DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A35EU
Revision 32
Airbus

A300
- A300, Model B2-1A
- A300, Model B2-1C
- A300, Model B4-2C
- A300, Model B2K-3C
- A300, Model B4-103
- A300, Model B2-203
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A310
- A310, Model 204
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- A300, Model B4-620
- A300, Model B4-605R
- A300, Model B4-622R
- A300, Model F4-605R
- A300, Model F4-622R
- A300, Model C4-605R Variant F
- A300, Model B4-622

June 29, 2021

TYPE CERTIFICATE DATA SHEET No. A35EU

This Data Sheet which is part of Type Certificate No. A35EU prescribes conditions and limitations under which the product for which the Type Certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder. Airbus SAS
2 rond-point Emile Dewoitine
31700 Blagnac France

Type Certificate Holder Record Name change from Airbus Industrie to Airbus January 2002.
Name change from Airbus to Airbus SAS August 2017.

To be considered eligible for operation in the United States, each aircraft manufactured under this type certificate must be accompanied by a certificate of airworthiness for export or certifying statement endorsed by the exporting foreign civil airworthiness authority which states (in the English language): This aircraft conforms to its U.S. type design (Type Certificate Number A35EU) and is in a condition for safe operation.

The U.S. airworthiness certification basis for aircraft type certificated under FAR Section 21.29 and exported by the country of manufacture is FAR Sections 21.183(c) or 21.185(c). The U.S. airworthiness certification basis for aircraft type certificated under FAR Section 21.29 exported from countries other than the country of manufacture (e.g., third party country) is FAR

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Sections 21.183(d) or 21.183(b).

Notwithstanding that the FAR referenced in the above paragraph does not specifically address or require a foreign civil airworthiness authority certification, such certification is the only practical way for an applicant to show, and the Federal Aviation Administration (FAA) to find conformity to the FAA-approved type design and condition for safe operation. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engine, Propellers, and Related Products Imported into the United States.

I. Type 300, Model B2-1A, (Transport Category Airplane), approved May 30, 1974.

Engines.

2 - General Electric Turbofan, Model CF6-50A (Data Sheet FAA: No E 23 EA3 - Part B)

APU.

Airesearch TS CP 700-5 (TSO C77 8C 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:
(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Bibor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine:
Synthetic type conforming to GE Specifications D 50 T F1, Classes A or B.
(GE Service Bulletin No. 79-1 lists approved brand oils)

(b) The following oil is eligible for the APU:
See Maintenance Manual TS CP 70, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level

Takeoff (5 min) - (flat to 87ºF)	48,400 lb
Maximum continuous (flat to 85ºF)	46,300 lb

Maximum permissible engine rotor operating speeds.

N1 (Low compressor)	4,068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature.
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum continuous	910ºC
Maximum acceleration (2 min)	960ºC

Starting:

up to 40 sec.	1,652ºF (900ºC)
above 40 sec.	1,382ºF (750ºC)

I. Type 300, Model B2-1A, (Transport Category Airplane) (cont'd)

Oil maximum permissible outlet temperature
Continuous operation 320ºF (160ºC)
Transient operation listed to 15 min. 347ºF (175ºC)

APU Limits.

Power rating
Maximum at sea level 142 hp.
Maximum rotor speeds
Low pressure speed (N_1) 30,910 rpm (110%)
High pressure speed (N_2) 38,845 rpm (110%)
Maximum exhaust gas temp. 1,085ºF (585º)

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)
up to 25,400 ft 360 K.

M_{MO} (Maximum Operating)
at and over 25,400 ft 0.86 M

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}	Slat Positions	Flap Positions	
Takeoff	20	0	250 K
Takeoff	20	8	215 K
Approach	20	15	205 K
Landing	25	25	180 K
Enroute	20	0	210 K (M=0.47)

V_{LO} (Landing Gear)
Extension 270 K
Retraction 240 K

V_{LE} (Landing Gear Extended) 270 K (M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative

In flight - V_{MCA} 110 KIAS - 105 KCAS
Takeoff and Landing - V_{MCG} 106 KIAS - 101.5 KCAS

V (Tires Limitation) 182.5 KCAS

C.G. Range.
(Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
137,900 kg to 125,000 kg	304,017 lb to 275,575 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.92)
125,000 kg to 120,000 kg	275,575 lb to 264,550 lb	Linear variation between 18% MAC and 15% MAC			
Below 120,000 kg	Below 264,550 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

I. Type 300, Model B2-1A, (Transport Category Airplane) (cont'd)

Maximum Weights.

	kg	lb
Taxi Weight	137,900	304,017
Takeoff Weight	137,000	302,033
Landing Weight	127,500	281,089
Zero Fuel Weight	116,500	256,838
Gear Jacking Weight	137,000	302,033

Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer.

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803 (c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:
12 x 2,830 lb.
Middle freight compartment with containers:
8 x 2,830 lb.
Aft freight compartment:
Maximum loading: 5,512 lb.

Fuel Capacity.

Fuel Tank Capacity (lb)

Location	Usable Fuel (6.676 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,155	1327.04
Outboard 2	7,716	1,155	1327.04
Inboard 1	29,762	4,458	1156.88
Inboard 2	29,762	4,458	1156.88
Total	74,956	11,226	

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refere to latest EASA approved AFM revision).

Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude.

40,000 ft.

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 339/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:

EASA Approved US Airplane Flight Manual

Other Information.

See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series)"

II. Type A300, Model B2-1C (Transport Category Airplane), approved June 19, 1975.

Engines.

2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA 3 part B)

APU.

Airsearch TS CP 700-5 (TSO C77 SC 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engine and APU:
(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine.
Synthetic type conforming to GE specification D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils).

(b) The following oil is eligible for the APU:
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303

Engine Limits.

Static thrust, sea level

Takeoff (5 min) - (Flat to 86ºF)	50,400 lb
Maximum continuous (Flat to 85ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N_1 (Low compressor)	4,068 rpm (118.5%)
N_2 (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum Continuous	910ºC
Maximum acceleration (2 min)	960ºC
Starting:	
Up to 40 sec.	1,652ºF (900ºC)
Above 40 sec.	1,382ºF (750ºC)

Oil Maximum permissible outlet temperature

Continuous operation	320ºF (160ºC)
Transient operation limited to 15 min.	347ºF (175ºC)

II. Type A300, Model B2-1C (Transport Category Airplane) (cont'd)

APU Limits.

Power rating
Maximum at sea level 142 hp.

Maximum rotor speeds
Low pressure speed (N_1) 30,910 rpm (110%)
High pressure speed (N_2) 38,845 rpm (110%)
Maximum exhaust gas temperature 1,085ºF (585ºC)

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)
up to 25,400 ft 360 K.

M_{MO} (Maximum Operating)
at and over 25,400 ft 0.86 M

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}	Slat Positions	Flap Positions	
Takeoff	20	0	250 K
Takeoff	20	8	215 K
Approach	20	15	205 K
Landing	25	25	180 K
Enroute	20	0	210 K (M=0.47)

V_{LO} (Landing Gear)
Extension 270 K
Retraction 240 K

V_{LE} (Landing Gear Extended) 270 K (M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative

In flight - V_{MCA} 110 KIAS - 105 KCAS
Takeoff and Landing - V_{MCG} 106 KIAS - 101.5 KCAS

V (Tires Limitation) 182.5 KCAS

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
137,900 kg to 125,000 kg	304,017 lb to 275,575 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.92)
125,000 kg to 120,000 kg	275,575 lb to 264,550 lb	Linear variation between 18% MAC and 15% MAC			
Below 120,000 kg	Below 264,550 lb	15% MAC (Sta.1162.82)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

II. Type A300, Model B2-1C (Transport Category Airplane) (cont'd)

Maximum Weights.

	BASIC MODEL		VARIANT 02 with mod 1357	
	kg	lb	kg	lb
Taxi Weight	137,900	304,017	142,900	315,040
Takeoff Weight	137,000	302,033	142,000	313,056
Landing Weight	127,500	281,089	130,000	286,601
Zero Fuel Weight	116,500	256,838	120,500	265,657
Gear Jacking Weight	137,000	302,033	142,000	313,056

Minimum Crew.

For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:
12 x 2,830 lb.
Middle freight compartment with containers:
8 x 2,830 lb.
Aft freight compartment:
Maximum loading: 5,512 lb.

Fuel Capacity.

Fuel Tank Capacity (lb)

Location	Usable Fuel (6.676 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,155	1327.04
Outboard 2	7,716	1,155	1327.04
Inboard 1	29,762	4,458	1156.88
Inboard 2	29,762	4,458	1156.88
Total	74,956	11226	

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refere to latest EASA approved AFM revision).

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Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1011.10 in.

Maximum Operating Altitude.

40,000 ft.

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 341/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required.

EASA-approved US Airplane Flight Manual.

Other Information.

See "Data Pertinent to all A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R series)"

III. Type A300, Model B4-2C (Transport Category Airplane), approved June 30, 1976.

Engine.

2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA3 part B)

APU.

Airesearch TS CP 700-5 (TSOC77 SC 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624 H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitation apply

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used as approved fuels for engine and APU:

(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.

(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive)

(3) Shell ASA anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 Engines:
Synthetic type conforming to GE specification D 50 T F1,
Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

(b) The following oil is eligible for APU:
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303

Engine Limits.

Static thrust, sea level

Takeoff (5 Min) - (flat to 86ºF)	50,400 lb
Maximum Continuous (flat to 86ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N_1 (Low Compressor)	4,068 rpm (118.5%)
N_2 (Low Compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum Continuous	910ºC
Maximum acceleration (2 min)	960ºC
Starting:	
Up to 40 Sec.	1652ºF (900ºC)
Above 40 Sec.	1382ºF (750ºC)

III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)

Oil Maximum permissible outlet temperature
- Continuous operation 320ºF (160ºC)
- Transient operation limited to 15 min. 347ºF (175ºC)

APU Limits.

Power rating
Maximum at sea level 142 hp.

Maximum rotor speeds
- Low pressure speed (N_1) 30,910 rpm (110%)
- High pressure speed (N_2) 38,845 rpm (110%)

Maximum exhaust gas temperature 1,085ºF (585ºC)

Airspeed Limits (IAS).

	BASIC MODEL	VARIANTS 02, 03 and 14
Max. Takeoff Weight	150,000 kg	157,500 kg
V_{MO} (Maximum Operating)	360K	345 K
Up to	25,400 ft	25,000 ft
M_{MO} (Maximum Operating)	0.86	0.86/0.82 (See Note 3)
At and over	25,400 ft	25,000 ft

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}	Slat Positions	Flap Positions	
Takeoff	16	0	250 K
Takeoff & Approach	16	8	215 K
Takeoff, Approach Land	16	15	205 K
Landing	25	25	180 K
Enroute	16	0	210 K (M=0.47)

V_{LO} (Landing Gear)
- Extension 270 K
- Retraction 240 K

V_{LE} (Landing Gear Extended) 270 K (M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative
- In flight - V_{MCA} 110 KIAS - 105 KCAS
- Takeoff and Landing - V_{MCG} 106 KIAS - 101.5 KCAS

V (Tires Limitation) 195.5 KCAS

III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
Max taxi to 128,000 kg	Max taxi to 282,187 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.83)
128,000 kg to 122,000 kg	282,187 lb to 268,960 lb	Linear variation between 18% MAC and 15% MAC			
Below 122,000 kg	Below 268,960 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 74,772 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	Basic Model		Variant 02 with mod 1652		Variant 03 with Mods 1652 & 2032		Variant 14 with mod 6193	
	kg	lb	kg	lb	kg	lb	kg	lb
Taxi Weight	150,900	332,672	158,400	349,206	158,400	349,206	158,400	349,206
Takeoff Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222
Landing Weight	133,000	293,210	133,000	293,210	134,000	295,410	134,000	295,410
Zero Fuel Weight	122,000	268,960	122,000	268,960	124,000	273,370	126,000	277,780
Gear Jacking Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222

Minimum Crew. For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers. 345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage. Forward freight compartment: max admissible load 23,980 lb.

- With containers: 12 x 2,030 lb. or
  6 x 5,660 lb. when Mod. 1844 is incorporated
- A maximum container weight of 3,500 lb each side or 7000 lb both sides is permitted at station 22, 23 and 24 when Mod. 2317 is incorporated.
- With pallets: 4 x 8,300 lb.
- Split engine transport:
  - When Mod. 2001 is incorporated
  - Maximum weight of each pallet must not exceed 8,200 lb.
  - Pallets, engine stands and pallet net must be in accordance with specification AI/TI-431/77

Middle freight compartment: max admissible load 23,980 lb.
with containers 8 x 2,830 lb or
4 x 5,660 lb. when Mod. 1844 is incorporated

A maximum of 3,500 lb. each side or 7,000 lb. both sides is permitted at station 42 when Mod. 0470 is incorporated and at station 42 when Mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5,512 lb.

III. Type A300, Model B4-2C (Transport Category Airplane), (cont'd)

Fuel Capacity. Usable fuel tank capacity (lb) - Density 6.676 lb./US gal.

	Without Mod 1664		Without Mod 1664	
Location Arm (in.)	Preselector Cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,189	7,710	7,994 1,197
Outboard 2 1327.04	7,716	7,942 1,189	7,710	79,941 1,197
Inboard 1 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Inboard 2 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Central 1106.10	24,251	24,701 3,699	29,760	30,346 4,545
Total	99,207	100,167 15,001	104,700	106,896 16,009

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refer to latest EASA approved AFM revision).

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Oil Capacity. Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude. 40,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 333/75 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:

EASA-Approved US Airplane Flight Manual.

Other Information. See "Data Pertinent to All 300 Model (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R series)"

IV. Type A300, Model B2K-3C (Transport Category Airplane) approved June 30, 1976.

Engines.

2 - General Electric Turbofan, Model CF6-50C (Data Sheet FAA No. FAA E 23 EA3 part B)

APU.

Airesearch TS CP 700-5 (TSO C77 SC6203)

Fuel.

(a) The following fuels are eligible for engines and APU.

MIL-T-5624 H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-TS-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from outboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engine and APU:

(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.

(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine:
Synthetic type conforming to GE specification D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 list approved brand oils).

(b) The following oil is eligible for APU:
See Maintenance Manual TSCP 700, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level

Takeoff (5 Min) - (flat to 86ºF)	50,400 lb
Maximum continuous (flat to 85ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N_1 (Low compressor)	4,068 rpm (118.5%)
N_2 (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum continuous	910ºC
Maximum acceleration (2 min)	960ºC
Starting:	
Up to 40 sec.	1,652ºF (900ºC)
Above 40 sec.	1,382ºF (750ºC)

IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)

Engine Limits. (cont'd)

Oil Maximum permissible outlet temperature	
Continuous operation	320ºF (160ºC)
Transient operation limited to 15 min.	347ºF (175ºC)

APU Limits.

Power rating	
Maximum at sea level	142 hp.
Maximum rotor speeds	
Low pressure speed (N_1)	30,910 rpm (110%)
High pressure speed (N_2)	38,845 rpm (110%)
Maximum Exhaust gas temperature	1,085ºF (585ºC)

Airspeed Limits (IAS).

V_{MO} (Maximum Operating) up to 25,400 ft: 360 K.

M_{MO} (Maximum Operating at and over 25,400 ft: 0.86 M

V_A (Maneuvering) See EASA Approved US Airplane Flight Manual

V_{FE}	Slat Positions	Flap Positions	
Takeoff	16	0	250 K
Takeoff	16	8	215 K
Approach	16	15	205 K
Landing	25	25	180 K
Enroute	20	0	210 K (M=0.47)

V_{LO} (Landing Gear)

Extension	270 K
Retraction	240 K

V_{LE} (Landing Gear Extended): 270 K (M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative

In flight - V_{MCA}	110 KIAS - 105 KCAS
Takeoff and Landing - V_{MCG}	106 KIAS - 101.5 KCAS

V (Tires Limitation): 182.5 KCAS

IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)

C.G. Range.
(Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
142,900 kg to 125,500 kg	315,040 lb to 277,042 lb	18% MAC (Sta.1162.82)	All weights	All weights	All weights
125,000 kg to 120,500 kg	277,042 lb to 265,657 lb	Linear variation between 18% MAC and 15% MAC	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.92)
Below 120,500 kg	Below 265,657 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	kg	lb
Taxi Weight	142,900	315,040
Takeoff Weight	142,000	313,056
Landing Weight	130,000	286,601
Zero Fuel Weight	120,500	256,657
Gear Jacking Weight	142,000	313,056

Minimum Crew. For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers. 345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage. Forward freight compartment with containers:
12 x 2,830 lb.
Middle freight compartment with containers:
8 x 2,830 lb.
Aft freight compartment:
Maximum loading: 5,512 lb.

Fuel Capacity. Fuel Tank Capacity (lb.)

Location	Usable Fuel (6.676 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,155	1327.04
Outboard 2	7,716	1,155	1327.04
Inboard 1	29,762	4,458	1156.88
Inboard 2	29,762	4,458	1156.88
Total	74,956	11,226	

IV. Type A300, Model B2K-3C (Transport Category Airplane) (cont'd)

Fuel Management.	Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refere to latest EASA approved AFM revision).
.	
Oil Capacity.	Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.
Maximum Operating Altitude.	40,000 ft.
Equipment.	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 760/76 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required. EASA-approved US Airplane Flight Manual.
Other Information.	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R series)"

V. Type A300, Model B4-103 (Transport Category Airplane), approved October 4, 1979.

Engines.

2 - General Electric Turbofan, Model CF-6-50C2 (See Note 7). (Data Sheet FAA No. FAA E 23 EA3 Part B)

APU.

Airesearch TS CP 700-5 (TSO C77 SC 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624 H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in apporved fuels for engine and APU:

(1) Phillips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

(a) The following oils are eligible for the CF6-50 engine:
Synthetic type conforming to GE specification D 50 T F1, Classes A or B.

(b) The following oil is eligible for the APU:
See Maintenance Manual TSCP 700 Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level

Takeoff (5 Min) - (flat to 86ºF)	51,800 lb
Maximum Continuous - (flat to 86ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N_1 (Low Compressor)	4,068 rpm (118.5%)
N_2 (High Compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum Continuous	910ºC
Maximum acceleration (2 min)	960ºC

Starting:

Up to 40 Sec.	1,652ºF (900ºC)
Above 40 Sec.	1,382ºF (750ºC)

Oil Maximum permissible outlet temperature

Continuous operation	320ºF (160ºC)
Transient operation limited to 15 min.	347ºF (175ºC)

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd).

APU Limits.

Power rating
Maximum at sea level 142 hp.

Maximum rotor speeds
Low pressure speed (N_1) 30,910 rpm (110%)
High pressure speed (N_2) 38,845 rpm (110%)

Maximum Exhaust gas temperature 1,085ºF (585ºC)

Airspeed Limits (IAS).

	Basic Model	Variants 02, 03, 14
Max. Takeoff Weight	150,000 kg	157,500 kg
V_{MO} (Maximum Operating)	360 K	345 K
Up to	25,400 ft	25,000 ft
M_{MO} (Maximum Operating)	0.86	0.86/0.82 (See Note 4)
At and over	25,400 ft	25,000 ft

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}	Slat Positions	Flap Positions	
Takeoff	16	0	250 K
Takeoff	16	8	215 K
Approach	16	15	205 K
Landing	25	25	180 K
Enroute	16	0	210 K (M=0.47)

V_{LO} (Landing Gear)
Extension 270 K
Retraction 240 K

Airspeed Limits (cont'd)

V_{LE} (Landing Gear Extended) 270 K (M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative

In flight - V_{MCA} 112 KIAS – 107.5 KCAS
Takeoff and Landing - V_{MCG} 107 KIAS - 102.5 KCAS

V (Tires Limitation) 195.5 KCAS (225 mph)

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd)

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
Max Taxi to 128,000 kg	Max Taxi to 282,187 lb	18% MAC (Sta.1162.82)	All weights 18% MAC (Sta. 1162.82)	All weights 35% MAC (Sta. 1202.13)	All weights 33% MAC (Sta. 1201.83)
128,000 kg to 122,000 kg	282,187 lb to 268,960 lb	Linear variation between 18% MAC and 15% MAC			
Below 122,000 kg	Below 268,960 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 74,772 in lb., gear retraction moves c.g. forward.

Maximum Weights.

	Basic Model		Variant 02 with mod 1652		Variant 03 with Mods 1652 & 2032		Variant 14 with mod 6193	
	kg	lb	kg	lb	lb	kg	lb	kg
Taxi Weight	150,900	332,672	158,400	349,206	158,400	349,206	158,400	349,206
Takeoff Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222
Landing Weight	133,000	293,210	133,000	293,210	134,000	295,410	134,000	295,410
Zero Fuel Weight	122,000	268,960	122,000	268,960	124,000	273,370	126,000	277,780
Gear Jacking Weight	150,000	330,687	157,500	347,222	157,500	347,222	157,500	347,222

Minimum Crew. For all Flights: Pilot, Copilot and Flight Engineer.

Maximum Passengers. 345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage. Forward freight compartment: Max admissible load 36,600 lb.
- With containers: 12 x 2830 lb. or
6 x 5660 lb. when Mod. 1844 is incorporated
- A maximum container weight of 3500 lb each side or 7000 lb both sides is permitted at station 22, 23 and 24 when Mod. 2317 is incorporated.

- With pallets: 4 x 8,300 lb.
A maximum pallet weight of 10,200 lb is permitted at station 22 when Mod. 2,488 is incorporated,
OR
6 x 5,660 lb. when Mod. 1844 and 4171 are incorporated.

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd).

Maximum Baggage (cont'd)

A maximum pallet weight 7,000 lb is permitted at stations 22, 23, 24 when Mods. 1844, 2317 and 4171 are incorporated.

- Split engine transport:

  - When Mod. 2001 is incorporated
  - Maximum weight of each pallet must not exceed 8200 lb.
  - Pallets, engine stands and pallet net must be in accordance with specification AI/TI-431/77

Middle freight compartment: Max admissible load 23,980 lb.

- With containers: 8 x 2,830 lb or
  4 x 5,660 lb. when Mod. 1844 is incorporated
- With pallets: 2 x 5,660 lb.
  2 x 7,000 lb. when Mods 1844, 2317 and 4171 are incorporated.

A maximum of 3,500 lb. each side or 7,000 lb. both sides is permitted at station 41 when Mod. 0470 is incorporated and at station 42 when Mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5,512 lb.

Fuel Capacity.

Usable fuel tank capacity (lb) - Density 6,676 lb./US gal.

	Without Mod 1664		With Mod 1664	
Location Arm (in.)	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,189	7,710	7,994 1,197
Outboard 2 1327.04	7,716	7,942 1,189	7,710	7,994 1,197
Inboard 1 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Inboard 2 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Central 1106.10	24,251	24,701 3,699	29,760	30,346 4,545
Total	99,207	100,167 15.001	104,700	106,896 16,009

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refere to latest EASA approved AFM revision).

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Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

V. Type A300, Model B4-103 (Transport Category Airplane) (cont'd).

Maximum Operating Altitude.	40,000 ft.
Equipment.	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 549/79 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required: EASA-Approved US Airplane Flight Manual.
Other Information.	See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series)"

VI. Type A300, Model B2-203 (Transport Category Airplane) approved October 1, 1980.

Engines.

2 - General Electric Turbofan, Model CF6-50C2 (See Note 7). Data Sheet FAA: No. E 23 EA3 - Part B.

APU.

Airesearch TS CP 700-5 (TSO C77 SC 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1665-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine:
Synthetic type conforming to GE specifications D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

(b) The following oil is eligible for the APU:
See Maintenance Manual TS CP 700, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level

Takeoff (5 min) - (flat to 86ºF)	51,800 lb
Maximum Continuous (flat to 85ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N1 (Low compressor)	4068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum Continuous	910ºC
Maximum acceleration (2 min)	960ºC
Starting:	
Up to 40 Sec.	1652ºF (900ºC)
Above 40 Sec.	1382ºF (750ºC)

Oil Maximum permissible outlet temperature

Continuous operation	320ºF (160ºC)
Transient operation limited to 15 min.	347º (175ºC)

VI. Type A300, Model B2-203 (Transport Category Airplane) (cont'd)

APU Limits.

Power rating
Maximum at sea level 142 hp.

Maximum rotor speeds
Low pressure speed (N_1) 30,910 rpm (110%)
High pressure speed (N_2) 38,845 rpm (110%)

Maximum exhaust gas temperature 1,085ºF (585ºC)

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)
up to 28,400 ft 345 K.
M_{MO} (Maximum Operating)
at and over 28,000 ft 0.86
V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}		Slat Positions	Flap Positions		
	Takeoff	16	0	250 K	
	Takeoff	16	8	215 K	
	Approach	16	15	205 K	
	Landing	25	25	180 K	
	Enroute	16	0	210 K	(M=0.47)
V_{LO} (Landing Gear)					
	Extension			270 K	
	Retraction			240 K	
V_{LE} (Landing Gear Extended)				270 K	(M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative			
	In flight - V_{MCA}	112 KIAS - 105 KCAS	
	Takeoff and Landing - V_{MCG}	107 KIAS - 102.5 KCAS	
V (Tires Limitation)			195.5 KCAS

C.G. Range.
(Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
142,900 kg to 125,500 kg	315,040 lb to 277,042 lb	18% MAC (Sta.1162.82)	All weights	All weights	All weights
125,500 kg to 120,500 kg	277,042 lb to 265,657 lb	Linear variation between 18% MAC and 15% MAC	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.92)
Below 120,500 kg	Below 265,657 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 68,686 in lb., gear retraction moves c.g. forward.

VI. Type A300, Model B2-203 (Transport Category Airplane) (cont'd)

Maximum Weights.

	kg	lb
Taxi Weight	142,900	315,040
Takeoff Weight	142,000	313,056
Landing Weight	130,000	286,601
Zero Fuel Weight	120,500	265,657
Gear Jacking Weight	142,000	313,056

Minimum Crew.

For all Flight: Pilot, Copilot and Flight Engineer

Maximum Passengers.

345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage.

Forward freight compartment with containers:
12 x 2,830 lb.
Middle freight compartment with containers:
8 x 2,830 lb.
Aft freight compartment:
Maximum loading: 5,512 lb.

Fuel Capacity.

Fuel Tank Capacity (lb.)

Location	Usable Fuel (6.676 lb/gal)		Arm (inches)
	Preselector Setting cut-off (lb)	Tank high Level Sensor cut-off (US gal)	
Outboard 1	7,716	1,155	1327.04
Outboard 2	7,716	1,155	1327.04
Inboard 1	29,762	4,458	1156.88
Inboard 2	29,762	4,458	1156.88
Total	74,956	11,226	

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first.
Maximum allowable wing fuel asymmetry is 8,820 lb (refer to latest EASA approved AFM revision).

Oil Capacity.

Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude.

40,000 ft.

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V 947/80 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required.

EASA-approved US Airplane Flight Manual plus Document AI/V-F 902/79, Instrument Markings and Placards.

Other Information.

See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series)"

VII. Type A300, Model B4-203 (Transport Category Airplane) approved October 2, 1981.

Engines.

2 - General Electric Turbofan, Model CF6-50C2 (See Note 7).
(Data Sheet FAA No. E23EA3 - Part B)

APU.

Airesearch TS CP 700-5 (TSO C77 SC 6203)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A, A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:
(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-27686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-50 engine:
Synthetic type conforming to GE specifications D 50 T F1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

(b) The following oil is eligible for the APU:
See Maintenance Manual TS CP 700, Chap. 49.20.00 Table 303.

Engine Limits.

Static thrust, sea level

Takeoff (5 min) - (flat to 86ºF)	51,800 lb
Maximum Continuous (flat to 85ºF)	46,300 lb

Maximum permissible engine rotor operating speeds

N1 (Low compressor)	4068 rpm (118.5%)
N2 (High compressor)	10,761 rpm (109.5%)

Maximum permissible engine temperature
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min)	945ºC
Maximum Continuous	910ºC
Maximum acceleration (2 min)	960ºC
Starting:	
Up to 40 Sec.	1,652ºF (900ºC)
Above 40 Sec.	1,382ºF (750ºC)

Oil Maximum permissible outlet temperature

Continuous operation	320ºF (160ºC)
Transient operation limited to 15 min.	347ºF (175ºC)

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

APU Limits.

Power rating
Maximum at sea level 142 hp.

Maximum rotor speeds
Low pressure speed (N_1) 30,910 rpm (110%)
High pressure speed (N_2) 38,845 rpm (110%)
Maximum exhaust gas temperature 1,085ºF (585ºC)

Airspeed Limits (IAS).

V_{MO} (Maximum Operating)
up to 25,000 ft 345 K.

M_{MO} (Maximum Operating)
at and over 25,400 ft 0.86/0.82
(See Note 3)

V_A (Maneuvering)
See EASA Approved US Airplane Flight Manual

V_{FE}		Slat Positions	Flap Positions		
	Takeoff	16	0	250 K	
	Takeoff	16	8	215 K	
	Approach	16	15	205 K	
	Landing	25	25	180 K	
	Enroute	16	0	210 K	(M=0.47)
V_{LO} (Landing Gear)					
	Extension			270 K	
	Retraction			240 K	
V_{LE} (Landing Gear Extended)				270 K	(M=0.59)

V_{MC} (Minimum Control) Speed with the Critical Engine Inoperative			
	In flight - V_{MCA}	112 KIAS - 105 KCAS	
	Takeoff and Landing - V_{MCG}	107 KIAS - 102.5 KCAS	
V (Tires Limitation)			195.5 KCAS

C.G. Range. (Landing Gear Extended)

Gross Weight		FORWARD		AFT	
		Enroute & Landing	Takeoff	Enroute & Landing	Takeoff
Max Taxi to 130,000 kg	Max Taxi to 286,600 lb	18% MAC (Sta.1162.82)	All weights	All weights	All weights
130,000 kg to 124,000 kg	286,642 lb to 273,370 lb	Linear variation between 18% MAC and 15% MAC	18% MAC (Sta. 1162.82)	35% MAC (Sta. 1202.13)	33% MAC (Sta. 1201.83)
Below 124,000 kg	Below 273,370 lb	15% MAC (Sta.1155.07)			

Landing gear retraction moment is 74,772 in lb., gear retraction moves c.g. forward.

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

Maximum Weights.

	Basic Model		Variant 07 with mod 3195	
	kg	lb	kg	lb
Taxi Weight	165,900	365,740	165,900	365,740
Takeoff Weight	165,000	363,760	165,000	363,760
Landing Weight	134,000	295,410	136,000(1)	299,820(1)
			134,000(2)	295,410(2)
Zero Fuel Weight	124,000	273,370	126,000	277,782
Gear Jacking Weight	165,000	363,750	165,000	363,750

(1) 136,000 kg slats 16º/flaps 15º
(2) 134,000 kg slats 25º/flaps 25º

Minimum Crew. For all Flights: Pilot, Copilot and Flight Engineer

Maximum Passengers. 345 - Based on compliance with FAR 25 emergency exit requirements. Emergency evacuation demonstration of 25.803(c) has been performed with 330 passengers. See DGAC approved interior arrangement drawing for maximum passenger capacity approved for each airplane as delivered.

Maximum Baggage. Forward freight compartment: Max admissible load 36,600 lb.

- With containers: 12 x 2,030 lb. or
6 x 5,660 lb. when Mod. 1844 is incorporated
- A maximum container weight of 3,500 lb each side
or
7,000 lb both sides is permitted at station 22, 23 and 24 when Mod. 2317 is incorporated.

- With pallets: 4 x 8,300 lb.

A maximum pallet weight of 10,200 lb is permitted at station 22 when Mod. 2488 is incorporated,
OR
6 x 5,660 lb. when Mods. 1844 and 4171 are incorporated.

A maximum pallet weight 7,000 lb is permitted at stations 22, 23, 24 when Mods. 1844, 2317 and 4171 are incorporated.

- Split engine transport

- When Mod. 2001 is incorporated
- Maximum weight of each pallet must not exceed 8,200 lb.

- Pallets, engine stands and pallet net must be in accordance with specification AI/TI-431/77

Middle freight compartment: Max admissible load 23,980 lb.

- With containers 8 x 2,830 lb or
4 x 5,660 lb. when Mod. 1844 is incorporated
- With pallets: 2 x 5,660 lb.
2 x 7,000 lb. when Mods 1844, 2317 and 4171 are incorporated.

A maximum of 3,500 lb. each side or 7000 lb. both sides is permitted at station 41 when Mod. 0470 is incorporated and at station 42 when mod. 2317 is incorporated.

Aft freight compartment: Maximum loading 5512 lb.

VII. Type A300, Model B4-203 (Transport Category Airplane) (cont'd)

Fuel Capacity. Usable fuel tank capacity (lb) - Density 6.676 lb./US gal.

	Without Mod 1664		With Mod 1664	
Location Arm (in.)	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal	Preselector cutoff (lb)	Tank high level sensor cutoff lb/U.S. gal
Outboard 1 1327.04	7,716	7,942 1,189	7,710	7,994 1,197
Outboard 2 1327.04	7,716	7,942 1,189	7,710	7,994 1,197
Inboard 1 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Inboard 2 1156.88	29,762	29,791 4,462	29,760	30,281 4,535
Central 1106.10	24,251	24,701 3,699	29,760	30,346 4,545
Total	99,207	100,167 15,001	104,700	106,896 16,009

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tanks first. Maximum allowable wing fuel asymmetry is 8,820 lb (refere to latest EASA approved AFM revision).

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Oil Capacity. Engine oil capacity 24.4 lb/engine usable (at 8.1 lb/gal.) with engine moment arm 1011.10 in.

Maximum Operating Altitude. 40,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed. Airbus equipment list document AI/V-C 379/81 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition the following is required:

EASA-Approved US Airplane Flight Manual, plus for Model B4-203, document AI/V-F 902/79.

Other Information. See "Data Pertinent to All A300 Models (except the A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series)"

DATA PERTINENT TO ALL A300 MODELS (EXCEPT THE A300B4-600, A300B4-600R, A300F4-600R AND A300C4-600R SERIES)

Datum. Station 0 (251.26 inches forward of fuselage nose)

MAC. 260.15 inches (Leading edge of MAC: Sta. 1116)

Leveling Means. Clinometer on the cabin rails.

Control Surface Movements. To insure operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control systems. The airplane must therefore be rigged in accordance with the following DGAC-approved information and data:

Control surface movement inspection -
Airbus Reports A300B 8.27.010
011
012
013
014
015

Rigging procedure -
Airbus Reports A 007 10.063
10.094
10.095
10.100
10.102
10.103
10.105
10.114 (for type B2-1A & B2-1C)
10.123 (for type B4-2C, B2K-3C. B2-203, B4-103, & B4-203)

Serial Numbers Eligible. A French "Certificat de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.

Import Requirements. An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificat de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate No. A35EU and to be in condition for safe operation".Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Certification Basis.

FAR 21.29 (a)(1), based upon France/German requirements of FAR Part 25 effective February 1, 1965, including Amendments 25-1 through 25-20, plus Amendment 25-23 for Paragraphs 25.145, 25.1305, 25.1321, 23.1331, 25.1333, Amendment 25-24 for Paragraph 25.1303; Amendment 25-23 for Paragraphs 25.785 through 25.791, 25.809 through 25.812, 25.853 through 25.857, and 25.1557; Conditions Techniques Complementares as listed in DGAC documents 4080 DTA/M dated August 8, 1970, 3904 DTA/M dated July 20, 1972, and 2060 DTA/M dated March 30, 1973; Corresponding FAA certification requirements are FAR Part 25 as detailed above plus Special Conditions No. 25-52-EU-16, plus FAA Part 36 including appropriate amendments (See NOTE 8). SFAR-27 through 27-3 (see NOTE 9).
Compliance has been shown with the following optional requirements:

Ditching	25.801
Ice Protection	25.1419

Date of Application: February 4, 1970 Type Certificate No. A35EU, issued May 30, 1974.

DGAC originally type cerificated this A300 under its type certificate number N°72, TCDS N°145. The FAA validated this product under U.S. Type Certificate Number A35EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of DGAC.

Part 26: Continued Airworthiness and Safety Improvements for Transport Category Airplanes:

Based on 14 CFR § 21.29(a) for new import TCs, or § 21.101(g) for changes to TCs, applicable provisions of part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Exemption 9969
This exemption grants partial relief from having to meet the requirements of § 26.11
See NOTE(10)

NOTES TO ALL A300 MODELS (EXCEPT THE A300B4-600, A300B4-600R, A300F4-600R AND A300C4-600R SERIES)

NOTE 1 Reserved

NOTE 2. Placards - Model A300B2-1A, B2-1C, B4-2C, B2K-3C:

All placards listed in the EASA-approved US Airplane Flight Manual must be installed in the appropriate locations.

Model A300B4-103, B2-203, B4-203;

Instrument markings and placards must be in accordance with Document AI/V-F 902/79.

NOTE 3. Airworthiness limitations/ Maintenance Instructions

- Safe Life Airworthiness Limitations items are provided in the EASA approved Airworthines Limitations Section (ALS) Part 1 ref. A300 ALS Part 1.
- Damage Tolerance Airworthiness Limitaion Items are provided in the EASA approved Airbus documents ref SEM2/95A-1090/05
- Fuel Airworthiness Limitations are provided in the EASA approved FAL Airbus document ref SEM2/95A1928/05
- Maintenance Review Board Report

NOTE 4. For models B4-2C and B4-103 aircraft incorporating modification no. 1652 and for model B4-203 aircraft, the MMO warning selector of modification no. 1688 allows an MMO switching. MMO is 0.86 M for takeoff weights up to 153,000 kg (337,302 lb) and 0.82 M for takeoff weight greater than 153,000 kg (337,302 lb) provided the airplane is operated in accordance with the corresponding EASA approved US Airplane Flight Manual page 2.03.00 page 1.

NOTE 5. Cabin Equipment
Seats, galleys and other cabin equipment aft of fuselage station 28.768m (94.38 ft) must be designed for upward load factor not less than 3.0 g.

NOTE 6. Cat III Maintenance Requirements
Autoland Maintenance tasks and associated intervals are listed in Airbus document AI/V-C 387/79 dated March 27, 1979 Revision 1 dated April 20, 1979, and Revision 2, dated October 19, 1984.

NOTE 7. Alternate Engine Installations

A - Alternate Engine Models eligible

2 General Electric Model CF6-50C1
or
2 General Electric Model CF6-50C

B - Engine Model Intermix

1 General Electric CF6-50C2 and 1 General Electric CF6-50C1
or
1 General Electric CF6-50C2 and 1 General Electric CF6-50C

The above engine configurations are permitted when installation is in accordance with Airbus Service Bulletin No. A300-71-011 and the engines are operated in accordance with Supplement No. 4 to the EASA-approved AFM.

NOTE 8. The following FAR 36 Noise Certification by Model reflects required as well as Airbus voluntary updated compliance to later
FAR-36 amendments.

Model B2-1A	Amendment	36-1
B2-1C		36-12
B4-2C		36-3
B2K-3C		36-3
B2-203		36-12
B4-103		36-12
B4-203		36-12

NOTE 9. Model A300 series airplanes comply with SFAR 27 through 27-3 when Airbus's Modifications No. 1024, 1318 and 1351 are installed.

NOTE 10. The following models may be converted in accordance with Airbus Service Bulletin No. A300-00-001:

Model A300 B2K-3C to Model A300 B2-203
Model A300 B4-2C to Model A300 B4-103
Model A300 B4-2C to Model A300 B4-203
Model A300 B4-103 to Model A300 B4-203

NOTE 11 This exemption does not grant relief from the related operational requirements. Should a person choose to operate one of the airplane models covered by this exemption under 14 CFR Part 121 or 129 beyond the operational compliance deadlines as stated in § 121.1111 or § 129.111 (EWIS ICA) that person will be required to comply with those operational requirements.

VIII. A300-B4-600 Series (A300B4-601 approved March 28, 1988; A300B4-603 and A300B4-620 approved September 19, 1988 and A300B4-622 approved January 21, 2003) (Transport Aircraft)

Engines.

2 - General Electric CF6-80C2A1 (A300B4-601) or 2 General Electric CF6-80C2A3 (A300B4-603) (FAA Data Sheet E13NE).

or

2 Pratt and Whitney JT9D-7R4H1 (A300B4-620) (FAA Data Sheet E3NE)

2 Pratt and Whitney PW 4158 (A300B4-622) (FAA Data Sheet E24NE)

APU.

Airesearch GTCP 331-250 (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:

Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the engines:

Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:

See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620, and A300B4-622) (Transport Aircraft) (cont'd)

Engine Limits.

	PRATT AND WHTINEY		GENERAL ELECTRIC	
	JT9D-7R4H1	PW 4158	CF6-80C2A1	CF6-80C2A3
Static Thrust, Sea Level				
Takeoff (5 min-up to 87 F)	56,000 lb	58,000	57,860 lb	58,950 lb
Max. Cont. (up to 87 F)	50,000 lb	49,580	53,390 lb	58,780 lb
Max. permissible engine rotor operating speeds				
N1 (Low compressor)	3,810 rpm (105.8%)	4,012 (111.4%)	3,854 rpm (117.5%)	3,854 rpm (117.5%)
N2 (High compressor)	8,080 rpm (103.5%)	10,450 (105.5%)	11,055 rpm	11,055 rpm
Max. permissible engine temperature – Turbine exhaust temperature at turbine outlet				
Takeoff (5 min)	680ºC	650ºC	960ºC	960ºC
Maximum Continuous	635ºC	625ºC	925ºC	925ºC
Acceleration (2 min)	680ºC	925ºC	-	-
Starting				
up to 40 sec	535ºC	535ºC	870ºC	870ºC
above 40 sec	535ºC	535ºC	750ºC	750ºC
Oil Maximum. Permissible outlet temperature				
Continuous Operation	135ºC	163ºC	160ºC	160ºC
Transient operation				
Limited to 15 min.	163ºC	177ºC	175ºC	175ºC
Limited to 20 min.				

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585ºC

Airspeed Limits (IAS)

	BASIC MODEL
MAXIMUM OPERATING MACH M_{MO}	0.82
MAXIMUM OPERATING SPEED V_{MO} (Kt)	335

V_A (Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620, and A300B4-622) (Transport Aircraft) (cont'd)

V_{FE}

SLATS (º)	FLAPS (º)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

V_{LO} Gear extension . . . . . 270 Kt
Gear retraction . . . . . 240 Kt

V_{LE} Landing gear extended . . . . . 270 Kt or M=0.59
V_{MC} (Minimum control speed with the critical engine inoperative)

	B4-620	B4-601	B4-603	B4-622
Inflight - VMCA	109 KCAS	115 KCAS	115.5 KCAS	111 KCAS
Take off - VMCG	107.5 KCAS	113.5 KCAS	114 KCAS	109.5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 kt (225 mph)

C.G. Range. For C.G. envelopes, see EASA Approved US Flight Manual.

Maximum Weights.

	BASIC MODEL	
	kg	lb
Taxi Weight	165,900	365,740
Take-off weight	165,000	363,760
Landing weight	138,000	304,230
Zero fuel weight	130,000	286,600

Minimum Flight Weight. 90,000 kg. (198,410 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 345. For seating arrangement refer to AIRBUS specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load:	40,800 lbs
Aft compartment - Maximum load:	28,300 lbs
Bulk compartment - Maximum load:	6,110 lbs

Fuel Capacity.

Location	Usable fuel 6.676 lb/gal (lb)	(US gal)	(inches)
Outboard Tanks	16,332	2,446	1325.99
Inboard Tanks	61,976	9,284	1158.27
Center Tank	31,041	4,649	1102.68
TOTAL	109,349	16,379	1167.52

VIII. A300-B4-600 Series (A300B4-601, A300B4-603 and A300B4-620, and A300B4-622) (Transport Aircraft) (cont'd)

Fuel Management.	Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb (refere to latest EASA approved AFM revision).
.	
Oil Capacity.	GE Engine oil capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine mount arm 965.15 inches. PW - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1022.6 inches.
Maximum Operating Altitude.	40,000 ft.
Equipment.	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List A1/V-C No. 401/84 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required: EASA-Approved US Airplane Flight Manual.
Other Information.	See "Data Pertinent to all A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series".

IX. A300B4-600R Series (A300B4-605R approved March 28, 1988, A300B4-622R approved August 1, 1991) (Transport Aircraft)

Engines.

2 General Electric CF6-80C2A5 (A300B4-605R) (FAA Data Sheet E13 NE)
or
2 Pratt & Whitney PW 4158 (A300B4-622R) (FAA Data Sheet E24NE)

APU.

Airesearch GTCP 331-250 (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

Fuel (cont'd)

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.
(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) PHILLIPS PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-80C2A5 and PW 4158 engines respectively:

- Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

- Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

IX. A300B4-600R Series (A300B4-605R, A300B4-622R) (Transport Aircraft) (cont'd)

Engine Limits.

	GENERAL ELECTRIC CF6-80C2A5	PRATT & WHITNEY PW 4158
Static Thrust, Sea Level		
Takeoff (5 min-up to 87ºF)	60,100 lb.	58,000 lb.
Maximum Continuous (up to 87ºF)	56,210 lb.	49,580 lb.
Maximum Permissible Engine Rotor Operating Speeds		
N1 (Low compressor)	3,854 rpm (117.5%)	4,012 rpm (111.4%)
N2 (High compressor)	10,055 rpm (112.5%)	10,450 rpm (105.5%)
Maximum permissible engine temperature		
Turbine exhaust temperature at turbine outlet		
Takeoff (5 min)	960ºC	650ºC
Maximum Continuous	925ºC	625ºC
Acceleration (2 min)	-	925ºC
Starting		
º up to 40 sec	870ºC	535ºC
º above 40 sec	750ºC	535ºC
Oil maximum permissible outlet temperature		
Continuous Operation	160ºC	163ºC
Transient operation		
º Limited to 15 min.	175ºC	-
º Limited to 20 min.		177ºC

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585ºC

Airspeed Limits (IAS).

MAXIMUM OPERATING MACH MMO	0.82
MAXIMUM OPERATING SPEED VMO (Kt)	335

V_A (Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

V_{FE}

SLATS (º)	FLAPS (º)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

IX. A300B4-600R Series (A300B4-605R, A300B4-622R) (Transport Aircraft) (cont'd)

Airspeed Limits (IAS) (cont'd)

V_{LO} Gear extension . . . . . 270 Kt
Gear retraction . . . . . 240 Kt

V_{LE} Landing gear extended . . . . . 270 Kt or M=0.59

V_{MC} (Minimum control speed with the critical engine inoperative)

	A300B4-605R	A300B4-622R
Inflight - VMCA	117 KCAS	111 KCAS
Take off - VMCG	115.5 KCAS	109,5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 KCAS (225 mph)

C.G. Range. For C.G. envelopes, see EASA Approved US Flight Manual.

Maximum Weights.

	BASIC MODEL		VARIANT 01**		VARIANT 02**		VARIANT 03**	
	kg	lb	kg	lb	kg	lb	kg	lb
Taxi Weight	171,400	377,930	172,600	380,520	172,600	380,520	168,700	371,920
Take-off Weight	170,500	375,890	171,700	378,530	171,700	378,530	167,800	369,930
Landing Weight	140,000	308,650	140,000	308,650	138,000	304,235	140,000	308,650
Zero Fuel Weight	130,000	286,600	123,000*	271,170	123,000*	271,170	131,000	288,800

*Linear variation from 130T at MTOW 170.5T to 123T at MTOW 171.7T.

**Variant 01: With modification 7047 applicable only for A300B4-605R
**Variant 02: With modification 7486 applicable only for A300B4-605R
**Variant 03: With modification 7619 applicable only for A300B4-605R

Minimum Flight Weight. 90,000 kg. (198,410 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 345. For seating arrangement refer to AIRBUS specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load:	40,800 lbs
Aft compartment - Maximum load:	28,300 lbs
Bulk compartment - Maximum load:	6,110 lbs

Fuel Capacity.

Location	Usable fuel 6.676 lb/gal (lb)	(US gal)	(inches)
Outboard Tanks	16,332	2,446	1325.99
Inboard Tanks	61,976	9,284	1158.27
Center Tank	31,041	4,649	1102.68
			2182.56
Trim Tank	10,864	1627	1259.46

IX. A300B4-600R Series (A300B4-605R, A300B4-622R) (Transport Aircraft) (cont'd)

Fuel Management.	Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb (refere to latest EASA approved AFM revision).
.	
Oil Capacity.	GE CF6-80C2A5 - Engine Oil Capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 965.15 inches. PW 4158 - Engine Oil Capacity 28.44 lb/engine usable (at 8.1 lb/gal) with engine moment arm 1023.80 inches.
Maximum Operating Altitude.	40,000 ft.
Equipment.	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List A1/EA-A No. 413-288/88 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required: EASA-Approved US Airplane Flight Manual.
Other Information.	See "Data Pertinent to all A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series".

X. A300 F4-600R Series (A300F4-605R approved April 27, 1994, A300F4-622R approved July 14, 2000) (Transport Aircraft)

Engines.

2 General Electric CF6-80C2A5 or 2 General Electric CF6-80C2A5F (A300F4-605R) (FAA Data Sheet E13NE)

or

2 Pratt & Whitney PW 4158 (A300F4-622R) (FAA Data Sheet E24NE)

APU.

Airesearch GTCP 331-250 (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) PHILLIPS PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.

(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-80C2A5/CF6-80C2A5F and PW 4158 engines respectively:

- Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

- Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

X. A300 F4-600R Series (A300F4-605R, A300F4-622R), (Transport Aircraft) (cont'd)

Engine Limits.

	GENERAL ELECTRIC CF6-80C2A5 or CF6-80C2A5F	PRATT & WHITNEY PW 4158
Static Thrust, Sea Level		
Takeoff (5 min-up to 87ºF)	60,100 lb.	58,000 lb.
Maximum Continuous (up to 87ºF)	56,210 lb.	49,580 lb.
Maximum permissible engine Rotor Operating Speeds		
N1 (Low compressor)	3,854 rpm (117.5%)	4,012 rpm (111.4%)
N2 (High compressor)	10,055 rpm (112.5%)	10,450 rpm (105.5%)
Maximum permissible engine temperature		
Turbine exhaust temperature at turbine outlet		
Takeoff (5 min)	960ºC	650ºC
Maximum Continuous	925ºC	625ºC
Acceleration (2 min)	-	650ºC
Starting		
º up to 40 sec	870ºC	535ºC
º above 40 sec	750ºC	535ºC
Oil Maximum permissible outlet temperature		
Continuous Operation	160ºC	163ºC
Transient operation		
º Limited to 15 min.	175ºC	-
º Limited to 20 min.		177ºC

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585ºC

X. A300 F4-600R Series (A300F4-605R, A300F4-622R), (Transport Aircraft) (cont'd)

Airspeed Limit (IAS).

	BASIC MODEL	VARIANT 06	VARIANT 09
MAXIMUM OPERATING MACH MMO	0.82	0.82	0.82
MAXIMUM OPERATING SPEED VMO (Kt)	335	335	335

V_A (Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

V_{FE}

SLATS (º)	FLAPS (º)	VFE (kt)
15	0	250
15	15	215
15	20	205
30	40	175

V_{LO} Gear extension .....270 Kt
Gear retraction .....240 Kt

V_{LE} Landing gear extended .....270 Kt or M=0.59

V_{MC} (Minimum control speed with the critical engine inoperative)

	A300F4-605R	A300F4-622R
Inflight – VMCA	117 KCAS	111 KCAS
Take off – VMCG	115.5 KCAS	109.5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 KCAS (225 mph)

C.G. Range. For C.G. envelopes, see EASA Approved US Flight Manual.

Maximum Weights.

	BASIC MODEL		VARIANT 06*		VARIANT 09*	
	kg	Lb	kg	lb	kg	lb
Taxi Weight	171,400	377,930	166,000	365,960	168,900	372,360
Take-off Weight	170,500	375,890	165,100	363,980	168,000	370,375
Landing Weight	140,000	308,650	140,600	303,970	143,300	315,900
Zero Fuel Weight	130,000	286,600	133,800	294,980	136,500	300,930

*With trim and center fuel tanks deactivated
Variant 06: With modification 10395 for A300F4-605R
Variant 09: With modification 12199 for A300F4-622R

Minimum Flight Weight. 90,000 kg* (198,410 lb)

*With mod 11392 for A300F4-605R and A300F4-622R minimum flight weight: 80,000kg (176,360 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. Six (6) persons on the main deck per Exemption 5864 or four (4) persons on the main deck per Exemption No. 7260. (see certification basis paragraph (g) for applicability and details)

X. A300 F4-600R Series (A300F4-605R, A300F4-622R), (Transport Aircraft) (cont'd)

Maximum Baggage.

Lower Forward compartment - Maximum load:	40,800 lbs
Lower Aft compartment - Maximum load:	28,300 lbs
Lower Bulk compartment - Maximum load:	6,110 lbs
Main Deck Cargo compartment - Maximum load:	100,970 lbs

For general freighter A300F4-605R:

Lower Forward compartment - Maximum load:	40,800 lbs
Lower Aft compartment - Maximum load:	30,400 lbs
Lower Bulk compartment - Maximum load:	3,900 lbs
Main Deck Cargo compartment - Maximum load:	100,900 lbs

Fuel Capacity.

Location	Usable fuel 6.676 lb/gal (lb)	(US gal)	(inches)
Outboard Tanks	16,332	2,446	1325.99
Inboard Tanks	61,976	9,284	1158.27
Center Tank	31,041	4,649	1102.68
Trim Tank	10,864	1627	2182.56
TOTAL	120,213	18,006	1259.46

Fuel Management.

Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. If cargo is symmetrically loaded, maximum allowable wing fuel asymmetry is 4,410 lb (refere to latest EASA approved AFM revision). In cases of asymmetrical loading configurations, reference must be made to Weight and Balance Manual.

Oil Capacity.

GE CF6-80C2A5 and GE CF6-80C2A5F:
Engine Oil Capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 965.15 inches.

PW 4158:
Engine Oil Capacity 28.44 lb/engine usable fuel (at 8.1 lb/gal) with engine moment arm 1023.8 inches.

Maximum Operating Altitude.

40,000 ft (Basic model)
35,000 ft (Variant 06)
35,000 ft (Variant 09)

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment Lists, as revised, identifiy all required equipment and all optional equipment approved by the Direction Generale de l'Aviation Civile (D.G.A.C.) of France:

- 00X00009102/C3S for A300F4-605R
- 00X00009622/C3S for A300F4-622R

In addition, the following is required:
EASA-Approved US Airplane Flight Manual AI/ST-F3000.

Other Information.

See "Data Pertinent to all A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series ".

XI. A300 C4-600R Series (A300C4-605R Variant F approved June 21, 2002), (Transport Aircraft)

Engines — 2 General Electric CF6-80C2A5 (FAA Data Sheet E13NE),

APU. — Airesearch GTCP 331-250 (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:
MIL-T-5624H Grades JP-4 or JP-5
AST-MD-1655-65T Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74 Grades Jet A, A1 and Jet B

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:
(1) PHILLIPS PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.
(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

Oil.

(a) The following oils are eligible for the CF6-80C2A5 Engines:

- Synthetic type conforming to GE specifications D50TF1, Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

(b) The following oil is eligible for the APU:
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

XI. A300 C4-600R Series (A300C4-605R Variant F), (Transport Aircraft) (cont'd)

Engine Limits

	GENERAL ELECTRIC CF6-80C2A5
Static Thrust, Sea Level	
Takeoff (5 min-up to 87ºF)	60,100 lb.
Maximum Continuous (up to 87ºF)	56,210 lb.
Maximum permissible engine rotor operating speeds	
N_1 (Low compressor)	3,854 rpm (117.5%)
N_2 (High compressor)	10,055 rpm (112.5%)
Maximum permissible engine temperature Turbine exhaust temperature at turbine outlet	
Takeoff (5 min)	960ºC
Maximum Continuous	925ºC
Acceleration (2 min)	-
Starting	
º up to 40 sec	870ºC
º above 40 sec	750ºC
Oil Maximum Permissible Outlet Temperature	
Continuous Operation	320ºF (160ºC)
Transient operationº	
Limited to 15 min.	347ºF (175ºC)
Limited to 20 min.	-

APU Limits.

Power rating maximum at sea level:	98.5 KW
Maximum operating speed:	43,562 rpm
Maximum gas temperature at turbine outlet:	1,085ºF (585ºC)

XI. A300 C4-600R Series (A300C4-605R Variant F) (Transport Aircraft) (cont'd)

Airspeed Limits (IAS).

	Basic Model
MAXIMUM OPERATING MACH MMO	0.82
MAXIMUM OPERATING SPEED VMO (Kt)	335

V_A (Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

V_{FE}

SLATS (º)	FLAPS (º)	V_{FE} (kt)
15	0	250
15	15	215
15	20	205
30	40	175

V_{LO} Gear extension . . . . . 270 Kt
Gear retraction . . . . . 240 Kt

V_{LE} Landing gear extended . . . . 270 Kt or M=0.59

V_{MC} (Minimum control speed with the critical engine inoperative)

	A300C4-605R Variant F
Inflight - VMCA	117 KCAS
Take off - VMCG	115.5 KCAS

Tire Speed Limit (Ground speed limit): 195.5 KCAS (225 mph)

C.G. Range For C.G. envelopes, see EASA Approved US Flight Manual.

Maximum Weights.

	Basic Model	
	kg	Lb
Taxi Weight	171,400	377,930
Take-off Weight	170,500	375,890
Landing Weight	140,000	308,650
Zero Fuel Weight	130,000	286,600

Minimum Flight Weight. 90,000 kg (198,410 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. Six (6) persons on the main deck per Exemption No. 7799 (See Certification Basis (g) paragraph)

Maximum Baggage.

Lower Forward compartment - Maximum load: 40,800 lbs
Lower Aft compartment - Maximum load: 28,300 lbs
Lower Bulk compartment - Maximum load: 6,110 lbs
Main Deck Cargo compartment - Maximum load: 100,970 lbs

XI. A300 C4-600R Series (A300C4-605R Variant F) (Transport Aircraft) (cont'd)

Fuel Capacity.

Location	Usable fuel 6.676 lb/gal		
	(lb)	(US gal)	(inches)
Outboard Tanks	16,332	2,446	1325.99
Inboard Tanks	61,976	9,284	1158.27
Center Tank	31,041	4,649	1102.68
Trim Tank	10,864	1627	2182.56
TOTAL	120,213	18,006	1259.46

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. If cargo is symmetrically loaded, maximum allowable wing fuel asymmetry is 4,410 lb. (refere to latest EASA approved AFM revision).
In cases of asymmetrical loading configurations, reference must be made to Weight and Balance Manual.

Oil Capacity.

GE CF6-80C2A5
Engine Oil Capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine moment arm 965.15 inches.

Maximum Operating Altitude.

40,000 ft

Equipment.

The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment Lists, as revised identifies all required equipment and all optional equipment approved by the Direction Generale de l'Aviation Civile (D.G.A.C.) of France:
- 00X0009605/C3S for A300C4-605R Variant F

In addition, the following is required:
EASA-Approved US Airplane Flight Manual AI/ST-F3000 adapted to aircraft model.

Other Information.

See "Data Pertinent to all A300B4-600, A300B4-600R, A300F4-600R and A300C4-600R Series".

DATA PERTINENT TO ALL A300 B4-600, A300 B4-600R, A300 F4-600R AND A300C4-600R SERIES.

Datum. Station 0 (251.26 inches forward of fuselage nose)

MAC. 260.16 inches (leading edge of MAC: Sta. 1116.06 inches).

Leveling Means. Clinometer on the cabin seat track rails.

Serial Numbers Eligible. A French "Certificat de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.

Import Requirements. An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificat de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate No. A35EU and to be in condition for safe operation".Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Certification Basis. (a) For all A300 B4-600, A300 B4-600R, A300 F4-600R and A300C4-600R series airplanes, the certification basis is FAR Part 25 at the following amendments:

Amendment 1 through 21
Amendment 22 through 44 (elected) except for,
25.301 Amendment 23,
25.305(d) Amendment 23,
25.331(a)(2) Amendment 23,
25.109 Amendment 42;
Amendment 45 (Elected) for paragraph 25.571;
Amendment 46 (Elected) for paragraph 25.803(c), (d) and 25.809(f)(1)(iv)(v);
Amendment 47 (Elected) for paragraph 25.809(f) (1) (iii);
Amendment 49 (Elected) for paragraph 25.733;
Amendment 54 (Elected) for paragraph 25.365(e)(i) and (e)(2).

Additional later amendment Part 25 FARs for Models A300F4-605R , A300F4-622R and A300C4-605R Variant F:

Amendment 54 (Elected) for paragraph 25.365(e)(3);
Amendment 54 for paragraph 25.858;
Amendment 72 (Elected) for paragraph 25.723;
Amendment 72 for paragraph 25.783;
Amendment 74 for paragraph 25.851(a)(3).

Model A300F4-622R airplanes incorporating modifications for Main Deck Cargo Compartment Rearrangement (modifications 12047, 12048, 12049, 12054, 12055, 12063, 12103, 12118, 12139, 12194, 12227). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491
Amendment 91 for FAR Part 25 § 25.561 applicable to modified parts (L-shaped barrier, supemumerary seats and attachments)
Amendment 86 for FAR Part 25 § 25.571 for modified parts
Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)
Amendment 51 for FAR Part 25 § 25.787

Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858
Amendment 64 for FAR Part 25 § 25.561 for cockpit seats

See also pargraph (g) for the exemption applicable to A300F4-622R airplanes with the above modifications incorporated.

Model A300F4-622R airplanes incorporating modifications for Lower Deck Cargo Compartment Rearrangement (modifications 12046, 12133, 12183). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491
Amendment 86 for FAR Part 25 § 25.571 for modified parts
Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)
Amendment 51 for FAR Part 25 § 25.787
Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858

Model A300F4-622R airplanes incorporating modifications for Weight Variant 09 (Modifications 12050, 12102, 12181, 12199). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491

Model A300F4-622R airplanes incorporating partial avionics upgrade (Modifications 13829, 13831, 13836, 13838 and 13839) For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 144 for
FAR 25.869(a)(1)
FAR 25.899
FAR 25.1301(a)
FAR 25.1302
FAR 25.1303(b)(5)
FAR 25.1309(a)(b)(c)
FAR 25.1316
FAR 25.1317
FAR 25.1329(i)
FAR 25.1360
FAR 25.1362
FAR 25.1431(d)
FAR 25.1457(a)(6)
FAR 25.1459(e)
FAR K.25.1.1
FAR K.25.1.2
FAR 25.1543(b)

Amendment 98 for
FAR 25.1529

Model A300F4-605R airplanes incorporating modifications for Main Deck Cargo Compartment Rearrangement (modifications 12054, 12118, 12227). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491

Amendment 86 for FAR Part 25 § 25.571 for modified parts
Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)
Amendment 51 for FAR Part 25 § 25.787
Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858
Amendment 64 for FAR Part 25 § 25.561 for cockpit seats

See also pargraph (g) for the exemption applicable to A300F4-605R airplanes with the above modifications incorporated.

Model A300F4-605R airplanes incorporating modifications for Lower Deck Cargo Compartment Rearrangement (modifications 12046, 12133, 12183,12860). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491
Amendment 86 for FAR Part 25 § 25.571 for modified parts
Amendment 83 for FAR Part 25 §§ 25.853(a), (b) and (c)
Amendment 51 for FAR Part 25 § 25.787
Amendment 93 for FAR Part 25 §§ 25.855, 25.857, 25.858

Model A300F4-605R airplanes incorporating modifications for Structural provisions for operations at Weight Variant 09 (Modifications 12050, 12102). For parts of the airplane that are changed or affected by these modifications, the certification basis includes the following later amendment Part 25 FARs:

Amendment 86 for FAR Part 25 §§ 25.305, 25.321, 25.333, 25.341, 25.349
Amendment 91 for FAR Part 25 §§ 25.331, 25.335, 25.351, 25.473, 25.479, 25.481, 25.483, 25.485, 25.491

Note: FAR paragraphs at amendment 25-86 and 25-91 are revised by Vf definition used for the earlier FAA certified freighter, the A300F4-605R, through application of FAA issue paper A-101, dated May 18, 2000.

(b) For precision approach and landing, the applicable technical requirements are complemented by AC 120-29 and AC 120-28C. For airplanes equipped with modification 12210, the applicable guidance material is AC 120-28D.

For the automatic flight control system, the applicable technical requirements are complemented by AC 20-57A for automatic landing and by AC 25.1329-1A for cruise.

(c) FAR Part 36. [See Note 4 for specific models and Amendment Levels]

(d) FAR Part 34. ICAO Annex 16, Vol II, Aircraft Engine Emissions (fuel venting requirements).

(e) Compliance with the following optional requirements has been established:
Ditching provisions FAR 25.801
Ice Protection Provisions FAR 25.1419.

(f) Special Conditions:
For the Model A300F4-605R and A300F4-622R:
FAA Special Conditions as published in the Federal Register 17 June 1987 through Special Condition 25-ANM-12 on lightning protection (Special Condition P-8, dated June 10, 1987), protection from unwanted effects of radio frequency energy (Special condition P-10, dated June 10, 1987),
and the propulsion control system (Special Condition P-11, dated June 10, 1987).

(g) Exemptions:
For the Model A300F4-605R:
Exemption granted in accordance with FAR 11 from FAR Part 25:
No. 5864 dated March 30, 1994, allows carriage of a maximum of six (6) non-crewmembers between the flight deck and the main deck class E cargo compartment. These 6 non-crewmembers are in addition to the maximum 4 flight deck occupants for a total of 10 occupants.

For the Model A300F4-622R incorporating modifications for Main Deck Cargo Compartment Rearrangement (modifications 12047, 12048, 12049, 12054, 12055, 12063, 12103, 12118, 12139, 12194, 12227):
Exemption granted in accordance with FAR 11 from FAR Part 25:
No. 7260 dated June 30, 2000, allows carriage of a maximum of four (4) non-crewmembers in the courier area on the main deck. These 4 non-crewmembers are in addition to the maximum 3 flight deck occupants for a total of 7 occupants.

For the model A300C4-605R Variant F model;
Exemption granted in accordance with FAR 11 from FAR Part 25:
No. 7799 dated June 6, 2002, allows carriage of maximum six (6) non crew members between the flight deck and the main deck Class E cargo compartment. These 6 non crewmembers are in addtion to the maximum 4 flight deck occupants for a total of 10 occupants.

(h) Equivalent Safety Findings exist with respect to the following FARs:
FAR part 25 § 25.841(b)(6) Amendment 38 applicable to A300F4-622R airplanes with the modification 12210 and 12211 incorporated

FAR part 25 § 25.933(a) Amendment 25-40 applicable to model A300-600/A310 airplanes equipped with Pratt&Whitney engines and modifications 12262, 12263 and 12265 installed (Thrust Reverser Third Line of Defense) or airplanes equipped with General Electric engines and modifications 12349, 12350, 12511, 12514 installed (Thrust Reverser Third Line of Defence).

Part 26: Continued Airworthiness and Safety Improvements for Transport Category Airplanes:

Based on 14 CFR § 21.29(a) for new import TCs, or § 21.101(g) for changes to TCs, applicable provisions of part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Exemption 9950
This exemption grants relief from having to meet the requirements of § 26.33
See NOTE(5)

DGAC originally type cerificated this A300-600 under its type certificate number N°72, TCDS N°145. The FAA validated this product under U.S. Type Certificate Number A35EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of DGAC.

NOTES TO ALL A300B4-600, A300B4-600R, A300F4-600R, AND A300C4-600R SERIES

NOTE 1

NOTE 2

NOTE 3. Airworthines Limitations/Maintenance Instructions
- Safe Life Airworthiness Limitations are provided in the A300-600 Airworthiness Limitation Section (ALS) Part 1 EASA approvedref. A300-600 ALS Part 1
- Damage Tolerance Airworthiness Limitations items are provided in the EASA approved Airbus document ref. AI/SE-M2/95A.0502/06
-Maintenance Tasks to comply with Certification Maintenance Requirements (CMR's) are listed in the A300-600 EASA approved Airbus document AI/ST5/829/85, which is included in appendix 1 of the Maintenance Review Board Report.were is the A300/310 language.
- Ageing system maintenance items are provided in the EASA approved A300-600 Airworthiness Limitation Section (ALS) Part 4 ref A300-600 ALS Part 4
- Fuel Airworthiness Limitations are provided in the EASA approved FAL document ref. 95A.1929/05
-Mandatory structural inspections (Airworthiness Limitations Items) for models A300-600 series are quoted in the March 2000issue of the A300-600 Maintenance Review Bords Report Appendix1. Additional inspections ares detailed in the EASA approved Airbus document SE-M2/95A.0575/98 issue4 dated June 2000.

NOTE 4. The A300 B4-600 basic definition for US Import Certification is contained in document A1/EA-A No. 413-347/88. The A300B4-600R basic definition for US Import Certification is contained in document A1/EA-A No. 413-346/88.

The A300F4-605R basic definition for US Import Certification is contained in document AI/EA-T 414-0326/94.

The A300F4-622R basic definition for US Import Certification is contained in document AI/EA-N 415-1229/00 issue 2, dated July 7, 2000.

The A300C4-605R Variant F basic definition for US Import Certification is contained in document EAW 414.0186/02.

NOTE 5 ETOPS: The type design, reliability and performance of the following airframe-engine combinations have been evaluated in accordance with AC120-42A and found suitable for (180 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document listed below:

A300B4-605R: AI/EA3001, Revision 3, approved July 27, 1990
A300F4-605R: AI/EA3001, Revision 4, approved Sept. 15, 1995
A300F4-622R: AI/EA3001, Revision 5, approved July 14, 2000
This finding does not constitute approval to conduct extended range operations. Operational approval must be obtained from the FAA by the operator.
Any ETOPS approval for new aircraft model wherein the application was sent to FAA prior to February 15, 2007 is to be proceeded with the ETOPS approval against 14 CFR 25.1535 that have not yet already been approved under the provisions of AC120-42A.

NOTE 6. The following FAR 36 Noise Certification by Model reflects required as well as Airbus voluntary updated compliance to later FAR-36 amendments.
- If modifications 13219 (New Noise Chapter 4 Requirements) is embodied on a Type A300 Model B4-605R, F4-622R, F4-605R, C4-605R the aircraft is compliant with amendment 36-27 and certificated to Stage 4 Noise requirements.

Group	Series	Specific Model	Date Certified	Amendment Level
VIII	A300-B4-600	A300B4-601	3/28/1988	36-14
		A300B4-603	9/19/1988	36-15
		A300B4-620	9/19/1988	36-15
		A300B4-622	1/21/2003	36-24
IX	A300-B4-600R	A300B4-605R	3/28/1988	36-14
		A300B4-622R	8/01/1991	36-18
X	A300-F4-600R	A300F4-605R	4/27/1994	36-20
		A300F4-622R	7/14/2000	36-22
XI	A300-C4-600R	A300C4-605R Variant F	6/21/2002	36-23

NOTE 7 This exemption does not grant relief from the related operational requirements contained in §§ 121.1117, 125.509, or 129.117. Should a person choose to operate an Airbus A300, Model B4-605R or B4-622R airplane under part 129 (U.S. registered only), 121 or 125 beyond the operational compliance deadlines as stated in §§ 121.1117, 125.509, or 129.117, (Fuel Tank Flammability) that person will be required to comply with those operational requirements. Those operational requirements require a design change to the center fuel tank that either reduces its flammability to the level required by § 26.33(c)(1)(i) or provides a means to mitigate the effects of an ignition of fuel vapors to the level required by § 26.33(c)(2). See Exemption 9950 for background information on this issue.

XII. A310-200 Series (A310-221, A310-222 and A310-203 approved February 21, 1985, A310-204 approved January 8, 2001) (Transport Aircraft)

Engines.

2 Pratt & Whitney JT90-7R4D1 (A310-221) (FAA Data Sheet E3NE),
2 Pratt & Whitney JT9D-7R4E1 (A310-222) (FAA Data Sheet E3NE),
2 General Electric CF6-80A3 (A310-203) (FAA Data Sheet E13NE),
2 General Electric CF6-80C2A2 (A310-204) (FAA Data Sheet E13NE).

APU.

Airesearch GTCP 331-250(F) (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B
GOST 10227-86	Grade TS-1
GOST 10227-86	Grade RT-1

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.

(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

(4) For Pratt & Whitney engines following additives may be used in RT or TS-1 fuel grades:
I and I-M
TGF and TGF-M

Oil.

(a) The following oils are eligible for the CF6-80A3 engine and for the JT9D-7R4D1/E1 engines, respectively.
Synthetic type conforming to GE specifications D50TF1,
Classes A or B. (GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

XII. A310-200 Series (A310-221, A310-222, A310-203, A310-204) (Transport Aircraft) (cont'd)

Engine Limits.

	GENERAL ELECTRIC CF6-80A3	GENERAL ELECTRIC CF6-80C2A2	PRATT & WHITNEY JT90-7R4D1	PRATT& WHITNEY JT9D-7R4E1
Static Thrust, Sea Level				
Takeoff (5 min-up to 87ºF)	48,970 lb	52,460 lb	48,000 lb	50,000 lb
Max. Cont. (up to 87ºF)	45,800 lb	48,080 lb	45,800 lb	47,500 lb
Max. permissible engine rotor operating speeds				
N1 (Low compressor)	4,016 rpm (117%)	3,854 rpm (117.5%)	3,810rpm (105.8%)	3,810 rpm (105.8%)
N2 (High compressor)	10,859 rpm (110.5%)	11,055 rpm (112.5%)	8,000 rpm (102.5%)	8,000 rpm (102.5%)
Max. permissible engine temperature				
Turbine exhaust temperature at turbine outlet				
Takeoff (5 min)	940ºC	960ºC	625ºC	635ºC
Maximum Continuous	895ºC	925ºC	600ºC	610ºC
Acceleration (2 min)			625ºC	636ºC
Starting	870ºC	870ºC	535ºC	535ºC
º up to 40 sec	750ºC	750ºC	535ºC	535ºC
º above 40 sec				
Oil maximun permissible outlet temperature	160ºC	160ºC	135ºC	135ºC
Continuous Operation				
Transient operation	175ºC	175ºC		
º Limited to 15 min.			163ºC	163ºC
º Limited to 20 min.				

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585ºC

XII. A310-200 Series (A310-221, A310-222, A310-203, A310-204) (Transport Aircraft) (cont'd)

Airspeed Limits (IAS)

	BASIC MODEL VARIANT 01	VARIANT 04	VARIANT 101	VARIANT 104	VARIANT 107
MAXIMUM OPERATING MACH M_{MO}	0.84	0.84	0.84	0.84	0.84
MAXIMUM OPERATING SPEED V_{MO} (Kt)	360*	340	360*	340	360*

*V_{MO} = 340 Kt for A310-203 and –204 models with less than 2 tons fuel in one of the outer tanks.

V_A (Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

V_{FE}

SLATS (º)	FLAPS (º)	VFE (kt)
15	0	245
15	15	210
20	20	195
30	40	180

V_{LO}
Gear extension . . . . . 270 Kt
Gear retraction . . . . . 270 Kt

V_{LE} Landing gear extended . . . . . 270 Kt or M=0.59

V_{MC} (Minimum control speed with the critical engine inoperative)

	A310-203	A310-204	A310-221	A310-222
Inflight - V_{MCA}	109 KCAS	115 KCAS	106 KCAS	109 KCAS
Take off - V_{MCG}	105 KCAS	111 KCAS	103 KCAS	105KCAS

Tire Speed Limit (Ground speed limit): 195.5 kt (225 mph)

C.G. Range. For C.G. envelopes, see EASA Approved US Flight Manual.

XII. A310-200 Series (A310-221, A310-222, A310-203, A310-204) (Transport Aircraft) (cont'd)

Maximum Weights.

	A310-203, A310-221 A310-222		A310-203, A310-221, A310-222			
	BASIC MODEL		VARIANT 01 (with Mod. 3703)		VARIANT 04 (with Mod. 5124)	
	kg	lb	kg	lb	kg	lb
Taxi Weight	132,900	292,991	139,500	307,542	142,900	315,037
Take-off Weight	132,000	291,007	138,600	305,558	142,000	313,053
Landing Weight	118,000	261,247	121,500	267,859	121,500	267,859
Zero Fuel Weight	108,500	239,201	111,500	245,813	111,500	245,813

XII. A310-200 Series (A310-221, A310-222, A310-203 and A310-204) (continued)

	A310-204		A310-204		A310-204	
	VARIANT 101 (with Mod. 6527)		VARIANT 104 (with Mod. 6528)		VARIANT 107 (with Mods. 6527 and 7290)	
	kg	lb	kg	lb	kg	lb
Taxi Weight	139,500	307,500	142,900	315,000	134,900	297,450
Take-off Weight	138,600	305,600	142,000	313,100	134,000	295,470
Landing Weight	122,000	269,000	122,000	269,000	122,000	269,000
Zero Fuel Weight	112,000	246,960	112,000	246,960	112,000	246,960

Minimum Flight Weight. 80,000 kg (176,400lb).

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 265 or 255 when overwing exit is configured as a Type III. For seating arrangement refer to AIRBUS specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load: 27,999 lbs
Aft compartment - Maximum load: 20,999 lbs
Bulk compartment - Maximum load: 6,107 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal)		Arm
	(lb)	(US gal)	(inches)
Outboard Tanks	13,220	1,980	1181.5
Inboard Tanks	49,300	7,384	1019.53
Center Tanks	34,680	5,194	963.3
TOTAL	97,200	14558	1021.5

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb (refere to latest EASA approved AFM revision).

Oil Capacity. GE Engine oil capacity 25.02 lb/engine usable (at 8.1 lb/gal) with engine mount arm 842.8 inches.

PW - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 899.7 inches.

XII. A310-200 Series (A310-221, A310-222, A310-203, A310-204) (Transport Aircraft) (cont'd)

Maximum Operating Altitude.	41,000 ft.
Equipment.	The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List AI/V-C 895/85 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required: EASA-Approved US Airplane Flight Manual.
Other Information.	See "Data Pertinent to all A310 Models"

XIII. A310-300 Series (A310-322 Approved June 10, 1987; A310-324 Approved June 10, 1987; A310-304 Approved February 12, 1988, A310-325 Approved March 22, 1996) (Transport Aircraft)

Engines.

2 Pratt and Whitney JT9D-7R4E1 (A310-322) (FAA Data Sheet E3NE) or
2 Pratt and Whitney PW 4152 (A310-324) (FAA Data Sheet E24NE) or
2 General Electric CF6-80C2A2 (A310-304) (FAA Data Sheet E-13NE)
2 Pratt and Whitney PW4156A (A310-325) (FAA Data Sheet E24NE)

APU.

Airesearch GTCP 331-250(H) (Specification 31-2891)

Fuel.

(a) The following fuels are eligible for engines and APU:

MIL-T-5624H	Grades JP-4 or JP-5
AST-MD-1655-65T	Grades Jet A1 (JP-1) and Jet B
AST-ES-2-74	Grades Jet A, A1 and Jet B
GOST 10227-86	Grades TS-1
GOST 10227-86	Grades RT

French specifications are:
Air 3404
Air 3407
Air 3405

With JP-4 or Jet B fuel, the following limitations apply:

(1) Maximum altitude of 15,000 ft with gravity fuel supply from inboard tanks.

(2) Maximum altitude of 20,000 ft with gravity fuel supply from outboard tanks.

(b) The following additives may be used in approved fuels for engines and APU:

(1) Philips PFA-55MB or anti-icing additive to specifications MIL-I-278686 E at a concentration not in excess of 0.15 percent by volume.

(2) Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).

(3) Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 300 conductivity units which is approximately equivalent to one ppm.

(4) For Pratt & Whitney engines and APU, the following additives may be used in RT or TS-1 fuel grades:
anti-ice additives
1 and 1-M
TGF and TGF-M

XIII. A310-300 Series (A310-322, A310-324, A310-304, A310-325) (Transport Aircraft) (cont'd)

Oil.

(a) The following oils are eligible for the CF6-80C2A2 engines, for the PW JT9D-7R4E1 and for the PW 4152 and PW 4156A engines respectively:

Synthetic type conforming to GE specification D50TF1, (GE Service Bulletin No. 79-1 lists approved brand oils.)

Synthetic type conforming to PW specification 521C (PW Service Bulletin No. 238 lists approved brand oils).

(b) The following oil is eligible for the APU:
See Maintenance Manual AIRESEARCH GTCP 331-250, Chapter 49.21.00 Table 2.

Engine Limits.

	PRATT AND WHITNEY PW 4156A	PRATT AND WHITNEY PW 4152	PRATT & WHITNEY JT9D-7R4E1	GENERAL ELECTRIC CF6-8C2A2
Static Thrust, Sea Level				
Takeoff (5 min-up to 87ºF)	56,000 lb	52,000 lb	50,000 lb	52,460 lb
Max. Cont. (up to 87ºF)	49,200 lb	49,200 lb	47,500 lb	48,080 lb
Max. permissible engine rotor operating speeds				
N1 (Low compressor)	4,012 rpm (111.4%)	4,012 rpm (111.4%)	3,810rpm (105.8%)	3,854 rpm (117.5%)
N2 (High compressor)	10,450 rpm (105.5%)	10,300 rpm (104%)	8,000 rpm (102.5%)	11,055 rpm (112.5%)
Max. permissible engine temperature				
Turbine exhaust temperature at turbine outlet				
Takeoff (5 min)	650ºC	625ºC	635ºC	960ºC
Maximum Continuous	625ºC	600ºC	610ºC	925ºC
Acceleration (2 min)	650ºC	625ºC	635ºC	
Starting				
º up to 40 sec	535ºC	510ºC	535ºC	870ºC
º above 40 sec	535ºC	510ºC	535ºC	750ºC
Oil maximum. permissible outlet temperature				
Continuous Operation	163ºC	163ºC	135ºC	160ºC
Transient operation				
º Limited to 15 min.	177ºC	177ºC	163ºC	175ºC
º Limited to 20 min.				

APU Limits.

- Power rating maximum at sea level: 98.5 KW
- Maximum operating speed: 43,562 rpm
- Maximum gas temperature at turbine outlet: 585ºC

XIII. A310-300 Series (A310-322, A310-324, A310-304, A310-325) (Transport Aircraft) (cont'd)

Airspeed Limits (IAS)

	BASIC MODEL	VARIANT 08 VARIANT 01 VARIANT 05 VARIANT 12
MAXIMUM OPERATING MACH M_{MO}	0.84	0.84
MAXIMUM OPERATING SPEED V_{MO} (Kt)	360	340

V_A(Maneuvering speed): refer to EASA-approved US Airplane Flight Manual Chapter 2.03.

V_{FE}

SLATS (º)	FLAPS (º)	VFE (kt)
15	0	245
15	15	210
20	20	195
40	40	180

V_{LO}
Gear extension . . . . . 270 Kt
Gear retraction . . . . . 270 Kt

V_{LE} Landing gear extended . . . . . 270 Kt or M=0.9

V_{MC} (Minimum control speed with the critical engine inoperative)

	A310-322	A310-324	A310-304	A310-325
Inflight - V_{MC}	109 KCAS	115 KCAS	115.5 KCAS	121 KCAS (*)
Take off - V_{MCG}	105 KCAS	111 KCAS	111 KCAS	117 KCAS

(*) Values at Zp = 0 ft. m the AFM, these values are scheduled with altitude.

Tire Speed Limit (Ground speed limit): 195.5 kt (255 mph)

C.G. Range. For C.G. envelopes, see EASA Approved US Flight Manual.

Maximum Weights.

	BASIC MODEL		VARIANT 01 (with Mod. 5616)		VARIANT 05 (with Mod. 7088)		VARIANT 08 (with Mod. 8130, only for model A310-325)		VARIANT 12 (with Mod. 11103, only for model A310-324)	
	kg	lb	kg	lb	kg	Lb	kg	lb	kg	Lb
Taxi Weight	150,900	332,735	153,900	339,350	157,900	363,604	164,900	348,170	160,900	354,784
Take-off Weight	150,000	330,750	153,000	337,365	157,000	361,620	164,000	346,185	160,000	352,800
Landing Weight	123,000	271,215	123,000	271,215	124,000	273,420	124,000	273,420	124,000	273,420
Zero Fuel Weight	113,000	249,165	113,000	249,165	114,000	251,370	114,000	251,370	114,000	251,370

XIII. A310-300 Series (A310-322, A310-324, A310-304, A310-325) (Transport Aircraft) (cont'd)

Minimum Flight Weight. 80,000 kg. (176,400 lb)

Minimum Crew. For all flights: 2 pilots

Maximum Passengers. 265 - For seating arrangement refer to AIRBUS specification TL 25/1110/74

Maximum Baggage.

Forward compartment - Maximum load:	27,999 lbs
Aft compartment - Maximum load:	20,999 lbs
Bulk compartment - Maximum load:	6,107 lbs

Fuel Capacity.

Location	(Usable fuel 6.676 lb/gal)		Arm
	(lb)	(US gal)	(inches)
Outboard Tanks	13,051	1,955	1181.1
Inboard Tanks	49,209	7,371	1018.9
Center Tanks	34,642	5,189	963.3
Trim Tank	10,848	1,625	1890.5
TOTAL	107,750	16,140	1108.4

For aircraft equipped with Auxiliary Centre Tank, refer to Note 8.

Fuel Management. Fuel must be loaded symmetrically in outboard tanks first; fuel must be used from inboard tank first. Maximum allowable wing fuel asymmetry is 4,410 lb (refere to latest EASA approved AFM revision).

Oil Capacity. PW - JT9D-7R4E1 - Engine oil capacity 33.40 lb/engine usable (at 8.1 lb/gal) with engine moment arm 899.7 inches.

PW 4152 and PW 4156A - Engine oil capacity 28.44 lb/engines usable (at 8.1 lb gal) with engine moment arm 900.24 inches.

GE CF6-80C2A2 - Engine oil capacity 25.02 lb/engine usable (at 8.l lb/gal) with engine moment arm 840.4 inches.

Maximum Operating Altitude. 41,000 ft.

Equipment. The basic required equipment as prescribed in the applicable Federal Aviation Regulations must be installed in the aircraft. Airbus Equipment List Document A1/EA-A No. 413.601/87 as revised identifies all required equipment and all optional equipment approved by the Direction General de l'Aviation Civile (D.G.A.C.) of France. In addition, the following is required:

EASA-Approved US Airplane Flight Manual.

Other Information. See "Data Pertinent to all A310 Models"

DATA PERTINENT TO ALL A310 MODELS

Datum. Station 0 (251.26 inches forward of fuselage nose)

MAC. 229.48 inches (leading edge of MAC: Sta. 992)

Leveling Means. Clinometer on the cabin seat track rails.

Serial Numbers Eligible. A French "Certificat de Navigabilite pour Exportation" endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for U.S. certification is made.

Import Requirements. An FAA Standard Airworthiness Certificate may be issued on the basis of a French "Certificat de Navigabilite pour Exportation" signed by a representative of the Direction Generale de 'Aviation Civile (D.G.A.C.) of France, containing the following statement: "The airplane covered by this certificate has been examined, tested and found to conform to the type design approved under Type Certificate No. A35EU and to be in condition for safe operation".Refer to the applicable bilateral agreement to verify eligibility for import into the United States of both new and used aircraft based on the scope of the agreement, to identify any required statements by the exporting authority on the export certificate of airworthiness (or equivalent document), and for procedures for coordinating exceptions to conformity statements on these documents. Refer to FAA Order 8130.2, *Airworthiness Certification of Aircraft*, for requirements for issuance of an *airworthiness certificate* for imported aircraft.

Certification Basis.

(a) FAR Part 25: Amendment 1 through 21 Basic;
Amendment 22 through 45 (elected) except for 25.109 and 25.631;
Amendment 46 (elected) for paragraph 25.803, and 25.809(f)(1)(v);
Amendment 47 (elected) for paragraph 25-809(f)(1)(iii);
Amendment 49 (elected) for paragraph 25.733;
Amendment 54 (elected) for paragraph 25.365(e)(1) and (e)(2).

For the A310-300 series and the Model A310-204 (vertical stabilizer only): FAR 25.631, Amendment 25-23 is included in the above certification basis.

(b) For precision approach and landing, the applicable technical requirements are complemented by AC 120-29 and AC 120-28C.

For the automatic flight control system, the applicable technical requirements are complemented by AC 20-57A for automatic landing and by AC 25.1329-1A for cruise.

(c) ICAO Annex 16, Vol II, Aircraft Engine Emissions (fuel venting requirements).

(d) Compliance with the following optional requirements has been established:

Ditching provisions FAR 25.801
Ice Protection Provisions FAR 25.1419.

(e) An equivalent level of safety was found for FAR 25.813(c), 25.807 and 25.809 through A310 issue paper CI-3. This finding is applicable to both the A310-200 and A310-300 series.

(f) An equivalent level of safety was found for FAR 25.173(c) and 25.175(c) through A310 issue paper F-1. This finding is applicable to both the A310-200 and A310-300 series.

(g) For the A310-200 series: The French/German complementary conditions (DGAC letter 53781).

(h) Aircraft Noise:
- For the A310-200 series (except the Model A310-204): FAR Part 36 through Amendment 36-12.
- For the Model A310-204: FAR Part 36 through Amendment 36-22.
- For the A310-300 series : FAR Part 36 through Amendement 36-12
- If modifications 13219 (New Noise Chapter 4 Requirements) is embodied on a Type A310 Model -204, -304 the aircraft is compliant with amendment 36-27 and certificated to Stage 4 Noise requirements.

(i) For the A310-300 model: FAA Special Conditions for the A310-300 published in the Federal Register 17 June 1987 through Special Conditions 25-ANM-12 on lightning protection, protection from unwanted effects of radio frequency energy, and the propulsion control system.

(j) For the A310-300 model: Environmental Standards except Noise :

(1) SFAR 27-5

Part 26: Continued Airworthiness and Safety Improvements for Transport Category Airplanes:

Based on 14 CFR § 21.29(a) for new import TCs, or § 21.101(g) for changes to TCs, applicable provisions of part 26 are included in the certification basis. For any future 14 CFR part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections

Exemption 10070
This exemption grants relief from having to meet the requirements of § 26.33
See NOTE(7)

DGAC originally type cerificated this A310 under its type certificate number N°72, TCDS N°145. The FAA validated this product under U.S. Type Certificate Number A35EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of DGAC.

NOTES TO ALL A310 MODELS

NOTE 1

NOTE 2

NOTE 3. Airworthines Limitations/Maintenance Instructions
- Safe Life Airworthiness Limitations items are provided in the A310 Ariworthiness Limitations Section (ALS) Part 1 approved by EASA ref A310 ALS document
- Damage Tolerance Airworthiness Limitations items are provided in the EASA approved Airbus document ref Airbus document AI/SE-M2/95A.0263/06.
- Mandatory systems related tasks (Certification Maintenance Requirements) for the A310-200 and A310-300 series are quoted in the EASAapproved Airbus document AI/ST5/849/85, Section 1.
- Ageing system maintenance items are provided in the A310 Airworthiness Limitation Section (ALS) Part 4 approved by EASA ref. A310 ALS document.
- Fuel Airworthiness Limitations are provided in the EASA approved FAL document ref. Airbus document 95A.1930/05.
- Maintenance Review Board Report

NOTE 4. Cabin Equipment: Seats and galleys must be designed in accordance with AIRBUS specifications: TL 25/1110/74 and TL 25/1109/74.

NOTE 5. If modifications 4941, 5502, 5429, 5428, 5757, 5953 are embodied, the aircraft is certificated for Category III precision approach (fail operational system).

NOTE 6. The A310-200 series basic definition for U.S. import certification, except Model A310-204, is contained Document AI/V-C131/85. The Model A310-204 basic definition for U.S. import certification is contained Document AI/EA-N No. 415.2342/00.

The A310-300 basic definition for U.S. import certification is contained in Document AI/EA-A No. 948/86.

NOTE 7. ETOPS for the A310-221 and A310-222: The type design, reliability and performance of these airframe-engine combinations has been evaluated in accordance with AC120-42A and found suitable for (180 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document (AI/EA3001, Revision 3, approved July 27, 1990 + TR approved Feb. 27, 1991). This finding does not constitute approval to conduct extended range operations. Operational approval must be obtained from the FAA by the operator.

ETOPS for the A310-324: The type design, reliability and performance of these airframe-engine combinations has been evaluated in accordance with AC120-42A and found suitable for (120 minute maximum diversion time) Extended Range Operations with the incorporation of the corresponding approved airplane configuration CMP document (AI/EA3001, Revision 2, approved March 1, 1990). This finding does not constitute approval to conduct extended range operations. Operational approval must be obtained from the FAA by the operator.

Any ETOPS approval for new aircraft model wherein the application was sent to FAA prior to February 15, 2007 is to be proceeded with the ETOPS approval against 14 CFR 25.1535 that have not yet already been approved under the provisions of AC120-42A.

NOTE 8.

For A310-300 series airplanes: Modifications 6920 and 7468 provide for installation in the aft cargo compartment of respectively 1 and 2 Auxiliary Center Tanks (ACT) with the following characteristics :

Tank	Unusable fuel	Usable fuel
ACT 1	59.5 lb (27 kg)	12,698.5 lb (5760 kg)
ACT 2	59.5 lb (27 kg)	12,698.5 lb (5760 kg)

For corresponding limitations and associated procedures refer to the US Airplane Flight Manual.

NOTE 9.

This exemption does not grant relief from the related operational requirements contained in §§ 121.1117, 125.509, or 129.117. Should a person choose to operate an Airbus A310, Models 304, 322, 324, and 325 airplanes under part 129 (U.S. registered only), 121 or 125 beyond the operational compliance deadlines as stated in §§ 121.1117, 125.509, or 129.117, (Fuel Tank Flammability) that person will be required to comply with those operational requirements. Those operational requirements require a design change to the center fuel tank that either reduces its flammability to the level required by § 26.33(c)(1)(i) or provides a means to mitigate the effects of an ignition of fuel vapors to the level required by § 26.33(c)(2). See Exemption 10070 for background information on this issue.

GENERAL NOTES: APPLICABLE TO ALL AIRCRAFT

NOTE 1

WEIGHT AND BALANCE

(a) Current weight and balance report including list of equipment, entitled "Aircraft Inspection Report," included in certificated empty weight, and loading instructions, must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. Airbus Report, "Weight and Balance Manual," contains loading information for each airplane and interior arrangement configuration as delivered. This report contains, or refers to, information relative to location of all passengers and crew member seats, location and capacity of all cargo and baggage compartments, buffets, storage spaces and coat rooms, location and capacity of lounges, lavatories, and the required placards in the passenger compartment.

(b) The airplane must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction and movement of crew and passengers from their assigned positions.

(c) The weights of system fuel and oil, as defined below, and hydraulic fluid, all of which must be included in the airplane empty weight, are listed for each airplane in the Weight and Balance Manual specified in paragraph (a) above.

(d) System fuel is the weight of all fuel required to fill all lines and tanks up to the zero-fuel point on the fuel gages in the most critical flight attitude, including the unusable tank fuel as defined by FAR Part 25.959. (The usable fuel in the crossfeed manifold lines, manifolds, and engine that is not part of the system fuel, must be included in the total usable fuel to obtain correct weight and C.G. for takeoff).

(e) The unusable fuel is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in FAR Part 25.959. This "unusable" fuel is included in System Fuel as indicated in (d) above and need not be accounted for separately.

(f) System oil is the weight of oil remaining in the engine, constant speed drive, lines and tanks after subtracting the oil in the tanks which is above the standpipe (zero gauge) levels. The engine oil capacities shown elsewhere in this data sheet includes only the usable oil for which the tanks must be placarded.

NOTE 2

Reserved

NOTE 3

SERVICE INFORMATION

Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the DGAC France, are accepted by the FAA and are considered FAA approved. Additionally, approvals issued by Airbus under the Authority of EASA approved Design Organization EASA.21J.031 - or for approvals made before September 28, 2003- under the authority of DGAC Design Organization Approval No. F.JA.02 are considered FAA approved. These approvals pertain to the type design only.

- Airbus Service Bulletins, except as noted below,
- Structural repair manuals,
- Vendor manuals referenced in Airbus Service Bulletins,
- US Aircraft flight manuals,
- Repair Instructions

Note**:** Airbus Service Bulletins which contain design changes classified as Level 1 Major or Non-Basic in accordance with the US/France Bilateral Aviation Safety Agreement

Implementation Procedures for Airworthiness must be approved by the FAA in accordance with those procedures.

NOTE 4

IMPORT REQUIREMENTS:

The FAA can issue a U.S. airworthiness certificate based on an NAA Export Certificate of Airworthiness (Export C of A) signed by a representative of ***[insert name of the State of Design/Manufacture National Aviation Authority]*** on behalf of the European Community. The Export C of A should contain the following statement:
'The aircraft covered by this certificate has been examined, tested, and found to comply *with* **[insert document identifier, title revision, etc.]** approved under U.S. Type Certificate No**.** A35EU and to be in a condition for safe operation.'

NOTE 5

AIRWORTHINESS DIRECTIVES:

Some airworthiness directives refer to Model A300 B4-600, B4-600R, C4-600R and F4-600R series airplanes as "Model A300-600 series airplanes." The Model A300-600 is the common model designation. The phrase "Model A300 B4-600, B4-600R, F4-600R and C4-600R series airplanes" collectively refers to Model A300B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R and C4-605R Variant F airplanes.

Some airworthiness directives refer to Model A300 B2 and B4 series airplanes simply as "Model A300" series airplanes. The phrase "Model A300 B2 and B4 series airplanes" collectively refers to Model A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203 and B4-203 airplanes.

Some airworthiness directives refer to Model A310-200 and A310-300 series airplanes as "Model A310 series airplanes," the common model designation. The phrase "Model A310-200 and A310-300 series airplanes" collectively refers to Model A310-221, 222, 203, 204, and Model A310-322, 324, 304, and 325 airplanes.

NOTE 6

A300/A310 Airworthiness Limitations Sections (ALS):

A/C Model	ALS Part	Revision	Approval Date
A300	ALS		02-dec-2008
A300	ALS Part 1	01	05-sep-2013
A300	ALS Part 2	02	03-oct-2014
A300	ALS Part 5	00	27-may-2014
A300-600	ALS		18-apr-2012
A300-600	ALS Part 1	01	05-sep-2013
A300-600	ALS Part 2	01	07-aug-2015
A300-600	ALS Part 3	00	18-apr-2012
A300-600	ALS Part 4	02	18-apr-2012
A300-600	ALS Part 5	00	27-may-2014
A310	ALS		02-dec-2008
A310	ALS Part 1	01	05-sep-2013
A310	ALS Part 2	01	07-aug-2015
A310	ALS Part 3	00	30-nov-2012
A310	ALS Part 4	02	30-nov-2012
A310	ALS Part 5	00	27-may-2014

For all these documents, "EASA-approved" is considered equivalent to "FAA-approved". FAA approved variations to these documents associated with the type design of the airplane are normally included in next scheduled revision cycle by design approval holder (DAH).

.....END.....