Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00044

for

AIRBUS A330

Type Certificate Holder

AIRBUS S.A.S.

2 Rond-Point Emile Dewoitine

31700 Blagnac

France

Model(s):

A330-201	A330-223F	A330-301	A330-743L	A330-841	A330-941
A330-202	A330-243F	A330-302			
A330-203		A330-303			
A330-223		A330-321			
A330-243		A330-322			
		A330-323			
		A330-341			
		A330-342			
		A330-343			

Issue: 2

Date of issue: 18 December 2025

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Section 1 General (All Models)

I. General

This Type-Certificate Data Sheet (TCDS) is the concise definition of the type-certificated product accepted and or approved by the CAA in the UK for the affected types and models.

This TCDS includes:

1. Details of the type design that affect the TCDS that have been approved or accepted by the CAA in the UK from 01 January 2021.
2. Details of the type design that affected the TCDS and were approved or accepted by EASA before 01 January 2021, and were incorporated into EASA TCDS EASA.A.004 at Issue 58 dated 10 September 2020 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.

II. Correspondance Table Models / Engine Manufacturers

The following table provides a summary of the relationship between models and applicable engine manufacturer.

	A330-200 series	A330-300 series	A330-700L series	A330-800 series	A330-900 series
GE Engines	A330-201 A330-202 A330-203	A330-301 A330-302 A330-303	-	-	-
PW Engines	A330-223 A330-223F	A330-321 A330-322 A330-323	-	-	-
RR Engines	A330-243 A330-243F	A330-341 A330-342 A330-343	A330-743L	A330-841	A330-941

Section 2 A330-200 Series

I. General

1. Type / Variant or Model

a) Type: A330
b) Model:

Passenger Models:
A330-201, A330-202, A330-203
A330-223
A330-243

Freighter Models:
A330-223F
A330-243F

2. Airworthiness Category

Large Aeroplances

Performance Category A

3. Manufacturer

AIRBUS S.A.S.

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

DGAC-F

4.2 Application Date

Passenger Models:

A330-201:	15 May 2001
A330-202:	23 January 1996
A330-203:	15 November 1999
A330-223:	-
A330-243:	-

4.3. State of Design Authority Type Certificate Date

Passenger Models:

A330-201:	31 October 2002
A330-202:	31 March 1998
A330-203:	20 November 2001
A330-223:	13 July 1998
A330-243:	11 January 1999

DGAC-F TC 184 remains a valid reference for models certified before 28 September 2003.

5. EASA Type Certification

5.1 State of Design Authority

EASA

5.2 Application Date

Freighter Models:

A330-223F: 30 August 2006

A330-243F: 30 August 2006

5.3. State of Design Authority Type Certificate Date

Freighter Models:

A330-223F: 09 April 2010

A330-243F: 09 April 2010

6. UK CAA Type Validation Date

Prior to 01 January 2021, application dates for type certification are covered by DGAC-F and EASA type certification application dates, as per Section 4.2 and Section 5.2 above.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

Prior to 01 January 2021, dates of type certification are covered by DGAC-F and EASA type certification, as per Section 4.3 and Section 5.3 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 23 January 1996

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.004

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.A.004.

4. UK CAA Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:

  - Paragraph 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  - For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered as an acceptable alternative.

  With the following JAR 25 paragraphs applicable at change 14:

  25.21, 25.29, 25.101, 25.111, 25.125, 25.145, 25.147, 25.149, 25.175, 25.177, 25.181, 25.205, 25.251, 25.253, 25.305, 25.307, 25.321, 25.331, 25.333, 25.335, 25.341, 25.343, 25.345, 25.349, 25.351, 25.361, 25.371, 25.373, 25.391, 25.395, 25.397, 25.415, 25.427, 25.459, 25.571, 25.603 (vertical stabilizer only), 25.613 (vertical stabilizer only), 25.615 (vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779, 25.783, 25.851, 25.863, 25.867, 25X899 (vertical stabilizer only), 25.963(g) (fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1419, 25.1533, 25.1543,25.1551

  - All Weather Operations

  JAR AWO change 1 plus:

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

Additional Airworthiness Requirements for Freighter Models:

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

- CS 25 Amendment 1:

  25.1, 25.20, 25.23, 25.27 to 25.31, 25.117, 25.123, 25.235, 25.255, 25.361, 25.363, 25.367, 25.397, 25.405 to 25.409, 25.457, 25.459, 25.471, 25.477, 25.487, 25.489, 25.495, 25.497, 25.503 to 25.509, 25.563, 25.651 to 25.693, 25.699 , 25.721, 25.771, 25.779, 25.793, 25.817, 25.841, 25.853, 25.855, 25.859, 25.865, 25.867, 25.871, 25.875, 25.937, 25.941, 25.943, 25.953, 25.955 to 25.959, 25.965, 25.969, 25.971, 25.977, 25.979, 25.991, 25.995, 25.999, 25.1011, 25.1017, 25.1021 to 25.1027, 25.1043, 25.1045, 25.1103, 25.1123, 25.1127, 25.1143, 25.1149, 25.1153, 25.1161, 25.1163, 25.1182, 25.1183, 25.1187, 25.1191 to 25.1207, 25.1315, 25.1326, 25.1335, 25.1337, 25.1381 to 25.1403, 25.1419, 25.1438, 25.1439, 25.1455, 25.1459, 25.1461 to 25.1511, 25.1515, 25.1525, 25.1531, 25.1543, 25.1551 to 25.1555, 25.1563

Plus for main deck cargo door:

25.301, 25.303, 25.305, 25.307, 25.561, 25.571, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.623, 25.625, 25.629, 25.843, 25.899, 25.1316, 25.1529, 25.1541, 25.1557

Plus for cargo floor:

25.303, 25.305, 25.307, 25.365, 25.561, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.843

Plus for cargo barrier wall:

25.303, 25.305, 25.307, 25.365, 25.561, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.853, 25.857, 25.1541, 25.1557

Plus for NLG attachment point / NLG bay:

25.303, 25.305, 25.307, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.729, 25.843

Plus for courier area:

25.365(a)(b)(c)(d), 25.561, 25.562, 25.601, 25.603, 25.605, 25.611, 25.785,25.787, 25.789, 25.791, 25.803, 25.807, 25.809, 25.810, 25.811, 25.812, 25.813, 25.851, 25.853, 25.869, 25.899, 25.1353, 25.1360, 25.1365, 25.1411, 25.1415, 25.1421, 25.1431, 25.1441, 25.1443, 25.1445, 25.1447, 25.1449, 25.1453, 25.1529, 25.1541, 25.1557, 25.1561

Plus for Main Deck Cargo Compartment class E:

25.601, 25.603, 25.855, 25.857, 25.858, 25.863, 25.869, 25.1316, 25.1529, 25.1541, 25.1557

- CS 25 Amendment 4:

  For main deck cargo door:

  25.783

<u>Additional Airworthiness Requirements (All models, added Post TC):</u>

The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs.
  - CS 25.851 (a) (c) Amdt 17 for Halon Free Hand Held Fire Extinguishers - Compliance with Commission regulation (EU) N° 744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the European Parliament and of the Council on substances that deplete the ozone layer, with regard to the critical uses of halon).
  - CS 25.1329(i) Amdt 15 for harmonized Primary Flight Display (hPFD) function.
- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue
  - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 2015.

    Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.
  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.

The following part of the certification basis constitutes the minimum required safety level of JAR/CS 25.571 change14 / amdt 1.

For changes that affect or introduce fatigue critical structures JAR/CS 25.571 change 14 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to to the UK CAA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

5. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:
  - SC G-105 Resistance to fire
  - SC G-7 Function and reliability testing
  - SC A-2 Interaction of systems and structure
  - SC A-3 Design manoeuver requirements
  - SC A-4 Design dive speed VD
  - SC A-5 Limit pilot forces and torque
  - SC A-7 Stalling speeds for structural design
  - SC A-11 Aeroelastic stability requirements
  - SC E-2 Underfloor Crew rest compartment (Passenger Models only)
  - SC F-101 Stalling and scheduled operating speeds
  - SC F-2 Motion and effects of cockpit controls
  - SC F-3 Static longitudinal stability
  - SC F-4 Static directional and lateral stability
  - SC F-5 Flight envelope protections
  - SC F-6 Normal load factor limiting system
  - SC S-6 Lightning protection indirect effects
  - SC S-10 Effects of external radiations upon aircraft systems
  - SC S-13 Autothrust system
  - SC S-16 Control signal integrity
  - SC S-18 Electronic flight control
  - SC S-20 Emergency electrical power
  - SC S-23 Electrical wiring and miscellaneous electrical requirements
  - SC S-38 Towbarless towing
  - SC S-148 Longitudinal touchdown performance + MABH deletion
  - SC P-01 FADEC
  - SC P-02 Centre of gravity control system

Additional Special Conditions for Freighter Models (at time of TC):

For Freighter Models, the following Special Conditions apply in addition to the above listed Special Conditions:

- JAA Numbering:
  - SC E-124 Courier compartment
  - SC E-125 Class E cargo compartment fire protection of essential systems
  - SC E-127 Flammability standard for thermal / acoustic insulation materials
  - SC S-10.2 Effects of external radiations upon aircraft systems

Additional Special Conditions part of the Certification Basis (All models, added Post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  SC E-28 Partial Bulk Crew Rest Compartment with attached to galley (applicable from January 2009)

  SC E-128 Improved flammability standards for thermal/acoustic insulation (applicable from February 2009)

  SC E-130 Application of heat release and smoke density requirements to seat materials (applicable from February 2010)

  SC P-27 Flammability Reduction System (applicable from June 2010)

  SC P-32 Fuel Tank Safety (applicable from November 2013)

  SC S-10.2 Effects of external radiations upon aircraft systems (applicable from February 2000)

- EASA Numbering:

  SC B-09 Soft go around (applicable from February 2017)

  SC F-126 Flight Recorders including Data Link Recording (applicable from June 2013)

  SC F-131 Flight Instrument External Probes – Qualification in Icing Conditions (applicable from April 2016)

  SC F-134 Head Up Display Installation (applicable from May 2017)

  SC F-137 Security Protection of Aircraft Systems and Networks (applicable from May 2018)

  SC F-GEN-01: Installation of non-rechargeable lithium battery (applicable from April 2019)

  SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS (applicable from May 2010)

Additional Special Conditions part of the Certification Basis (Freighter models, added Post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  SC E-126 Access to Class E Cargo Compartments in Flight (applicable from April 2009)

Additional Special Conditions part of the Certification Basis (Passenger models, added Post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  SC E-5.1 Lower Deck Lavatory (applicable from August 2000)

  SC E-8.1 Lower Deck Stowage Area (applicable from August 2000)

  SC E-11 Bulk crew rest compartment (applicable from January 2002)

  SC E-19 F/C sliding screens (applicable from September 2003)

SC E-1014 HIC compliance for front row seating (inflatable restraints) (applicable from July 2007)

SC E-1023 Side facing seats with inflatable restraints (applicable from April 2007)

- EASA Numbering:

SC D-04 Crew Rest Compartment (applicable from February 2018)

SC D-06 Installation of Three Point Restraint & Pretensioner System (applicable from August 2017)

SC D-07 Installation of Oblique Seats (applicable from August 2017)

SC D-08 Cabin Attendant Seat mounted on lavatory Door Blade (applicable from July 2018)

SC D-100 Installation of mini suite type seating (applicable from April 2018)

SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats (applicable from January 2019)

SC F-0003-001 ATN over SATCOM

(applicable from 10 January 2023)

6. Exemptions

None

7. Deviations

Deviation to Additional Airworthiness Requirements (added Post TC):

- Airborne Communication, Navigation, Surveillance

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in §II-2)

8. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (All models, at time of TC):

- JAA Numbering:

ESF S-45 Oil temperature indication

ESF P-9 A330 / RR turbine overheat detection

The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)

- SC F-8.1 Accelerate stop distances
- SC S-21 Brakes wear limits

Additional Equivalent Safety Findings part of the Certification Basis (All models, added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  ESF E-21 Emergency exit marking reflectance
  (applicable from December 2004)

  ESF E-29 Fuselage burn through – aft pressure bulkhead
  (applicable from March 2009)

  ESF E-30 Fuselage burn through – belly fairing
  (applicable from April 2009)

  ESF E-31 Fuselage burn through – bilge area
  (applicable from April 2009)

  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  (applicable from August 2005)

- EASA Numbering:

  ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  (applicable from April 2018).

  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  (applicable from February 2018).

  ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  (applicable from November 2014).

  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  (applicable from November 2014).

  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process

  (applicable from November 2021).

Additional Equivalent Safety Findings part of the Certification Basis (Passenger models, added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  ESF E-15 Reinforced security cockpit door
  (applicable from July 2002)

  ESF E-17 Trolley Lift
  (applicable from November 2003)

  ESF E-18 Lower Deck galley compartment
  (applicable from November 2003)

  ESF E-27 Forward facing seats over 18 degrees to A/C centreline
  (applicable from June 2009)

  ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis (applicable from November 2013)

For Multi-Role Transport and Tanker (MRTT) aircraft only:

- JAA Numbering:

  ESF F-120 Flight Control Law Designed for Support of Military Air to Air Refuelling
  (applicable from August 2008)

9. Environmental Protection

9.1 Noise

See TCDSN no. UK.TC.A.00044

9.2 Fuel Venting

Passenger Models:

ICAO Annex 16, Volume II, amendment 1, Part II, Chapter 2

Freighter Models:

ICAO Annex 16, Volume II, amendment 05, Part II, Chapter 2

10. Operational Suitability Data (OSD)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- Operational Suitability Requirements
- Approved Operational Suitability Data

11. Extended Range Operations (ETOPS)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- ETOPS Technical Conditions
- Approved ETOPS Capability

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

With General Electric (GE) engines

A330-201: 00G000A0201/C00

A330-202: 00G000A0202/C00

A330-203: 00G000A0203/C00

With Pratt & Whitney (PW) engines

A330-223: 00G000A0223/C00

A330-223F: 00G000A223F/C00

With Rolls Royce (RR) engines

A330-243: 00G000A0243/C00

A330-243F: 00G000A243F/C00

2. Description

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

3. Equipment

Refer to Type Design Definition.

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

- 00F252K0005/C01 for cabin seats.
- 00F252K0006/C01 for galley.
- 00F252K0020/C01 for cabin attendant seats.

4. Dimensions

- Length : 58.82m (193ft)
- Diameter: 05.64m (18ft 6in)
- Wing Span: 60.30m (197ft 10in)
- Height:

Passenger Models :	17.38 m	(57ft)
Freighter Models :	16.88 m	(55ft 5in)

5. Engine

5.1 Model

General Electric (GE) engines

A330-201: Two (2) General Electric CF6-80E1A2 turbofan engines

A330-202: Two (2) General Electric CF6-80E1A4 or CF6-80E1A4/B turbofan engines

A330-203: Two (2) General Electric CF6-80E1A3 turbofan engines

Section 2 A330-200 Series, continued

Pratt & Whitney (PW) engines

Passenger Models:

A330-223: Two (2) Pratt & Whitney 4170 turbofan engines

A330-223: Two (2) Pratt & Whitney 4168A turbofan engines

A330-223: Two (2) Pratt & Whitney 4168A-1D turbofan engines

A330-223: One (1) Pratt & Whitney 4168A-1D turbofan engines
One (1) Pratt & Whitney 4168A turbofan engines

Freighter Models:

A330-223F: Two (2) Pratt & Whitney 4170 turbofan engines

A330-223F: Two (2) Pratt & Whitney 4168A-1D turbofan engines

A330-223F: One (1) Pratt & Whitney 4168A-1D turbofan engines
One (1) Pratt & Whitney 4168A turbofan engines

Rolls Royce (RR) engines

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

A330-243: Two (2) Rolls Royce Trent 772C-60 turbofan engines

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

5.2 Type Certificate

General Electric (GE) engines

FAA Engine TCDS: E41NE

EASA Engine TCDS: EASA.IM.E.007

Pratt & Whitney (PW) engines

FAA Engine TCDS: E36NE

EASA Engine TCDS: EASA.IM.E.043

Rolls Royce (RR) engines

UK CAA Engine TCDS: 1050

EASA Engine TCDS: EASA.E.042

5.3 Limitations

5.3.1 Installed Engine Limits

General Electric (GE) engines

A/C Model	A330-201	A330-202		A330-203
Engine Model	CF6-80E1A2	CF6-80E1A4	CF6-80E1A4/B (MOD 52776)	CF6-80E1A3
Static thrust at sea level:				
- take-off (5mn) *	64,530 lbs	66,870 lbs	68,530 lbs	68,530 lbs
- maximum continuous	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs

* May be extended to 10 minutes in the event of a power unit having failed or been shut down: see notes in Engine TCDS.

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

Pratt & Whitney (PW) engines

A/C Model	A330-223			A330-223F		
Engine Model	PW4168A	PW4168A-1D	PW4170	PW4168A** (202393)	PW4168A-1D (58344)	PW4170
Static thrust at sea level:						
- take-off (5mn) *	68,600 lbs	68,600 lbs	70,000 lbs	68,600 lbs	68,600 lbs	70,000 lbs
- maximum continuous	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs	59,357 lbs

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

** Only one of the PW4168A engine should be installed on the freighter on A330-223F aircraft basically fitted with two PW4168A-1D.

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

Rolls Royce (RR) engines

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

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

ENGINES	KEROSENE DESIGNATION
GE: (GE Specification D50TF2)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
PW: (PWA 522 Specification (PW SB N° 2016))	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT (GOST)

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid Capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

		2-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	-	All models	
	PW	A330-223F (with MOD 58623 and without MOD 200281)		
	RR	A330-243F (with MOD 58623 and without MOD 200281)		
			Basic	MOD 205749
WING TANK		91,300 (73,040)	348 (279)	190 (152)
TRIM TANK		6,230 (4,984)	6 (5)	6 (5)
TOTAL		97,530 (78,024)	354 (284)	196 (157)

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	A330-201 A330-202 A330-203	All models	
	PW	A330-223 A330-223F (with MOD 58623+200281 or without MOD 58623)		
	RR	A330-243 A330-243F (with MOD 58623+200281 or without MOD 58623)		
			Basic	MOD 205749
WING TANK		91,300 (73,040)	348 (279)	190 (152)
CENTRE TANK		41,560 (33,248)	83 (67)	83 (67)
TRIM TANK		6,230 (4,984)	6 (5)	6 (5)
TOTAL		139,090 (111,272)	437 (350)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level:	41,450 ft	(12,634m)
Maximum Airfield altitude:	12,500 ft	(3,810m)

10.2 Temperature

Flight:	Minimum:	-78°C SAT
Ground:	Range:	-54°C to +55°C

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Weight

Passenger Models:

- A330-201:
  - Maximum Take-Off Weight : 233 t
  - Maximum Zero Fuel Weight : 170 t
  - Maximum Landing Weight : 182t

- All A330-2xx models except A330-201
  - Maximum Take-Off Weight: 242 t
  - Maximum Zero Fuel Weight: 170 t
  - Maximum Landing Weight: 182t

Note: See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility (Weight Variant).

Freighter Models:

- Maximum Take-Off Weight: 233 t
- Maximum Zero Fuel Weight: 178 t
- Maximum Landing Weight: 187t

Note: See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6.382 meters forward of aeroplane nose.

MAC: 7.270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Passenger Models:

Two Passenger Emergency Exit configurations:
- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

Freighter Models:

The forward pair of Passenger Emergency Exit Type A remains active as per Type Design.

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

Passenger Models:

The maximum number of passengers approved for emergency evacuation is:
- 375 Basic (in Configuration A-A-I-A);
- 406 Option (in Configuration A-A-A-A).

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

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

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
406	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

A lower number of cabin crew may be approved by UK CAA for specific cabin layouts.

Freighter Models:

With the forward pair of Passenger Emergency Exit Type A fully active:
- The total occupancy of the aeroplane is limited to 16 persons.
- A maximum of 12 supernumeraries may occupy the courier area located aft of the flight deck compartment.

19. Maximum Baggage/ Cargo Loads

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

Passenger Models:

Cargo compartment	Maximum load (kg)
Forward	18,869
Aft	15,241
Rear (bulk)	3,468

Freighter Models:

Cargo compartment	Maximum load (kg)
Forward	18,869

Aft	15,241
Rear (bulk)	3,468
Main Deck Cargo Compartment	65,000 (range mode)

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION 7 DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

IV. Operating and Service Instructions

In accordance with Part 21 regulation, Airbus provides on-demand access to the following technical publications to any person required to comply with any of those instructions :

(Access via AirbusWorld portal)

1. Flight Manual (AFM)

Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)

Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)

Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)

Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)

Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment

The equipment required by the applicable regulation shall be installed.

Refer also to MMEL – See SECTION 7 DATA PERTINENT TO ALL MODELS.

V. Notes

1. All Weather Capability

A/C Model	GE Engines	PW Engines	RR Engines
	A330-201 A330-202 A330-203	A330-223 A330-223F	A330-243 A330-243F
Type Design Capability	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland

2. Change of Weight Variants

N/A

3. Fuel tank Flammability Reduction System (FRS)

If fitted, the centre fuel tank of aircraft which have made their first flight after 1st of January 2012 must be equipped in production with a fuel tank Flammability Reduction System (Modification 58723). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with Modification 58723.

Section 3 A330-300 Series

I. General

1. Type / Variant or Model

a) Type: A330
b) Model:

A330-301, A330-302, A330-303
A330-321, A330-322, A330-323
A330-341, A330-342, A330-343

2. Airworthiness Category

Large Aeroplances

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

DGAC-F

4.2 Application Date

A330-301:	16 April 1986
A330-321:	10 April 1991
A330-322:	10 April 1991
A330-341:	31 Jan 1994
A330-342:	31 Jan 1994
A330-323:	18 May 1998
A330-343:	18 May 1998

4.3. State of Design Authority Type Certificate Date

A330-301:	21 October 1993
A330-321:	02 June 1994
A330-322:	02 June 1994
A330-341:	22 December 1994
A330-342:	22 December 1994
A330-323:	22 April 1999
A330-343:	13 September 1999

DGAC-F TC 184 remains a valid reference for models certified before 28 September 2003.

5. EASA Type Certification

5.1 State of Design Authority

EASA

5.2 Application Date

A330-302: 17 July 2000

A330-303: 17 July 2000

5.3. State of Design Authority Type Certificate Date

A330-302: 17 May 2004

A330-303: 17 May 2004

6. UK CAA Type Validation Date

Prior to 01 January 2021, application dates for type certification are covered by DGAC-F and EASA type certification application dates, as per Section 4.2 and Section 5.2 above.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

Prior to 01 January 2021, dates of type certification are covered by DGAC-F and EASA type certification, as per Section 4.3 and Section 5.3 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 15 June 1988

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.004

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.A.004.

4. UK CAA Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:

  Deviation on limited areas for compliance against paragraphs 25.561 and 25.562 such as:

  - Compliance at change 12 for wing tank outside the fuselage contour
  - For showing compliance with JAR 25.785 (a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered an acceptable alternative.
  - All Weather Operations

    JAR AWO Change 1

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

Additional Airworthiness Requirements (added Post TC):

The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs.
  - CS 25.851 (a) (c) Amdt 17 for Halon Free Hand Held Fire Extinguishers - Compliance with Commission regulation (EU) N° 744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the European Parliament and of the Council on substances that deplete the ozone layer, with regard to the critical uses of halon).
  - CS 25.1329(i) Amdt 15 for harmonized Primary Flight Display (hPFD) function.

  For A330-302, A330-303, A330-323, A330-342, A330-343 Weight Variants 080s with Centre Tank activated (MOD 204025),the following requirements shall be considered at JAR 25 Change 14 for:

  - JAR 25.733 (c)(1)
  - JAR 25.963 (g) for fuel centre tank
  - JAR 25.979
- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue

  - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 2015.

    Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by CRI ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.
  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.

The following part of the certification basis constitutes the minimum required safety level of JAR 25.571 change 13.

For changes that affect or introduce fatigue critical structures JAR 25.571 change 13 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable..

5. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:

SC G-5	Resistance to fire terminology (NPA 25D-181)
SC G-7	Function and reliability testing
SC A-1	Discrete gust requirements (NPA 25C-205)
SC A-2	Interaction of systems and structure (NPA 25C-199)
SC A-3	Design 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-48	Minimum approach break-off height
SC P-01	FADEC
SC P-02	Centre of gravity control system

Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

SC E-2	Underfloor Crew rest compartment (applicable from February 1993)
SC E-5.1	Lower deck Lavatory (applicable from August 2000)
SC E-8.1	Lower deck stowage area (applicable from August 2000)
SC E-11	Bulk crew rest compartment (applicable from January 2002)
SC E-19	F/C sliding screens (applicable from September 2003)
SC E-28	Partial Bulk Crew Rest Compartment with attached to galley (applicable from January 2009)
SC E-128	Improved flammability standards for thermal/acoustic insulation (Applicable from February 2009)
SC E-130	Application of heat release and smoke density requirements to seat materials (applicable from February 2010)
SC E-1014	HIC compliance for front row seating (inflatable restraints) (Applicable from July 2007)
SC E-1023	Side facing seats with with inflatable restraints (applicable from April 2007)
SC P-32	Fuel Tank Safety (applicable from November 2013)
SC S-38	Towbarless towing

- EASA Numbering:

SC B-09	Soft go around (applicable from February 2017)
SC D-04	Crew Rest Compartment (applicable from February 2018)
SC D-06	Installation of Three Point Restraint & Pretensioner System (applicable from August 2017)
SC D-07	Installation of Oblique Seats (applicable from August 2017)

SC D-08 Cabin Attendant Seat mounted on lavatory Door Blade
(applicable from July 2018)

SC D-100 Installation of mini suite type seating
(applicable from April 2018)

SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats
(applicable from January 2019)

SC F-126 Flight Recorders including Data Link Recording
(applicable from June 2013)

SC F-131 Flight Instrument External Probes – Qualification in Icing Conditions
(applicable from April 2016)

SC F-134 Head Up Display Installation
(applicable from May 2017)

SC F-137 Security Protection of Aircraft Systems and Networks
(applicable from May 2018)

SC F-GEN-01: Installation of non-rechargeable lithium battery
(applicable from April 2019)

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS
(Applicable from May 2010)

SC F-0003-001 ATN over SATCOM

(applicable from 10 January 2023)

For A330-302, A330-303, A330-323, A330-342 WV22&52 and A330-343 models only:

- JAA Numbering:

SC F-8.1 Accelerate Stop Distances

SC S-148 Longitudinal touchdown performance + MABH deletion - JAR NPA AWO-8 (replace SC S-48 for autopilot standards certification)

For A330-302, A330-303, A330-323, A330-342, A330-343 Weight Variants 080s with Centre Tank activated (MOD 204025):

- JAA Numbering:

SC P-27 Flammability Reduction System (June 2010)

SC P-32 Fuel Tank Safety (November 2013)

6. Exemptions

None

7. Deviations

Deviation to Additional Airworthiness Requirements (added Post TC):

- Airborne Communication, Navigation, Surveillance

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
(See Note in Section 3.II.4)

8. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:

ESF S-45 Oil temperature indication

ESF P-9 A330 / RR turbine overheat detection

The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)

SC F-8 Accelerate stop distances
(applicable from March 1996)

SC S-21 Brakes wear limits

Additional Equivalent Safety Findings part of the Certification Basis (added post TC):

The following Equivalent Safety Findings shall be considered for design change(s):

- JAA Numbering:

  The following Special Conditions provide an equivalent safety level to JAR 25 accelerate-stop and brakes qualification requirements (NPA 25 B, D, G 244)

  SC F-8.1 Accelerate stop distances
  (applicable from March 1996)

  SC S-21 Brakes wear limits

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  ESF E-15 Reinforced security cockpit door
  (applicable from July 2002)

  ESF E-17 Trolley Lift
  (applicable from November 2003)

  ESF E-18 Lower Deck galley compartment
  (applicable from November 2003)

  ESF E-21 Emergency exit marking reflectance
  (applicable from December 2004)

  ESF E-27 Forward facing seats over 18 degrees to A/C centreline
  (applicable from June 2009)

  ESF E-29 Fuselage burn through – aft pressure bulkhead
  (applicable from March 2009)

  ESF E-30 Fuselage burn through – belly fairing
  (applicable from April 2009)

  ESF E-31 Fuselage burn through – bilge area
  (applicable from April 2009)

  ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis
  (applicable from November 2013)

  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials
  (applicable from August 2005)

- EASA Numbering:

  ESF B-100 Vibration / buffeting compliance criteria for large external antenna installation
  (applicable from April 2018).

  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking
  (applicable from February 2018).

  ESF F-128 Minimum Mass Flow of Supplemental Oxygen
  (applicable from November 2014).

  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System
  (applicable from November 2014).

  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process

  (applicable from November 2021).

9. Environmental Protection

9.1 Noise

See TCDSN no. UK.TC.A.00044

9.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 1, Part II, Chapter 2

10. Operational Suitability Data (OSD)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- Operational Suitability Requirements
- Approved Operational Suitability Data

11. Extended Range Operations (ETOPS)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- ETOPS Technical Conditions
- Approved ETOPS Capability

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

With General Electric (GE) engines

A330-301: 00G000A0301/C00

A330-302: 00G000A0302/C00

A330-303: 00G000A0303/C00

With Pratt & Whitney (PW) engines

A330-321: 00G000A0321/C00 (also referred as 00G000A0321/C0S)

A330-322: 00G000A0322/C00 (also referred as 00G000A0322/C0S)

A330-323: 00G000A0323/C00

With Rolls Royce (RR) engines

A330-341: 00G000A0341/C00

A330-342: 00G000A0342/C00

A330-343: 00G000A0343/C00

2. Description

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

3. Equipment

Refer to Type Design Definition.

4. Dimensions

-	Length:	63.66 m	(208ft 10in)
-	Diameter:	05.64 m	(18ft 6in)
-	Wing Span:	60.30 m	(197ft 10in)
-	Height:	16.83 m	(55ft 3in)

5. Engine

5.1 Model

General Electric (GE) engines

A330-301: Two (2) General Electric CF6-80E1A2 turbofan engines

A330-302: Two (2) General Electric CF6-80E1A2 turbofan engines

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

A330-303: Two (2) General Electric CF6-80E1A3 turbofan engines

Pratt & Whitney (PW) engines

A330-321: Two (2) Pratt & Whitney 4164 turbofan engines

A330-321: Two (2) Pratt & Whitney 4164-1D turbofan engines

A330-322: Two (2) Pratt & Whitney 4168 turbofan engines

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 turbofan engines

A330-323: Two (2) Pratt & Whitney 4168A-1D turbofan engines

A330-323 : One (1) Pratt & Whitney 4168A-1D turbofan engines
One (1) Pratt & Whitney 4168A turbofan engines

A330-323: Two (2) Pratt & Whitney 4170 turbofan engines

Section 3 A330-300 Series, continued

Rolls Royce (RR) 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

5.2 Type Certificate

General Electric (GE) engines

FAA Engine TCDS: E41NE

EASA Engine TCDS: EASA.IM.E.007

Pratt & Whitney (PW) engines

FAA Engine TCDS: E36NE

EASA Engine TCDS: EASA.IM.E.043

Rolls Royce (RR) engines

UK CAA Engine TCDS: 1050

EASA Engine TCDS: EASA.E.042

5.3 Limitations

5.3.1 Installed Engine Limits

General Electric (GE) engines

A/C Model	A330-301	A330-302			A330-303
Engine Model	CF6-80E1A2	CF6-80E1A2	CF6-80E1A4	CF6-80E1A4/B (MOD 52776)	CF6-80E1A3
Static thrust at sea level:					
- take-off (5mn) *	64,530 lbs	64,530 lbs	66,870 lbs	68,530 lbs	68,530 lbs
- maximum continuous	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs	60,400 lbs

* May be extended to 10 minutes in the event of a power unit having failed or been shut down: see notes in Engine TCDS.

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

Pratt & Whitney (PW) engines

A/C Model	A330-321	A330-322	A330-323		
Engine Model	PW4164/ PW4164-1D	PW4168/ PW4168-1D	PW4164-1D	PW4168A/ PW4168A-1D	PW4170
Static thrust at sea level:					
- take-off (5mn) *	64,500 lbs	68,600 lbs	64,500 lbs	68,600 lbs	70,000 lbs
- maximum continuous	55,800 lbs	59,357 lbs	55,800 lbs	59,357 lbs	59,357 lbs

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

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

Rolls Royce (RR) engines

A/C Model	A330-341	A330-342	A330-343		
Engine Model	Trent 768-60	Trent 772-60	Trent 772B-60	Trent772C-60	Trent 768-60
Static thrust at sea level:					
- take-off (5mn) *	67,500 lbs	71,100 lbs	71,100 lbs	71,100 lbs	67,500 lbs
- maximum continuous	60,410 lbs	63,650 lbs	63,650 lbs	63,650 lbs	60,410 lbs

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

ENGINES	**KEROSENE DESIGNATION**
GE: (GE Specification D50TF2)	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
PW: (PWA 522 Specification (PW SB N° 2016))	JET A, JET A-1, JP5, JP8, N°3 Jet Fuel, JET B, JP 4, TS-1(GOST), RT(GOST)
RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT (GOST)

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid Capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

		2-TANK AEROPLANE			
		Usable fuel litres (kg)		Unusable fuel litres (kg)	
A/C Model	GE	A330-301	A330-302 A330-303	All models	
	PW	A330-321 A330-322	A330-323		
	RR	A330-341 A330-342 (except WV22 & 52)	A330-342 (WV22 & 52) A330-343		
				Basic	MOD 205749
WING TANK		91,764 (73,411)	91,300 (73,040)	348 (279)	190 (152)
TRIM TANK		6,121 (4,897)	6,230 (4,984)	6 (5)	6 (5)
TOTAL		97,885 (78,308)	97,530 (78,024)	354 (284)	196 (157)

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	GE	A330-302 WV 030s, 050s, 060s, 080s A330-303 WV 050s, 060s, 080s	All models	
	PW	A330-323 WV 030s, 050s, 060s, 080s		
	RR	A330-342 WV 050s, 060s, 080s A330-343 WV 030s, 050s, 060s, 080s		
			Basic	MOD 205749
WING TANK		91,300 (73,040)	348 (279)	190 (152)
CENTRE TANK		41,560 (33,248)	83 (67)	83 (67)
TRIM TANK		6,230 (4,984)	6 (5)	6 (5)
TOTAL		139,090 (111,272)	437 (350)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level:	41,450 ft	(12,634m)
Maximum Airfield altitude:	12,500 ft	(3,810m)

10.2 Temperature

Flight:	Minimum:	-78°C SAT
Ground:	Range:	-54°C to +55°C

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Weight

A330-301, A330-321:

- Maximum Take-off Weight : 217t
- Maximum Zero Fuel Weight: 169t
- Maximum Landing Weight: 179t

A330-322 and A330-341

- Maximum Take-off Weight: 218t
- Maximum Zero Fuel Weight: 172t
- Maximum Landing Weight: 182t

A330-302, A330-303, A330-323, A330-342, A330-343

- Maximum Take-off Weight: 242t
- Maximum Zero Fuel Weight: 175t
- Maximum Landing Weight: 187t

Note: See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility' (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6.382 meters forward of aeroplane nose.

MAC: 7.270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Two Passenger Emergency Exit configurations:
- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of passengers approved for emergency evacuation is:
- 375 Basic (in Configuration A-A-I-A);
- 440 Option (in Configuration A-A-A-A).

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

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

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
440	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

A lower number of cabin crew may be approved by UK CAA for specific cabin layouts.

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Forward	22,861
Aft	18,507
Rear (bulk)	3,468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):
- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION 7 DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

IV. Operating and Service Instructions

In accordance with Part 21 regulation, Airbus provides on-demand access to the following technical publications to any person required to comply with any of those instructions :

(Access via AirbusWorld portal)

1. Flight Manual (AFM)

Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)

Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)

Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)

Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)

Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment

The equipment required by the applicable regulation shall be installed.

Refer also to MMEL – See SECTION 7 DATA PERTINENT TO ALL MODELS.

V. Notes

1. All Weather Capability

A/C Model	GE Engines		PW Engines		RR Engines
	A330-301 - -	- A330-302 A330-303	A330-321 A330-322 -	- - A330-323	A330-341 A330-342 A330-343
Type Design Capability	-	Cat 3 Precision approach and autoland	-	Cat 3 Precision approach and autoland	Cat 3 Precision approach and autoland
Option Capability (MOD)	Cat 2 Precision approach (42390)	-	-	-	-
	Cat 3 Precision approach and Autoland (42792)	-	Cat 3 Precision approach and Autoland (43397)	-	-

2. Change of Weight Variants

The following A/C Models may be changed to WV 080 by application of MOD 205273 (from MSN 1627 onwards):

- A330-302, A330-303 WV 030s, 050s, 060s
- A330-323 WV 030s, 050s, 060s
- A330-342, A330-343 WV 030s, 050s, 060s

3. Fuel tank Flammability Reduction System (FRS)

When the centre fuel tank is installed (mod 204025), the aircraft is equipped in production with a fuel tank Flammability Reduction System (Modification 58723). This system shall remain installed and operative and can only be dispatched inoperative in accordance with the provisions of the MMEL revision associated with Modification 58723.

Section 4 A330-700L Series

I. General

1. Type / Variant or Model

a) Type: A330
b) Model: A330-743L

2. Airworthiness Category

Large Aeroplances

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

EASA

4.2 Application Date

A330-743L TC:	01 December 2014
A330-743L STC (Courier Area*):	29 May 2015

* Airbus Interior Services (AIS) applied for a Supplemental Type Certificate for the Courier Area, which is associated to the Airbus aircraft Type Design Definition

4.3. State of Design Authority Type Certificate Date

A330-743L TC:	11 November 2019
A330-743L Courier Area STC:	11 November 2019

5. UK CAA Type Validation Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 4.2 above.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 4.3 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification (TC): 01 December 2014

Reference Application Date for EASA Certification (STC): 29 May 2015

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.004

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.A.004.

4. UK CAA Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:

  - JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  - JAR 25.415 is applied at change 14 for ground gust condition for control systems;

Plus the following CS 25 paragraphs applicable at Amdt 15 related to the Overall A/C Design (Loads, Handling Qualities, Performances, Ditching, Rapid decompression, Acoustic Fatigue, Aeroelasticity, AFM, Lightning and HIRF protection, Engine/APU rotor burst):

25.21(a)(c)(d)(e)(f), 25.23, 25.25, 25.27, 25.29, 25.101, 25.103(a)(c)(d), 25.105(b)(c)(d), 25.107(a)(b)(c)(d)(e)(f)(g), 25.109, 25.111(a)(b)(d), 25.113, 25.115, 25.117, 25.119, 25.121(a), 25.123(a), 25.125, 25.143(a)(b1)(b3)(d)(e)(f)(g)(h)(k), 25.145(a)(b)(c)(e), 25.147(a)(c)(d)(f), 25.149, 25.161, 25.171, 25.177, 25.181, 25.201, 25.203, 25.231(a), 25.233, 25.235, 25.251(b)(c)(d)(e), 25.253(a)(b), 25.255, 25.301(b)(c), 25.302, 25.303, 25.305(c)(f), 25.321(b), 25.321(c), 25.321(d), 25.331(a), 25.331(b), 25.331(c), 25.333, 25.335(a)(b)(e), 25.335(b), 25.335(c), 25.335(d), 25.335(e), 25.337, 25.427, 25.341, 25.343(a)(b1)(b3), 25.345(a), 25.345(b), 25.345(d), 25.349, 25.351, 25.363, 25.365(e1)(e2)(e3)(f)(g), 25.367, 25.371, 25.373, 25.391, 25.445, 25.457, 25.471(b), 25.473, 25.477, 25.479, 25.481(a)(c), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561, 25.571(a)(b)(c)(d)(e), 25.581, 25.603(c), 25.629, 25.721(b), 25.773(b)(1)(i), 25.777(i), 25.791, 25.807(i), 25.812(a1)(f)(i)(j)(k), 25.899, 25.903(d1), 25.954, 25.1001(a)(b), 25.1309(a)(b)(c), 25.1323(c)(d), 25.1325(e), 25.1353(a), 25.1431(c)(d), 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1527, 25.1531, 25.1533, 25.1581(a)(b)(d), 25.1583(a)(b)(c)(d)(e)(f)(h)(i)(k), 25.1585(a)(b)(c)(e)(f), 25.1587(b), 25.1591, 25J903(d1)

Plus the following CS 25 paragraphs applicable at Amdt 2

25.103(b), 25.105(a), 25.111(c), 25.119, 25.121(b)(c)(d), 25.123(b), 25.125, 25.207, 25.237, 25.251(a), 25.1419 (flight in icing conditions or load factor)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

Plus the following CS 25 paragraph applicable at Amdt 23

25.1324 (post TC changes impacting Angle of Attack Installation)

Plus the following CS 25 paragraphs applicable at Amdt 15 related to the significant structural changes applied on the A/C (lowered nose section containing the cockpit and the courier area, upper bubble, modified HTP with its auxilliary fins, shifted up VTP, dorsal fin and ventral fins, additionnal fuselage section, pressure bulkhead door and belly door, pressure roof between pressurized compartments and main deck cargo compartment):

25.302, 25.305(a)(b)(c), 25.307(a), 25.365(a)(b)(d)(e2), 25.509(b), 25.519, 25.561(b)(c)(d), 25.571(a1)(a2)(a3)(b)(c)(e1)(e3)(e4), 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.613, 25.619, 25.621, 25.625, 25.631, 25.683(b), 25.783(a), 25.789, 25.841(b7), 25.843(a), 25.903(d1)

Plus the following CS 25 paragraph applicable at Amdt 8

25.603 (materials of the modified FRE)

Plus the following CS 25 paragraphs applicable at Amdt 15 related to the cargo function (unpressurized Main Deck Cargo Compartment (class E), Main Deck Cargo Door and its Cargo Door Actuation System (CDAS), Cargo Loading System (CLS) in the main deck cargo area):

25.001, 25.301(a), 25.305(a)(b), 25.307(a), 25.365(e), 25.561, 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613(a)(b)(c), 25.631, 25.783(a)(b)(c)(d)(e)(f)(g2)(h), 25.787, 25.789, 25.793, 25.809(b)(c), 25.811, 25.831, 25.832, 25.841, 25.843, 25.851(a)(b)(c), 25.853(a), 25.855(a)(b1)(c2)(d)(e)(f)(g)(i), 25.856(a), 25.857(e), 25.863, 25.0869(a), 25.899, 25.903(d1), 25.954, 25.1103(d), 25.1301(a)*, 25.1309(a)(b)(c)*, 25.1353(a)(e), 25.1357, 25.1360, 25.1365(d), 25.1431(a)(c)(d), 25.1435, 25.1438, 25.1455, 25.1461, 25.1519, 25.1527, 25.1541, 25.1557(a)(c)

Plus the following CS 25 paragraph applicable at Amdt 2

25.1419(a)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

* In this category related to cargo function, paragraphs CS25.1301(a) and CS25.1309(a)(b)(c) apply to the Main Deck Cargo Door, Cargo Access Door and CLS equipments. In addition, CS25.1309(a) applies also to ATA 390 and 391 (Lightning direct/indirect effect).

Plus the following CS 25 paragraphs applicable at Amdt 15 related to the pressurized areas (Courier Area, cockpit, emergency escape path to evacuate through Cockpit Sliding Windows, pressure bulkhead door and belly door, avionic bay):

25.001, 25.365(e)(f)(g), 25.561(c), 25.571(e4), 25.581, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611, 25.631, 25.777(i), 25.783(a)(b)(c)(d)(e)(f)(g2)(h), 25.789, 25.791, 25.803(a)(c), 25.807(a)(e)(f)(g)(i)(j), 25.809(a)(b)(c)(e)(g), 25.810(a1)(a2), 25.811, 25.812(h), 25.813(e), 25.831, 25.832, 25.841, 25.843, 25.851(a)(c), 25.853(a), 25.854, 25.855(d)(e)(h2)(i), 25.856(a), 25.857(e), 25.863, 25.0869(a), 25.899, 25.903(d1), 25.954, 25.1103(d), 25.1301(a)*, 25.1309(a)(b)(c)*, 25.1353(a)(e), 25.1357, 25.1360(a), 25.1365(d), 25.1411(c)(d)(f), 25.1431(a)(c)(d), 25.1435, 25.1438, 25.1461, 25.1527, 25.1541, 25.1557(a)(c)

Plus the following JAR 25 paragraphs applicable at change 14 (valid only for CIDS)

25.789, 25.831(e), 25.853(a), 25.869(a), 25.903(d1), 25.1301, 25.1309, 25.1353(a)(b)(d), 25.1355(c), 25.1357(a), 25.1360(a), 25.1423, 25.1431

Plus the following CS 25 paragraph applicable at Amdt 2

25.1419(a)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

* In this category related to pressurized areas, paragraphs CS25.1301(a) and CS25.1309(a)(b)(c) apply to the Belly Door and the Pressure Bulkhead Door. In addition, CS25.1309(a) applies also to ATA 390 and 391 (Lightning direct/indirect effect).

Plus the following CS 25 paragraphs applicable at Amdt 15 in the frame of the Courier Area STC:

25.301, 25.303, 25.305, 25. 307, 25.365(e)(f)(g), 25.561, 25.571, 25.601, 25.603, 25.605, 25.607, 25.609, 25.611(a), 25.613, 25.619, 25.623, 25.625, 25.787, 25.789, 25.791, 25.793, 25.803, 25.811(b)(c)(d)(g), 25.813, 25.815, 25.820, 25.831, 25.832, 25.853, 25.854, 856(a), 25.869(a1)(a2), 25.899, 25.1357, 25.1360, 25.1362, 25.1411, 25.1431, 25.1450, 25.1519, 25.1541, 25.1557, 25.1585

Plus the following JAR 25 paragraphs applicable at change 14

25.1423 (public adress system)

Plus the following CS 25 paragraphs applicable at Amdt 17

25.1316, 25.1317 (Elect to Comply for Aircraft Electrical and Electronic System Lightning and HIRF protection)

Plus the following CS 25 paragraphs applicable at Amdt 19

25.812(a)(b)(c)(d)(e)(f)(i)(j)(k)(l) (emergency lighting)

Section 4 A330-700L Series, continued

- All weather operations

  JAR AWO change 1

- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue

  - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 2015.

  Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.
  - Subpart E, Section 2 – for RVSM

Additional Airworthiness Requirements (added Post TC):

- JAR AWO 140 and 183 at change 2.
- CS 25.1585 amdt 15 (ETOPS)
- CS ACNS at Issue 3 Subpart E Section 3 for A/C configuration with ELT-DT equipment MOD 210023.

5. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:

SC A-4	Design Dive Speed (VD)
SC A-5	Limit pilot forces and torque
SC G-5	Resistance to fire terminology
SC P-32	Fuel Tank Safety
SC S-3	Landing gear warning
SC S-6	A330/A340 Lightning Protection Indirect Effects
SC S-10	A330/A340 Effect Of External Radiation Upon Aircraft Systems
SC S-13	Autothrust system
SC S-16	Control signal integrity
SC S-18	Unusual features not addressed by existing JAR
SC S-20	Emergency Electrical Power
SC S-21	Brakes Wear Limits
SC S-23	Electrical wiring and miscellaneous electrical requirements
SC S-24	Doors
SC S-38	Towbarless Towing
SC S-148	Longitudinal touchdown performance limit + MABH deletion

- EASA Numbering:

SC B-01-700L	Stalling and scheduled operating speeds
SC B-02-700L	Electronic flight control system, control surface awareness
SC B-04-700L	Static directional, lateral and longitudinal stability and low energy awareness
SC B-05-700L	Flight enveloppe protections
SC B-06-700L	Load factor limiting system
SC B-14-700L	On-Ground Yaw Stabilisation Law – R* law
SC D-02-700L	Courier Area: Allowed Occupants
SC D-03-700L	Emergency evacuation
SC D-10-700L	Brake kinetic energy capacity
SC D-50/700L/AIS	Courier Area Airworthiness Requirements
SC F-126	Flight Recorders including Data Link Recording
SC F-131	Flight Instrument External Probes – Qualification in Icing Conditions New UTAS Pitot Probes
SC F-137	Security protection of aircraft systems and networks
SC F-GEN-01	Non-rechargeable lithium battery installation
SC H-01	Enhanced Airworthiness programme for Aeroplane Systems – ICA on EWIS

6. Exemptions

None

7. Deviations

Deviation to Additional Airworthiness Requirements:

- Airborne Communication, Navigation, Surveillance

  ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2
  (See Note in Section 4.II.4)

8. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:

  ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials

- EASA Numbering:

  ESF D-06-700L Main Deck Class E Cargo Compartment

  ESF D-07-700L Cockpit sliding windows compliance aspects with CS 25.783

  ESF D-11-700L Pressure Bulkhead and Cargo Access Doors – Compliance aspects with CS 25.783

  ESF D-15-700L Cockpit Sliding Window Fasteners - Compliance aspects with CS 25.607(a)(c)

  ESF D-16-700L Main Deck Cargo Door visual indication provision as per CS 25.783(f)

  ESF F-03-700L Landing Light Switch

  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
  (applicable from November 2021).

9. Environmental Protection

9.1 Noise

See TCDSN no. UK.TC.A.00044

9.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 07, Part II, Chapter 2

10. Operational Suitability Data (OSD)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- Operational Suitability Requirements
- Approved Operational Suitability Data

11. Extended Range Operations (ETOPS)

No ETOPS approval for A330-700L is granted initially.

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

With Rolls Royce (RR) engines

A330-743L: 00G000A0743/C00

This aircraft type design definition is associated with AIS (Airbus Interiors Services) Modification CJ 1970 - Courier Area Installation.

2. Description

Two turbo-fan, medium range, cargo, large category aeroplane.

3. Equipment

Refer to Type Design Definition.

4. Dimensions

-	Length:	63.12 m	(207ft 1in)
-	Fuselage maximum height:	10.49 m	(34ft 5in)
-	Fuselage maximum width:	8.80 m	(28ft 10in)
-	Wing Span:	60.30 m	(197ft 10in)
-	Aircraft height:	18.95 m	(62ft 2in)

5. Engine

5.1 Model

Rolls Royce (RR) engines

A330-743L: Two (2) Rolls Royce Trent 772B-60 turbofan engines

5.2 Type Certificate

Rolls Royce (RR) engines

EASA Engine TCDS: EASA.E.042

5.3 Limitations

5.3.1 Installed Engine Limits

Rolls Royce (RR) engines

A/C Model	A330-743L
Engine Model	Trent 772B-60
Static thrust at sea level:	
- take-off (5mn) *	71,100 lbs
- maximum continuous	63,650 lbs

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

ENGINES	KEROSENE DESIGNATION
RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1(GOST), RT (GOST)

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid Capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

		3-TANK AEROPLANE		
		Usable fuel litres (kg)	Unusable fuel litres (kg)	
A/C Model	RR	A330-743L WV 000, 001	All models	
			Basic	MOD 207112 (MSN 1824 only) or MOD 205749 (MSN 1853 and onward)
WING TANK		91,300 (73,040)	169 (135)	90 (72)
CENTRE TANK		N/A	N/A	N/A
TRIM TANK		N/A	N/A	N/A
TOTAL		91,300 (73,040)	169 (135)	90 (72)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight altitude:	35,200 ft	(10,729m)
Maximum Airfield altitude:	7,000 ft	(2,134m)

10.2 Temperature

Flight:	Minimum:	-70°C SAT (TAT shall be greater than -40°C)
Ground:	Range:	-54°C to +55°C for Take-off and landing

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Weight

- Maximum Take-off Weight: 227 t
- Maximum Zero Fuel Weight: 178 t
- Maximum Landing Weight : 187t

Note: See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility.

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 4.882 meters forward of aeroplane nose.

MAC: 7.270m

15. Levelling Means

For maintenance: Three primary jacking points and one auxilliary point are fitted.

For cargo loading/unloading: Two of the four maintenance points are used.

Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Occupant Emergency Exit

Emergency Exits are both Cockpit Sliding Windows.
No other Emergency Exit configuration exist.

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of allowed occupants approved for emergency evacuation is:

- 4 in the Courier Area, and
- 1 in the cockpit (in addition to the two Flight Crew members)

No Cabin Crew members are required.

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Main Deck Cargo Compartment	Up to the maximum allowable payload as per WBM
Aft	18,507
Rear (bulk)	3,468

For the Main Deck Cargo Compartment: loading conditions and requirements for cargo transportation, see Weight and Balance Manual and A330-700L - Interface Specification between Aircraft & TCU, reference 00G000AT002/C7S.

For the Aft and Rear (bulk) compartments: loading conditions authorized on each ULD (Unit Load Device) position or bulk section (references of ULD baseplate, MAX gross weight and CLS (Cargo Loading System) malfunctions), see Weight and Balance Manual.

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):

- GTCP 331-350C (Specification 31-7677B-1H)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION 7 DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

IV. Operating and Service Instructions

In accordance with Part 21 regulation, Airbus provides on-demand access to the following technical publications to any person required to comply with any of those instructions :

(Access via AirbusWorld portal)

1. Flight Manual (AFM)

Ref. AFM: STL 33000 (latest published revision)

2. Maintenance Manual

Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)

Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)

Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)

Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)

Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment

The equipment required by the applicable regulation shall be installed.

Refer also to MMEL – See SECTION 7 DATA PERTINENT TO ALL MODELS.

V. Notes

1. All Weather Capability

A/C Model	RR Engines
	A330-743L
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	N/A

2. Change of Weight Variants

N/A.

Section 5 A330-800 Series

I. General

1. Type / Variant or Model

a) Type: A330
b) Model: A330-841

2. Airworthiness Category

Large Aeroplances

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

EASA

4.2 Application Date

A330-841: 25 July 2014

4.3. State of Design Authority Type Certificate Date

A330-841: 12 February 2020

5. UK CAA Type Validation Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 4.2 above.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 4.3 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 04 March 2015

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.004

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.A.004.

4. UK CAA Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:

  - JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  - For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered as an acceptable alternative.

With the following JAR 25 paragraphs applicable at change 14:

25.307 (except (a)), 25.335(f), 25.345(c), 25.361, 25.371, 25.395, 25.397, 25.459, 25.603 (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615 (applicable to vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779(a), 25.783, 25.851, 25.855(a)(b)(c)(d)(e), 25.863, 25.867, 25X899 (applicable to vertical stabilizer only), 25.963(g) (applicable to fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1543

Plus the following CS 25 paragraphs applicable at Amdt 2

25.021, 25.103(b), 25.105(a), 25.111(c), 25.119, 25.121 (except (a)), 25.123(b), 25.125, 25.207, 25.237, 25.1419

Plus the following CS 25 paragraphs applicable at Amdt 13

25.963(e) (Fuel Tank Access Covers) with 25.963(e)(1) including the design features as per E-16 in the Annex to this TCDS.

Note: Any change or repair that would decrease the safety level of the E-16 design features would lead to the application of CS 25.963(e)(1) at amendment 15 or higher.

Plus the following CS 25 paragraphs applicable at Amdt 15 (applicable at the reference date)

25.023, 25.025, 25.027, 25.029, 25.031, 25.101, 25.103 (except (b)), 25.105 (except (a)), 25.107 (except (h)), 25.109, 25.111 (except (c)), 25.113, 25.115, 25.117, 25.121(a), 25.123 (except (b)), 25.143 (except (c)(i)(j)(l)), 25.145, 25.147, 25.149, 25.161, 25.171, 25.173, 25.175, 25.177, 25.181, 25.201, 25.203, 25.231, 25.233, 25.235, 25.251, 25.253 (except (c)), 25.255, 25.301, 25.302, 25.303, 25.305, 25.307(a), 25.321, 25.331, 25.333, 25.335 (except (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365 (except (e),(f),(g)), 25.367, 25.373, 25.391, 25.393, 25.415, 25.427, 25.457, 25.471(b), 25.473, 25.479, 25.481(except (b)), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561(c) (applicable to large items of masses only), 25.571, 25.619, 25.625, 25.629, 25.631, 25.683(b), 25.773(b), 25.777(i), 25.809(g) (applicable to Door 3 panelization area only), 25.843(a), 25.901(c), 25.963(a), 25.963(d1) (applicable to fuel centre tank only), 25.1001(a)(b)(c) , 25.1323(c)(d), 25.1325(e), 25.1337, 25.1355, 25.1383, 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1531, 25.1533, 25.1535, 25.1581, 25.1583, 25.1585, 25.1587, 25.1591

Plus the following CS 25 paragraphs applicable at Amdt 15 related to engine installation:
(New Engine, Pylon, pre-cooler, air inlet and nacelle, Structural adaptation of the wing at the wing/pylon interface, Electro Pneumatic Bleed Air System)

25.301, 25.303, 25.307, 25.361(a), 25.362, 25.363, 25.365(e1), 25.371, 25.561(c), 25.571, 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.721 (except (a)), 25.723(b), 25.771(e), 25.779(b), 25.851 (except (a)), 25.856(a), 25.863, 25.865, 25.867, 25.869(a), 25.899, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.954, 25.955(a), 25.959, 25.961, 25.963(d5), 25.981(a), 25.993 (except (f)), 25.994, 25.995, 25.997, 25.999, 25.1001(a)(b),

25.1011, 25.1013, 25.1015, 25.1017, 25.1019, 25.1021, 25.1023, 25.1025, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1155, 25.1163, 25.1165, 25.1167, 25.1181, 25.1182, 25.1183, 25.1185, 25.1187, 25.1189 (except (c),(f),(g),(h)), 25.1191, 25.1193, 25.1195, 25.1197, 25.1199, 25.1201, 25.1203, 25.1207, 25.1301, 25.1305, 25.1309, 25.1315, 25.1321(d), 25.1351 (except (a),(c)), 25.1353 (except (c)), 25.1357(a)(d)(e), 25.1360(a), 25.1431, 25.1435(a), 25.1438, 25.1461, 25.1521, 25.1527, 25.1549, 25.1551, 25.1557(b), 25.1593, 25.1701, 25.1703 (except (c)), 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721 (except (c)), 25.1723, 25.1725, 25.1727, 25.1731

Plus the following CS 25 paragraphs applicable at Amdt 15 related to aerodynamic changes:
(New winglet with wing span increase, Wing Aerodynamic clean up, Wing twist change, Wing engine interference, new navigation and strobe lights)

25.301, 25.303, 25.307, 25.445, 25.571 (except (e4)), 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.625, 25.631, 25.683(b), 25.723(b), 25.863(a)(b), 25.869(a), 25.899, 25.954, 25.959, 25.1001(a)(b), 25.1301(a), 25.1305, 25.1309, 25.1353 (except (c)), 25.1357(a)(e), 25.1360(a), 25.1385, 25.1387, 25.1389, 25.1391, 25.1393, 25.1395, 25.1397, 25.1401, 25.1403, 25.1431, 25.1438, 25.1525

Plus the following CS 25 paragraphs applicable at Amdt 17:

25.1316, 25.1317

- All weather operations

  JAR AWO change 1 plus:

  - Orange paper AWO 91/1,
  - NPA JAR AWO 3,
  - NPA JAR AWO 8 (IM S-148 - Longitudinal touchdown performance + MABH deletion),
  - JAR AWO 140 Change 2.

- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue

  - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 2015.

    Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.
  - Subpart E, Section 2 – for RVSM

<u>Additional Airworthiness Requirements (added Post TC):</u>

The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements

  - CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheel and Tyre Failures [impacts on Fuel Tanks only] at Amdt 15 for A/C configuration including center wing box MOD 207401 (MSN 2005 and onwards). Note that compliance demonstration to CS 25.734 addresses the objectives of JAR 25.729(f)(1), and JAR 25.729(f)(2) Change 14 (see note below).
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories.
  - CS 25.705 Amdt 24 for A/C configuration with ROPS step 2+ MOD 208855 & 207231 (EASA Approval 10086375 Rev 0) installed.- CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs
  - CS 25.851(a)(c) Amdt 17 for Halon Free Hand Held Fire Extinguishers - Compliance with Commission regulation (EU) N° 744/2010 of 18 August 2010 amending regulation (EC) n° 1005/2009 of the European Parliament and of the Council on substances that deplete the ozone layer, with regard to the critical uses of halon)

- CS 25.1001(d)(h) Amdt 15 for Jettison
- CS 25.1329(i) Amdt 15 for harmonized Primary Flight Display (hPFD) function.
- CS ACNS at Issue 3 Subpart E Section 3 for A/C configuration with ELT-DT equipment MOD 209569.

Note: Wheel and Tyre Failures (W&TF) compliance demonstration is done as follow:

For A330-841 before MSN 2005 (i.e. A/C with 242t Airframe)

- Applicable requirement : JAR 25.729(f)(1), (f)(2)
- Compliance demonstration, for modification impacting the Wheel and Tyre Failure, done using legacy Airbus WTF models (refer to Certification Document 00G320J0107/C02, issue 2)

For A330-841 MSN 2005 and onwards (i.e. A/C with mod 207401)

- Applicable requirements : JAR 25.729(f)(1), (f)(2) & CS 25.734
- Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:
  - Compliance to CS25.734 done using MoC 2
  - Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)

The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 15.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 15 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

Section 5 A330-800 Series, continued

5. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:

SC A-5	Limit pilot forces and torque
SC E-128	Improved flammability standards for thermal/acoustic insulation
SC G-105	Resistance to Fire Terminology
SC P-2	Centre of Gravity Control System
SC P-27	Flammability Reduction System
SC P-32	Fuel Tank Safety
SC S-6	Lightning protection indirect effects
SC S-10	Effects of external radiations upon aircraft systems (including S-10.1 and S-10.2)
SC S-13	Autothrust system
SC S-16	Control signal integrity
SC S-18	Electronic flight controls
SC S-20	Emergency electrical power (NPA 25D, F-179)
SC S-21	Brake Wear Limits
SC S-23	Electrical wiring and miscellaneous electrical requirements
SC S-38	Towbarless towing
SC S-148	Longitudinal touchdown performance + MABH deletion

- EASA Numbering:

SC B-01	Stalling and scheduled operating speeds
SC B-02	Electronic Flight Control System (EFCS) Control Surface Awareness
SC B-04	Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
SC B-05	Flight Envelope Protection
SC B-06	Load Factor Limiting System
SC D-03	Brake Kinetic Energy Capacity
SC E-03	Engine Cowl retention
SC F-126	Flight Recorders including Data Link Recording
SC F-131	Flight Instrument External Probes – Qualification in Icing Conditions
SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

SC E-2	Underfloor Crew rest compartment (superseded by SC D-04 for new design)
SC E-130	Application of heat release and smoke density requirements to seat materials
SC E-1014	HIC compliance for front row seating (inflatable restraints)
SC E-1023	Side facing seats with with inflatable restraints

- EASA Numbering:

SC B-09	Soft go around
SC D-04	Crew Rest Compartment
SC D-06	Installation of Three Point restraint & Pre Tensioner System

SC D-07	Installation of Oblique Seats
SC D-08	Cabin Attendant Seat mounted on lavatory Door Blade
SC D-100	Installation of mini suite type seating
SC D-102	Incorporation of Inertia Locking Device in Dynamic Seats (applicable from January 2019)
SC F-134	Head Up Display Installation
SC F-137	Security Protection of Aircraft Systems and Networks
SC F-GEN-01:	Installation of non-rechargeable lithium battery (applicable from April 2019)
SC F-0003-001	ATN over SATCOM (applicable from 10 January 2023)

6. Exemptions

None

7. Deviations

Deviation to Additional Airworthiness Requirements:

- Airborne Communication, Navigation, Surveillance

  ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in Section 5.II.4)

8. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:

ESF E-21	Emergency exit marking reflectance
ESF E-29	Fuselage burn through – aft pressure bulkhead
ESF E-30	Fuselage burn through – belly fairing
ESF E-31	Fuselage burn through – bilge area
ESF E-1022	Improved flammability standards for thermal / acoustic insulation materials
ESF S-45	Oil temperature indication

- EASA Numbering:

ESF D-05	Packs off operations
ESF E-02	Warning Means for RR Engine Fuel Filters
ESF E-05	Thrust Reverser Testing
ESF E-10	Fire Extinguishing Agent Concentration
ESF E-12	RR T7000 – Turbine Overheat Detection
ESF E-14	RR T7000 engine zone (seals & caps) fire withstanding capability
ESF E-15	Nacelles areas behind Firewalls
ESF F-04	Landing light switch

Additional Equivalent Safety Findings part of the Certification Basis (added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

ESF E-15	Reinforced security cockpit door

ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis

ESF S-1066 Cat III Operations - Excess deviation alert

- EASA Numbering:

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

ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking

ESF F-128 Minimum Mass Flow of Supplemental Oxygen

ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System

ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process

(applicable from November 2021)

9. Environmental Protection

9.1 Noise

See TCDSN no. UK.TC.A.00044

9.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 08, Part II, Chapter 2

9.3 Carbon Dioxide Emissions

For aircraft with re-twisted wing (MOD 208409) and Trent 7000 HP Turbine Blade Durability Enhancement Package (MOD 209268):

ICAO Annex 16, Volume III, First Edition, Amendment 1,

CO2 standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);

Note: corresponds to CAEP/10 In-Production Standard.

For CO2 metric values see UK CAA Aeroplane CO2 Emissions Database.

10. Operational Suitability Data (OSD)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- Operational Suitability Requirements
- Approved Operational Suitability Data

11. Extended Range Operations (ETOPS)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- ETOPS Technical Conditions
- Approved ETOPS Capability

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

With Rolls Royce (RR) engines

A330-841: 00G000A0841/C00

2. Description

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

3. Equipment

Refer to Type Design Definition.

4. Dimensions

-	Length:	58.82m	(193 ft)
-	Diameter:	05.64m	(18 ft 6 in)
-	Wing Span:	64.00m	(210 ft)
-	Height:	17.38 m	(57 ft)

5. Engine

5.1 Model

Rolls Royce (RR) engines

A330-841: Two (2) Rolls Royce Trent 7000-72 turbofan engines

5.2 Type Certificate

Rolls Royce (RR) engines

EASA Engine TCDS: EASA.E.036

5.3 Limitations

5.3.1 Installed Engine Limits

Rolls Royce (RR) engines

A/C Model	A330-841
Engine Model	Trent 7000-72
Static thrust at sea level:	
- take-off (5mn) *	72,834 lbs
- maximum continuous	65,005 lbs

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

ENGINES	KEROSENE DESIGNATION

RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1, RT

The above mentioned fuels are also suitable for the APU.

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

6.2 Oil

Refer to the Consumable Material List (CML).

Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives

Refer to the Consumable Material List (CML).

6.4 Hydraulics

Refer to the Consumable Material List (CML).

7. Fluid Capacities

7.1 Fuel

Fuel quantity (0.8 kg / litre):

	3-TANK AEROPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)
A/C Model	A330-841	
WING TANK	91,300 (73,040)	190 (152)
CENTRE TANK	41,560 (33,248)	83 (67)
TRIM TANK	6,230 (4,984)	6 (5)
TOTAL	139,090 (111,272)	279 (223)

7.2 Oil

Refer to Weight & Balance Manual.

7.3 Coolant system capacity

N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

Section 5 A330-800 Series, continued

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level:	41,450 ft	(12,634 m)
Maximum Airfield altitude:	8,500 ft	(2,591 m)

10.2 Temperature

Flight:	Minimum:	-78°C SAT
Ground:	Range:	-54°C to +55°C for Take-off and landing

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Weight

- Maximum Take-off Weight: 251t
- Maximum Zero Fuel Weight: 172 t
- Maximum Landing Weight : 186 t

See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6.382 meters forward of aeroplane nose.

MAC: 7.270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Two Passenger Emergency Exit configurations:

- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of passengers approved for emergency evacuation is:

- 375 Basic (in Configuration A-A-I-A);
- 406 Option (in Configuration A-A-A-A).

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

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

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
406	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

A lower number of cabin crew may be approved by UK CAA for specific cabin layouts.

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Forward	18,869
Aft	15,241
Rear (bulk)	3,468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):

- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION 7 DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

IV. Operating and Service Instructions

In accordance with Part 21 regulation, Airbus provides on-demand access to the following technical publications to any person required to comply with any of those instructions :

(Access via AirbusWorld portal)

1. Flight Manual (AFM)

Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)

Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)

Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)

Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)

Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment

The equipment required by the applicable regulation shall be installed.

Refer also to MMEL – See SECTION 7 DATA PERTINENT TO ALL MODELS.

V. Notes

1. All Weather Capability

A/C Model	RR Engines
	A330-841
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	Cat 3 Precision approach and Autoland (208875)

2. Change of Weight Variants

N/A.

Section 6 A330-900 Series

I. General

1. Type / Variant or Model

a) Type: A330
b) Model: A330-941

2. Airworthiness Category

Large Aeroplances

Performance Category A

3. Manufacturer

AIRBUS

2 Rond-Point Emile Dewoitine

31700 Blagnac FRANCE

4. State of Design Authority Type Certification

4.1 State of Design Authority

EASA

4.2 Application Date

A330-841: 25 July 2014

4.3. State of Design Authority Type Certificate Date

A330-841: 26 September 2018

5. UK CAA Type Validation Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 4.2 above.

New applications for UK CAA type validation received from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no new applications for type validation have been received since 01 January 2021.

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 4.3 above.

UK CAA type validation dates from 01 January 2021 will be recorded in this section. At the current issue of this UK CAA TCDS, no UK CAA type validations have been completed since 01 January 2021.

II. Certification Basis

1. Reference Date for determining the applicable requirements

Reference Application Date for EASA Certification: 25 July 2014

2. State of Design Airworthiness Authority Type Certification Data Sheet Number

EASA.A.004

3. State of Design Airworthiness Authority Certification Basis

Refer to TCDS EASA.A.004.

4. UK CAA Airworthiness Requirements

Original Airworthiness Requirements (at time of TC):

- Certification Requirements

  JAR 25 Change 13 effective on October 5, 1989 except as follows:

  - JAR 25.561 is applied at change 12 for wing tanks outside the fuselage contour;
  - For showing compliance with JAR 25.785(a)(b)(c), the front row seats located behind a bulkhead are not tested according to JAR 25.562(c)(5)(6). Instead, a minimum 35 inches distance between the seats and the bulkhead is considered as an acceptable alternative.

With the following JAR 25 paragraphs applicable at change 14:

25.307 (except (a)), 25.335(f), 25.345(c), 25.361, 25.371, 25.395, 25.397, 25.459, 25.603 (applicable to vertical stabilizer only), 25.613 (applicable to vertical stabilizer only), 25.615 (applicable to vertical stabilizer only), 25.679, 25.723, 25.729, 25.731, 25.733, 25.735, 25.772, 25.777, 25.779(a), 25.783, 25.851, 25.855(a)(b)(c)(d)(e), 25.863, 25.867, 25X899 (applicable to vertical stabilizer only), 25.963(g) (applicable to fuel centre tank only), 25.979, 25.1303, 25.1381, 25.1415, 25.1543

Plus the following CS 25 paragraphs applicable at Amdt 2

25.021, 25.103(b), 25.105(a), 25.111(c), 25.119, 25.121 (except (a)), 25.123(b), 25.125, 25.207, 25.237, 25.1419

Plus the following CS 25 paragraphs applicable at Amdt 13

25.963(e) (Fuel Tank Access Covers) with 25.963(e)(1) including the design features as per E-16 in the Annex to this TCDS.

Note: Any change or repair that would decrease the safety level of the E-16 design features would lead to the application of CS 25.963(e)(1) at amendment 15 or higher.

Plus the following CS 25 paragraphs applicable at Amdt 15 (applicable at the reference date)

25.023, 25.025, 25.027, 25.029, 25.031, 25.101, 25.103 (except (b)), 25.105 (except (a)), 25.107 (except (h)), 25.109, 25.111 (except (c)), 25.113, 25.115, 25.117, 25.121(a), 25.123 (except (b)), 25.143 (except (c)(i)(j)(l)), 25.145, 25.147, 25.149, 25.161, 25.171, 25.173, 25.175, 25.177, 25.181, 25.201, 25.203, 25.231, 25.233, 25.235, 25.251, 25.253 (except (c)), 25.255, 25.301, 25.302, 25.303, 25.305, 25.307(a), 25.321, 25.331, 25.333, 25.335 (except (f)), 25.337, 25.341, 25.343, 25.345 (except (c)), 25.349, 25.351, 25.365 (except (e),(f),(g)), 25.367, 25.373, 25.391, 25.393, 25.415, 25.427, 25.457, 25.471(b), 25.473, 25.479, 25.481(except (b)), 25.483, 25.485, 25.489, 25.491, 25.493, 25.495, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, 25.561(c) (applicable to large items of masses only), 25.571, 25.619, 25.625, 25.629, 25.631, 25.683(b), 25.773(b), 25.777(i), 25.809(g) (applicable to Door 3 panelization area only), 25.843(a), 25.901(c), 25.963(a), 25.963(d1) (applicable to fuel centre tank only), 25.1001(a)(b)(c) , 25.1323(c)(d), 25.1325(e), 25.1337, 25.1355, 25.1383, 25.1501, 25.1503, 25.1505, 25.1507, 25.1511, 25.1513, 25.1515, 25.1516, 25.1517, 25.1519, 25.1531, 25.1533, 25.1535, 25.1581, 25.1583, 25.1585, 25.1587, 25.1591

Plus the following CS 25 paragraphs applicable at Amdt 15 related to engine installation:
(New Engine, Pylon, pre-cooler, air inlet and nacelle, Structural adaptation of the wing at the wing/pylon interface, Electro Pneumatic Bleed Air System)

25.301, 25.303, 25.307, 25.361(a), 25.362, 25.363, 25.365(e1),25.371, 25.561(c), 25.571, 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.621, 25.625, 25.631, 25.721 (except (a)), 25.723(b), 25.771(e), 25.779(b), 25.851 (except (a)), 25.856(a), 25.863, 25.865, 25.867, 25.869(a), 25.899, 25.901, 25.903, 25.933, 25.934, 25.939, 25.943, 25.951, 25.952, 25.954, 25.955(a), 25.959, 25.961, 25.963(d5), 25.981(a), 25.993 (except (f)), 25.994, 25.995, 25.997, 25.999, 25.1001(a)(b),

25.1011, 25.1013, 25.1015, 25.1017, 25.1019, 25.1021, 25.1023, 25.1025, 25.1041, 25.1043, 25.1045, 25.1091, 25.1093, 25.1103, 25.1121, 25.1123, 25.1141, 25.1143, 25.1145, 25.1155, 25.1163, 25.1165, 25.1167, 25.1181, 25.1182, 25.1183, 25.1185, 25.1187, 25.1189 (except (c),(f),(g),(h)), 25.1191, 25.1193, 25.1195, 25.1197, 25.1199, 25.1201, 25.1203, 25.1207, 25.1301, 25.1305, 25.1309, 25.1315, 25.1321(d), 25.1351 (except (a),(c)), 25.1353 (except (c)), 25.1357(a)(d)(e), 25.1360(a), 25.1431, 25.1435(a), 25.1438, 25.1461, 25.1521, 25.1527, 25.1549, 25.1551, 25.1557(b), 25.1593, 25.1701, 25.1703 (except (c)), 25.1705, 25.1707, 25.1709, 25.1711, 25.1713, 25.1715, 25.1717, 25.1719, 25.1721 (except (c)), 25.1723, 25.1725, 25.1727, 25.1731

Plus the following CS 25 paragraphs applicable at Amdt 15 related to aerodynamic changes:
(New winglet with wing span increase, Wing Aerodynamic clean up, Wing twist change, Wing engine interference, new navigation and strobe lights)

25.301, 25.303, 25.307, 25.445, 25.571 (except (e4)), 25.581, 25.603, 25.605, 25.607, 25.609, 25.611, 25.613, 25.619, 25.625, 25.631, 25.683(b), 25.723(b), 25.863(a)(b), 25.869(a), 25.899, 25.954, 25.959, 25.1001(a)(b), 25.1301(a), 25.1305, 25.1309, 25.1353 (except (c)), 25.1357(a)(e), 25.1360(a), 25.1385, 25.1387, 25.1389, 25.1391, 25.1393, 25.1395, 25.1397, 25.1401, 25.1403, 25.1431, 25.1438, 25.1525

Plus the following CS 25 paragraphs applicable at Amdt 17:

25.1316, 25.1317

- All weather operations

  JAR AWO change 1 plus:

  - Orange paper AWO 91/1,
  - NPA JAR AWO 3,
  - NPA JAR AWO 8 (IM S-148 - Longitudinal touchdown performance + MABH deletion),
  - JAR AWO 140 Change 2.

- Airborne Communication, Navigation, Surveillance

  CS-ACNS Initial Issue

  - Subpart B, Section 2 – for optional modifications (Post TC) installing FANS aiming at answering to SES mandate as defined in (EU) N° 29/2009 and amended by (EU) N° 310/2015 of 26 Febuary 2015.

    Note: For compliance to CS-ACNS Subpart B, Section 2, a deviation to CS-ACNS.B.DLS.B1.075 is accepted by DEV ACNS-B-GEN-01 to not include DM89 MONITORING [unit name] [frequency] in the downlink message set installed.

  - Subpart D – for optional modifications installing transponders aiming at answering to SES mandate as defined in (EU) No 1207/2011 and amended by (EU) No 1028/2014 of 26 September 2014.
  - Subpart E, Section 2 – for RVSM

<u>Additional Airworthiness Requirements (added Post TC):</u>

The following requirements are additionally applicable when an A/C configuration include the subject optional design change(s):

- Certification Requirements
  - CS 25.705 Amdt 24 for A/C configuration with ROPS step 2+ MOD 208855 & 207231 (EASA Approval 10086375 Rev 0) installed.
  - CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheel and Tyre Failures impacts on Fuel Tanks only, Amdt 15, for A/C configuration including center wing box MOD 207401 (MSN1967 and onwards, except MSN 1971 and MSN 1972). Note that compliance demonstration to CS 25.734 addresses the objectives of JAR 25.729(f)(1), and JAR 25.729(f)(2) Change 14 (see note below).
  - CS 25.791 Original issue for symbolic no smoking signs in lavatories
  - CS 25.811 and CS 25.812 Amdt. 3 for multi lingual “EXIT” signs
  - CS 25.851(a)(c) Amdt 17 for Halon Free Hand Held Fire Extinguishers - Compliance with Commission regulation (EU) N° 744/2010 of 18 August 2010 amending regulation (EC) n°

1005/2009 of the European Parliament and of the Council on substances that deplete the ozone layer, with regard to the critical uses of halon)

- CS 25.1001(d)(h) Amdt 15 for Jettison
- CS 25.1302 Amendment 15 for A/C configuration with STEP 4.1 MOD 210548 (EASA Approval 10086845 Rev 0) embodied.
- CS 25.1329(h) Amdt 26 for A/C configuration equipped with Alternate AP (MOD 207502).
- CS 25.1329(i) Amdt 15 for harmonized Primary Flight Display (hPFD) function.
- CS ACNS at Issue 3 Subpart E Section 3 for A/C configuration with ELT-DT equipment MOD 209569.

Note: Wheel and Tyre Failures (W&TF) compliance demonstration is done as follows:

For A330ceo and A330-841/-941 before MSN 1966 + MSN 1971 & 1972
(i.e. A/C with 242t Airframe)

- *Applicable requirement : JAR 25.729(f)(1), (f)(2)*
- *Compliance demonstration, for modification impacting the Wheel and Tyre Failure, done using legacy Airbus WTF models*
  (refer to Certification Document 00G320J0107/C02, issue 2)

For A330-941 MSN 1967 and onwards, except MSN 1971 & 1972

- *Applicable requirements : JAR 25.729(f)(1), (f)(2) & CS 25.734*
- *Compliance Demonstration, for modification impacting the Wheel and Tyre Failure, done using AMC 25.734 models only:*
  - *Compliance to CS25.734 done using MoC 2*
  - *Compliance to JAR 25.729(f)(1), (f)(2) done using MoC 0 in MCCP stating that CS 25.734 compliance addresses objectives of JAR 25.729(f)(1), (f)(2)*

The following part of the certification basis constitutes the minimum required safety level of CS 25.571 amdt 15.

For changes that affect or introduce fatigue critical structures CS 25.571 amdt 15 applies, plus:

1. For structures susceptible to widespread fatigue damage (WFD):

   a. WFD evaluations must substantiate freedom from WFD up to the limit of validity (LOV);

   b. Inspections and other maintenance actions upon which the LOV is dependent must be established and submitted to EASA for approval;

2. The list of fatigue critical modified structures (FCMS) must be developed or amended as necessary and made available to aircraft operators as part of the ICA of the change;

3. The baseline corrosion prevention and control programme must be amended or supplemented to address the influence of the change on the effectiveness of the programme, as necessary.

Note 1: Points 1 and 3 do not apply to changes introduced by STC.

Note 2: Points 1, 2 and 3 do not apply to repairs.

Note 3: CS 25.571 amdt 19 or later does not include the above exceptions for STC and repair applicants any longer.

Note 4: This TCDS entry does not invalidate the 21.A.101 process by which a later CS 25.571 amendment may become applicable.

5. Special Conditions

Original Special Conditions part of Certification Basis (at time of TC):

- JAA Numbering:

SC A-5	Limit pilot forces and torque
SC E-128	Improved flammability standards for thermal/acoustic insulation
SC G-105	Resistance to Fire Terminology
SC P-2	Centre of Gravity Control System
SC P-27	Flammability Reduction System
SC P-32	Fuel Tank Safety
SC S-6	Lightning protection indirect effects
SC S-10	Effects of external radiations upon aircraft systems (including S-10.1 and S-10.2)
SC S-13	Autothrust system
SC S-16	Control signal integrity
SC S-18	Electronic flight controls
SC S-20	Emergency electrical power (NPA 25D, F-179)
SC S-21	Brake Wear Limits
SC S-23	Electrical wiring and miscellaneous electrical requirements
SC S-38	Towbarless towing
SC S-148	Longitudinal touchdown performance + MABH deletion

- EASA Numbering:

SC B-01	Stalling and scheduled operating speeds
SC B-02	Electronic Flight Control System (EFCS) Control Surface Awareness
SC B-04	Static Directional, Lateral and Longitudinal Stability and Low Energy Awareness
SC B-05	Flight Envelope Protection
SC B-06	Load Factor Limiting System
SC D-03	Brake Kinetic Energy Capacity
SC E-03	Engine Cowl retention
SC F-126	Flight Recorders including Data Link Recording
SC F-131	Flight Instrument External Probes – Qualification in Icing Conditions
SC H-01	Enhanced Airworthiness Programme for Aeroplane Systems - ICA on EWIS

Additional Special Conditions part of the Certification Basis (added post TC):

The following Special Conditions are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

SC E-2 Underfloor Crew rest compartment (superseded by SC D-04 for new design)

SC E-130 Application of heat release and smoke density requirements to seat materials

SC E-1014 HIC compliance for front row seating (inflatable restraints)

SC E-1023 Side facing seats with with inflatable restraints

- EASA Numbering:

SC B-09 Soft go around

SC D-04 Crew Rest Compartment

SC D-06 Installation of Three Point restraint & Pre Tensioner System

SC D-07 Installation of Oblique Seats

SC D-08 Cabin Attendant Seat mounted on lavatory Door Blade

SC D-100 Installation of mini suite type seating

SC D-102 Incorporation of Inertia Locking Device in Dynamic Seats (applicable from January 2019)

SC F-134 Head Up Display Installation

SC F-137 Security Protection of Aircraft Systems and Networks

SC F-GEN-01: Installation of non-rechargeable lithium battery (applicable from April 2019)

SC F-0003-001 ATN over SATCOM

(applicable from 10 January 2023)

6. Exemptions

None

7. Deviations

Deviation to Additional Airworthiness Requirements:

- Airborne Communication, Navigation, Surveillance

ACNS-B-GEN-01 Deviation to CS-ACNS Initial Issue Subpart B, Section 2 (See Note in Section 6.II.4)

8. Equivalent Safety Findings

Original Equivalent Safety Findings part of Certification Basis (at time of TC):

- JAA Numbering:

ESF E-21 Emergency exit marking reflectance

ESF E-29 Fuselage burn through – aft pressure bulkhead

ESF E-30 Fuselage burn through – belly fairing

ESF E-31 Fuselage burn through – bilge area

ESF E-1022 Improved flammability standards for thermal / acoustic insulation materials

ESF S-45 Oil temperature indication

- EASA Numbering:

ESF D-05 Packs off operations

ESF E-02 Warning Means for RR Engine Fuel Filters

ESF E-05 Thrust Reverser Testing

ESF E-10 Fire Extinguishing Agent Concentration

ESF E-12 RR T7000 – Turbine Overheat Detection

ESF E-14 RR T7000 engine zone (seals & caps) fire withstanding capability

ESF E-15 Nacelles areas behind Firewalls

ESF F-04 Landing light switch

Additional Equivalent Safety Findings part of the Certification Basis (added post TC):

The following Equivalent Safety Findings are additionally applicable when an A/C configuration include the subject optional design change(s):

- JAA Numbering:

  ESF E-15 Reinforced security cockpit door

  ESF E-134 Installation of seats that make an angle of more than 18° with the aircraft longitudinal axis

  ESF S-1066 Cat III Operations - Excess deviation alert

- EASA Numbering:

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

  ESF D-101 Green arrow and “Open” Placard of Emergency Exit marking

  ESF F-128 Minimum Mass Flow of Supplemental Oxygen

  ESF F-129 Crew Determination of Quantity of Oxygen in Passenger Oxygen System

  ESF FCD-MULTI-01 CS-FCD T3 Evaluation Process
  (applicable from November 2021)

  ESF F-141 Flight Guidance System – Speed excursion protection (applicable on A/C with MOD 207502 installed).

  ESF M-TS-0000335 Enhanced Take-off Configuration Function – VFE placard

9. Environmental Protection

9.1 Noise

See TCDSN no. UK.TC.A.00044

9.2 Fuel Venting

ICAO Annex 16, Volume II, amendment 08, Part II, Chapter 2

9.3 Carbon Dioxide Emissions

ICAO Annex 16, Volume III, First Edition,

CO2 standard in accordance with Part II, Chapter 2, paragraph 2.4.2 f);

Note: corresponds to CAEP/10 In-Production Standard.

For CO2 metric values see EASA Aeroplane CO2 Emissions Database.

10. Operational Suitability Data (OSD)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- Operational Suitability Requirements
- Approved Operational Suitability Data

11. Extended Range Operations (ETOPS)

See SECTION 7 DATA PERTINENT TO ALL MODELS for:

- ETOPS Technical Conditions
- Approved ETOPS Capability

III. Technical Characteristic and Operating Limitations

1. Type Design Definition

With Rolls Royce (RR) engines

A330-941: 00G000A0941/C00

2. Description

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

3. Equipment

Refer to Type Design Definition.

4. Dimensions

-	Length:	63.66 m	(208 ft 10 in)
-	Diameter:	05.64 m	(18 ft 6 in)
-	Wing Span:	64.00 m	(210 ft)
-	Height:	16.79 m	(55 ft 1 in)

5. Engine

5.1 Model

Rolls Royce (RR) engines

A330-941: Two (2) Rolls Royce Trent 7000-72 turbofan engines

5.2 Type Certificate

Rolls Royce (RR) engines

EASA Engine TCDS: EASA.E.036

5.3 Limitations

5.3.1 Installed Engine Limits

Rolls Royce (RR) engines

A/C Model	A330-941
Engine Model	Trent 7000-72
Static thrust at sea level:	
- take-off (5mn) *	72,834 lbs
- maximum continuous	65,005 lbs

* The take-off rating and the associated operating limitations may be used for up to 10 minutes in the event of an engine failure (see notes in Engine TCDS).

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

5.3.2 Transmission Torque Limits

N/A

6. Fluids (Fuel / Oil / Additives / Hydraulics)

6.1 Fuel

The following fuels may be used:

ENGINES	KEROSENE DESIGNATION

RR: (Operating Instruction in RR Manual F-Trent A330)	JET A, JET A-1, JP5, JP8, N°3 Jet fuel, TS-1, RT

The above mentioned fuels are also suitable for the APU.
Refer to Consumable Material List (CML) for details on approved fuel specifications.

6.2 Oil
Refer to the Consumable Material List (CML).
Refer to Engine and APU Manufacturers Operating Instructions.

6.3 Additives
Refer to the Consumable Material List (CML).

6.4 Hydraulics
Refer to the Consumable Material List (CML).

7. Fluid Capacities

7.1 Fuel
Fuel quantity (0.8 kg / litre):

	3-TANK AEROPLANE	
	Usable fuel litres (kg)	Unusable fuel litres (kg)
A/C Model	A330-941	
WING TANK	91,300 (73,040)	190 (152)
CENTRE TANK	41,560 (33,248)	83 (67)
TRIM TANK	6,230 (4,984)	6 (5)
TOTAL	139,090 (111,272)	279 (223)

7.2 Oil
Refer to Weight & Balance Manual.

7.3 Coolant system capacity
N/A.

8. Air Speeds Limits

Refer to approved Aeroplane Flight Manual.

9. Rotor Speed Limits

N/A

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Maximum Flight level:	41,450 ft	(12,634 m)
Maximum Airfield altitude:	8,500 ft	(2,591 m)

10.2 **Temperature**

Flight:	Minimum:	-78°C SAT
Ground:	Range:	-54°C to +55°C for Take-off and landing

11. Operating Limitations

Refer to approved Aeroplane Flight Manual for maximum demonstrated crosswind and tailwind.

12. Maximum Weight

- Maximum Take-off Weight: 251t
- Maximum Zero Fuel Weight: 181t
- Maximum Landing Weight: 191t

See applicable Aircraft Flight Manual (AFM), as listed in 'Operating and Service Instructions', for configuration specific weight limitations and aircraft eligibility (Weight Variant).

13. Centre of Gravity Range

Refer to approved Aeroplane Flight Manual.

14. Datum / Mean Aerodynamic Chord (MAC)

Datum: Station 0.0, located 6.382 meters forward of aeroplane nose.

MAC: 7.270m

15. Levelling Means

Three primary jacking points: Refer to approved Weight and Balance Manual.

16. Minimum Flight Crew

Two (2): Pilot and Co-pilot.

17. Passenger Emergency Exit

Three Passenger Emergency Exit configurations:

- Configuration A-A-I-A: Basic 3 Type A passenger doors and 1 Emergency Exit Type I
- Configuration A-A-A-A: Option 4 Type A passenger doors (MOD 40161)
- Configuration A+-A+-A+-A+: Option 4 Type A+ passenger doors (MOD 209140, 209414, 209104, 209415, 209105)

18. Maximum Passenger Seating Capacity and associated Minimum Number of Cabin Crew

The maximum number of passengers approved for emergency evacuation is:

- 375 Basic (in Configuration A-A-I-A);
- 440 Option (in Configuration A-A-A-A).

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

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

Maximum Passenger Seating Capacity (MPSC) & Cabin Configuration		Minimum Cabin crew
440	Configuration A-A-A-A (MOD 40161)	9
400	Configuration A-A-A-A (MOD 40161)	8
375	Configuration A-A-I-A (Basic)	8

A lower number of cabin crew may be approved by UK CAA for specific cabin layouts.

19. Maximum Baggage/ Cargo Loads

Cargo compartment	Maximum load (kg)
Forward	22,861
Aft	18,507

Rear (bulk)	3,468

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

20. Rotor Blade control movement

N/A

21. Auxiliary Power Unit (APU)

One GARRETT (Company name changed to Honeywell International Inc. in 1999):

- GTCP 331-350C (Specification 31-7677A)

22. Life-limited parts

Refer to Airworthiness Limitation Section

See SECTION 7 DATA PERTINENT TO ALL MODELS.

23. Wheels and Tyres

Refer to Airbus Service Bulletin A330-32-3004.

IV. Operating and Service Instructions

In accordance with Part 21 regulation, Airbus provides on-demand access to the following technical publications to any person required to comply with any of those instructions :

(Access via AirbusWorld portal)

1. Flight Manual (AFM)

Ref. AFM STL 33000 (latest published revision)

2. Maintenance Manual

Refer to Customized Maintenance Manuals published by Airbus (latest published revision)

3. Structural Repair Manual (SRM)

Refer to Customized SRM published by Airbus (latest published revision)

4. Weight and Balance Manual (W&BM)

Refer to Customized W&BM published by Airbus (latest published revision)

5. Illustrated Parts Catalogue (IPC)

Refer to Customized IPC published by Airbus (latest published revision)

6. Service Bulletins (SBs)

Refer to applicability section of Airbus Service Bulletins (latest published revision)

7. Required Equipment

The equipment required by the applicable regulation shall be installed.

Refer also to MMEL – See SECTION 7 DATA PERTINENT TO ALL MODELS.

V. Notes

1. All Weather Capability

A/C Model	RR Engines
	A330-941
Type Design Capability	Cat 1 manual ILS CAT I approach using Raw Data
Option Capability (MOD)	Cat 3 Precision approach and Autoland (206292)

2. Change of Weight Variants

N/A.

Section 7 Data Pertinent to All Models

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

I. Maintenance Instructions and Airworthiness Limitations

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

The following initial minimum maintenance requirements and their frequencies shall be used in the development of an approved maintenance programme for the aircraft:

Applicable Document Reference:

A330-200/-300/-800/-900 series

- A330 Maintenance Review Board Report (latest published revision)

A330-700L series

- A330-700L Maintenance Requirements Document (latest published revision)
- A330-700L Maintenance Requirements Document Supplement for Courier Area ref MRD-S dated 1st of November 2019 (or later approved revision)

The following Airworthiness Limitations Sections (ALS) apply:

- **ALS PART 1: SAFE LIFE AIRWORTHINESS LIMITATION ITEMS (SL ALI)**

  Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the approved A330 Airworthiness Limitations Section (ALS) sub-parts 1-2 and 1-3;

  Applicable Document Reference:

  - Ref: A330 ALS Part 1 (latest published revision)
  - Ref: A330 ALS Part 1 Variations (latest published set of variations)

- **ALS PART 2: DAMAGE TOLERANCE AIRWORTHINESS LIMITATION ITEMS (DT ALI)**

  Limitations applicable to Damage Tolerant Airworthiness Limitation Items are provided in the approved A330 Airworthiness Limitations Section (ALS) Part 2;

  Applicable Document Reference:

  - Ref: A330 ALS Part 2 (latest published revision)
  - Ref: A330 ALS Part 2 Variations (latest published set of variations)

- **ALS PART 3: CERTIFICATION MAINTENANCE REQUIREMENTS (CMR)**

  Certification Maintenance Requirements are provided in the approved A330 Airworthiness Limitations Section (ALS) Part 3;

  Applicable Document Reference:

  - Ref: A330 ALS Part 3 (latest published revision)
  - Ref: A330 ALS Part 3 Variations (latest published set of variations)

- **ALS PART 4: SYSTEM EQUIPMENT MAINTENANCE REQUIREMENTS (SEMR)**

  Limitations applicable to System Equipment Maintenance Requirements are provided in the approved A330 Airworthiness Limitation Section (ALS) Part 4;

  Applicable Document Reference:

  - Ref: A330 ALS Part 4 (latest published revision)
  - Ref: A330 ALS Part 4 Variations (latest published set of variations)

- **ALS PART 5: FUEL AIRWORTHINESS LIMITATIONS (FAL)**

  Fuel Airworthiness Limitations are provided in the approved A330 Airworthiness Limitations Section (ALS) Part 5;

  Applicable Document Reference:

  - Ref: A330 ALS Part 5 (latest published revision)
  - Ref: A330 ALS Part 5 Variations (latest published set of variations)

II. Operational Suitability Data (OSD)

The Operational Suitability Requirements and Data listed below are applicable to all A330 models:

1. Flight Crew Data (FCD)

- Operational Suitability Requirements:

  CS-FCD Initial Issue

  Plus the following CS-FCD paragraphs applicable at issue 2:

  CS FCD.300, CS FCD.310 , CS FCD.400, CS FCD.410, CS FCD.415 (as of 15th Sep 2023).

  For all applications received after 1st March 2024 :

  CS-FCD Issue 2.

- Approved Operational Suitability Data:

  Required for Entry into Service by UK operator.

All Models:	FCD Ref. V01RP1505446	Issue 1 dated 11th of December 2015 (or later approved revisions)
A330-743L only:	FCD Ref. G01RP1919857	Issue 1.2 dated 9th of October 2019 (or later approved revisions)

All A330 and A350 aircraft models are assigned a single licence endorsement and share the same A330/350 type rating. Variants within the A330/350 type rating are defined in the Flight Crew Data report reference V01RP1505446.

2. Cabin Crew Data (CCD)

- Operational Suitability Requirements:

  SC A-01-CCD OSD Cabin Crew Data (CCD) Certification Basis

  SC CCD-01 Determination of Certification Basis for changes to A330 CCD

- Approved Operational Suitability Data:

  Required for Entry into Service by UK operator (Passenger Models only).

All Models:	CCD Ref. LR01RP1534111	Issue 1 dated 16 November 2015 (or later approved revisions)
A330-200F/-700L:	No Cabin Crew Data required	

A330-200/-300/-800/-900 series are one and the same aircraft for cabin crew.

The A330-200/-300/-800/-900 is a variant within the A330/A340/A350 aircraft type for cabin crew.

3. Master Minumum Equipment List (MMEL)

- Operational Suitability Requirements:

  JAR MMEL / MEL Subpart B amendment 1

- For all models: For all applications received after 01 August 2022, CS MMEL Issue 2.

- Approved Operational Suitability Data:

  Required for Entry into Service by UK operator

All Models:	MMEL Ref. MMEL STL 33100	dated November 2015 (or later approved revisions)
A330-700L:	MMEL-Supplement Ref. MMEL-S MOD CJ1970 dated 1st August 2019	

Section 7 Data Pertinent to All Models, continued

(or later approved revisions)

III. Extended Range Operations (ETOPS)

1. ETOPS Technical Conditions

A/C Model	A330-300 All WV (Except WV 080)						A330-300 WV 050 + WV052 WV 08x + Centre Tank Activated		
	A330-301 - -	A330-321 A330-322 -	A330-341 A330-342 -	- A330-302 A330-303	- - A330-323	- - A330-343	- A330-302 A330-303	- - A330-323	- A330-342 A330-343
Defined in	JAA CRI G-6 (up to 180min) EASA CRI G-08 (beyond 180min)			JAA CRI G-106 (up to 180min) EASA CRI G-08 (beyond 180min)			EASA CRI G-08 (up to and beyond 180min)		
Technical Conditions	AMC 20-6 (AMJ 120-42 / IL 20)						AMC 20-6 Rev 1		

A/C Model	A330-200			A330-200F		
	A330-201 A330-202 A330-203	- - A330-223	- - A330-243	- - -	- - A330-223F	- - A330-243F
Defined in	JAA CRI G-106 (up to 180min) EASA CRI G-08 (beyond 180min)			EASA CRI G-106F (up to 180min)		
Technical Conditions	AMC 20-6 (AMJ 120-42 / IL 20)			AMC 20-6 Rev 1		

A/C Model	A330-900			A330-800		
	- - -	- - -	A330-941 - -	- - -	- - -	A330-841 - -
Defined in	CS 25.1535 Amdt 15 (up to and beyond 180min)			CS 25.1535 Amdt 15 (up to and beyond 180min)		
Technical Conditions	AMC 20-6 Rev 2			AMC 20-6 Rev 2		

A/C Model	A330-700L		
	- -	- -	A330-743L - -
Defined in	CS 25.1535 Amdt 15 (up to 180min)		
Technical Conditions	AMC 20-6 Rev 2.		

2. Approved ETOPS Capability

The Type Design, system reliability and performance of below listed A330 models were found capable for Extended Range Operations when configured, maintained and operated in accordance with the latest published revision of the ETOPS Configuration, Maintenance and Procedures (CMP) document, LR2/EASA: AMC 20-6/CMP.

This finding does not constitute an approval to conduct Extended Range Operations (operational approval must be obtained from the responsible Authority).

The following table provides details on the aircraft models that were granted ETOPS approval.

A/C Model	Engine Type
A330-200 SERIES	
A330-201	GE CF6
A330-202	
A330-203	
A330-223	PW 4000-100
A330-223F	PW 4000-100
A330-243	RR Trent 700
A330-243F	
A330-300 SERIES	
A330-301	GE CF6
A330-302	
A330-303	
A330-321	PW 4000-100
A330-322	
A330-323	
A330-341	RR Trent 700
A330-342	
A330-343	
A330-700L SERIES	
A330-743L	RR Trent 700
A330-800 SERIES	
A330-841	RR Trent 7000
A330-900 SERIES	
A330-941	RR Trent 7000

(*) Refer to AFM and ETOPS CMP document for maximum diversion time/distance.

Section 7 Data Pertinent to All Models, continued

The Configuration, Maintenance and Procedure Standards for Extended range operations with two-engine aeroplanes (ETOPS) are contained in ETOPS CMP document reference LR2/EASA: AMC 20-6/CMP at latest applicable revision. Certificated models are A330 aircraft models, with all applicable engines as listed in the applicable ETOPS CMP document.

Embodiment of modification:

MOD 58398 provides ETOPS beyond 180 min capability for UK CAA.

IV. Part-26 Compliance Information

For all models, compliance with point 26.300(a) of UK Regulation (EU) 2015/640 Annex 1 (Part 26) has been accepted by UK CAA as a result of the demonstration of compliance to Commission Regulation (EU) 2015/640 Annex 1 (Part-26) and approval by EASA, by complying with points 26.301, 26.302, 26.303, 26.304, 26.305, 26.306, 26.307, 26.308, 26.309.

Section 8 Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
A/C	Aircraft
AFM	Aeroplane Flight Manual
ALS	Airworthiness Limitation Section
AMC	Acceptable Means of Compliance
APU	Auxiliary Power Unit
AWO	All Weather Operations
CAA	Civil Aviation Authority
CCD	Cabin Crew Data
CML	Consumable Material List
CMP	Configuration, Maintenance and Procedures
CRI	Certification Review Item
CS	Certification Specification
DGAC-F	Direction Générale de l'Aviation Civile (French NAA)
EASA	European Union Aviation Safety Agency
EC	European Commission
EIS	Entry Into Service
ESF	Equivalent Safety Finding
ETOPS	Extended-range Twin-engine Operational Performance Standards
EU	European Union
EU MS	European Union Member States
EWIS	Electrical Wiring Interconnection System
FCD	Flight Crew Data
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
FRS	Flammability Reduction Systems
GE	General Electric
HIC	Head Injury Criterion
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
MAC	Mean Aerodynamic Chord
MOD	Modification
MPSC	Maximum Passenger Seating Capacity
MSN	Manufacturer Serial Number
MMEL	Master Minimum Equiment List
MLW	Maximum Landing Weight
MTOW	Maximum Take-Off Weight
MZFW	Maximum Zero Fuel Weight
NAA	National Aviation Authority
NPA	Notice of Proposed Amendment
OSD	Operational Suitability Data
PW	Pratt & Whithney
RR	Rolls Royce
SAT	Static Air Temperature
SB	Service Bulletin
SC	Special Condition
SRM	Structural Repair Manual
TAT	Total Air Temperature
TC	Type Certificate/Type Certification
TCDS	Type Certificate Data Sheet
TCDSN	Type Certificate Data Sheet for Noise
TCH	Type Certificate Holder
W&BM	Weight and Balance Manual
WV	Weight Variant

Section 8 Administration, continued

II. Type Certificate Holder Record

TCH Record	Period
Airbus S.A.S. 2 Rond-Point Emile Dewoitine 31700 Blagnac France	Present. No changes.

III. Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	09 Sep 2022	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.004 Issue 58 dated 10 September 2020 which was the current EASA version at 31 December 2020 and therefore the version of the TCDS for the A330 accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: Changes related to UK.ADMIN.00053: • COVER PAGE: Typo correction : Holder name is “Airbus S.A.S.” • Section 2.II.4: Addition of CS 25.1329 (i) for hPFD design change. • Section 2.III.12: Upgrade of Weight Variants tables for more adequate information on dynamic Weight Variants • Section 3.II.4: Addition of CS 25.1329 (i) for hPFD design change. • Section 3.III.12: Upgrade of Weight Variants tables for more adequate information on dynamic Weight Variants • Section 4.II.4 Airworthiness Requirements Addition of JAR AWO Change 1. Additional Airworthiness Requirements (All models, added Post TC): JAR AWO 140, 183 Change 2 • Section 5.II.4: Addition of CS 25.1329 (i) for hPFD design change. • Section 5.III.12: Upgrade of Weight Variants tables for more adequate information on dynamic Weight Variants • Section 5.III.12: Addition of Low MTOW Weight Variants • Section 6.II.4: Addition of CS 25.1329 (i) for hPFD design change. • Section 6.II.4: Elect to Comply to CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheels and Tyre Failures impacts on Fuel Tanks only, Amdt 15, for A/C configuration including center wing box MOD 207401 • Section 6.II.9.3: Addition of Carbon Dioxide Emissions • Section 6.III.12: Upgrade of Weight Variants tables for more adequate information on dynamic Weight Variants • Section 6.III.12: Addition of 251t Weight Variants: WV 920 / 921 / 922 • Section 6.III.12: Addition of Low MTOW Weight Variants Editorial changes/Changes to reflect EU Exit: • Section 1: Added, subsequent sections re-numbered as required. • Section 2.I.6: Added • Section 2.II.2, 2.II.3: Added • Section 2.II.4: Title updated to “UK CAA Airworthiness Requirements” • Section 2.II.9.1: Reference to EASA TCDSN updated to reference UK CAA TCDSN.	Issue 1 09 Sep 2022

Section 8 Administration, continued

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Section 2.III.10: Cross reference updated to refer to Section 7, “EASA Approved Operational Suitablity Data” updated to “Approved Operational Suitablity Data” • Section 2.III.11: Cross reference updated to refer to Section 7, “EASA Approved ETOPS Capability” updated to “Approved ETOPS Capability” • Section 2.III.18 “UK CAA” substituted for “EASA” • Section 2.III.22: Cross reference updated to refer to Section 7 • Section 2.IV.7: Cross reference updated to refer to Section 7 • Section 3.I.6: Added • Section 3.II.2, 3.II.3: Added • Section 3.II.4: Title updated to “UK CAA Airworthiness Requirements” • Section 3.II.7: Cross reference to Note updated to reflect renumbering • Section 3.II.9.1: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Section 3.III.10: Cross reference updated to refer to Section 7, “EASA Approved Operational Suitablity Data” updated to “Operational Suitablity Data” • Section 3.III.11: Cross reference updated to refer to Section 7, “EASA Approved ETOPS Capability” updated to “Approved ETOPS Capability” • Section 3.III.18 “UK CAA” substituted for “EASA” • Section 3.III.22: Cross reference updated to refer to Section 7 • Section 3.IV.7: Cross reference updated to refer to Section 7 • Section 4.I.5: Added • Section 4.II.2, 4.II.3: Added • Section 4.II.4: Title updated to “UK CAA Airworthiness Requirements • Section 4.II.7: Cross reference to Note updated to reflect renumbering • Section 4.II.9.1: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Section 4.III.10: Cross reference updated to refer to Section 7, “EASA Approved Operational Suitablity Data” updated to “Approved Operational Suitablity Data” • Section 4.III.22: Cross reference updated to refer to Section 7 • Section 4.IV.7: Cross reference updated to refer to Section 7 • Section 5.I.5: Added • Section 5.II.2, 5.II.3: Added • Section 5.II.4: Title updated to “UK CAA Airworthiness Requirements” • Section 5.II.7: Cross reference to Note updated to reflect renumbering • Section 5.II.9.1: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Section 5.III.10: Cross reference updated to refer to Section 7, “EASA Approved Operational Suitablity Data” updated to “Approved Operational Suitablity Data” • Section 5.III.11: Cross reference updated to refer to Section 7, “EASA Approved ETOPS Capability” updated to “Approved ETOPS Capability” • Section 5.III.18 “UK CAA” substituted for “EASA” • Section 5.III.22: Cross reference updated to refer to Section 7 • Section 5.IV.7: Cross reference updated to refer to Section 7 • Section 6.I.5: Added • Section 6.II.2, 6.II.3: Added • Section 6.II.4: Title updated to “UK CAA Airworthiness Requirements”	

Section 8 Administration, continued

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Section 6.II.7: Cross reference to Note updated to reflect renumbering • Section 6.II.9.1: Reference to EASA TCDSN updated to reference UK CAA TCDSN. • Section 6.III.10: Cross reference updated to refer to Section 7, “EASA Approved Operational Suitablity Data” updated to “Approved Operational Suitablity Data” • Section 6.III.11: Cross reference updated to refer to Section 7, “EASA Approved ETOPS Capability” updated to “Approved ETOPS Capability” • Section 6.III.18 “UK CAA” substituted for “EASA” • Section 6.III.22: Cross reference updated to refer to Section 7 • Section 6.IV.7: Cross reference updated to refer to Section 7 • Section 7.I. ALS Part 1, 2, 3, 4, 5: Words “approved by EASA” removed, word “approved” added. • Section 7.II.1, 2, 3: Words “EASA Approved..” removed, word “Approved” added. “EU operator” updated to “UK operator” • Section 7.III.2: Words “EASA Approved..” removed, word “Approved” added.	
2	18 December 2025	The following amendments relate to UK.ADMIN.00168, which incorporates EASA TCDS EASA.A.004 Issues 63 through 68 excluding A330-941 Type A+ MPSC Approval : • Section 2 and 3.II - §5 Special Conditions: Typo correction, from P-1 to P-01 and typo correction, from P-2 to P-02. • Section 2, 3, 4 5 and 6.II §8 Equivalent Safety Findings: Addition of ESF FCD-MULTI-01. • Section 2, 3, 4, 5 and 6.III § 11. Operating Limitations: Removal of Tailwind and Crosswind numerical limits. Only reference to the AFM is left. • Section 2, 3, 4, 5 and 6.III § 3. Equipment: Removal of seat frame spec reference. • Section 2, 3, 4, 5 and 6.IV § 1 Flight Manual (AFM): Reference corrected. • Section 2, 3, 4, 5 and 6.V § 2. Conversions between Models: Section removed. • Section 2, 3, 4, 5, and 6.III § 12 Maximum Weight: Removal of WV tables, only Maximum Take-off Weight, Maximum Zero Fuel Weight and Maximum Landing Weight indication left. • Section 2, 3, 5 and 6.II § 4 UK CAA Airworthiness Requirements: Addition of WFD, FCMS and corrosion, control, prevention program. • Section 2, 3, 5 and 6.II § 5 Special Conditions: Addition of SC F-0003-001: ATN over SATCOM. • Section 2, 4, 5 and 6.II § 9 §/§ 9.2 Fuel Venting: Reference to CS-34 removed. ICAO reference present only. • Section 2.V § 2 Conversion between Models: Addition of approved A/C model conversion: A330-202 can be converted into A330-201 by application of modification 53214. A330-202 can be converted into A330-203 by application of modification 58778. Removal of airbus service bulletin references. • Section 3.V § 2 Conversion between Models: Mod 210286 added for the conversion from A330-303 to A330- 302. • Section 3.V §2 Conversions between Models: Removal of Airbus Service Bulletin references and addition of approved model conversion A330-342 to A330-343."	Issue 2 18 December 2025

Section 8 Administration, continued

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Section 4.II § 4 UK CAA Airworthiness Requirements: Addition of CS ACNS at Issue 3 Subpart E Section 3 for A/C configuration with ELT-DT equipment MOD 210023. • Section 4.II § 4 UK CAA Airworthiness Requirements: Clarification of JAR Change 14 subset applicability for CIDS installation only. Addition of CS25.1535 amdt15 for ETOPS. • Section 4.III § 19 Maximum Baggage/ Cargo Loads: Removal of specification reference replaced by link to the WBM. • Section 5 and 6.II § 4. UK CAA Airworthiness Requirements: For A/C configuration with ROPS step 2+ MOD 208855 & 207231, addition of CS 25.705 Amdt 24 (EASA Approval 10086375 Rev 0). • Section 5 and 6.III § 10 §/§ 10.2 Temperature: Extension of ground operation temperature to -54°C. • Section 5 and 6.III § 10 Maximum Operating Altitude and Temperature: Maximum Airfield altitude from 8000 ft to 8500 ft. • Section 5 and 6.III § 4 UK CAA Airworthiness Requirements: 25.571 listed only in CS25 Amdt 15 - removed from JAR25 Change 14. • Section 5 and 6.III § 7 §/§ 7.3 Carbon Dioxide Emissions: Reference to CS-CO2 removed. ICAO reference present only. • Section 5.II § 4 UK CAA Airworthiness Requirements: Removal of CS25.253 at amdt 2. Addition of CS ACNS at Issue 3 Subpart E Section 3. • Section 5.II § 5 Special Conditions: SC F-131 defined as part of TC instead of post TC. • Section 5.II § 9 §/§ 9.3 Carbon Dioxide Emissions: Section added. • Section 5.II §4 UK CAA Airworthiness Requirements: Additional Airworthiness Requirements (added Post TC): Elevation to CS 25.731 except (e), CS 25.733, CS 25.734, CS 25.963(e) for Wheels and Tyre Failures impacts on Fuel Tanks only, amdt 15 for A/C configuration including centre wing box MOD 207401. • Section 5.III §4 Maximum Weight: Addition of 251t Weight Variants: WV 820 / 821 / 822. • Section 6.II § 4 UK CAA Airworthiness Requirements: Removal of CS25.253 at amdt 2. Addition of CS ACNS at Issue 3 Subpart E Section 3. Addition of CS 25.1329(h) at amdt 26 • Section 6.II § 4. UK CAA Airworthiness Requirements: For A/C configuration with STEP 4.1 Mod 210548, addition of CS 25.1302 Amdt 15 (EASA Approval 10086845 Rev 0). • Section 6.II § 5 Special Conditions: SC F-131 defined as part of TC instead of post TC. • Section 6.II § 8 Equivalent Safety Findings: Addition of ESF F-141. • Section 6.II § 8. Equivalent Safety Findings: Addition of ESF M-TS-0000335 Enhanced Take-off Configuration function – VFE placard. • Section 6.II §9 §/§ 9.3 Carbon Dioxide Emissions: Wing twist (Wing Centre Box MOD 207401) limitation removal. • Section 7.I Maintenance Instructions and Airworthiness Limitations: Clarification. • Section 7.I Maintenance Instructions and Airworthiness Limitations: ALS Part 4 re-named to System Equipment Maintenance Requirements (SEMR).	

Section 8 Administration, continued

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
		• Section 7.II § 1 Flight Crew Data (FCD): Addition of CS-FCD paragraphs applicable at issue 2: CS FCD.300, CS FCD.310 , CS FCD.400, CS FCD.410, CS FCD.415 (as of 15th Sep 2023). Addition of CS-FCD Issue 2 for all applications received after 1st March 2024. • Section 7.II § 3 Master Minimum Equipment List (MMEL): Addition of CS MMEL for applications after 01st August 2022. • Section 7.III § 1 ETOPS Technical Conditions. • Section 7.III §1 ETOPS Technical Conditions: Typo correction, EASA CRI G-8 to G-08. • Section 7.III §2 Approved ETOPS Capability: Removal of indication of engine model rating and aircraft model combination. Only engine series indication is left and reference to the CMP latest applicable revision is made. Addition of reference to MOD 58398. • Section 7.IV Part-26 Compliance Information: Addition of new section.	

– END –