
</tr>
<tr>
<td>RR</td>
<td>212</td>
<td>177</td>
<td>167</td>
</tr>
</tbody>
</table>
## Enhanced

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>050 (51805)</th>
<th>051 (51806)</th>
<th>052 (51807)</th>
<th>053 (62924)</th>
<th>054 (201648)</th>
<th>055 (202218)</th>
<th>056 (202878)</th>
<th>057 (203716)</th>
<th>058 (204297)</th>
<th>059 (204475)</th>
<th>060 (204476)</th>
</tr>
</thead>
</table>

|MTCW (T) | 230 | 212 | 233 | 205 | 235 | 235 | 205 | 184 | 215 | 217 | 198 |
|MLW (T)  | 185 | 187 | 187 | 185 | 187 | 187 | 187 | 187 | 185 | 185 | 185 |
|MZFW (T) | 173 | 175 | 175 | 173 | 173 | 175 | 175 | 173 | 173 | 173 | 173 |

(*{*}) Linear variation between those weights

## Regional

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>030 (204439)</th>
<th>031 (204440)</th>
<th>032 (204441)</th>
<th>033 (204442)</th>
<th>034 (204443)</th>
<th>035 (204444)</th>
<th>036 (204445)</th>
</tr>
</thead>
</table>

|MTCW (T) | 199 | 199 | 190 | 190 | 205 | 205 | 217 |
|MLW (T)  | 185 | 187 | 185 | 187 | 185 | 187 | 187 |
|MZFW (T) | 173 | 175 | 173 | 175 | 173 | 175 | 175 |

(*{*}) A330-302 “Regional” only with General Electric CF6-80E1A2 turbofan engines

(*{*}) A330-323 “Regional” only with Pratt & Whitney 4164-1D turbofan engines

(*{*}{*}) A330-343 “Regional” only with Rolls Royce Trent 768-60 turbofan engines

## 242t

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>080 (203897)</th>
<th>081 (203898)</th>
<th>082 (203900)</th>
<th>083 (203899)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR</td>
<td>A330-343</td>
<td>A330-343</td>
<td>A330-343</td>
<td>A330-343</td>
</tr>
</tbody>
</table>

|MTCW (T) | 238 | 242 | 242-238* | 240 |
|MLW (T)  | 187 | 187 | 187 | 187 |
|MZFW (T) | 175 | 171 | 175-171* | 173 |

(*{*}) Linear variation between those weights

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

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);

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:

<table>
<thead>
<tr>
<th>Passenger Seating Capacity &amp; Cabin Configuration</th>
<th>Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>22861</td>
</tr>
<tr>
<td>Aft</td>
<td>18507</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3468</td>
</tr>
</tbody>
</table>

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.
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. Flight Manual (AFM)
   Ref. AFM 33000 (latest published revision)

   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.
A330-300 SERIES – Cont’d

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A330-301</td>
<td>A330-302</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>A330-303</td>
<td>A330-321</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>A330-322</td>
</tr>
<tr>
<td>Type Design</td>
<td></td>
<td>Cat 3</td>
<td>Cat 3</td>
</tr>
<tr>
<td>Capability</td>
<td></td>
<td>Precision approach and autoland</td>
<td>Precision approach and autoland</td>
</tr>
<tr>
<td>Option Capability</td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>(MOD)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cat 2</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Precision approach (42390)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Cat 3</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Precision approach and autoland (42792)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cat 3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Precision approach and autoland (43397)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2. Conversions between Models

The following A/C Model conversions are approved:
- A330-301 can be converted into A330-303 by application of Airbus Service Bulletin A330-00-3036 covering modification 53107.
- A330-321 can be converted into A330-322 by application of Airbus Service Bulletin A330-00-3013 covering modification 46661.
- A330-343 can be converted into A330-342 by application of Airbus Service Bulletin A330-00-3039 covering modification 50943.

The following A/C Model engine configuration changes are approved:
- It is feasible for A330-343 to be fitted with RR Trent 772 engines by application of Service Bulletin 72-3008 (Mod 49684) and to be reverted to RR Trent 772B engines installation by Service Bulletin 72-3009 (Mod 49685).

3. Change of Weight Variants

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

4. 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.
SECTION 2: 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
       A330-203: 15 November 1999
       A330-223: -
       A330-243: -
   4.3. State of Design Authority Type Certificate Date
       Passenger Models:
       A330-201: 31 October 2002
       A330-203: 20 November 2001
       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 2: 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):

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:

JAR AWO change 1 plus:
- Orange Paper AWO 91/1
- NPA JAR AWO 3
- NPA JAR AWO 8 (CRI S-148 - Longitudinal touchdown performance + MABH deletion)

Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue
  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.
Additional Airworthiness Requirements for Freighter Models:

For Freighter Models, the following airworthiness requirements apply in addition to (superseeding) the above listed airworthiness requirements:

- **CS 25 Amendment 1:**
  

  Plus for main deck cargo door:

  Plus for cargo floor:

  Plus for cargo barrier wall:

  Plus for NLG attachment point / NLG bay:

  Plus for courier area:

  Plus for Main Deck Cargo Compartment class E:

- **CS 25 Amendment 4:**
  
  For main deck cargo door:
  25.783
**Addition**

**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):

- The following requirements may be considered to certify the following optional designs:
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs.

**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 P-1  FADEC
  - SC P-2  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)

4. Exemptions
None

5. Deviations
None

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
  - ESF E-21 Emergency exit marking reflectance

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):

- JAA Numbering:
  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)
  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).

- 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).

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

Environmental requirements for noise, fuel venting and emissions:

Passenger Models:
- Noise: ICAO Annex 16 – Volume I
  (See EASA TCDSN A.004 for details)
- Fuel venting and emissions: ICAO Annex 16 – Volume II

Freighter Models:
- Noise: ICAO Annex 16 – Volume I,
  and corresponding CS-36 requirement
  (See EASA TCDSN A.004 for details)
- Fuel venting and emissions: ICAO Annex 16 – Volume II,
  and corresponding CS-34 requirement

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.

Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00F252K0005/C01 for cabin seats.
- 00F252K0006/C01 for galley.
- 00F252K0020/C01 for cabin attendant seats.

4. Dimensions

- Length: 58,819m (193ft)
- Diameter: 05,640m (18ft 6in)
- Wing Span: 60,304m (197ft 10in)
- Height:
  Passenger Models: 17,381 m (57ft)
  Freighter Models: 16,879 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**

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

* 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**

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-223</th>
<th>A330-223F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Model</td>
<td>PW4168A</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>68,600 lbs</td>
<td>68,600 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>59,357 lbs</td>
<td>59,357 lbs</td>
</tr>
</tbody>
</table>

* 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 **

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

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR: (Operating Instruction in RR Manuel F-Trent A330)</td>
<td>JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT (GOST)</td>
</tr>
</tbody>
</table>

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

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

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.

Wind Speed Limitations:

- Crosswind: Maximum demonstrated crosswind for takeoff and landing:
  A/C: 45 kt (gust included)
  Engine: Refer to AFM Limitation section
- Tailwind: Takeoff: 10kt
  Landing: 10kt

12. Maximum Weight

**Passenger Models:**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>020 (46892)</th>
<th>021 (47784)</th>
<th>022 (47888)</th>
<th>023 (49819)</th>
<th>024 (50864)</th>
<th>025 (204732)</th>
<th>026 (54519)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE A330-201</td>
<td>-</td>
<td>-</td>
<td>A330-201</td>
<td>-</td>
<td>A330-201</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GE A330-202</td>
<td>A330-202</td>
<td>A330-202</td>
<td>A330-202</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GE A330-203</td>
<td>A330-203</td>
<td>A330-203</td>
<td>A330-203</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GE A330-223</td>
<td>A330-223</td>
<td>A330-223</td>
<td>A330-223</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

| MTOW (T)      | 230         | 230         | 233         | 233         | 202         | 220          | 192         |
| MLW (T)       | 180         | 182         | 182         | 180         | 180         | 182          | 180         |
| MZF W (T)     | 168         | 170         | 170         | 168         | 168         | 170          | 168         |

**Enhanced**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>050 (51802)</th>
<th>051 (51803)</th>
<th>052 (52109)</th>
<th>053 (204437)</th>
<th>054 (54106)</th>
<th>055 (54107)</th>
<th>056 (55813)</th>
</tr>
</thead>
<tbody>
<tr>
<td>GE A330-201</td>
<td>-</td>
<td>A330-201</td>
<td>-</td>
<td>-</td>
<td>A330-201</td>
<td>A330-201</td>
<td>A330-201</td>
</tr>
</tbody>
</table>

| MTOW (T)      | 230         | 192         | 233         | 210         | 210         | 230          | 192         | 233         |
| MLW (T)       | 180         | 180         | 182         | 180         | 180         | 182          | 182         | 180         |
| MZF W (T)     | 168         | 168         | 170         | 168         | 168         | 170          | 168         | 168         |
variant (MOD) | 057 | 058 | 059 | 060 | 061 | 062 | 063 | 064
--- | --- | --- | --- | --- | --- | --- | --- | ---
A330-201 | (58859) | (58860) | (57439) | (57440) | (200561) | (201701) | (204729) | (204730)

MTOW (T) | 236 | 238 | 202 | 220 | 230 | 238 | 192 | 217
MLW (T) | 182 | 182 | 182 | 182 | 182 | 182 | 182 | 182
MZFW (T) | 170 | 168 | 170 | 170 | 168 | 168-170* | 168 | 168

(*) Linear variation between those weights

| Variant (MOD) | 080 | 081 | 082 | 083
--- | --- | --- | --- | ---
A330-202 | (203901) | (203902) | (203904) | (203903)

MTOW (T) | 238 | 242 | 242-238* | 240
MLW (T) | 182 | 182 | 182 | 182
MZFW (T) | 170 | 166 | 166-170* | 168

(*) Linear variation between those weights

**Freighter Models:**

| Variant (MOD) | EIS |
--- | ---
A330-223F | 000 |
A330-223F | 001 |
A330-223F | 002 |
A330-243F | - |
A330-243F | - |
A330-243F | - |

MTOW (T) | 233 | 227 | 233
MLW (T) | 182 | 187 | 187
MZFW (T) | 173 | 178 | 173-178*

(*) Linear variation between those weights

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

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);

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:

<table>
<thead>
<tr>
<th>Passenger Seating Capacity &amp; Cabin Configuration</th>
<th>Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

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:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18 869</td>
</tr>
<tr>
<td>Aft</td>
<td>15 241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3 468</td>
</tr>
</tbody>
</table>
Freighter Models:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18 869</td>
</tr>
<tr>
<td>Aft</td>
<td>15 241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3 468</td>
</tr>
<tr>
<td>Main Deck Cargo Compartment</td>
<td>65 000 (range mode)</td>
</tr>
</tbody>
</table>

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.
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. Flight Manual (AFM)
   Ref. AFM 33000 (latest published revision)

   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.
A330-200 SERIES – Cont’d

V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>GE Engines</th>
<th>PW Engines</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-201</td>
<td>A330-223</td>
<td>A330-243</td>
<td></td>
</tr>
<tr>
<td>A330-202</td>
<td>A330-223F</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A330-203</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Type Design Capability

- GE Engines: Cat 3 Precision approach and autoland
- PW Engines: Cat 3 Precision approach and autoland
- RR Engines: Cat 3 Precision approach and autoland

2. Conversions between Models

The following A/C Model conversions are approved:
- A330-203 can be converted into A330-202 by application of Airbus Service Bulletin A330-00-3034 covering modification 53335.
- A330-201 can be converted into A330-202 by application of Airbus Service Bulletin A330-00-3051 covering modification 55917.

The following A/C Model engine configuration changes are approved:
- It is feasible for A330-202 to be fitted with CF6-80E1A2 engines by application of Service Bulletin 72-3003 (Mod 46549) and to be reverted to CF6-80E1A4 engines installation by Service Bulletin 72-3005 (Mod 47332).

3. Change of Weight Variants

N/A

4. 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 3: 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 3: 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):
   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:
   (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615
   (applicable to vertical stabilizer only), 25.679, 25.723(a)(c), 25.729, 25.731, 25.733, 25.735,
   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,

   Plus the following CS 25 paragraphs applicable at Amdt 13
   25.963(e) (Fuel Tank Access Covers)

   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,
   (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365 (except (e),(f),(g)),
   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,
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)

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)

Plus the following CS 25 paragraphs applicable at Amdt 17:
25.1316, 25.1317

Additional Airworthiness Requirements (added Post TC):
The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):
- The following requirements may be considered to certify the following optional designs:
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs.

All weather operations
JAR AWO change 1 plus:
- Orange paper AWO 91/1,
- NPA JAR AWO 3,
- NPA JAR AWO 8 (CRI S-148 - Longitudinal touchdown performance + MABH deletion).
Airborne Communication, Navigation, Surveillance

CS-ACNS Initial Issue


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.

- Subpart E, Section 2 – for RVSM

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 F-126 Flight Recorders including Data Link Recording
  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

- 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 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-131 Flight Instrument External Probes – Qualification in Icing Conditions
  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)

4. Exemptions
   None

5. Deviations
   None

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):

- 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 B-100  Vibration / buffeting compliance criteria for large external antenna installation
  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

7. Environmental Protection

Environmental requirements for noise, fuel venting and emissions:

- Noise: ICAO Annex 16 – Volume I,
  and corresponding CS-36 requirement
  (See EASA TCDSN A.004 for details)

- Fuel venting and emissions: ICAO Annex 16 – Volume II,
  and corresponding CS-34 requirement

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: A330-900 SERIES (Cont’d)

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

With Rolls Royce (RR) engines
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.

Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00F252K0005/C01 for cabin seats.
- 00F252K0006/C01 for galley.
- 00F252K0020/C01 for cabin attendant seats.

4. Dimensions

- Length: 63,658m (208ft 10in)
- Diameter: 05,640m (18ft 6in)
- Wing Span: 64,000m (210ft)
- Height: 16,788 m (55ft 9in)

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

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>Engine Model</th>
<th>Static thrust at sea level:</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-941</td>
<td>Trent 7000-72</td>
<td>- take-off (5mn) * 72,834 lbs</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- maximum continuous 65,005 lbs</td>
</tr>
</tbody>
</table>

* 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:

<table>
<thead>
<tr>
<th>ENGINES</th>
<th>KEROSENE DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR:</td>
<td>(Operating Instruction in RR Manual F-Trent A330) JET A, JET A-1, JPS, JP8, N°3 JET fuel, TS-1, RT</td>
</tr>
</tbody>
</table>

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

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: 8 000 ft (2 438m)
   10.2 Temperature
       Flight: Minimum: -78°C SAT
       Ground: Range: -40°C to +55°C for Take-off and landing

11. Operating Limitations
    Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind.
    Wind Speed Limitations:
    - Crosswind: Takeoff: A/C: 30kt (gust included)
                 Engine: Refer to AFM Limitation section
                 Landing: A/C: 35kt (gust included)
                 Engine: Refer to AFM Limitation section
    - Tailwind: Takeoff: 10kt (15kt with MOD 205376)
                 Landing: 10kt (15kt with MOD 205377)

12. Maximum Weight

<table>
<thead>
<tr>
<th>EIS</th>
<th>Variant (MOD)</th>
<th>MTOW (T)</th>
<th>MLW (T)</th>
<th>MZFW (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>900 (Basic)</td>
<td>901 (205432)</td>
<td>902 (205433)</td>
<td>903 (205434)</td>
</tr>
<tr>
<td>GE</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>PW</td>
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<tr>
<td>RR</td>
<td>A330-941</td>
<td>A330-941</td>
<td>A330-941</td>
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</tr>
<tr>
<td></td>
<td>177-181*</td>
<td>177</td>
<td>181</td>
<td>181</td>
</tr>
</tbody>
</table>

(*) Linear variation between those weights

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

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);

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:

<table>
<thead>
<tr>
<th>Passenger Seating Capacity &amp; Cabin Configuration</th>
<th>Cabin crew</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 Configuration A-A-A-A (MOD 40161)</td>
<td>8</td>
</tr>
<tr>
<td>375 Configuration A-A-I-A (Basic)</td>
<td>8</td>
</tr>
</tbody>
</table>

19. Maximum Baggage/ Cargo Loads

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>22861</td>
</tr>
<tr>
<td>Aft</td>
<td>18507</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3468</td>
</tr>
</tbody>
</table>

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.
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. Flight Manual (AFM)
   Ref. AFM 33000 (latest published revision)

   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.
V. Notes

1. All Weather Capability

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-941</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Type Design Capability</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 1</td>
<td>manual ILS CAT I approach using Raw Data</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Option Capability (MOD)</th>
<th>RR Engines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 2 Precision approach ILS CAT I &amp; CAT II (206292)</td>
<td></td>
</tr>
<tr>
<td>Cat 3 Precision approach and autoland (206292-2)</td>
<td></td>
</tr>
</tbody>
</table>

2. Conversions between Models

3. Change of Weight Variants
SECTION: DATA PERTINENT TO ALL MODELS

The below information is applicable to all models unless specifically mentioned:

1. Maintenance Instructions and Airworthiness Limitations

   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 Maintenance Review Board Report (latest published 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: AGEING SYSTEMS MAINTENANCE (ASM)**
     Limitations applicable to Ageing System Maintenance 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
- Operational Suitability Data approved by EASA:
  a. FCD Ref. V01RP1505446 Issue 1 dated 11th of December 2015 or later approved revisions
  b. Required for Entry into Service by EU operator
  c. All A330 and A350 aircraft models are assigned a single licence 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:
  a. CCD Ref. LR01RP1534111 Issue 1 dated 16th November 2015 or later approved revisions
  b. Required for Entry into Service by EU operator (Passenger Models only)
  c. A330-200, A330-300 and A330-900 series are one and the same aircraft for cabin crew. The A330-200/300/-900 is a variant within the A330/A340/A350 aircraft type for cabin crew.

2.3 Master Minimum Equipment List (MMEL)

- Operational Suitability Requirements:
  JAR MMEL / MEL Subpart B amendment 1
- Operational Suitability Data approved by EASA:
  a. MMEL Ref. MMEL STL 33100 Revision November 2015 or later approved revisions
  b. Required for Entry into Service by EU operator
3. Extended Range Operations (ETOPS)

3.1 ETOPS Technical Conditions

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-300 (All WV (Except WV 080))</th>
<th>A330-300 (WV 050 + WV052, WV 08x + Centre Tank Activated)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-301</td>
<td>-</td>
<td>-</td>
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<tr>
<td>A330-321</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>A330-322</td>
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<tr>
<td>A330-323</td>
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<td>A330-343</td>
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<td>A330-302</td>
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<tr>
<td>A330-303</td>
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<tr>
<td>A330-304</td>
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</tbody>
</table>

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)

Technical Conditions
- AMC 20-6 (AMJ 120-42 / IL 20)
- AMC 20-6 Rev 1 (NPA 2008-01)

<table>
<thead>
<tr>
<th>A/C Model</th>
<th>A330-200</th>
<th>A330-200F</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-201</td>
<td>-</td>
<td>-</td>
</tr>
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<td>A330-202</td>
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<td>A330-205</td>
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<td>A330-343F</td>
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Defined in
- JAA CRI G-106 (up to 180min)
- EASA CRI G-08 (beyond 180min)

Technical Conditions
- AMC 20-6 (AMJ 120-42 / IL 20)
- AMC 20-6 Rev 1 (NPA 2008-01)

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<th>A/C Model</th>
<th>A330-900</th>
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Defined in
- CS 25.1535 Amdt 15 (up to and beyond 180min)

Technical Conditions
- AMC 20 Amendment 7 (EASA 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 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).

The following table provides details on the ETOPS approvals.

<table>
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<tr>
<th>A/C Model</th>
<th>Engine Type</th>
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<td>GE CF6-80E1A2</td>
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<td>A330-302</td>
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<td>A330-321</td>
<td>PW 4164</td>
<td>06 February 1995 - 04 August 1995</td>
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<td>RR Trent 768-60</td>
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<td>A330-941</td>
<td>RR Trent 7000-72</td>
<td>14 November 2018</td>
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| **(*)** Refer to AFM and ETOPS CMP document for maximum diversion time/distance.
SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

A/C  Aircraft
AFM  Aeroplane 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 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 Equipment List
MLW  Maximum Landing Weight
MTOW Maximum Take-Off Weight
MZFW Maximum Zero Fuel Weight
NAA  National Aviation Authority
NPA  Notice of Proposed Amendment
OSD  Operational Suitability Data
PW   Pratt & Whitney
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

<table>
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<tr>
<th>Issue</th>
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<td>18.0</td>
<td>27/11/09</td>
<td>Page 4 Section 1.6&lt;br&gt;  - Update of CMP Document reference number&lt;br&gt;  - Introduction of ETOPS Beyond 180 Min (approval date: 13 October 2009)&lt;br&gt;  - Amendment Approval date 4 June 2009 for ETOPS 180 Min (A330-323 PW 4168A-1D and PW 4168A-1D)&lt;br&gt;  - Environmental Standards chapter re-arrangement&lt;br&gt;  - Page 6 Section 2.II.6&lt;br&gt;  - New Chapter title&lt;br&gt;  - Addition of CRI G-106 (2.II.7 only)&lt;br&gt;  - Addition of CRI G-8&lt;br&gt;  - Page 11 Section 2.III.3.2.1&lt;br&gt;  - Introduction of reference to Approved Oil documentation&lt;br&gt;  - Page 14 Section 2.III.4.12&lt;br&gt;  - Introduction of reference to ALS 5, and deletion of Certification Document reference numbers&lt;br&gt;  - Page 17 Section 3.II.7&lt;br&gt;  - Environmental Standards chapter re-arrangement&lt;br&gt;  - Page 17 Section 3.II.8&lt;br&gt;  - Addition of CRI G-8&lt;br&gt;  - Page 21 Section 3.III.2.6&lt;br&gt;  - Mod number corrected (Variant 060)&lt;br&gt;  - Page 22 Section 3.III.3.2.1&lt;br&gt;  - Introduction of reference to Approved Oil documentation&lt;br&gt;  - Page 25 Section 3.III.4.12&lt;br&gt;  - Introduction of reference to ALS 5, and deletion of Certification Document reference numbers&lt;br&gt;  - Page 26&lt;br&gt;  - Introduction of new Section 4 (Change Record)</td>
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<td>19.0</td>
<td>30/03/10</td>
<td>Introduction of section 4 for A330-200 Freighter</td>
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<td>20.0</td>
<td>11/06/10</td>
<td>Addition of CRI H-01 as Special Condition (Enhanced Airworthiness Programme for Aeroplane Systems - ICA for EWIS)</td>
<td>09/04/10</td>
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<td>Addition of WV 001 for A330-200 Freighter</td>
<td>09/04/10</td>
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<td>Addition of A330-200F ETOPS approval&lt;br&gt;Addition of WV 061 for A330-200 passenger aircraft</td>
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<td>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 &amp; 200281. Correction of typo error for fuel quantity tables (section 3 § 4.1 &amp; Section 4 § 3.1.1).</td>
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<td>25.0</td>
<td>27/09/10</td>
<td>Correction of typo error to remove ambiguity on A330-200 Freighter model (Section 4 - §1.1)</td>
<td>09/04/10</td>
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| 26.0  | 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 |
| 27.0  | 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 |
| 28.0  | 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 |
| 29.0  | 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 |
| 30.0  | 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 |
| 31.0  | 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 (A3308) for A330-301 Weight Variant 010 | 09/04/10 |
| 33.0  | 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 CRI E-134 (ESF) and CRI F-126 (SC) for A330-200/-200F/-300  
Rewording of A330-200F Certification basis | 09/04/10 |
| 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 WV0s 030, 031, 032, 033, 034, 035, and 039 on A330-302, -323, and -343 | 09/04/10 |
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| 39    | 23/03/15   | Addition of ESFs F-128 and F-129 on A330-300, -200, and -200F  
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  |
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  |
| 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  
- §III-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)  
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 | 26/09/18  |
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<td>51</td>
<td>01/03/19</td>
<td>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</td>
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<td>52</td>
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<td>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</td>
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