European Aviation Safety Agency

EASA

TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.004

for
AIRBUS A330

Type Certificate Holder:
AIRBUS

1 Rond-point Maurice Bellonte
31707 Blagnac
FRANCE

A330-243F
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</tr>
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</table>
SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No: A.004
2. Airworthiness Category: Large Aeroplanes
3. Performance Category: A
4. Certifying Authority: EASA
5. Type Certificate Holder: AIRBUS
   1 Rond-point Maurice Bellonte
   31707 Blagnac, France
6. ETOPS:

The Type Design, system reliability and performance of A330 model(s) were found capable for Extended Range Operations when configured, maintained and operated in accordance with the current 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.
* Note: Refer to the Airplane Flight Manual and ETOPS CMP document for maximum diversion time/distance.

<table>
<thead>
<tr>
<th>Variant</th>
<th>Engine Type</th>
<th>120 Min Approval Date</th>
<th>180 Min Approval Date</th>
<th>Beyond 180 Min* Approval Date</th>
<th>Note</th>
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<td>06 February 1995</td>
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<td>A330-302</td>
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<td>A330-302</td>
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<td>13 October 2009</td>
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<td>13 October 2009</td>
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<td>A330-321</td>
<td>PW 4164-1D</td>
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<td></td>
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<tr>
<td>A330-322</td>
<td>PW 4168-1D</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td>A330-323</td>
<td>PW 4168A</td>
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<tr>
<td>A330-323</td>
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<td>13 October 2009</td>
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<td>A330-223F</td>
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<tr>
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<td>N/A</td>
<td></td>
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<tr>
<td>A330-243</td>
<td>RR Trent 772B-60</td>
<td>N/A</td>
<td>03 February 1999</td>
<td>13 October 2009</td>
<td></td>
</tr>
<tr>
<td>A330-243</td>
<td>RR Trent 772C-60</td>
<td>N/A</td>
<td>19 April 2006</td>
<td>13 October 2009</td>
<td></td>
</tr>
<tr>
<td>A330-243F</td>
<td>RR Trent 772B-60</td>
<td>N/A</td>
<td>09 July 2010</td>
<td>N/A</td>
<td></td>
</tr>
</tbody>
</table>
SECTION 2: A330-300 SERIES

I. General

1. Aeroplane: Airbus A330-300

II. Certification Basis

1. Reference Application Date for EASA Certification: 15 June 1988

2. EASA Certification Date (JAA recommendation): (DGAC-F TC 184 remains a valid reference for models certified before 28 September 2003).
   - 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
   - A330-302: 17 May 2004
   - A330-303: 17 May 2004

3. EASA Certification Basis:
   - JAR 25 Change 13 effective on October 5, 1989 with the following exceptions:
     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)
   - OP 91/1 for discrete gust

4. Special Conditions:
   - SC G-5 Resistance to fire terminology (NPA 25D-181)
   - SC G-7 Function and reliability testing
   - SC A-1 Discrete gust requirements (NPA 25C-205)
   - SC A-2 Interaction of systems and structure (NPA 25C-199)
   - SC A-3 Design manoeuver requirements
   - SC A-4 Design dive speed
   - SC A-5 Limit pilot forces and torque
   - SC A-7 Stalling speeds for structural design
   - SC A-11 Aeroelastic stability requirements (NPA 25B, C, D-236)
   - SC F-1 Stalling and scheduled operating speeds
   - SC F-2 Motion and effects of cockpit controls
   - SC F-3 Static longitudinal stability
SC F-4  Static directional and lateral stability
SC F-5  Flight envelope protections
SC F-6  Normal load factor limiting system
SC S-3  Landing gear warning (NPA 25D-162)
SC S-6  Lightning protection indirect effects
SC S-10 Effects of external radiations upon aircraft systems
SC S-13 Autothrust system
SC S-16 Control signal integrity
SC S-18 Electronic flight controls
SC S-20 Emergency electrical power (NPA 25D, F-179)
SC S-23 Electrical wiring and miscellaneous electrical requirements
(NPA 25D, F-191)
SC S-24 Doors (NPA 25D, F-251)
SC S-38 Towbarless towing
SC P-1  FADEC
SC P-2  Trim tank
SC E-2  Crew rest
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-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 F-126 Flight Recorders including Data Link Recording (applicable from June 2013)
SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems -
ICA on EWIS (applicable from May 2010)

5. Equivalent Safety Findings:

ESF F-8 (accelerate stop distances) and ESF S-21 (brakes wear limits)
provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification
requirements (NPA 25 B, D, G 244)

ESF S-45 (Oil temperature indication) provides an equivalent level of safety to JAR
25.1549(a)

ESF S-48 (Minimum approach break-off height) provides an equivalent level of safety to
JAR AWO 313

ESF P-9 (A330 / RR turbine overheat detection) provides an equivalent level of safety to
JAR 25.1203(d)

ESF E-15 (Reinforced security cockpit door) provides an equivalent level of safety to
JAR 25.772 (applicable from July 2002)

ESF E-18 (LD galley compartment) provides an equivalent level of safety to JAR
25.819(f) (applicable from November 2003)
ESF E-1022 (Improved flammability standards for thermal / acoustic insulation materials) provides an equivalent level of safety to JAR 25.853(b) (applicable from August 2005)

ESF E-134 (Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis) provides an equivalent safety JAR 25.785 (c) at change 13 and JAR 25.785 (d) at change 14 (applicable from November 2013)

ESF F-128 (Minimum Mass Flow of Supplemental Oxygen) provides an equivalent level of safety to JAR 25.1443(c) (applicable from November 2014).

ESF F-129 (Crew Determination of Quantity of Oxygen in Passenger Oxygen System) provides an equivalent level of safety to JAR 25.1441(c) (applicable from November 2014).

6. Post TC

Compliance with CS 25.811 and CS 25.812 Amdt. 3 issued September 19th 2007 for multi lingual "EXIT" signs (optional modification).

7. Environmental Requirements:

Environmental requirements for noise and vented fuel:

ICAO Annex 16 Volume I – Part II, Chapter 4 for Noise. Compliance with Chapter 4 had originally been demonstrated through MOD 55005. Compliance with Chapter 4 is now achieved without MOD 55005. 
(See EASA TCDSN A.004 for details)

ICAO Annex 16 Volume II (Vented Fuel) - Part II, Chapter 2

8. ETOPS Technical Conditions:

For the Extended Twin-Engine Airplane Operations, the applicable technical conditions are contained in AMC 20-6 (AMJ 120-42 / IL 20) and JAA CRI G-6, G-106, EASA CRI G-8.

9. A330-302; A330-303; A330-323; A330-342 WV22&52; A330-343 models only:

9.1 Special Condition / Equivalent Safety Finding:
The following requirements are in addition of Special Conditions / ESF identified in paragraphs 4/5 above:

- SC F-8.1 (Accelerate Stop Distances) is applicable instead of SC F-8 (Accelerate Stop Distances)
- ESF S-148 (Longitudinal touchdown performance +MABH deletion - JAR NPA AWO-8) replaces S-48 (Minimum approach break-off height)

9.2 ETOPS Technical Conditions:
For the Extended Twin-Engine Airplane Operations, the applicable technical conditions are contained in AMC 20-6 (AMJ 120-42 / IL 20) and JAA CRI G-106, EASA CRI G-8.
III. Technical Characteristics and Operational Limitations

Two turbo-fan, medium to long range, twin-aisle, large category airplane.

1. **A330-300 powered by General Electric engines**

   1.1 Type Design Definition:

   - A330-301: 00G000A0301/C00
   - A330-302: 00G000A0302/C00
   - A330-303: 00G000A0303/C00

   1.2 Engines

   - A330-301: Two (2) General Electric CF6-80E1A2 turbofan engines
   - A330-302: Two (2) General Electric CF6-80E1A2 turbofan engines
   - A330-302: Two (2) General Electric CF6-80E1A4 or CF6-80E1A4/B turbofan engines
   - A330-303: Two (2) General Electric CF6-80E1A3 turbofan engines

   1.2.1 Engine Limits:

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet E41NE (FAA) IM.E.007 (EASA)</th>
<th>A330-301 CF6-80E1A2 (modification 204323)</th>
<th>A330-302 CF6-80E1A4</th>
<th>A330-303 CF6-80E1A3</th>
</tr>
</thead>
<tbody>
<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 60,400 lbs</td>
<td>64,530 lbs 60,400 lbs</td>
<td>68,530 lbs 60,400 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approved oils: conform to GE specification D50TF1 Class B or GE Service Bulletin 79-1</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* May be extended to 10 mn 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.

Note: Thrust “Bump” function capability for A330-302 (option):

When CF6-80E1A4/B engines are installed, the thrust “Bump” function can be activated for take-off (Mod 52776).

1.3 Fuel

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEROSENE: refer to GE Specification D50TF2</td>
<td>JET A, JETA-1, JP5, JP8, N°3 JET Fuel, TS-1, RT</td>
</tr>
</tbody>
</table>


The above mentioned fuels and additives are also suitable for the APU.
1.4 Limit Speeds:
Refer to approved Airplane Flight Manual.

1.5 Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

1.6 Maximum Certified Weights:

**Valid for A330-301 only**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>000 (BASIC)</th>
<th>001 (42200)</th>
<th>002 (42600)</th>
<th>003 (44270)</th>
<th>004 (44849)</th>
<th>010 (43308)</th>
<th>051 (51806)</th>
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<tr>
<td>MTOW (T)</td>
<td>212</td>
<td>184</td>
<td>212</td>
<td>215</td>
<td>215(*)</td>
<td>209</td>
<td>217</td>
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<tr>
<td>MLW (T)</td>
<td>174</td>
<td>174</td>
<td>177</td>
<td>177</td>
<td>182(*)</td>
<td>179</td>
<td>187</td>
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<tr>
<td>MZFW (T)</td>
<td>164</td>
<td>164</td>
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<td>167(*)</td>
<td>167(*)</td>
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(*) Linear variation between those weights

**Valid for A330-302 and A330-303 only**

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<tr>
<th>Variant (MOD)</th>
<th>050 (51805)</th>
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<th>055 (202462)</th>
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<td>235</td>
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<td>MLW (T)</td>
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<td>187</td>
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<td>MZFW (T)</td>
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<td>175</td>
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<td>173 to 175</td>
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(depending on TOW)

**Valid for A330-302 only**

<table>
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<th>Variant (MOD)</th>
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<th>030 (204439)</th>
<th>031 (204440)</th>
<th>032 (204441)</th>
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<th>034 (204443)</th>
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<tr>
<td>MLW (T)</td>
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<td>187</td>
<td>187</td>
<td>185</td>
<td>187</td>
<td>185</td>
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<tr>
<td>MZFW (T)</td>
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<td>173</td>
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**Variant (MOD)**

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<td>MLW (T)</td>
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</tr>
<tr>
<td>MZFW (T)</td>
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<td>173</td>
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1.7 Note:
Aircraft model conversion:
A330-301 can be converted into A330-303 by application of Airbus Service Bulletin A330-00-3036 covering modification 53107.

Weight variants 030, 031, 032, 033, 034, 035, 039 are only applicable to A330-302 aircraft fitted with General Electric CF6-80E1A2 turbofan engines.

2. A330-300 powered by Pratt & Whitney engines

2.1 Type Design Definition:
A330-321: 00G000A0321/C00
A330-322: 00G000A0322/C00
A330-323: 00G000A0323/C00

2.2 Engines:
A330-321: Two (2) Pratt & Whitney 4164 turbofan engines
A330-321: Two (2) Pratt & Whitney 4164-1D turbofan engines
A330-322: Two (2) Pratt & Whitney 4168 turbofan engines
A330-322: Two (2) Pratt & Whitney 4168-1D turbofan engines
A330-323: Two (2) Pratt & Whitney 4164-1D turbofan engines
A330-323: Two (2) Pratt & Whitney 4168A-1D turbofan engines
A330-323: Two (2) Pratt & Whitney 4168A turbofan engines
A330-323: Two (2) Pratt & Whitney 4168A-1D turbofan engines
A330-323: Two (2) Pratt & Whitney 4170 turbofan engines

2.2.1 Engine Limits:

<table>
<thead>
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<th></th>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>64,500 lbs 55,800 lbs</td>
<td>68,600 lbs 59,357 lbs</td>
<td>64,500 lbs 55,800 lbs</td>
<td>68,600 lbs 59,357 lbs</td>
<td>70,000 lbs 59,357 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td></td>
<td></td>
<td></td>
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<td></td>
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</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.

Note: Thrust reverser and Exhaust System.
Installation of Thrust Reverser and Exhaust System (Reverser Assembly P/N 70M001, Nozzle Assembly P/N 76A008 and Exhaust Plug Assembly P/N 75A001) on PW4164, PW4164-1D, PW4168, PW4168-1D, PW4168A, PW4168A-1D and PW4170 engines according to FAA STC SE825NE is approved.
2.3 Fuel:

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

2.4 Limit Speeds:
Refer to approved Airplane Flight Manual.

2.5 Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

2.6 Maximum Certified Weights:

**Valid for A330-321 and A330-322 only**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>000 Basic</th>
<th>002 (42600)</th>
<th>003 (44270)</th>
<th>004 (44849)</th>
<th>010 (43308)</th>
<th>011 (44803)</th>
<th>012 (45086)</th>
<th>013 (46688)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>212</td>
<td>212</td>
<td>215</td>
<td>215 (*)</td>
<td>209</td>
<td>217</td>
<td>212</td>
<td>218</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>174</td>
<td>177</td>
<td>177 (*)</td>
<td>182</td>
<td>177</td>
<td>177</td>
<td>182</td>
<td>177</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>164</td>
<td>167</td>
<td>167 (*)</td>
<td>172</td>
<td>167</td>
<td>169</td>
<td>167</td>
<td>172</td>
</tr>
</tbody>
</table>

(*) Linear variation between those weights

**Valid for A330-323 only**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>020 Basic</th>
<th>022 (47785)</th>
<th>025 (49651)</th>
<th>026 (204732)</th>
<th>027 (204733)</th>
<th>050 (51805)</th>
<th>052 (51807)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>230</td>
<td>233</td>
<td>217</td>
<td>217</td>
<td>198</td>
<td>230</td>
<td>233</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>185</td>
<td>187</td>
<td>179</td>
<td>185</td>
<td>185</td>
<td>185</td>
<td>187</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>173</td>
<td>175</td>
<td>169</td>
<td>173</td>
<td>173</td>
<td>173</td>
<td>175</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>054 (201648 for production)</th>
<th>055 (202462)</th>
<th>056 (202878)</th>
<th>057 (203716)</th>
<th>059 (204475)</th>
<th>060 (204476)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>235</td>
<td>235</td>
<td>205</td>
<td>184</td>
<td>217</td>
<td>198</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>187</td>
<td>187</td>
<td>187</td>
<td>174</td>
<td>185</td>
<td>185</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>173</td>
<td>173 to 175</td>
<td>175</td>
<td>164</td>
<td>173</td>
<td>173</td>
</tr>
</tbody>
</table>

(depending of TOW)
### 2.7 Note

Aircraft model conversion:
A330-321 can be converted into A330-322 by application of Airbus Service Bulletin A330-00-3013 covering modification 46661.

Weight variants 030,031,032,033,034,035,039 are only applicable to A330-323 aircraft fitted with Pratt & Whitney 4164-1D turbofan engines.

### 3. A330-300 powered by Rolls Royce engines

#### 3.1 Type Design Definition:

- A330-341: 00G000A0341/C00
- A330-342: 00G000A0342/C00
- A330-343: 00G000A0343/C00

#### 3.2 Engines:

- A330-341: Two (2) Rolls Royce Trent 768-60 turbofan engines
- A330-342: Two (2) Rolls Royce Trent 772-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 768-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 772B-60 turbofan engines
- A330-343: Two (2) Rolls Royce Trent 772C-60 turbofan engines

#### 3.2.1 Engine Limits:

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>MTOW (T)</th>
<th>MLW (T)</th>
<th>MZFW (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>030 (204439)</td>
<td>199</td>
<td>185</td>
<td>173</td>
</tr>
<tr>
<td>031 (204440)</td>
<td>199</td>
<td>187</td>
<td>175</td>
</tr>
<tr>
<td>032 (204441)</td>
<td>190</td>
<td>185</td>
<td>173</td>
</tr>
<tr>
<td>033 (204442)</td>
<td>190</td>
<td>187</td>
<td>175</td>
</tr>
<tr>
<td>034 (204443)</td>
<td>205</td>
<td>185</td>
<td>173</td>
</tr>
<tr>
<td>035 (204444)</td>
<td>205</td>
<td>187</td>
<td>175</td>
</tr>
<tr>
<td>039 (204445)</td>
<td>217</td>
<td>187</td>
<td>175</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet 1050 (CAA) E.042 (EASA)</th>
<th>A330-341 Trent 768-60</th>
<th>A330-342 Trent 772-60</th>
<th>A330-343 Trent 772B-60</th>
<th>A330-343 Trent 772C-60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td>67,500 lbs</td>
<td>71,100 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>63,560 lbs</td>
<td>63,560 lbs</td>
<td>63,560 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Approved oils: See Rolls Royce Service Bulletin RB.211-12-F139, latest revision

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet 1050 (CAA) E.042 (EASA)</th>
<th>A330-343 Trent 768-60 (mod 204325)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td>67,500 lbs</td>
</tr>
<tr>
<td>- take-off (5mn)</td>
<td>60,410 lbs</td>
</tr>
</tbody>
</table>
**Approved oils:** See Rolls Royce Service Bulletin RB.211-12-F139, latest revision

* 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.

### 3.3 Fuel:

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

### 3.4 Limit Speeds:
Refer to approved Airplane Flight Manual.

### 3.5 Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

### 3.6 Maximum Certified Weights

**Valid for A330-341 and A330-342 only**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>000 (42600)</th>
<th>002 (44270)</th>
<th>003 (44849)</th>
<th>004 (43308)</th>
<th>010 (44803)</th>
<th>011 (45086)</th>
<th>012 (46688)</th>
<th>013 (48377)</th>
<th>014 (49877)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>212</td>
<td>212</td>
<td>215</td>
<td>215 (*)</td>
<td>217</td>
<td>212</td>
<td>218</td>
<td>215</td>
<td>205</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>174</td>
<td>177</td>
<td>177</td>
<td>179(*)</td>
<td>177</td>
<td>182</td>
<td>177</td>
<td>182</td>
<td></td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>164</td>
<td>167</td>
<td>167</td>
<td>169(*)</td>
<td>167</td>
<td>172</td>
<td>167</td>
<td>172</td>
<td></td>
</tr>
</tbody>
</table>

(*) Linear variation between those weights

**Valid for A330-342 and A330-343 only**

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>022 (47785)</th>
<th>052 (51807)</th>
<th>054 (201648 for Production) (202218 for Retrofit)</th>
<th>055 (202462)</th>
<th>056 (202878)</th>
<th>057 (203716)</th>
<th>058 (204297)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>233</td>
<td>233</td>
<td>235</td>
<td>235</td>
<td>205</td>
<td>184</td>
<td>215</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>187</td>
<td>187</td>
<td>187</td>
<td>187</td>
<td>187</td>
<td>174</td>
<td>187</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>175</td>
<td>175</td>
<td>173</td>
<td>173 to 175 (depending on TOW)</td>
<td>175</td>
<td>164</td>
<td>173</td>
</tr>
</tbody>
</table>
3.7 Note
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).

Aircraft model conversion:
A330-343 can be converted into A330-342 by application of Airbus Service Bulletin A330-00-3039 covering modification 50943.

Weight variants 030,031,032,033,034,035,039 are only applicable to A330-343 aircraft fitted with Rolls Royce Trent 768-60 turbofan engines.

4. Data pertinent to all A330-300 series

4.1 Fuel quantity (0.8 kg/ liter):

<table>
<thead>
<tr>
<th>TANK</th>
<th>Usable fuel liters (kg)</th>
<th>Unusable fuel liters (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A330-301</td>
<td>91764 (73 411)</td>
<td>91300 (73 040)</td>
</tr>
<tr>
<td>A330-321/-322</td>
<td></td>
<td>All models</td>
</tr>
<tr>
<td>A330-341/-342</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A330-342 except WV22 &amp; 52</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WING</td>
<td>6 121 (4 897)</td>
<td>6 230 (4 984)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>5 764 (4 752)</td>
<td>5 757 (4 751)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97 885 (78 308)</td>
<td>97 530 (78 024)</td>
</tr>
</tbody>
</table>
4.2 Minimum Flight Crew:
   Two (2): Pilot and Co-pilot

4.3 Maximum Seating Capacity:
The maximum number of passengers approved for emergency evacuation is:
   – 375 basic (3 Type A and 1 Type 1 doors installed)
   – 440 option (4 Type A doors installed – Mod 40161)

See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.

4.4 Cargo compartment loading:

<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 ref. 00G080A0006/C3S.

4.5 Environmental Flight Envelope:
   Refer to approved Airplane Flight Manual.

4.6 Other Limitations:
   Refer to approved Airplane Flight Manual.

4.7 Auxiliary Power Unit (APU):  
   One GARRETT GTCP 331-350C (Specification 31-7677A)  
   Oils: refer to applicable approved Manual

4.8 Equipment:
The equipment required by the applicable requirements shall be installed.  
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

4.9 All Weather Capabilities:

   A330-301:
   – If modification 42390 is embodied the aircraft is qualified to Cat 2 precision approach  
   – If modification 42792 is embodied the aircraft is qualified to Cat 3 precision approach and autoland

   A330-321 / A330-322:
   – If modification 43397 is embodied the aircraft is qualified to Cat 3 precision approach and autoland

   A330-323:
   – Aircraft Type Design is approved for Cat 3 precision approach and autoland
A330-341 / A330-342:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland

A330-343:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland

A330-302 / A330-303:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland

4.10 Wheels and Tyres:
Refer to Airbus Service Bulletin A330-32-3004.

4.11 Hydraulics:
Fluid specifications: TYPE IV (NSA 307-110).

4.12 Maintenance Instructions and Airworthiness Limitations:
- 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;
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A330 Airworthiness Limitations Section (ALS) Part 2 approved by EASA;
- Certification Maintenance Requirements are provided in the A330 Airworthiness Limitations Section (ALS) Part 3 approved by EASA;
- Limitations applicable to Ageing System Maintenance are provided in the A330 Airworthiness Limitation Section (ALS) Part 4 approved by EASA;
- Fuel Airworthiness Limitations are provided in the A330 Airworthiness Limitations Section (ALS) Part 5 approved by EASA;
SECTION 3: A330-200 SERIES

I. General

1. Aeroplane: Airbus A330-200

II. Certification Basis

1. Reference Application Date for EASA Certification:
   23 January 1996

2. EASA Certification Date (JAA recommendation):
   (DGAC-F TC 184 remains a valid reference for models certified before 28. September 2003)

   - A330-201: 31 October 2002
   - A330-203: 20 November 2001
   - A330-243: 11 January 1999

3. EASA Certification Basis:

   JAR 25 Change 13 effective on October 5, 1989 with the following exceptions:
   - 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

   The following JAR 25 paragraphs are applicable at change 14:

   - JAR 25.21 Proof of compliance
   - JAR 25.29 Empty weight and corresponding center of gravity
   - JAR 25.101 Performance - General
   - JAR 25.111 Take-off path
   - JAR 25.125 Landing
   - JAR 25.145 Longitudinal control
   - JAR 25.147 Directional and lateral control
   - JAR 25.149 Minimum control speed
   - JAR 25.175 demonstration of static longitudinal stability
   - JAR 25.177 Static directional and lateral stability
   - JAR 25.181 Dynamic stability
   - JAR 25.205 Stalls : critical engine inoperative
   - JAR 25.251 Vibration and buffeting
   - JAR 25.253 High speed Characteristics
   - JAR 25.305 Strength and deformation
   - JAR 25.307 Proof of structure
   - JAR 25.321 Flight loads - general
   - JAR 25.331 Symmetric manoeuvring conditions
   - JAR 25.333 flight envelope
   - JAR 25.335 design airspeeds
JAR 25.341  Gust and turbulence loads
JAR 25.343  Design fuel and oil loads
JAR 25.345  High lift devices
JAR 25.349  Rolling conditions
JAR 25.351  Yawing manoeuvring conditions
JAR 25.361  Engine and APU torque
JAR 25.371  Gyroscopic loads
JAR 25.373  Speed control devices
JAR 25.391  Control surfaces loads – general
JAR 25.395  Control system
JAR 25.397  Control system loads
JAR 25.415  Ground gust condition
JAR 25.427  Unsymmetrical loads
JAR 25.459  Special devices
JAR 25.571  Damage tolerance
JAR 25.603  Materials: applicable to vertical stabilizer only
JAR 25.613  Material strength properties and design values applicable to vertical stabilizer only
JAR 25.615  Design values: applicable to vertical stabilizer only
JAR 25.679  Control system gust locks
JAR 25.723  Shock absorption tests
JAR 25.729  Landing Gear retracting mechanism
JAR 25.731  Wheels
JAR 25.733  Tyres
JAR 25.735  Brakes
JAR 25.772  Pilot compartment door
JAR 25.777  Cockpit controls
JAR 25.779  Motion and effect of cockpit control
JAR 25.783  Doors
JAR 25.851  Fire extinguishers
JAR 25.863  Flammable fluid fire protection
JAR 25.867  Fire protection: other components
JAR 25X899  Electrical bonding and protection against lightning and static electricity: applicable to vertical stabilizer only
JAR 25.963(g)  Fuel tanks access covers (fuel center tank only)
JAR 25.979  Pressure fuelling system
JAR 25.1303  Flight and navigation instruments
JAR 25.1381  Instrument lights
JAR 25.1415  Ditching equipment
JAR 25.1419  Flight in icing condition
JAR 25.1533  Additional operating limitations
JAR 25.1543  Instrument markings, general
JAR 25.1551  Oil quantity indicator

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)
4. Special Conditions:

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   Aerelastic stability requirements
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-10.1 Effects of external radiations upon aircraft systems
SC S-10.2 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    Trim Tank
SC P-27   Flammability Reduction System (applicable from June 2010)
SC E-2    Underfloor Crew rest compartment
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-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 F-126  Flight Recorders including Data Link Recording
           (applicable from June 2013)
SC H-01   Enhanced Airworthiness Programme for Aeroplane Systems -
           ICA on EWIS (applicable from May 2010)

5. Equivalent Safety Findings:

ESF F-8.1 (accelerate stop distances) and ESF S-21 (brakes wear limits)
provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification
requirements (NPA 25 B, D, G 244)

ESF S-45 (Oil temperature indication) provides an equivalent level of safety to JAR
25.1549(a)
ESF P-9 (A330 / RR turbine overheat detection) provides an equivalent level of safety to JAR 25.1203(d)

ESF E-15 (Reinforced security cockpit door) provides an equivalent level of safety to JAR 25.772 (applicable from July 2002)

ESF E-18 (LD galley compartment) provides an equivalent level of safety to JAR 25.819(f) (applicable from November 2003)

ESF E-1022 (Improved flammability standards for thermal / acoustic insulation materials) provides an equivalent level of safety to JAR 25.853(b) (applicable from August 2005)

ESF E-134 (Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis) provides an equivalent safety JAR 25.785 (c) at change 13 and JAR 25.785 (d) at change 14 (applicable from November 2013)

ESF F-128 (Minimum Mass Flow of Supplemental Oxygen) provides an equivalent level of safety to JAR 25.1443(c) (applicable from November 2014).

ESF F-129 (Crew Determination of Quantity of Oxygen in Passenger Oxygen System) provides an equivalent level of safety to JAR 25.1441(c) (applicable from November 2014).

6. Post TC activity:

Compliance with CS 25.811 and CS 25.812 Amdt. 3 issued September 19th 2007 for multi-lingual “EXIT” signs (optional modification).

7. Environmental Requirements:

Environmental requirements for noise and vented fuel:
ICAO Annex 16 Volume I – Part II, Chapter 4 for Noise.
Compliance with Chapter 4 had originally been demonstrated through MOD 55005.

Compliance with Chapter 4 is now achieved without MOD 55005.
(See EASA TCDSN A.004 for details)
ICAO Annex 16 Volume II (Vented Fuel) - Part II, Chapter 2

8. ETOPS Technical Conditions:

For the Extended Twin-Engine Airplane Operations, the applicable technical conditions are contained in AMC 20-6 (AMJ 120-42 / IL 20) and JAA CRI G-106, EASA CRI G-8.

III. Technical Characteristics and Operational Limitations

Two turbo-fan, medium to long range, twin-aisle, large category airplane.

1. A330-200 powered by General Electric engines

   1.1 Type Design Definition:
   A330-201: 00G000A0201/C00
   A330-202: 00G000A0202/C00
   A330-203: 00G000A0203/C00
1.2 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

1.2.1 Engine Limits:

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet E41NE (FAA) IM.E.007 (EASA)</th>
<th>A330-201 CF6-80E1A2</th>
<th>A330-202 CF6-80E1A4</th>
<th>A330-203 CF6-80E1A3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td>64,530 lbs</td>
<td>66,870 lbs</td>
<td>68,530 lbs</td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>60,400 lbs</td>
<td>60,400 lbs</td>
<td>60,400 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>

Approved oils: conform to GE specification D50TF1 Class B or GE Service Bulletin 79-1

* may be extended to 10 mn 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.

Note: Thrust “Bump” function capability for A330-202 (option):
When CF6-80E1A4/B engines are installed, the thrust "Bump" function can be activated for take-off (Mod 52776).

1.3 Fuel:

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>KEROSENE: refer to GE Specification D50TF2</td>
<td>JET A, JETA-1,JP5,JP8, N°3 JET fuel, TS-1, RT</td>
</tr>
</tbody>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

1.4 Limit Speeds:
Refer to approved Airplane Flight Manual.

1.5 Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

1.6 Maximum Certified Weights:

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>020 (BASIC)</th>
<th>021 (46892)</th>
<th>022 (47784)</th>
<th>023 (47888)</th>
<th>024 (49819)</th>
<th>026 (51712)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>230</td>
<td>230</td>
<td>233</td>
<td>233</td>
<td>202</td>
<td>192</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>180</td>
<td>182</td>
<td>182</td>
<td>180</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>168</td>
<td>170</td>
<td>170</td>
<td>168</td>
<td>168</td>
<td>168</td>
</tr>
</tbody>
</table>
1.7 Note:
A330-202 can be fitted with CF6-80E1A2 engines by application of Service Bulletin 72-3003 (Mod 46549), and can be reverted to CF6-80E1A4 engines installation by Service Bulletin 72-3005 (Mod 47332).

Aircraft model conversion:
- 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

2. A330-200 powered by Pratt & Whitney engines

2.1 Type Design Definition:
A330-223: 00G000A0223/C00

2.2 Engines:
A330-223: Two (2) Pratt & Whitney 4168A turbofan engines
A330-223: Two (2) Pratt & Whitney 4168A-1D turbofan engines
A330-223: Two (2) Pratt & Whitney 4170 turbofan engines
2.2.1 Engine Limits:

<table>
<thead>
<tr>
<th>Engine Limits</th>
<th>A330-223</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Sheet E36NE (FAA)</td>
<td>PW4168A</td>
</tr>
<tr>
<td>M-IM37 (DGAC)</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td>PW4170</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Static thrust at sea level:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>- take-off (5mn)</td>
<td>68,600 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>68,600 lbs</td>
</tr>
<tr>
<td></td>
<td>70,000 lbs</td>
</tr>
</tbody>
</table>

| Approved oils: see Pratt & Whitney engine Service Bulletin N°238, latest revision |

* 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.

Note: Thrust reverser and Exhaust System Installation of Thrust Reverser and Exhaust System (Reverser Assembly P/N 70M001, Nozzle Assembly P/N 76A008 and Exhaust Plug Assembly P/N 75A001) on PW4164, 4168, 4168A, 4168A-1D and 4170 engines according to FAA STC SE825NE is approved.

2.3 Fuel:

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

2.4 Limit Speeds:

Refer to approved Airplane Flight Manual.

2.5 Centre of Gravity Range:

Refer to approved Airplane Flight Manual.

2.6 Maximum Certified Weights:

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>020 (46892)</th>
<th>021 (47784)</th>
<th>022 (47888)</th>
<th>023 (51802)</th>
<th>050 (51804)</th>
<th>052 (51804)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>230</td>
<td>230</td>
<td>233</td>
<td>233</td>
<td>230</td>
<td>233</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>180</td>
<td>182</td>
<td>182</td>
<td>180</td>
<td>180</td>
<td>182</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>168</td>
<td>170</td>
<td>170</td>
<td>168</td>
<td>168</td>
<td>170</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>054 (54106)</th>
<th>055 (54107)</th>
<th>056 (55813)</th>
<th>057 (58859 for Production) (201436 for Retrofit)</th>
<th>058 (58860 for Production) (201437 for Retrofit)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>230</td>
<td>192</td>
<td>233</td>
<td>236</td>
<td>238</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>182</td>
<td>182</td>
<td>180</td>
<td>182</td>
<td>182</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>170</td>
<td>170</td>
<td>168</td>
<td>170</td>
<td>168</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>059 (57439)</th>
<th>060 (57440)</th>
<th>061 (200561)</th>
<th>062 (201701)</th>
<th>063 (204729)</th>
<th>064 (204730)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>202</td>
<td>220</td>
<td>230</td>
<td>238</td>
<td>192</td>
<td>217</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>182</td>
<td>182</td>
<td>182</td>
<td>182</td>
<td>182</td>
<td>182</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>170</td>
<td>170</td>
<td>168</td>
<td>168</td>
<td>168</td>
<td>168</td>
</tr>
</tbody>
</table>
3. **A330-200 powered by Rolls Royce engines**

   3.1 **Type Design Definition:**
   
   A330-243: 00G000A0243/C00

   3.2 **Engines:**
   
   A330-243: Two (2) Rolls Royce Trent 772B-60 turbofan engines or two (2) Rolls Royce Trent 772C-60 turbofan engines

   3.2.1 **Engine Limits:**

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet 1050 (CAA) E.042 (EASA)</th>
<th>A330-243 Trent 772B-60</th>
<th>A330-243 Trent 772C-60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>71,100 lbs</td>
<td>71,100 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>63,560 lbs</td>
<td>63,560 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.

   3.3 **Fuel:**

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

   Note: The above mentioned fuels and additives are also suitable for the APU.

   3.4 **Limit Speeds:**
   
   Refer to approved Airplane Flight Manual.

   3.5 **Centre of Gravity Range:**
   
   Refer to approved Airplane Flight Manual.

   3.6 **Maximum Certified Weights:**

<table>
<thead>
<tr>
<th>Variant (MOD) (BASIC)</th>
<th>020 (46892)</th>
<th>021 (47784)</th>
<th>022 (47888)</th>
<th>023 (49819)</th>
<th>024</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>230</td>
<td>230</td>
<td>233</td>
<td>233</td>
<td>202</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>180</td>
<td>182</td>
<td>182</td>
<td>180</td>
<td>180</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>168</td>
<td>170</td>
<td>170</td>
<td>168</td>
<td>168</td>
</tr>
</tbody>
</table>
4. Data pertinent to all A330-200 series

4.1 Fuel quantity (0.8 kg/liter):

<table>
<thead>
<tr>
<th>TANK</th>
<th>3-TANK AIRPLANE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Usable fuel liters (kg)</td>
</tr>
<tr>
<td>WING</td>
<td>91300 (73040)</td>
</tr>
<tr>
<td>CENTER</td>
<td>41 560 (33 248)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 230 (4 984)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>139 090 (111 272)</td>
</tr>
</tbody>
</table>

4.2 Minimum Flight Crew:
   Two (2): Pilot and Co-pilot

4.3 Maximum Seating Capacity:
   The maximum number of passengers approved for emergency evacuation is:
   - 375 basic (3 Type A and 1 Type 1 doors installed);
   - 406 option (4 Type A doors installed – Mod 40161).

   See interior layout drawing for the maximum passenger capacities approved for each aeroplane when delivered.
4.4 Cargo compartment loading:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18869</td>
</tr>
<tr>
<td>Aft</td>
<td>15241</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 ref. 00G080A0006/C2S.

4.5 Environmental Flight Envelope:
Refer to approved Airplane Flight Manual.

4.6 Other Limitations:
Refer to approved Airplane Flight Manual.

4.7 Auxiliary Power Unit (APU):
One GARRETT GTCP 331-350C (Specification 31-7677A)
Oils: refer to applicable approved Manuals

4.8 Equipment
The equipment required by the applicable requirements shall be installed.
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

4.9 All Weather Capabilities
A330-201 / A330-202 / A330-203:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland
A330-223:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland
A330-243:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland

4.10 Wheels and Tyres
Refer to Airbus Service Bulletin A330-32-3004.

4.11 Hydraulics
Fluid specifications: TYPE IV (NSA 307-110).
4.12 Maintenance Instructions and Airworthiness Limitations

- 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;
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A330 Airworthiness Limitations Section (ALS) Part 2 approved by EASA;
- Certification Maintenance Requirements are provided in the A330 Airworthiness Limitations Section (ALS) Part 3 approved by EASA;
- Limitations applicable to Ageing System Maintenance are provided in the A330 Airworthiness Limitation Section (ALS) Part 4 approved by EASA;
- Fuel Airworthiness Limitations are provided in the A330 Airworthiness Limitations Section (ALS) Part 5 approved by EASA;

4.13 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 4: A330-200 FREIGHTER SERIES

I. General

1. Aeroplane: Airbus A330-200F

II. Certification Basis

1. Reference Application Date for EASA Certification:
   30 August 2006

2. EASA Certification Date:
   - A330-223F: 09 April 2010
   - A330-243F: 09 April 2010

3. EASA Certification Basis:
   a) JAR 25 Change 13 effective on October 5, 1989 with the following exceptions:
      - 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.

   b) Plus following JAR 25 paragraphs applicable at change 14:


   c) Plus CS 25 paragraphs at Amdt 1


      - For main deck cargo door


- For cargo floor

- For cargo barrier wall

- For NLG attachment point / NLG bay

- For courier area

- For MDCC class E

Plus requirements at CS 25 Amdt 4 for Main deck cargo door

25.783

d) All weather operation:

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

e) Special Conditions:

1. A330-200 Special Conditions
SC A-2 Interaction of systems and structure
SC A-3 Design manoeuvre 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 Aero-elastic stability requirements
SC F-101 Stalling and scheduled operating speeds
2. New Special Conditions for the A330-200F

E-124 Courier compartment
E-125 Class E cargo compartment fire protection of essential systems
E-127 Flammability standard for thermal / acoustic insulation materials

f) Equivalent Safety Findings:

ESF F-8.1 (accelerate stop distances) and ESF S-21 (brakes wear limits) provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244).

ESF S-45 (Oil temperature indication) provides an equivalent level of safety to JAR 25.1549(a).

ESF P-9 (A330/ RR turbine overheat detection) provides an equivalent level of safety to JAR 25.1203(d) for Rolls-Royce Trent 700 engines.

ESF E-21 (Emergency exit marking reflectance) provides an equivalent level of safety to JAR 25.811(f).

ESF E-134 (Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis) provides an equivalent safety JAR 25.785 (c) at change 13 and JAR 25.785 (d) at change 14 (applicable from November 2013)

ESF F-128 (Minimum Mass Flow of Supplemental Oxygen) provides an equivalent level of safety to JAR 25.1443(c) (applicable from November 2014).

ESF F-129 (Crew Determination of Quantity of Oxygen in Passenger Oxygen System) provides an equivalent level of safety to JAR 25.1441(c) (applicable from November 2014).
g) Environmental Standards:

CS 36 for noise requirements  
CS 34 for engine emission and fuel venting

h) ETOPS Technical Conditions:

For the Extended Twin-Engine Airplane Operations, the applicable technical conditions are contained in AMC 20-6 (AMJ 120-42 / IL 20) and EASA CRI G-106F.

i) Post TC

Compliance with CS 25.811 and CS 25.812 Amdt. 3 issued September 19th 2007 for multi lingual “EXIT” signs (optional modification).

III. Technical Characteristics and Operational Limitations

Two turbo-fan, medium to long range, twin-aisle, large category airplane.

1. A330-200F powered by Pratt & Whitney engines

   a. Type Design Definition:

      A330-223F: 00G000A223F/C00 issue 1

   b. Engines:

      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 turbofan engines

   1.1.1 Engine Limits:

<table>
<thead>
<tr>
<th>Engine LimitsData Sheet E36NE (FAA) M-IM37 (DGAC)</th>
<th>A330-223F</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW4170</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td></td>
<td>(58344 issue 3)</td>
</tr>
<tr>
<td></td>
<td>PW4168A **</td>
</tr>
<tr>
<td></td>
<td>(MOD 202393)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Static thrust at sea level:</th>
<th>A330-223F</th>
</tr>
</thead>
<tbody>
<tr>
<td>- take-off (5mn) *</td>
<td>PW4170</td>
</tr>
<tr>
<td>70,000 lbs</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td>59,357 lbs</td>
<td>PW4168A **</td>
</tr>
<tr>
<td></td>
<td>(58344 issue 3)</td>
</tr>
<tr>
<td></td>
<td>(MOD 202393)</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>PW4168A-1D</td>
</tr>
<tr>
<td>68,600 lbs</td>
<td>PW4168A **</td>
</tr>
<tr>
<td>59,357 lbs</td>
<td>(58344 issue 3)</td>
</tr>
<tr>
<td></td>
<td>(MOD 202393)</td>
</tr>
</tbody>
</table>

Approved oils: see Pratt & Whitney engine Service Bulletin N°238, latest revision

* 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.

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

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

d. Limit Speeds:
Refer to approved Airplane Flight Manual.

e. Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

f. Maximum Certified Weights:

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>000 Basic (range mode)</th>
<th>001 Payload mode</th>
<th>002 Dynamic payload modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>233</td>
<td>227</td>
<td>233</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>182</td>
<td>187</td>
<td>187</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>173</td>
<td>178</td>
<td>173 to 178 (depending on TOW)</td>
</tr>
</tbody>
</table>

2. A330-200F powered by Rolls Royce engines

a. Type Design Definition:
A330-243F: 00G000A243F/C00 issue 1

b. Engines:
A330-243F: Two (2) Rolls Royce Trent 772B-60 turbofan engines

2.1.1 Engine Limits:

<table>
<thead>
<tr>
<th>Engine Limits Data Sheet 1050 (CAA) E.042 (EASA)</th>
<th>A330-243 Trent 772B-60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Static thrust at sea level:</td>
<td></td>
</tr>
<tr>
<td>- take-off (5mn) *</td>
<td>71,100 lbs</td>
</tr>
<tr>
<td>- maximum continuous</td>
<td>63,560 lbs</td>
</tr>
<tr>
<td>Approved oils: see Rolls Royce Service Bulletin RB.211-12-F139, latest revision</td>
<td></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.
c. Fuel:

<table>
<thead>
<tr>
<th>NOMENCLATURE</th>
<th>SPECIFICATION</th>
</tr>
</thead>
</table>

Note: The above mentioned fuels and additives are also suitable for the APU.

d. Limit Speeds:
Refer to approved Airplane Flight Manual.

e. Centre of Gravity Range:
Refer to approved Airplane Flight Manual.

f. Maximum Certified Weights:

<table>
<thead>
<tr>
<th>Variant (MOD)</th>
<th>000 Basic (range mode)</th>
<th>001 Payload mode</th>
<th>002 Dynamic payload modification</th>
</tr>
</thead>
<tbody>
<tr>
<td>MTOW (T)</td>
<td>233</td>
<td>227</td>
<td>233</td>
</tr>
<tr>
<td>MLW (T)</td>
<td>182</td>
<td>187</td>
<td>187</td>
</tr>
<tr>
<td>MZFW (T)</td>
<td>173</td>
<td>178</td>
<td>173 to 178                      (depending on TOW)</td>
</tr>
</tbody>
</table>

3. Data pertinent to all A330-200F series

3.1 Fuel quantity (0.8 kg/liter) with 58623 and without mod 200281:

<table>
<thead>
<tr>
<th>TANK</th>
<th>2-TANK AIRPLANE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Usable fuel liters (kg)</td>
<td>Unusable fuel liters (kg)</td>
</tr>
<tr>
<td>WING</td>
<td>91300 (73040)</td>
<td>348 (279)</td>
</tr>
<tr>
<td>TRIM TANK</td>
<td>6 230 (4 984)</td>
<td>6 (5)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>97530 (78024)</td>
<td>354 (284)</td>
</tr>
</tbody>
</table>

3.2 Fuel quantity (0.8 kg/liter) with mod 58623/200281 or without 58623:

<table>
<thead>
<tr>
<th>TANK</th>
<th>3-TANK AIRPLANE</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Usable fuel liters (kg)</td>
<td>Unusable fuel liters (kg)</td>
</tr>
<tr>
<td>WING</td>
<td>91300 (73040)</td>
<td>348 (279)</td>
</tr>
<tr>
<td>CENTER</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>437 (350)</td>
</tr>
</tbody>
</table>
a. Minimum Flight Crew:

Two (2): Pilot and Co-pilot

b. Maximum Seating Capacity:

A maximum of 12 supernumeraries may occupy the courier area located aft of the flight deck compartment. The total occupancy of the airplane is limited to 16 persons.

c. Cargo compartment loading:

<table>
<thead>
<tr>
<th>Cargo compartment</th>
<th>Maximum load (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forward</td>
<td>18869</td>
</tr>
<tr>
<td>Aft</td>
<td>15241</td>
</tr>
<tr>
<td>Rear (bulk)</td>
<td>3468</td>
</tr>
<tr>
<td>MDC Compartment</td>
<td>65000 (range mode)</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 ref. 00G080A0006/C2S.

d. Environmental Flight Envelope:

Refer to approved Airplane Flight Manual.

e. Other Limitations:

Refer to approved Airplane Flight Manual.

f. Auxiliary Power Unit (APU):

One GARRETT GTCP 331-350C (Specification 31-7677A)
Oils: refer to applicable approved Manuals

g. Equipment

The equipment required by the applicable requirements shall be installed. 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

h. All Weather Capabilities

A330-223F:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland

A330-243F:
- Aircraft Type Design is approved for Cat 3 precision approach and autoland
i. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004. This SB will be updated to include the Freighter version prior to Entry Into service.

j. Hydraulics

Fluid specifications: TYPE IV (NSA 307-110).

k. Maintenance Instructions and Airworthiness Limitations

- 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;
- Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the A330 Airworthiness Limitations Section (ALS) Part 2 approved by EASA;
- Certification Maintenance Requirements are provided in the A330 Airworthiness Limitations Section (ALS) Part 3 approved by EASA;
- Limitations applicable to Ageing System Maintenance are provided in the A330 Airworthiness Limitation Section (ALS) Part 4 approved by EASA;
- Fuel Airworthiness Limitations are provided in the A330 Airworthiness Limitations Section (ALS) Part 5 approved by EASA;
SECTION: ADMINISTRATIVE
Starting with Issue 18

I. Acronyms and Abbreviations

A/C  Aircraft
AFM  Airplane Flight Manual
AMC  Acceptable Means of Compliance
APU  Auxiliary Power Unit
AWO  All Weather Operations
CAA  Civil Aviation Authority
CRI  Certification Review Item
CS   Certification Specification
EASA European Aviation Safety Agency
EC   European Commission
ES(F) Equivalent Safety (Finding)
ETOPS Extended Range Operations with Two-Engined Aeroplanes
EU   European Union
EU MS European Union Member States
EWIS Enhanced Wiring Interconnection System
FAA  Federal Aviation Administration
FAR  Federal Aviation Regulation
FRS  Flammibility Reduction Systems
ICA  Instructions for Continued Airworthiness
ICAO International Civil Aviation Organization
JAA  Joint Aviation Authorities
JAR  Joint Aviation Requirements
NAA  National Aviation Authority
NPA  Notice of Proposed Amendment
RR   Rolls Royce
SB   Service Bulletin
SC   Special Condition
S/N  Serial Number
TC   Type Certificate
TCDS Type Certificate Data Sheet
TCDSN Type Certificate Data Sheet for Noise

II. Type Certificate Holder Record

AIRBUS
1 Rond-point Maurice Bellonte
31707 Blagnac
FRANCE
### III. Change Record

<table>
<thead>
<tr>
<th>TCDS Issue No</th>
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<th>TCDS Changes</th>
<th>TC Date</th>
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</table>
| 18.0          | 27/11/09    | - Page 4 Section 1.6  
- Update of CMP Document reference number  
- Introduction of ETOPS Beyond 180 Min (approval date: 13 October 2009)  
- Amendment Approval date 4 June 2009 for ETOPS 180 Min (A330-323 PW 4168A-1D and PW 4168A-1D)  
  - Environmental Standards chapter re-arrangement  
  - Page 6 Section 2.II.7 & 2.II.8.2  
    - New Chapter title  
    - Addition of CRI G-106 (2.II.7 only)  
    - Addition of CRI G-8  
  - Page 11 Section 2.III.3.2.1  
    - Introduction of reference to Approved Oil documentation  
  - Page 14 Section 2.III.4.12  
    - Introduction of reference to ALS 5, and deletion of Certification Document reference numbers  
  - Page 17 Section 3.II.7  
    - Environmental Standards chapter re-arrangement  
  - Page 17 Section 3.II.8  
    - Addition of CRI G-8  
  - Page 21 Section 3.III.2.6  
    - Mod number corrected (Variant 060)  
  - Page 22 Section 3.III.3.2.1  
    - Introduction of reference to Approved Oil documentation  
  - Page 25 Section 3.III.4.12  
    - Introduction of reference to ALS 5, and deletion of Certification Document reference numbers  
  - Page 26  
    - Introduction of new Section 4 (Change Record) | 17/05/04   |
| 19.0          | 30/03/10    | Introduction of section 4 for A330-200 Freighter | 09/04/10   |
| 20.0          | 11/06/10    | Addition of CRI H-01 as Special Condition (Enhanced Airworthiness Programme for Aeroplane Systems - ICA for EWIS) | 09/04/10   |
| 21.0          | 22/06/10    | Addition of WV 001 for A330-200 Freighter | 09/04/10   |
| 22.0          | 20/07/10    | Addition of A330-200F ETOPS approval  
Addition of WV 061 for A330-200 passenger aircraft | 09/04/10   |
| 23.0          | 18/07/10    | Addition of WV 057 and 058 on the A330-200 Passenger aircraft.  
Addition of fuel quantity table (Section 4 § 3.1.2) due to the introduction of MOD 58623 & 200281.  
Correction of typo error for fuel quantity tables (section 3 § 4.1 & Section 4 § 3.1.1) | 09/04/10   |
| 24.0          | 06/09/10    | Correction of a typo error on Section 1 - § 6 - ETOPS table | 09/04/10   |
| 25.0          | 27/09/10    | Correction of typo error to remove ambiguity on A330-200 Freighter model (Section 4 - §1.1) | 09/04/10   |
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<tr>
<td>27.0</td>
<td>23/02/11</td>
<td>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)</td>
<td>09/04/10</td>
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<tr>
<td>28.0</td>
<td>09/03/11</td>
<td>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)</td>
<td>09/04/10</td>
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<td>29.0</td>
<td>06/05/11</td>
<td>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</td>
<td>09/04/10</td>
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<tr>
<td>30.0</td>
<td>26/10/11</td>
<td>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)</td>
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<tr>
<td>31.0</td>
<td>04/05/12</td>
<td>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.)</td>
<td>09/04/10</td>
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<td>32.0</td>
<td>29/10/12</td>
<td>Addition of SC E-128 to A330-300/-200 Certification Basis Addition of Weight Variant 056 for A330-302/-303/-323/-342/-343 Correction of MOD number (43308) for A330-301 Weight Variant 010</td>
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<td>14/11/12</td>
<td>Addition of Equivalent Safety Finding E-1022 to A330-300/-200 Certification Basis</td>
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<td>34</td>
<td>28/05/13</td>
<td>Addition of paragraph “Elec 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.</td>
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<td>35</td>
<td>20/11/2013</td>
<td>Addition of WV057 for A330-323/-342/-343</td>
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<td>36</td>
<td>22/11/2013</td>
<td>Correction of a typo in section 2 §2.6 on MTOW of WV057 for A330-223. 184t instead of 187t</td>
<td>09/04/10</td>
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<td>37</td>
<td>15/09/2014</td>
<td>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</td>
<td>09/04/10</td>
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