Civil Aviation Authority
United Kingdom

TYPE-CERTIFICATE DATA SHEET

UK.TC.A.00158

for

AIRBUS A380

Type Certificate Holder

AIRBUS S.A.S.

2 Rond-point Emile Dewoitine
31700 BLAGNAC,
FRANCE

Model(s):	A380-841 A380-842 A380-861
Issue:	1
Date of issue:	03 February 2026

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Section 0 GENERAL (All Models)

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 since 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.110 at Issue 15 dated 09 September 2020 and are therefore accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement.
3. Reference to non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are included within section Annex to TCDS UK.TC.A.00158.

Section 1 A380-800 SERIES

I. General

1. Type / Variant / Model

a) Type: A380
b) Variant or Model: A380-800

2. Airworthiness Category

Large Aeroplane

3. Type Certificate Holder

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

4. Manufacturer

AIRBUS

2 Rond-point Emile Dewoitine

31700 Blagnac,

FRANCE.

5. State of Design Authority

EASA.

6. State of Design Authority Application Date for Certification

A380-841/-842 20 December 2001

A380-861 30 April 2003

7. State of Design Authority Type Certification Date

A380-841/-842 12 December 2006

A380-861 14 December 2007

8. UK CAA Type Validation Application Date

Prior to 01 January 2021, application dates for type certification are covered by EASA type certification application dates, as per Section 6.

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.

9. UK CAA Type Validation Date

Prior to 01 January 2021, dates of type certification are covered by EASA type certification, as per Section 7 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

Non-proprietary data contained in selected SC, ESF, or Deviation that are part of the Certification Basis prior to 01 January 2021 are published in an EASA Explanatory Note to EASA TCDS EASA.A.110.

Any public non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are part of the applicable Certification Basis are published in Annex A of TCDS UK.TC.A.00158.

1. Reference Date for Determining the Applicable Requirements

Reference Application Date for original Type Certification:

A380-841/-842	20 December 2001
A380-861	30 April 2003

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

EASA.A.110

3. State of Design Airworthiness Authority Certification Basis

Refer to EASA TCDS EASA.A.110

4. UK CAA Airworthiness Requirements

The following airworthiness standards effective on the reference date:

- JAR 1 at change 5 plus orange papers 1/97/1 and 1/99/1
- JAR 25 at change 15
- JAR AWO at change 2 (post TC for autoland)

5. Special Conditions

2.1 Special Conditions issued because the product has novel or unusual design features relative to the design practices on which the applicable JAR 25 are based (JAR 21.16(a)(1)):

- SC B-01 Stalling and scheduled operating speeds
- SC B-02 Motion and effects of cockpit control
- SC B-04 Static directional, lateral and longitudinal stability and low energy awareness
- SC B-05 Flight envelope protection
- SC B-06 Normal load factor limiting system
- SC B-10 Human factors evaluation of novel features in the flight deck
- SC B-15 Soft Go-Around mode (Post TC)
- SC C-01 Crashworthiness of Large Aircraft Structures
- SC C-02 Discrete gust
- SC C-03 Loading conditions for multi leg landing gear
- SC C-04 Undercarriage lateral turning loads
- SC C-05 Jacking by landing gear
- SC C-06 Dynamic braking
- SC C-11 Interaction of systems and structures
- SC C-13 Design manoeuvre requirements

- SC C-15 Design dive speed Vd
- SC C-16 Limit pilot forces
- SC D-03 Emergency exit arrangement—outside viewing
- SC D-04 Crew rest compartments (Post TC)
- SC D-06 Use of stairs between decks
- SC D-07 Fire detection and protection in passenger cabin
- SC D-12 Design for security
- SC D-28 Harmonised 671/672
- SC D-33 Extendable length escape slide
- SC D-39 Inertia Locking Device in Dynamic Seats (optional)
- SC D-41 Installation of Suite Type Seating (optional)
- SC D-42 Type C Passenger Exits (optional)
- SC D-45 Trolley Stowage/Lift Systems proximity to Upper Deck Staircase
- SC D-47 Installation of Inflatable Seat Belts (Optional)
- SC D-52 Installation of structure mounted airbag (optional)
- SC D-54 Installation of Suite Type Seating for two Passengers (Optional)
- SC D-55 Shower installation (optional)
- SC D-57 Installation High Wall Suite Type seating (optional)
- SC F-01 JAR 25.1301 and 1309 compliance: Design assurance and safety assessment process
- SC F-02 Slide/Raft portability
- SC F-12 HIRF Protection
- SC F-26 Flight recorders, data link recording
- SC F-52 Lithium–Ion battery installation

2.2 Special Conditions issued because the intended use of the product is unconventional (JAR 21.16(a)(2):

- SC D-20 Towbar-less towing
- SC D-31 High altitude operation
- SC G-06 Ferrying one engine unserviceable (optional)

2.3 Special Conditions issued because experience from other products has shown that unsafe conditions may develop (JAR 21.16(a)(3)):

- SC D-13 Fire protection of thermal and acoustic insulation material
- SC D-15 Brakes and braking system – NPA 25D291
- SC D-43 Heat Release and Smoke Density to Seat Materials
- SC D-46 PED Charging Stowage
- SC E-02 Fuel tank safety
- SC E-04 Thrust reverser system requirements
- SC E-05 Sustained engine imbalance
- SC F-GEN-01 non-rechargeable lithium battery installations, applicable at Issue date of this TCDS Iss14
- SC H-01 ICA on EWIS

6. Deviations

None

7. Equivalent safety findings

- ESF C-12 Vibration, buffet and aeroelastic stability requirements
- ESF C-14 Proof of structure
- ESF C-19 Checked Pitching manoeuvre loads
- ESF C-20 Engine failure loads
- ESF C-21 Continuous turbulence loads
- ESF D-17 Fuselage doors
- ESF D-19 Casting factors
- ESF D-21 Allowable CO2 and cabin ozone concentration
- ESF D-24 Packs off operation
- ESF D-48 Belly Fairing Thermal/acoustic Insulation Materials
- ESF D-49 Improved flammability standards for Lower Deck crew
- ESF D-50 Composite Pressure Bulkhead Thermal/acoustic Insulation Materials
- ESF D-56 Forward facing seat >18° to a/c centreline
- ESF E-06 Falling and blowing snow
- ESF E-09 Fuel tank crashworthiness
- ESF E-10 Fuel tank access covers
- ESF E-11 Rolls-Royce Trent turbine overheat detection (A380-841/-842)
- ESF E-12 GP7200 Fan zone as a non-fire zone (A380-861)
- ESF E-15 Warning means for engine fuel filters (A380-841/-842)
- ESF E-16 Thrust reverser testing
- ESF E-17 Oil temperature indication
- ESF E-19 Engine fuel filter location (A380-861)
- ESF E-20 Fire extinguishing agent concentration – JAR 25.1195(c) (Post TC A380-841/-842)
- ESF F-11 Pneumatic systems
- ESF F-15 Hydraulic systems
- ESF F-23 Landing light switch
- ESF F-29 New Harmonised JAR 25.1329
- ESF F-38 Overpressure relief valves and outflow valves
- ESF F-48 Use of simulation/similarity for high-energy rotor containment
- ESF F-53 Supplemental Cooling System – Impeller Pump containment test
- ESF J-02 APU installation requirements
- ESF K-06 Localizer excessive deviation alerts
- ESF K-07 Limit Risk (NPA AWO 14)

8. Elect to Comply (extract)

The following paragraphs of JAR 25 at amendment 16 issued May 1st, 2003 are elected to comply by Airbus:

JAR25.21(d)	JAR25.791	JAR25.954	JAR25.1321	JAR25.1521(d)
JAR25.25	JAR25.803	JAR25.961	JAR25.1325 title	JAR25X1524
JAR25.149(e)	JAR25.807	JAR25.967	JAR25.1415	JAR25.1527
JAR25.251	JAR25.812	JAR25.975(a)(5)	JAR25.1441	JAR25.1545
JAR25X261	JAR25.815	JAR25.981	JAR25.1443	JAR25.1547
JAR25.337	JAR25.853	JAR25.993	JAR25.1445(a)	JAR25.1549
JAR25.493	JAR25.857	JAR25.994	JAR25.1447	JAR25.1581
JAR25.562(b)	JAR25.863(b)(4)	JAR25.997	JAR25.1449	JAR25.1583
JAR25.605	JAR25.904	JAR25.1013	JAR25.1450	JAR25.1585
JAR25.607	JAR25.907	JAR25.1015	JAR25.1457	JAR25.1587
JAR25.701	JAR25.933	JAR25.1019	JAR25.1513	
JAR25.733	JAR25.939	JAR25.1145	JAR25X1516	
JAR25.777	JAR25.951	JAR25.1303	JAR25.1517	
JAR25.781	JAR25.952	JAR25.1305	JAR25.1519	

Appendix D paragraph (b)
Appendix H subparagraph H25.3(e)

Appendix I

Note: JAR 25.1517, as in amendment 16 of JAR 25, is amended by Equivalent Safety Finding ESF C-21.

The following paragraphs of CS 25 at amendment 3 issued September 12, 2007, are elected to comply by Airbus for A/C fitted with modification 71249:

CS 25.811(d), (g)
CS 25.811(g)
CS 25.812(b)(1)(i)
CS 25.812(b)(1)(ii)

The following paragraph of CS 25 at amendment 6 issued July 6, 2009, is elected to comply by Airbus for A/C fitted with modification 67860:

CS 25.856(b)

Certification Specification 25.851 (a) and (c) at Amendment 17 for the installation of halon free hand-held fire extinguisher.

CS-ACNS initial issue for ELS, EHS and ADS-B Out is elected to comply by Airbus for A/C fitted with modification 76012.

The following paragraphs of JAR AWO as modified per NPA AWO 8 and 10, adopted by the JAAC on 07 February 2003, that are elected to comply by Airbus per their letter AI/LE-A 828.0005/99 issue 3 dated 20 July 2001:

Introduction to JAR AWO Subpart 3, section B, 3rd paragraph, Introduction to JAR AWO Subpart 3, section C, 2nd paragraph, Introduction to JAR AWO Subpart 3, section D, 1st paragraph, Introduction to JAR AWO Subpart 4, 2nd paragraph

JAR AWO 131(c)(2)	JAR AWO 313	JAR AWO 316(a)	JAR AWO 381
JAR AWO 304(b)	JAR AWO 314	JAR AWO 321(c)(4)	JAR AWO 481(a)
JAR AWO 305	JAR AWO 316 title	JAR AWO 321(d)(4)	

9. Operational Suitability Data

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.110 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

CCD: The certification Basis is defined in CRI CCD-01

MMEL: The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1

FCD: Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014.

10. Environmental Protection Requirements

Fuel venting:

ICAO Annex 16, Second Edition, Volume II, amendment 04, Part II and Part III, chapter II

Noise:

See TCDSN for Noise UK.TC.A.00158

III. Technical Characteristic and Operating Limitations

1. A380-841/-842 Powered by RR Engines

1.1 Type Design Definition

A380-841: 00L000H0841/C0S, Issue 3, October 2007

A380-842: 00L000H0842/C0S, Issue 1, December 2006

1.2 Type Design Description.

Four turbo-fan, long range, twin-aisle, large category airplane.

1.3 Engines

A380-841: Four (4) RB211 Trent 970-84 or RB211 Trent 970B-84 turbofan engines

A380-842: Four (4) RB211 Trent 972-84 or RB211 Trent 972B-84 or RB211 Trent 972E-84 turbofan engines

Engine Limits:

ENGINE LIMITS DATA SHEET UK.TC.E.00059	A380-841 RB211 Trent 970B-84	A380-842 RB211 Trent 972B-84	A380-842 RB211 Trent 972E-84
Static thrust at sea level: -Take-off (5mn)* (flat rated 30°C)	348.31 kN	356.81 kN	341.41 kN

*10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around) in accordance with UK CAA TCDS paragraph IV-1.

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

1.4 Fluids

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU.

Refer to the applicable Consumable Material List (CML) for comprehensive fuel types specification.

Oil: Refer to the applicable Consumable Material List (CML).

Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

1.5 Airspeed Limitations

Refer to approved Airplane Flight Manual.

1.6 Centre of Gravity Range

Refer to approved Airplane Flight Manual.

1.7 Maximum Masses

VARIANT (Modification Number)	000 Basic	001 (64636)	002 (64605)	003 (66611)	004 (69436)	005 (69879)	006 (73786)	007 (71127)
MTW (T)	562	512	571	512	562	562	575	492
MTOW (T)	560	510	569	510	560	560	573	490
MLW (T)	386	394	391	395	391	386	393	395
MZFW (T)	361	372	366	373	366	366	368	373

VARIANT (Modification Number)	008 (73787)	009 (74293)	010 (74294)	011 (75724)	012 (76092)	013 (77844)	014 (77854)
MTW (T)	577	512	482	577	571	494	574
MTOW (T)	575	510	480	575	569	492	572
MLW (T)	394	386	386	395	395	386	391
MZFW (T)	369	361	361	369	366	361	366

2. A380-861 Powered by GP Engines

2.1 Type Design Definition

A380-861:00L 000H0861/C01, Issue 2, June 2008

2.2 Description

Four turbofan, long range, twin-aisle, large category airplane.

2.3 Engines

A380-861: Four (4) Engine Alliance GP7270 P/N GP7270GP01 turbofan engines

Engine Limits:

ENGINE LIMITS DATA SHEET EASA IM.E.026	A380-861 Engine Alliance GP7270
Static thrust at sea level: - Take-off (5mn)* (flat rated 30°C)	 332.44 kN

*The normal 5 minute take-off rating may be extended to 10 minutes for engine out contingency in accordance with the EASA TCDS IM.E.026 Note 1.

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

2.4 Fluids

Fuel: The fuel system has been certified with JET A, JET A1, JP5, JP8, N° 3 Jet Fuel, RT(GOST), TS-1(GOST). The above mentioned fuel types are also suitable for the APU.

Refer to the applicable Consumable Material List (CML) for comprehensive fuel types of specification.

Oil: Refer to the applicable Consumable Material List (CML).

Refer also to the Engine Manufacturer Operating Instructions.

Additives: Refer to the applicable Consumable Material List (CML).

Hydraulics: Refer to the applicable Consumable Material List (CML).

2.5 Airspeed Limitations

Refer to approved Airplane Flight Manual.

2.6 Centre of Gravity Range

Refer to approved Airplane Flight Manual.

2.7 Maximum Masses

VARIANT (Modification Number)	000 Basic	001 (64636)	002 (64605)	003 (66611)	004 (69436)	005 (69879)	006 (73786)	007 (71127)
MTW (T)	562	512	571	512	562	562	575	492
MTOW (T)	560	510	569	510	560	560	573	490
MLW (T)	386	394	391	395	391	386	393	395
MZFW (T)	361	372	366	373	366	366	368	373

VARIANT (Modification Number)	008 (73787)	009 (74293)	010 (74294)	011 (75724)	012 (76092)	013 (77844)	014 (77854
MTW (T)	577	512	482	577	571	494	574
MTOW (T)	575	510	480	575	569	492	572
MLW (T)	394	386	386	395	395	386	391
MZFW (T)	369	361	361	369	366	361	366

IV. Data Pertinent to all A380-800 Series

1. Equipment

The equipment required by the applicable requirements shall be installed.

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

- 00L252C0028/C01 for cabin seats,
- 00L252C0027/C01 for galley,
- 00L252C0032/C01 for cabin attendant seats.

2. Auxiliary Power unit

One Pratt & Whitney Canada PW980A

Oils: Refer to the Consumable Material List (CML).

Refer to APU Manufacturers Operating Instructions

3. Fluid Capacities

Tanks		Usable Fuel Litres (Kg)	Unusable Fuel Litres (Kg)
Wing	Outer Left	10 340 (8 272)	38 (30)
	Feed 1	27 632 (22 106)	82 (66)
	Mid Left	36 461 (29 169)	50 (40)
	Inner Left	46 142 (36 914)	70 (56)
	Feed 2	29 349 (23 479)	88 (70)
	Feed 3	29 349 (23 479)	88 (70)
	Inner Right	46 142 (36 914)	70 (56)
	Mid Right	36 461 (29 169)	50 (40)
	Feed 4	27 632 (22 106)	82 (66)
	Outer Right	10 340 (8 272)	38 (30)
Trim		23 698 (18 958)	49 (39)
Systems		793 (634)	382 (305)
Total		324339 (259471)	1086 (869)

4. Flight Envelope

Refer to approved Airplane Flight Manual.

5. Operating Limitations

Refer to approved Airplane Flight Manual.

6. All Weather Capabilities

The aircraft is qualified to Cat 3 precision approach and autoland.

7. Minimum Flight Crew

Two (2): Pilot and Co-pilot

8. Maximum Seating Capacity

The maximum number of passengers approved for emergency evacuation is: 868

Upper deck: 330 pax

Main deck: 538 pax

9. Minimum Cabin Crew

In accordance with the following;

	Installed Passenger Seats	Minimum Cabin Crew
Upper Deck	301 to 330	7
Upper Deck	300 or fewer	6*
Main Deck	501 to 538	11
Main Deck	500 or fewer	10

* An additional cabin crew is needed at the fwd stair if the number of installed seats fwd of door U1 L/R is above 30.

NOTE: The above minimum cabin crew numbers are those demonstrated by the type certificate holder. A lower number is acceptable in the case of specific cabin layouts if documented in a UK CAA approved or accepted major design change or Supplemental Type Certificate (STC).

10. Baggage/ Cargo Compartment

Cargo compartment	Maximum load (kg)
Forward	28577 kg or 63000 lb
Aft	20310 kg or 44775 lb
Rear (bulk)	2515 kg or 5540 lb

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref.: 00L080H0001/C0S.

11. Wheels and Tyres

Tyres mixability: See Service Bulletin A380-32-8021 (Landing Gear – Tires – General Procedures) for allowable combinations.

12. Electrical Power Centre Configuration Data File Tool

An Airline Configuration Tool (ACTS) has been developed and qualified to allow airlines to manage the Configuration Data File of Secondary Power Distribution Boxes (SPDB). This ACTS tool shall be used in accordance with the SIL “Guidance on Electrical system Configuration Data File update” reference “SIL 24-085”.

Applicable version of the ACTS tool is version 2 (CSCI 51220010-7)

IV. Operating and Service Instructions

1. Airplane Flight Manual (AFM)

Approved Aircraft Flight Manual: STL 38000

2. Instructions for Continued Airworthiness and Airworthiness Limitations

Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 1,

Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section Part 2,

Limitations applicable to Certification Maintenance Requirements are provided in the A380 Airworthiness Limitations Section Part 3,

Limitations applicable to Ageing System Maintenance are provided in the A380 Airworthiness Limitations Section Part 4,

Limitations applicable to Fuel Airworthiness Limitations are provided in the A380 Airworthiness Limitations Section Part 5,

A380 Maintenance Review Board Report.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements (e.g. FCD, CCD, MMEL) as listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate EASA.A.110 in accordance with Commission Regulation (EU) 748/2012, as amended.

These OSD elements and any future revisions are either accepted under Article 13 of the UK-EU Trade and Cooperation Agreement or subject to approval by Validation under Article 10 of Annex 30 of the UK-EU Trade and Cooperation Agreement, for use by UK operators.

1. Master Minimum Equipment List

a. Grandfathered Master Minimum Equipment List applicable on 17 February 2014 and later UK CAA approved revisions. STL38100 reference introduced from November 2015.
b. The Grandfathered OSD certification basis is JAR-MMEL Subpart B Amendment 1
c. Required for entry into service by EU operator

2. Flight Crew Data

a. The Flight Crew data (FCD) reference "A380 Family Operational Suitability Data Flight Crew - L01RP1528235" at the latest applicable revision,
b. The certification basis is CS-FCD, Initial Issue, dated 31 Jan 2014

c. Required for entry into service by EU operator
d. Pilot Type Rating : A 380

3. Cabin Crew Data

a. The Cabin Crew Data (CCD) reference "A380 Operational Suitability Data Cabin Crew (Ref: L01RP1534107)" at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.
b. Required for entry into service by EU operator.
c. The A380-800 aircraft model is a new type for cabin crew

VI. 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), as amended, and approval by EASA, by complying with points 26.301, 26.302, 26.303, 26.304, 26.306, 26.307, 26.308, 26.309.

Annex to TCDS UK.TC.A.00158

This Annex was created to make public non-proprietary data contained in selected UK specific Special Conditions, Deviations, or Equivalent Safety Findings that are part of the applicable Certification Basis as recorded in TCDS UK.TC.A.00158.

Only those Conditions, Deviations, or Equivalent Safety Findings raised on or after 01 January 2021 shall be included in this Explanatory Note.

For Special Conditions, Deviations or Equivalent Safety Findings included as part of the Certification Basis prior to 01 January 2021, refer to the EASA Explanatory Note to EASA TCDS EASA.A.110

I. **Special Conditions**

None

II. **Deviations**

None

III. **Equivalent Safety Findings**

None

Administration

I. Acronyms and Abbreviations

Acronym / Abbreviation	Definition
AFM	Aircraft Flight Manual
ALS	Airworthiness Limitations Section
APU	Auxiliary Power Unit
AWO	All Weather Operations
CFRP	Carbon Fiber Reinforced Plastic
EASA	European Union Aviation Safety Agency
ESF	Equivalent Safety Finding
ETOPS	Extended Range Operation with Two-Engine Aeroplanes
HIRF	High Intensity Radiated Field
RR	Rolls Royce
SC	Special Condition
TC	Type Certificate
TCDS	Type Certificate Data Sheet
XWB	Extra Wide Body

Administration

2 Type Certificate Holder Record

TCH Record	Period
AIRBUS S.A.S.	Since 12 December 2006 (current)

3 Amendment Record

TCDS Issue No.	TCDS Issue Date	Changes	TC Issue and Date
1	03 Feb 2026	The content of the initial issue of this UK CAA TCDS was taken from EASA TCDS No. EASA.A.110 Issue 15 dated 09 September 2020 which was the current EASA version on 31 December 2020 and therefore the version of the TCDS for the AIRBUS A380 Series accepted by the UK under Article 15 of Annex 30 of the UK-EU Trade and Cooperation Agreement, except as listed below: The following changes have been made to reflect EU-Exit as well as corrections: 1. Previous “Certification Basis” and “Airworthiness Requirements” are combined under “Airworthiness Requirements” to better align with current UK CAA TCDS template at time of issue. 2. Addition of Explanatory Note – Annex to TCDS 3. Section 1 Addition of Part VI Part 26 Compliance Information. 4. Section 1 and 2 Part II, §9 Environmental Protection Requirements - Addition of references to TCDSN no. UK.TC.A.00157 5. Section 1 Part II.8 and IV OSD statement revised. 6. Section 1 Part III §1– Reference to UK.TC.E.00059 7. Section 1 Part III §2 – Reference to EASA IM.E.026 added. 8. General editorial corrections and updates for migration to UK CAA TCDS format.	Issue 1 03 Feb 2026

– END –