

European Aviation Safety Agency

EASA

**RESTRICTED TYPE-CERTIFICATE
DATA SHEET
EASA.A.014**

AIRBUS A300-600ST

Manufacturer:

AIRBUS

1 Rond-point Maurice Bellonte
31707 BLAGNAC
FRANCE

For model: A300F4-608ST

Issue 3, 05 May 2010

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| **SECTION 1: GENERAL**

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|----|-------------------------|--------------------------------------------------------------------------|
| 1. | Data Sheet No | A.014 |
| 2. | Airworthiness Category | Large Aeroplanes |
| 3. | Certifying Authority | EASA |
| 4. | Type Certificate Holder | AIRBUS
1 Rond-point Maurice Bellonte
31707 BLAGNAC - <u>FRANCE</u> |
| 5. | ETOPS | Up to 180 minutes |

SECTION 2: A300F4-608ST

I. General

1. Aeroplane Airbus A300F4-608ST

II. Restricted Certification Basis

1. Reference Proposal Date for EASA Restricted Type Certification 27 May 2004

2. French DGAC Special Certification Dates

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

3. EASA Restricted Certification Basis

- FAR Part 25, including amdt. 1 through 19 (initial A300 certification basis);
- FAR Part 25, including amdt. 19 through 44, except paragraphs:
 - 25-109 amdt. 42
 - 25-205, which is deleted and replaced by JAR 25-205 at change 14
 - 25-301 amdt. 23
 - 25-305(d) amdt. 23
 - 25-331(a)(2) amdt. 23;
- FAR Part 25, amdt. 46 for paragraphs 25-803(c)(d) and 25-809(f)(1)(iv)(v);
- FAR Part 25, amdt. 47 for paragraph 25-809(f)(1)(iii);
- FAR Part 25, amdt. 49 for paragraph 25-733;
- FAR Part 25, amdt. 54 for paragraphs 25-385(e)(1) and (e)(2).

French-German complementary conditions

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

4. Special Conditions

SC B01	Stick pusher
SC B02	Stalling speeds and operational speeds
SC C04	Damage tolerance evaluation
SC C06	Discrete gust requirements
SC C08	Crashworthiness
SC C09	Stalling speeds for structural design
SC D01	Pressurized cockpit
SC D04	Main cargo door
SC D05	Cargo compartment, Fire detection system response time
SC D06	Fire protection of system within Class E cargo compartment
SC K01	Category 2 operations
SC K02	Autoland

5. Equivalent Safety Findings

CRI D02 provides an equivalent level of safety to FAR 25-803(a), 805(a) and 809(a)(b) relative to "Emergency exits";

CRI D03 provides an equivalent level of safety to FAR 25-812(d)(e) relative to "Emergency lighting";

CRI D06 provides an equivalent level of safety to FAR 25-855 and 857(e) relative to the cargo compartments as far as the main deck cargo compartment is concerned.

6. Environmental Standards

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

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

III. Technical Characteristics and Operational Limitations

Twin-jet, wide body, Super Transporter, large airplane category.
Not authorized for passenger transport.

1. Type Design Definition

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

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

2. Maximum Certified Weights

Valid for A300-600ST MSN 655

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

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

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

3. Centre of Gravity Range

Refer to EASA approved Aircraft Flight Manual.

4. Limit Speeds (Indicated Airspeed – IAS – unless stated otherwise)

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

5. Engines limitations

Two GENERAL ELECTRIC CF6-80C2A8

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

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

** 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with DGAC "Fiche de caractéristiques moteur".

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

6. Auxiliary power unit (APU)

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

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

7. Fuel Tank Capacity (0.8 kg/litre)

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

8. Fuel

Fuel determined to be in conformity with General Electric Specification DT50 TF2 may be used.

Additives:

- Anti-icing: PHILIPS PFA-55MB to MIL-I-27686 specification, 0.15% by volume maximum concentration.
I and TGF, 0.2% by volume maximum concentration (for Russian fuel).
I-M and TGF-M 0.1% by volume maximum concentration (for Russian fuel).
- Biocide: SOHIO BIOBOR JF at 270PPM maximum concentration
- Anti-static: SHELL ASA-3 at 1PPM maximum concentration

9. Hydraulics

Fluid specifications: NSA 30-7110

10. Tyres

See Aircraft Maintenance Manual, chapters 12 and 32.

11. Minimum Flight Crew

Two (2): Pilot and Co-pilot

12. Maximum number of occupants

Five (5) including Flight Crew

13. Maximum Authorized Altitude

35 000 ft

14. Cargo compartment loading

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

Cargo compartment	Maximum load (kg)
Main	45 500
Aft	12 837
Rear (Bulk)	27 837
Forward	500

15. Other Limitations

Refer to approved Airplane Flight Manual.

16. Environmental Flight Envelope

Refer to approved Airplane Flight Manual.

17. All Weather Capabilities

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

18. Equipment

The equipment required by the applicable requirements shall be installed.

19. Maintenance Instructions

- Safe Life Airworthiness limitation items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 1, with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Certification Maintenance Requirements are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 3 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document AI/ST5/829/85)
- Ageing system maintenance items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 4 with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Fuel Airworthiness Limitations are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 5 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document 95A.1929/05)

SECTION 3: CHANGE RECORD

TCDS Issue No	TCDS Date	TCDS Changes	TC Date
3.0	05/05/10	Introduction of ETOPS up to 180 min (page 3) Intruccion of references to TCDS restriction (pages 1, 4) Formatting changes and introduction of sections, including change record	27/09/04