TYPE-CERTIFICATE DATA SHEET

No. EASA.A.172

for

AIRBUS A300, A310, A300-600

Type Certificate Holder:

AIRBUS S.A.S.

2, Rond-Point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models:

A300 B4-2C	A310-203	A300 B4-620
A300 B4-102	A310-221	A300 B4-601
A300 B4-103	A310-222	A300 B4-603
A300 B4-120	A310-204	A300 B4-622
A300 B4-203	A310-203C	A300 C4-620
A300 B4-220	A310-322	A300 B4-605R
A300 C4-203	A310-304	A300 B4-622R
A300 F4-203	A310-324	A300 F4-605R
	A310-308	A300 F4-622R
	A310-325	A300 C4-605R variant F

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CONTENTS

1 GENERAL (ALL MODELS)

Data Sheet No:	EASA.A.172
Airworthiness Category:	Large Aeroplanes
Performance Class:	A
Certifying Authority:	EASA
Type Certificate Holder:	AIRBUS 2, Rond-Point Emile Dewoitine 31700 BLAGNAC - FRANCE

ETOPS

The Type Design, system reliability and performance of A310/A300-600 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 AI/EA3000.
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 an overview about the ETOPS approvals:

Aircraft Model	Engine Type	120 min Approval Date	180 min Approval Date
A300 B4-601	GE CF6-80C2A1	22 October 1986 (90 min DT)	27 July 1990
A300 B4-601	GE CF6-80C2A1	18 May 1987 (105 min DT)	27 July 1990
A300 B4-601	GE CF6-80C2A1	14 September 1987	27 July 1990
A300 B4-603	GE CF6-80C2A3	14 September 1987	27 July 1990
A300 B4-605R	GE CF6-80C2A5	26 May 1988	27 July 1990
A300 B4-605R	GE CF6-80C2A5F	N/A	29 April 1994
A300 F4-605R	GE CF6-80C2A5F	N/A	29 April 1994
A300 B4-620	PW JT9D-7R4H1	10 April 1986	27 July 1990
A300 C4-620	PW JT9D-7R4H1	10 April 1986	27 July 1990
A300 B4-622	PW 4158	30 October 1989 (105 min DT)	03 September 1991
A300 B4-622	PW 4158	27 July 1990	03 September 1991
A300 B4-622R	PW 4158	30 October 1989 (105 min DT)	03 September 1991
A300 B4-622R	PW 4158	27 July 1990	03 September 1991
A310-203	GE CF6-80A3	10 April 1986	27 July 1990
A310-204/VAR100	GE CF6-80C2A2	14 September 1987	27 July 1990
A310-221	PW JT9D-7R4D1	10 April 1986	27 July 1990
A310-222	PW JT9D-7R4D1	10 April 1986	27 July 1990
A310-222/VAR100	PW JT9D-7R4E1 500	10 April 1986	27 July 1990
A310-304	GE CF6-80C2A2	10 April 1986 (90 min DT)	27 July 1990
A310-304	GE CF6-80C2A2	18 May 1987 (105 min DT)	27 July 1990
A310-304	GE CF6-80C2A2	14 September 1987	27 July 1990
A310-308	GE CF6-80C2A8	N/A	03 September 1991
A310-322	PW JT9D-7R4E1 500	10 April 1986	27 July 1990
A310-324	PW 4152	28 March 1989 (90 min DT)	03 September 1991
A310-324	PW 4152	30 October 1989	03 September 1991
A310-325	PW 4156A	N/A	11 March 1992

PART-26 COMPLIANCE INFORMATION

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

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

2

2 A300 B4-100 SERIES

Twin-engine, wide-body, medium-range carrier.

It differs essentially from the A300 B2-100 series aircraft in the addition of a fuel tank in the wing centre box, Krüger flaps at the wing root, and increased weights.

2.1 Certified models : A300 B4-2C, A300 B4-102, A300 B4-103, A300 B4-120

The reference model is defined in AIRBUS INDUSTRIE publications:
- Model A300 B4-2C: AI/V N° 676/74 and AI/V N° 201/75 (equipment list)
- Model A300 B4-102: AI/V N° 1486/77 and AI/V N° 1487/77 (equipment list)
- Model A300 B4-103: AI/V/C N° 10/79 and AI/V/C N° 11/79 (equipment list)
- Model A300 B4-120: AI/V-C N°1898/80 and AI/V-C N° 1899/80 (equipment list)

Initial Certification Date:
A300 B4-2C: 26 March 1975
A300 B4-102: 07 December 1977
A300 B4-103: 21 March 1979
A300 B4-120: 04 February 1981

2.2 Powerplant

Model A300 B4-2C: 2 GENERAL ELECTRIC CF6 - 50C or CF6 - 50C2R turbofan engines (see Note 3)
Model A300 B4-102: 2 GENERAL ELECTRIC CF6 - 50C1 turbofan engines
Model A300 B4-103: 2 GENERAL ELECTRIC CF6 - 50C2 turbofan engines or CF6 - 50C2D (see Note 3)
Model A300 B4-120: 2 PRATT & WHITNEY JT9D-59A turbofan engines

2.3 Maximum weights (kg)

Applicability	A300 B4-2C, A300 B4-102, A300 B4-103 A300 B4-120 (i.e. ALL)			
Modification(s)	Basic	Mod. 01614	Mod. 01652	Mod. 01652 and Mod. 02032
Service Bulletin(s)	N/A	SB A300-34-0020	SB A300-34-0024	SB A300-34-0024 and SB A300-34-0048
Weight Variant	WV 00	WV 01	WV 02(*)	WV 03(*)
Taxi Weight	150 900	153 900	158 400	158 400
Take-off Weight	150 000	153 000	157 500	157 500
Landing Weight	133 000	133 000	133 000	134 000
Zero fuel Weight	122 000	122 000	122 000	124 000

Applicability	A300 B4-2C	ALL	A300 B4-120	
Modifications	Mod. 03752	Mod. 01614, 01617, 01636, 01665 and 02032	Mod. 04593(**)	Mod. 05511
Service Bulletins	SB A300-00-0018	SBs A300-34-0020 & 53-0057 & 53-0055 & 57-0058 & 34-0048	N/A	SB A300-00-0004
Weight Variant	WV 04	WV 05(*)	WV 11	WV 12
Taxi Weight	150 900	153 900	158 400	160 900
Take-off Weight	150 000	153 000	157 500	160 000
Landing Weight	133 000	134 000	136 000 (1) 134 000 (2)	136 000 (1) 134 000 (2)
Zero fuel Weight	122 000	124 000	126 000	123 000

Applicability	A300 B4-2C	A300 B4-103	A300 B4-2C	A300 B4-103
Modification	Mod. 06207, Mod. 06208	Mod. 06193	Mod. 07163	Mod. 12875
Service Bulletin	N/A	SB A300-00-0007	N/A	SB A300-00-0038
Weight Variant	WV 13	WV 14	WV 15	WV 19
Taxi Weight	150 900	158 400	150 900	135 900
Take-off Weight	150 000	157 500	150 000	135 000
Landing Weight	134 000	134 000	134 000	134 000
Zero fuel Weight	126 000	126 000	126 000	126 000

Applicability	A300 B4-103 WV14
Modification	Mod. 13468
Service Bulletin	SB A300-00-0041
Weight Variant	WV 20
Taxi Weight	154 900
Take-off Weight	154 000
Landing Weight	134 000
Zero fuel Weight	126 000

(*): See Note 5
(**): Mod. 04593 allows also conversion from A300 B2-320 to A300B4-120
(1): 136 000 kg: slats 16° and flaps 15°
(2): 134 000kg: slats 25° and flaps 25°

2.4 Centre of Gravity

See EASA approved Flight Manual.

2.5 Airspeed Limits

	Basic model	Weight variants 01, 04, 05, 13 & 15*	Weight variants 02, 03, 11 & 14*, 19*	Weight variant 12*
Maximum Operating Mach - MMO	0.86	0.86	0.82**	0.81**
Maximum Operating Speed - VMO	360 KIAS	345 KIAS	345 KIAS	335** KIAS

* See Note 4.
** See Note 5.

Other speeds limits: see EASA approved Flight Manual.

2.6 Fuel tank capacity

(Volumic mass: 0,782 kg/litre)

Tanks	Unusable fuel (kg)	Usable fuel					
		Without SB n° 28.0021 (modification 1664) (1)			With SB n° 28.0021 (modification 1664) (1)		
		Normal preselected refuelling (kg)	Refuelling with high level shut off		Normal preselected refuelling (kg)	Refuelling with high level shut off	
			(kg)	(l)		(kg)	(l)
Outer	12	7 000	7 202	9 210	7 000	7 241	9 260
Inner	130	27 000	27 026	34 560	27 000	27 480	35 140
Center	48	11 000	11 206	14 330	13 500	13 763	17 600
TOTAL	190	45 000	45 434	58 100	47 500	48 484	62 000

(1) See Note 6

2.7 Additional information

See "A300 All series, all models" chapter.

3 A300 B4-200 SERIES

Twin-engine, wide-body, medium-range carrier.

It differs essentially from A300 B4-100 series aircraft in its increased take-off weight.

3.1 Certified models: A300 B4-203(*), A300 B4-220(*)

The reference model is defined in AIRBUS INDUSTRIE publications:

- Model A300 B4-203(*) : AI/V-C N° 12/79 and AI/V-C N° 13/79 (equipment list)
- Model A300 B4-220(*) : AI/V-C N° 981/81 and AI/V-C N° 982/81 (equipment list)

Initial Certification Date:
A300 B4-203: 26 April 1979
A300 B4-220: 08 January 1982

(*) See Note 6.

3.2 Powerplant

Model A300 B4-203: 2 General Electric CF6 50C2 or CF6 - 50C2D (see Note 3) turbofan engines
Model A300 B4-220: 2 Pratt & Whitney JT9D-59A turbofan engines

3.3 Maximum weights (kg)

Applicability	A300 B4-203(*), A300 B4-220(*)		A300 B4-203(*)	
Modification(s)	Basic	Mod. 03195	Mod 3424	Mod 3424 & Mod 3195
Service Bulletin	N/A	SB A300-00-0037	N/A	SB A300-00-0037
Weight Variant	WV 06	WV 07	WV 08	WV 10
Taxi Weight	165 900	165 900	158 400	158 400
Take-off Weight	165 000	165 000	157 500	157 500
Landing Weight	134 000	136 000 (1) 134 000 (2)	134 000	136 000 (1) 134 000 (2)
Zero fuel Weight	124 000	126 000	124 000	126 000

Applicability	A300 B4-203(*)			
Modification	Mod. 06193	Mod 11685	Mod 11686	Mod. 11877
Service Bulletin	SB A300-00-0007	SB A300-00-0028	SB A300-00-0027	SB A300-00-0032
Weight Variant	WV 14	WV 16	WV 17	WV 18
Taxi Weight	158 400	148 400	148 400	165 900
Take-off Weight	157 500	147 500	147 500	165 000
Landing Weight	134 000	134 000	136 000 (1) 134 000 (2)	134 000
Zero fuel Weight	126 000	124 000	126 000	126 000

Applicability	A300 B4-203(*)	A300 B4-203(*)	A300 B4-203(*)
Modification	Mod. 13362	Mod. 13469	Mod. 13470
Service Bulletin	SB A300-00-0040	SB A300-00-0042	SB A300-00-0043
Weight Variant	WV 20	WV 21	WV 22
Taxi Weight	158 400	154 900	154 900
Take-off Weight	157 500	154 000	154 000
Landing Weight	134 000	136 000	134 000
Zero fuel Weight	126 000	126 000	126 000

(*) See Note 6
(1): 136 000 kg: slats 16° and flaps 15°
(2): 134 000kg: slats 25° and flaps 25°

3.4 Centre of Gravity

See EASA approved Flight Manual.

3.5 Airspeed Limits

Maximum Operating Mach - MMO : 0.82 (See Note 4)
Maximum Operating Speed - VMO : 345 KIAS

Other speed limits: see EASA approved Flight Manual.

3.6 Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre) :

Tanks	Unusable fuel (kg)	Usable fuel					
		Without SB n° 28.0021 (modification 1664) (1)			With SB n° 28.0021 (modification 1664) (1)		
		Normal preselected refuelling (kg)	Refuelling with high level shut off		Normal preselected refuelling (kg)	Refuelling with high level shut off	
			(kg)	(l)		(kg)	(l)
Outer	12	7 000	7 202	9 210	7 000	7 241	9 260
Inner	130	27 000	27 026	34 560	27 000	27 480	35 140
Center	48	11 000	11 206	14 330	13 500	13 763	17 600
TOTAL	190	45 000	45 434	58 100	47 500	48 484	62 000

(1) See Note 5

3.7 Additional information

See "A300 All series, all models" chapter.

4 A300 C4-203 MODEL

Twin-engine, wide-body, medium-range carrier.
If differs essentially from A300 B4-200 series aircraft in the addition of an upper side cargo door. It can be used either for passenger either for cargo transport or in combined configuration. The conversion instructions are provided by AIRBUS INDUSTRIE document AI/TF 100/79 approved by DGAC France.

4.1 Certified model: A300 C4-203

The reference model is defined in AIRBUS INDUSTRIE publications:

- AI/V/C N° 14/79 and AI/V/C N°15/79 (equipment list)
- The approved modifications allowing the combined arrangement are provided in document AI/V-C N° 1994/82.

Initial Certification Date:
A300 C4-203: 18 December 1979

4.2 Powerplant

2 GENERAL ELECTRIC CF6 - 50C2 turbofan engines.

4.3 Maximum weights (kg)

Applicability	A300 C4-203	
Modification	Basic	Mod. 03195 & Mod. 03319
Service Bulletin	N/A	SB A300-00-0037
Weight Variant	WV 06	WV07
Taxi Weight	165 900	165 900
Take-off Weight	165 000	165 000
Landing Weight	134 000	136 000 (1) 134 000 (2)
Zero fuel Weight	124 000	126 000

(1): 136 000 kg: slats 16° and flaps 15°
(2): 134 000kg: slats 25° and flaps 25°

4.4 Centre of Gravity

See EASA approved Flight Manual.

4.5 Airspeed Limits

Maximum Operating Mach - MMO : 0.82 (see Note 4)
Maximum Operating Speed - VMO : 345 KIAS

Other speed limits: See EASA approved Flight Manual.

4.6 Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre)

Tanks	Unusable fuel (kg)	Usable fuel					
		Without SB n° 28.0021 (modification 1664) (1)			With SB n° 28.0021 (modification 1664) (1)		
		Normal preselected refuelling (kg)	Refuelling with high level shut off		Normal preselected refuelling (kg)	Refuelling with high level shut off	
			(kg)	(l)		(kg)	(l)
Outer	12	7 000	7 202	9 210	7 000	7 241	9 260
Inner	130	27 000	27 026	34 560	27 000	27 480	35 140
Center	48	11 000	11 206	14 330	13 500	13 763	17 600
TOTAL	190	45 000	45 434	58 100	47 500	48 484	62 000

(1) See Note 5.

4.7 Loading of Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "WEIGHT AND BALANCE MANUAL" and in the AIRBUS INDUSTRIE Aircraft Loadability Interface (ALI) Specifications:

- ALI 3001-502 Engine Transport
- ALI 3001-504 Non Unitized load
- ALI 3001-601 ULD Transport

Loading system frame specification: TL 25/5505/78.
The cabin compartment is divided into three sections: forward section, center section and aft section.

FORWARD SECTION
Maximum linear load: 1250 kg/m

CENTER SECTION
Maximum linear load: 2696 kg/m

AFT SECTION
Maximum linear load: 1250 kg/m

The cargo compartment loading is done by using 88x125 inches or 96x125 inches (NAS 3610) pallets.

After embodiment of modifications 3492, 3493 and 3494, it is possible to load the forward or centre sections with 96x125 inches (IATA) containers, as well as 96x136 or 96x160 inches pallets allowing engine transport according to specification ALI 3000-502.

4.8 Additional information

See chapter "A300 All series, all models"

5 A300 F4-203 MODEL

Twin-engine, wide-body, medium-range carrier used for cargo transport.

5.1 Certified model: A300 F4-203

The reference model is defined in AIRBUS INDUSTRIE publications:

AI/EA-A N° 370/86 and AI/EA-A N° 371/86 (equipment list)

Initial Certification Date:
A300 F4-203: 06 June 1986

5.2 Powerplant

2 GENERAL ELECTRIC CF6 - 50C2 turbofan engines.

5.3 Maximum weight (kg)

Applicability	A300 F4-203
Modification	Basic
Service Bulletin	N/A
Weight Variant	WV 07
Taxi Weight	165 900
Take-off Weight	165 000
Landing Weight	136 000 (1) 134 000 (2)
Zero fuel Weight	126 000

(1): 136 000 kg: slats 16° and flaps 15°
(2): 134 000kg: slats 25° and flaps 25°

5.4 Centre of Gravity

See EASA approved flight Manual.

5.5 Airspeed Limits

Maximum Operating Mach - MMO : 0.82 (see Note 4)
Maximum Operating Speed - VMO : 345 KIAS

Other Airspeed Limits: See EASA approved Flight Manual.

5.6 Fuel Tank Capacity

(Volumic mass: 0,782 kg/litre) :

Tanks	Unusable fuel (kg)	Usable fuel					
		Without SB n° 28.0021 (modification 1664) (1)			With SB n° 28.0021 (modification 1664) (1)		
		Normal preselected refuelling (kg)	Refuelling with high level shut off		Normal preselected refuelling (kg)	Refuelling with high level shut off	
			(kg)	(l)		(kg)	(l)
Outer	12	7 000	7 202	9 210	7 000	7 241	9 260
Inner	130	27 000	27 026	34 560	27 000	27 480	35 140
Center	48	11 000	11 206	14 330	13 500	13 763	17 600
TOTAL	190	45 000	45 434	58 100	47 500	48 484	62 000

(1) See Note 5.

5.7 Loading of Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual" (Ref. 00X080 07015/M11) and in the specifications AIRBUS INDUSTRIE:

- ALI 3001-502 Engine Transport
- ALI 3001-504 Non unitized load
- ALI 3001-601 ULD Transport

5.8 Additional information

See "A300 All series, all models" chapter.

6 A300 ALL SERIES ALL MODELS (EXCEPT A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R AND A300 C4-600R SERIES)

6.1 Applicable Airworthiness requirements

The applicable requirements are as follows:

a) FAR 25 Amdt.19 included (SGAC letter 2060 DTA/M dated 30/03/73).

b) Further French-German complementary conditions:
(SGAC letter 4080 DTA/M dated 06/08/70)
(SGAC letter 2060 DTA/M dated 30/03/73)

For all models:

CB1	CC1	CD1	CE1	CF3
CB2	CC2	CD2	CE2	CF4
CB5	CC3	CD3	CE4	CF5
CB7	CC4	CD4	CE5	CF6
	CC5	CD5	CE6	CF7
	CC6	CD7	CE8	CF8
	CC8	CD8	CE9	CF9
	CC9	CD9	CE10	CF10
	CC10	CD10		CF11
	CC11	CD15		
	CC12			

c) FAR 25 Amdt. 23 for the following paragraphs:
paragraph 145 (STAe letter 37473, dated 13/07/72)
paragraph 1305 (STAe Telex 32482, dated 08/03/74)
paragraphs 1321, 1331, 1333 (STAe letter 32220, dated 04/03/74)

d) FAR 25 Amdt. 24 for paragraph 1303
(STAe letter 32220 dated 04/03/74).

e) FAR 25 Amdt. 32 for the following paragraphs:
(SGAC letter 2060 DTA/M dated 30/03/73).

785	812
787	853
789	855
791	857
809	1557
811	Appendix F

f) Operation at take-off thrust extended to 10 minutes in case of engine failure, as per SGAC letter 1623 DTA/SDT/M of March 7, 1974 (for GENERAL ELECTRIC engines or DGAC 54 326/SFACT/TC of 21/12/1979 for PRATT & WHITNEY engines).

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g) Endurance flight campaign called for as per paragraph 6.4 of SGAC/LBA document on the Organization of A300 B Certification, dated 6/10/70.

h) For the Automatic Flight Control System, the applicable technical requirements are complemented by:
- AC.25 1329-1A for cruise and category 1 approach
- Circular DTA/M 3938 for category II approach

- Circular AC 2057 A for automatic landing
- AC.120-28 A for category III(a) precision approach
The requirements are established in SGAC letter 3904 DTA/M; dated 20/07/72.

i) Use of flexible take-off thrust as per SGAC letter 1694, dated 12 March 1974.

j) The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.

k) Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.

l) Operational Suitability Data

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

MMEL: JAR-MMEL/MEL Amendment 1

m) Halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01

n) Installation of non-rechargeable lithium battery – per CRI F-GEN-01 issue1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019

6.2 Powerplant Limitations

The engines indicated below can be installed on the different models of A300 type aeroplanes as per definition of each model or as a replacement according to SB A300-71-0011 (General Electric engines). For the operating conditions of the aircraft in this case, see the Flight Manual.

THRUST	GENERAL ELECTRIC DATA SHEET E23EA - FICHE DGAC M.IM7				PRATT & WITHNEY DATA SHEET E3NE - FICHE DGAC M.IM6
		CF6-50C CF6-50C2R	CF6-50C1	CF6-50C2 CF6-50C2D	JT9D-59A
Static Thrust at sea level (daN)* - Take-off (5 mn up to 30° C 30.5° C for the 50A)**		22 400	23 050	23 050	23 015
- Max continuous (up to 30° C)		20 600	20 600	20 600	19 920
- Approved oils	See Specification GENERAL ELECTRIC D50TF1 called for in SB GE N° 79-1				See Specification PRATT & WHITNEY 521 C called for in SB PWA N° 238

Other powerplant limitations: see corresponding engine Type Certificate Data Sheets.

* 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) (see letter SGAC N° 1623 DTA/SDT/M of March 7, 1974 for GENERAL ELECTRIC engines, DGAC letter referenced 54 326 SFACT/TC of December 21, 1979 for PRATT & WHITNEY engines).

6.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) TSCP 700-5 (Specification SC 6203)

Operating limitations

Available mechanical shaft power at sea level	105.8 KW
Maximum operating speed N_1	30 910 rpm - 110 %
N_2	38 845 rpm - 110 %
Maximum gas temperature at turbine	585° C

Approved oils: See Honeywell (formerly AIRESEARCH) maintenance manual TSCP700 49.20.00 table 303.

6.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET.

The above mentioned fuels are also suitable for the APU.

Refer to the Consumable Material List (CML) for details on approved fuel specifications.

6.5 Hydraulic fluids

Specification NSA 30-7110

6.6 Tyres

See Service Bulletin AIRBUS INDUSTRIE A300-32-002.

6.7 Minimum Crew

Flight Crew:
2 pilots and 1 flight engineer or crew member qualified for systems operation.
2 pilots for aircraft identified FF - (See Note 6).

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

Passenger Seating Capacity & Cabin Configuration	Cabin Crew
345 passengers, A-A-I-A	7

6.8 Maximum number of passengers seats

- 345 in compliance with the requirements of FAR 25 Amdt. 32, covering emergency exits. Emergency evacuation demonstration in compliance with FAR Part para. 25.803 (c) was conducted with 330 passengers.

- 145 for the aircraft C4-200 in combined configuration.

For the number of passengers authorized for each aircraft, see the corresponding interior arrangement drawing approved by DGAC France.

6.9 Maximum Authorized Altitude

40 000 ft. (12 200 meters).

6.10 Lower Deck Cargo compartment loading

For the positions and the loading conditions authorized in each position (quantity references of containers, pallets, associated weights) see Approved Flight Manual (Chapter 6 - Annex 02).

For authorized conditions of split engine transport on pallets in the forward cargo compartment, see approved Flight Manual (chapter 6 - supplement 03).

The aircraft must be loaded according to instructions of the Weight and Balance Manual.

Forward compartment	Maximum load	16 620 kg
Mid compartment	Maximum load	10 280 kg 10 884 kg with embodiment of mod. 0470 or 2599
Aft compartment	Maximum load	2 500 kg (bulk loading).

6.11 Airworthiness Limitations / Maintenance Instructions

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply:

-Safe Life Airworthiness Limitations Items are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 1.

-Damage Tolerance Airworthiness Limitations Items are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 2.

-Airworthiness Limitation Section (ALS) Parts 3 & 4 are not applicable to A300 models.

-Fuel Airworthiness Limitations are provided in the EASA-approved A300 Airworthiness Limitation Section (ALS) Part 5.

6.12 Other limits

See approved EASA approved Flight Manual.

6.13 Required equipment

The basic required equipment as prescribed in the applicable Regulations must be installed in the aircraft.
See the definition of the reference model for approved Modifications and Equipment.

Cabin Equipment: Seats and galleys must be designed in accordance with AIRBUS specifications: TL 25/1110/74 (Galleys) and TL 25/1109/74 (Passengers seats)

6.14 Operational Suitability Data (OSD)

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

1. Master Minimum Equipment List

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A300 MMEL reference AI/VF 4000.

6.15 Notes

NOTE 1 - If modifications 0904, 1022, 1023 are embodied, the aircraft has category III(a) precision approach capability.

NOTE 2 - It is possible to change the model of an aircraft in the cases and conditions specified by SB A300-00-001.

NOTE 3 - After embodiment of modification 2818 (SB A300-71-0031), and with the corresponding revision of the Flight Manual, the GENERAL ELECTRIC CF6-50C2R engine can be used on A300 B4-2C aircraft models.
After embodiment of modification 7794 (SB A300-72-0004), and with the corresponding revision of the Flight Manual, the GENERAL ELECTRIC CF6-50C2D engine can be used on A300 B4-103 and A300 B4-203 aircraft models.

NOTE 4 - On A300 B4-100 series aeroplanes – except A300 B4-120 model - with weight variants 02, 03, 11, 12, 14 and 19, and on A300 B4-200 series aeroplanes, and A300 C4-200 model aeroplanes, the embodiment of SB A300-34-0029 (modification 1688) enables the MMO values to be selected according to take-off weight:
- take-off weight (md) ≤ 153 T MMO = 0.86
- take-off weight (md) > 153 T MMO = 0.82

On A300B4-120 model aeroplanes with weight variant 12, embodiment of SB A300-00-0004 (modification 5511) enables the MMO and VMO values to be selected according to take-off weight :
- take-off weight (md) ≤ 153 T VMO = 345 KIAS MMO = 0.86
- take-off weight (md) > 153 T VMO = 335 KIAS MMO = 0.81

NOTE 5 - A certain number of approved modifications embodied in production on all aircraft after MSN 165 are gathered under the modification number 2599.

In particular aircraft embodying modifications 2599 have the characteristics separately defined by modifications 0470, 1664, 1652, 2032.

NOTE 6 - Aircraft identified by the letters FF added to the designation of the model have the following characteristics:
- forward facing crew cockpit
- digital autopilot with associated subsystems

Definition of "FF" aircraft is detailed in document AI/V C 1045/81.
"FF" aircraft are to be used with a Flight Manual incorporating the "FF" revision approved by the EASA.
A300B4-220 and A300B4-203 models aeroplanes have been certified as "FF" variant.

7 A310-200 SERIES

Short/medium range wide-body airplane powered by two turbofan engines.

7.1 Certified models : A310-203, A310-221, A310-222, A310-204

The definition of A310-200 series aeroplanes, except those of the weight variants of the 100 series, is given in AIRBUS INDUSTRIE documents AI/V-C N° 4/83 and AI/V-C N° 5/83 (Equipment List).

The definition of A310-200 series aeroplanes of the weight variants of the 100 series is given in AIRBUS INDUSTRIE documents AI/EA-A N° 250/86 and AI/EA-A N° 251/86 (Equipment List).

Initial Certification Date:
A310-203: 11 March 1983
A310-221: 11 March 1983
A310-222: 22 September 1983
A310-204: 23 April 1986

7.2 Engines

Model A310-203 : 2 GENERAL ELECTRIC CF6-80A3 turbofan engines
Model A310-221 : 2 PRATT & WHITNEY JT9D-7R4D1 turbofan engines
Model A310-222 : 2 PRATT & WHITNEY JT9D-7R4E1 turbofan engines
Model A310-204 : 2 GENERAL ELECTRIC CF6-80C2A2 turbofan engines

7.3 Maximum weights (kg)

Applicability	A310-203, A310-221, A310-222		A310-203, A310-221	A310-203, A310-221, A310-222
Modification	Basic	Mod. 03703	Mod. 04008	Mod. 05124
Service Bulletin	N/A	SB A310-00-2003	N/A	SB A310-00-2002
Weight Variant	WV 00	WV 01	WV 03	WV 04
Taxi Weight	132 900	139 500	125 900	142 900
Take-off Weight	132 000	138 600	125 000	142 000
Landing Weight	118 500	121 500	118 500	121 500
Zero fuel Weight	108 500	111 500	108 500	111 500

Applicability	A310-203, A310-221, A310-222	A310-221	A310-203	A310-222
Modification	Mod. 06395	Mod. 6764	Mod. 07415	Mod. 10685
Service Bulletin	N/A	SB A310-00-2006	N/A	SB A310-00-2024
Weight Variant	WV 06	WV 07	WV 08	WV 11
Taxi Weight	135 900	132 900	139 500	144 900
Take-off Weight	135 000	132 000	138 600	144 000
Landing Weight	118 500	119 500	122 000	121 500
Zero fuel Weight	111 500	111 500	112 000	111 500

Applicability	A310-204, A310-222		A310-204
Modification	Basic for A310-204 Mod. 06527	Mod. 06528	Mod. 07290
Service Bulletin	N/A	SB A310-00-2015	N/A
Weight Variant	WV 101	WV 104	WV 107
Taxi Weight	139 500	142 900	134 900
Take-off Weight	138 600	142 000	134 000
Landing Weight	122 000	122 000	122 000
Zero fuel Weight	112 000	112 000	111 500

7.4 Centre of gravity

See EASA approved Flight Manual.

7.5 Airspeed Limits

	Basic model & weight variants 01, 03, 08, 101 & 107	Weight Variants , 04, 06, 07, 11 & 104
Maximum Operating Mach - MMO	0.84	0.84
Maximum Operating Speed - VMO	360* KIAS	340 KIAS

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks for the A310-203 and A310-204 models

Other speed limits: see EASA approved Flight Manual.

7.6 Fuel tank Capacity

(Volumic mass: 0,8 kg/litre)

Tanks	Unusable fuel	Usable fuel	
		A310-200 series	A310-200 series Variants 100 (i.e.WV 101, 104, 107)
Outer	41 kg (51 l)	5 992 kg (7 490 l)	5 920 kg (7 400 l)
Inner	40 kg (50 l)	22 360 kg (27 950 l)	22 320 kg (27 900 l)
Center	14 kg (18 l)	15 728 kg (19 660 l)	15 728 kg (19 660 l)
TOTAL	95 kg (119 l)	44 080 kg (55 100 l)	43 968 kg (54 960 l)

7.7 Additional information

See chapter "A310 All series, all models"

8 A310-203C SERIES

Twin-engine, wide body, medium range carrier.

It differs essentially from A310-200 series aircraft by the addition of an upper deck cargo door. It can be used either for passenger transport either for cargo transport in the approved configurations referenced in AIRBUS INDUSTRIE document 00X000 09115/S21. The conversion instructions are provided in the Conversion Manual approved by EASA.

8.1 Certified model: A310-203C

The reference model is defined in AIRBUS INDUSTRIE publications:

AI/V-C N° 2600/84, AI/V-C N° 2601/84 and AI/V-C N° 2602/84 (equipment list).

Initial Certification Date:
A310-203C: 27 November 1984

8.2 Engines

Model A310-203C: two GENERAL ELECTRIC CF6-80A3 turbofan engines

8.3 Maximum weights (kg) :

Applicability	A310-203C		
Modification	Basic	Mod. 03703	Mod. 05124
Service Bulletin	N/A	SB A310-00-2003	SB A310-00-2002
Weight Variant	WV 00		WV 04
Taxi Weight	139 500		142 900
Take-off Weight	138 600		142 000
Landing Weight	121 500		121 500
Zero fuel Weight	111 500		111 500

8.4 Centre of gravity

EASA approved Flight Manual.

8.5 Airspeed Limits

	Basic model, Weight Variant 00	Weight Variant 04
Maximum Operating Mach - MMO	0.84	0.84
Maximum Operating Speed - VMO	360* KIAS	340 KIAS

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks.

Other speed limits: see EASA approved Flight Manual.

8.6 Fuel Tank Capacity

(Volumic mass: 0,8 kg/litre) :

Tanks	Unusable fuel	Usable fuel
Outer	41 kg (51 l)	5 992 kg (7 490 l)
Inner	40 kg (50 l)	22 360 kg (27 950 l)
Center	14 kg (18 l)	15 728 kg (19 660 l)
TOTAL	95 kg (119 l)	44 080 kg (55 100 l)

8.7 Loading of Main Deck Cargo Compartment

The cargo compartment shall be loaded according to the loading instructions given in the "Weight and Balance Manual" 00X0800 7004/M21 (Chapter 3.10.05 for cargo transport and chapter 4.10 for combi configuration).

8.8 Additional information

See chapter "A310 - All series, all models".

9 A310-300 SERIES

Twin-engine, widebody, medium range carrier.
It differs essentially from A310-200 series aircraft by the installation of fuel tank in the horizontal tailplane.

9.1 Certified models : A310-322, A310-304, A310-324, A310-308, A310-325

The reference model is defined in AIRBUS INDUSTRIE publications:
AI/EA N° 1900/85 and AI/EA N°.1901/85 (equipment list).

Initial Certification Date:
A310-322: 05 December 1985
A310-304: 11 March 1986
A310-324: 27 May 1987
A310-308: 05 June 1991
A310-325: 06 March 1992

9.2 Engines

Model A310-322	:	two PRATT & WHITNEY JT9D-7R4E1turbofan engines
Model A310-304	:	two GENERAL ELECTRIC CF6-80C2A2turbofan engines
Model A310-324	:	two PRATT & WHITNEY PW 4152turbofan engines
Model A310-308	:	two GENERAL ELECTRIC CF6-80C2A8 or CF6-80C2A2 turbofan engines (See note 4)
Model A310-325	:	two PRATT & WHITNEY 4156A turbofan engines

9.3 Maximum weights (kg)

Applicability	A310-304 A310-322 A310-324	A310-304 A310-308 A310-322 A310-324	A310-304 A310-322 A310-324	A310-304
Modification	Basic	Mod. 05616	Mod. 08144	Mod. 06707
Service Bulletin	N/A	SB A310-00-2007	SB A310-00-2014	N/A
Weight Variant	WV 00	WV 01	WV 03	WV 04
Taxi Weight	150 900	153 900	153 900	142 900
Take-off Weight	150 000	153 000	153 000	142 000
Landing Weight	123 000	123 000	124 000	123 000
Zero fuel Weight	113 000	113 000	114 000	113 000

Applicability	A310-304 A310-324 A310-308	A310-304 A310-322 A310-324		A310-308 A310-325
Modification	Basic for A310-308 Mod. 07088	Mod. 07614	Mod. 07659	Basic for A310-325 Mod. 01830
Service Bulletin	SB A310-00-2012	N/A	N/A	SB A310-00-2054 SB A310-00-2037
Weight Variant	WV05	WV 06	WV 07	WV 08
Taxi Weight	157 900	139 500	134 900	164 900
Take-off Weight	157 000	138 600	134 000	164 000
Landing Weight	124 000	123 000	124 000	124 000
Zero fuel Weight	114 000	113 000	114 000	114 000

Applicability	A310-308	A310-324	A310-308
Modification	Mod. 08469	Mod 11103	Mod. 13302
Service Bulletin	SB-A310-00-2018	SB A310-00-2029	SB A310-00-2053
Weight Variant	WV 09	WV 12(*)	WV 13
Taxi Weight	161 900	160 900	164 900
Take-off Weight	161 000	160 000	164 000
Landing Weight	124 000	124 000	124 000
Zero fuel Weight	114 000	114 000	116 500

(*): See Note 6

9.4 Centre of gravity

See EASA approved Flight Manual

9.5 Airspeed Limits

	Basic model and weight variants 04, 06 and 07	Weight Variants 01, 03, 05, 08, 09 ,12 and 13
Maximum Operating Mach - MMO	0.84	0.84
Maximum Operating Speed - VMO [kt]	360* KIAS	340 KIAS

* VMO: 340 KIAS with less than 2 tons in one of the outer tanks.

Other speed limits: See EASA approved Flight Manual.

9.6 Fuel Tank Capacity

(density: 0.8 kg/litre)

Tanks	Unusable fuel	Usable fuel
Outer	41 kg (51 l)	5 920 kg (7 400 l)
Inner	40 kg (50 l)	22 320 kg (27 900 l)
Center	14.4 kg (18 l)	15 712 kg (19 640 l)
Trim	32 kg (40 l)	4 920 kg (6 150 l)
TOTAL	127.4 kg (159 l)	48 872 kg (61 090 l)

For aircraft equipped with Auxiliary Centre Tank, see Note 3.

9.7 Additional information

See "A310 - All series - All models".

10 A310 ALL SERIES - ALL MODELS

10.1 Applicable requirements

The applicable requirements are as follows (DGAC letter 53309 SFACT/TC).

a) FAR Part 25, including amdt. 1 thru 19 (initial A300 certification basis).
FAR Part 25, including amdt. 20 thru 41.
FAR Part 25, amdt. 42 except paragraph 25-109
FAR Part 25, amdt. 43 for the paragraph 25-1326.
FAR Part 25, amdt. 44 for the paragraph 25-1413.
FAR Part 25, amdt. 45 for the paragraphs 25-571 et 25.573.
FAR Part 25, amdt. 46 for the paragraphs 25-803 (c) (d) and 25.809 (f) (1) (iv) (v).
FAR Part 25, amdt. 47 for the paragraphs 25-809 (f) (1) (iii).
FAR Part 25, amdt. 49 for the paragraph 25-733.
FAR Part 25, amdt. 54 for the paragraphs 25-365 (e) (1) and (e) (2).

b) French-German complementary conditions (DGAC letter 53781).

CB2	CD1-1
CB7-1	CD8-1
CC4-1	CD9-2
CC5-1	CE0
CC6-1	CE2-1
CC8-1	CE4-1
CC9-1	CE10-1
CC10-1	CF3-1
CC11	CF7-1
CC12-1	Endurance

c) For precision approach and landing, the applicable technical requirements are complemented by:

- CTC 25-2 (circular DTA/M 3938) for category II and category I approach (DGAC letter 53164 SFACT/TC)

- JAR AWO Section III NPA n° 25 G - 142 (June 1983) for category III precision approach with and without decision height (fail operational system) (DGAC letter 53873 SFACT/TC).

  The automatic flight control system, complies with AC.25 1329-1A for cruise and AC.2057 A for automatic landing.

d) The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.

e) For A310-300 series, a special condition for the center of gravity control system (DGAC letter 54185 SFACT/TC) CRI S10 - Centre of Gravity Control System.

f) For A310-324 and A310-325 Models, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 53517 SFACT/TC) CRI S15 – A/C Powered by P4000 engines – FADEC.

g) For the extended range operations the applicable technical requirements are contained in CTC 20 ETOPS.

h) For the A310-308 model weight variants 08, 09 and 13, and A310-325 model weight variant 08, and A310-324 model weight variant 12, discrete gust requirements of JAR NPA 25C-205.

i) Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.

j) Operational Suitability Data

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

MMEL: JAR-MMEL/MEL Amendment 1

k) Halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01

l) Installation of non-rechargeable lithium battery – per CRI F-GEN-01 issue1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019

m) For A310-300 models modified in accordance with MOD 13970 (Collins radio-altimeter 822-0334-021 with RF interference reduced), the certification basis is that of the original product amended, for the affected areas by the change (radio-altimeter), by the following: CS25 Amdt 27 for paragraphs: CS 25.1316 (b) and CS 25.1317 (c)

10.2 Powerplant Limitations

The engines indicated below can be installed on the different type A310 models in the basic version (See definition of each model) or as replacements, according to SB 71-2003 (General Electric engines). For the operating conditions of the aircraft in this case, see the Flight Manual (See Note 4).

THRUST	GENERAL ELECTRIC DATA SHEET E13NE FICHE DGAC M.IM 13			PRATT & WHITNEY DATA SHEET E3NE FICHE DGAC M.IM 6		PRATT & WHITNEY DATA SHEET E24NE EASA DATA SHEET IM.E.043	
	CF6-80A3	CF6-80C2-A2	CF6-80C2A8	JT9D-7R4D1	JT9D-7R4E1	PW 4152	PW 4156A
Static thrust at sea level (daN)*							
- Take-off (5 mn up to 30° C)**	21 790	23 335	25 740	21 360	22 250	23 131	24 908
- Max continuous (up to 30° C)	20 380	21 387	21 387	20 380	21 140	21 885	21 885
- Approved oils	See GENERAL ELECTRIC specification D50TF1 called for in SB GE N° 79-1			See PRATT & WHITNEY specification 521 C called for in SB PWA N° 238			

Other powerplant limitations: see corresponding engine Type Certificate Data Sheets.

* 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 " Fiches de Caractéristiques Moteur ".

10.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) GTCP 331-250(F) for A310-200 series
Honeywell (formerly AIRESEARCH) GTCP 331-250(H) for A310-200 series Variant 100, A310-200 series aeroplanes with modification 8409 embodied (SB A310-49-2010) and A310-300 series aeroplanes.

Limitations

Available mechanical shaft power at sea level	98.5 KW
Maximum operating speed	43 562 rpm
Maximum gas temperature at turbine outlet	585° C

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

10.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET, TS-1 and RT.

The above mentioned fuels are also suitable for the APU.

Refer to the Consumable Material List (CML) for details on approved fuel specifications.

10.5 Hydraulic Fluids

NSA specification 30-7110

10.6 Tyres

See AIRBUS INDUSTRIE Service Bulletin A310-32-2006

10.7 Minimum Crew

Flight Crew: 2 Pilots

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

Passenger Seating Capacity & Cabin Configuration	Cabin Crew
255 passengers, A-III-A	6
280 passengers, A-I-A	6

10.8 Maximum number of passengers seats

275 (155 for the aircraft A310-200C in mixed configuration).
For seating arrangement see AIRBUS INDUSTRIE specification TL 25/1110/74.

10.9 Maximum authorized altitude

41 100 ft. (12 530 m)

10.10 Lower Deck Cargo Compartment Loading

- Forward compartment - maximum load:	12 700 kg
- Aft compartment - maximum load:	9 525 kg
	11 110 kg (with mod. 3656)
- Bulk compartment - maximum load:	2 770 kg
	1 442 kg (with mod. 3656)

For the positions and the loading conditions authorized in each position (references of containers, pallets, associated weights), see weight and Balance Manual Chapter 1.10.05.

10.11 Airworthiness Limitations / Maintenance Instructions

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply:

- Safe Life Airworthiness Limitations items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 1.

- Damage Tolerance Airworthiness Limitations Items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 2.

- Certification Maintenance Requirements are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 3.

- Ageing System Maintenance items are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 4.

- Fuel Airworthiness Limitations are provided in the EASA-approved A310 Airworthiness Limitation Section (ALS) Part 5.

10.12 Other Limitations

See EASA approved Flight Manual

10.13 Equipment

The equipment required by the applicable requirements shall be installed.
The equipment list approved for installation is provided in the definition of the reference model and the modifications applicable to it (see definition of reference model) Cabin furnishing equipment and arrangement shall conform to the following specifications (at latest issue).

- Passenger seat: TL 25/1110/74.
- Galleys: TL 25/1109/74.

10.14 Operational Suitability Data (OSD)

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

1. Master Minimum Equipment List

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A310 MMEL reference AI/VF 4000.

10.15 Notes

NOTE 1 - If the modification 4941 is embodied, the aircraft is certified for CAT III Precision Approach (Fail Operational System).

NOTE 2 - The definition of the aircraft, for the extended range twin engine airplane operations, is precised in the document AI/EA 3000.

NOTE 3 - Modifications 6920 and 7468 provide for installation in aft cargo compartment of respectively 1 and 2 Auxiliary Center Tanks with the following characteristics:

Tanks	Unusable fuel	Usable fuel
ACT 1	27 kg (34 l)	5 760 kg (7 200 l)
ACT 2	27 kg (34 l)	5 760 kg (7 200 l)

For limitations and associated procedures see the corresponding revision of the Airplane Flight Manual approved by EASA.

NOTE 4 - On A 310-308 model, the engine GENERAL ELECTRIC CF6-80C2A2 may be used after embodiment of Service Bulletin A310-71-2003 and with the corresponding revision of Flight Manual, supplement 11.

NOTE 5 - It is possible to change the model of an aircraft in the cases and conditions specified in SB A310-00-2019.

NOTE 6 - Weight variant 12 to A310-324 model only applies to individual MSN 442, 453, 456 and 467.

11 A300 B4-600 SERIES

Twin-engine, wide-body, medium-range carrier.

11.1 Certified models: A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622

The reference model is defined in AIRBUS INDUSTRIE publications: N° AI/V-C N° 400/84 and AI/V-C N° 401/84 (equipment list).

11.2 Engines

Model A300 B4-620: two PRATT & WHITNEY JT9D-7R4H1 turbofan engines.
Model A300 B4-601: two GENERAL ELECTRIC CF6-80C2A1 turbofan engines.
Model A300 B4-603: two GENERAL ELECTRIC CF6-80C2A3 turbofan engines.
Model A300 B4-622: two PRATT & WHITNEY PW 4158 turbofan engines

Initial Certification Date:
A300 B4-620: 09 March 1984
A300 B4-601: 17 September 1985
A300 B4-603: 27 January 1987
A300 B4-622: 06 March 1989

11.3 Maximum weights (kg)

Applicability	A300 B4-620, A300 B4-601, A300 B4-603, A300 B4-622	
Modification	Basic	Mod. 10955
Service Bulletin	N/A	SB A300-00-6009
Weight Variant	WV 00	WV 08
Taxi Weight	165 900	153 900
Take-off Weight	165 000	153 000
Landing Weight	138 000	138 000
Zero fuel Weight	130 000	130 000

11.4 Centre of gravity

See EASA approved Flight Manual.

11.5 Airspeed Limits

- Maximum Operating Mach - MMO : 0.82
- Maximum Operating Speed - VMO : 335 KIAS

Other speed limits: See EASA approved Flight Manual.

11.6 Fuel Tank Capacity

(volumic mass: 0.8 kg/litre) :

Tanks	Unusable fuel	Usable fuel
Outer	12 kg (15 l)	7 408 kg (9 260 l)
Inner	130 kg (163 l)	28 112 kg (35 140 l)
Center	48 kg (60 l)	14 080 kg (17 600 l)
TOTAL	190 kg (238 l)	49 600 kg (62 000 l)

If the aircraft are fitted with Additional Centre Tank, see Note 1.

11.7 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600 R, A300 F4-600R and A300 C4-600R Series - All models".

12 A300 C4-620 SERIES

Twin-engine, wide-body, medium-range carrier.

It differs essentially from A300 B4-600 series aircraft by the addition of an upper deck lateral cargo door. It can be used either for passenger either for cargo transport or in combined configuration.

The conversion instructions are provided by AIRBUS INDUSTRIE document 00X0000 9112/S31 approved by DGAC.

12.1 Certified model: A300C4-620

The reference model is defined in AIRBUS INDUSTRIE publications AI/V-C N° 900/84 and AI/V-C N° 901/84 (equipment list).
Approved modifications for Combi mode are provided by document AI/V-C N° 990/84.

Initial Certification Date:
A300 C4-620: 17 May 1984

12.2 Engines

Model A300 C4-620: two PRATT & WHITNEY JT9D-7R4H1 turbofan engines.

12.3 Maximum weights (kg) :

Applicability	A300 C4-620
Modification	Basic
Service Bulletin	N/A
Weight Variant	WV 00
Taxi Weight	165 900
Take-off Weight	165 000
Landing Weight	138 000
Zero fuel Weight	130 000

12.4 Centre of gravity

See EASA approved Flight Manual.

12.5 Airspeed Limits

- Maximum Operating Mach - MMO : 0.82
- Maximum Operating Speed - VMO : 335 KIAS

Other speed limits: See EASA approved Flight Manual.

12.6 Fuel Tank Capacity

(volumic mass: 0.8 kg/litre) :

Tanks	Unusable fuel	Usable fuel
Outer	12 kg (15 l)	7 408 kg (9 260 l)
Inner	130 kg (163 l)	28 112 kg (35 140 l)
Center	48 kg (60 l)	14 080 kg (17 600 l)
TOTAL	190 kg (238 l)	49 600 kg (62 000 l)

If the aircraft are fitted with Additional Centre Tank, see Note 1.

12.7 Loading of Main Deck Cargo Compartment

The cargo compartment shall be loaded according to the loading instructions given in the "Weight and Balance Manual" 00X080 07003/M31 (Chapter 3.10.05 for bulk and chapter 4.10.05 for combi configuration).

12.8 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600 R, A300 F4-600R and A300 C4-600R Series - All models".

13 A300 B4-600R SERIES

Twin-engine, wide-body, long range-carrier.

13.1 Certified models: A300 B4-605R, A300 B4-622R

The reference model is defined in AIRBUS INDUSTRIE AI/EA-A N° 413 202/88 and AI/EA- A N° 413 203/88 (Equipment List).

Initial Certification Date:
A300 B4-605R: 10 March 1988
A300 B4-622R: 25 November 1988

13.2 Engines

Model A 300 B4-605 R:	Two GENERAL ELECTRIC CF6-80C2A5 or CF6-80C2A3 turbofan engines (See Note 3), or Two GENERAL ELECTRIC CF6-80C2A5F turbofan engines (See Note 5).
Model A 300 B4-622 R:	Two PRATT & WHITNEY PW 4158 turbofan engines

13.3 Maximum weights (kg)

Applicability	A300 B4-605R A300 B4-622R	A300 B4-605R		
Modification	Basic	Mod. 07047	Mod. 07486	Mod. 07619
Service Bulletin	N/A	N/A	SB A300-00-6005	SB A300-00-6001
Weight Variant	WV 00	WV 01(*)	WV 02(*)	WV 03
Taxi Weight	171 400	172 600	172 600	168 700
Take-off Weight	170 500	171 700	171 700	167 800
Landing Weight	140 000	140 000	138 000	140 000
Zero fuel Weight	130 000	123 000	123 000	131 000

Applicability	A300 B4-605R A300 B4-622R	A300 B4-622R	A300 B4-622R
Modification	Mod. 08152	Mod. 08153	Mod 10956
Service Bulletin	SB A300-00-6003	SB A300-00-6004	SB A300-00-6011
Weight Variant	WV 04	WV 05	WV 07
Taxi Weight	172 600	144 900	153 900
Take-off Weight	171 700	144 000	153 000
Landing Weight	140 000	140 000	140 000
Zero fuel Weight	130 000	130 000	130 000

Applicability	A300 B4-605R	A300 B4-622R
Modification	Mod. 12375	Mod. 12949
Service Bulletin	SB A300-00-6017	SB A300-00-6026
Weight Variant	WV 08	WV 10
Taxi Weight	150 900	140 900
Take-off Weight	150 000	140 000
Landing Weight	140 000	140 000
Zero fuel Weight	130 000	130 000

(*) Simultaneous linear variation of MZFW, from 123 T to 130 T, and MTOW, from 171,7 T to 170,5 T .

13.4 Centre of gravity

- See EASA approved Flight Manual.

13.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
- Maximum operating Speed - VMO : 335 KIAS

Other speed limits: see EASA approved Flight Manual.

13.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

Tanks	Unusable fuel	Usable fuel
Outer	12 kg (15 l)	7 408 kg (9 260 l)
Inner	130 kg (163 l)	28 112 kg (35 140 l)
Center	48 kg (60 l)	14 080 kg (17 600 l)
Trim	32 kg (40 l)	4 920 kg (6 150 l)
TOTAL	222 kg (278 l)	54 520 kg (68 150 l)

13.7 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R and A300 C4-600R Series - All models".

14 A300 F4-600R SERIES

Twin-engine, wide body, long range-carrier, used for cargo transport. It mainly differs from the A300 B4-600 R series aircraft by the addition of a lateral main deck cargo door.

14.1 Certified models: A300 F4-605R, A300 F4-622R

A300 F4-605R

- The reference model is defined in AIRBUS INDUSTRIE publications 00X00009101/C30 for Type Design Definition
- 00X00009102/C3S for Equipment List.

A300 F4-622R

- The reference model is defined in AIRBUS INDUSTRIE publications 00X00009623/C30 for Type Design Definition
- 00X00009622/C3S for Equipment List.

Initial Certification Date:
A300 F4-605R: 19 April 1994
A300 F4-622R: 20 June 2000

14.2 Engines

Model A300 F4-605 R:

Two GENERAL ELECTRIC CF6-80C2A5 turbofan engines (See Note 3) or
Two GENERAL ELECTRIC CF6-80C2A5F turbofan engines

Model A300 F4-622 R:

Two PRATT&WHITNEY PW 4158turbofan engines

14.3 Maximum weights (kg)

Applicability	A300 F4-605R, A300 F4-622R	A300 F4-605R	A300 F4-605R	A300 F4-622R
Modification	Basic	Mod. 10395	Mod. 12852	Mod. 12199
Service Bulletin	N/A	N/A	N/A	N/A
Weight Variant	WV 00	WV 06(*)	WV 09(*)	
Taxi Weight	171 400	166 000	168 900	
Take-off Weight	170 500	165 100	168 000	
Landing Weight	140 000	140 600	143 300	
Zero fuel Weight	130 000	133 800	136 500	

(*) See Note 6.

14.4 Centre of gravity

- See EASA approved Flight Manual.

14.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
- Maximum operating Speed - VMO : 335 KIAS

Other speed limits: see EASA approved Flight Manual.

14.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

Tanks	Unusable fuel	Usable fuel
Outer	12 kg (15 l)	7 408 kg (9 260 l)
Inner	130 kg (163 l)	28 112 kg (35 140 l)
Center(*)	48 kg (60 l)	14 080 kg (17 600 l)
Trim(*)	32 kg (40 l)	4 920 kg (6 150 l)
TOTAL	222 kg (278 l)	54 520 kg (68 150 l)

(*) See Note 6

14.7 Loading of the Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual", reference 00X08007020/M3S.

14.8 Additional information

See chapter "A300 B4-600, A300 C4-600, A300 B4-600R, A300 F4-600R and A300 C4-600R Series - All models ".

15 A300 C4-600R SERIES

Twin-engine, wide-body, long-range carrier.
It differs essentially from the A300B4-600R series aircraft by the addition of a lateral main deck cargo door. It was intended to be used either for passenger, cargo transport or in combined configuration. The main difference with the freighter series A300F4-600R consists in keeping all doors and windows, like the passenger version.

15.1 Certified model: A300 C4-605R Variant F

The model A300 C4-605R variant F is the exclusive cargo transport version approved.

The reference model is defined in AIRBUS INDUSTRIE publications - 00X00009607 / C30 Type Design Definition:
- 00X00009605 / C3S Equipment List

Initial Certification Date:
A300 C4-605R variant F: 02 July 1999

15.2 Engines

Model A300 C4-605 R Variant F : Two GENERAL ELECTRIC CF6-80C2A5turbofan engines.

15.3 Maximum weights (kg)

Applicability	A300C4-605R var F
Modification	Basic
Service Bulletin	N/A
Weight Variant	WV 00
Taxi Weight	171 400
Take-off Weight	170 500
Landing Weight	140 000
Zero fuel Weight	130 000

15.4 Centre of gravity

- See EASA approved Flight Manual.

15.5 Airspeed Limits

- Maximum operating Mach - MMO : 0.82
- Maximum operating Speed - VMO : 335 KIAS
- Other Airspeed Limits : see EASA approved Flight Manual.

15.6 Fuel tank Capacity

(volumic mass: 0.8 kg/litre)

Tanks	Unusable fuel	Usable fuel
Outer	12 kg (15 l)	7 408 kg (9 260 l)
Inner	130 kg (163 l)	28 112 kg (35 140 l)
Center	48 kg (60 l)	14 080 kg (17 600 l)
Trim	32 kg (40 l)	4 920 kg (6 150 l)
TOTAL	222 kg (278 l)	54 520 kg (68 150 l)

15.7 Loading of the Main Deck Cargo Compartment

The cargo compartment must be loaded according to the loading instructions given in the "Weight and Balance Manual", reference 00X8008000/M3S.

15.8 Additional information

See chapter "A300B4-600, A300C4-600, A300B4-600R, A300F4-600R and A300C4-600R Series - All models ".

16 A300B4-600, A300C4-600, A300B4-600R, A300F4-600 R and A300C4-600R SERIES - ALL MODELS

16.1 Applicable requirements

Applicable requirements are as follows

- DGAC letter 54159 SFACT/TC for A300B4-600,
- DGAC letter 53557 SFACT/TC for A300C4-600
- DGAC letter 53927 SFACT/TC for A300B4-600R
- CRI G-1 issue 2 dated April 15, 1994 for A300F4-605R
- CRI G-1 issue 3 dated June 29, 1999 for A300C4-605R variant F
- CRI G-1 issue 2 dated January 18, 2000 for A300F4-622R
- CRI-G-1 issue 3 dated July 01, 2004 for A300F4-622R General Freighter

a - FAR Part 25, including amendment 1 thru 19 (initial A300 certification basis)

- FAR Part 25, including amendment 19 thru 44 except paragraphs:

25-301	amendment 23
25-305 (d)	amendment 23
25-331 (a)(2)	amendment 23
25-109	amendment 42

- FAR Part 25, amendment 45 for the paragraph 25.571
- FAR Part 25, amendment 46 for the paragraphs 25-803 (c) (d) and 25-809 (f) (1) (iv) (v)
- FAR Part 25, amendment 47 for the paragraph 25-809 (f) (1) (iii)
- FAR Part 25, amendment 49 for the paragraph 25-733
- FAR Part 25, amendment 54 for the paragraphs 25-365 (e) (1) and (e) (2)

Note 1: Although FAR 25.571 Amdt 45 was not included in the initial Type Certification Basis, the A300-600 models have been demonstrated compliant to Damage Tolerance requirements. Application for formal upgrade of Certification Basis has been made through Major Change Project A6-658 approved by BOCA on December 02, 2001.

b - French German complementary conditions:

For all models, except A 300 F4-600 R (DGAC letter 53781 SFACT/TC) and A300 C4-600 R.

CB2	CD1-1
CB7-1	CD8-1
CC4-1	CD9-2
CC5-1	CE0
CC6	CE2-1
CC8-1	CE4-1
CC9-1	CE10-1
CC10-1	CF3-1
CC11	CF7-1
CC12-1	Endurance

For A 300 F4-600 R (DGAC Letter 941384-SFACT/N-AT)

CB2	
CB7-1	
CC4-1	
CC5-1	
CC6-2	(incorporation of JAR 25.321, JAR 25.331, JAR 25.333, JAR 25.335 (d), JAR 25.341(a)(b), JAR 25.343 (b) (1) (ii), JAR 25.345, JAR 25.349 (b), JAR 25.351,

JAR 25.371, JAR 25. 373, JAR 25.391, JAR 25.427, JAR 25.571)(*).

CC8-1
CC10-2 (incorporation of JAR 25.479 (c) (4)).
CC11
CC12-2 (incorporation of JAR 25.561 (c)) (*).
CC13 (incorporation of JAR 25.365 (e) (3)).
CC14 (incorporation of JAR 25.723 (a)).

CD1-1
CD8-1
CD9-2
CD16 (incorporation of JAR 25.783) (*).
CE0
CE2-1
CE4-1
CE10-1
CF3-1
CF7-1
CF13 (incorporation of JAR 25.858) (*).
Endurance.

(*) These requirements have been introduced in the A300F4-600 R basis as a consequence of the derivation study made in accordance with JAA Information leaflet N° 18. The JAR 25 paragraphs are notified at change 13 + OP 90/1, OP 91/1.

Modifications linked to Main Deck Cargo compartment rearrangement for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12047, 12048, 12049, 12054, 12063, 12103, 12118, 12139, 12194, 12227)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:

CC5-2 Design Manoeuvre conditions (supersedes CC5-1)

CC10-3 Ground Loads (supersedes CC10-2)

CC6-4 Loads Requirements (supersedes CC6-2)

CC12-3 Crash Design conditions (supersedes CC12-2)

CC15-1 Damage Tolerance and Fatigue Evaluation of Structure (supersedes CB7-1)

The following paragraphs are applicable at change 14:
JAR 25.783
JAR 25.787
JAR 25.853(b)
JAR 25.854/855/857/858

Equivalent Safety Finding: emergency exits arrangement FAR 25.807 (c) (1)

Special Condition S-2 related to carriage of certain categories of personnel on cargo aeroplanes.

Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

Modifications linked to Lower Deck Cargo compartment rearrangement for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12046, 12133)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:

CC5-2	Design Manœuvre conditions (supersedes CC5-1)
CC10-3	Ground Loads (supersedes CC10-2)
CC6-4	Loads Requirements (supersedes CC6-2)
CC12-3	Crash Design conditions (supersedes CC12-2)
CC15-1	Damage Tolerance and Fatigue Evaluation of Structure (supersedes CB7-1)

The following paragraphs are applicable at change 14:
JAR 25.783
JAR 25.854/855/857/858

Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

Modifications linked to Weight Variant 09 Installation for A300F4-600 R amend the French German Complementary Conditions above described as follows:
(mod. 12199, 12852)

First applicability on A300F4-622R.

The following new Complementary Conditions are applicable:
CC6-4 Loads Requirements (supersedes CC6-2)

Interpretative material CRI C-16 related to stall speeds to be used for structural design speeds.

For A300 C4-600 R

CB2	
CB7-1	
CC4-1	
CC5-1	
CC6-3	(incorporation of discrete gust requirements of JAR 25 Change 14)
CC8-1	
CC10-2	(incorporation of JAR 25.479(c)(4))
CC11	
CC12-2	(incorporation of JAR 25.561(c))
CC13	(incorporation of JAR 25.365(e)(3))
CC14	(incorporation of JAR 25.723)
CC15**	(incorporation of JAR 25.571)
CD1-1	
CD8-1	
CD9-2	
CD16	(incorporation of JAR 25.783)

CE0
CE2-1
CE4-1
CE10-1
CF3-1
CF7-1
CF13 (incorporation of JAR 25.858)
Endurance

The following JAR 25 paragraphs:
JAR 25.793**
JAR 25.1529**
JAR 25.854

* * These requirements have been introduced in the A300C4-600R basis as a consequence of the derivation study made in accordance with JAA Information Leaflet n° 18. The JAR 25 paragraphs are notified at change 14.

c - For precision approach and landing, the applicable technical requirements are complemented by:

- CTC 25-2 (circular DTA/M 3938) for category I and category II approach (DGAC letter 53164 SFACT/TC)
- DGAC letter 54085 SFACT/TC for delayed flight approach (DFA)
- JAR AWO Section III NPA 25G-142 June 83 for roll out and category III with or without decision height (DGAC letter 53873 SFACT/TC)

The automatic flight control system complies with AC 25-1329-1A for cruise and AC 2057-A for automatic landing and JAR AWO Section IV NPA 25G-164 July 1984 for take-off in low visibility.
CRI S26 - Minimum Approach break-off Height.

d - The "Certificat de Type de Limitation de Nuisances" (Noise Type Certificate) was delivered upon ICAO Annex 16 technical conditions.

e - For the extended range twin engine airplane operations the applicable technical requirements are contained in JAA IL 20 and FAA AC 120-42A.

f - For A 300 B4-600 R, A300 F4-600 R and A300 C4-600 R series, a special condition relative to the installation of a fuel tank in the horizontal tailplane used to control the center of gravity (letter DGAC 53927 SFACT/TC).

g - For A300 B4-622, A300 B4-622 R and A300 F4-622 R models equipped with PW engines, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 53517 SFACT/TC) CRI S15 – A/C Powered by P4000 engines – FADEC.

h - For A300 B4-605 R and A300 F4-605 R models equipped with General Electric CF6-80C2A5F engines, a special condition relative to the Full Authority Digital Engine Control (DGAC letter 940849-SFACT/N.AT) CRI P1 - FADEC.

i - For A300 F4-605R, A300 F4-622R and A300 C4-605R variant F models, a Special Condition S-1 related to fire protection of critical systems in the Main Deck Cargo Compartment.

j - For A300 F4-605R, A300 F4-622R and A300 C4-605R variant F models, a Special Condition S-2 related to carriage of certain categories of personnel on cargo airplanes.

k - For aircraft equipped with PW engines, the embodiment of modification related to Third Line of Defence installation (mod .12261 for PW JTP or mod. 12262 for PW4000) amend the French German certification basis as follows:
- Equivalent Safety Finding P-4 related to thrust reverser in-flight deployment is applicable.

l - Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.

m - Operational Suitability Data

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

MMEL: JAR-MMEL/MEL Amendment 1

Flight Crew: established in accordance with the Common Procedures Document for conducting Operational Evaluation Boards, dated 10 June 2004. The data are in compliance with CS-FCD, initial issue dated 31 January 2014

n - Halon free hand-held fire extinguisher (HAFEX) – per CRI D-GEN-AIRBUS-01

o - Installation of non-rechargeable lithium battery – per CRI F-GEN-01 issue1 dated 4 MAR 2019 – CRI applicable for design changes approved after 31 MAR 2019

p - For A300F4-622R modified in accordance with EASA Major Change *Partial avionics upgrade of A300-600 with EPIC suite* (MODs 13829, 13831, 13836, 13838 and 13839), the certification basis is that of the original product amended, for the affected areas by the change, by the following:

CS25 Amdt 18 for paragraphs:
25.869(a)(1), 25.899, 25.1301(a), 25.1302, 25.1303(b)(5), 25.1309(a)(b)(c), 25.1316, 25.1317, 25.1329(i), 25.1331(a)(2) and (3), 25.1333(b), 25.1360, 25.1362, 25.1431(d), 25.1459(e), 25.1535(b), 25.1543(b), 25.1545

CS25 Amdt 4 for paragraph:
25.1529

CS ACNS Initial Issue Subpart B, Section 2 (DLS)

CS ACNS Issue 3 Subpart E, Section 1 (TAWS)

Special Condition:
SC F-26: Flight Recorders including Data Link

The following is a high-level description of changes incorporated as part of the *Partial avionics upgrade of A300-600 with EPIC suite*:
- Installation of the Honeywell EPIC Suite containing the following elements: Modular Avionics Units, Primary Flight Displays, Navigation Displays, Multipurpose Control Display Units, Cursor Control Devices;
- Installation of Weather RADAR RDR4000.

q - For A300-600 models modified in accordance with MOD 13970 (Collins radio-altimeter 822-0334-021 with RF interference reduced), the certification basis is that of the original product amended, for the affected areas by the change (radio-altimeter), by the following: CS25 Amdt 27 for paragraphs: CS 25.1316 (b) and CS 25.1317 (c).

16.2 Powerplant Limitations

The engines indicated below can be installed on the different models in the basic version (See definition of each model) or as replacements. For the operating conditions of the aircraft in this case, see the Flight Manual (See Note 3).

THRUST	GENERAL ELECTRIC DATA SHEET E13NE FICHE DGAC M.IM 13			PRATT & WHITNEY DATA SHEET E3N3 FICHE DGAC M.IM 6	PRATT & WHITNEY DATA SHEET E24NE FICHE DGAC M.IM 18
	CF6-80C2A1	CF6-80C2A3	CF6-80C2A5 CF6-80C2A5F	JT9D-7RH1	PW 4158
Static thrust at sea level (daN)* - Take-off (5 mn)** (lbs) - Max continuous (lbs)	25 740 (57 860) 23 750 (53 390)	26 220 (58 950) 23 920 (53 780)	26 734 (60 100) 25 003 (56 210)	24 920 (56 000) 22 250 (50 000)	25 800 (58 000) 22 054 (49 580)
- Approved oils	See GENERAL ELECTRIC specification D50TF1 called in SB GE N° 79-1			See PRATT & WHITNEY specification 521C called in SB PWA N° 238	

* Standard conditions (ISA : 15° C - 1013,2 mbar) and up to temperatures indicated in DGAC "Fiche de Caractéristiques Moteur" which also precises the 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 powerplant limitations: see corresponding engine Type Certificate Data Sheet.

16.3 Auxiliary power unit (APU)

Honeywell (formerly AIRESEARCH) GTCP 331-250 (F) (Specification 31-2891) for models A300 B4-620 /-601 & -622 and A300 C4-620.

Honeywell (formerly AIRESEARCH) GTCP 331 - 250 (H) for A300 B4-603/B4-605R/ B4-622R/F4-605R and A300F4-622R and for models A300 B4-601/-620/-622 and A300 C4-620 after incorporation of modification 8409 (SB A300-49-6007).

Limitations

Available mechanical shaft power at sea level	98.5 kW
Maximum operating speed	43 562 rpm
Maximum gas temperature at turbine outlet	585° C

Approved oils: See Maintenance Honeywell (formerly AIRESEARCH) GTCP 331 – 250)

16.4 Fuel

The following fuels may be used: JET A, JET A1, JET B, JP4, JP5, JP8, N°3-JET, TS-1 and RT.

The above mentioned fuels are also suitable for the APU.

Refer to the Consumable Material List (CML) for details on approved fuel specifications.

16.5 Hydraulic fluids

NSA specification 30.7110.

16.6 Tyres

See Service Bulletin A300-32-6005

16.7 Minimum Crew

Flight Crew: 2 pilots.

The table below provides the certified Maximum Passenger Seating Capacities (MCPS), the corresponding cabin configuration (exit arrangement(s) and modifications) and the associated minimum numbers of cabin crew members used to demonstrate compliance with the certification requirements:

Passenger Seating Capacity & Cabin Configuration	Cabin Crew
345 passengers, A-A-I-A	7
361 passengers, A-A-I-A	8

16.8 Maximum number of passengers seats

- 361
- For seating arrangement see AIRBUS INDUSTRIE specification TL 25/1110/74
- For A300F4-600R series, see Special Conditions relative to § 20.1 (j)

16.9 Maximum authorized altitude

40 000ft (12 200 m) - See Note 6.

16.10 Lower Deck Cargo Compartment loading

- Forward compartment	- maximum load	18 507 kg
- Aft compartment	- maximum load	12 837 kg
- Bulk compartment	- maximum load	2 770 kg

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

16.11 Maintenance Instructions/Airworthiness Limitations

The complete set of Instructions for Continued Airworthiness is identified in paragraph 2 of the Aircraft Maintenance Manual introduction.

The following Airworthiness Limitations Sections (ALS) apply:

- Safe Life Airworthiness Limitations items are provided in the EASA-approved A300-600 Airworthiness Limitation Section (ALS) Part 1.

- Damage Tolerance Airworthiness Limitations Items are provided in the A300-600 EASA-approved Airworthiness Limitation Section (ALS) Part 2.

- Certification Maintenance Requirements are provided in the EASA-approved Airworthiness Limitation Section (ALS) Part 3.

- Ageing System Maintenance items are provided in the EASA-approved A300-600 Airworthiness Limitation Section (ALS) Part 4.

-Fuel Airworthiness Limitations (ALS Part 5) are provided in the EASA-approved Airworthiness Limitation Section (ALS) Part 5.

16.12 Other limitations

See EASA approved Flight Manual.

16.13 Equipment

- The equipment required by the applicable requirement shall be installed.

- The equipment list approved for installation is provided in the definition of the reference model and the modifications applicable to it (see definition of reference model).

- Cabin furnishing equipment and arrangement shall conform to the specifications (latest issue):
  . passenger seat: TL 25/1110/74
  . galleys: TL 25/1109/74

16.14 Operational Suitability Data (OSD)

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

1. Master Minimum Equipment List

The Master Minimum Equipment List has been approved as per the defined Operational Suitability Data Certification Basis and is documented in the A300-600 MMEL reference AI/VF 4000.

16.15 Notes

NOTE 1 - The modifications 5498, 5499, 5470, 5471 install in the aft cargo compartment additional centre tanks with the following characteristics:

Tanks	Unusable fuel	Usable fuel
ACT 1	93 kg (117 l)	5 600 kg (7 000 l)
ACT 2	93 kg (117 l)	5 600 kg (7 000 l)

For limitations and associated procedures see the corresponding revision of the Aeroplane Flight Manual approved by EASA.

NOTE 2 - The definition of the aircraft, for the extended range twin engine airplane operations, is found in the document AI/EA 3000.

NOTE 3 - On A300 B4-605R and A300 F4-605R models equipped with GENERAL ELECTRIC CF6-80C2A5 engines, the engine CF6-80C2A3 may be used, with the corresponding revision of the Flight Manual, supplement 11.

NOTE 4 - It is possible to change the model of an aircraft in the cases and conditions specified in SB A300-00-6002.

NOTE 5 - On A300 B4-605 R and A300 F4-605 R models, installation of GENERAL ELECTRIC FADEC - equipped CF6-80C2A5F is achieved by modification 8966.

NOTE 6 - For A300 F4-605 R weight variant 06 & 09 and A300 F4-622R weight variant 09, following limitations apply:
- centre and trim fuel tanks deactivated
- maximum authorized altitude 35.000 ft.

17 PRODUCTION CONDITIONS

Since January 1st, 1994 and up to December 21, 1998 all aircraft produced in Toulouse by AIRBUS INDUSTRIE were produced under P09 approval production certificate granted by DGAC France.

Since December 22, 1998 and up to December 31, 2001 all aircraft produced in Toulouse by AIRBUS INDUSTRIE had been produced under JAR 21/G Production Organisation Approval No. F.G.035 granted by DGAC.

Since January 01, 2002, all aircraft produced in Toulouse by AIRBUS have been produced under JAR 21/G Production Organisation Approval No. F.G.035 granted by DGAC.

Since September 27, 2004, all aircraft produced in Toulouse by AIRBUS have been produced under JAR 21/G Production Organisation Approval No. FR.21G.0035 granted by DGAC.

SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AFM	Aircraft Flight Manual
ALS	Airworthiness Limitations Section
APU	Auxiliary Power Unit
AWO	All Weather Operations
DGAC	Direction Générale de l'Aviation Civile
EASA	European Aviation Safety Agency
ESF	Equivalent Safety Finding
ETOPS	Extended Range Operation with Two-Engine Aeroplanes
EWIS	Enhanced Wiring Interconnection System
FAR	Federal Aviation Regulations
HIRF	High Intensity Radiated Field
JAA	Joint Aviation Authority
JAR	Joint Aviation Requirements
P/N	Part Number
SC	Special Condition
TC	Type Certification
TCDS	Type Certificate Data Sheet
WV	Weight Variant

II. Type Certificate Holder Record

AIRBUS S.A.S.
2, Rond-Point Emile Dewoitine
31700 Blagnac
FRANCE

III. Change Record

Issue	Date	Changes	TC issue
01	30 April 2014	Initial Issue EASA TCDS, EASA.A.172 issue 1, has been issued from F-DGAC TCDS n° 145 issue 25, and supersedes it.	Initial EASA issue 30 April 2014
02	24 Nov. 2016	OSD Data Minimum Cabin Crew OSD Constituants CRI D-GEN-AIRBUS-01	No change
03	21 Sept. 2017	EASA TCDS template has changed Airbus Headquarter address has changed (page 1)	Issue dated 21 Sept. 2017
04	11 March 2019	CRI F-GEN-01 Issue 1 - Installation of non-rechargeable lithium battery	No change
05	27 May 2021	• Correction of typos and layout • Correction of WV 07 applicability (§17.3) • Introduction of EASA Major Change *Partial avionics upgrade of A300-600 with EPIC suite* (MODs 13829, 13831, 13836, 13838 and 13839) • Update of the wording of fuel sections (§10.4, §14.4, §20.4) for consistency with other Airbus types	No Change
06	28 June 2022	• Correction of WV designations (§7.3, §8.3 and §9.3)	No Change
07	09 August 2023	•Removal of data pertinent only to A300 B1 and B2 models upon surrender •Post-TC cert. basis upgrade for MOD 13970 and EPIC suite •New sentence referring to Instructions for Continued Airworthiness • New paragraph related Part 26 compliance information	Issue dated 09 August 2023

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