

Maximum Weight:

Variant	000 (Basic) kg / lb	001 (MOD 41302) kg / lb
Maximum Taxi Weight	254,400 / 560,952	257,900 / 568,670
Maximum Take-off Weight, MTOW	253,500 / 558,968	257,000 / 566,685
Maximum Landing Weight, MLW	181,000 / 399,105	181,000 / 399,105
Maximum Zero Fuel Weight, MZFW	169,000 / 372,645	169,000 / 372,645

Maximum Baggage:

Cargo Compartment	Maximum Load (kg / lb)
Forward	18,507 / 40,809
Aft	15,241 / 33,606
Rear	3,468 / 7,647

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 00F080A0002/C2S for A340-211 and A340-212 and 00F080A0004/C0S for A340-213.

Aircraft Flight Manual:

Airplane operation must be in accordance with the EASA-Approved Airplane Flight Manual (AFM), US version, listed below, or later EASA approved revision applicable to the specific airplane model, modification status and serial number. All placards required by either the AFM, the applicable operating rules, or the certification basis must be installed in the airplane.

Model A340 Aircraft	Airbus Document Refr.	Revision No.	Date
-211	AI/EV-O 34000	1	May 27, 1993
-212	AI/EV-O 34000	1	February 3, 1997
-213	AI/EV-O 34000	1	February 3, 1997

For information on Fuel, Engine Limits, Airspeed Limits, Center of Gravity Limits, Datum, Leveling Means, Minimum Crew, Number Seats, Fuel Capacity, Maximum Operating Altitude, Control Surface Movements, Certification Basis, Production Basis, Equipment, Hydraulic Fluids, Auxiliary Power Unit (APU), Tires and Environmental requirements for noise :

See Section III, Data Pertinent to All Model A340-200 and A340-300 Series Airplanes.

For information on Import Requirements, Service Information and General Notes: See section VII, Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes.

II. Type A340-300 Series Transport Category Airplanes:

Airbus A340-311 - approved May 27, 1993:

Airbus A340-312 - approved July 7, 1994:

Airbus A340-313 - approved October 2, 1997:

The A340-300 series differs from the A340-200 series aircraft by the addition of 8 fuselage frames.

Model:	Definition of Reference Airplane by Airbus Documents:
A340-311	FAA A340-311 Type Design, ref. AI/EA-N 415.02695/96 Issue 4, dated June 11, 1997, for type

	definition and Type Certification Standard Equipment List, ref. 00F000A0101/COS.
A340-312	FAA A340-312 Type Design, ref. AI/EA-N 415.0270/96 Issue 4, dated June 11, 1997, for type definition and Type Certification Standard Equipment List, ref. 00F000A0102/COS.
A340-313	FAA A340-313 Type Design, ref. AI/EA-N 415.0272/96 Issue 4, dated June 11, 1997, for type definition and Type Certification Standard Equipment List, ref. 00F000A0103/COS.

Engines

Airplane Model	Engine Model:	Engine Type Certificate:
A340-311	Four CFMI-CFM 56-5C2 or four CFM 56-5C2/F or four CFM 56-5C2/G. Engine intermix between 5C2 and 5C2/F and 5C2/G on the same aircraft is allowed.	FAA-Type Certificate E37NE
A340-312	Four CFMI-CFM 56-5C3/F or four CFM 56-5C3/G. Engine intermix between 5C3/F and 5C3/G on the same aircraft is allowed.	FAA-Type Certificate E37NE
A340-313	Four CFMI-CFM56-5C4	FAA-Type Certificate E37NE

Maximum Weight:

A340-311/-312/-313 Models Variant	000 (Basic) kg / lb	001 (MOD 41302) kg / lb
Maximum Taxi Weight	254,400 / 560,952	257,900 / 568,670
Maximum Take-off Weight, MTOW	253,500 / 558,968	257,000 / 566,685
Maximum Landing Weight, MLW	186,000 / 410,130	186,000 / 410,130
Maximum Zero Fuel Weight, MZFW	174,000 / 383,670	174,000 / 383,670
A340-313 Model Variant	020 (MOD 43500) kg / lb	021 (MOD 44135) kg / lb
Maximum Taxi Weight	271,900 / 599,436	275,900 / 608,255
Maximum Take-off Weight, MTOW	271,000 / 597,452	275,000 / 606,271
Maximum Landing Weight, MLW	190,000 / 418,878	190,000 / 418,878
Maximum Zero Fuel Weight, MZFW	178,000 / 392,422	178,000 / 392,422

Maximum Baggage:

Cargo Compartment	Maximum Load (kg / lb)
Forward	22,861 / 50,409
Aft	18,507 / 40,808
Rear	3,468 / 7,647

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weight) see weight and Balance Manual:

Ref. Airbus Document 00F080A0002/C3S for A340-311 and A340-312

Ref. Airbus Document 00F080A0004/COS for A340-313

Aircraft Flight Manual:

Airplane operation must be in accordance with the EASA-Approved Airplane Flight Manual (AFM), US version, listed below, or later EASA approved revision applicable to the specific airplane model, modification status and serial number.

All placards required by either the AFM, the applicable operating rules, or the certification basis must be installed in the airplane.

Model A340 Aircraft	Airbus Document Refr.	Revision No.	Date
-311	AI/EV-O 34000	1	May 27, 1993
-312	AI/EV-O 34000	1	February 3, 1997
-313	AI/EV-O 34000	1	February 3, 1997

For information on Fuel, Engine Limits, Airspeed Limits, Center of Gravity Limits, Datum, Leveling Means, Minimum Crew, Number Seats, Fuel Capacity, Maximum Operating Altitude, Control Surface Movements, Certification Basis, Production Basis, Equipment, Hydraulic Fluids, Auxiliary Power Unit (APU), Tires and Environmental requirements for noise :

See Section III, Data Pertinent to All Model A340-200 and A340-300 Series Airplanes.

For information on Import Requirements, Service Information and General Notes: See section VII, Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes.

III. Data Pertinent to All Model A340-200 and A340-300 Series Airplanes:

Fuel:

Nomenclature	Specification		
	United States	France	United Kingdom
Kerosene	ASTM D 1655 (JET A) (JET A1)	AIR 3405C	DERD 2494/2453
Wide Cut	ASTM D 1655 (JET B)	AIR 3407B	DERD 2454/2486
	MIL-T 5624 (JP4) MIL-T 83133 (JP8)	AIR 3407B	DERD 2454/2486

Additives: According to CFMI "Specific Operating Instructions", installation manual. The above-mentioned fuels are also suitable for the APU.

Engine Limits:

Engine Limitations	CFMI CFM 56 -5C2 -5C2/4 -5C2/F -5C2/F4 -5C2/G -5C2/G4	CFMI CFM 56 -5C3/F -5C3/F4 -5C3/G -5C3/G4	CFMI CFM 56 -5C4
	See FAA Data Sheet E37NE		
Static Thrust at Sea Level • Take-off (5 mn) ¹ (flat rated 30° C)	13878 daN (31,200 lbs)	14456 daN (32,500 lbs)	15123 daN (34,000 lbs)
• Maximum continuous (flat rated 25° C)	12588 daN (28,300lbs)	13077 daN (29,400 lbs)	13371 daN (30,060 lbs)
Maximum Engine Speed • N1 rpm (%) • N2 rpm (%)	4800 (100.3%) 15,183 (105%)	4800 (100.3%) 15,183 (105%)	4985 (104.2%) 15,183 (105%)

Maximum Gas Temperature • Take-off (5mn) ¹ • Maximum Continuous • Starting ²	950° C 915° C 725° C	965° C 930° C 725° C	975° C 940° C 725° C
Maximum Oil Temperature (Supply Pump Outlet) °C • Take-off, Stabilized • Transient (15 mn max.) Minimum Pressure	140° C 155° C 89.6 KPa differential	140° C 155° C 89.6 KPa differential	140° C 155° C 89.6 KPa differential
Approved oils	See CFMI Service Bulletin CFMI 79-001 or GE specification D50TF1, Type I and II		

Table references:

- (1) 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around).
- (2) 4 consecutive cycles of 2 minutes each

Airspeed Limits (Indicated Airspeed, IAS, unless otherwise stated):

- Maximum Operating Limit Speed/Mach, V_{MO}/M_{MO} 330 KIAS / .86 M
- Design Diving Speed, V_D 365 KIAS / .93 M
- Design Maneuvering Speed, V_A Refer to AFM performance Section
- Maximum Flaps/Slats Extended Speed or Operating Speed, V_{FE}

Configuration	Slats/Flaps °	V_{FE} (kt)	
1	20/0	240	Intermediate Approach
	20/17	215	Take-off
2	24/22	196	Take-off and Approach
3	24/26	186	Take-off, Approach, and Landing
FULL	24/32	180	Landing

- Minimum Control Speed, V_{MC} Refer to AFM performance Section
(Performance Engineering Program/OCTOPUS)

Landing Gear Speeds:

- Maximum Speed with Landing Gear Operating (Extension and Retraction), V_{LO} 250 KIAS/.55 M
- Maximum Speed with Landing Gear Locked Down, V_{LE} 250 KIAS/.55M
- Tire Limit Speed (Ground Speed) 204 KTS

Center of Gravity Limits:

Refer to EASA-Approved AFM, US Version, Limitations Section for center of gravity envelope.

Note: 0% MAC is located 1275.51 in from the datum line.

Datum:

The aircraft reference zero datum point is located 251.37 in. forward of the fuselage nose, 275.8 in. under the fuselage centerline (datum line).

Leveling Means:

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

Minimum Crew:

2 - Pilot and copilot

Number of Seats:

The maximum number of passengers approved for emergency evacuation is:

375 passengers with a 3 pair Type A and 1 pair Type 1 exits configuration, and 379 passengers with 4 pair Type A exits configuration.

Fuel Capacity:

Tank	3 Tank Airplane			
	Usable Fuel		Unusable Fuel	
	liters (kg)	gallons (lb)	liters (kg)	gallons (lb)
Wing	91,056 (72,845)	24,054 (164,052)	245 (196)	70 (41)
Center	41,468 (33,174)	10,955 (74,173)	83 (66)	22 (150)
Trim Tank	6,114 (4,891)	1,615 (11,014)	6 (5)	1.6 (11)
Total	138,638 (110,910)	36,627 (249,796)	334 (267)	88 (600)

Maximum Operating Altitude:

- Basic: 41,100 feet (12,527m) slats and flaps retracted (clean)
- Option: 41,450 feet (12,634m) slats and flaps retracted (clean) with modification 52536
- 20,000 feet (6,096 m) slats or slats/flaps extended

Control Surface Movements (Total one-way travel in each direction of each movable control surface on the aircraft.)

Control Surface	Maximum Travel
Aileron	+25°/-25°
#1 Spoiler	Speed Brake 25° Lift Dumper 35°
#2,3 Spoilers	Roll 35° Speed Brake 30° Lift Dumper 50°
#4,5 Spoilers	Roll 35° Speed Brake 30° Lift Dumper 50°
Aileron Droop	10°
Flaps	32°
Slats 1	21°
Slats 2 to 7	24°
Stabilizers	+2°/-14°
Elevator	+15°/-30°
Rudder	+31.6°/-31.6°

Certification Basis (A340-200 and A340-300):

- a. 14 CFR part 25 the effective February 1, 1965, including Amendments 25-1 through 25-63 and Amendments 25-65, 25-66 and 25-77.
- b. 14 CFR part 25 at Amendment 25-64 with the following exceptions:
 - Cockpit seats will not meet § 25.562 Amendment 25-64 but will meet § 25.561
 - Compliance with § 25.785(a), at Amendment 25-64 for front row seats directly behind a bulkhead will be based on ensuring a 35 inch free head strike envelope.
- c. 14CFR part 34, effective September 10, 1990.

- d. 14 CFR part 36 of the as amended by Amendments 36-1 through 36-20.
- e. FAA Special conditions issued for the A340 in accordance with 14 CFR part 21.16 and published in the Federal Register April 15, 1993, (Docket No. NM-75, Special Conditions No. 25-ANM-69), as follows:

- | | |
|---|--|
| (1) Electronic Flight Control System (EFCS) failures and Mode Annunciation | (8) Tail plane Tank Emergency Landing Loads |
| (2) Command Signal Integrity | (9) Limit Engine Torque |
| (3) Protection From Lightning and Unwanted Effects of High Intensity Radiated Fields (HIRF) | (10) Ground Load Conditions for Center Landing Gear |
| (4) Interaction of Systems and Structures | (11) Flight Characteristics |
| (5) Design Dive Speed | (12) Flight Envelope Protection |
| (6) Design Maneuver Requirements | (13) Side Stick Controllers |
| (7) Limit Pilot Forces | (14) Computerized Airplane Flight Manual (AFM) Performance Information |

FAA Special conditions issued for the A340 in accordance with 14 CFR part 21.16 and published in the Federal Register November 03, 2009, (Docket No. NM-419, Special Conditions No. 25-396-SC “Airbus Model A340 Series Airplanes; Seats With Inflatable Lap Belts”).

FAA Special conditions issued for the A340 in accordance with 14 CFR part 21.16 and published in the Federal Register January 4, 2010, (Docket No. NM-423, Special Conditions No. 25-399-SC “Airbus Model A340 Series Airplanes; Seats with Non-Traditional, Large, Non-Metallic Panels”).f. For precision approach and landing, the applicable technical requirements are complemented by AC 120-29 and AC 120-28C.

- g. 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.
- h. Equivalent safety findings have been made in accordance with § 21.21(b)(1) for the following paragraphs of the 14 CFR part 25:
- | | |
|---|--|
| (1) § 25.335(d) for design airspeeds | (6) § 25.373 for speed control devices |
| (2) § 25.345 for high lift devices | (7) §§ 25.101(I); 25.105(c)(1); 25.109(a)(b)(c)(d)(e)(f); 25.113(a)(b)(c); 25.115(a); 25.735(f)(g)(h)(b) for rejected takeoff and landing performance |
| (3) § 25.349 for control surface loads | (8) § 25.856(b), Improved Flammability standards for Thermal/acoustic insulation materials (documented in TAD ELOS Memo TD0609IB-T-CI-5; Memo TD0609IB-T-CI-6 and Memo TD0609IB-T-CI-7). |
| (4) § 25.351(b) for unsymmetrical loads | (9) §§ 26.33, 26.35 Fuel Center Tank Flammability Reduction System (documented in TAD ELOS Memo TD0547IB-T-P-1 |
| (5) § 25.371 for gyroscopic loads | (10) § 25.981(a)(3) Amendment. 25-102 Fuel tank ignition prevention (documented in TAD ELOS Memo TD0764IB-T-P-1) |
- i. Optional requirements elected:
- § 25.801 for ditching.
 - § 25.1419 for icing.

The Direction Generale de 'Aviation Civile (DGAC) of France originally type certificated the Airbus Model A340-200 and A340-300 series airplanes under its type certificate number DGAC-F TC 183. The FAA validated this product under U.S. Type Certificate Number A43NM. 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 § 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 part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Production Basis:

From July 21, 2008, A340 aircraft, all series and models, are produced in France under production approval reference EASA.21G.0001 issued by EASA, prior that date all A340 aircraft, all series and models, are produced in France under production approval FR.21G.0035 (formerly FG 035) issued by the DGAC (on behalf of EASA) to Airbus.

Equipment:

- The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.
- Equipment approved for installation is listed in the Type Certification Standard Equipment Lists; 00F000A0101/C0S for the A340-211 and A340-311, 00F000A0102/C0S for the A340-212 and A340-312, and 00F000A0103/C0S for the A340-213 and A340-313.
- Cabin furnishings, equipment and arrangement shall conform to the following specification:
 - 00F252K0010/C01 for cabin seats.
 - 00F252K0006/C01 for galley.
 - 00F252K0020/C01 for cabin attendant seats

Hydraulic Fluids:

Type IV - Specification NSA 30.7110

Auxiliary Power Unit (APU):

Garrett Airesearch	GTCP 331-350C (Specification 31-7677A)
Maximum Allowable Speed	(107%) 41,730 RPM
Maximum Gas Temperature: Turbine Outlet Temperature Starting	650 °C 1250 °C

Approved oils: See Garrett report GT-7800 or Garrett Maintenance Manual.

Tires:

Refer to Airbus Service Bulletin (SB) A340-32-4007.

Environmental requirements for noise:

14 CFR part 36, effective December 1, 1969, including Amendments 36-1 through 36-21. Recertified to 14 CFR part 36 Stage 4, effective December 1, 1969, as amended by Amendments 36-1 through 36-28.

IV. Type A340-600 Series Transport Category Airplanes:**Airbus Model A340-642 - approved July 22, 2002**

Model:	Definition of Reference Airplane by Airbus Documents:
A340-642	FAA A340-642 Type Design, ref. EAL 415.0363/02 Issue 02, dated July 19, 2002, for type definition.

The A340-600 series differs from the A340-300 series aircraft by the addition of 20 fuselage frames with corresponding increases in weight, thrust, horizontal stabilizer area and wing area. Full electrical control of the rudder replaces the previous mechanical linkage between computer and actuators for both primary and backup systems

Engines

Airplane Model	Engine Model:	Engine Type Certificate:
A340-642	Four Rolls-Royce– Trent 556-61 turbojet engines	FAA-Type Certificate E00066NE

Maximum Weight:

Variant	000 (Basic) kg / lb	001 (Mod 50312) kg / lb
Maximum Taxi Weight	366,200 / 807,471	369,200 / 814,086
Maximum Take-off Weight, MTOW	365,000 / 804,825	368,000 / 811,440
Maximum Landing Weight, MLW	256,000 / 564,480	259,000 / 571,095
Maximum Zero Fuel Weight, MZFW	242,000 / 533,610	245,000 / 540,225

Number of Seats:

The maximum number of passengers approved for emergency evacuation is 379 passengers with a 4 pair of Type A and 1 pair of oversize Type III exits configuration.

Maximum Baggage:

Cargo Compartment	Maximum Load (kg / lb)
Forward	30,482 / 67,213
Aft	22,861 / 50,409
Rear	3,468 / 7,647

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weight) see weight and Balance Manual:

Ref. Airbus Document 00F080A0601/C6S for A340-642

Fuel Capacity

		Tank Capacity			
		Usable Fuel		Unusable Fuel	
Tank		liters (kg)	gallons (lb)	Liters (kg)	gallons (lb)
Wing	Tank 1 / 4	49,002 (39,202)	12,945 (86,426)	68 (54)	18 (120)
	Tank 2 / 3	69,514 (55,611)	18,364 (122,601)	230 (184)	61 (406)
	Outer	12,290 (9,832)	3,247 (21,676)	34 (27)	9 (60)
	Total	130,806 (104,645)	34,556 (230,703)	332 (266)	88 (586)
Center		54,969 (43,975)	14,521 (96,842)	404 (323)	107 (713)
Trim Tank		8,361 (6,689)	2,209 (14,747)	25 (20)	7 (44)
Total		194,136 (155,309)	51,286 (342,386)	761 (609)	201 (1,343)

Airplane Flight Manual:

Airplane operation must be in accordance with the EASA-Approved Airplane Flight Manual (AFM), US version, listed below, or later EASA approved revision applicable to the specific airplane model, modification status and serial number. All placards required by either the AFM, the applicable operating rules, or the certification basis must be installed in the airplane.

Model A340 Aircraft	Airbus Document Refr.	Revision No.	Date
-642	STL 34000	1	July 22, 2002

For information on Fuel, Engine Limits, Airspeed Limits, Center of Gravity Limits, Datum, Leveling Means, Minimum Crew, Maximum Operating Altitude, Control Surface Movements, Certification Basis, Production Basis, Equipment, Hydraulic Fluids, Auxiliary Power Unit (APU), Tires and Environmental requirements for noise :

See Section VI, Data Pertinent to All Model A340-500 and A340-600 Series Airplanes.

For information on Import Requirements, Service Information and General Notes: See section VII, Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes.

V. Type A340-500 Series Transport Category Airplanes:**Airbus Model A340-541 - approved January 27, 2003**

Model:	Definition of Reference Airplane by Airbus Documents:
A340-541	FAA A340-541 Type Design, ref. EAL 415.1445/02 Issue 01, dated November 28, 2002, for type definition.

The A340-500 series is shorter than the A340-600 by 14 frames. It is intended for long range operations having additional fuel capacity over that of the –600 with the installation of a rear center tank (RCT).

The following table provides a list of required design improvement modifications for the 5-frame RCT (defined by Airbus modification no. 47020) on Model A340-500 series aircraft. The modifications extend the Kevlar liner in the RCT and improve the RCT fuel jettison rate. Airbus modifications 51344 and 51452 are required as a condition for type certification and must be installed prior to issuance of a standard U.S airworthiness certificate.

Airbus Modification No.	Airbus Modification Title
51344	Install Liners between RCT Forward and Rear Pressure Bulkheads (5 inter-frames)
51452	Relocate RCT Transfer/Refuel Restrictors to increase Jettison rate

Engines

Airplane Model	Engine Model:	Engine Type Certificate:
A340-541	Four Rolls-Royce– Trent 553-61 turbojet engines	FAA-Type Certificate E00066NE

Maximum Weight:

Variant	000 (Mod 51000) kg / lb	001 (Mod 51080) kg / lb
Maximum Taxi Weight	369,200 / 814,086	373,200 / 822,906
Maximum Take-off Weight, MTOW	368,000 / 811,440	372,000 / 820,260
Maximum Landing Weight, MLW	240,000 / 529,200	243,000 / 535,815
Maximum Zero Fuel Weight, MZFW	225,000 / 496,125	230,000 / 507,150

Number of Seats:

The maximum number of passengers approved for emergency evacuation is 375 passengers with a 3 pair of Type A and 1 pair of Type I exits configuration.

Maximum Baggage:

Cargo Compartment	Maximum Load (kg / lb)
Forward	24,494 / 54,009
Aft	16,330 / 36,008
Rear	3,458 / 7,625

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weight) see weight and Balance Manual:

Ref. Airbus Document 00F080A0501/C5S for A340-541

Fuel Capacity:

Tank		Tank Capacity			
		Usable Fuel		Unusable Fuel	
		liters (kg)	gallons (lb)	Liters (kg)	gallons (lb)
Wing	Tank 1 / 4	49,002 (39,202)	12,945 (86,421)	68 (54)	18 (120)
	Tank 2 / 3	69,514 (55,611)	18,364 (122,598)	230 (184)	61 (406)
	Outer	12,290 (9,832)	3,247 (21,677)	34 (27)	9 (60)
	Total	130,806 (104,645)	34,556 (230,696)	332 (265)	88 (586)
Center (with jet pumps : modification 50812)		55,133 (44,106)	14,566 (97,254)	240 (192)	63 (423)
Rear Center 5 frame (with liner: modification 51344)		19,741 (15,793)	5,216 (34,824)	100 (80)	26 (176)
Trim Tank		7,886 (6,309)	2,083 (13,911)	25 (20)	7 (44)
Total		213,566 (170,853)	56,421 (376,685)	697 (557)	184 (1,229)

Airplane Flight Manual:

Airplane operation must be in accordance with the EASA-Approved Airplane Flight Manual (AFM), US version, listed below, or later EASA approved revision applicable to the specific airplane model, modification status and serial number.

All placards required by either the AFM, the applicable operating rules, or the certification basis must be installed in the airplane.

Model A340 Aircraft	Airbus Document Refr.	Revision No.	Date
-541	STL 34000	1	January 16, 2003

For information on Fuel, Engine Limits, Airspeed Limits, Center of Gravity Limits, Datum, Leveling Means, Minimum Crew, Maximum Operating Altitude, Control Surface Movements, Certification Basis, Production Basis, Equipment, Hydraulic Fluids, Auxiliary Power Unit (APU), Tires and Environmental requirements for noise :

See Section VI, Data Pertinent to All Model A340-500 and A340-600 Series Airplanes.

For information on Import Requirements, Service Information and General Notes: See section VII, Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes.

VI. Data Pertinent to All Model A340-500 and A340-600 Series Airplanes:

Fuel:

Nomenclature	Specification		
	United States	France	United Kingdom
Kerosene	ASTM D 1655 (JET A) (JET A1)	AIR 3405C	DERD 2494/2453
Wide Cut	ASTM D 1655 (JET B)	91056 (72845)	DERD 2454/2486
	MIL-T-5624 (JP 4) MIL-T-83133 (JP 8)	AIR 3407B	DERD 2454/2486

Additives: According to RR "Specific Operating Instructions", OI-Trent-A340. The above-mentioned fuels are also suitable for the APU.

Engine Limits:

Engine Limitations	Rolls-Royce RB 211 Trent 556-61	Rolls-Royce RB 211 Trent 553-61
	See FAA Data Sheet E00066NE	See FAA Data Sheet E00066NE
Static Thrust at Sea Level • Take-off (5 mn) ¹ (flat rated 30° C) • maximum continuous (flat rated 25° C)	58,462 lbs (26,004 daN) 44,359 lbs (19,731 daN)	55,780 lbs (24,811 daN) 44,359 lbs (19,731 daN)
Maximum Engine Speed • N1 rpm (%) • N2 rpm (%)	3,900 (100%) 9,100 (100%)	3,900 (100%) 9,100 (100%)
Maximum Gas Temperature • Take-off (10mn) • Maximum Continuous • Starting - Ground - Inflight	900° C 850° C 700° C 850° C	900° C 850° C 700° C 850° C
Maximum Oil Temperature (Combined scavenge temperature) °C	196° C	196° C
Minimum Pressure	25 psi (172 kPa)	25 psi (172 kPa)
Approved oils	- Aeroshell Turbine Oil (Royco Turbine Oil) 555 - Mobil Jet Oil II, 254, 291	- Aeroshell Turbine Oil (Royco Turbine Oil) 555 - Mobil Jet Oil II, 254, 291

Table references:

(1) 10 minutes at take-off thrust allowed only in case of engine failure (at take-off or during go-around).

Airspeed Limits (Indicated Airspeed, IAS, unless otherwise stated):

- Maximum Operating Limit Speed/Mach, V_{MO}/M_{MO} 330 KIAS / .86 M
- Design Diving Speed, V_D 365 KIAS/ .93 M
- Design Maneuvering Speed, V_A Refer to AFM performance Section
- Maximum Flaps/Slats Extended Speed or Operating Speed, V_{FE}

Configuration	Slats/Flaps °	V_{FE} (kt)	
1	20/0	280	Intermediate Approach
	20/17	233	Take-off
2	23/22	216	Take-off and Approach
3	23/29	206	Take-off and Approach
FULL	23/34	200	Landing

- Minimum Control Speed, V_{MC} Refer to AFM performance Section
(Performance Engineering Program/OCTOPUS)

Landing Gear Speeds:

- Maximum Speed with Landing Gear Operating (Extension and Retraction), V_{LO} 250 KIAS/.55 M
- Maximum Speed with Landing Gear Locked Down, V_{LE} 250 KIAS/.55 M
- Tire Limit Speed (Ground Speed) 204 KIAS

Center of Gravity Limits:

Refer to EASA-Approved AFM, US Version, Limitations Section for center of gravity envelope.

Note: For A340-600, the 0% MAC is located 1,617 inch (41.034 m) from the datum line.

For A340-500, the 0% MAC is located 1,408 inch (35.734 m) from the datum line.

Datum:

The aircraft reference zero datum point is located 251.37 inch (6.38 m) forward of the fuselage nose, 275.8 inch (7 m) under the fuselage centerline (datum line).

Leveling Means:

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

Minimum Crew:

2 – Pilot and copilot

Maximum Operating Altitude:

- Basic: 41,100 feet (12,527m) slats and flaps retracted (clean)
- Option: 41,450 feet (12,634m) slats and flaps retracted (clean) with modification 52536
- 20,000 feet (6,096 m) slats or slats/flaps extended

Control Surface Movements (Total one-way travel in each direction of each movable control surface on the aircraft.)

Control Surface	Maximum Travel
Inner Aileron	+20°/-30°
Outer Aileron	+25°/-25°
Ailerons	Maneuver Load Alleviation 11°
#1 Spoiler	Speed Brake 25°
	Lift Dumper 35°
#2,3 Spoilers	Roll 35°
	Speed Brake 35°

#4,5,6 Spoilers	Lift Dumper 50° Roll 40° Speed Brake 40° Lift Dumper 50° Manoeuvre Load Alleviation 9°
Aileron Droop	10°
Flaps	33.7°
Slats 1	21°
Slats 2 to 7	24°
Stabilizers	+2°/-14°
Elevator	+17°/-30°
Rudder	+35°/-35°

Certification Basis (A340-600 and A340-500)

The reference date for the determination of the certification basis was December 31, 1997.

- a. **14 CFR part 25**, dated February 1, 1965 as amended by Amendments 25-1 through Amendment 25-95 inclusive plus Amendments 25-97, 25-98 and 25-104 with the following exceptions:

Excepted 14 CFR part 25	Allowed Amendment Level	Comments
§ 25.562(b)(2)	Pre-amendment 25-64	Allowance for compliance to pre-amdt 25-64 only applies to crew seat floor warpage test requirements
§ 25.365(g)	Amendment 25-54	Allowance for compliance to amdt 25-54 applies only to design of the cockpit wall
§§ 25.831(g), 25.831(a), 25.841(a)	§§ 25.831(g) and 25.831(a) at Amendment 25-41 § 25.841(a) at Amendment 25-38.	

- b. **14 CFR part 36**, effective December 1, 1969, as amended by Amendments 36-1 through 36-23.
- c. **14 CFR part 34**, effective September 10, 1990, including all Amendments effective on the TC date.
- d. **Special conditions** in accordance with 14 CFR 21.16.

(i) Basic A340 Special Conditions also applicable to the A340-500 and A340-600:

Note 1: Refer to TCDS section III certification basis for the A340-200 and A340-300

Note 2: Special conditions issued for the A340 in accordance with 14 CFR part 21.16 and published in the Federal Register Special Vol. 58, No. 71, dated April 15, 1993

(1) Electronic Flight Control System (EFCS) failures and Mode Annunciation
(2) Command Signal Integrity
(3)(a) Protection From Lightning and Unwanted Effects of High Intensity Radiated Fields (HIRF)
(5) Design Dive Speed
(6) Design Maneuver Requirements
(7) Limit Pilot Forces
(11)(a) Flight Characteristics Characteristic - Compliance Determination By handling Qualities rating System for EFCS Failure Cases
(11)(c) Flight Characteristic – Lateral Directional Stability

(12)(a) Flight Envelope Protection – General Limiting Requirements
(12)(c) Flight Envelope Protection – Normal Load Factor g Limiting
(12)(d) Flight Envelope Protection – High Speed Limiting (12) Flight Envelope Protection
(12)(e) Pitch and Roll Limiting
(13) Side Stick Controllers

(ii) **Special Conditions applicable to the A340-500 and A340-600:**

Docket No. NM211; Special Conditions No. 25-200-SC, “Airbus, Model A340-500 and A340-600 Airplanes; Ground Loads and Conditions for Center Landing Gear with four Wheels and Braking Capability,” Federal Register Vol. 67 No. 98, May 21, 2002.
Docket No. NM213; Special Conditions No. 25-201-SC, “Airbus, Model A340-500 and A340-600 Airplanes; Interaction of Systems and Structure...”, Federal Register Vol. 67 No. 126, July 1, 2002.
Docket No. NM213; Special Conditions No. 25-201-SC, “Airbus, Model A340-500 and A340-600 Airplanes; “...Electronic Flight Control System: Longitudinal Stability and Low Energy Awareness...” Federal Register Vol. 67 No. 126, July 1, 2002.
Docket No. NM213; Special Conditions No. 25-201-SC, “Airbus, Model A340-500 and A340-600 Airplanes; “...Use of High Incidence Protection and Alpha Floor Systems”, Federal Register Vol. 67 No. 126, July 1, 2002.
Docket No. NM212; Special Conditions No. 25-02-04-SC, “Airbus, Model A340-500 and A340-600 Airplanes; Sudden Engine Stoppage,” Federal Register Vol. 67 No. 81, April 26, 2002.
Docket No. NM-419, Special Conditions No. 25-396-SC “Airbus Model A340 Series Airplanes; Seats With Inflatable Lap Belts”, Federal Register Vol. 74 No. 211, November 03, 2009.
Docket No. NM-423, Special Conditions No. 25-399-SC “Airbus Model A340 Series Airplanes; Seats with Non-Traditional, Large, Non-Metallic Panels”, Federal Register Vol. 75 No. 1, January 04, 2010

e. Equivalent safety findings have been made in accordance with 14 CFR part 21.21(b)(1) for the following 14 CFR part 25 paragraphs:

§ 25.621(c) Casting factors. The ESF is only applicable to the Inner Flap – Flap Rib Fitting of the A340-500 and –600. For all other castings on the aircraft, as defined by the certification basis, the requirements of § 25.621(c) Amendment 25-0 apply
§§ 25.473, 25.723: Landing Gear Drop Tests
§§ 25.341(a)(5),(b),(c), 25.345(c)(2), 25.371, 25.373(a), 25.1517: Continuous Turbulence Loads
§ 25.331(c)(2): Checked Maneuver Loads
§ 25.107(e)(1)(iv): Reduced Margins between V_{MU} and V_{LOF} for Geometry Limited Airplanes
§§ 25 (All 14 CFR part 25 sections, except structural, dealing with stall speeds and related factors): Use of 1-g Stall Speeds Instead of Minimum Speed in the Stall as a Basis for Determining Compliance
§ 25.831(a): Airplane Operation with Air Conditioning Packs Off During Takeoff
§§ 25.933(a)(1), 25.1585(a)(9): Flight Critical Thrust Reverser
§ 25.963(d) first sentence: Fuel Tank Loads. The ESF is to the first sentence of § 25.963(d); “Fuel tanks within the fuselage contour must be able to resist rupture and to retain fuel, under the inertia forces prescribed for emergency landing conditions in § 25.561.”
§ 25.1203(d): Rolls-Royce Trent 500 Turbine Overheat Detection
§§ 25.1305, 25.1501(b): Auxiliary Power Unit (APU) Instrumentation and Monitoring Requirements
§ 25.1305(c)(6), Warning Means for Engine Fuel Filter Contamination
§ 25.856(b), Improved Flammability standards for Thermal/acoustic insulation materials (documented in TAD ELOS Memo TD0609IB-T-CI-5; Memo TD0609IB-T-CI-6 and Memo TD0609IB-T-CI-7).

§ 25.981(a)(3) Amendment. 25-102 Fuel tank ignition prevention (documented in TAD ELOS Memo TD0764IB-T-P-1)

f. Optional Design Regulations

- (a) §25.801: Ditching Provisions
- (b) §25.1411(d),(e),(f),(g): General Safety Equipment
- (c) §25.1415: Ditching Equipment
- (d) §25.1419: Ice Protection

g. Exemptions: Exemptions from the applicable regulations has been processed in accordance with the provisions of 14 CFR 11.25.

- Airbus petitioned for an exemption to §25.807(f)(4) with letter dated May 9, 2000 (the “60 foot rule” was relocated to this section as of amdt 25-94). In reply issued on December 11, 2000, the FAA denied the petition for exemption (ref. Exemption No. 7404).
- Exemption 7840, dated July 19, 2002, was issued to Airbus for non-compliance to §25.901(c) as it relates to uncontrollable high thrust failure conditions.

The Direction Generale de 'Aviation Civile (DGAC) of France originally type certificated the Airbus Model A340-500 and A340-600 series airplanes under its type certificate number DGAC-F TC 183. The FAA validated this product under U.S. Type Certificate Number A43NM. 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 § 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 part 26 amendments, the holder of this TC must demonstrate compliance with the applicable sections.

Production Basis:

From July 21, 2008, A340 aircraft, all series and models, are produced in France under production approval reference EASA.21G.0001 issued by EASA, prior that date all A340 aircraft, all series and models, are produced in France under production approval FR.21G.0035 (formerly FG 035) issued by the DGAC (on behalf of EASA) to Airbus.

Equipment:

- The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.
- Cabin furnishings, equipment and arrangement shall conform to the following specification:
 - 00F252K0010/C01for cabin seats.
 - 00F252K0006/C01for galley.
 - 00F252K0020/C01for cabin attendant seats

Hydraulic Fluids:

Type IV - Specification NSA 307110

Auxiliary Power Unit (APU)

Honeywell E. & S.	331-600[A] (Model Specification 31-15857-01A)
Maximum Allowable Speed	(100%) 39,044 rpm
Maximum Gas Temperature:	
Turbine Outlet Temperature	650 °C
Starting	1250 °C

Approved oils: See also Model Specification 31-15857-01A for approved oils.

Tires:

Refer to Airbus Service Bulletin

Environmental requirements for noise:

14 CFR Part 36, effective December 1, 1969, as amended by amendments 36-1 through 36-23. Recertified to 14 CFR part 36 Stage 4, effective December 1, 1969, as amended by Amendments 36-1 through 36-28.

VII. Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes:**Import Requirements**

The FAA can issue a U.S. airworthiness certificate based on either an EASA Export Certificate of Airworthiness (Export C of A) signed by a representative of the European Aviation Safety Agency (EASA), or French Export Certificate of Airworthiness (Export C of A) signed by a representative of the Direction Generale de 'Aviation Civile (DGAC) of France on behalf of the European Community. The Export C of A should contain the following statement (in the English language): "The aircraft covered by this certificate has been examined, tested, and found to conform to the Type Design approved under FAA Type Certificate No. A43NM as defined in TCDS A43NM and to be in condition for safe operation."

The regulatory basis U.S. airworthiness certification basis for aircraft type certificated under 14 CFR part Section 21.29 and exported by the country of manufacture is 14 CFR part Sections 21.183(c) or 21.185(c). The U.S. airworthiness certification basis for aircraft type certificated under 14 CFR part Section 21.29 exported from countries other than the country manufacture (e.g., third party country) is 14 CFR part Sections 21.183(d) or 21.183(b). These sections provide that U.S. airworthiness certificates are issued only if the Administrator finds "that the aircraft conforms to the type design and is in a condition for safe operation."

FAA Required Modification List for Airbus Model A340 Aircraft:

Prior to issuance of a Standard Airworthiness Certificate on any Airbus A340 model aircraft, all modifications shown on the (Model A340) Required Modification List (RML) with compliance times already past, must be accomplished before the aircraft can be found to be in a condition for safe operation.

Note 1: RML modifications with compliance times already past means that relative to the date of issuance of an Airworthiness Certificate for an individual aircraft, the compliance time of the RML item in calendar time and/or flight hours and/or flight cycles has been exceeded.

All future required modifications shown on the RML must be incorporated into the operator's maintenance or inspection program prior to placement of the aircraft into operation [just as for future airworthiness limitations listed in the Airworthiness Limitation Section (ALS)]. These future RML modifications must be incorporated prior to the compliance time specified in the RML and must remain with the airplane records. In the event of any transfer of the airplane to another operator these RML requirements must continue to be complied with and incorporated into the new operator's maintenance program.

Note 2: Future RML modifications means that relative to the date of issuance of an Airworthiness Certificate for an individual aircraft, the compliance time of the RML item in calendar time and/or flight hours and/or flight cycles has not yet been exceeded. Prior to issuance of a Standard Airworthiness Certificate on any Airbus A330 model aircraft, the following note must be placed on the Airworthiness Certificate:

"CONTINUED AIRWORTHINESS: Type Certificate Data Sheet (TCDS) A43NM, Revision 6, dated August XX, 2011, contains the "FAA Required Modification List (RML)" that must be complied with for this aircraft to remain in a condition for safe operation. The RML is part of the permanent record for this aircraft; it must remain with the aircraft data and continue to be complied with in the event of transfer to another operator."

Note 3: The RML was finalized through its publication in TCDS Revision 6 and requirements will not be added by later TCDS revisions. Therefore, the RML in TCDS A43NM Revision 6 or any later TCDS revision are equivalent and

acceptable for compliance. All future modifications that the FAA determines must be accomplished on U.S. registered aircraft will be addressed by issuance of an Airworthiness Directive (AD).

Authority for these required modifications is given per the airworthiness certification provisions of 49 U.S.C. 44704 (c), which states "the Administrator may include in an airworthiness certificate terms required in the interest of safety". "Terms required in the interest of safety" include actions to correct unsafe conditions issued by the foreign authority of the state of design that also meet FAA criteria for corrective action. This law also gives the FAA the authority to adopt § 21.183(c) and (d), which form the regulatory basis for the issue of standard U.S. airworthiness certificates on imported products. 14 CFR §21.183(c) and (d) provide that airworthiness certificates are issued only if the Administrator finds "that the aircraft conforms to the type design and is in a condition for safe operation." The modifications identified in the Model A340 RML are required in the interest of safety and are necessary for this airplane to be in a condition for safe operation.

A Notice of Policy Statement announcing the FAA's policy with respect to foreign mandatory continued airworthiness information, when no aircraft of the affected design are currently operating in the U.S. was published in the Federal Register on May 1, 1998. 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.

Alternative Methods of Compliance to an RML modification:

For each RML modification, an alternative method of compliance (AMOC) or adjustment of the compliance time may be used if approved by 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. Operators shall submit their request through an appropriate FAA Principle Maintenance Inspector, who may add comments and then send it to the Manager, International Branch.

FAA Required Modification List(RML) for the Airbus Model A430 Aircraft:

The RML for the A340 is composed of items 1 through 89 as listed in the following table.

A340 Required Modification List (RML)

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
1	1995-081-018(B)R4	44063 and 44064 or 44063, 44064 and 45025	Modify FWC software	A340-200/-300 equipped with CFM56-5C2, 5C3 or 5C4 engines	31-4021 and 31-4034	Both at R0 or higher	Prior to 10/14/1996 or US C of A issuance, whichever occurs later
2	95-250-035(B)	N/A	AFM revision	A340-211, -212, -311, -312	5.02.00 P 01		Prior to 2/29/96 or US C of A issuance, whichever occurs later
3	96-107-044(B)	41849 or 43364	AFT cargo compartment door	A340-200 & -300 without mods 41849 or 43364	52-4031	0 or higher	Prior to 6000 Total Flight Cycles
4	96-133-045(B)R2	44143 and 45271	Modify landing gear free fall extension electrical circuit	A340-200 & -300 without mods 44143 and 45271	32-4072R3	3 or higher	Prior to 2/1/98 or US C of A Issuance, whichever occurs later
5	1997-103-057(B)R2	43679 and 44889	Modify thrust reverser precooler air inlet duct	A340-200 & -300 without mods 43679 and 44889	54-4004 or 36-4010 and 78-1011	1 or higher	Prior to 8/9/97 or US C of A issuance, whichever occurs later
6	97-156-063(B)R1	44457 and 45022	Modification of Thomson radio altimeter transceivers	A340-200 & -300 fitted with radio altimeter P/N 9599-607-19501 and without mod 44457 and 45022	34-4054, 21-4067 and 92-4024	-4054 & -4067 at 0 or higher; -4024 at R1 or higher	Prior to 10/31/98 or US C of A issuance, whichever occurs later
7	97-180-066(B)	44918	A/C ram air outlet duct	A340-200 & -300 without mod 44918	21-4074	0 or higher	Prior to 6/30/98 or US C of A issuance, whichever occurs later

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
8	97-181-067(B)	45088 or 45087	Forward flap tracks	A340-200 & -300 without mod 45088 or 45087	57-4052	1 or higher	Prior to 3500 Total Flight Cycles or within 500 Flight Cycles since new whichever occurs later or prior to US C of A issuance, whichever occurs later
9	97-182-070(B)R3	45770 or 45191	Cockpit-install switch guards for EDP	A340-200 & -300 without mod 45770	29-4051	0 or higher	Prior to 10/15/97 or US C of A issuance, whichever occurs later
10	97-205-069(B)	41856 or 45224	FWD fuselage-reinforce dblr/outflow valve	A340-200 & -300 without mod 41586	53-4096	0 or higher	Prior to 7500 Total Flight Cycles or US C of A issuance, whichever occurs later
11	97-268-073(B)	45271	Landing gear – Modify Electrical power supply segregation of free fall extension System	A340-200 & -300 without mod 45271	32-4100 32-4072	0 or higher 3 or higher	Prior to 04/04/99 or US C of A issuance, whichever occurs later
12	97-387-077(B)	45077 or 45564	Hot transfo-rectifiers operation	A340-200/-300 without mod 45077 or 45564	24-4026	1 or higher	Prior to 12/31/98 or US C of A issuance, whichever occurs later
13	98-026-079(B)	43441 or 41848	Center fuselage reinforce frame 53.3/53.5	A340-200/-300 with mod 40161 but without mod 43441 or 41848	53-4053	1 or higher	Prior to 10000 Total Flight Cycles or US C of A issuance, whichever occurs later
14	98-027-080(B)	44360 or 4440	Reinforce keel angle of front spar FR40	A340-200/-300 with mod 41652 but without mods 44360 or 44440	57-4058	0 or higher	Prior to 4000 Total Flight Cycles or US C of A issuance, whichever occurs later
15	98-102-081(B)	42351 and 42353 and 43437 or 41848	Reinforce doorframes/emergency exits	A340-200/-300 with mod 40161 but without mods 42351 and 42353 and 43437 or 41848.	53-4027	0 or higher	Prior to 10000 Total Flight Cycles or US C of A issuance, whichever occurs later
16	98-103-082(B)	42969 AND 45580	Fuel densitometers - ATA 28	A340-200/-300	28-4054 or 28-4069	-4054 at 1 or higher; -4069 at 0 or higher	Prior to 6 years since new or US C of A issuance, whichever occurs later
17	98-105-084(B)	43306	Modify door stop fitting on pass doors	A340-200/-300 without mod 43306	53-4059	1 or higher	Prior to 10000 Total Flight Cycles or US C of A issuance, whichever occurs later
18	98-133-087(B)	46144	Replace eng electrical connectors	A340-200/-300 without mod 46144	26-4022	0 or higher	Prior to 9/25/00 or US C of A issuance, whichever occurs later
19	1998-270-091(B)R4	45534	Replace MLG door	A340-200/-300 with MSN's as listed in the CN	52-4060	0 or higher	Prior to 2/18/00 or US C of A issuance, whichever occurs later
20	98-353-094	46416	Modify brake rod pins to both LH and RH MLG's	A340-200/-300 without mod 46416	32-4120	0 or higher	Prior to 500FH from Sept. 9, 1998 (CN date) or US C of A issuance, whichever occurs later

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
21	1998-355-095R1	45150 and 45486 and 46200	Modify Thrust Reverser Locking Mechanism	A340-200/-300 without mods 45150 and 45486 and 46200	78-4013 78-4015	Both SB's at 0 or higher	Prior to July 1, 2000 or US C of A issuance, whichever occurs later
22(a)	98-485-101(B)R2	46473 (Type A Emerg Exits)	Replace pivot pins and tab washers of the Slide Locking Mechanism of mid and aft pax/crew doors and emergency exit	A340-200/-300 with mod 44330 but without mod 46471; with mod 44332 but without mod 46473; with mod 44860 but without mod 46472	52-4061	0 or higher	Prior to 3/12/00 or US C of A issuance, whichever occurs later
22(b)		46472 (Type 1 Emerg Exits)					
22(c)		46471 (Mid & Aft Pax Doors)					
23	1998-506-104(B)R1	45870 and 46231 and 46891	Install wiring for emergency brake shutoff valve	A340-200/-300 without mods 45870 and 46231 and 46891	29-4050 and 32-4117	0 or higher 2 or higher	Prior to 7/31/01 or US C of A issuance, whichever occurs later
24	98-541-109(B)R2	N/A	Replace FRANKENJUR eye - elev servocontrols	A340-200/-300	AOT 27-24	1	Prior to 4/09/99 or US C of A issuance, whichever occurs later
25(a)	1998-542-108(B)R2	46353 (Type A Emerg Exits)	Modify door stay mechanism emerg exits	A340-200/-300 without MOD 46352	52-4062	0 or higher	Prior to 3/31/00 or US C of A issuance, whichever occurs later
25(b)		46352 (Mid & Aft Pax Doors)		A340-200/-300 with MOD 44332 but without 46353			
26	1999-110-112(B)	46837 AND 46838	Loss of proper operating clearance for ABSC Landing Gear Brakes assemblies	A340-311 & -313 with ABSC P/N 50124575-2 or 5010220-7	32-4130	0 or higher	Prior to US C of A issuance
27	1999-143-114(B)	46170 OR 46596	Flight control unit change	A340-200/-300 with mod 44887 but without mods 46170 and/or 46596	22-4019 or 22-4020	1 or higher	Prior to 6/30/99 or US C of A issuance, whichever occurs later
28	1999-145-115(B)R1	45977	Replace actuator on RAT	A340-200/-300 equipped with Sundstrand RAT and without mod 45977	29-4052	1 or higher	Prior to 03/31/01 or US C of A issuance, whichever occurs later
29	1999-146-116(B)	45300	Center landing gear modification	A340-200/-300 without mod 45300	32-4094 and 53-4109	3 or higher 2 or higher	Prior to US C of A issuance
30	1999-330-119(B)	42447	Replace NLG hinge fitting brackets	A340-200/-300	52-4056	1 or higher	Prior to 01/21/01 or US C of A Issuance, whichever occurs later
31	1999-353-121(B)	45739	Replace wing trailing edge clearance fit bolts with interference fit bolts	A340-211, -311, -312 with MSN's as listed in the CN	57-4059	2 or higher	Prior to 7100 flight cycles or 31000 flight hours since new, whichever occurs first
32	1999-407-124(B)	45307	Replace horizontal hydraulic bracket	A340-200 and -300 without mod 45307	53-4100	3 or higher	A340-211, -212, -311, -312. Prior to 5210 Total Flight Cycles
							A340-213, -313 without mod 41650 Prior to 5210 Total Flight Cycles

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
							A340-213, -313 with mod 41650 Prior to 4830 Total Flight Cycles
33	1999-441-125(B)	46820 (production) 46865 (SB mod)	Passenger/Crew and Emergency Doors – Install fire protective coating to doors and Door Frame Lining	A340-200/-300 with mods 44461, 44462, 44463, 44464 and 44465 but not 46865 or 46820	25-4125	1 or higher	Prior to 11/13/05 or US C of A issuance, whichever occurs later
34	1999-448-126(B)	45899	Reinforcement of frame 40	A340-200/-300 without mod 45899	53-4104	2 or higher	A340-200/-300 <u>without</u> mod 41650: Prior to 6170 flights or 35270 flight hours since first flight, whichever occurs first A340-200/-300 <u>with</u> mod 41650: For -300's: Prior to 5260 flights or 28790 flight hours since first flight, whichever occurs first For -200's: Prior to 6500 flights or 42000 flight hours since first flight, whichever occurs first
35	1999-503-127(B)	42409	Fuselage - reinforcement of joint at frames 48 TO 53.2 Between Stringers 24 to 26	A340-200/-300 without mod 42409	53-4023	4 or higher	For Frames 53/53.1/53.2 prior to 4600FC or 35500FH, whichever occurs first. For Frames 48 to 52 prior to 12400FC or 94200FH, whichever occurs first
36	1999-504-128(B)R1	42274 or 41300	Top skin bolting on wing trailing edge – replace clearance fit bolts with interference fit fasteners	A340-200/-300 without mod 42274 or 41300	57-4006	1 or higher	Prior to accumulation of 7900 flight cycles or 33000 flight hours whichever occurs first or Prior to US C of A issuance
37	1999-505-129(B)	45415	Replace bolts at center spar/stringer	A340-211,-311, -312 with MSN's as identified in the CN	57-4055	1 or higher	A/C without mod 40610: prior to 9000FC or 36000FH whichever occurs first or prior to US C of A issuance. A/C with mod 40610: prior to 13700 FC or 54800 FH whichever occurs first or prior to US C of A issuance.

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
38	1999-528-130(B)	43577; or 41652 and 44440; or 41652 and 44360	Lower keelbeam fitting/fwd lower shell	A340-200/-300	57-4036	5 or higher	Prior to 4400 Total Flight Cycles or 27500 Total Flight Hrs, whichever occurs first or prior to US C of A issuance.
39	1999-529-131(B)	41652 or 43904	Modify lower sections of frame 48 to 53.2	A340-200/-300 without mods 41652 or 43904	53-4065	0 or higher	Prior to 7500 flights or 57300 flight hours since new whichever occurs first or prior US C of A issuance, whichever occurs later
40	2000-077-140(B)R2	46292 or 46627	Upgraded FCPC standard	A340-200 & -300 without mod 46292 or 46627	27-4067 or 27-4070	0 or higher	Prior to 3/04/02 or US C of A issuance, whichever occurs later. Implementation cancels requirement of AD 2001-01-09.
41	2000-159-146(B) R2	47896	Ensure a reliable function of the emergency operation cylinder	A340-200/-300 with mod 44330 and/or 44332	52-4073	0 or higher	Prior to US C of A issuance
42	2000-185-148(B)	47296	Replacement of thrust reverser pivoting door pivoting bolts	A340-200/-300	Goodrich RA340A78-59	1 or higher	Prior to 20,000 thrust reverser flight hours or before 6/30/01 which ever occurs later. For thrust reversers that have accumulated over 20,000 flight hours prior to 9/30/00.
43	2000-213-149(B)R1	41300 or 42275	Wings - center spar reinforcement	A340-200 and -300 without mod 41300 or 42275	57-4008	3 or higher	Prior to 16,700FC or 57,400FH since a/c first flight, whichever occurs first or prior to US C of A issuance, whichever occurs later.
44	2000-236-150(B)R1	46869	Reinforce FWD hinge on CLG aft door	A340-200/-300	52-4067	3 or higher	Prior to US C of A issuance or 10/31/01, whichever occurs later
45	2000-303-151(B)	42273	Modify wing center spar stiffeners	A340-200 & -300 without mod 42273	57-4005	2 or higher	Prior to 10,000FC or 43,000FH since a/c first flight, whichever occurs first or prior to US C of A issuance, whichever occurs later.
46	2000-403-153(B)R1		Incorporate temporary revision into AFM	A340-200/-300	AFM T/R 4.03.00/24		Prior to US C of A issuance
47	2000-438-154(B)R1	47422	Install new pivoting door fittings of the upper and lower T/Rs	A340-200/-300 fitted with CFM56-5C engines	78-4018	0 or higher	Prior to US C of A issuance or Dec. 31, 2002, whichever occurs later.

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
48	2000-450-158(B)R1		Reinforce the centerbody of the CFM56-5C engine	A340-200/-300 fitted with CFM56-5C engines with p/n and s/n exhaust centerbody as listed in CN	78-4022	0 or higher	Prior to 12/31/02 or US C of A issuance, whichever occurs later
50	2001-054(B)	43697 OR 43761	REAR FUSELAGE CARGO DOOR FRAME	A340-200/-300	53-4063	3 or higher	Prior to 6000 Total Flight Cycles or 45000 flight hours whichever occurs first
51	F-2001-153 R2	48753 48754 51356 51340	MMEL restrictions for take-off with PRIM 1 computer inoperative. In production of listed modifications remove the MMEL limitations	A340-211/-212/-213/-311/-312/-313	A340-27-4101; A340-27-4102 A340-27-4116 A340-27-4117	0 or higher	Prior to US C of A issuance
52	2001-155(B)R1	48467	CFM56-5C low pressure hydraulic sense lines	A340-200/-300	71-4004	0 or higher	Prior to 12/31/02 or US C of A issuance, whichever occurs later
53	2002-401R4	50902 51800	Install FWC std W3.0 Modify all 4 RR Trent engines	All A340-500/-600	A340-31-5003 RR VSB RB211-72-E152	0 or higher	Prior to US C of A issuance
54	2002-623	49844 and 49633	Installation of New Fuel Control & Monitoring Computer (FCMC) Std 10.0 & Flight Warning Computer (FWC) Std L9.0	All A340-200/-300	SB A340-28-4095 and A340-31-4067	0 or higher	Prior to Dec. 31, 2004 or US C of A issuance, whichever occurs later.
55	F-2003-105R2	51733	Install new FCPC S/W std W8 (cancels the limitation of AFM TR's 2.05.00/58 & 2.05.00/61)	All A340-500/-600	27-5010	0 or higher	Prior to US C of A issuance
56	F-2003-111	51686	reinforcement of the packboard door fitting by modifying the packboard door inserts	A340-642 equipped with overwing slide PN 4A3931-1 or -2	AOT A340-25A5025	0 or higher	Prior to US C of A issuance
57	F-2003-150(B)	45468	Re-route IDG electrical feeder cables in the area of wing the engine pylon junction area for pylons 2 and 3 and fix with new clamps/brackets, restore proper clearances	All A340-200/-300	92-4052 92-4048	1 or higher 2 or higher	Prior to 21 months from April 26, 2003 (CN effective date) or US C of A issuance, whichever occurs later.
58	F-2004-049	N/A	revision to MPD section 9.2, "ALI's"	All model A340	Airbus doc AI/SE-M95A.0051/97	7 or higher	Prior to US C of A issuance

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
59	F-2004-082	N/A	Replace/rework affected elevator servo-control	A3456's with elevator servo control p/n SC4810-4 having s/n 70 to 118, inclusive	AOT A340-27A5023	0 or higher	Prior to the later occurring of: 10/31/04 or US C of A issuance
60	F-2004-113	15128	Wingbox-inspection and modification of mounting holes	A340-200 and 300	57-4086	1 or higher	Prior to US C of A issuance
61	F-2004-171	N/A	Replace any affected I/B aileron servocontrol in positions 7CS2 and 8SC1 with one not in the affected batch. NOTE: "Affected batch" is I/B Aileron servocontrols PN SC4820-4 and SN between 70 to 119, inclusive	All A340-500/-600 equipped with I/B Aileron servocontrols PN SC4820-4 and SN between 70 to 119, inclusive	AOT A340-27A5024	1 or higher	Prior to US C of A issuance
62	F-2005-008	N/A	Modify route 1M and 2M of the electrical harness	All A340-500/-600	57-5004	0 or higher	Before Dec. 31, 2005 or US C of A issuance, whichever occurs later.
63(a)	2005-026	51733	Replace the 3 PRIM P/BSW's with new P/BSW with p/n ASNE0415C3LM075, ABS0951C3LM075 or ABS0951C1LM002	A340-200/-300 not equipped with Airbus mod 51340 or 51356	AOT A340-27A4133 dated 1/31/05	0 or higher	Prior to US C of A issuance
63(b)		51340 or 51356	Install new FCPC with S/W std L16	A340-200/-300 not equipped with Airbus mod 51340 or 51356	7-4116 or 27-4117	0 or higher	Prior to US C of A issuance
64	F-2005-030	52251	Modify APU electrical feeder route from the wall of the center tank between FR40.1 and FR40.4	All A340-500/-600	92-5010	0 or higher	Prior to the later occurring of: 12/31/09 or US C of A issuance
65	F-2005-040		Remove Non Textile Floor (NTF) Part Number (PN) 440444-75050BCV, 440458, 440458OK, 440488, 440489, 440497, 440499, 440501, 422225020 NTF "Flight Floor ATS" from vendor BENECKE-KALIKO and GÖPPINGER-KALIKO, and replace by NTF which fulfills the applicable requirements.	All A340	SIL AIRBUS 25-131 dated May 19, 2004	N/A	Prior to 12/31/2009 or US C of A issuance

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
66	F-2005-044	53314	Modify wiring from the LGCIU 2 to the ECBU	All A340-500/-600 without mod 53314	32-5044	0 or higher	Prior to the later occurring of: Jan 31, 2010, or US C of A issuance
67	F-2005-045 B		Implement additional ground ice scheduling procedure to protect the core engine against severe ice accretion (low OAT accompanied by freezing fog during long taxi periods)	A340-500/-600, all series, all models, all serial numbers	A340 AFM TR 4.03.00/33	Original, dated 2/21/05	Prior to US C of A issuance
68	F-2005-055	54133	Install three new FCPC with S/W Standard W8A	A340-500/-600 not equipped with Airbus mod 54133	27A5029	0 or higher	Prior to US C of A issuance
69	F-2005-095	52157	Modify rear fuselage between FR85 and FR86	All A340-500/-600	53-5009	0 or higher	Prior to the later occurring of (1) or (2). (1) earlier of 2500FC or 15000FH from a/c first flight (2) US C of A issuance
70	F-2005-0153(B)	N/A	Inspection of the T500 engines exhaust plug fasteners or replace or reinstall the exhaust plug	A340-541/-642	AOT A340-78A5002	0 or higher	Prior to US C of A issuance
71(a)	F-2005-176	N/A	Modify AFM by insertion of TR 4.02.00/44 or 4.02.00/35 (or AFM general rev that incorporates the equivalent procedure)	All A340-500/-600 without mod 54201	TR 4.02.00/44 or 4.02.00/35	N/A	Prior to US C of A issuance
71(b)		54201	Modify existing TRV's and add TRV's to the engine feed system	All A340-500 & -600 without mod 54201	28-5025	1 or higher	Prior to the later occurring of (1) Sept 30, 2007, or (2) US C of A issuance
72	2006-0050	54469 and 54032 (54032 only if equipped with mod 47949 - ABEX/PARKER hydraulic pumps)	Modify the routing of the electrical bundles in the yellow and blue hydraulic compartments, including supports i.a.w. A340-92-5026	A340-500 and -600 without mod 54469 and 54032 (54032 only if equipped with (mod 47949))	92-5026	0 or higher	Prior to the later occurring of: (1) Dec 31, 2007, or (2) US C of A issuance
73	2006-0187	52649 and 53507	Modify bonding of the bracket of the fuel system diffusers	All A340-541/-642	57-5007	0 or higher	Before Dec. 31, 2009 or US C of A issuance, whichever occurs later.

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
74(a)	2006-0287 Item (a)	N/A	Modify AFM by insertion of TR 4.02.00/44 or 4.02.00/35	All A340-500/-600 without 54807 and 54624 and 54611	TR 4.02.00/49 and 4.02.00/36 or AFM general rev with the equivalent procedure	N/A	Prior to US C of A issuance
74(b)	2006-0287 Item (b)	54807 and 54624 and 54611	Install new S/W std FL 8.1 on both FCMC's, modify wiring, install new FWC S/W std W4-1	All A340-500/-600 without all 3 of these mods already installed	A340-28-5033 (FCMC S/W FL8.1), A340-28-5031 (wiring mod) AND A340-31-5022 (FWC S/W W4-1)	0 or higher	Prior to the later occurring of (1) Dec 31, 2007, or (2) US C of A issuance Installation of mods cancels the need for the TR's and they can be removed from the AFM
75	2006-0298 R1	54159	(1) Replace the OFS panels of all T/R's and (2) if the T/R has more than 11600FC when the OFS is replaced, replace the 6 o'clock latch fitting too. Both i.a.w. the SB.	All A340 -200/-300 with ROHR thrust reverses serial numbers: 119 to 0382001, 0411001 to 0678001, 1035001 to 1298001 (AIRCELLE serial numbers: 3060 to 3190, 3205 to 3340 and 3525 to 3660)	78-4032	2 or higher; Rev 01 is OK for para 1 and 2 only of EASA AD	Before the T/R accumulates 12,800FC since new or US C of A issuance, whichever occurs later.
76	2006-0301 R2	52980 54648	Modify the left-hand and right-hand MLG retraction actuators	A340-211, -212, -213, -311, -312 and -313, without modification 52980 embodied in production on both Main Landing Gear	32-4222	1 or higher	Prior to US C of A issuance
77	2006-0309R1	42445	(1) If SB A340-78-4002 <u>was not</u> applied in-service then modify the T/R's per SB (78-4031) before specified compliance time. (2) If SB A340-78-4002 <u>was</u> applied in-service then modify the T/R's per SB (78-4031) before specified compliance time.	All A340-211, -212, -311, -312 not equipped with Airbus mod 42445 or SB A340-78-4131R1	78-4031	1 or higher	(1) Before the T/R accumulates 6000FC since new (2) Before the T/R accumulates 10,500 FC since SB A340-78-4002 installation.

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
78(a)	2007-0081	N/A	Accomplish one of the following: (1) install an APU with a new APU gearbox and generator per AOT para 5.1, (2) install an APU with a reworked APU gearbox and generator per AOT para 5.2 or (3) rework the APU gearbox on-wing and install a new APU generator per AOT para 5.3.	All A340-500/-600 aircraft, except those with either: (i) APU PN 3800610-3 & APU Generator PN BA04105, (ii) APU PN 3800610-2 & APU Generator PN BA04105 or (iii) APU PN 3800610-1A & APU Generator PN BA04105A	AOT A340-24A5013 Rev 04	4 or higher	Prior to US C of A issuance or Sept. 30, 2007; whichever occurs later.
78(b)	2007-0081	N/A	Re-identify APU to PN 3800610-3 i.a.w. SB	All A340-500/-600 aircraft fitted with APU PN 3800610-1 Series 10 or APU PN 3800610-1 change number 17	Honeywell SB 331-49-7910	Rev 0	Prior to US C of A issuance or Sept. 30, 2007; whichever occurs later.
		N/A	Re-identify APU to PN 3800610-2 i.a.w. SB	All A340-500/-600 aircraft fitted with APU PN 3800610-1 Series 9 or APU PN 3800610-1 change number 12	Honeywell SB 331-49-7869	Rev 01	
79	2007-0140	47968 or 53085 or 53176	Modify 3G/3E route of the electrical wiring at Frame 53.8	All A340-500/-600 with mod 48937 or 49598 installed in production.	92-5022	1 or higher	Prior to the later occurring of (1) June 18, 2007, or (2) US C of A issuance
80	2007-0279	55293	Operational check of inner fuel tanks or modification 55293 or SB A340-28-5038	All A340-500/-600 except those with Mod 55293 or with SB A340-28-5038	28-5038	0 or higher	Prior to US C of A issuance
81	2007-0280	53446	Replace 1 of 8 brackets supporting instrument panel with a new reinforced one before 18 months from the EASA AD effective date	All A340-500 & -600	25-5075	2, 3 or higher	Before April 2009 or US C of A issuance, whichever occurs later.
82	2007-0291	48487 and 53000	Perform a cold working of the three holes on the bottom skin, inboard and outboard of the outboard pylon of each wing	All A340-500/-600 except with Mod 53000 or with SB A340-57-5013	57-5013	1 or higher	Prior to US C of A issuance
83	2007-0308	54880, 45906, 49590, 49591, 52274, 54882	Updated and new life limits for THSA	A340-200/-300/-500/-600	27-4059 27-4089 27-4136 27-4099 27-5030	0 or higher	Prior to US C of A issuance

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
84	2008-0010 R1	44385 and 44431 for A340-200/300 57698 for A340-500/600	Dispatch of the airplane with FCPC "PRIM 1" inoperative is prohibited if these modifications are not embodied on the airplane. Mods can be embodied either through production or via Service Bulletin A340-24-3011 or A340-24-4019 for A330-200/-300 and via SB A340-27-5046 for A340-500/-600	A340-200/-300/-500/-600	24-3011 or 24-4019 27-5046	0 or higher	Prior to US C of A issuance
85	2008-0210	49814	Modify the IFS panels of all T/R's i.a.w.the SB	A340-200/-300 fitted with CFMI TR's sn's 0467001 to 1726001 and not equipped with Airbus mod 49814	78-4025	0 or higher	Before December 31, 2010 or US C of A issuance, whichever occurs later.
86	2009-0061R1	58325	Restore an ultimate load capability through the installation of the redesigned LAL and removal of the frangible harness restraints/mounts which is considered <u>as a final fix.</u>	A340-541/-642 without modification 58325 embodied in production.	32-5094	0 or higher	Within 24 months from March 26, 2009 or US C of A issuance, whichever occurs later.
87	2009-0133	56392	Replace the old Auxiliary Return Line (ARL) restrictor (flareless fitting) Part Number (PN) 920315-1 by a new ARL restrictor PN 920335-1 located on engines one and four (outboard engines).	A340-211/-212/-213/-311/-312/-313 series, all serial numbers except those on which Airbus modification #56392 has been embodied in production	78-4039	0 or higher	Within 24 months from July 07, 2009 or US C of A issuance, whichever occurs later.
88	2009-0139	57499	Replace the elbow of the air outlet pipe for the Bulk Crew Rest Compartment with a modified elbow.	A340-541/-642 with modification 47883 embodied in production except those on which modification 56616 or 54650 or 55162 has been embodied in production. Not applicable to MSN 0766	21-5034	0 or higher	Within 6 years from July 09, 2009 or US C of A issuance, whichever occurs later.

RML #	DGACCN or EASA AD#	MOD #	Mandatory Action	Applicable to:	S/B #	S/B REV(s)	Compliance Time
89	2009-0201	NA	Disconnect, cap and stow the 3326-9016-CF22 and 3326-9015-CF22 gauge wires, or replace CF22 gauge wires with CF20 gauge wires and reconnect thereof to a Circuit Breaker of 5 Amperes, or disconnect and remove of CF22 gauge wires.	A340-211/-212/-311/-312, serial numbers 0005, 0007, 0014, 0022, 0029, 0031, 0038, 0043, 0047, 0049, 0051, 0078 and 0084	AFSB-A340-08-005-33A001 AFSB-A340-08-005-33-001	Rev 0, dated 18 July 2008 Rev 1, dated 04 August 2009	Within 3 months from September 24, 2009 or US C of A issuance, whichever occurs later.

Service Information:

Each of the documents listed below that contain a statement 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 by DGAC Design Organization Approval No. C01 or JAA 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 version of 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 the US/France Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness must be approved by the FAA.

General Notes: (All Models of A340 Series Airplanes)

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. Refer to Airbus Documents:

- 00F080A0002/C2S for A340-211 and -212;
- 00F080A0001/C3S for A340-311 and -312;
- 00F080A0004/C0S for A340-213 and -313;
- 00F080A0601/C6S for A340-642;
- 00G080A0006/C3S for A340-541.

Note 2: Instructions For Continued Airworthiness required under § 21.50 for service life limits on components, required inspections and inspection intervals, and certification maintenance requirements:

- A340 Maintenance Review Board Report 00F050A0002/C01 approved by FAA.
- Instructions and airworthiness limitations applicable to Safe Life Airworthiness Limitation Items (SL ALI) are provided in the Airbus A340 Airworthiness Limitations Section (ALS) Part 1 approved by EASA ;
- Instructions and airworthiness limitations applicable to Damage Tolerant Airworthiness Limitation Items (DT ALI) are provided in the Airbus A340 Airworthiness Limitations Section (ALS) Part 2 approved by EASA ;
- Certification Maintenance Requirements (CMR's) are provided in the A340 Airworthiness Limitations Section (ALS) Part 3 approved by EASA);
- Instructions and airworthiness limitations applicable to Aging Systems Maintenance (ASM) are provided in the Airbus A340 Airworthiness Limitations Section (ALS) Part 4 approved by EASA

- Fuel Airworthiness Limitations are provided in the A340 Airworthiness Limitations Section (ALS) Part 5 approved by EASA.

Note 3: Compliance with the FAA Required Modification List (RML) is necessary for an A340-200, A340-300, A340-500 or A340-600 aircraft to be found in a condition for safe operation. (See Import Requirements in TCDS section VII Data Pertinent to All Model A340-200, A340-300, A340-500 and A340-600 Series Airplanes).

Note 4: For Airbus model A340-541: Airbus modifications 51344 and 51452 that extend the Kevlar liner in the RCT and improve the RCT fuel jettison rate are required as a condition for type certification and must be installed prior to issuance of a standard U.S airworthiness certificate.

Note 5: If modification FG-FRS 58723 Issue 2 “Install fuel tank flammability reduction system on A330/A340” is embodied on A340-200 or A340-300 airplanes, the airplane is compliant with 14 CFR Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3, and design changes to the fuel system introduced with modification FG-FRS 58723 Issue 2 are in compliance with 14 CFR Section 25.981(a) & (b) at amendment 25-102.

Note 6: If modification 58724 Issue 1 “Install fuel center tank flammability reduction system on A340-500/600” is embodied on A340-541 or A340-642 airplanes, the airplane is compliant with 14 CFR Part 25 appendix M & N at amendment 25-125, and Section 26.33 at amendment 26-3, and design changes to the fuel system introduced with modification FG-FRS 58724 Issue 1 are in compliance with 14 CFR Section 25.981(a) & (b) at amendment 25-102.

....END....