

Airbus A300B4-203 Limitations

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SELECTED LIMITATIONS

All references to airspeed or Mach number relate to Indicated Airspeed or Indicated Mach Number, unless otherwise noted. All references to altitude relate to Pressure Altitude, unless otherwise noted.

AIRSPEED

Flaps/Slats placard speed (Vfe)

0/16	250 KIAS/.55M
8/16	215 KIAS/.47M
15/16	205 KIAS/.46M
25/25	180 KIAS/.40M

En Route & Holding

Flaps/Slats 0/16 210 KIAS/.47M

Landing Gear Operating Speeds

V_{lo} (EXT) - 270 KIAS/.59M

V_{lo} (RET) - 240 KIAS/.53M

Landing Gear Extended Speeds

V_{le} - 270 KIAS/.59M

Minimum Control Speeds

V_{mcg} - 107 KIAS

V_{mca} - 112 KIAS

Tire Speed

Tire Speed - 195.5 kt (GRND)

Maximum Operating Limit Speed

V_{mo} - 345 kt

M_{mo} - .82M; .86M if the takeoff weight is less than 337,300 lb

ALTITUDE

Maximum operating pressure altitude is 40,000 feet.

Maximum takeoff and landing pressure altitude is 14,000 feet.

AUTOPILOT

Takeoff

Do not use the autopilot during takeoff until 500 feet AGL.

Cruise

Maximum airspeed below 1000 feet: 300 kt.

Minimum altitude for use of the autopilot in cruise modes: 500 kt.

Approach

Minimum final approach speed: 120 kt.

Minimum height with autopilot operating in approach mode: 80 ft.

AUTOTHROTTLE

Takeoff

Use autothrottle in N1 mode only.

Cruise

Do not use the autothrottle below 500 feet.

AUTOLAND

Do not use LAND 2 mode for automatic landing with only one AP engaged. The minimum height at which an automatic go-around may be initiated without touching the ground is 15 feet.

Airplane Configuration

Center of gravity limitation: Fwd 18% - Aft 35%

Certified configuration: Slats 25° /Flaps 25°

CATEGORY II APPROACH

Minimum decision height: 100 feet

Certified capabilities: LAND 2, LAND 3

CATEGORY II AUTOMATIC LANDING

Minimum decision height: 100 feet

Certified capabilities: LAND 2 with two autopilots engaged, LAND 3

CATEGORY IIIA AUTOMATIC LANDING

Certified capability: LAND 3

ENGINE LIMITS

CF6-50C2 EGT and RPM LIMITS				
Operating Condition	Time Limit	EGT °C	Max Rotor Speed	
			N1%	N2%
Starting	40 sec.	900	-	-
	none	750	-	-
Max. Cont.	none	910	118.5	109.5
T.O. and Go-around	5 min.	945	118.5	109.5
Acceleration	2 min.	960	118.5	109.5

Note: Actual operating conditions may limit rpm values below those shown in the table.

FUEL SYSTEM

	Preselector Cutoff	Tank High Level Sensor Cutoff	
2 outboard tanks	15,432 lb	15,989 lb	2,450 gal
2 inboard tanks	59,524 lb	60,561 lb	9,280 gal
1 center tank	29,760 lb	30,346 lb	4,650 gal
Total	104,716 lb	106,896 lb	16,380 gal

Note:

When quantity indications reach "zero", the remaining fuel cannot be used safely.

Fuel may be jettisoned throughout the aircraft envelope at all speeds and configurations.

WARNING:

Takeoff is prohibited when inboard tanks are empty and the fuel quantity is below 1,984 lb (level at which "reserve" light operates). Takeoff, landing and go-around are prohibited with fuel supplied from the center tank.

Maximum Allowable Fuel Unbalance: 8,818 lbs

MANEUVER LIMIT LOAD FACTORS

Slats/Flaps retracted: +2.5g to -1g

Slats and/or flaps extended: +2.0g to 0g

PASSENGER LOAD LIMIT

Maximum number of passenger seats is 345.

REDUCED THRUST

The following certificate limitations apply to reduced thrust operations:

- The thrust must not be reduced below the thrust certified at ISA + 40°C at a given altitude.
- The assumed temperature must not be:
 - Lower than flat rating temperature.
 - Higher than ISA + 40°C.
- N1 must not be lower than 100% in order to ensure the proper operation of the takeoff configuration warning.
- Reduced thrust takeoffs are not permitted from runways contaminated by water, ice, slush, or snow.
- N1 for both engines must be operative.

RUNWAY SLOPE

Maximum runway slope: $\pm 2\%$

SPEED PLACARD

A300 SPEED PLACARD, KIAS				
GROSS WEIGHT 1000 LB	Vth		1 ENG CLIMB SPEED	Altitude correction for 1-Eng climb speed: add 4 kt for each 1000 ft above 20,000 ft. Do not use a speed faster than .78M
	FLAPS 25	FLAPS 15		
360	151	157	256	
350	149	155	251	
340	147	153	247	
330	145	151	242	
320	143	148	238	
310	140	146	233	
300	138	144	229	
290	136	142	224	
280	134	139	220	
270	131	137	215	TURBULENCE SPEED
260	129	134	211	
250	127	132	206	
240	124	129	202	UP TO FL270 275 KT
230	122	127	197	
220	119	124	193	
210	116	121	188	AT OR ABOVE FL 270 275-290 KT or .78M
200	113	118	184	

TAILWIND LIMIT FOR TAKEOFF AND LANDING

Maximum tailwind for takeoff and landing: 10 kt.

TURBULENCE SPEED

Up to FL270: 275 kt

At or Above FL 270: 275-290 kt or .78M, whichever is slower

WEIGHT LIMITATIONS

Maximum takeoff and landing weights may be reduced by performance and operating limitations as related to the following:

- Climb performance (first and second segments and approach)
- Available runway length (takeoff and landing)
- Tire limit speed
- Brake energy limit

WEIGHT CONFIGURATION	WEIGHT LIMITS, LB
Max Taxi Gross Wt (MTW)	365,700
Max Takeoff Gross Wt. (Max TOGW)	363,700
Max Landing Gross Wt. (MLW)	
Flaps 15/Slats 16	299,800
Flaps 25/Slats 25	295,400
Max Zero Fuel Wt (MZFW)	277,700