



RESTRICTED TYPE-CERTIFICATE DATA SHEET

No. EASA.A.014

for

AIRBUS A300-600ST

Type Certificate Holder:

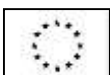
AIRBUS SAS

2, Rond-Point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models: A300F4-608ST



Intentionally left blank

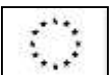
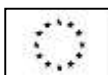


TABLE OF CONTENTS

SECTION 1: GENERAL	4
SECTION 2: A300F4-608ST	4
1 Designation	4
Aeroplane Airbus A300F4-608ST	4
2 Restricted Certification Basis	4
2.1 Reference Proposal Date for EASA Restricted Type Certification 27 May 2004 ...	4
2.2 French DGAC Special Certification Dates	4
2.3 EASA Restricted Certification Basis	4
2.4 Special Conditions	5
2.5 Equivalent Safety Findings.....	5
2.6 Environmental Standards	5
2.7 Operational Suitability Data	5
3. Technical Characteristics and Operational Limitations	6
3.1 Type Design Definition	6
3.2 Maximum Certified Weights	6
3.3 Centre of Gravity Range	6
3.4 Limit Speeds (Indicated Airspeed – IAS – unless stated otherwise).....	6
3.5 Engines limitations	7
3.6 Auxiliary power unit (APU)	7
3.7 Fuel Tank Capacity (0.8 kg/litre).....	7
3.8 Fuel Tank Capacity (0.8 kg/litre).....	7
3.9 Hydraulics	8
3.10 Tyres	8
3.11 Minimum Flight Crew	8
3.12 Maximum number of occupants	8
3.13 Maximum Authorized Altitude.....	8
3.14 Cargo compartment loading.....	8
3.15 Other Limitations.....	9
3.16 Environmental Flight Envelope.....	9
3.17 All Weather Capabilities	9
3.18 Equipment	9
3.19 Maintenance Instructions	9
3.20 Operational Suitability Data (OSD)	9
SECTION: ADMINISTRATIVE	10
I. Acronyms and Abbreviations	10
II. Type Certificate Holder Record	10
III. Change Record	10



SECTION 1: GENERAL

Data Sheet No	EASA.A.014
Airworthiness Category	Large Aeroplanes
Certifying Authority	EASA
Type Certificate Holder	AIRBUS
	2, Rond-Point Emile Dewoitine
	31700 BLAGNAC - FRANCE
ETOPS Up to 180 minutes	

SECTION 2: A300F4-608ST**1 Designation**

Aeroplane Airbus A300F4-608ST

2 Restricted Certification Basis**2.1 Reference Proposal Date**

EASA Restricted Type Certification 27 May 2004

2.2 French DGAC Special Certification Dates

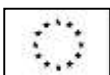
A300-600ST MSN 655:	25 October 1995
A300-600ST MSN 751:	22 April 1996
A300-600ST MSN 765:	7 May 1997
A300-600ST MSN 776:	30 June 1998
A300-600ST MSN 796:	5 January 2001

2.3 EASA Restricted Certification Basis

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

French-German complementary conditions

CB7-1:	Flight in rough air
CC4-1:	"En route" design conditions with high lift devices extended
CC5-1:	Design manoeuvre conditions
CC8-1:	Bird impact
CC9-1:	Asymmetric load on the horizontal stabilizers
CC10-1:	Ground loads
CC11:	Jacking loads
CD1-1:	General Design of Systems



CD8-1:	Operation of landing gear
CD9-2:	Protection of Equipments installed on LGs and LG Wheel Wells
CE0:	Engine installation – Application JAR E
CE2-1:	Windmilling without oil
CE4-1:	Engine vibration levels
CE10-1:	Auxiliary power Unit (APU) and its installation on the Aircraft
CF3-1:	Functioning of the system under negative acceleration
CF7-1:	Electrics

2.4 Special Conditions

SC B01	Stick pusher
SC B02	Stalling speeds and operational speeds
SC C04	Damage tolerance evaluation
SC C06	Discrete gust requirements
SC C08	Crashworthiness
SC C09	Stalling speeds for structural design
SC D04	Main cargo door
SC D05	Cargo compartment, Fire detection system response time
SC D06	Fire protection of system within Class E cargo compartment
SC H01	EWIS ICA (amending 25.1529)
SC K01	Category 2 operations
SC K02	Autoland

2.5 Equivalent Safety Findings

CRI D02 provides an equivalent level of safety to FAR 25-803(a), 805(a) and 809(a)(b) relative to "Emergency exits";
 CRI D03 provides an equivalent level of safety to FAR 25-812(d)(e) relative to "Emergency lighting";
 CRI D06 provides an equivalent level of safety to FAR 25-855 and 857(e) relative to the cargo compartments as far as the main deck cargo compartment is concerned.

2.6 Environmental Standards

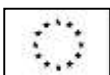
Environmental requirements for noise, fuel venting and emissions:
 ICAO Annex 16, Volume 1 – Chapter 3

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

2.7 Operational Suitability Data

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

MMEL: JAR-MMEL/MEL amendment 1



3. Technical Characteristics and Operational Limitations

Twin-engine, wide body, large aeroplane category.
Cargo Transport, Super Transporter.
Cargo as defined in the Weight and Balance Manual.

Number and categories of occupants: see EASA-approved Flight Manual.

3.1 Type Design Definition

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

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

3.2 Maximum Certified Weights

3.21 Valid for A300-600ST MSN 655

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

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

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

3.3 Centre of Gravity Range

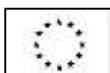
Refer to EASA approved Aircraft Flight Manual.

3.4 Limit Speeds (Indicated Airspeed – IAS – unless stated otherwise)

Maximum Operating Mach – MMO : 0.70

Maximum Operating Speed – VMO (kt): 295

Other speed limits: Refer to DGAC approved Flight Manual



3.5 Engines limitations

Two GENERAL ELECTRIC CF6-80C2A8

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

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

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

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

3.6 Auxiliary power unit (APU)

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

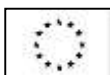
Approved oils: See AIRESEARCH GTCP 331-250 Chapter 49-21-00 Table 2.

3.7 Fuel Tank Capacity (0.8 kg/litre)

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

3.8 Fuel

Fuels identified in the Airbus Consumable Materials List (CML) and also determined to be in conformity with following specifications may be used:



Fuel Specifications:

TYPE	SPECIFICATION (NAME)				
	FRANCE	USA	UK	RUSSIA	CHINA
Kerosene	DCSEA 134	ASTM D1655 (JET A/ JET A1)	DEF-STAN 91-91 (AVTUR JET A1)	GOST 52050-2006 (JET A1)	GB 6537-94 (N°3 JET)
		MIL-DTL-83133 (JP8)	DEF-STAN 91-87 (AVTUR FSII)	GOST 10227-86 (TS1/RT)	
High Flash Point	DCSEA 144	MIL-DTL 5624 (JP5)	DEF-STAN 91-86 (AVCAT FSII)		
Wide Cut		ASTM D6615 (JET B)	DEF-STAN 91-88 (AVTAG FSII)		
		MIL-DTL-5624 (JP4)			

Additives: Refer to applicable engine “Operating Instructions” document for additives
For operating conditions specific to each fuel, see corresponding EASA approved Flight Manual

3.9 Hydraulics

Fluid specifications: NSA 30-7110

3.10 Tyres

See Aircraft Maintenance Manual, chapters 12 and 32.

3.11 Minimum Flight Crew

Two (2): Pilot and Co-pilot

3.12 Maximum number of occupants

Four (4) including Flight Crew

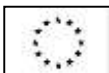
3.13 Maximum Authorized Altitude

35 000 ft

3.14 Cargo compartment loading

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

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



3.15 Other Limitations

Refer to approved Aeroplane Flight Manual.

3.16 Environmental Flight Envelope

Refer to approved Aeroplane Flight Manual.

3.17 All Weather Capabilities

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

3.18 Equipment

The equipment required by the applicable requirements shall be installed.

3.19 Maintenance Instructions

Latest issues of the following documentary materials:

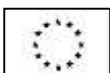
- Safe Life Airworthiness limitation items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 1, with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Certification Maintenance Requirements are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 3 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document AI/ST5/829/85)
- Ageing system maintenance items are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 4 with supplement for A300-600ST aircraft approved by EASA (reference to ALS document)
- Fuel Airworthiness Limitations are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 5 with supplement for A300-600ST aircraft approved by EASA (refer to Airbus document 95A.1929/05)
- Appendix 1a of the A300F4-608ST Maintenance Requirements Document, addressing the limitations due to fatigue and damage tolerance requirements.
- Enhanced Airworthiness Programme for Aeroplane Systems – Instructions for Continuing Airworthiness (ICAs on Electrical Wiring Interconnection System (EWIS) – per CRI H-01 Issue 02.

3.20 Operational Suitability Data (OSD)

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

Master Minimum Equipment List:

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



SECTION: ADMINISTRATIVE**I. Acronyms and Abbreviations**

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

II. Type Certificate Holder Record

AIRBUS
2, Rond-Point Emile Dewoitine
31700 Blagnac
FRANCE

III. Change Record

Issue	Date	Changes	RTC issue
3.0	05 May 2010	Introduction of ETOPS up to 180 min (page 3) Instruction of references to TCDS restriction (pages 1, 4) Formatting changes and introduction of sections, including change record	Initial EASA issue 27 September 2004
4.0	16 May 2014	Clarification of the introduction of section III. Technical Characteristics and Operational Limitations (page 5) and correction of III.12 Maximum number of occupants (page 8)	No change
5.0	25 Feb.2016	SC CRI D-01 withdrawn following embodiment of MOD19708 on all aeroplanes. (page 5) Reference to SC CRI-H-01 added (page 5) Reference to JAR-MMEL/MEL amdt 1 was added following OSD implementation. (page 5) Insertion of F&DT Limitations repository. (page 10) Creation of paragraph 20 on OSD. (page 10)	No change
6.0	21 Sept. 2017	EASA R-TCDS template has changed Airbus Headquarter Address has changed (page 1)	Issue dated 21 Sept. 2017

-END-

