



Engine Limits

<b>Engine Limitations (See FAA Engine Data Sheet E00075EN)</b>	<b>A380-841 RB211 Trent 970B-84</b>	<b>A380-842 RB211 Trent 972B-84</b>
Static Thrust at Sea Level - Take-off (5mn) <sup>1</sup> (flat rated 30°C)	348.31 kN or 78,303 lbf	356.81 kN or 80,214 lbf
Approved Oil	Refer to the Engine Operating Instructions (OI-Trent-A380) for information on approved oil specifications for the Trent 900	Refer to the Engine Operating Instructions (OI-Trent-A380) for information on approved oil specifications for the Trent 900

<b>Engine Limitations (See FAA Engine Data Sheet E00072EN)</b>	<b>A380-861 Engine Alliance GP7270</b>	<b>A380-861 Engine Alliance GP7270E<sup>(3)</sup></b>
Static Thrust at Sea Level - Take-off (5mn) <sup>2</sup> (flat rated 30°C)	332.44 kN or 74,735 lbf	<b>332.44 kN or 74,735 lbf</b>
Approved Oil	Refer to the Engine Alliance Service Bulletin EAGP7-79-1 for the listing of approved oils for use in the GP7200 series turbofan engine	Refer to the Engine Alliance Service Bulletin EAGP7-79-1 for the listing of approved oils for use in the GP7200 series turbofan engine

Table references:

- (1) 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around)
- (2) The normal 5 minute take-off rating may be extended to 10 minutes for engine out contingency in accordance with the FAA TCDS Note 2
- (3) If modification 62947 (Thrust Enhancement Kit – TEK) is embodied on A380- 861 aircraft models, the aircraft have an increased thrust in hot days condition.

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

Airspeed Limits

Refer to the FAA approved Airbus Model A380-841, A380-842 and A380-861 U.S. Airplane Flight Manuals.

Center of Gravity Limits

Refer to the FAA approved Airbus Model A380-841, A380-842 and A380-861 U.S. Airplane Flight Manuals.

Datum

The airplane reference zero datum point is located 288.59 in. (7.3302 m) forward of the nose section, 257.59 in. (7.000 m) under the fuselage centerline (datum line).

Leveling Means

Inclinometer on cabin seat track rails (refer to AMM chapter 08.20.00).

Maximum Weights

<b>Variant</b>	<b>000 Basic kg (lb)</b>	<b>001 kg (lb)</b>	<b>002 kg (lb)</b>
<b>Maximum Ramp Weight</b>	562,000 (1,239,000)	512,000 (1,128,800)	571,000 (1,258,800)
<b>Maximum Take-off Weight, MTOW</b>	560,000 (1,234,600)	510,000 (1,124,400)	569,000 (1,254,400)
<b>Maximum Landing Weight, MLW</b>	386,000 (850,980)	394,000 (868,620)	391,000 (862,010)
<b>Maximum Zero Fuel Weight, MZFW</b>	361,000 (795,870)	372,000 (820,120)	366,000 (806,890)

Variant	003 kg (lb)	004 kg (lb)	005 kg (lb)
<b>Maximum Ramp Weight</b>	562,000 (1,239,000)	562,000 (1,239,000)	562,000 (1,239,000)
<b>Maximum Take-off Weight, MTOW</b>	510,000 (1,124,400)	560,000 (1,234,600)	560,000 (1,234,600)
<b>Maximum Landing Weight, MLW</b>	395,000 (870,826)	391,000 (862,010)	386,000 (850,980)
<b>Maximum Zero Fuel Weight, MZFW</b>	373,000 (822,324)	366,000 (806,890)	366,000 (806,890)

Variant	006 kg (lb)	007 kg (lb)	008 kg (lb)
<b>Maximum Ramp Weight</b>	562,000 (1,239,000)	562,000 (1,239,000)	562,000 (1,239,000)
<b>Maximum Take-off Weight, MTOW</b>	573,000 (1,260,600)	490,000 (1,078,000)	575,000 (1,265,000)
<b>Maximum Landing Weight, MLW</b>	393,000 (864,600)	395,000 (869,000)	394,000 (866,800)
<b>Maximum Zero Fuel Weight, MZFW</b>	368,000 (809,600)	373,000 (820,600)	369,000 (811,800)

#### Minimum Crew

Two (2): Pilot and Co-pilot

#### Maximum Passenger Seating Capacity

The maximum eligible passenger seating capacity is 538 on the main deck and 315 on the upper deck for a total of 853.

#### Maximum Compartment Weights

Cargo Compartment	Maximum Load (kg) or (lb)
Forward	28,577 Kg or 63,000 lb
Aft	20,310 Kg or 44,775 lb
Rear (bulk)	2,515 Kg or 5,540 lb

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weight) see Weight and Balance Manual, Airbus Document 00L080H0001/COS, chapter 1.10.

#### Fuel Capacity

Tanks		Usable Fuel		Unusable Fuel	
		Liters (Kg)	Gallons (lb)	Liters (Kg)	Gallons (lb)
Wing	<b>Outer Left</b>	10,340 (8,272)	2,732 (18,237)	38 (30)	10 (66)
	<b>Feed 1</b>	27,632 (22,106)	7,302 (48,735)	82 (66)	22 (145.5)
	<b>Mid Left</b>	36,461 (29,169)	9,635 (64,307)	50 (40)	13.2 (88.2)
	<b>Inner Left</b>	46,142 (36,914)	12,193 (81,381)	70 (56)	18.5 (123.5)
	<b>Feed 2</b>	29,349 (23,479)	7,756 (51,762)	88 (70)	23.3 (154.3)
	<b>Feed 3</b>	29,349 (23,479)	7,756 (51,762)	88 (70)	23.3 (154.3)
	<b>Inner Right</b>	46,142 (36,914)	12,193 (81,381)	70 (56)	18.5 (123.5)
	<b>Mid Right</b>	36,461 (29,169)	9,635 (64,307)	50 (40)	13.2 (88.2)
	<b>Feed 4</b>	27,632 (22,106)	7,302 (48,735)	82 (66)	22 (145.5)
	<b>Outer Right</b>	10,340 (8,272)	2,732 (18,237)	38 (30)	10 (66)
<b>Trim</b>		23,698 (18,958)	6,262 (41,795)	49 (39)	13 (86)
<b>Systems</b>		793 (634)	210 (1398)	382 (305)	101 (672.4)
<b>Total</b>		324339 (259471)	85,707 (572,035)	1086 (869)	287 (1915.8)

#### Maximum Operating Altitude

43,000 feet

Control Surface Movements

INBOARD / MEDIAN / OUTBOARD AILERONS (surface deflection angles)		
	DOWN POSITION	UP POSITION
Maximum operational deflections (computer software limitations)	20°	-30°
Actuator stops (min/max)	23.6°/24.7°	-34.2°/-35.5°
Structural stops	> 25.7°	<-36.5°

SPOILERS 1 to 8 (extended positions)			
	Spoilers 1 and 2	Spoilers 3 to 6	Spoilers 7 and 8
Maximum operational deflections (computer software limitations)	35°	50°	50°
Actuator stops (min/max)	39.6°/39.9°	52.7°/53.2°	53.7°/54.3°
Structural stops	>40.9°	>54.2°	>55.3

INBOARD / OUTBOARD ELEVATORS (surface deflection angles)		
	DOWN POSITION	UP POSITION
Maximum operational deflections (computer software limitations)	20°	-30°
Actuator stops (min/max)	22.8°/23.6°	-33.1°/-33.9°
Structural stops	> 24.6°	<-34.9°

THS (surface deflection angles)		
	NOSE UP	NOSE DOWN
Maximum operational deflections (computer software limitations)	-10°	2°
THSA stops	-10.44°/-10.56°	2.94°/3.06°
Interference between THS and the tail cone	-10.7°	3.3°

UPPER AND LOWER RUDDERS (surface deflection angles)		
	RH turn	LH turn
Maximum operational deflections (computer software limitations)	-30°	30°
Actuator stops (min/max)	-32.3°/-33.2°	32.3°/33.2°
Interference between the rudders and VTP	<-34.2°	>34.2°

## Manufacturer's Serial Numbers

### 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 the exporting foreign civil airworthiness 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 conform with the Type Design approved under U.S. Type Certificate No. A58NM, and is in a condition for safe operation.'

In order for the FAA to determine that an A380 aircraft is in a condition for safe operation under the provisions of 14 CFR 21.183, the FAA certificating inspector or other authorized person must contact the Manager, International Branch, ANM-116, FAA Transport Airplane Directorate; 1601 Lind Avenue Southwest; Renton, Washington 98055; telephone (425) 227-1263; fax (425) 227-1149, prior to issuance of the U.S. airworthiness certificate to obtain the FAA Required Airworthiness Action List (RAAL) for the A380. After the first airplane is imported to the U.S. the RAAL will be finalized and published in the TCDS.

When the TCDS is amended to include the RAAL, a notice will be published in the Federal Register, to inform the public of this amendment.

The RAAL contains a list of type design modifications and inspections that have been determined by the European Aviation Safety Agency (EASA), which is the state of design authority for the Airbus A380, to be required to correct unsafe conditions discovered on the original type design of the A380. EASA has issued Airworthiness Directives that require the accomplishment of these modifications and inspections to correct the identified unsafe conditions, and has advised the FAA of this mandatory continuing airworthiness information (MCAI). Based on this MCAI the FAA has determined that the airworthiness actions identified in the EASA ADs listed in Model A380 RAAL are required in the interest of safety and are necessary for this airplane to be in a condition for safe operation.

Prior to issuance of a Standard Airworthiness Certificate on any Airbus A380 model aircraft, all airworthiness actions listed in the Model A380 RAAL must be accomplished in accordance with the compliance times listed in each MCAI, except as noted in the RAAL. The MCAI listed in the RAAL are airworthiness limitations in addition to those listed in note 3 of this TCDS, and must be included in the operator's airplane maintenance or inspection program. All inspections or modifications, required by the EASA MCAI, that have surpassed the initial compliance time, must be accomplished prior to issuance of the Standard Airworthiness Certificate.

Any deviation from the requirements of the MCAIs, listed in the RAAL, must be approved by the Manager, International Branch, ANM-116, FAA Transport Airplane Directorate.

A Notice of Policy Statement announcing the FAA's policy with respect to foreign MCAI, when no aircraft of the affected design are currently registered in the U.S. was published in the Federal Register on May 1, 1998, docket 98-11648. Additional guidance is contained in FAA advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers, and Related Products Imported into the United States.

### Certification Basis

For model A380-841/842 series airplanes, the certification basis is 14 CFR part 25, effective February 1, 1965, including Amendments 25-1 through 25-98, with elected Amendments 25-101, 25-103 through 25-106, 25-108, 25-109, 25-113 and 25-114.

For Model A380-861 Series Airplanes, the certification basis is revised to require 14 CFR Part 25 at the following amendment levels:

- Amendment 99 for § 25.2
- Amendment 100 for §§ 25.903, 25.1091
- Amendment 101 for § 25.1183,
- with elected Amendments 25-103 through 25-106, 25-108, 25-109, 25-113 and 25-114.

### Special Conditions:

- (1) No. 25-315-SC Discrete Gust Requirements
- (2) No. 25-333-SC Transient Engine Failure Loads
- (3) No. 25-321-SC Crashworthiness
- (4) No. 25-322-SC Airplane Jacking Loads
- (5) No. 25-326-SC Stairways Between Decks
- (6) No. 25-327-SC Emergency Exit Arrangement (Outside Viewing)
- (7) No. 25-330-SC Escape System Inflation System

- (8) No. 25-329-SC Escape Systems in non-Pressurized compartments
- (9) No. 25-323-SC Extendable-Length Escape Slides
- (10) No. 25-328-SC Flotation and Ditching
- (11) No. 25-340-SC Fire Protection
- (12) No. 25-316-SC Dynamic Braking
- (13) No. 25-324-SC Loading Conditions for Multi-Leg Landing Gear
- (14) No. 25-316-SC Interaction of Systems and Structure
- (15) No. 25-316-SC Limit Pilot Forces
- (16) No. 25-316-SC Dive Speed Definition
- (17) No. 25-338-SC Ground Turning Loads
- (18) No. 25-318-SC Design Roll Maneuver
- (19) No. 25-316-SC Flight Envelope Protection: High Incidence Protection and Alpha Floor Systems
- (20) No. 25-316-SC Electronic Flight Control System: Control Surface Awareness
- (21) No. 25-316-SC Flight Envelope Protection: General Limiting Requirements
- (22) No. 25-316-SC Flight Envelope Protection: Normal Load Factor (G) Limiting
- (23) No. 25-316-SC Flight Envelope Protection: High Speed Limiting
- (24) No. 25-316-SC Flight Envelope Protection: Pitch and Roll Limiting
- (25) No. 25-316-SC Side Stick Controllers
- (26) No. 25-316-SC Electronic Flight Control System: Flight Characteristics Compliance via the Handling Qualities Rating Method
- (27) No. 25-316-SC Operation Without Normal Electrical Power
- (28) No. 25-316-SC Electronic Flight Control System: Lateral-Directional Stability, Longitudinal Stability, and Low Energy Awareness
- (29) No. 25-316-SC High Intensity Radiated Fields (HIRF) Protection
- (30) No. 25-335-SC Reinforced Bulkhead
- (31) No. 25-339-SC Lithium-Ion Battery Installations

NOTE: The FAA Special Conditions referenced above may be accessed at internet location:  
[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgSC.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgSC.nsf/MainFrame?OpenFrameSet)

#### Equivalent Level of Safety Findings:

- (1) Section 25.629, Aeroelastic Stability Requirements (documented in TAD ELOS Memo CP101-A-5)
- (2) Section 25.331(c)(2), Checked Maneuver Loads (documented in TAD ELOS Memo CP101-A-7)
- (3) Sections 25.341(a)(i) and (b), 25.343(b)(1)(ii), 25.345(c)(2), 25.371, 25.373(a), 25.391 and 25.1517, Continuous Turbulence Loads (documented in TAD ELOS Memo CP101-A-09)
- (4) Section 25.963(d), Fuel Tank Loads (documented in TAD ELOS Memo CP101-A-10)
- (5) Section 25.963(e), Fuel Tank Access Covers (documented in TAD ELOS Memo CP101-A-11)
- (6) Section 25.671(c)(2), Flight Control System Failure Criteria (documented in TAD ELOS Memo CP101-A-21)
- (7) Section 25.810(a)(1)(ii) and (b), Escape System Inflation Time (documented in TAD ELOS Memo CP101-C-11)
- (8) Section 25.107(e)(1)(iv), Reduced Margins between Minimum Liftoff Speed and Minimum Safe Flyaway Speed (documented in TAD ELOS Memo CP101-F-17)
- (9) Section 25.933(a)(1)(ii), Flight Critical Thrust Reverser (documented in TAD ELOS Memo CP101-P-02)
- (10) Part 25 subpart E, F and G requirements applicable to APU installations, Adoption of Draft Harmonized Rules for APU Certification (documented in TAD ELOS Memo CP101-P-05)
- (11) Section 25.1305(c)(6), Trent 900 Warning Means for Engine Fuel Filter Contamination (documented in TAD ELOS Memo CP101-P-11) for A380-841/-842 models only
- (12) Section 25.1203(d), Trent 900 Overheat Detection (documented in TAD ELOS Memo CP101-P-13) for A380-841/-842 models only
- (13) Section 25.1549(a), Oil Temperature Indication (documented in TAD ELOS Memo CP101-P-15)
- (14) Section 841(b)(1), Tests for Pressurized Cabins (documented in TAD ELOS Memo CP101-S-15)
- (15) Section 831(g), Ventilation System Failures/Cabin Temperature and Humidity (documented in TAD ELOS Memo CP101-S-22)
- (16) Section 25.1383(b), Landing Light Switches (documented in TAD ELOS Memo CP101-S-23)
- (17) Section 25.841(b)(6), Cabin Pressurization – High Altitude Airfield Operations (documented in TAD ELOS Memo CP101-S-27)
- (18) Section 25.865, APU Mounting System Fireproofness (documented in TAD ELOS Memo CP101-P-18)
- (19) Section 25.1415(c), Ditching Equipment (documented in TAD ELOS Memo CP101-C-14)
- (20) Section 25.1305(c)(6), 997(d), Warning Means for Engine Fuel Strainer/Filter Contamination on GP7200 Engine Installation (documented in TAD ELOS Memo CP-101-T-P-17) for A380-861 model only
- (21) Section 25.856(b), Improved Flammability standards for Thermal/acoustic insulation materials (documented in TAD ELOS Memo TD0794IB-T-CI-5; Memo TD0794IB-T-CI-6 and Memo TD0794IB-T-CI-7).
- (22) Sections 25.811(g) and 25.812(b)(1), Symbolic Exit Sign (documented in TAD ELOS Memo TD01007IB-T-C-16) .

- (23) Section 25.1195(c). Fire Extinguishing Agent Concentration (documented in TAD ELOS Memo AT10272IB-T-P-1).
- (24) Section 25.779(b)(1). Throttle Motion During Go-around Operations (documented in TAD ELOS Memo AT10197IB-T-P-2).
- (25) Section 25.1457(d)(5). Cockpit Voice Recorder - (documented in TAD ELOS Memo TD00823IB-T-SE-32).

NOTE: The FAA Equivalent Level of Safety Memos referenced above may be accessed at internet location:  
[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgELOS.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgELOS.nsf/MainFrame?OpenFrameSet)

**Exemptions:**

- (1) Exemption No. 8538 for 14 CFR part 25 section 25.562(b)(2) Emergency Landing Dynamic Conditions
- (2) Exemption No. 8695A (Partial) for 14 CFR part 25 section 25.841(a)(2)(i), (ii), and (3), per Amendment 25-87, Pressurized Cabins

NOTE: The FAA Exemptions referenced above may be accessed at internet location:  
[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgEX.nsf/MainFrame?OpenFrameSet](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgEX.nsf/MainFrame?OpenFrameSet)

**Environmental Standards:**

- 14 CFR part 34, effective September 10, 1990, including Amendments 34-1 through 34-3.
- 14 CFR part 36, effective December 1, 1969, including Amendments 36-1 through 36-27, at Stage 4

**Optional Requirements Elected:**

- (1) Sections 25.801, 25.1411 and 25.1415 for ditching
- (2) Section 25.1419 for ice protection

**Part 26 of the Federal Aviation Regulations:**

Based on 14 CFR Section 21.29(a) for new import Type Certificates (TCs), (or Section 21.101(g) for changes to TCs), applicable provisions of 14 CFR 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.

**Production Basis**

A380 airplanes, all series and models, are produced in France or Germany under production approval EASA.21G.0001 issued by the European Aviation Safety Agency, (EASA).

**Equipment**

The basic required equipment as prescribed in the applicable airworthiness regulations (see the Certification Basis) must be installed in the aircraft. Equipment approved for installation is listed in the following documents:

- See A380-841/-842/-861 Type design definition

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

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

**Hydraulic Fluids**

Fluid specifications: Type IV LD (Low Density) and Type V LD as per NSA 307-110.

**Auxiliary Power Unit (APU)**

One Pratt & Whitney Canada PW980A

Tires

	<b>Tire Type</b>	<b>Size</b>	<b>Ply Rating</b>
<b>BLG &amp; WLG:</b>	RADIAL	1400x530 R23	40PR
<b>NLG:</b>	RADIAL	1270x455 R22	32PR

The main wheels can be fitted with tires from two manufacturers:

Michelin (Radial); 1400 x 530 R23  
 Bridgestone (Radial); 1400 x 530 R23

Tires mixability: See Service Bulletin A380-32-8021 (Landing Gear – Tires – General Procedures) for allowable combinations.  
 The nose wheels can be fitted with tires from two manufacturers:

Michelin (Radial) 1270 x 455 R22  
 Bridgestone (Radial) 1270 x 455 R22

**Tire Loads and Pressures**

	LOAD RATING	RATED PRESSURE		Service Pressure UNLOADED		Service Pressure LOADED	
		bar	PSI	bar	PSI	bar	PSI
WLG & BLG Tire	33336 daN	17.2	249	14.4	209	15.0	218
NLG Tire	24380 daN	16.2	235	13.3	193	13.9	202

Weather Capabilities

The Model A380-800 is qualified to Cat. III precision approaches and autoland.

Airplane Flight Manual

Refer to A380-841 and A380-842 US Airplane Flight Manuals, Revision 0.3, Issue 1, both dated December 7, 2006, applicable to A380-841 and A380-842 airplanes.

Refer to A380-861 US Airplane Flight Manual, Revision CP2, Issue 1.1, dated November 22, 2007, applicable to A380-861 airplane.

Service Information

Each of the documents listed below that contain a statement that it is approved by the European Aviation Safety Agency (EASA) 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 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,
- Aircraft flight manuals,
- Repair Instructions.

Note: Design changes that are contained in Airbus Service Bulletins and that are classified as Level 1 Major in accordance with either the US/France or US/EASA Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness must be approved by the FAA.



Electrical Power Center Configuration Data File Tool

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

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

Notes:

Note 1: A current weight and balance report including list of the equipment included in the certificated empty weight, and loading instructions, when necessary, must be provided for each aircraft at the time of original airworthiness certification and at all times thereafter.

Note 2: Airplane operation must be in accordance with the FAA approved Airplane Flight Manual. All placards required by either the FAA approved AFM, the applicable operating rules, or the certification basis must be installed in the appropriate location in the airplane.

Note 3: Maintenance Instructions and Airworthiness Limitations:

- Limitations applicable to Safe Life Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section 1 approved by EASA (Document 00L050H0007/C01)
- Limitations applicable to Damage-Tolerant Airworthiness Limitation Items are provided in the A380 Airworthiness Limitations Section (ALS) Section 2 approved by EASA (Document 00L050H0005/C01)
- Certification Maintenance Requirements are provided in the A380 Airworthiness Limitations Section (ALS) Section 3 approved by EASA (Document 00L050H0002/C01)
- A380- 800 Ageing System Maintenance are provided in the A380 Airworthiness Limitations Section (ALS) Section 4 approved by EASA (Document 00 L 050 H 0010 / C01)
- A380- 800 Fuel Airworthiness Limitations are provided in the A380 Airworthiness Limitations Section (ALS) Section 5 approved by EASA (Document 00 L 050 H 0009 / C01)
- A380-800 Aircraft Information System Security (AISS) are provided in the A380 Airworthiness Limitations Section (ALS) Section 6 approved by EASA (Document 00 L 050 HLS 06 / C01)
- Airworthiness corrective actions required by the EASA ADs listed in the A380 RAAL.

Note 4: Per 14 CFR 21.50, the Instructions for Continued Airworthiness, as defined in 14 CFR 25.1529 and Appendix H, must be complete and accepted by the FAA prior to delivery of the first aircraft or issuance of a standard certificate of airworthiness, whichever occurs later. Contact the Seattle Aircraft Evaluation Group for information.

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