A340-500/-600

AIRPLANE CHARACTERISTICS FOR AIRPORT PLANNING

AC

AIRBUS S.A.S.
Customer Services
Technical Data Support and Services
31707 Blagnac Cedex
FRANCE

HIGHLIGHTS

Revision No. 9 - Jan 01/11

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
CHAPTER 2		
Section 2-1		
Subject 2-1-1		
General Airplane Characteristics Data	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Section 2-6	R	
Subject 02-06-02	D	
Subject 02-06-03	D	
CHAPTER 4		
Section 4-2		
Subject 4-2-0		
Turning Radii	R	PART EFFECTIVITY ADDED/REVISED/DELETED NOTE AMENDED
FIGURE Turning Radii - Turning Radii	R	ILLUSTRATION REVISED ILLUSTRATION REVISED
FIGURE Turning Radii - Turning Radii	R	ILLUSTRATION REVISED ILLUSTRATION REVISED
FIGURE Turning Radii - Steady State Turning Radii	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Turning Radii - Steady State Turning Radii	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Section 4-5		
Subject 4-5-1		
135° Turn - Runway to Taxiway	R	
FIGURE 135° Turn - Runway to Taxiway - Judgemental Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 135° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE 135° Turn - Runway to Taxiway - Judgemental Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 135° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Subject 4-5-2		
90° Turn - Runway to Taxiway	R	
FIGURE 90° Turn - Runway to Taxiway - Judgement Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 90° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE 90° Turn - Runway to Taxiway - Judgement Oversteering Method	R	
FIGURE 90° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Subject 4-5-3		
FIGURE 180° Turn on a Runway - 75° Nose Wheel Steering	R	
FIGURE 180° Turn on a Runway - 70° Nose Wheel Steering	R	
Subject 4-5-4		
135° Turn - Taxiway to Taxiway	R	
FIGURE 135° Turn - Taxiway to Taxiway - Judgement Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 135° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE 135° Turn - Taxiway to Taxiway - Judgement Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 135° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Subject 4-5-5		
90° Turn - Taxiway to Taxiway	R	
FIGURE 90° Turn - Taxiway to Taxiway - Judgemental Oversteering Method	R	ILLUSTRATION REVISED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE 90° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE 90° Turn - Taxiway to Taxiway - Judgemental Oversteering Method	R	ILLUSTRATION REVISED
FIGURE 90° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Section 4-6		
Subject 4-6-0		
Runway Holding Bay (Apron)	R	
FIGURE Runway Holding Bay (Apron) - Runway Holding Bay (Apron)	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
CHAPTER 5		
Section 5-4		
Subject 5-4-2		
FIGURE Ground Service Connections - Grounding Points	R	ILLUSTRATION REVISED
Subject 5-4-6		
Fuel System	R	
Section 5-8		
Subject 5-8-0		
Ground Towing Requirements	R	UPDATE OF THE TOWBAR CATEGORY
CHAPTER 7		
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Subject 7-1-0		
General Information	R	
Section 7-2		
Subject 7-2-0		
Landing Gear Footprint	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Landing Gear Footprint - MTOW 365 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Footprint - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Footprint - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 380 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 368 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Footprint - MTOW 380 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Section 7-3		
Subject 7-3-0		
Maximum Pavement Loads	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Maximum Pavement Loads - Maximum Pavement Loads	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Maximum Pavement Loads - Maximum Pavement Loads	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Maximum Pavement Loads - Maximum Pavement Loads	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Maximum Pavement Loads - Maximum Pavement Loads	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Maximum Pavement Loads - Maximum Pavement Loads	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
Section 7-4		
Subject 7-4-0		
Landing Gear Loading on Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-4-1		
Landing Gear Loading on Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 365 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Loading on Pavement - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Landing Gear Loading on Pavement - MTOW 372 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Loading on Pavement - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Landing Gear Loading on Pavement - MTOW 372 000 kg	R	NEW ILLUSTRATION ADDED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Landing Gear Loading on Pavement - MTOW 380 000 kg	N	ILLUSTRATION REVISED ILLUSTRATION ADDED
Subject 7-4-2		
Wing Gear and Center Landing Gear Loading on Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-4-3		
Wing Gear and Center Landing Gear Loading on Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 365 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 368 0000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 372 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Wing Gear and Center Landing Gear Loading on Pavement - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 7-5		
Subject 7-5-0		
Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-5-1		
Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 365 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Flexible Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 372 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Flexible Pavement Requirements - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Flexible Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 7-6		
Subject 7-6-0		
Flexible Pavement Requirements - LCN Conversion	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-6-1		
Flexible Pavement Requirements - LCN Conversion	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 365 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Flexible Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Flexible Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 372 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Flexible Pavement Requirements - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Flexible Pavement Requirements - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Flexible Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED AND COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 7-7		
Subject 7-7-0		
Rigid Pavement Requirements - Portland Cement Association Design Method	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-7-1		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Rigid Pavement Requirements - Portland Cement Association Design Method	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 365 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 368 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 372 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements - MTOW 380 000 kg	R	ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Section 7-8		
Subject 7-8-0		
Rigid Pavement Requirements - LCN Conversion	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-8-2		
Rigid Pavement Requirements - LCN Conversion	R	PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
FIGURE Rigid Pavement Requirements LCN - MTOW 365 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements LCN - MTOW 368 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements LCN - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements LCN - MTOW 380 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements LCN - MTOW 368 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements LCN - MTOW 372 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Rigid Pavement Requirements LCN - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements LCN - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Rigid Pavement Requirements LCN - MTOW 380 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-8-3		
Radius of Relative Stiffness (Other values of "E" and "L")	R	
Section 7-9		
Subject 7-9-0		

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
ACN/PCN Reporting System - Flexible and Rigid Pavements	R	PART EFFECTIVITY ADDED/REVISED/DELETED
Subject 7-9-1		
Aircraft Classification Number - Flexible Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 365 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 368 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 380 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 368 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 372 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Flexible Pavement - MTOW 380 000 kg	R	ILLUSTRATION COMPLETED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LOCATIONS	CHG CODE	DESCRIPTIONS OF CHANGE
Subject 7-9-2		
Aircraft Classification Number - Rigid Pavement	R	PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 365 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 365 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 368 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 372 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 374 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 372 000 kg	N	NEW ILLUSTRATION ADDED ILLUSTRATION ADDED
FIGURE Aircraft Classification Number – Rigid Pavement - MTOW 380 000 kg	R	ILLUSTRATION REVISED ILLUSTRATION REVISED PART EFFECTIVITY ADDED/REVISED/DELETED

LIST OF EFFECTIVE CONTENT

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FIGURE Aft Cargo Compartment Doors - Aft Cargo Compartment Doors		May 01/07
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ISA Conditions		May 01/07

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FIGURE PAYLOAD / RANGE - RB 211 TRENT 556 engine		May 01/07
FIGURE PAYLOAD / RANGE - RB 211 TRENT 553 engine		May 01/07
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FAR / JAR Takeoff Weight Limitation		May 01/07
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FAR / JAR Takeoff Weight Limitation		May 01/07
FIGURE FAR / JAR Takeoff Weight Limitation - ISA Conditions – RB 211 TRENT 556 engine		May 01/07
FIGURE FAR / JAR Takeoff Weight Limitation - ISA Conditions – RB 211 TRENT 553 engine		May 01/07
Subject 3-3-2		
ISA +15°C (ISA +27°F) Conditions		May 01/07
FIGURE FAR / JAR Takeoff Weight Limitation - ISA +15°C (ISA +27°F) Conditions – RB 211 TRENT 556 engine		May 01/07
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FIGURE Final Approach Speed - RB 211 TRENT 556 engine		May 01/07
FIGURE Final Approach Speed - RB 211 TRENT 553 engine		May 01/07

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FIGURE 90° Turn - Runway to Taxiway - Judgement Oversteering Method	R	Jan 01/11
FIGURE 90° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
FIGURE 90° Turn - Runway to Taxiway - Judgement Oversteering Method	R	Jan 01/11
FIGURE 90° Turn - Runway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
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180° Turn on a Runway		May 01/07
FIGURE 180° Turn on a Runway - 75° Nose Wheel Steering	R	Jan 01/11
FIGURE 180° Turn on a Runway - 70° Nose Wheel Steering	R	Jan 01/11
Subject 4-5-4		
135° Turn - Taxiway to Taxiway	R	Jan 01/11
FIGURE 135° Turn - Taxiway to Taxiway - Judgement Oversteering Method	R	Jan 01/11
FIGURE 135° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
FIGURE 135° Turn - Taxiway to Taxiway - Judgement Oversteering Method	R	Jan 01/11
FIGURE 135° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
Subject 4-5-5		
90° Turn - Taxiway to Taxiway	R	Jan 01/11
FIGURE 90° Turn - Taxiway to Taxiway - Judgemental Oversteering Method	R	Jan 01/11
FIGURE 90° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
FIGURE 90° Turn - Taxiway to Taxiway - Judgemental Oversteering Method	R	Jan 01/11
FIGURE 90° Turn - Taxiway to Taxiway - Cockpit Over Centerline Method	N	Jan 01/11
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Runway Holding Bay (Apron)	R	Jan 01/11

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FIGURE Airplane Parking - Minimum Parking Space Requirements		May 01/07
FIGURE Airplane Parking - Steering Geometry		May 01/07
FIGURE Airplane Parking - Steering Geometry		May 01/07
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FIGURE Airplane Servicing Arrangements - Typical Ramp Layout (gate area)		Jan 01/10
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1-1-0 Purpose

****ON A/C A340-500 A340-600**

Purpose

1. General
   The A340-500/-600 AIRPLANE CHARACTERISTICS (AC) manual is issued for the A340-500, A340-600 basic versions to provide the necessary data needed by airport operators and airlines for the planning of airport facilities.

   This document conforms to NAS 3601.

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1-2-0 Introduction

****ON A/C A340-500 A340-600**

Introduction

1. General

This manual comprises 9 chapters with a List of Effective Pages (LEP) and a Table Of Content (TOC) at the beginning of the manual.

Chapter 1 : SCOPE

Chapter 2 : AIRPLANE DESCRIPTION

This chapter contains general dimensional and other basic aircraft data.

It covers :
- aircraft dimensions and ground clearances,
- passenger and cargo compartments arrangement.

Chapter 3 : AIRPLANE PERFORMANCE

This chapter indicates the aircraft performance.

It covers :
- payload range,
- takeoff and landing runway requirements,
- landing approach speed.

Chapter 4 : GROUND MANEUVERING

This chapter provides the aircraft turning capability and maneuvering characteristics on the ground.

It includes :
- turning radii and visibility from the cockpit,
- runway and taxiway turn path.

Chapter 5 : TERMINAL SERVICING

This chapter provides information for the arrangement of ground handling and servicing equipment.

It covers :
- location and connections of ground servicing equipment,

- engines starting pneumatic and preconditioned airflow requirements.

Chapter 6 : OPERATING CONDITIONS

This chapter contains data and safety/environmental precautions related to engine and APU operation on the ground.

It covers :
- contour size and shape of the jet engine exhaust velocities and temperatures,
- noise data.

Chapter 7 : PAVEMENT DATA

This chapter contains the pavement data helpful for airport planning.

It gives :
- landing gear foot print and static load,
- charts for flexible pavements with Load Classification Number (LCN),
- charts for rigid pavements with LCN,
- Aircraft Classification Number (ACN), Pavement Classification Number (PCN), reporting system for flexible and rigid pavements.

Chapter 8 : DERIVATIVE AIRPLANES

This chapter gives relevant data of possible new version with the associated size change.

Chapter 9 : SCALED DRAWINGS

This chapter contains different airplane scaled drawings.

AIRPLANE DESCRIPTION

2-1-0 General Airplane Characteristics

****ON A/C A340-500 A340-600**

General Airplane Characteristics

1. General Airplane Characteristics
   The weight terms used throughout this manual are given below together with their respective definitions.

   Maximum Taxi Weight (MTW) :
   Maximum weight for ground maneuver as limited by aircraft strength and airworthiness requirements. (It includes weight of run-up and taxi fuel). It is also called Maximum Ramp Weight (MRW).

   Maximum Landing Weight (MLW) :
   Maximum weight for landing as limited by aircraft strength and airworthiness requirements.

   Maximum Takeoff Weight (MTOW) :
   Maximum weight for takeoff as limited by aircraft strength and airworthiness requirements. (This is the maximum weight at start of the takeoff run).

   Maximum Zero Fuel Weight (MZFW) :
   Maximum operational weight of the aircraft without usable fuel.

   Operational Empty Weight (OEW) :
   Weight of structure, powerplant, furnishings, systems, and other items of equipment that are an integral part of a particular aircraft configuration plus the operator's items. The operator's items are the flight and cabin crew and their baggage, unusable fuel, engine oil, emergency equipment, toilet chemical and fluids, galley structure, catering equipment, passenger seats and life vests, documents, etc.

   Maximum Payload :
   Maximum Zero Fuel Weight (MZFW) minus Operational Empty Weight (OEW).

   Maximum Seating Capacity :
   Maximum number of passengers specifically certified or anticipated for certification.

   Maximum Cargo Volume :
   Maximum usable volume available for cargo.

   Usable Fuel :
   Fuel available for aircraft propulsion.

2-1-1 General Airplane Characteristics Data

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

General Airplane Characteristics Data

****ON A/C A340-600WV0xx**

1. The following table provides characteristics of A340-600 Models, these data are specific to each Weight Variant:

Aircraft Characteristics		
	WV000	WV001
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	366 200 kg (807 333 lb)	369 200 kg (813 946 lb)
Maximum Takeoff Weight (MTOW)	365 000 kg (804 687 lb)	368 000 kg (811 301 lb)
Maximum Landing Weight (MLW)	256 000 kg (564 383 lb)	259 000 kg (570 997 lb)
Maximum Zero Fuel Weight (MZFW)	242 000 kg (533 519 lb)	245 000 kg (540 132 lb)
Estimated Operational Empty Weight (OEW)	With Trent 500 Engines : 176 364 kg (388 816 lb)	
Estimated Maximum Payload RR Trent 500	65 636 kg (144 703 lb)	68 636 kg (151 316 lb)
Usable Fuel Capacity (density = 0.785 kg/l)	195 010 l (51 516 US gal)	
	153 082 kg (337 488 lb)	

****ON A/C A340-600WV1xx**

2. The following table provides characteristics of A340-600 Models, these data are specific to each Weight Variant:

Aircraft Characteristics			
	WV101	WV102	WV103
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	381 200 kg (840 402 lb)	369 200 kg (813 946 lb)	366 200 kg (807 333 lb)
Maximum Takeoff Weight (MTOW)	380 000 kg (837 756 lb)	368 000 kg (811 301 lb)	365 000 kg (804 687 lb)
Maximum Landing Weight (MLW)	265 000 kg (584 225 lb)	259 000 kg (570 997 lb)	265 000 kg (584 225 lb)

Aircraft Characteristics			
	WV101	WV102	WV103
Maximum Zero Fuel Weight (MZFW)	251 000 kg (553 360 lb)	245 000 kg (540 132 lb)	251 000 kg (553 360 lb)
Estimated Operational Empty Weight (OEW)	With Trent 500 Engines :176 364 kg (388 816 lb)		
Estimated Maximum Payload RR Trent 500	74 636 kg (164 544 lb)	68 636 kg (151 316 lb)	74 636 kg (164 544 lb)
Usable Fuel Capacity (density = 0.785 kg/l)	198 139 l (1) - 208 939 l (2) (52 343 US gal (1) - 55 196 US gal (2))		
	155 539 kg (1) - 164 017 kg (2) (342 905 lb (1) - 361 595 lb (2))		

(1) Without forward ACT
(2) With forward ACT

****ON A/C A340-600WV0xx A340-600WV1xx**

3. The following table provides characteristics of A340-600 Models, these data are common to each Weight Variant:

Aircraft Characteristics	
Standard Seating Capacity	384
Pressurized Fuselage Volume (A/C non equipped)	1 305 m^3 (46 086 ft^3)
Passenger Compartment Volume	557 m^3 (19 670 ft^3)
Cockpit Volume	12 m^3 (424 ft^3)
Usable Volume, FWD CC (Based on LD3)	107.3 m^3 (3 792 ft^3)
Usable Volume, AFT CC (Based on LD3)	80.5 m^3 (2 844 ft^3)
Usable Volume, Bulk CC	19.7 m^3 (695 ft^3)
Water Volume, FWD CC	143 m^3 (5 050,6 ft^3)
Water Volume, AFT CC	102.3 m^3 3 612,ft^3)

Aircraft Characteristics	
Water Volume, Bulk CC	22.7 m^3 (802 ft^3)

**ON A/C A340-500WV0xx

4. The following table provides characteristics of A340-500 Models, these data are specific to each Weight Variant:

Aircraft Characteristics					
	WV000	WV001	WV002	WV003	WV004
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	369 200 kg (813 946 lb)	373 200 kg (822 765 lb)	373 200 kg (822 765 lb)	375 200 kg (827 174 lb)	375 200 kg (827 174 lb)
Maximum Takeoff Weight (MTOW)	368 000 kg (811 301 lb)	372 000 kg (820 119 lb)	372 000 kg (820 119 lb)	374 000 kg (824 529 lb)	374 000 kg (824 529 lb)
Maximum Landing Weight (MLW)	240 000 kg (529 109 lb)	243 000 kg (535 723 lb)	243 000 kg (535 723 lb)	231 000 kg (509 268 lb)	243 000 kg (535 723 lb)
Maximum Zero Fuel Weight (MZFW)	225 000 kg (496 040 lb)	230 000 kg (507 063 lb)	229 000 kg (504 858 lb)	218 000 kg (480 608 lb)	218 000 kg (480 608 lb)
Estimated Operational Empty Weight (OEW)	With Trent 500 Engines :170 570 kg (376 042 lb)				
Estimated Maximum Payload RR Trent 500	54 430 kg (119 998 lb)	59 430 kg (131 021 lb)	58 430 kg (128 816 lb)	47 430 kg (104 565 lb)	
Usable Fuel Capacity (density = 0.785 kg/l)	214 808 l (56 746 US gal)	215 108 l * - 223 078 l ** (56 826 US gal * - 58 931 US gal **)		214 066 l * - 222 036 l ** (56 550 US gal * - 58 656 US gal **)	
	214 808 l (56 746 US gal)	168 859 kg * - 175 116 kg ** (372 270 lb * - 386 065 lb **)		168 041 kg * - 174 298 kg ** (370 467 lb * - 384 261 lb **)	

**ON A/C A340-500WV1xx

5. The following table provides characteristics of A340-500 Models, these data are specific to each Weight Variant:

Aircraft Characteristics			
	WV101	WV102	WV103
Maximum Taxi Weight (MTW) Maximum Ramp Weight (MRW)	381 200 kg (840 402 lb)	373 200 kg (822 765 lb)	373 200 kg (822 765 lb)
Maximum Takeoff Weight (MTOW)	380 000 kg (837 756 lb)	372 000 kg (820 119 lb)	372 000 kg (820 119 lb)
Maximum Landing Weight (MLW)	246 000 kg (542 337 lb)	243 000 kg (535 723 lb)	246 000 kg (542 337 lb)
Maximum Zero Fuel Weight (MZFW)	232 000 kg (511 472 lb)	230 000 kg (507 063 lb)	232 000 kg (511 472 lb)
Estimated Operational Empty Weight (OEW)	With Trent 500 Engines :170 570 kg (376 042 lb)		
Estimated Maximum Payload RR Trent 500	61 430 kg (132 429 lb)	59 430 kg (131 020 lb)	61 430 kg (135 429 lb)
Usable Fuel Capacity (density = 0.785 kg/l)	214 066 l * - 222 036 l ** (56 550 US gal * - 58 656 US gal **)	216 622 l * - 223 210 l ** (57 225 US gal * - 58 966 US gal **)	
	168 041 kg * - 174 298 kg ** (370 467 lb * - 384 261 lb **)	170 048 kg * - 175 219 kg ** (374 892 lb * - 386 292 lb **)	

* (Production model) RCT = 5 frames
** (Optional model) RCT = 7 frames

**ON A/C A340-500WV0xx A340-500WV1xx

6. The following table provides characteristics of A340-500 Models, these data are common to each Weight Variant:

Aircraft Characteristics	
Standard Seating Capacity	313
Pressurized Fuselage Volume (A/C non equipped)	1 120 m^3 (39 552 ft^3)

Aircraft Characteristics	
Passenger Compartment Volume	490 m^3 (17 304 ft^3)
Cockpit Volume	12 m^3 (424 ft^3)
Usable Volume, FWD CC (Based on LD3)	80.5 m^3 (2 844 ft^3)
Usable Volume, AFT CC (Based on LD3)	53.6 m^3 (1 896 ft^3)
Usable Volume, Bulk CC	19.7 m^3 (695 ft^3)
Water Volume, FWD CC	107.1 m^3 (3 782 ft^3)
Water Volume, FWD CC	73.9 m^3 (2 610 ft^3)
Water Volume, FWD CC	22.7 m^3 (802 ft^3)

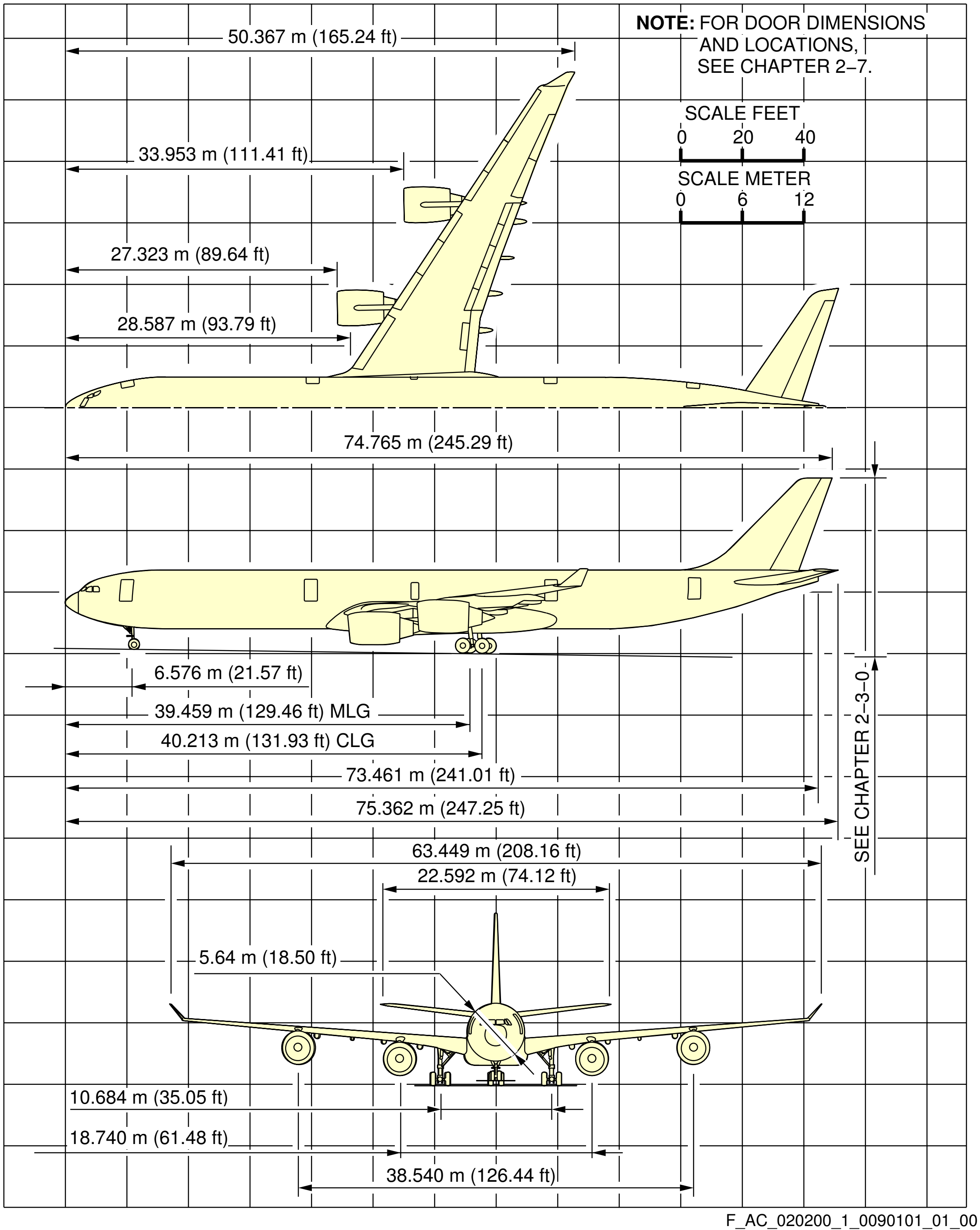
2-2-0 General Airplane Dimensions

****ON A/C A340-500 A340-600**

General Airplane Dimensions

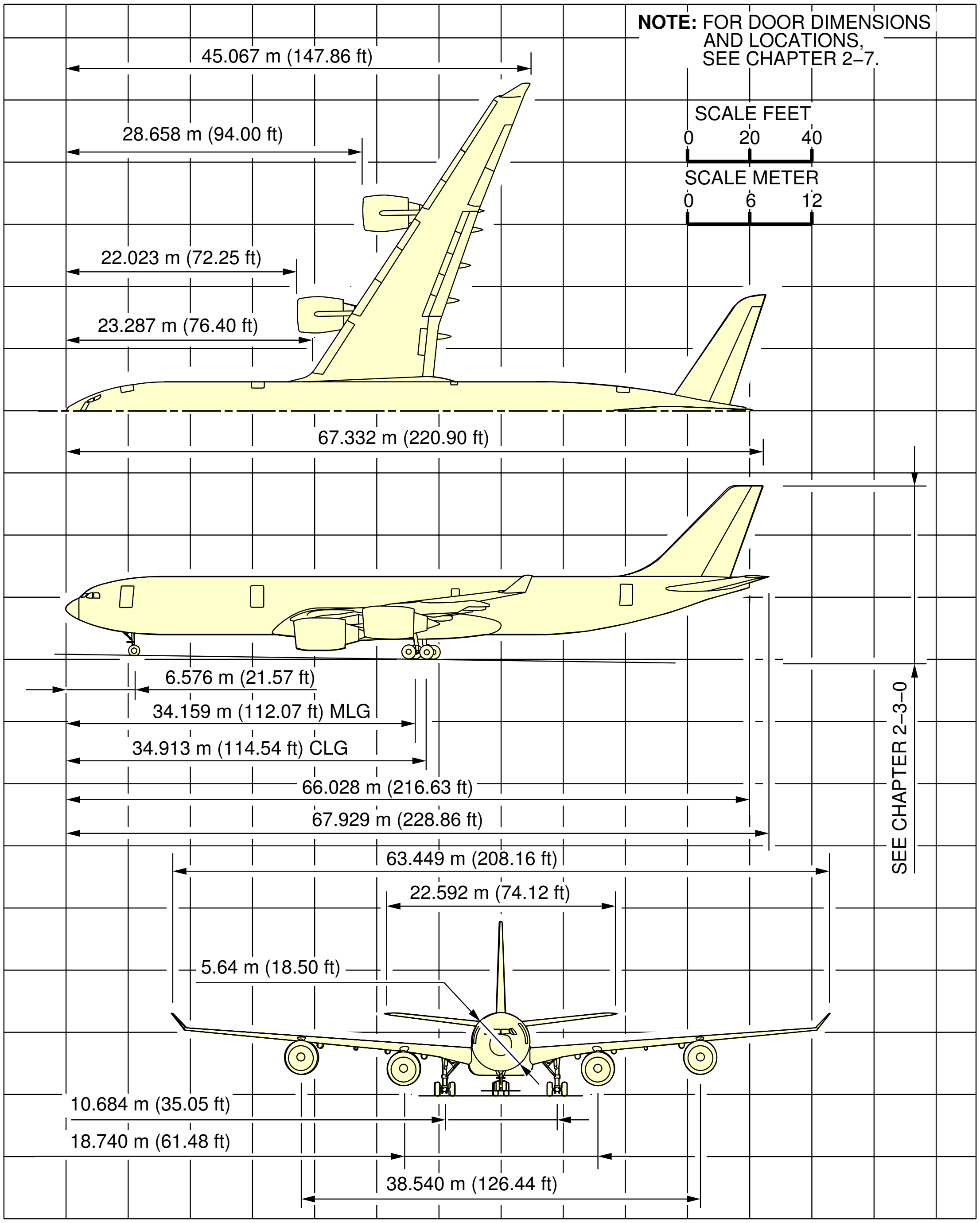
1. This section provides General Airplane Dimensions.

**ON A/C A340-600



General Airplane Dimensions
FIGURE 1

**ON A/C A340-500



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General Airplane Dimensions
FIGURE 2

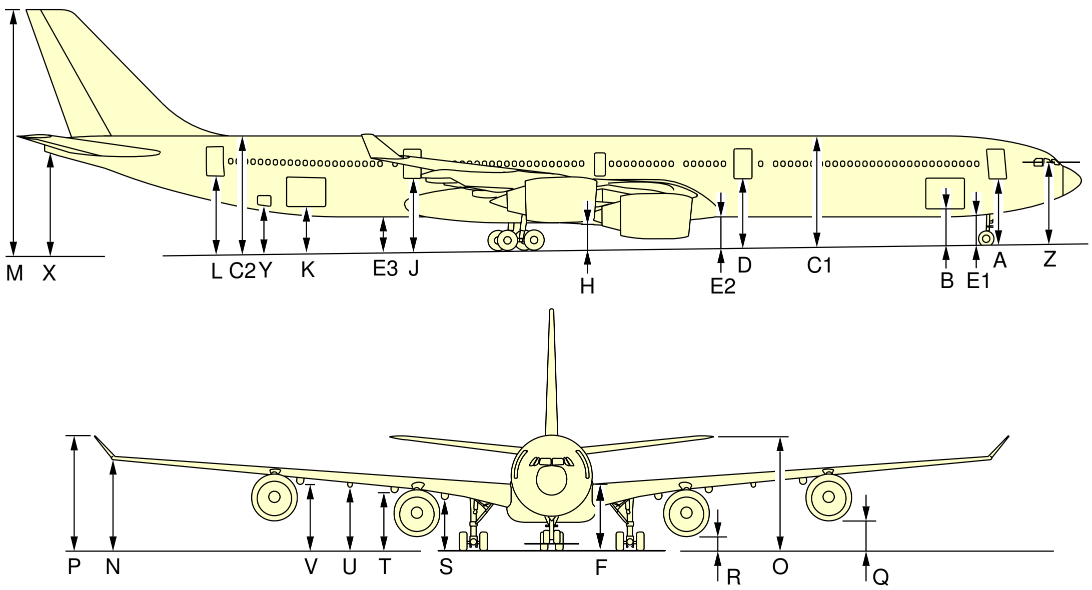
2-3-0 Ground Clearances

****ON A/C A340-500 A340-600**

Ground Clearances

1. This section gives the height of various points of the aircraft, above the ground, for different aircraft configurations.
   Dimensions in the tables are approximate and will vary with tire type and conditions.

**ON A/C A340-600



A/C CONFIGURATION		OWE MID CG		354.6t CG: 16%		MTW FWD CG		350t CG: 38%		AIRCRAFT ON JACKS *	
		m	ft	m	ft	m	ft	m	ft	m	ft
	A	4.78	15.67	4.53	14.88	4.60	15.08	4.73	15.53	7.03	23.07
	B	2.88	9.46	2.65	8.69	2.70	8.86	2.82	9.27	5.09	16.71
FR 37.9	C1	7.99	26.22	7.79	25.55	7.81	25.61	7.87	25.83	10.02	32.87
FR 74	C2	8.47	27.77	8.35	27.38	8.27	27.12	8.19	26.86	10.02	32.87
	D	5.00	16.41	4.80	15.75	4.82	15.81	4.88	16.03	7.03	23.07
FR 23	E1	2.17	7.12	1.94	6.36	1.99	6.53	2.11	6.93	4.38	14.37
FR 37.9	E2	2.35	7.71	2.15	7.05	2.17	7.11	2.23	7.33	4.38	14.37
FR 56.4	E3	2.66	8.72	2.51	8.24	2.47	8.09	2.44	7.99	4.38	14.37
	F	4.64	15.23	4.46	14.65	4.45	14.61	4.48	14.70	6.54	21.47
FR 40.4	H	1.85	6.07	1.67	5.47	1.66	5.46	1.70	5.57	3.78	12.40
	J	5.31	17.42	5.16	16.94	5.12	16.79	5.09	16.69	7.03	23.07
	K	3.50	11.49	3.37	11.05	3.31	10.84	3.25	10.66	5.14	16.86
	L	5.69	18.68	5.58	18.29	5.50	18.03	5.42	17.77	7.25	23.78
	M	17.93	58.84	17.84	58.54	17.73	58.17	17.60	57.74	19.32	63.39
	N	6.15	20.18	6.00	19.69	5.96	19.55	5.93	19.46	7.88	25.87
	O	8.60	28.21	8.51	27.92	8.39	27.54	8.26	27.10	9.98	32.74
	P	7.76	25.45	7.61	24.97	7.56	24.81	7.53	24.70	9.46	31.04
	Q	1.75	5.75	1.58	5.17	1.56	5.12	1.58	5.18	3.62	11.89
	R	0.71	2.32	0.52	1.70	0.52	1.71	0.56	1.85	2.66	8.73
	S	3.84	12.60	3.68	12.06	3.65	11.97	3.65	11.97	5.65	18.54
	T	4.31	14.16	4.15	13.61	4.12	13.53	4.13	13.54	6.14	20.15
	U	4.36	14.30	4.19	13.75	4.17	13.67	4.17	13.69	6.18	20.29
	V	4.77	15.65	4.61	15.13	4.58	15.01	4.56	14.97	6.54	21.44
FR 99	X	7.25	23.78	7.15	23.47	7.04	23.11	6.92	22.71	8.66	28.41
	Y	3.59	11.79	3.47	11.37	3.40	11.14	3.33	10.92	5.19	17.03
	Z	5.90	19.35	5.65	18.54	5.72	18.77	5.87	19.27	8.20	26.90

* **NOTE:** THESE FIGURES WILL GIVE AN AIRCRAFT FUSELAGE DATUM (FD) AT 7200 MM.

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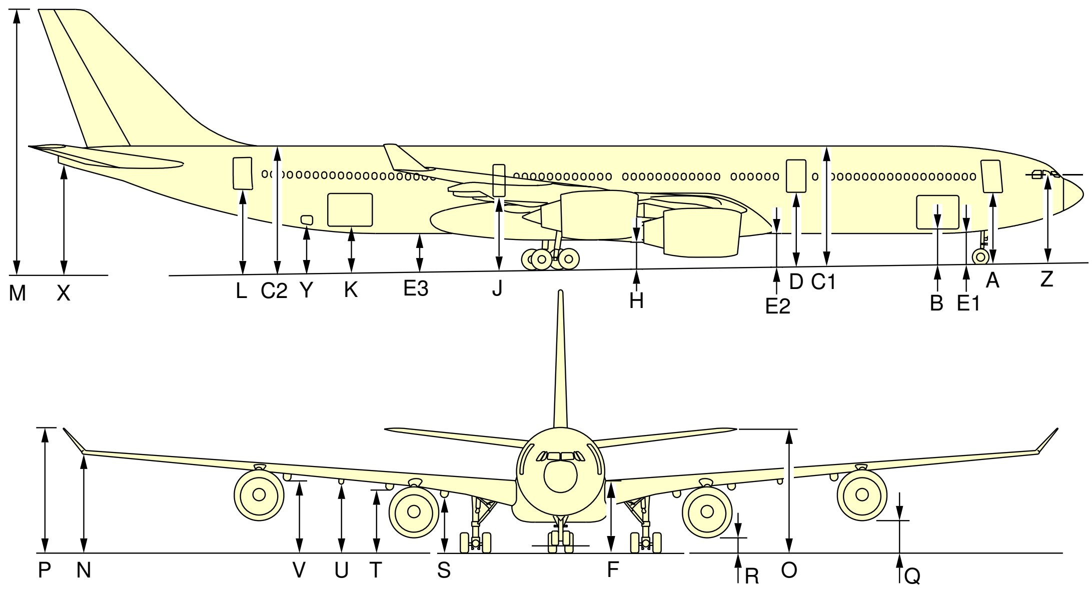
Ground Clearances
FIGURE 1

**ON A/C A340-500



A/C CONFIGURATION		OWE MID CG		349.2t CG: 22%		MTW FWD CG		MTW AFT CG		AIRCRAFT ON JACKS *	
		m	ft	m	ft	m	ft	m	ft	m	ft
	A	4.76	15.61	4.52	14.82	4.53	14.85	4.63	15.18	7.03	23.07
	B	2.88	9.44	2.65	8.68	2.65	8.70	2.74	8.98	5.09	16.71
FR 37.9	C1	7.95	26.08	7.74	25.39	7.74	25.38	7.79	25.54	10.02	32.87
FR 74	C2	8.52	27.95	8.39	27.54	8.35	27.40	8.26	27.09	10.02	32.87
	D	4.96	16.28	4.75	15.59	4.75	15.58	4.80	15.74	7.03	23.07
FR 23	E1	2.16	7.10	1.93	6.34	1.94	6.36	2.03	6.64	4.38	14.37
FR 37.9	E2	2.31	7.58	2.10	6.89	2.10	6.88	2.15	7.04	4.38	14.37
FR 53.6	E3	2.29	7.51	2.12	6.97	2.10	6.89	2.07	6.79	4.05	13.30
	F	4.64	15.22	4.45	14.61	4.44	14.56	4.45	14.59	6.54	21.47
FR 40.4	H	1.84	6.03	1.65	5.41	1.63	5.36	1.65	5.42	3.78	12.40
	J	5.27	17.28	5.10	16.74	5.08	16.66	5.05	16.57	7.03	23.07
	K	3.53	11.59	3.39	11.13	3.36	11.01	3.29	10.79	5.14	16.86
	L	5.75	18.86	5.62	18.45	5.58	18.31	5.49	18.00	7.25	23.78
	M	17.53	57.51	17.44	57.20	17.38	57.01	17.23	56.53	18.82	61.75
	N	6.19	20.31	6.04	19.81	6.01	19.70	5.96	19.56	7.88	25.87
	O	8.68	28.47	8.59	28.17	8.53	27.97	8.38	27.48	9.96	32.68
	P	7.81	25.61	7.66	25.12	7.62	25.01	7.57	24.83	9.46	31.04
	Q	1.75	5.75	1.57	5.16	1.56	5.10	1.55	5.10	3.62	11.89
	R	0.69	2.25	0.49	1.61	0.48	1.58	0.51	1.66	2.66	8.73
	S	3.86	12.66	3.69	12.11	3.67	12.03	3.65	11.96	5.65	18.54
	T	4.33	14.20	4.16	13.64	4.13	13.57	4.12	13.52	6.14	20.15
	U	4.37	14.35	4.20	13.79	4.18	13.71	4.16	13.66	6.18	20.29
	V	4.80	15.74	4.64	15.22	4.61	15.13	4.58	15.01	6.54	21.44
FR 99	X	7.34	24.08	7.24	23.76	7.18	23.57	7.05	23.12	8.66	28.41
	Y	3.63	11.92	3.50	11.49	3.46	11.35	3.38	11.09	5.19	17.03
	Z	5.87	19.25	5.62	18.44	5.63	18.48	5.75	18.86	8.20	26.90

* **NOTE:** THESE FIGURES WILL GIVE AN AIRCRAFT FUSELAGE DATUM (FD) AT 7200 MM.

F_AC_020300_1_0130101_01_00

Ground Clearances
FIGURE 2

2-4-0 Interior Arrangements

****ON A/C A340-500 A340-600**

Interior Arrangements

1. This section gives the standard interior arrangements configuration.

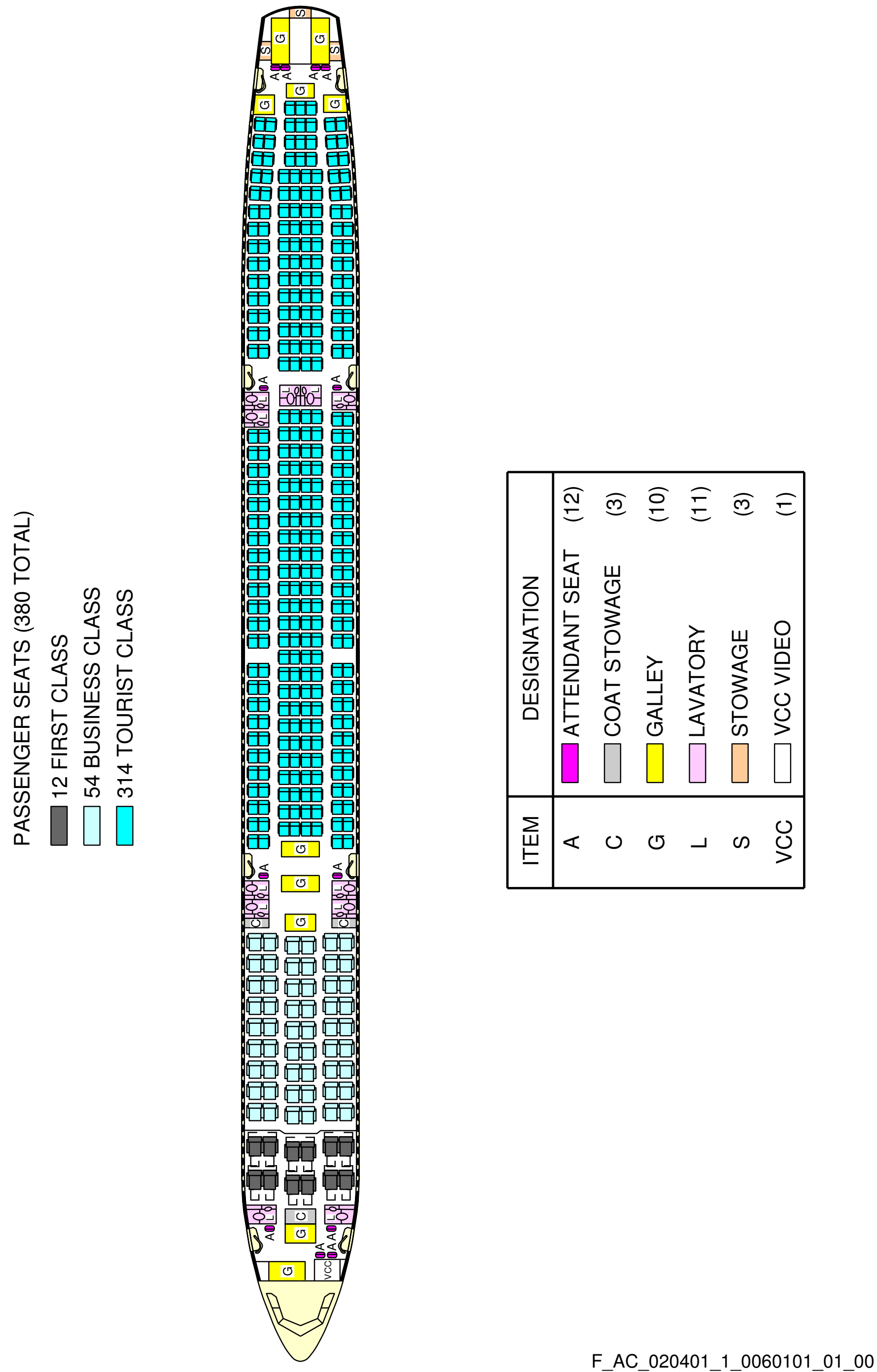
2-4-1 Typical Configuration

****ON A/C A340-500 A340-600**

Typical Configuration

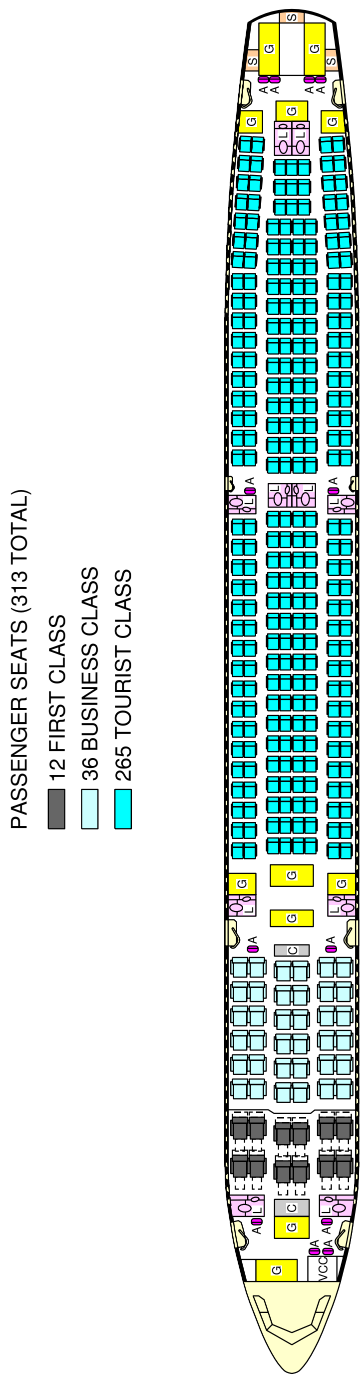
1. This section gives the typical configuration for A340-500 and A340-600.

****ON A/C A340-600**



Typical Configuration
FIGURE 1

**ON A/C A340-500



ITEM	DESIGNATION	
A	ATTENDANTS SEAT	(12)
C	COAT STOWAGE	(2)
G	GALLEY	(11)
L	LAVATORY	(10)
S	STOWAGE	(3)
VCC	VCC VIDEO	(1)

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Typical Configuration
FIGURE 2

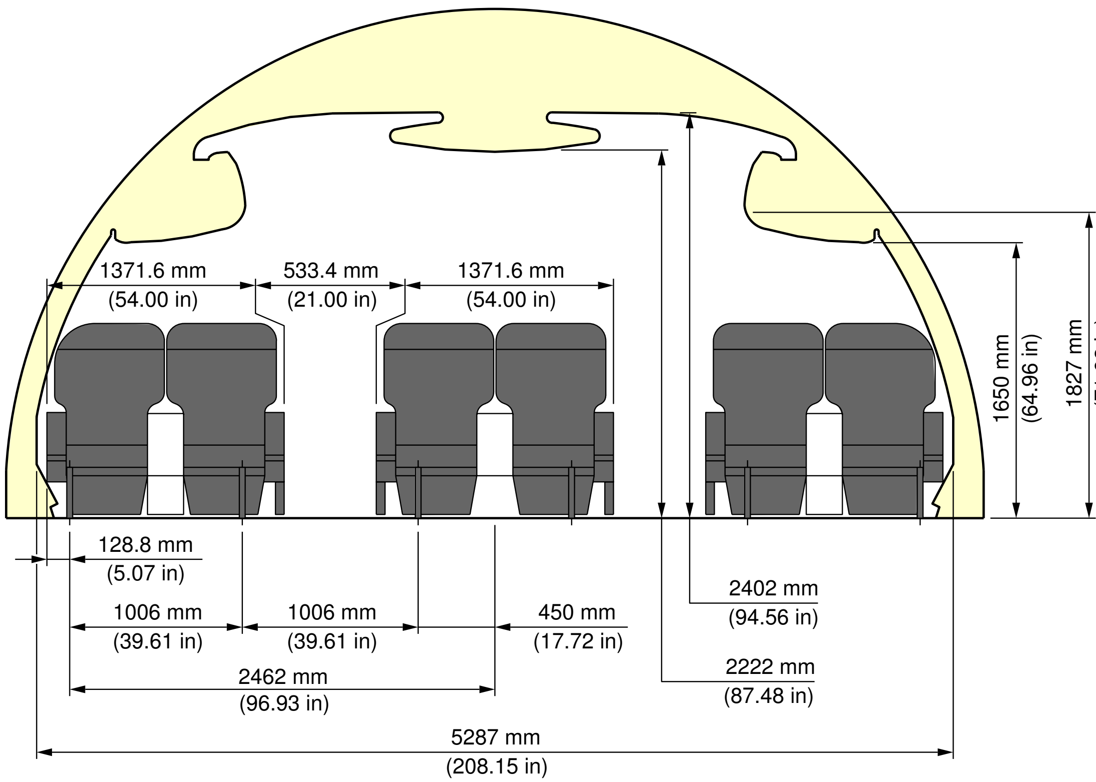
2-5-0 Passenger Compartment Cross Section

****ON A/C A340-500 A340-600**

Passenger Compartment Cross-section

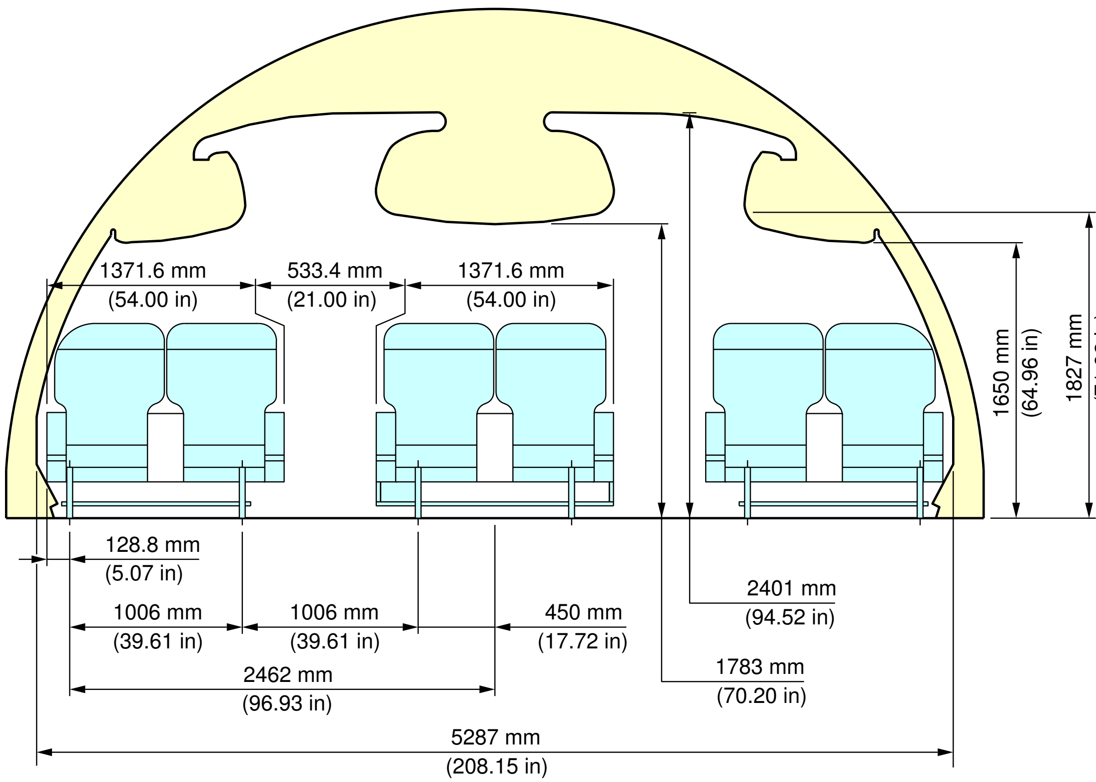
1. This section gives the typical passenger compartment cross-section configuration of A340-500/-600 models.

**ON A/C A340-500 A340-600



Passenger Compartment Cross-section
FIGURE 1

**ON A/C A340-500 A340-600



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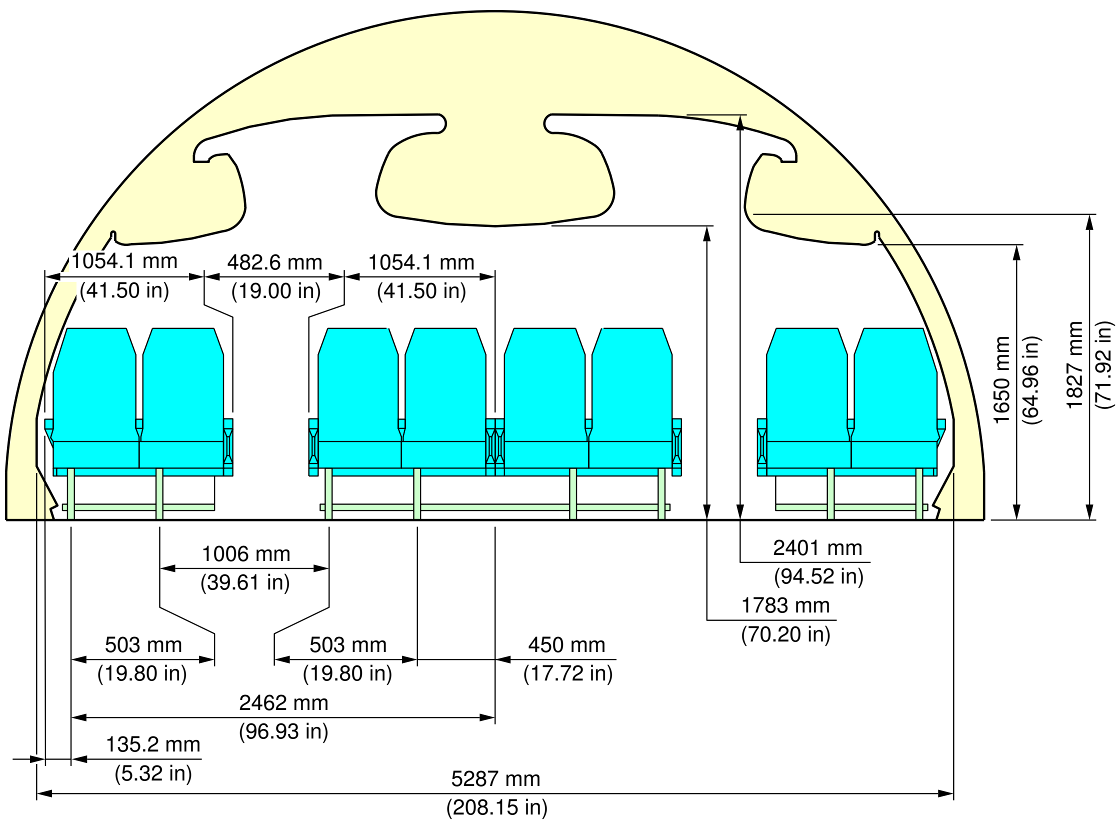
Passenger Compartment Cross-section
FIGURE 2

**ON A/C A340-500 A340-600



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Passenger Compartment Cross-section
FIGURE 3

2-6-0 Cargo Compartments

****ON A/C A340-500 A340-600**

Cargo Compartment

1. This section gives the cargo compartments location and dimensions.

2-6-1 Lower Deck Cargo Compartments (Loading combinations)

****ON A/C A340-500 A340-600**

Lower Deck Cargo Compartments

****ON A/C A340-600**

1. This table gives cargo compartments loading combinations.

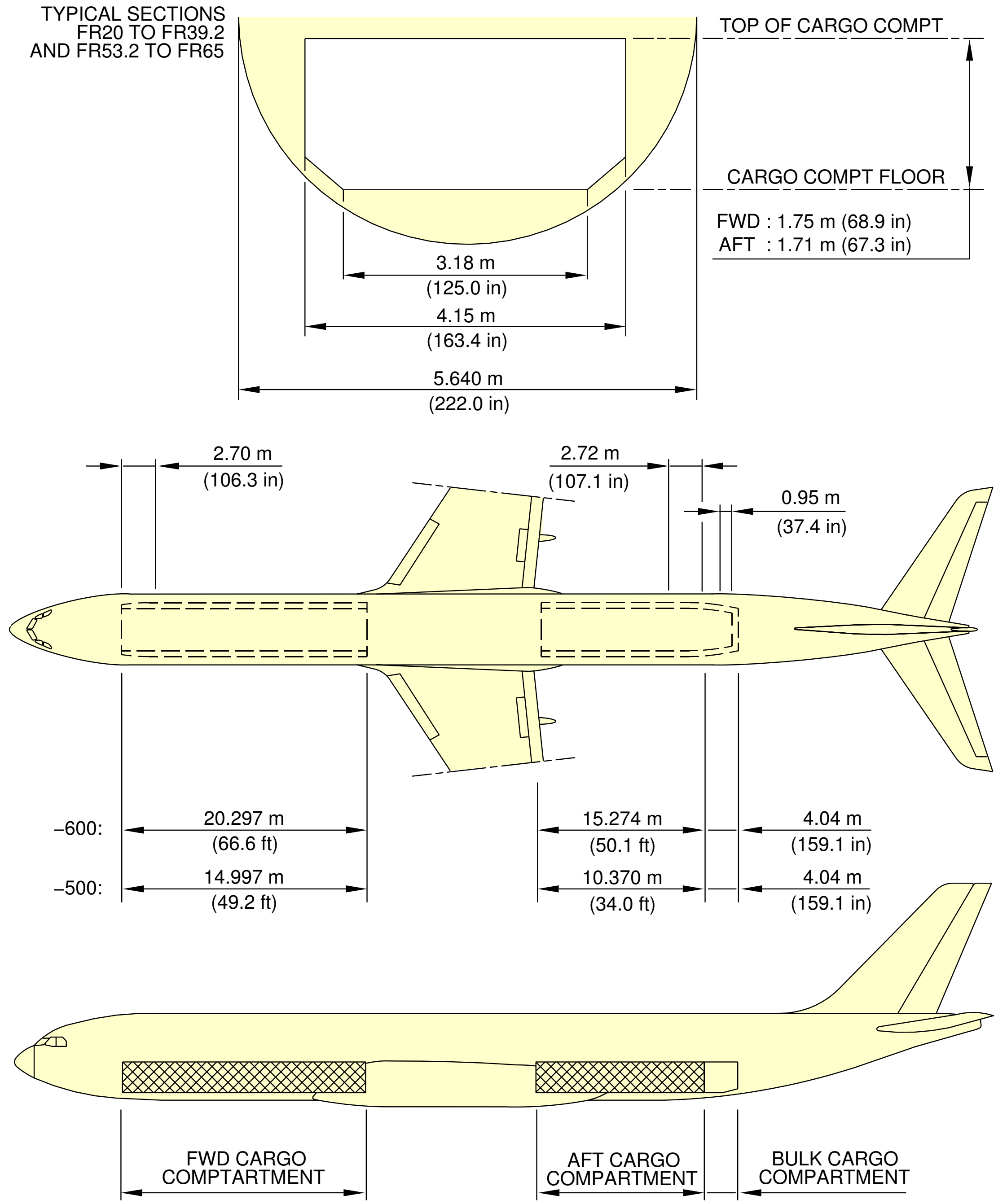
Cargo Compartment	Palletized volume - 600	Containerized volume - 600
Forward Door size (h × w) 66.89 in (1.699 m) x 106.34 in (2.701 m)	3256 ft^3 (92.200 m^3) based on 96 in × 125 in pallets loaded to height of 64 in (1.626 m)	3792 ft^3 (107.377 m^3) based on LD3 (IATA E NAS 3610-2K2C) container volume
Aft Door size (h × w) 66.3 in (1.684 m) x 107.1 in (2.720 m)	2442 ft^3 (69.150 m^3) based on 96 in × 125 in pallets loaded to height of 64 in (1.626 m)	2844 ft^3 (80.533 m^3) based on LD3 (IATA E NAS 3610-2K2C) container volume
Bulk Door size (h × w) 37.4 in (0.950 m) x 37.4 in (0.950 m)	695 ft^3 (19.680 m^3)	

****ON A/C A340-500**

2. This table gives cargo compartments loading combinations.

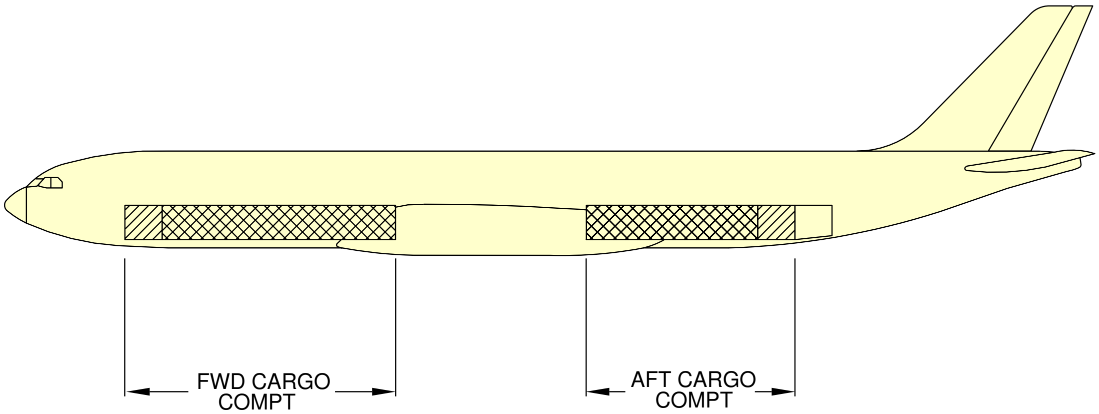
Cargo Compartment	Palletized volume - 500	Containerized volume - 500
Forward Door size (h × w) 66.89 in (1.699 m) x 106.34 in (2.701 m)	2442 ft^3 (69.150 m^3) based on 96 in × 125 in pallets loaded to height of 64 in (1.626 m)	2844 ft^3 (80.533 m^3) based on LD3 (IATA E NAS 3610-2K2C) container volume
Aft Door size (h × w) 66.3 in (1.684 m) x 107.1 in (2.720 m)	1628 ft^3 (46.100 m^3) based on 96 in × 125 in pallets loaded to height of 64 in (1.626 m)	1896 ft^3 (53.689 m^3) based on LD3 (IATA E NAS 3610-2K2C) container volume
Bulk Door size (h × w) 37.4 in (0.950 m) x 37.4 in (0.950 m)	695 ft^3 (19.680 m^3)	

**ON A/C A340-500 A340-600



Lower Deck Cargo Compartments
FIGURE 1

**ON A/C A340-500 A340-600



CARGO FLEXIBILITY–LOADING COMBINATIONS

TYPICAL LOADING COMBINATIONS–STANDARD AIRCRAFT	A340–500		A340–600	
	FWD	AFT	FWD	AFT
–HALF–SIZE CONTAINERS NAS 3610–2K2C AS PER IATA CONTOUR E OR 60.4 in X 61.5 in PALLETS NAS 3610–2K3P LIMITED TO MAX GROSS WEIGHT 3500 lb (1587kg) EACH	18	12	24	18
–HALF–SIZE CONTAINERS NAS 3610–2K2C AS PER IATA CONTOUR C LIMITED TO MAX GROSS WEIGHT 3500 lb (1587kg) EACH	9	6	12	9
–FULL–SIZE CONTAINERS NAS 3610–2L2C AS PER IATA CONTOUR F OR 60.4 in X 61.5 in PALLETS NAS 3610–2K3P,2L4P LIMITED TO MAX GROSS WIGHT 3500 lb (3174kg) EACH	9	6	12	9
–96 in X 125 in PALLETS NAS 3610–2MIP,2P,3P LIMITED TO MAX GROSS WEIGHT 10200 lb (4626kg) EACH (WITH POTENTIAL FOR EXTENSION TO 11250 lb (5103 kg)	6	4	8	6

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Loading Combinations
FIGURE 2

2-7-0 Door Clearances

****ON A/C A340-500 A340-600**

Doors Clearances

1. This section gives doors clearances.

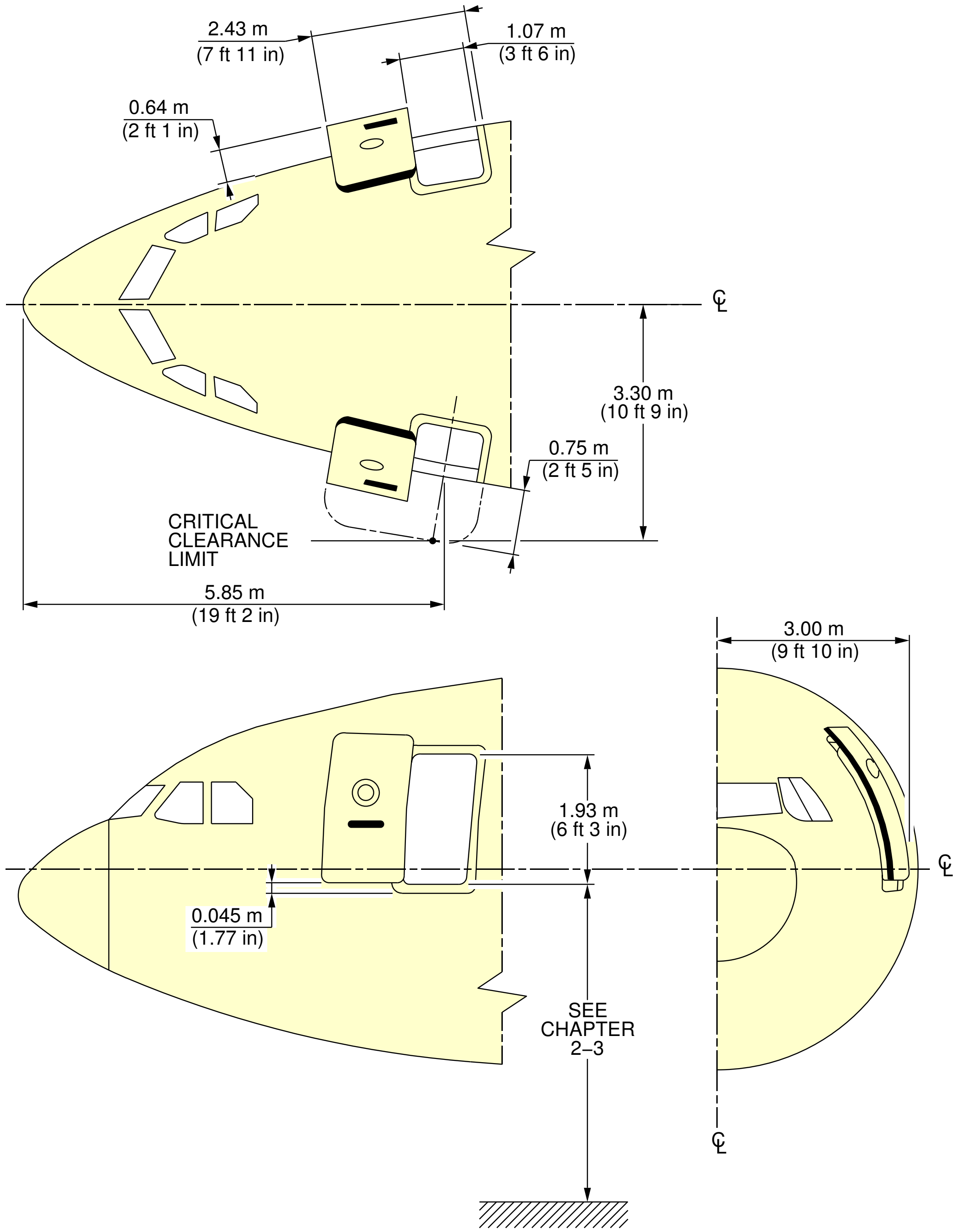
2-7-1 Forward Passenger / Crew Doors

****ON A/C A340-500 A340-600**

Forward Passenger / Crew Door

1. This section gives forward passenger / crew doors clearances.

**ON A/C A340-500 A340-600



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Forward Passenger / Crew Doors
FIGURE 1

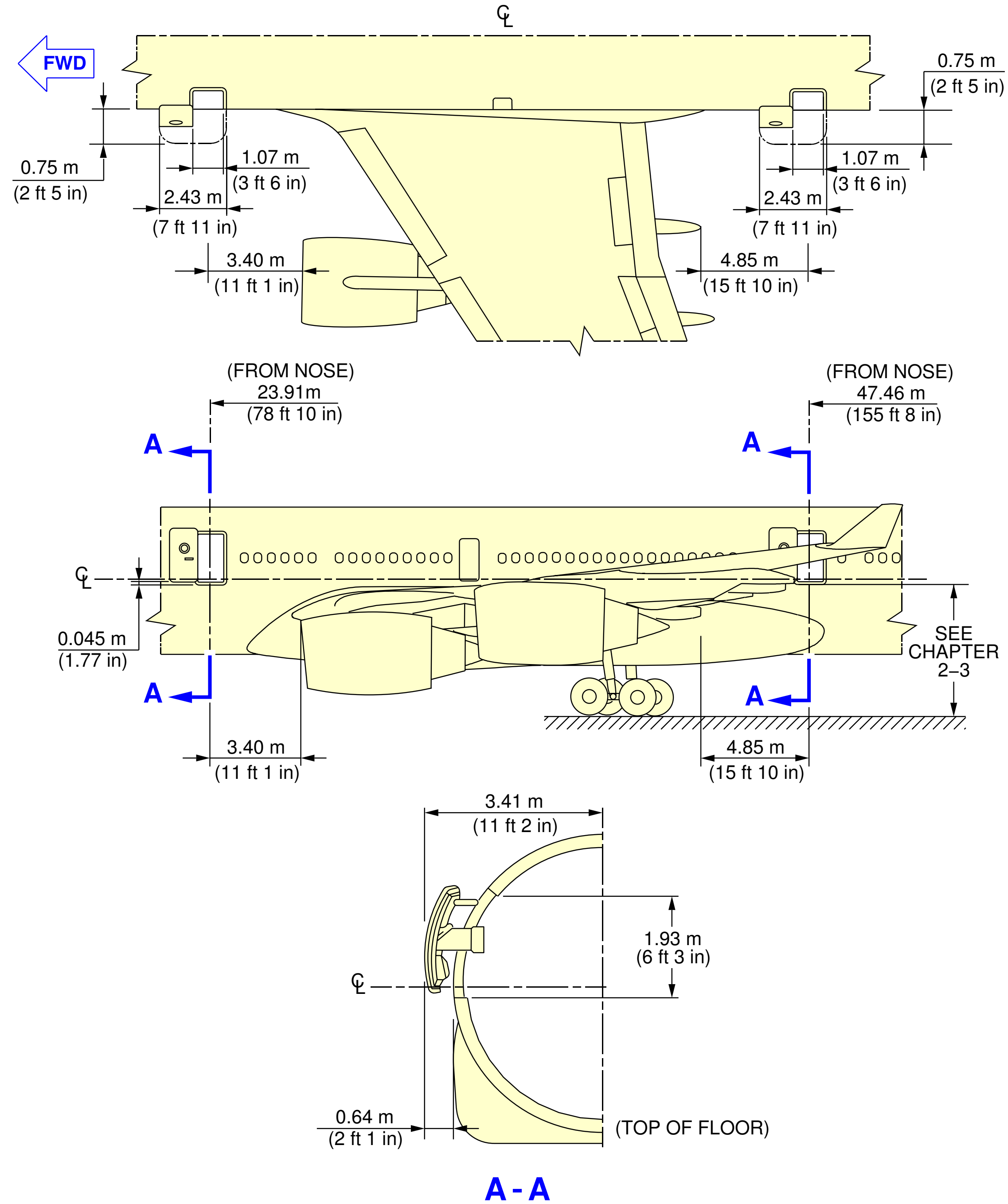
2-7-2 Mid Passenger / Crew Doors

****ON A/C A340-500 A340-600**

Mid Passenger / Crew Door

1. This section gives mid passenger / crew doors clearances.

**ON A/C A340-600



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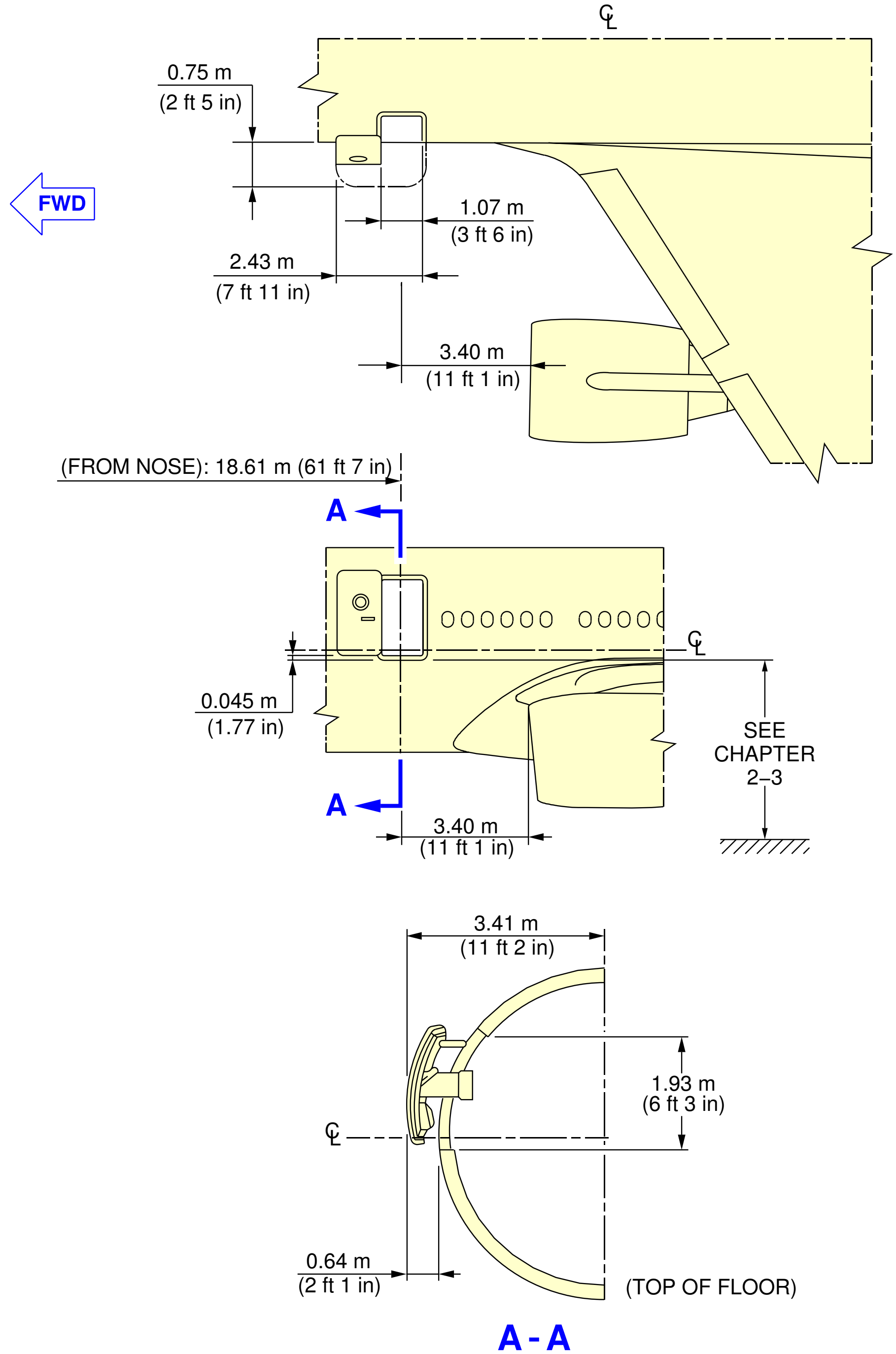
Mid Passenger / Crew Door
FIGURE 1

**ON A/C A340-500 A340-600



F_AC_020702_1_0040101_01_02

Mid Passenger / Crew Door
FIGURE 2

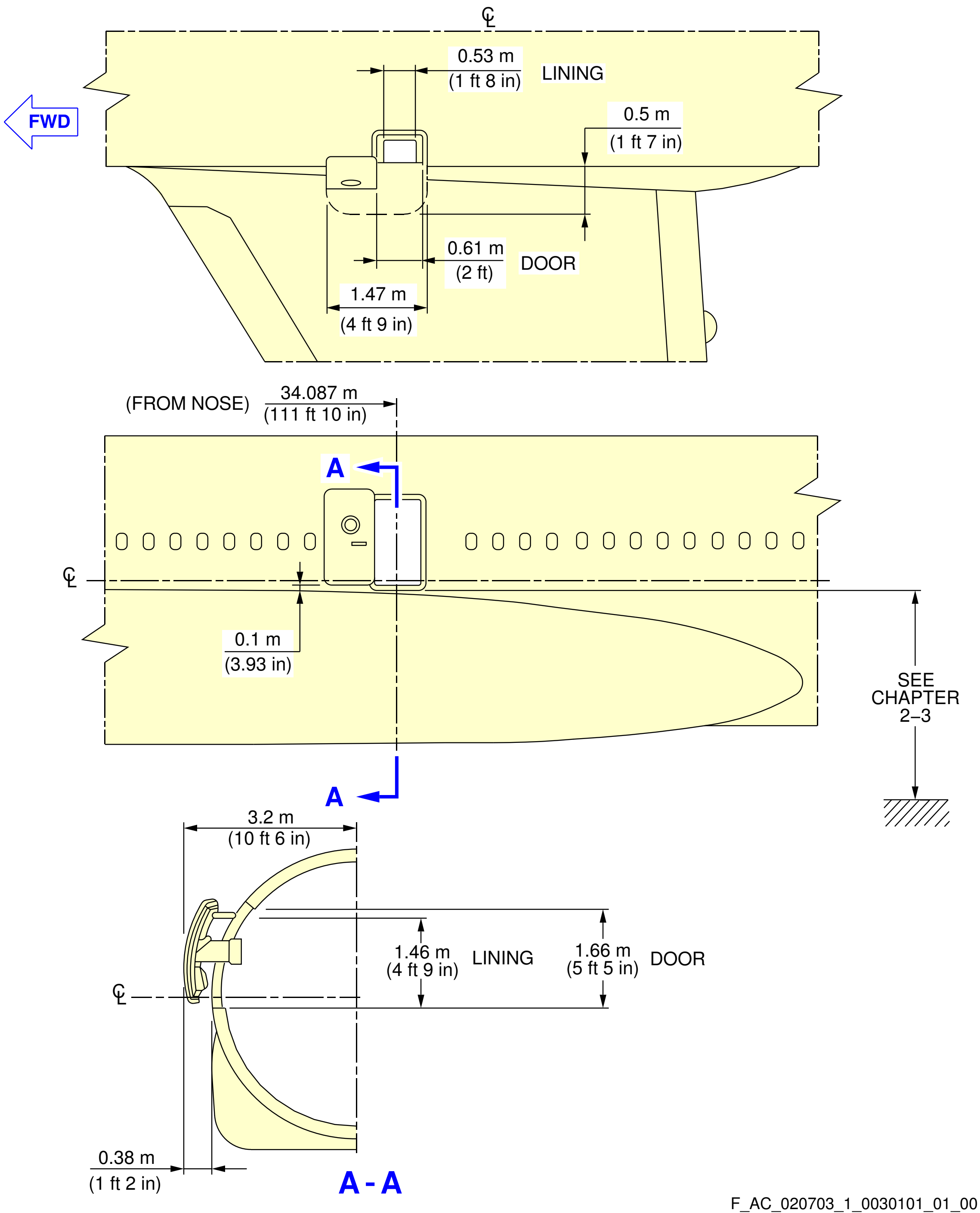
2-7-3 Emergency Exits

****ON A/C A340-500 A340-600**

Emergency Exits

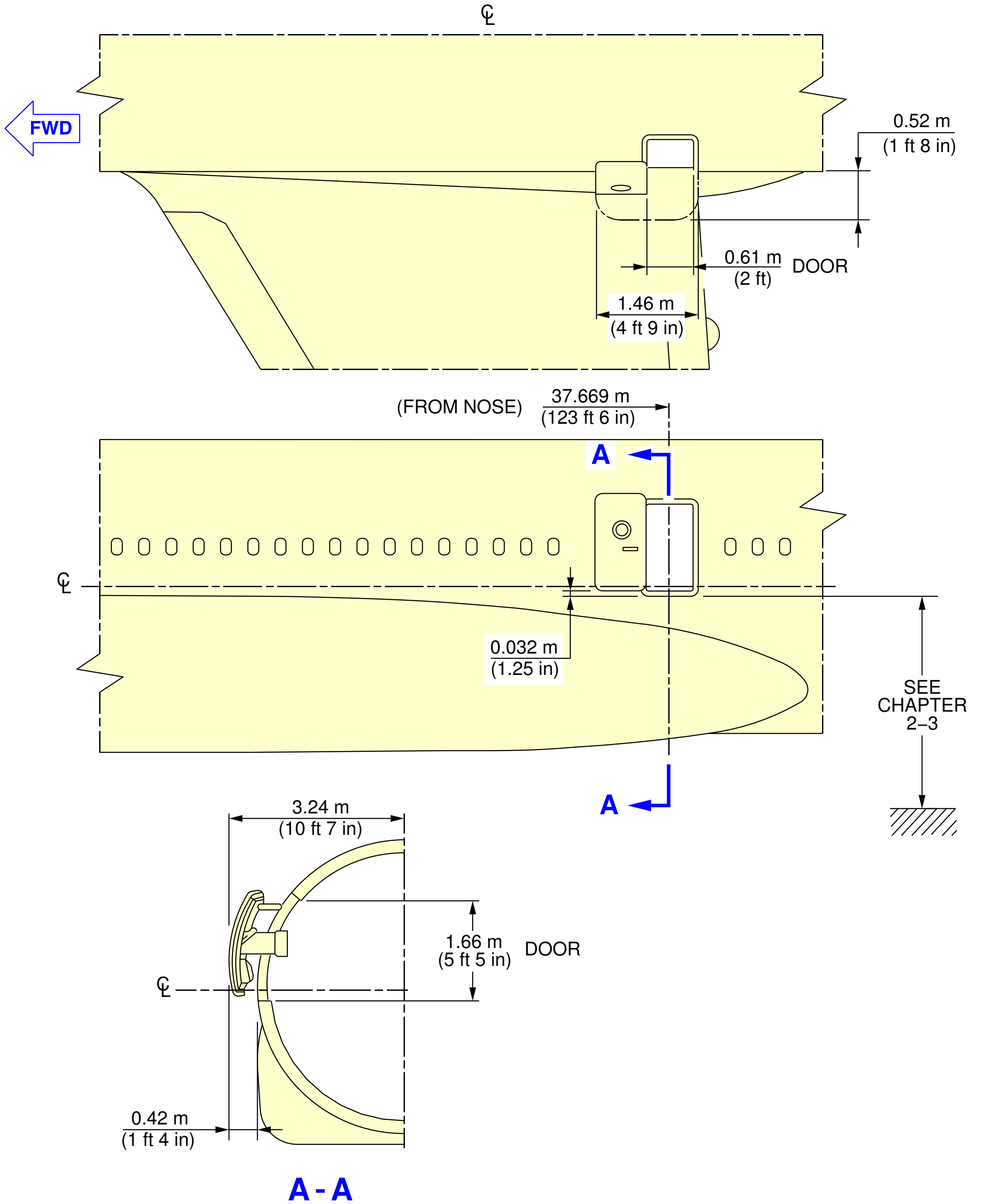
1. This section gives emergency exits doors clearances.

**ON A/C A340-600



Emergency Exits
FIGURE 1

**ON A/C A340-500



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Emergency Exits
FIGURE 2

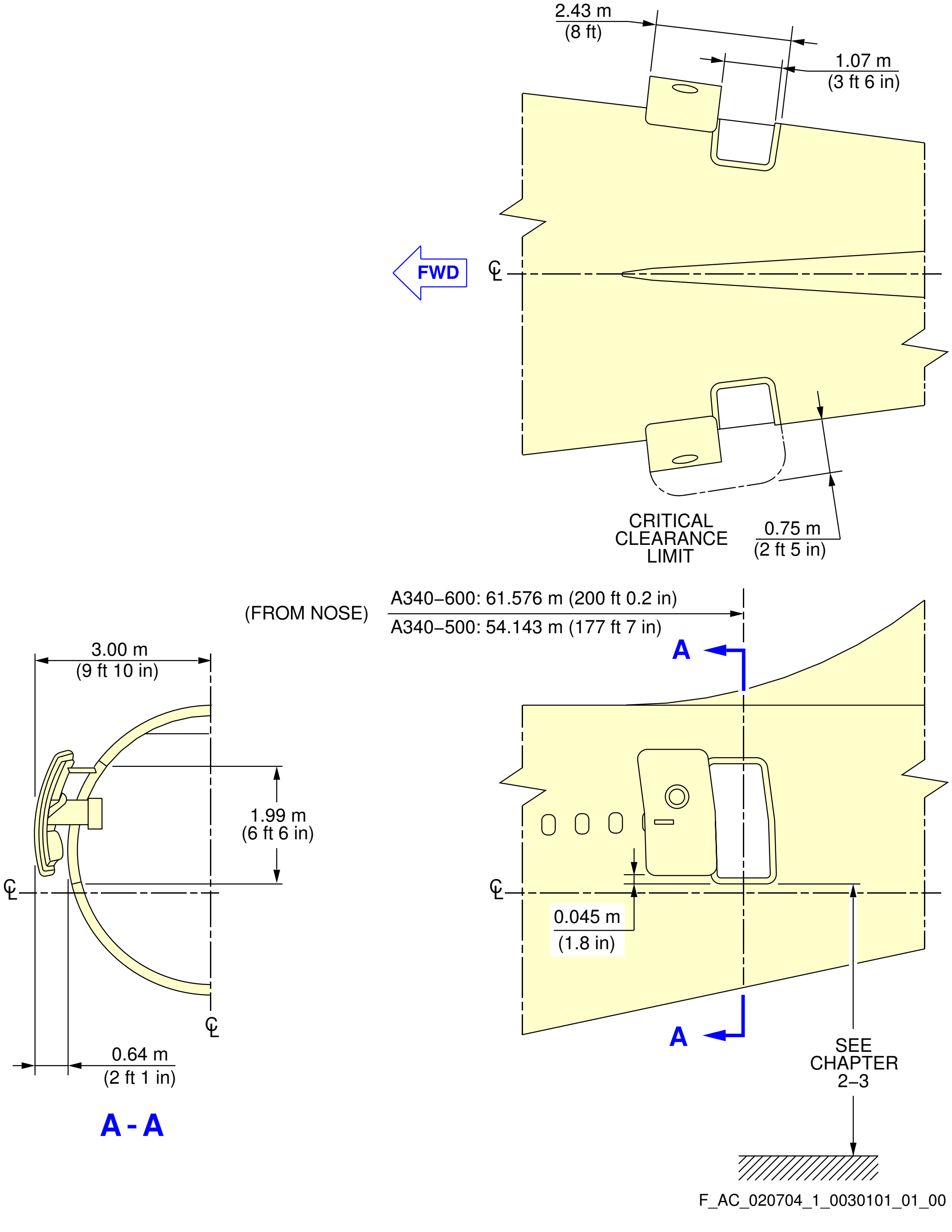
2-7-4 Aft Passenger / Crew Doors

ON A/C A340-500 A340-600

Aft Passenger / Crew Doors

1. This section gives Aft passenger / crew doors clearances.

**ON A/C A340-500 A340-600



Aft Passenger / Crew Doors
FIGURE 1

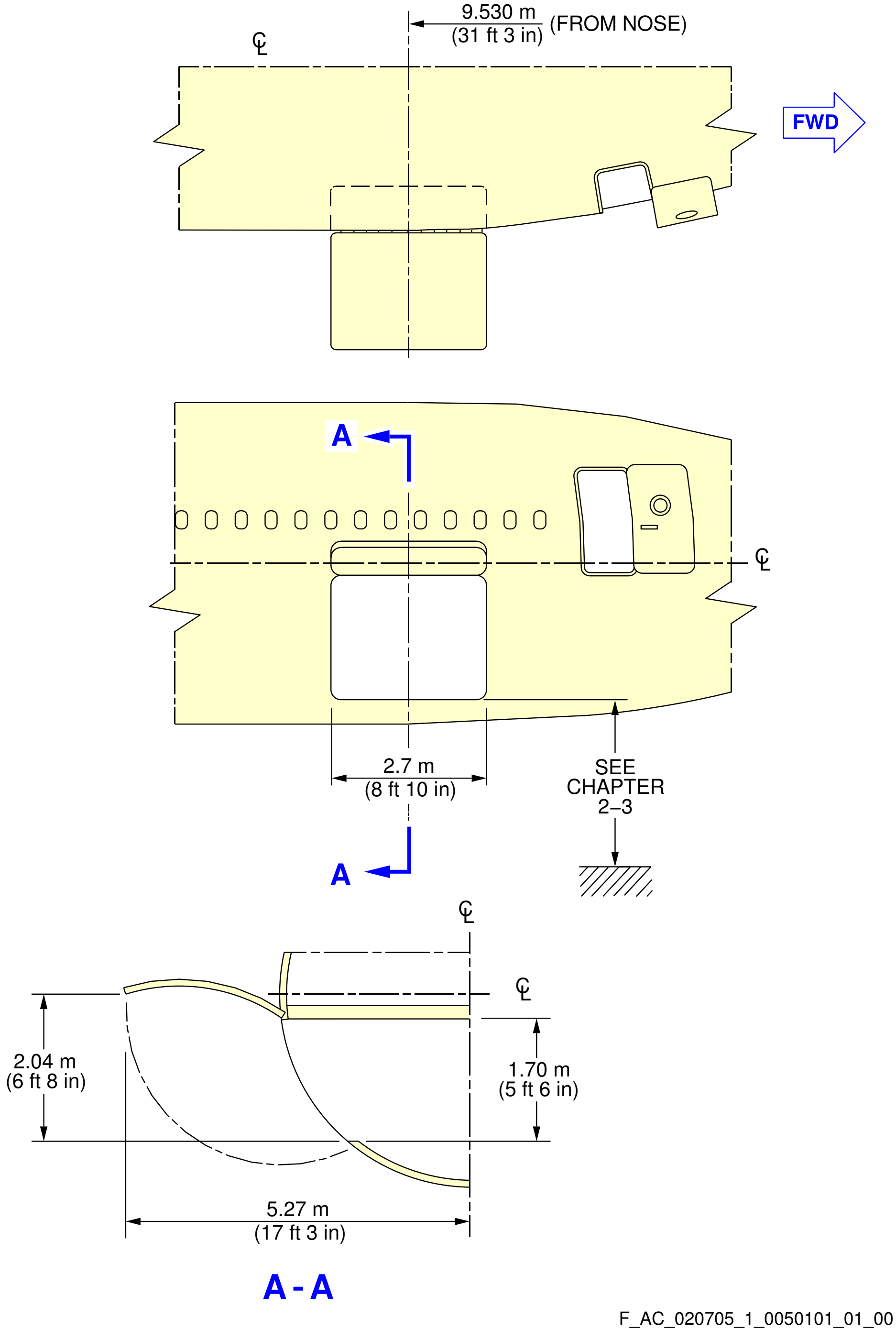
2-7-5 Forward Cargo Compartment Doors

****ON A/C A340-500 A340-600**

Forward Cargo Compartment Doors

1. This section gives forward cargo compartment doors clearances.

**ON A/C A340-500 A340-600



Forward Cargo Compartment Doors
FIGURE 1

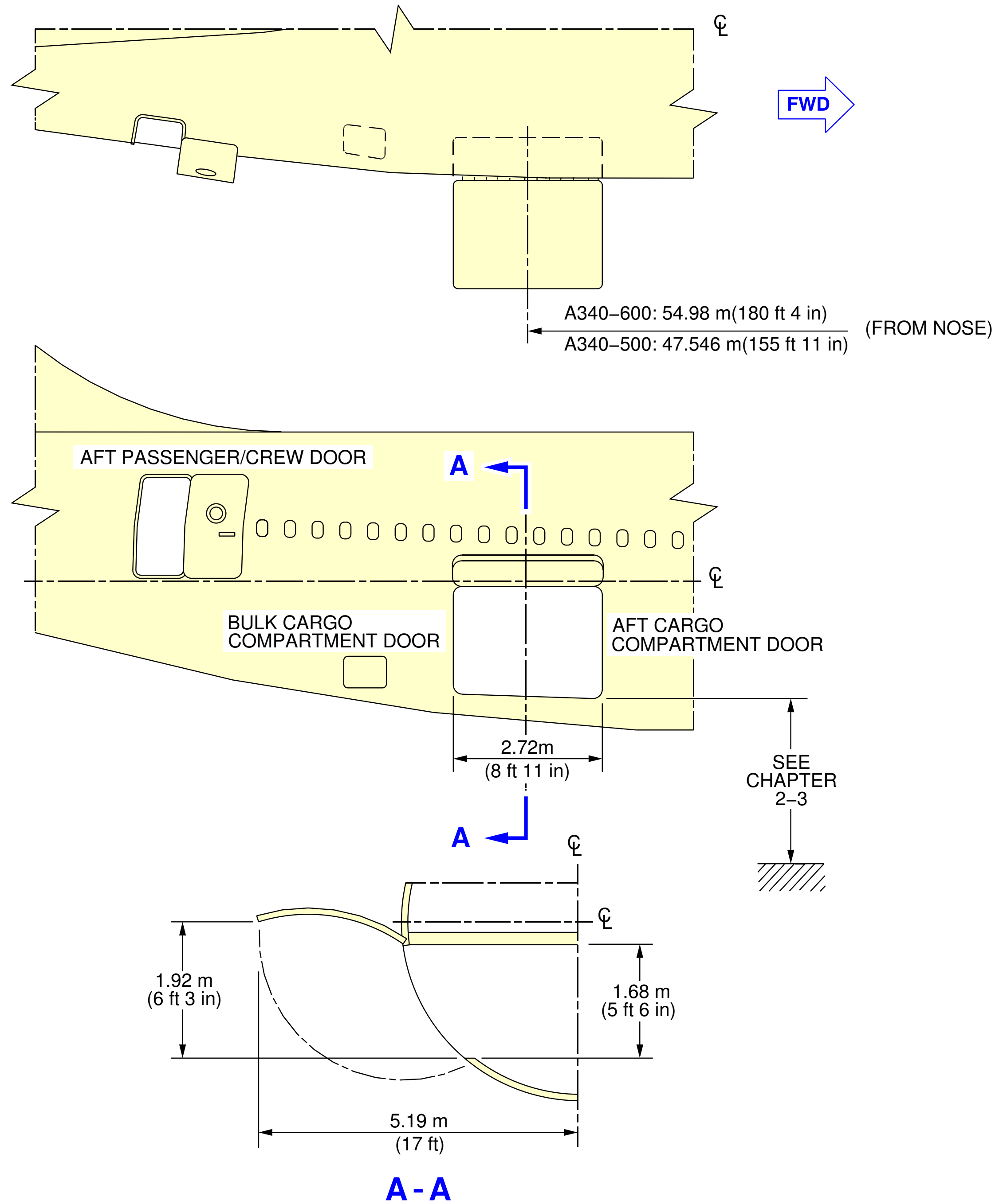
2-7-6 Aft Cargo Compartment Doors

****ON A/C A340-500 A340-600**

Aft Cargo Compartment Doors

1. This section gives Aft cargo compartment doors clearances.

**ON A/C A340-500 A340-600



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Aft Cargo Compartment Doors
FIGURE 1

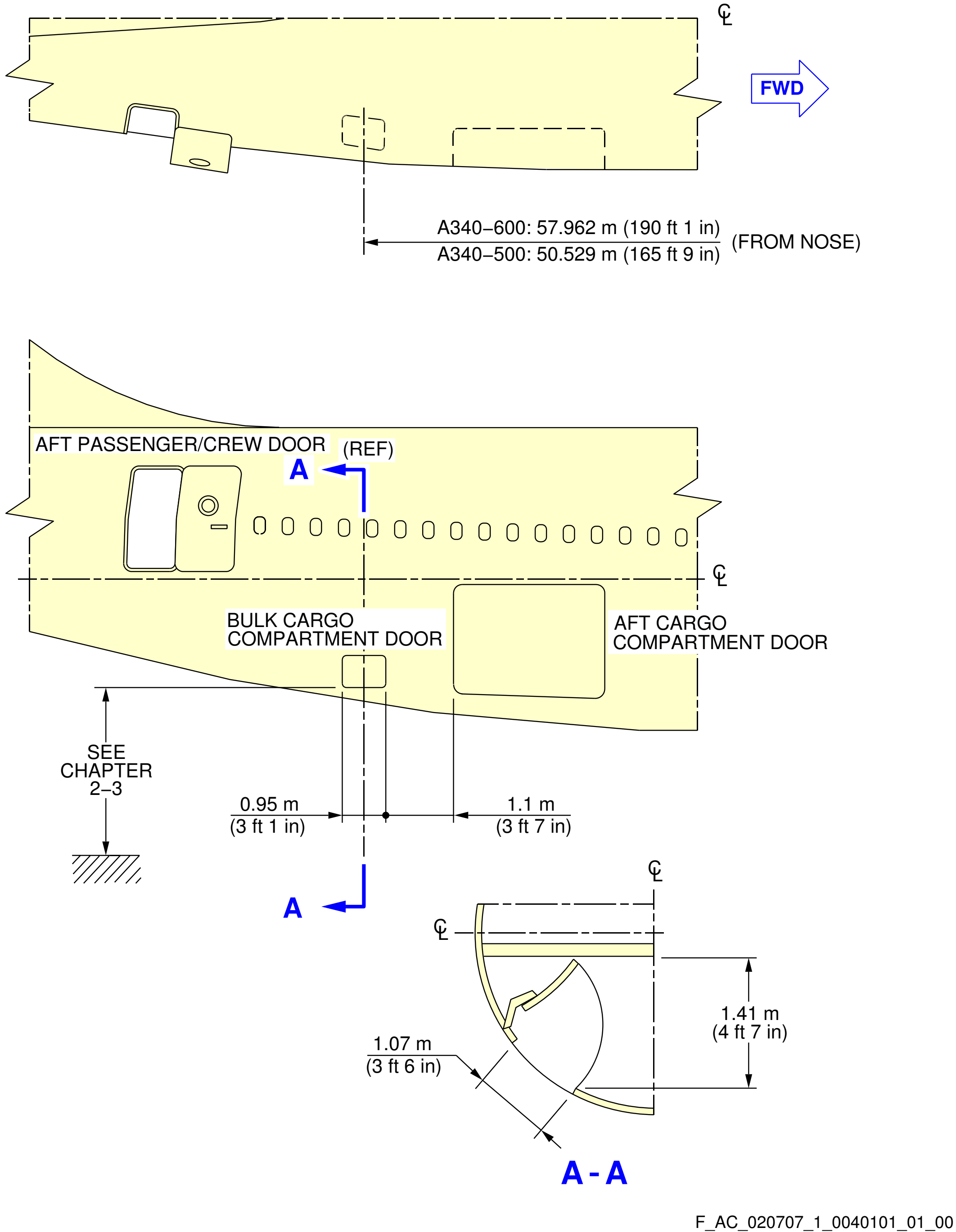
2-7-7 Bulk Cargo Compartment Doors

****ON A/C A340-500 A340-600**

Bulk Cargo Compartment Doors

1. This section gives the bulk cargo compartment doors clearances.

**ON A/C A340-500 A340-600



Bulk Cargo Compartment Doors
FIGURE 1

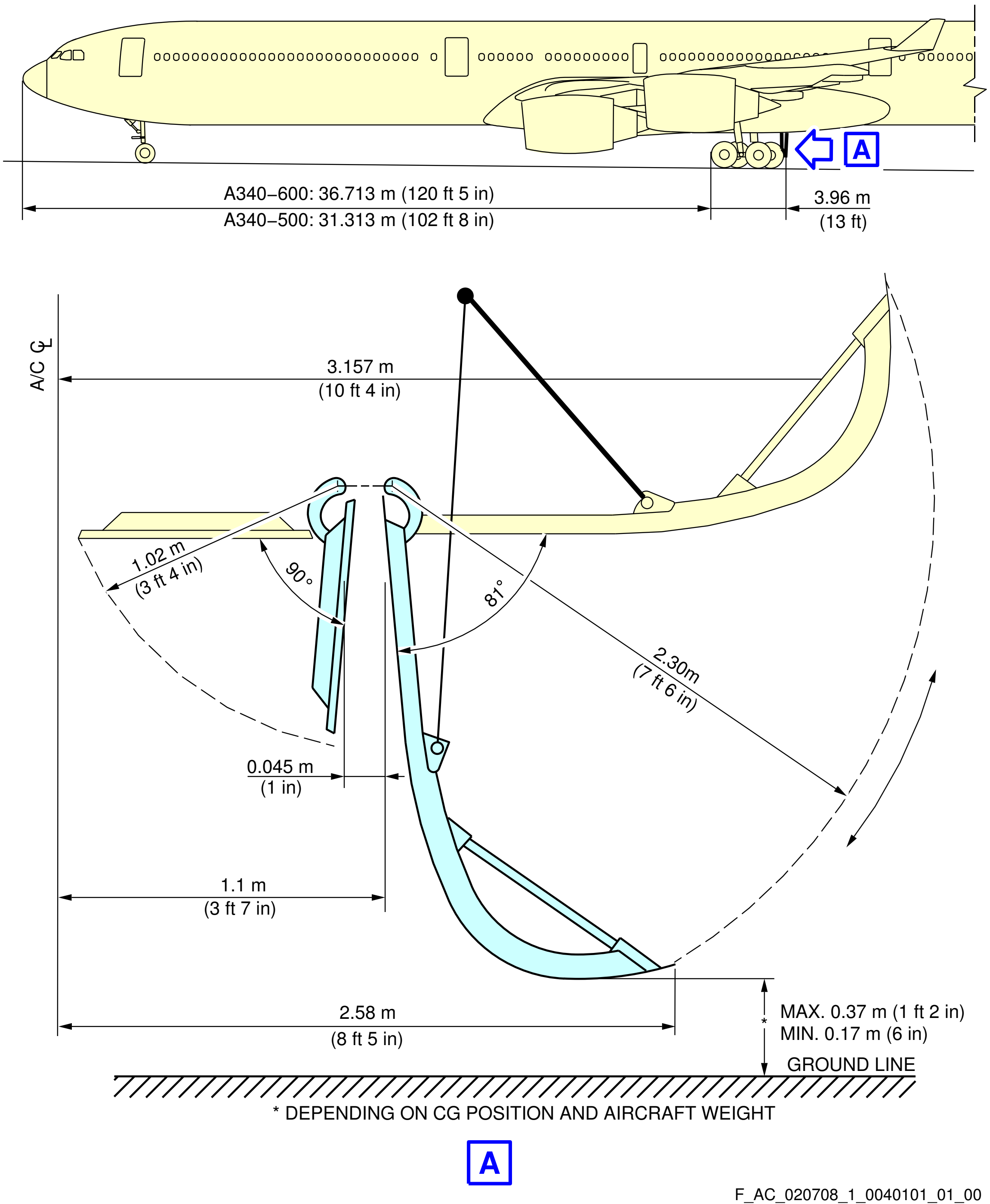
2-7-8 Main and Center Landing Gear Doors

**ON A/C A340-500 A340-600

Main Landing Gear Doors

1. This section gives the main landing gear doors clearances.

**ON A/C A340-500 A340-600



Main and Center Landing Gear Doors
FIGURE 1

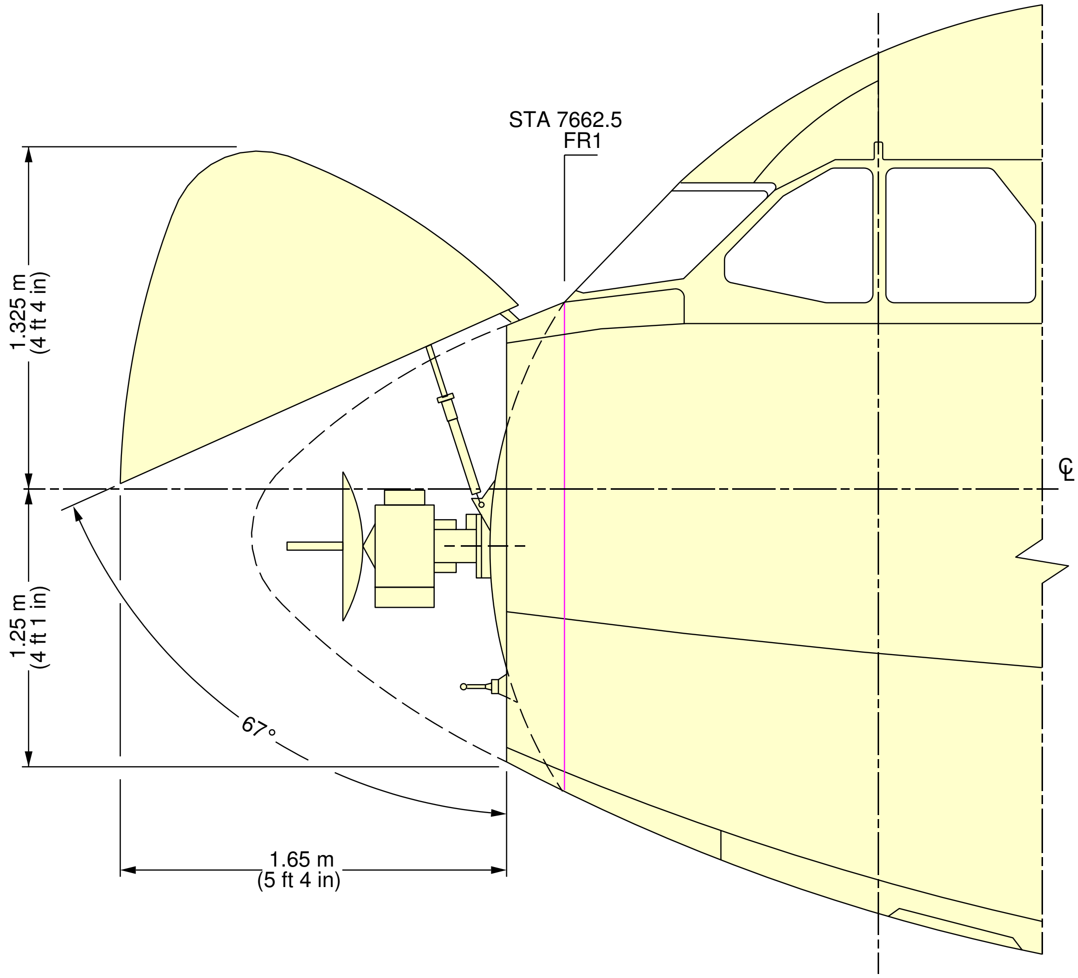
2-7-9 Radome

****ON A/C A340-500 A340-600**

<u>Radome</u>

1. This section gives the radome clearances.

**ON A/C A340-500 A340-600



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Radome
FIGURE 1

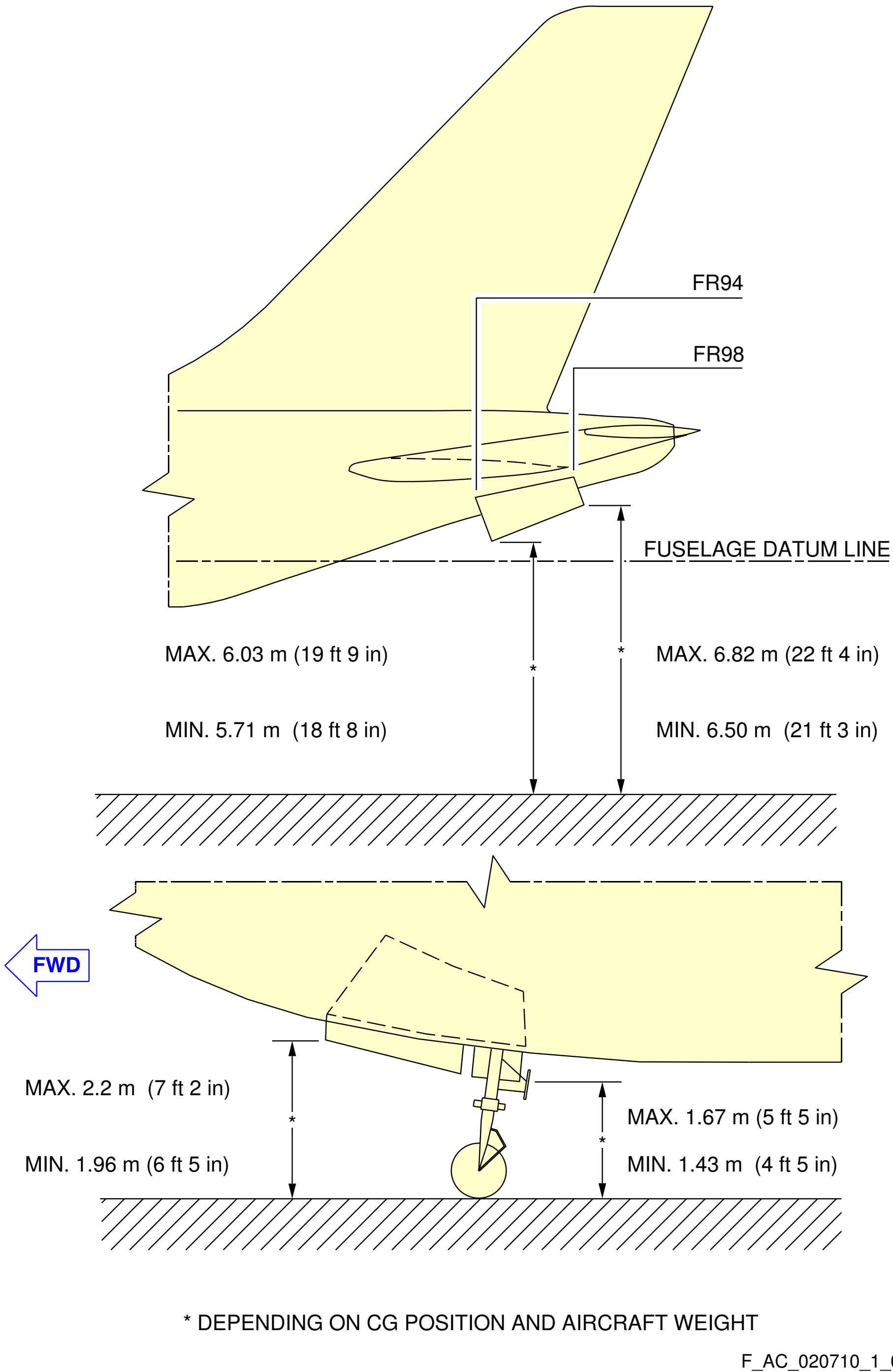
2-7-10 APU and Nose Landing Gear Doors

****ON A/C A340-500 A340-600**

APU and Nose Landing Gear Doors

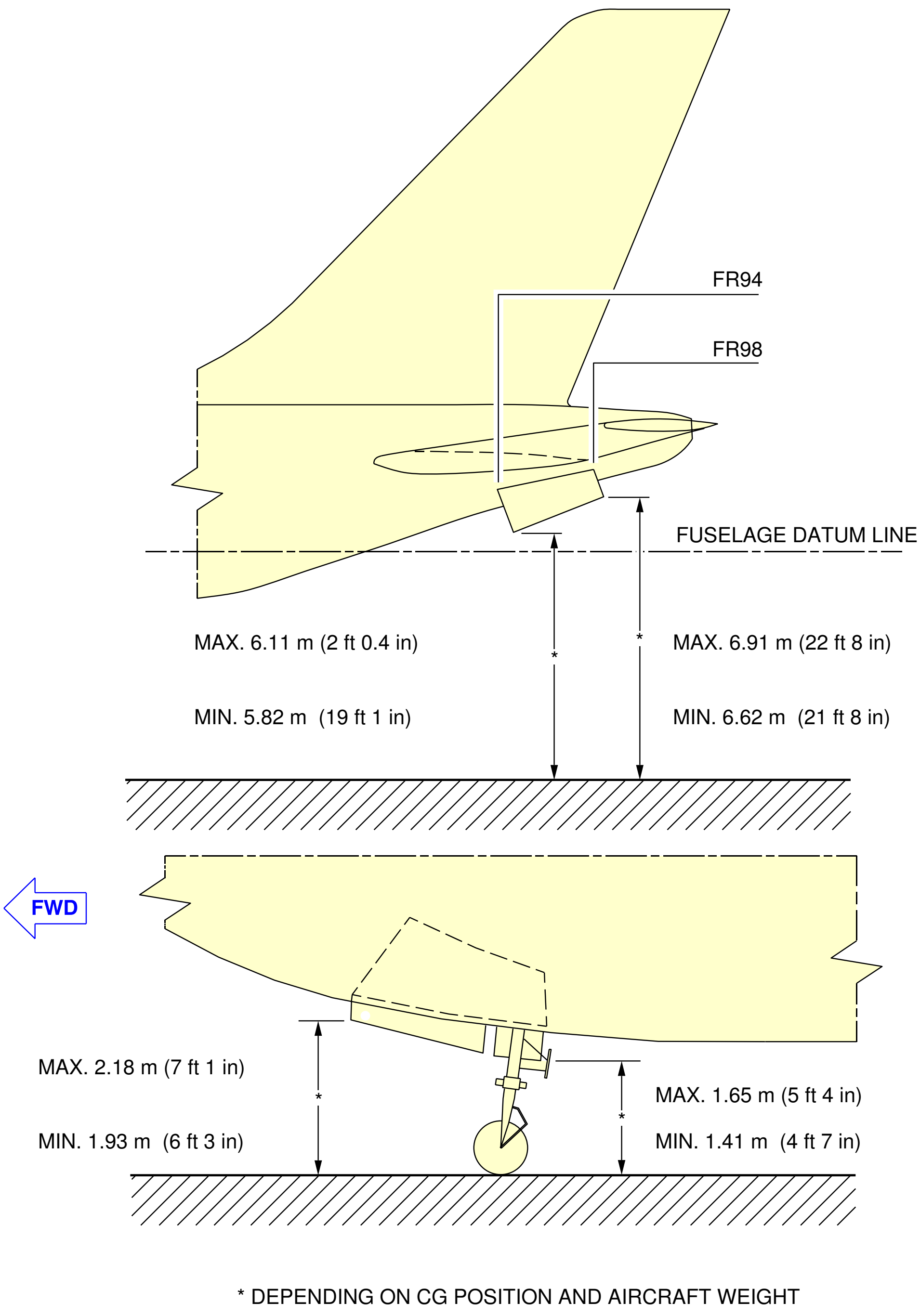
1. This section gives APU and Nose Landing Gear doors clearances.

**ON A/C A340-600



APU and Nose Landing Gear Doors
FIGURE 1

**ON A/C A340-500



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APU and Nose Landing Gear Doors
FIGURE 2

AIRPLANE PERFORMANCE

3-1-0 General Information

****ON A/C A340-500 A340-600**

General Information

1. This section gives standard day temperatures.

   Section 3-2 indicates payload range information at specific altitudes recommended for long range cruise with a given fuel reserve condition.

   Section 3-3 represents FAR takeoff runway length requirements at ISA and ISA +15°C (+27°F) for RB 211 TRENT 500 series engine conditions for FAA certification.

   Section 3-4 represents FAR landing runway length requirements for FAA certification.

   Section 3-5 indicates final approach speeds.

   Standard day temperatures for the altitude shown are tabulated below:

Standard day temperatures for the altitude			
Altitude		Standard Day Temperature	
FEET	METERS	°F	°C
0	0	59.0	15.0
2000	610	51.9	11.1
4000	1219	44.7	7.1
6000	1829	37.6	3.1
8000	2438	30.5	-0.8

3-2-0 Payload / Range

****ON A/C A340-500 A340-600**

Payload / Range

1. Payload / Range

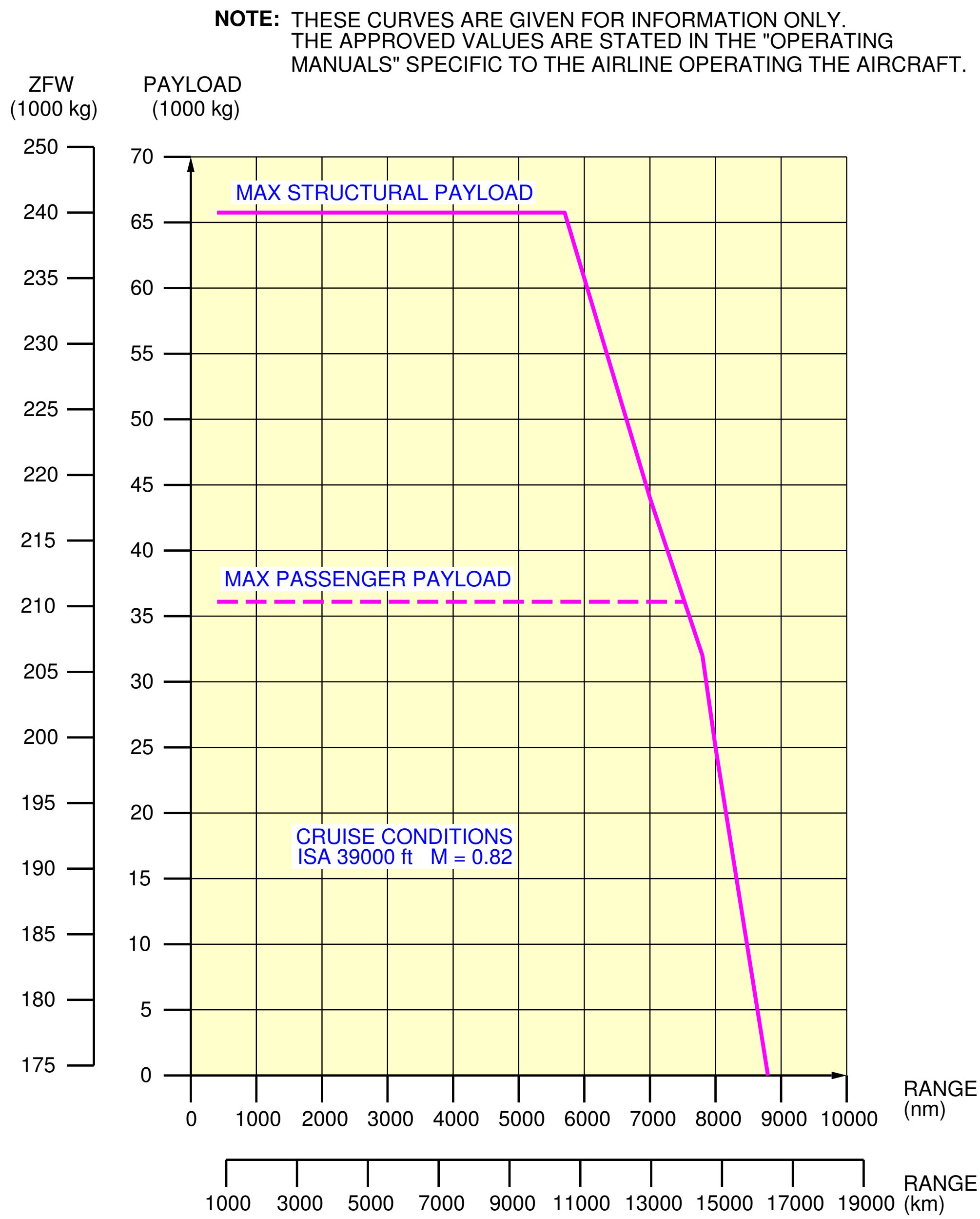
3-2-1 ISA Conditions

****ON A/C A340-500 A340-600**

ISA Conditions

1. This section gives the payload / range at ISA conditions.

**ON A/C A340-600



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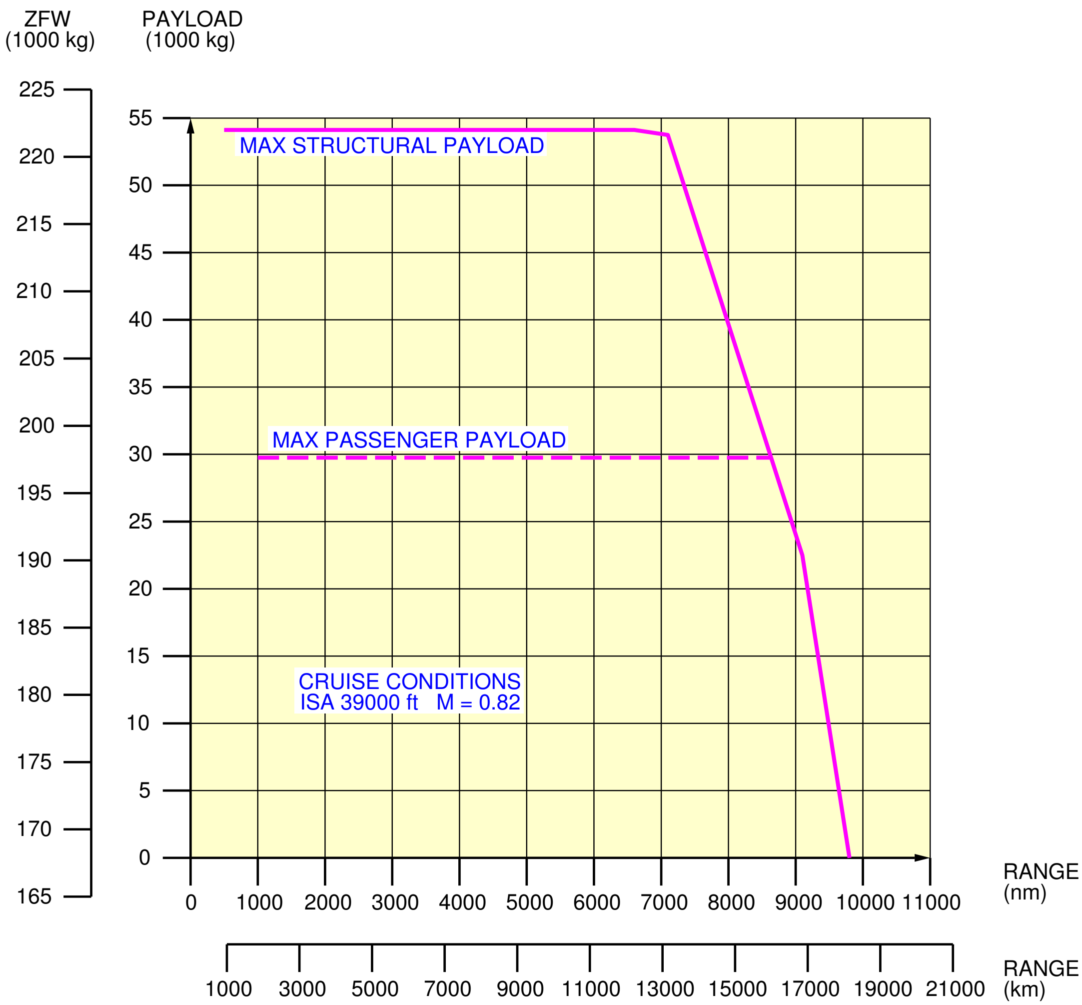
PAYLOAD / RANGE
RB 211 TRENT 556 engine
FIGURE 1

**ON A/C A340-500

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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PAYLOAD / RANGE
RB 211 TRENT 553 engine
FIGURE 2

3-3-0 FAR / JAR Takeoff Weight Limitation

****ON A/C A340-500 A340-600**

FAR / JAR Takeoff Weight Limitation

1. FAR / JAR Takeoff Weight Limitation

3-3-1 ISA Conditions

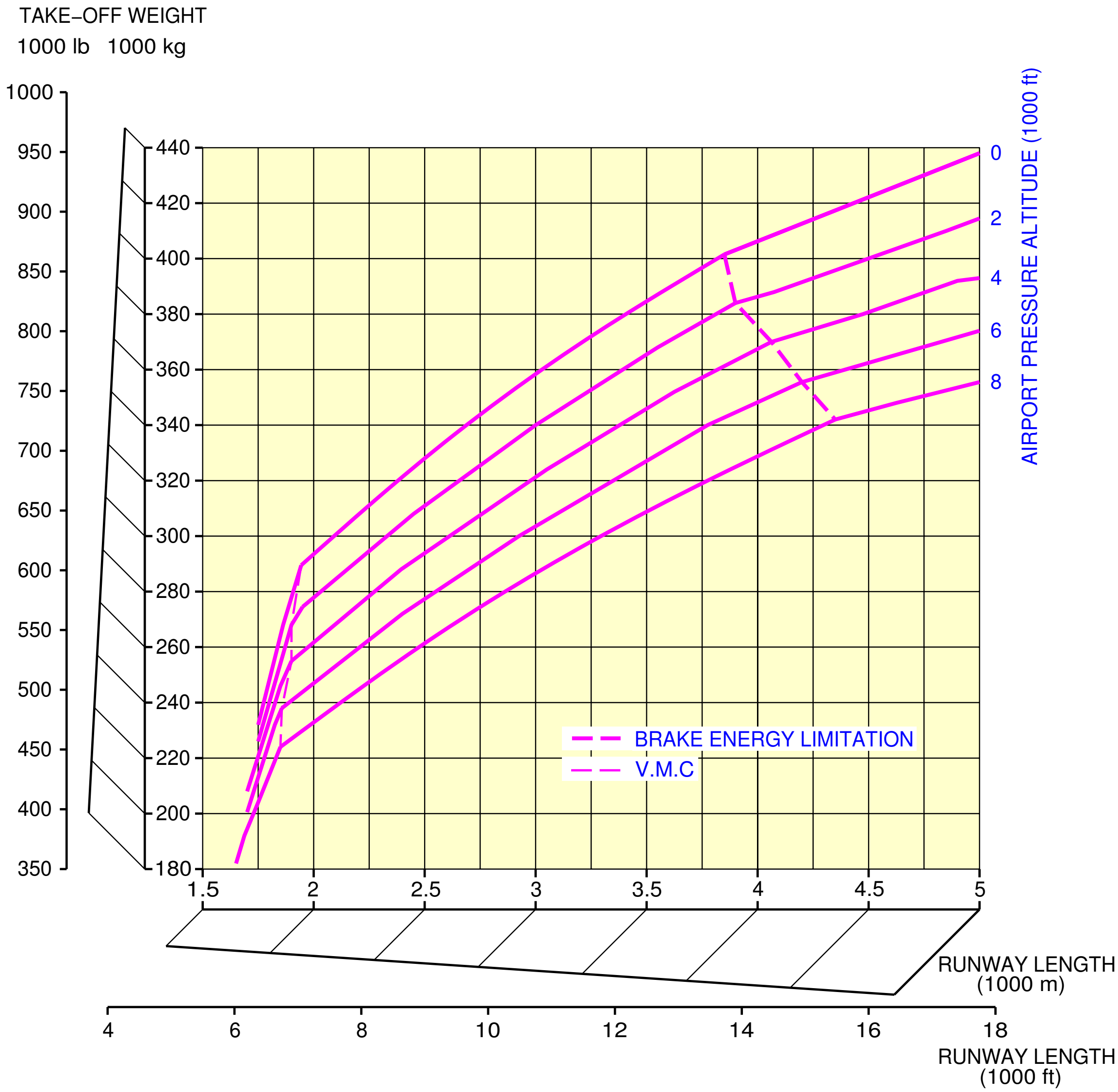
****ON A/C A340-500 A340-600**

<u>FAR / JAR Takeoff Weight Limitation</u>

1. This section gives the takeoff weight limitation at ISA conditions.

**ON A/C A340-600

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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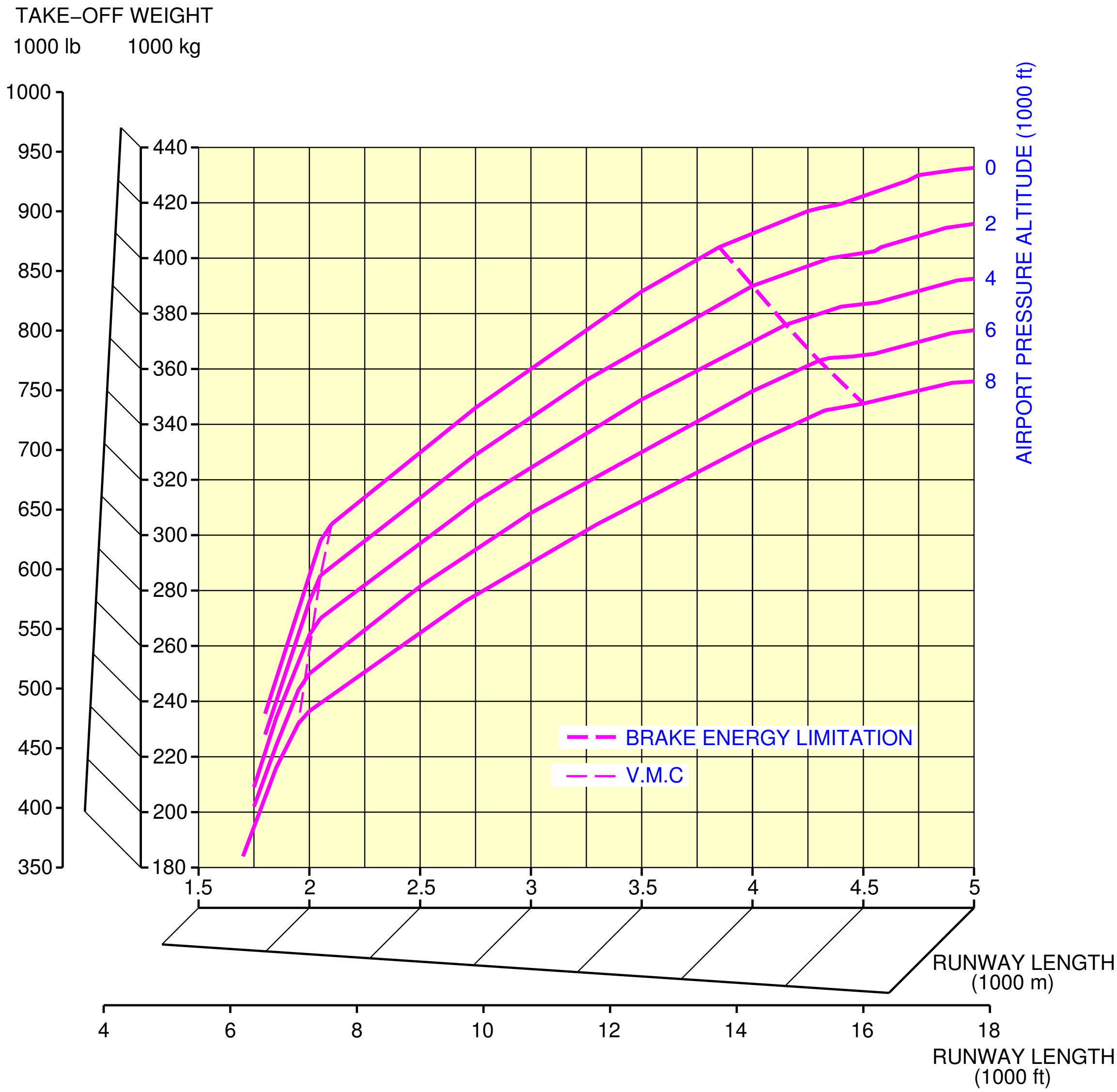
FAR / JAR Takeoff Weight Limitation
ISA Conditions – RB 211 TRENT 556 engine
FIGURE 1

**ON A/C A340-500

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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FAR / JAR Takeoff Weight Limitation
ISA Conditions – RB 211 TRENT 553 engine
FIGURE 2

3-3-2 ISA +15°C (ISA +27°F) Conditions

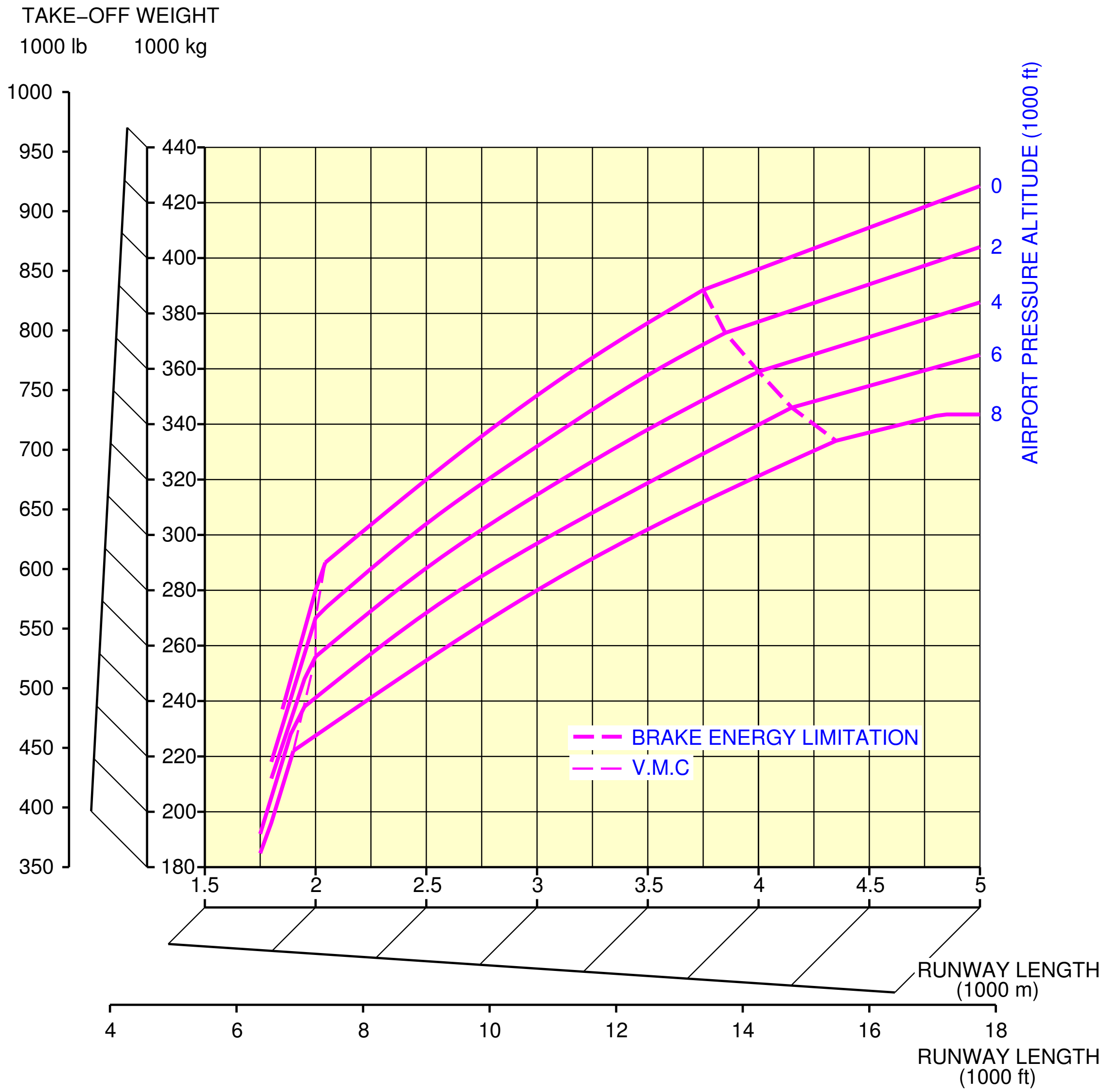
**ON A/C A340-500 A340-600

ISA +15°C (ISA +27°F) Conditions

1. This section gives the takeoff weight limitation at ISA +15°C (ISA +27°F) conditions.

**ON A/C A340-600

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.

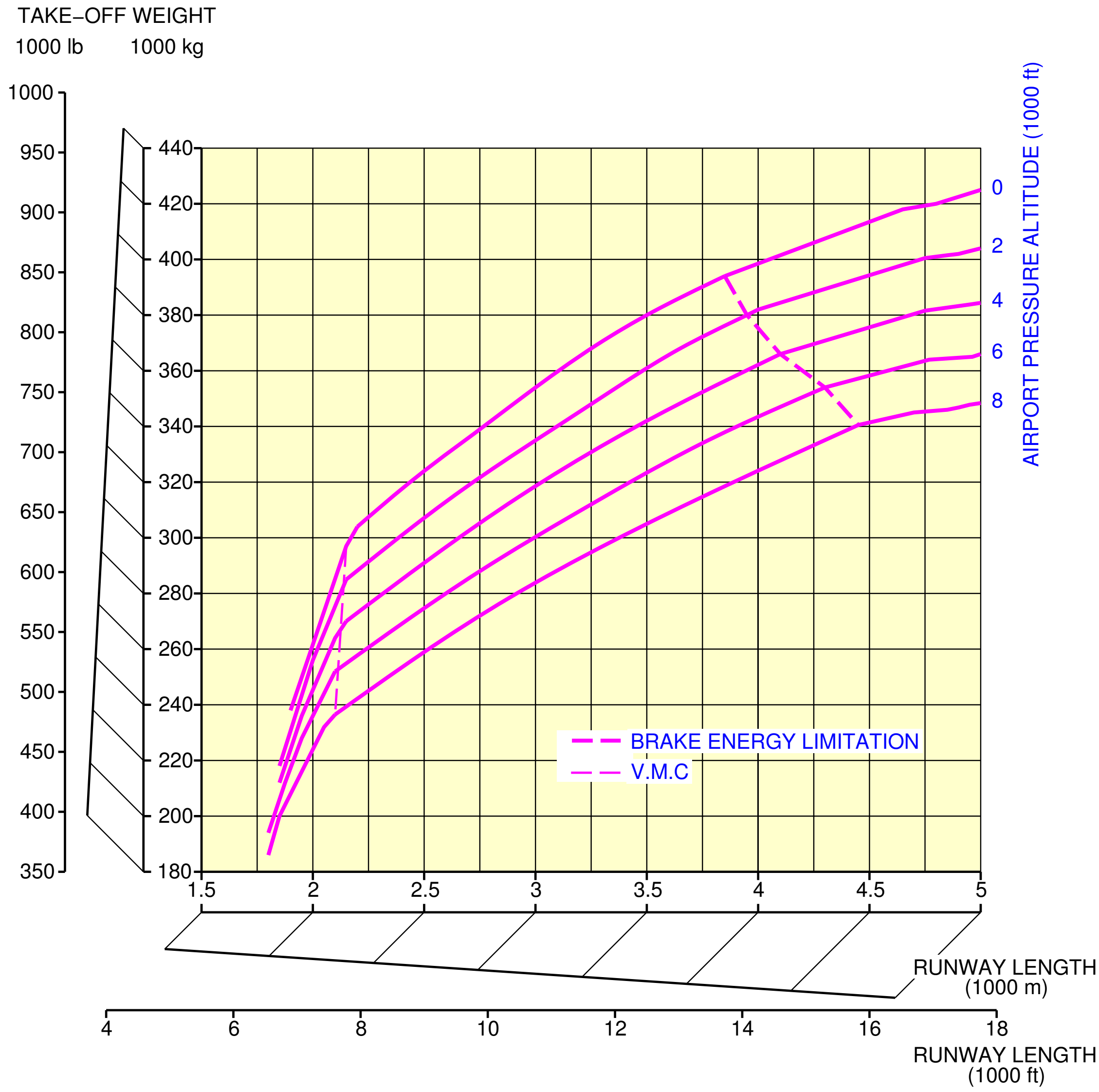


F_AC_030302_1_0100101_01_00

FAR / JAR Takeoff Weight Limitation
ISA +15 °C (ISA +27 °F) Conditions – RB 211 TRENT 556 engine
FIGURE 1

**ON A/C A340-500

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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FAR / JAR Takeoff Weight Limitation
ISA +15°C (ISA +27°F) Conditions – RB 211 TRENT 553 engine
FIGURE 2

3-4-0 FAR / JAR Landing Field Length

****ON A/C A340-500 A340-600**

Landing Field Length

1. Landing Field Length

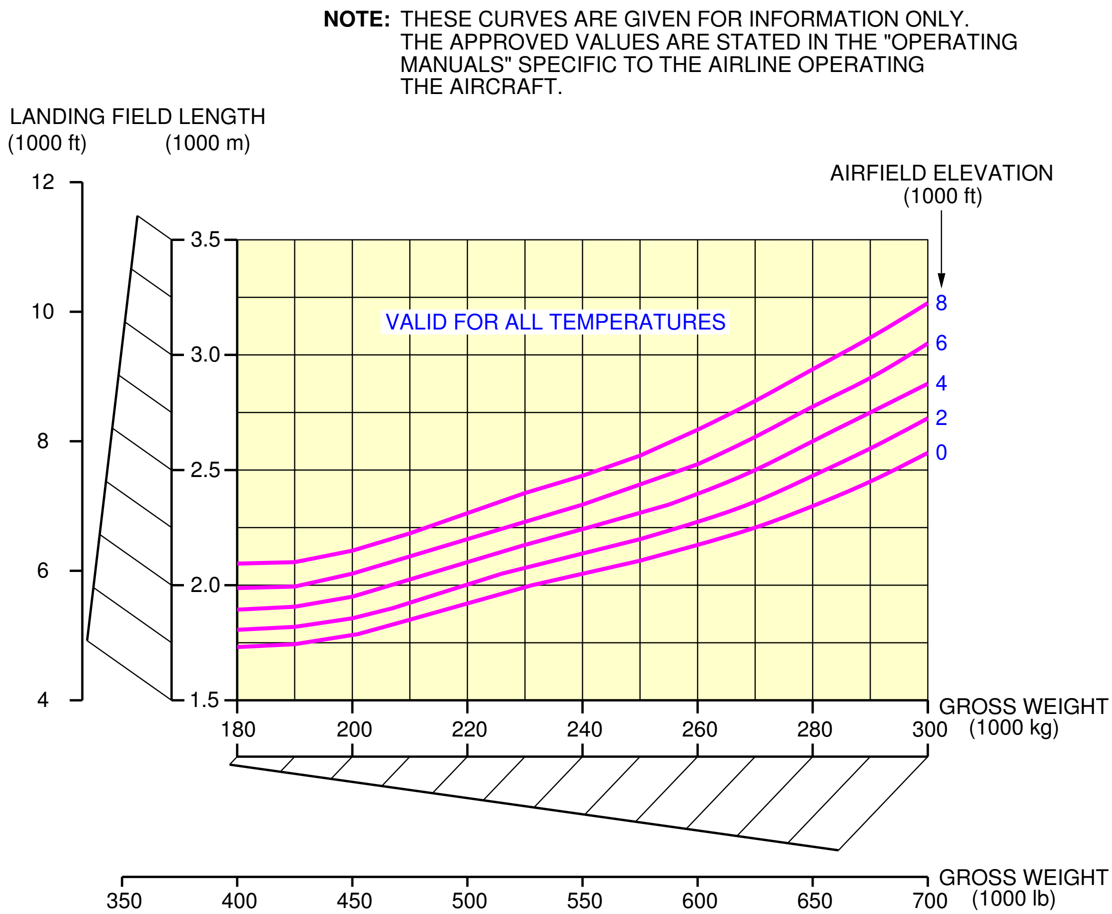
3-4-1 ISA Conditions All series engines

****ON A/C A340-500 A340-600**

<u>ISA Conditions All series engine</u>

1. This section gives the landing field length.

**ON A/C A340-600



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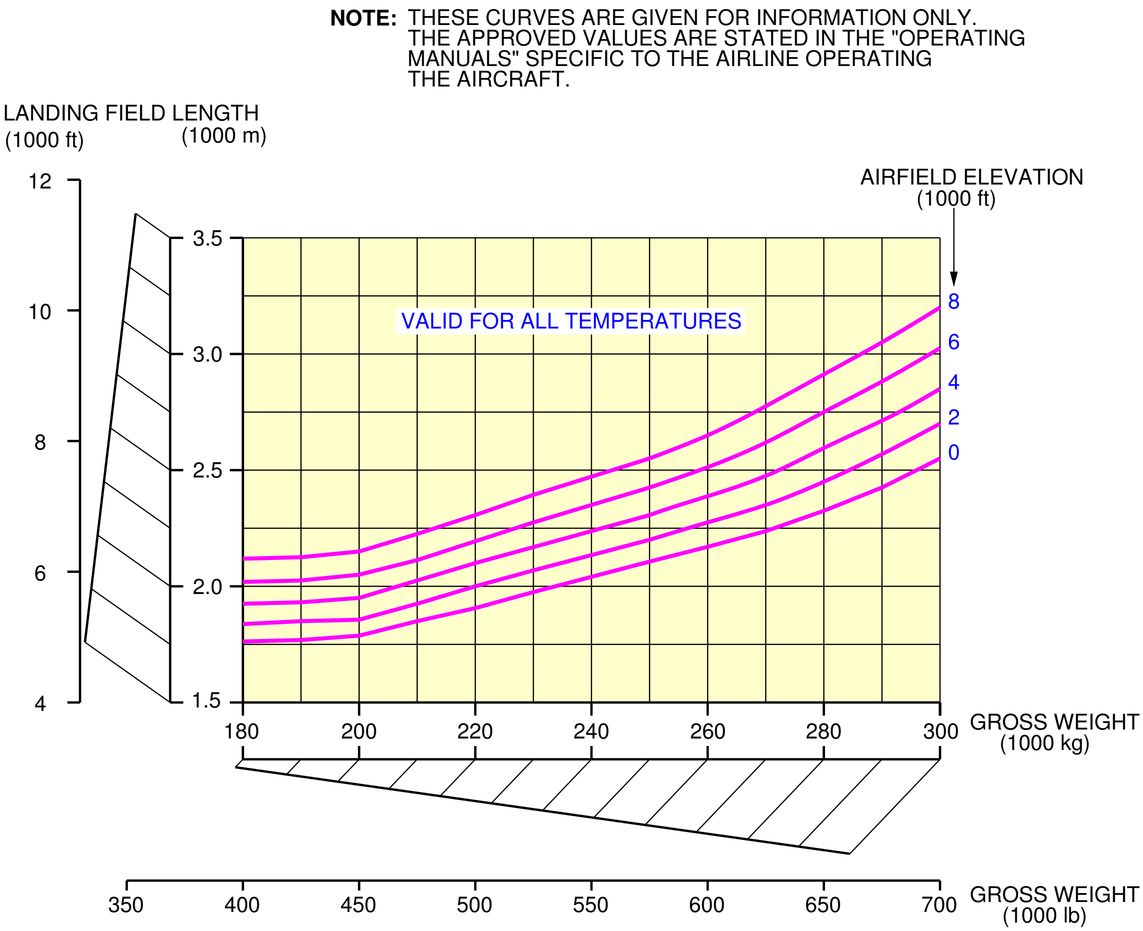
FAR / JAR Landing Field Length
ISA Conditions – RB 211 TRENT 556 engine
FIGURE 1

**ON A/C A340-500



FAR / JAR Landing Field Length
ISA Conditions – RB 211 TRENT 553 engine
FIGURE 2

3-5-0 Final Approach Speed

****ON A/C A340-500 A340-600**

Final Approach Speed

1. Final Approach Speed

3-5-1 Final Approach Speed

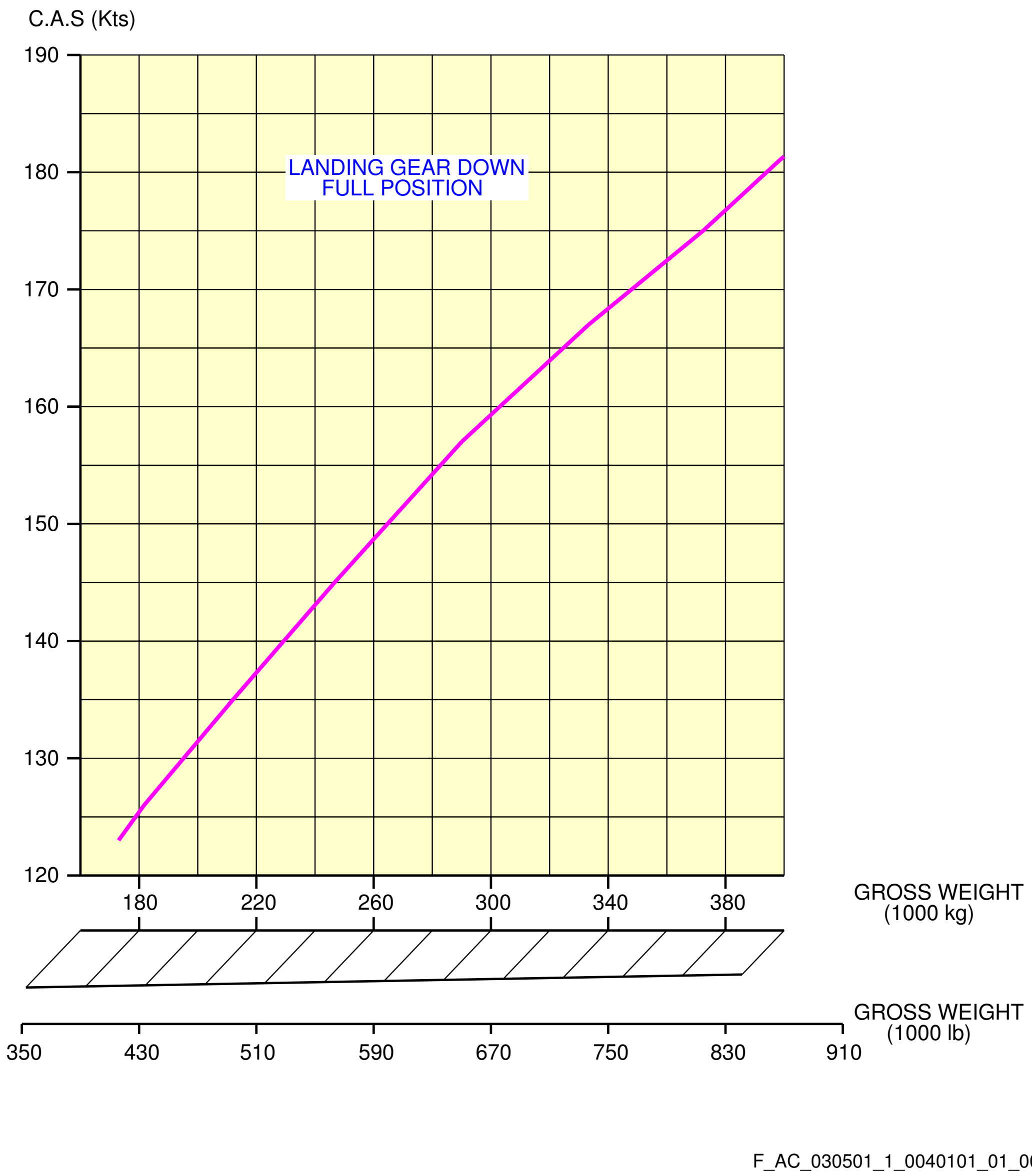
****ON A/C A340-500 A340-600**

Final Approach Speed

1. This section gives the final approach speed.

**ON A/C A340-600

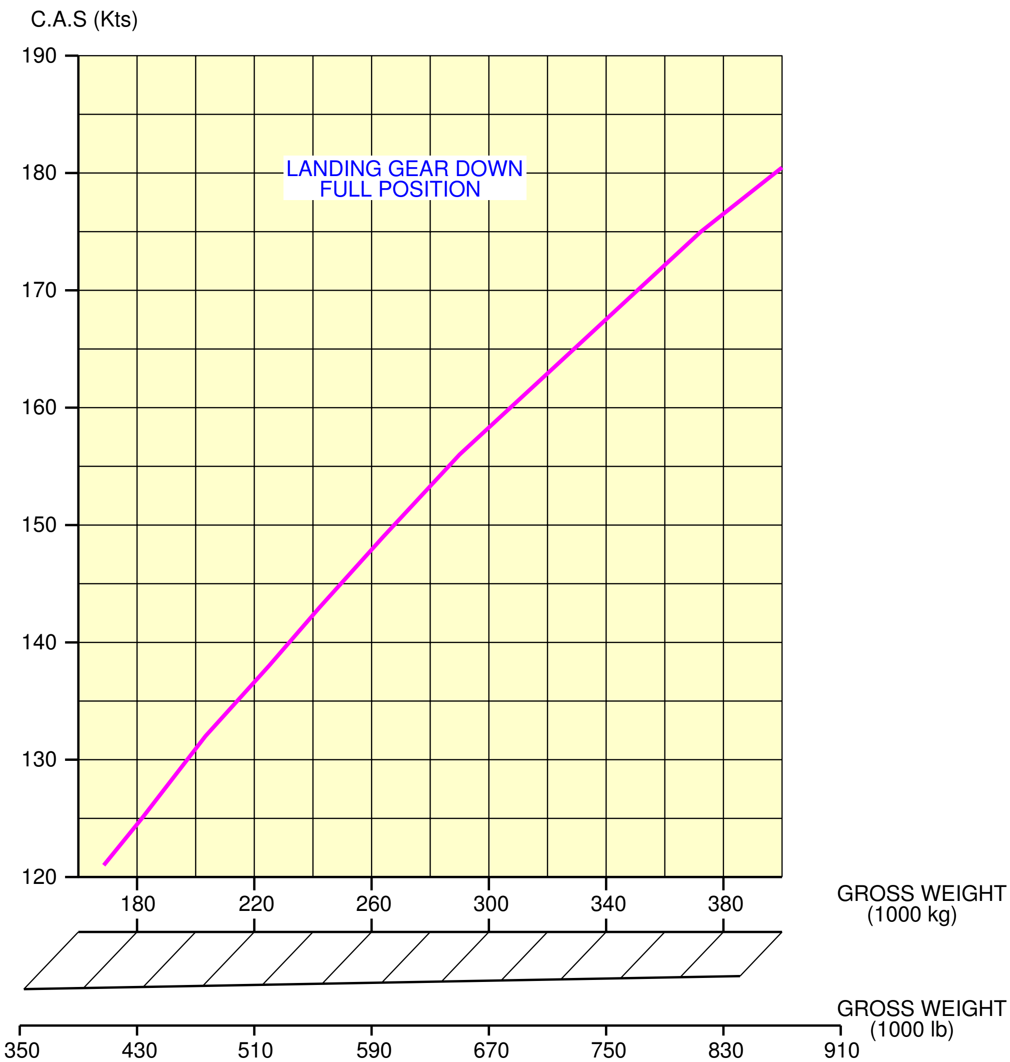
NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY. THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



Final Approach Speed
RB 211 TRENT 556 engine
FIGURE 1

**ON A/C A340-500

NOTE: THESE CURVES ARE GIVEN FOR INFORMATION ONLY.
THE APPROVED VALUES ARE STATED IN THE "OPERATING MANUALS" SPECIFIC TO THE AIRLINE OPERATING THE AIRCRAFT.



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Final Approach Speed
RB 211 TRENT 553 engine
FIGURE 2

GROUND MANEUVERING

4-1-0 General Information

****ON A/C A340-500 A340-600**

General Information

1. This section provides airplane turning capability and maneuvering characteristics.

   For ease of presentation, this data has been determined from the theoretical limits imposed by the geometry of the aircraft, and where noted, provides for a normal allowance for tire slippage. As such, it reflects the turning capability of the aircraft in favorable operating circumstances. This data should only be used as guidelines for the method of determination of such parameters and for the maneuvering characteristics of this aircraft type.

   In the ground operating mode, varying airline practices may demand that more conservative turning procedures be adopted to avoid excessive tire wear and reduce possible maintenance problems. Airline operating techniques will vary in the level of performance, over a wide range of operating circumstances throughout the world. Variations from standard aircraft operating patterns may be necessary to satisfy physical constraints within the maneuvering area, such as adverse grades, limited area or high risk of jet blast damage. For these reasons, ground maneuvering requirements should be coordinated with the using airlines prior to layout planning.

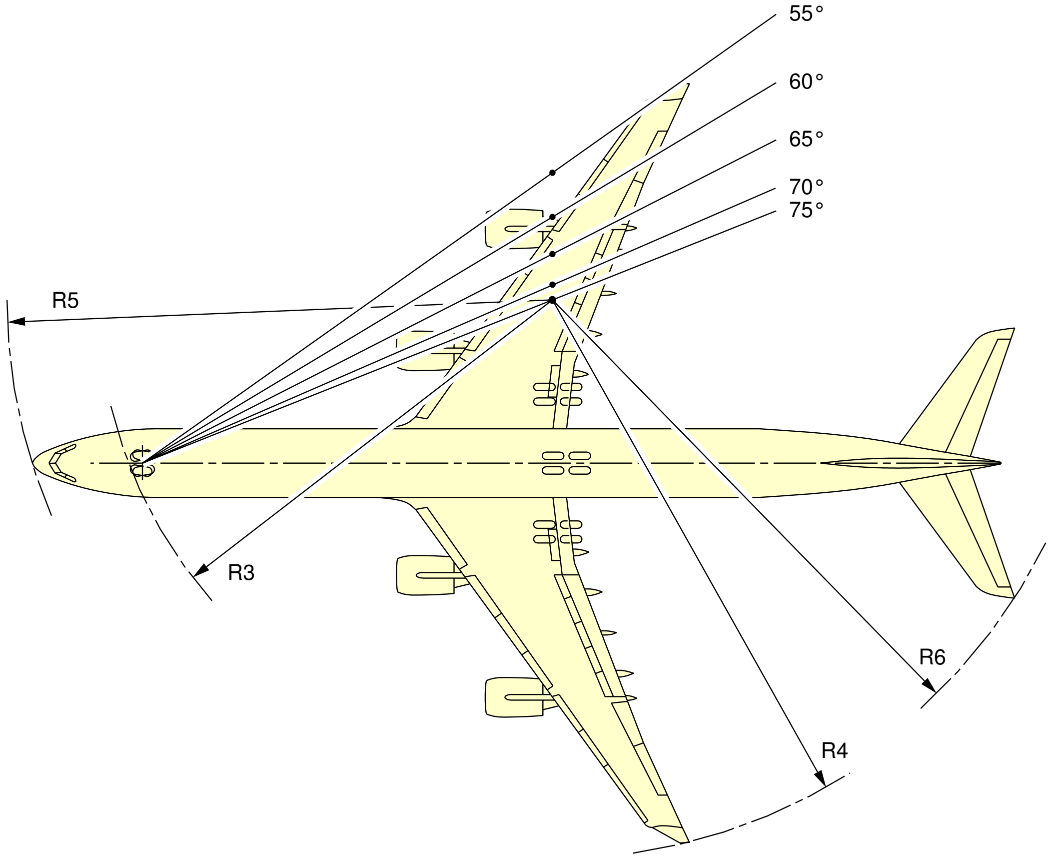
4-2-0 Turning Radii

****ON A/C A340-500 A340-600**

Turning Radii

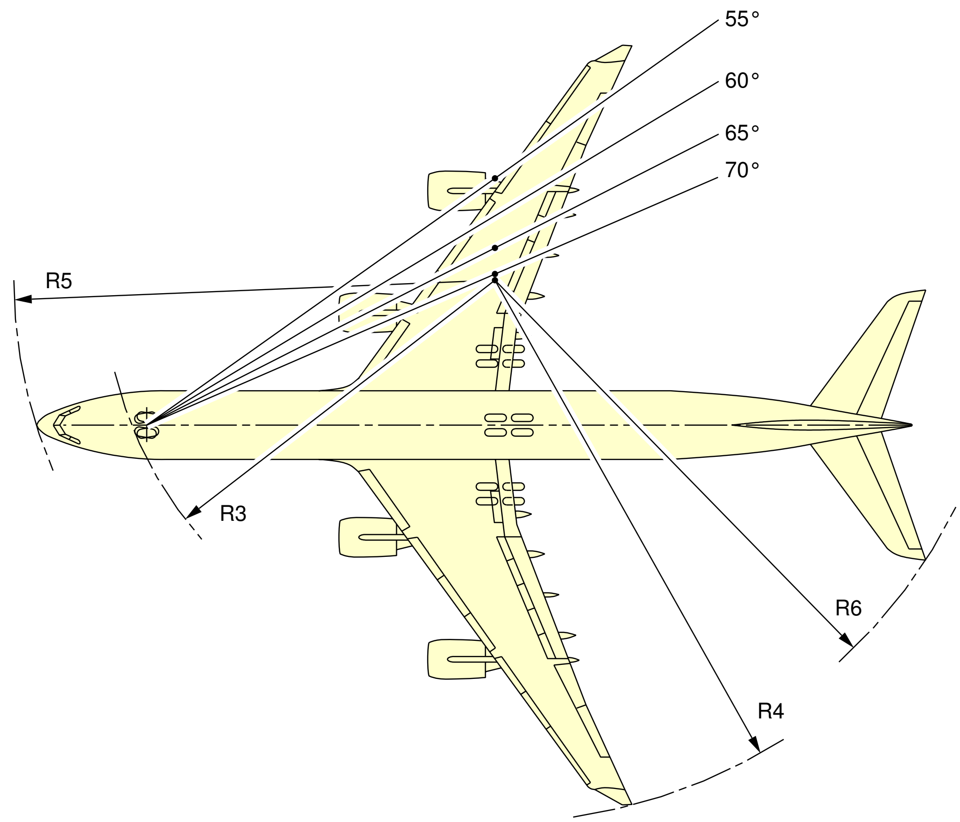
1. This section gives the turning radii.

**ON A/C A340-600



Turning Radii
FIGURE 1

**ON A/C A340-500



Turning Radii
FIGURE 2

**ON A/C A340-600

A340–600 TURNING RADII						
STEERING ANGLE	EFFECTIVE STEERING ANGLE		R3 NLG	R4 WING	R5 NOSE	R6 TAIL
20°	19.7°	m	98.9	124.8	98.2	109.9
		ft	325	409	322	361
25°	24.6°	m	80.2	104.7	82.8	91.1
		ft	263	344	272	299
30°	29.5°	m	67.9	91	70.9	78.6
		ft	223	299	233	258
35°	34.4°	m	59.3	80.9	62.8	69.7
		ft	195	265	206	229
40°	39.2°	m	53	73.2	56.9	63.1
		ft	174	240	187	207
45°	44°	m	48.3	66.9	52.6	58
		ft	159	220	173	190
50°	48.8°	m	44.7	61.7	49.3	53.9
		ft	147	202	162	177
55°	53.4°	m	41.9	57.4	46.8	50.7
		ft	138	188	154	166
60°	57.9°	m	39.8	53.6	44.9	48
		ft	131	176	147	158
65°	62°	m	38.2	50.5	43.5	45.9
		ft	125	166	143	151
70°	65.6°	m	37.1	48	42.5	44.4
		ft	122	158	139	146
75°	67.4°	m	36.6	46.8	42.1	43.6
		ft	120	153	138	143

TURNING RADII TABLE

NOTE: SYMMETRIC THRUST– NO BRAKING

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Turning Radii
Steady State Turning Radii
FIGURE 3

**ON A/C A340-500

A340−500 TURNING RADII						
STEERING ANGLE	EFFECTIVE STEERING ANGLE		R3 NLG	R4 WING	R5 NOSE	R6 TAIL
20°	19.7°	m	83.4	110.3	85.7	95.3
		ft	274	362	281	313
25°	24.6°	m	67.6	93.3	70.3	79.6
		ft	222	306	231	261
30°	29.5°	m	57.3	81.8	60.4	69.2
		ft	188	268	198	227
35°	34.3°	m	50.1	73.4	53.6	61.9
		ft	164	241	176	203
40°	39.1°	m	44.8	66.9	48.7	56.4
		ft	147	220	160	185
45°	43.9°	m	40.8	61.6	45.1	52.2
		ft	134	202	148	171
50°	48.6°	m	37.8	57.3	42.4	48.9
		ft	124	188	139	160
55°	53.2°	m	35.4	53.7	40.3	46.3
		ft	116	176	132	152
60°	57.6°	m	33.6	50.5	38.7	44.1
		ft	110	166	127	145
65°	61.7°	m	32.3	47.9	37.6	42.4
		ft	106	157	123	139
70°	65.2°	m	31.4	45.9	36.8	41.1
		ft	103	151	121	135

TURNING RADII TABLE

NOTE: SYMMETRIC THRUST– NO BRAKING

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Turning Radii
Steady State Turning Radii
FIGURE 4

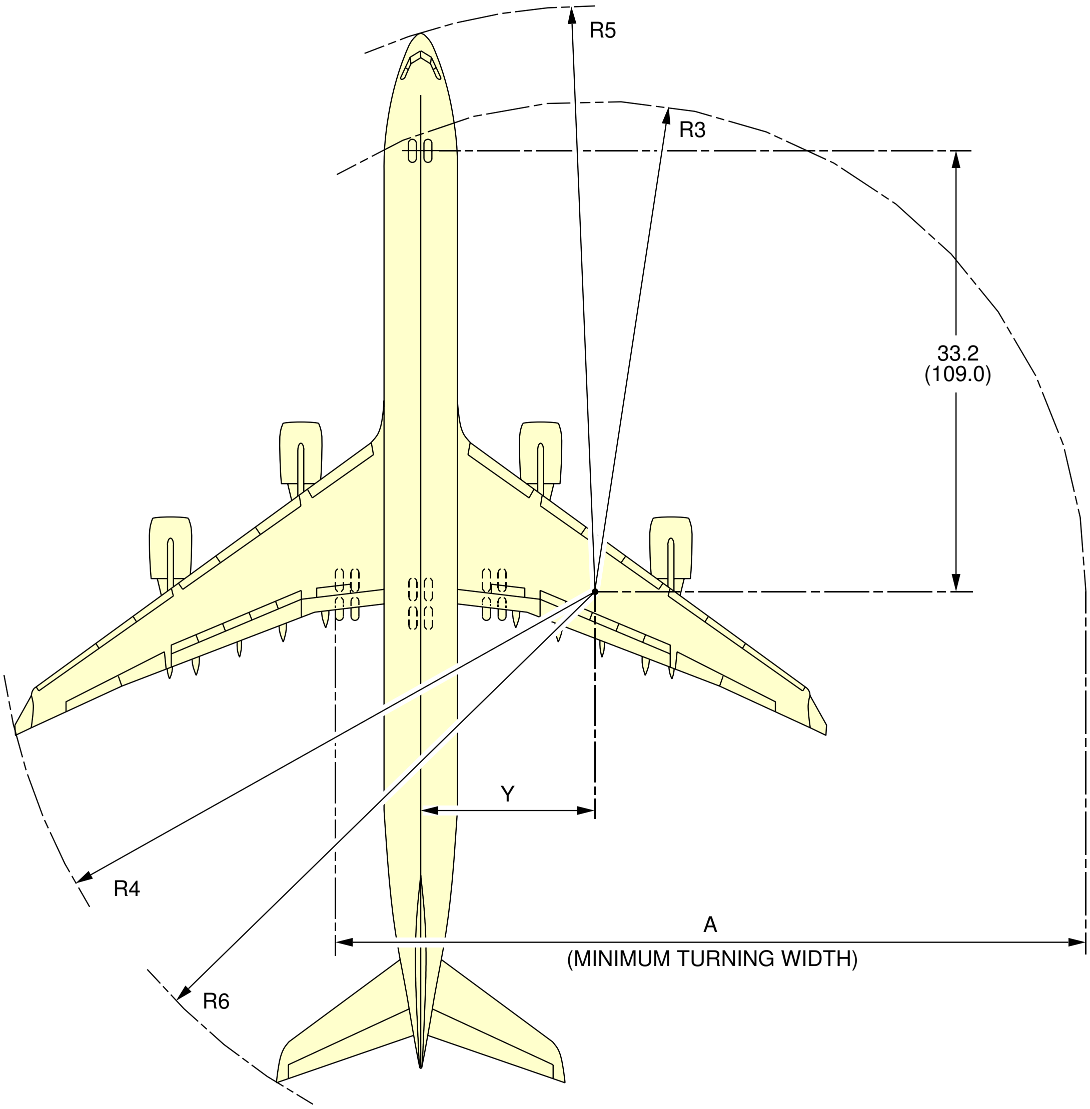
4-3-0 Minimum Turning Radii

****ON A/C A340-500 A340-600**

<u>Minimum Turning Radii</u>

1. This section gives the minimum turning radii.

**ON A/C A340-600



TYPE OF TURN	EFFECTIVE TURN ANGLE		Y	A	R3	R4	R5	R6
2	67.4°	m	13.7	56.7	36.6	46.8	42.1	43.6
		ft	45.1	185.9	120.0	153.4	138.2	143.1

NOTE: TYPE OF TURN: 2–SYMMETRIC THRUST – NO BRAKING

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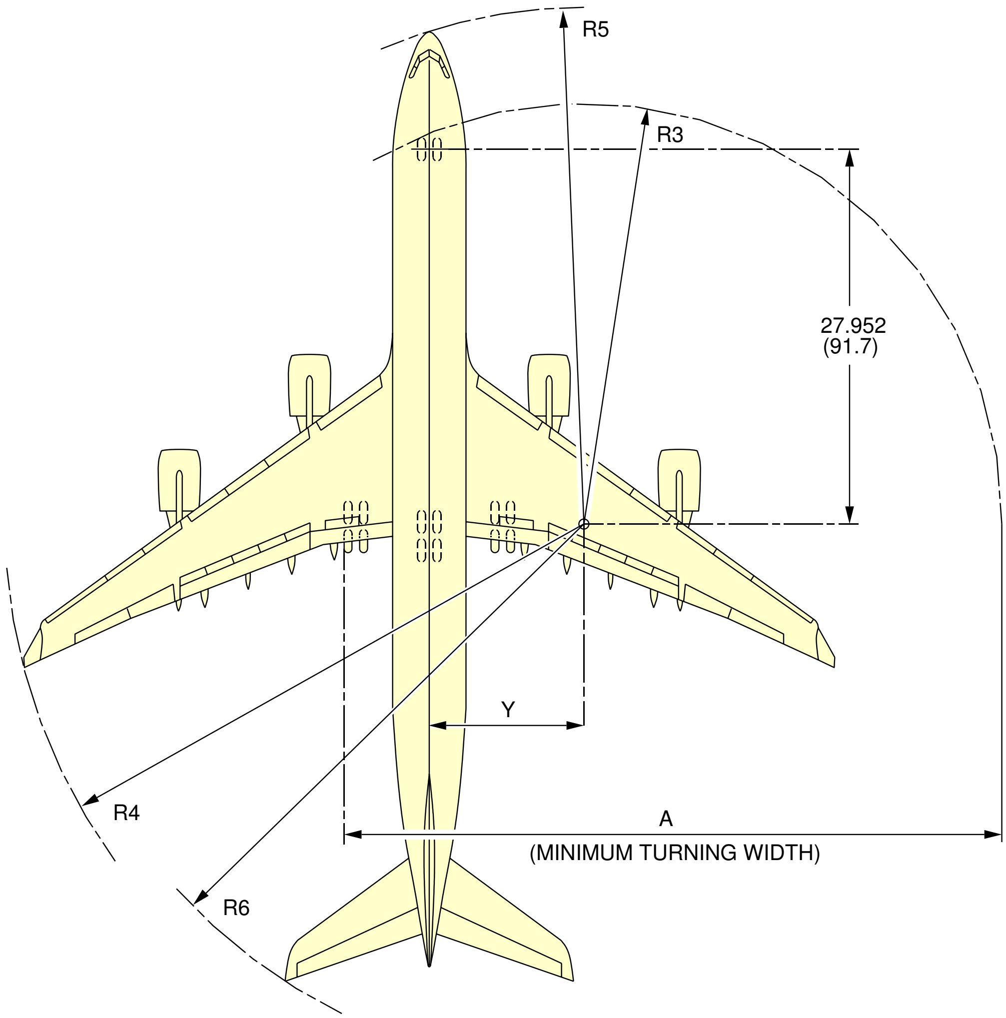
Minimum Turning Radii
FIGURE 1

**ON A/C A340-500



TYPE OF TURN	EFFECTIVE TURN ANGLE		Y	A	R3	R4	R5	R6
2	65.2°	m	12.8	50.5	31.4	45.9	36.8	41.4
		ft	42.1	165.8	102.9	150.4	120.8	134.9

NOTE: TYPE OF TURN: 2–SYMMETRIC THRUST – NO BRAKING

F_AC_040300_1_0060101_01_00

Minimum Turning Radii
FIGURE 2

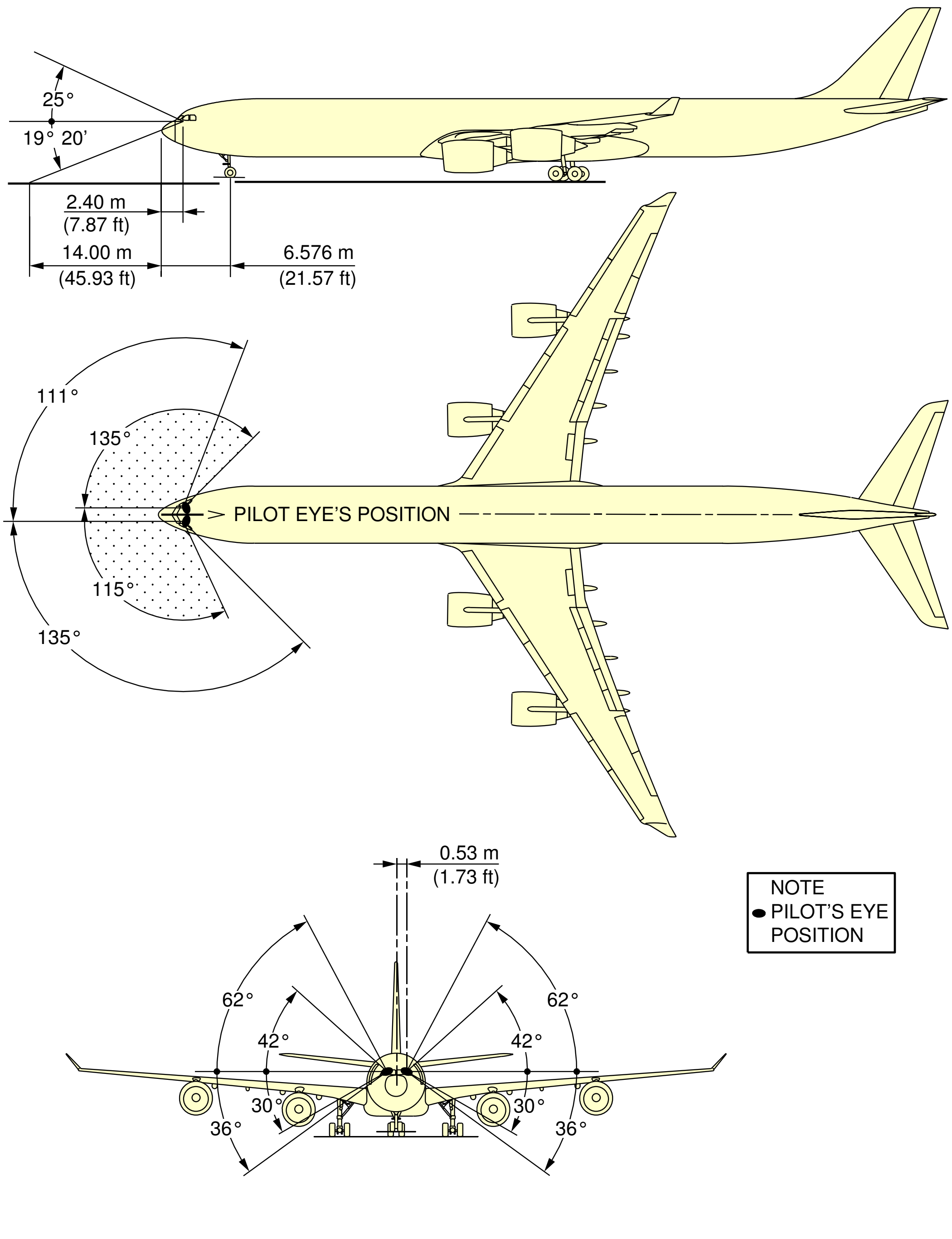
4-4-0 Visibility from Cockpit in Static Position

**ON A/C A340-500 A340-600

Visibility from Cockpit in Static Position

1. This section gives the visibility from cockpit in static position.

**ON A/C A340-500 A340-600



Visibility from Cockpit in Static Position
FIGURE 1

4-5-0 Runway and Taxiway Turn Paths

**ON A/C A340-500 A340-600

Runway and Taxiway Turn Paths

1. Runway and Taxiway Turn Paths.

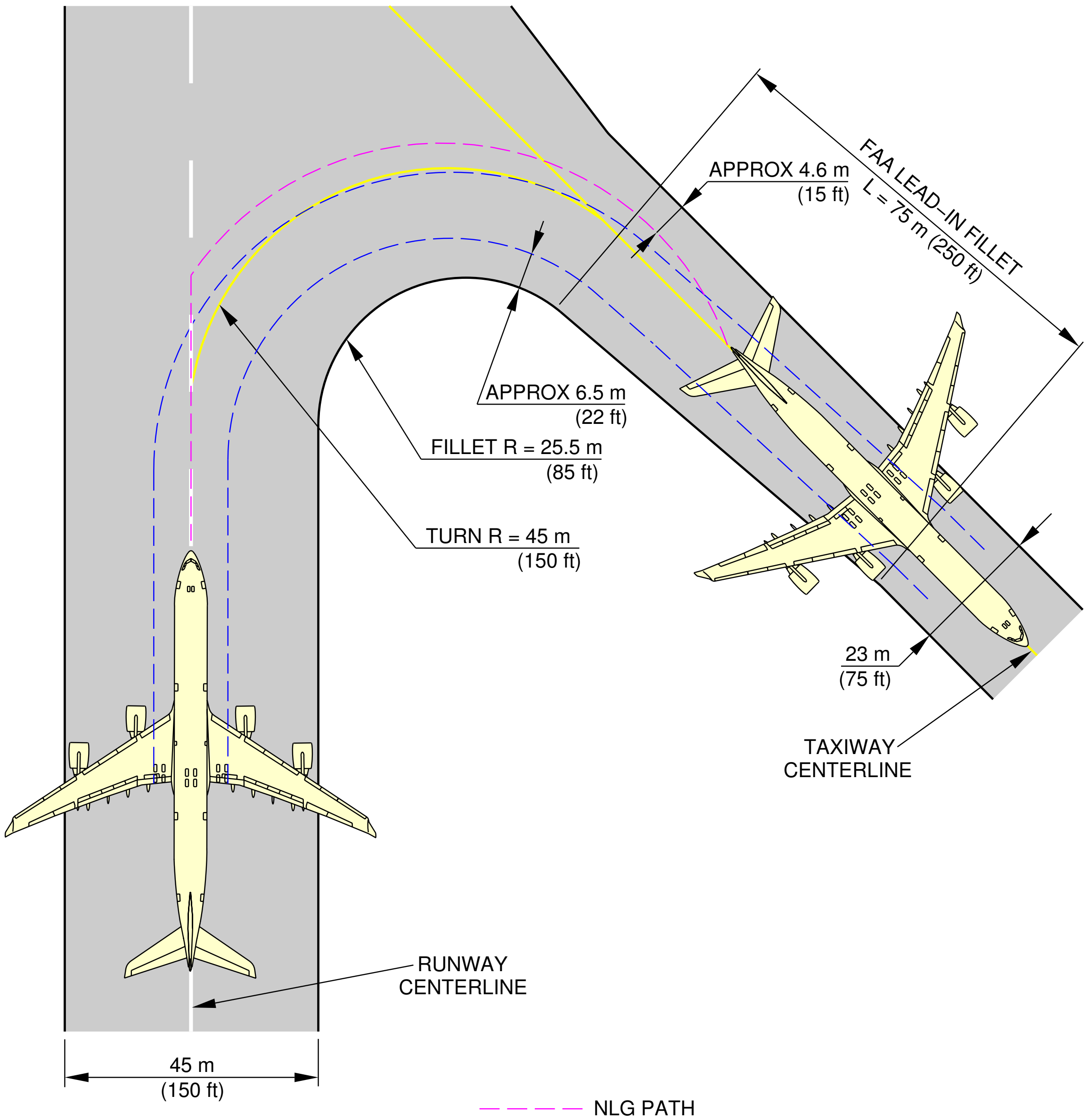
4-5-1 135° Turn - Runway to Taxiway

****ON A/C A340-500 A340-600**

<u>135° Turn - Runway to Taxiway</u>

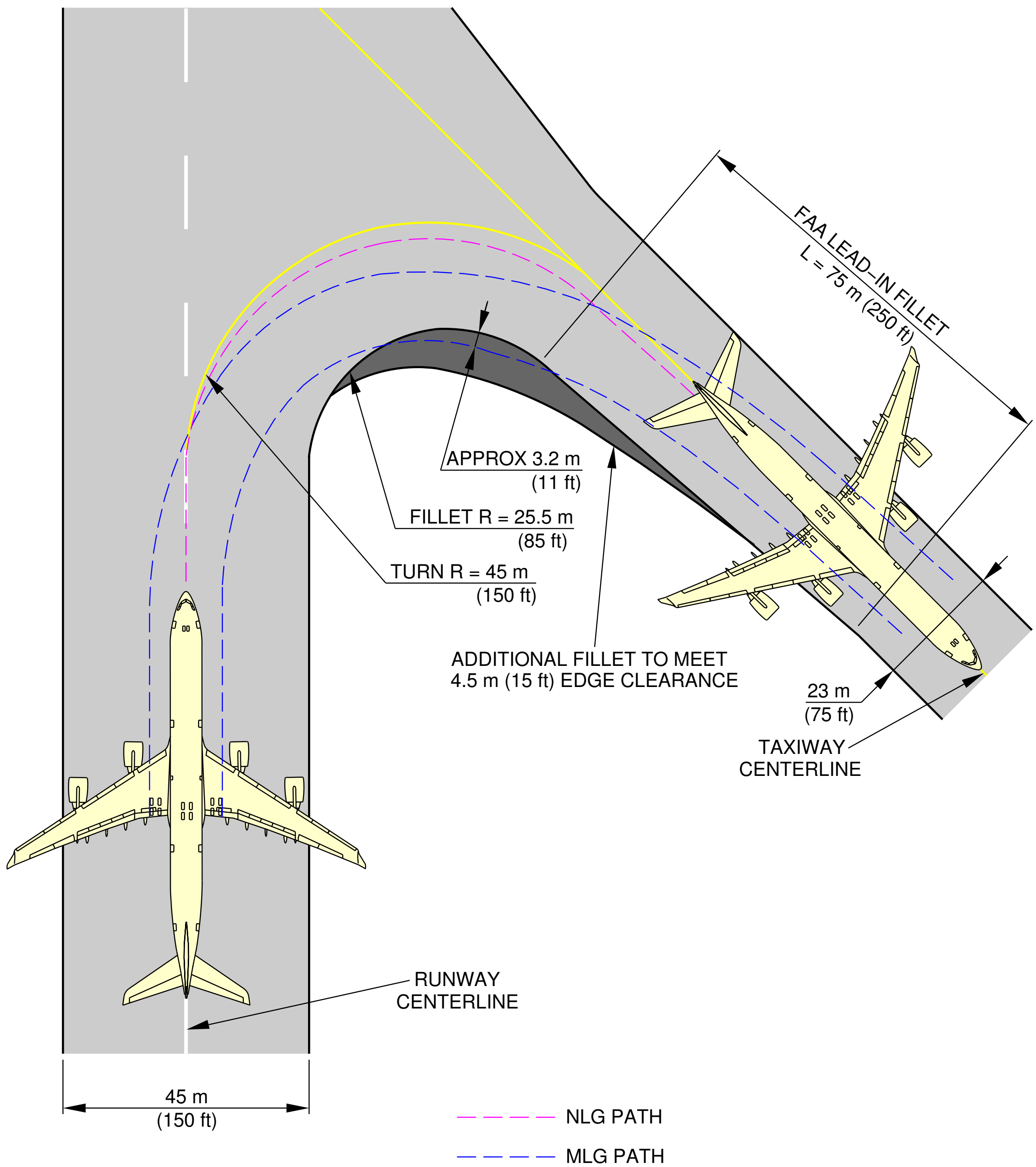
1. This section gives the 135° turn - runway to taxiway.

**ON A/C A340-600



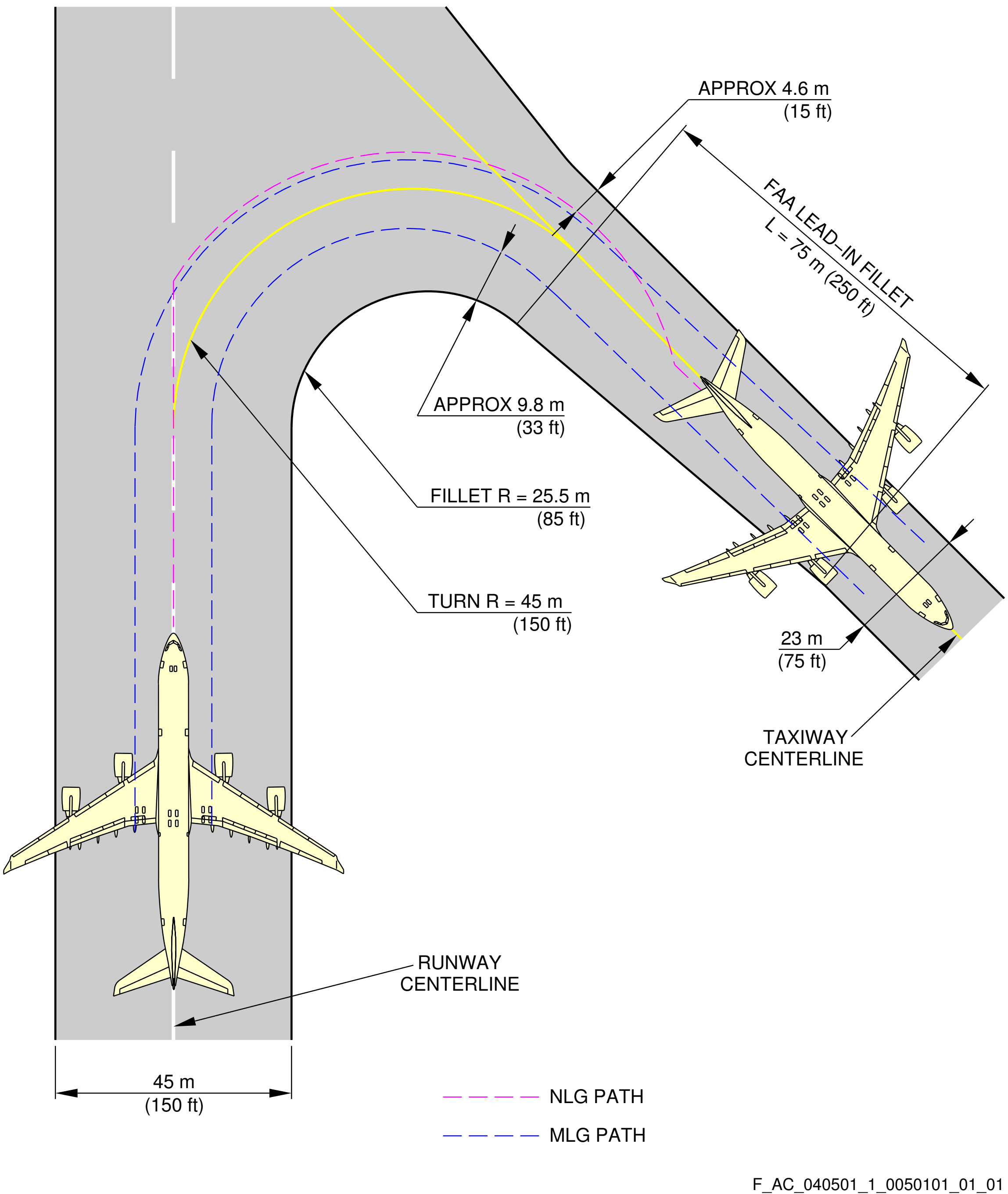
135° Turn - Runway to Taxiway
Judgemental Oversteering Method
FIGURE 1

**ON A/C A340-600



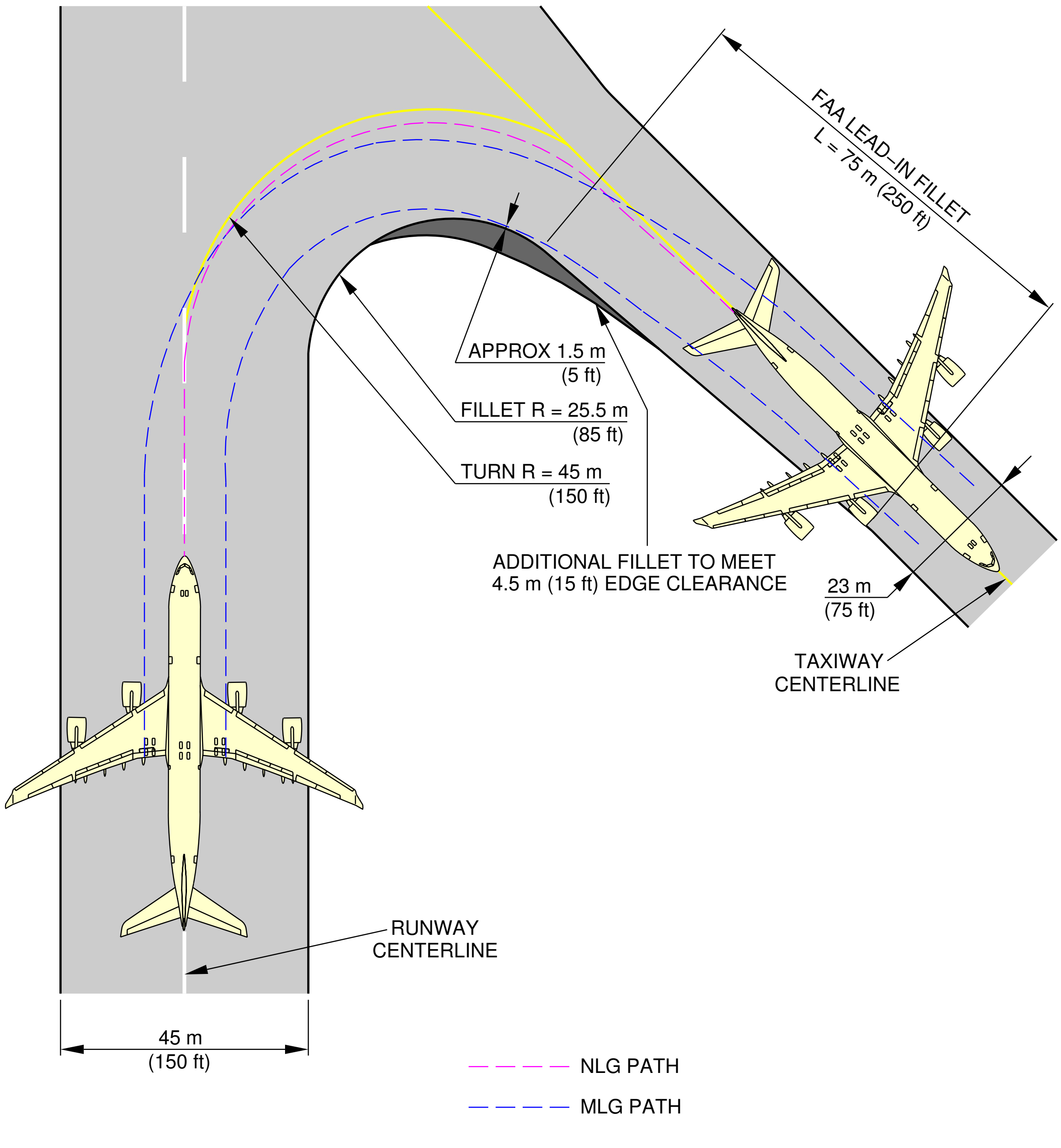
135° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE 2

**ON A/C A340-500



135° Turn - Runway to Taxiway
Judgemental Oversteering Method
FIGURE 3

**ON A/C A340-500



135° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE 4

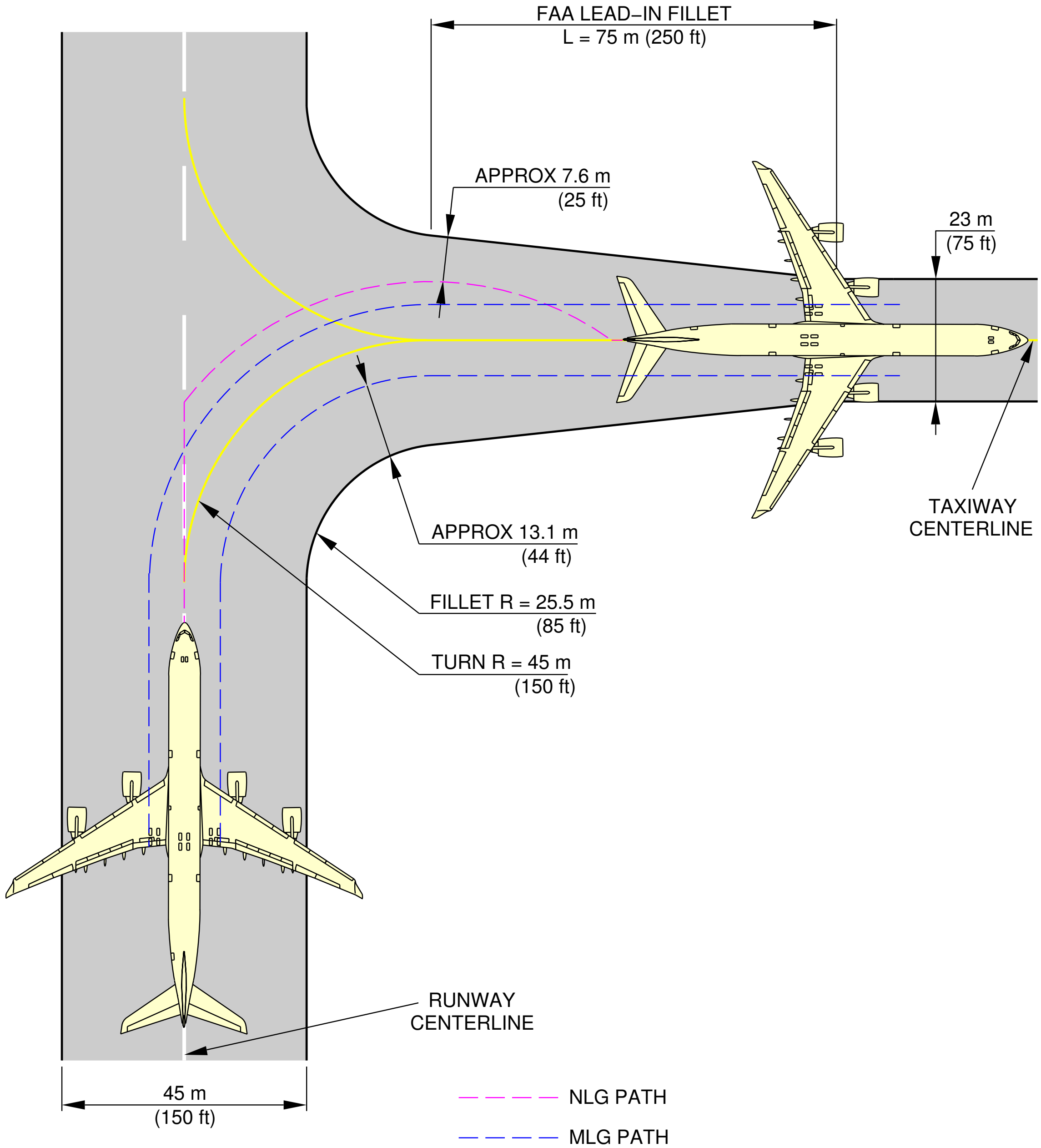
4-5-2 90° Turn - Runway to Taxiway

**ON A/C A340-500 A340-600

90° Turn - Runway to Taxiway

1. This section gives the 90° turn - runway to taxiway.

**ON A/C A340-600



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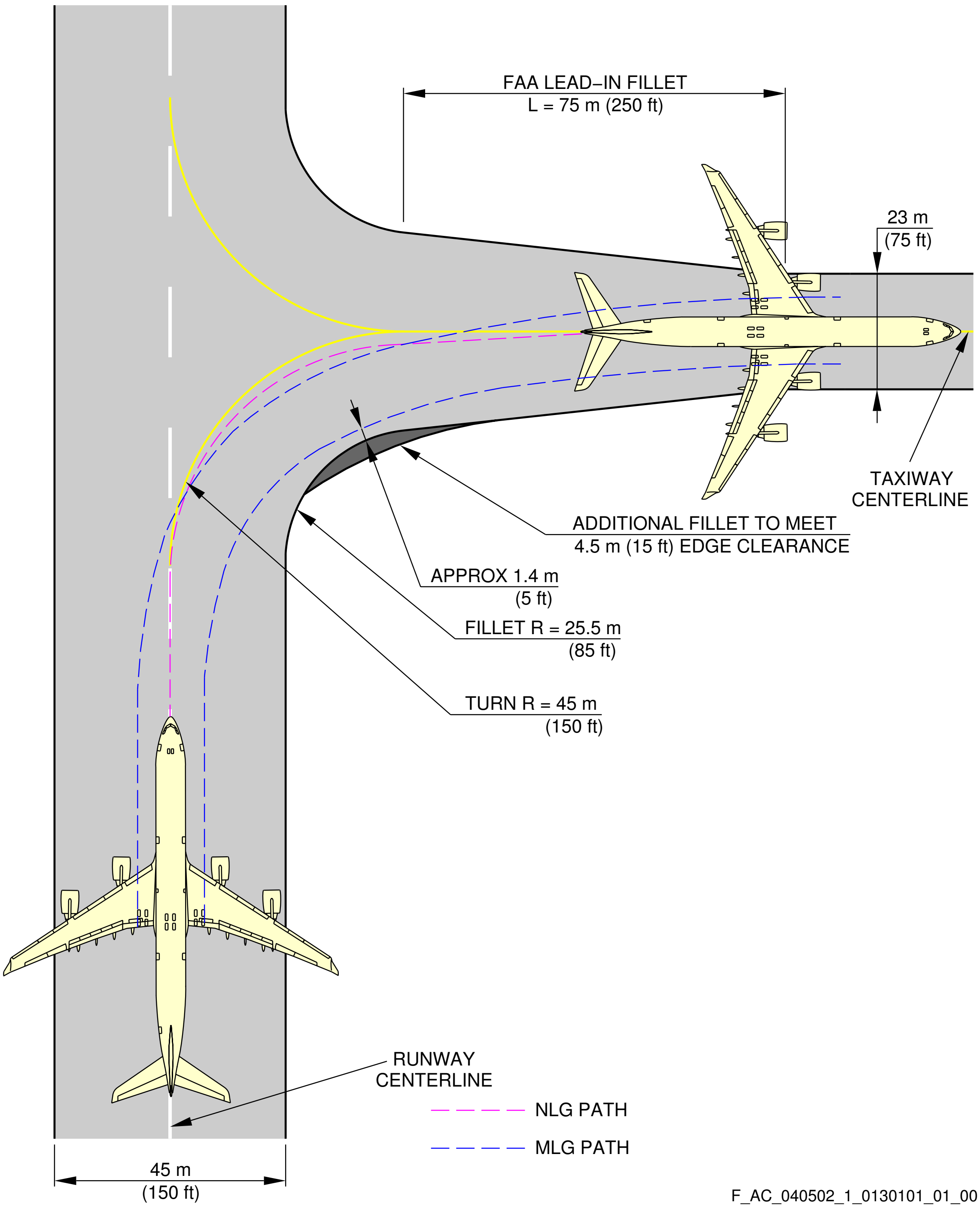
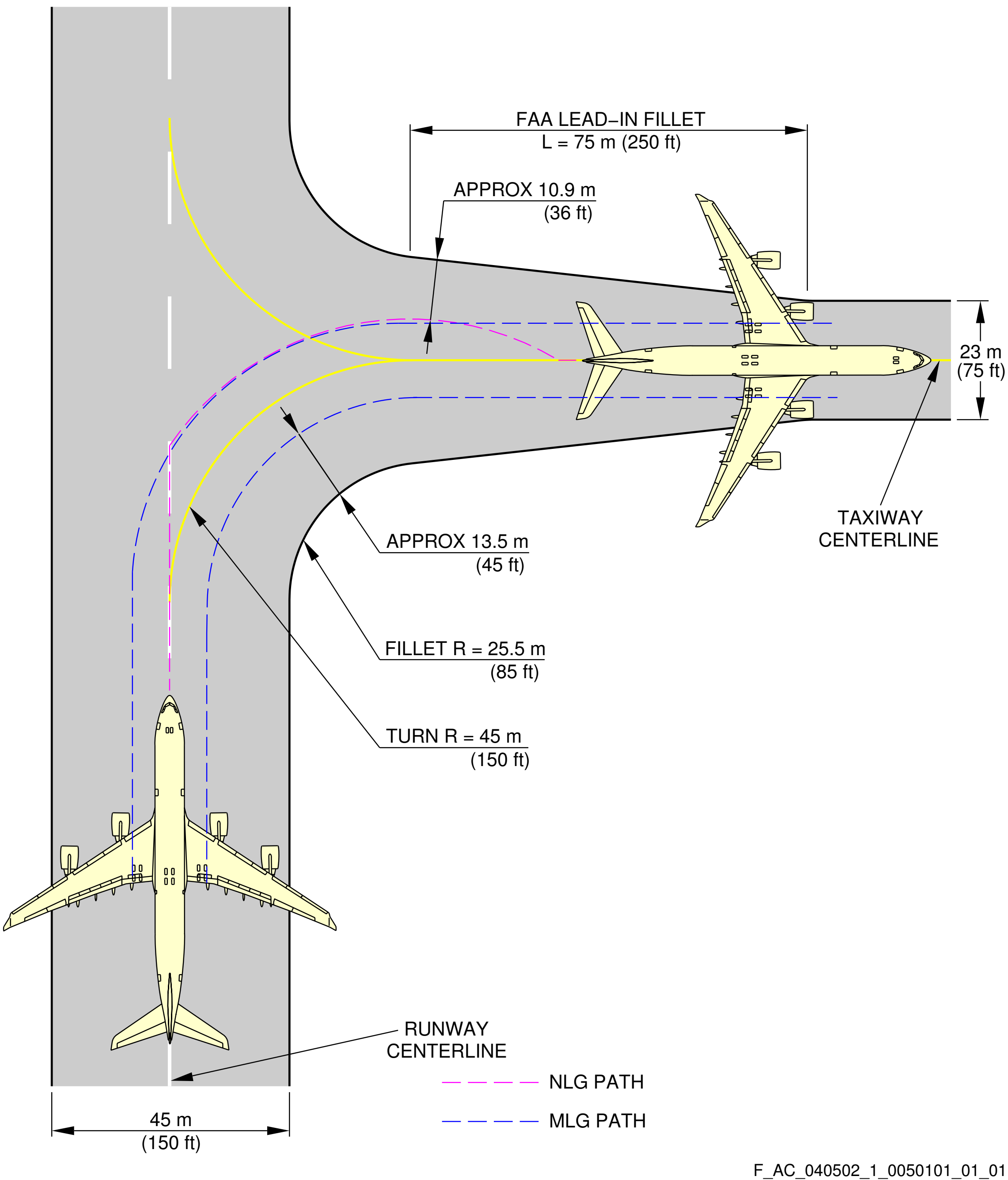
90° Turn - Runway to Taxiway
Judgement Oversteering Method
FIGURE 1

**ON A/C A340-600



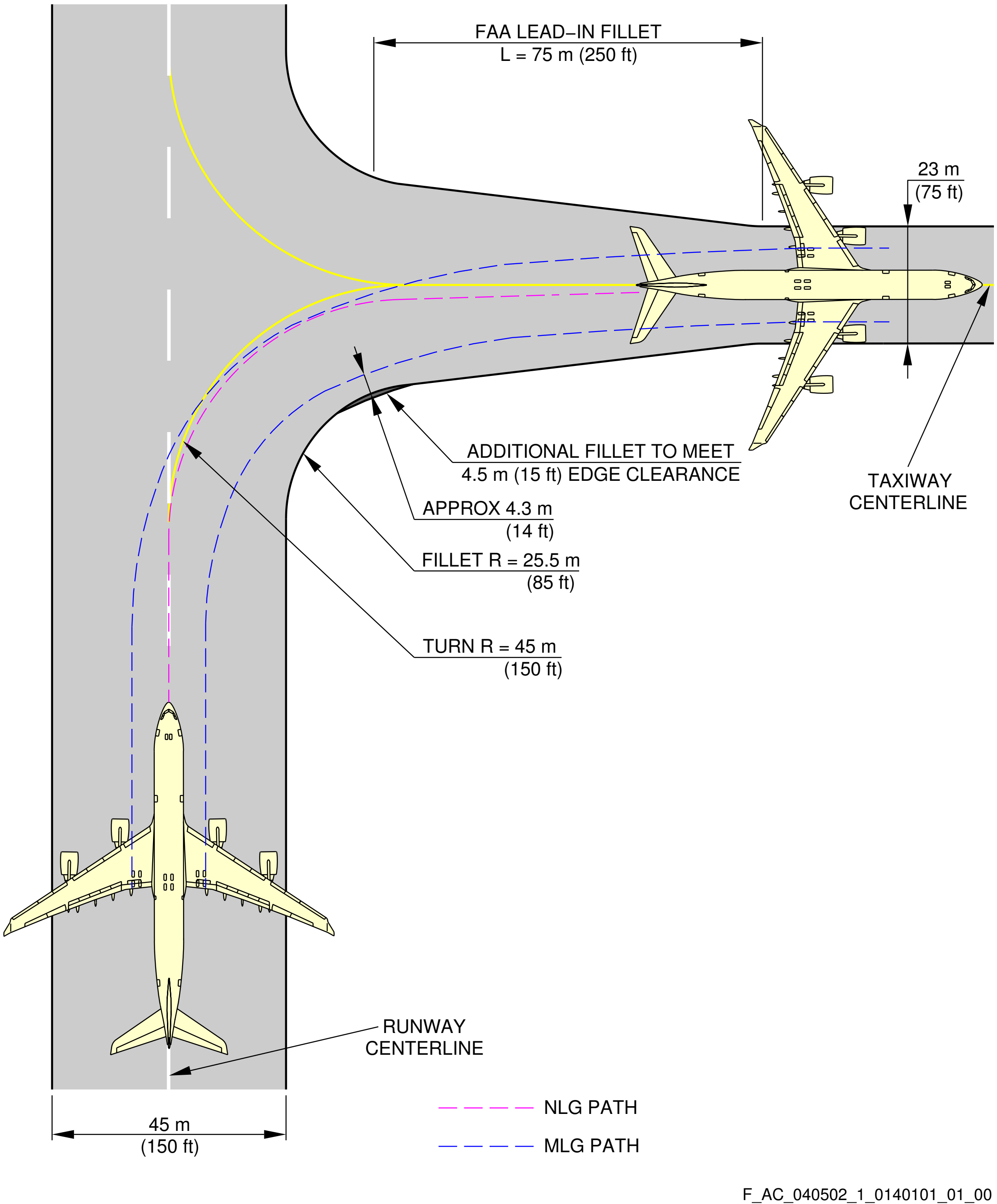
90° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE 2

**ON A/C A340-500



90° Turn - Runway to Taxiway
Judgement Oversteering Method
FIGURE 3

**ON A/C A340-500



90° Turn - Runway to Taxiway
Cockpit Over Centerline Method
FIGURE 4

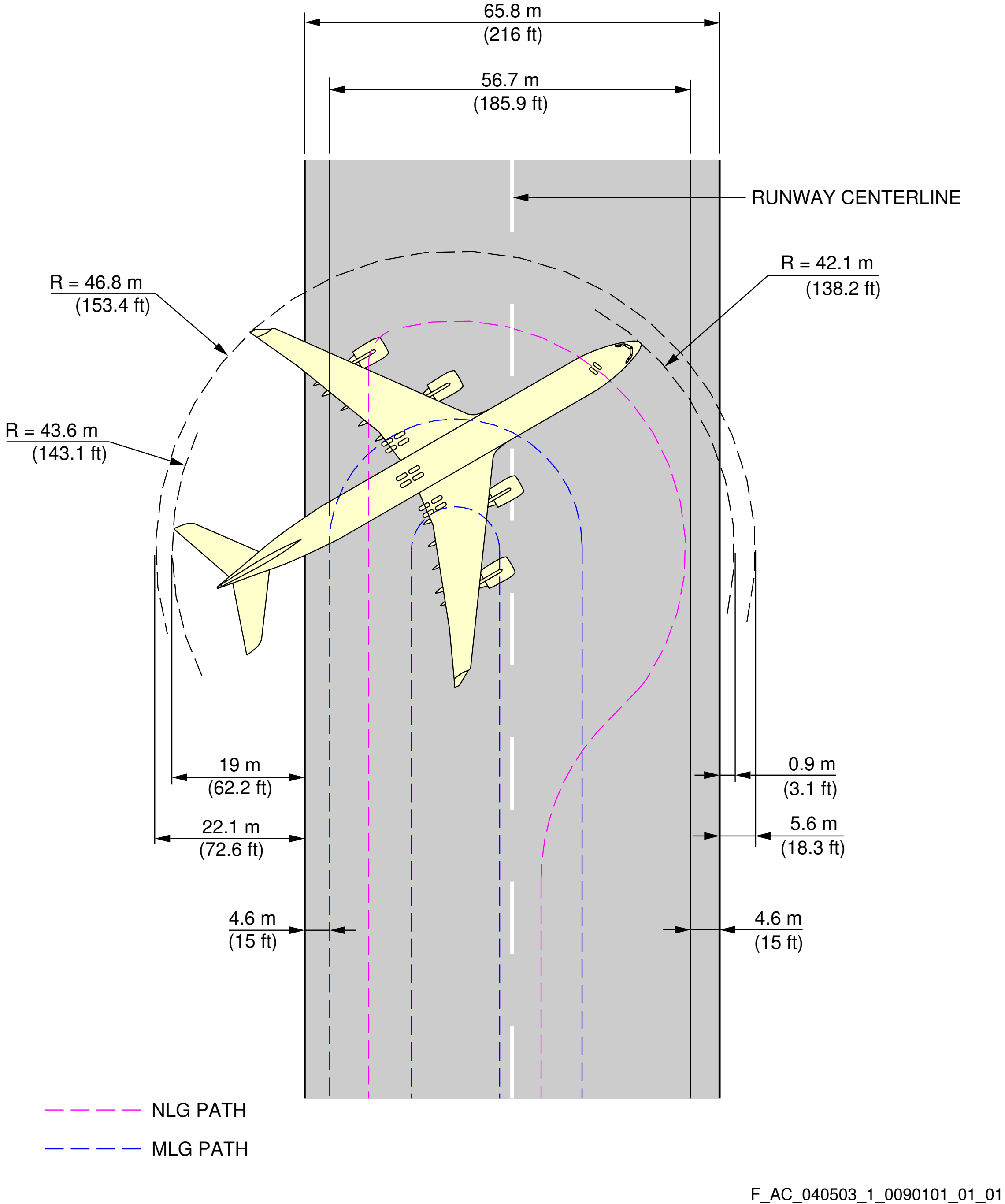
4-5-3 180° Turn on a Runway

****ON A/C A340-500 A340-600**

<u>180° Turn on a Runway</u>

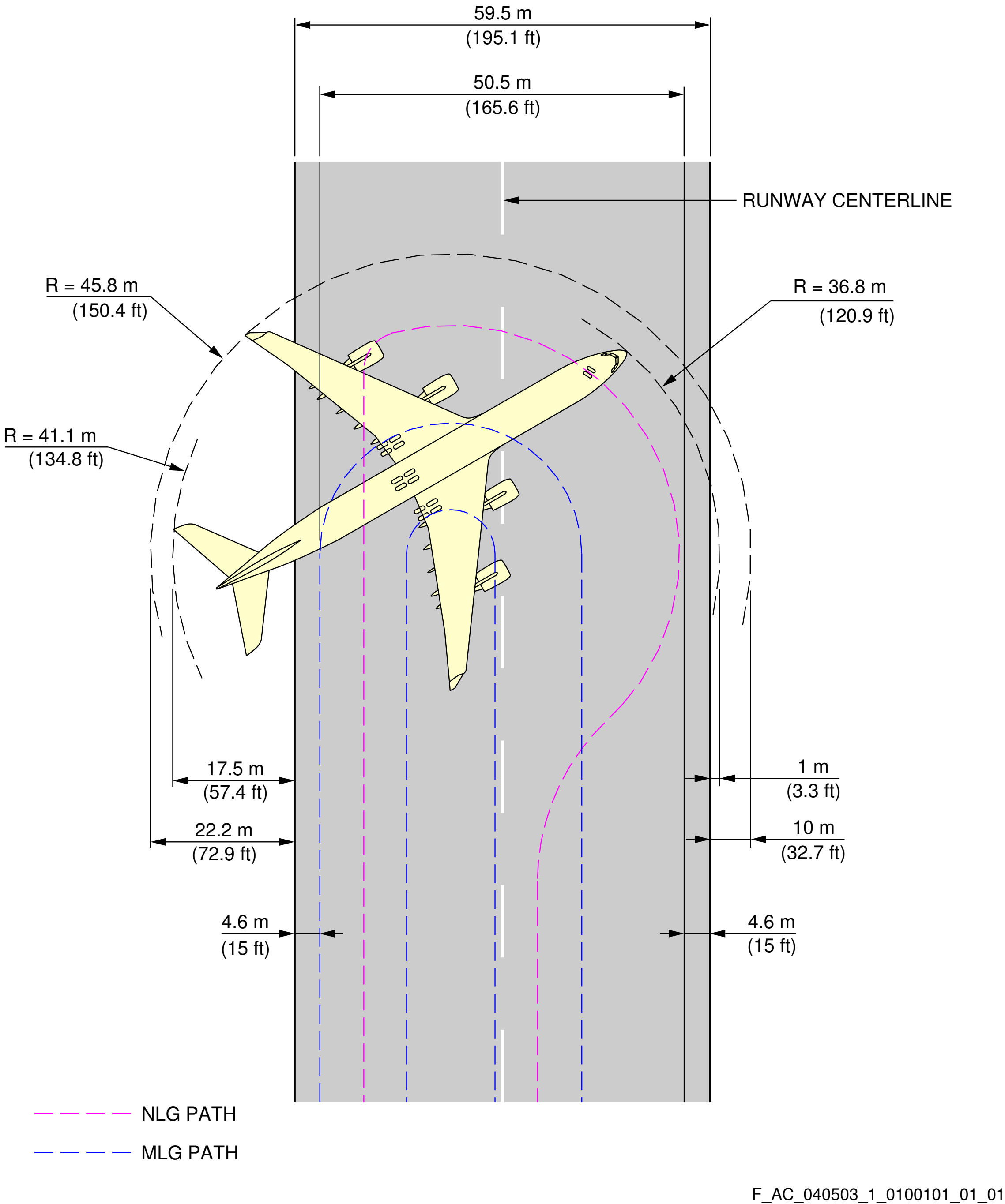
1. This section gives the 180° turn on a runway.

**ON A/C A340-600



180° Turn on a Runway
75° Nose Wheel Steering
FIGURE 1

**ON A/C A340-500



180° Turn on a Runway
70° Nose Wheel Steering
FIGURE 2

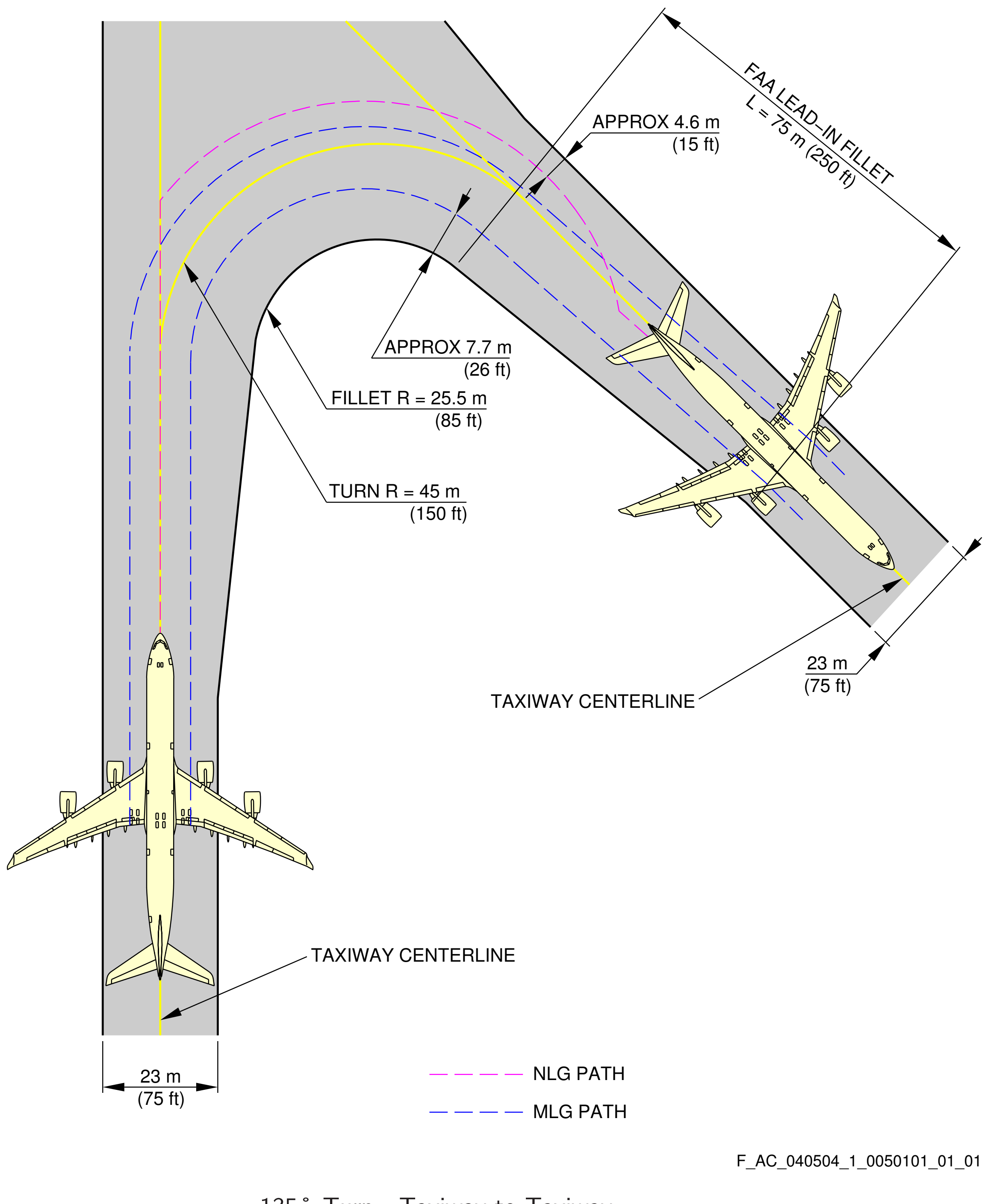
4-5-4 135° Turn - Taxiway to Taxiway

****ON A/C A340-500 A340-600**

<u>135° Turn - Taxiway to Taxiway</u>

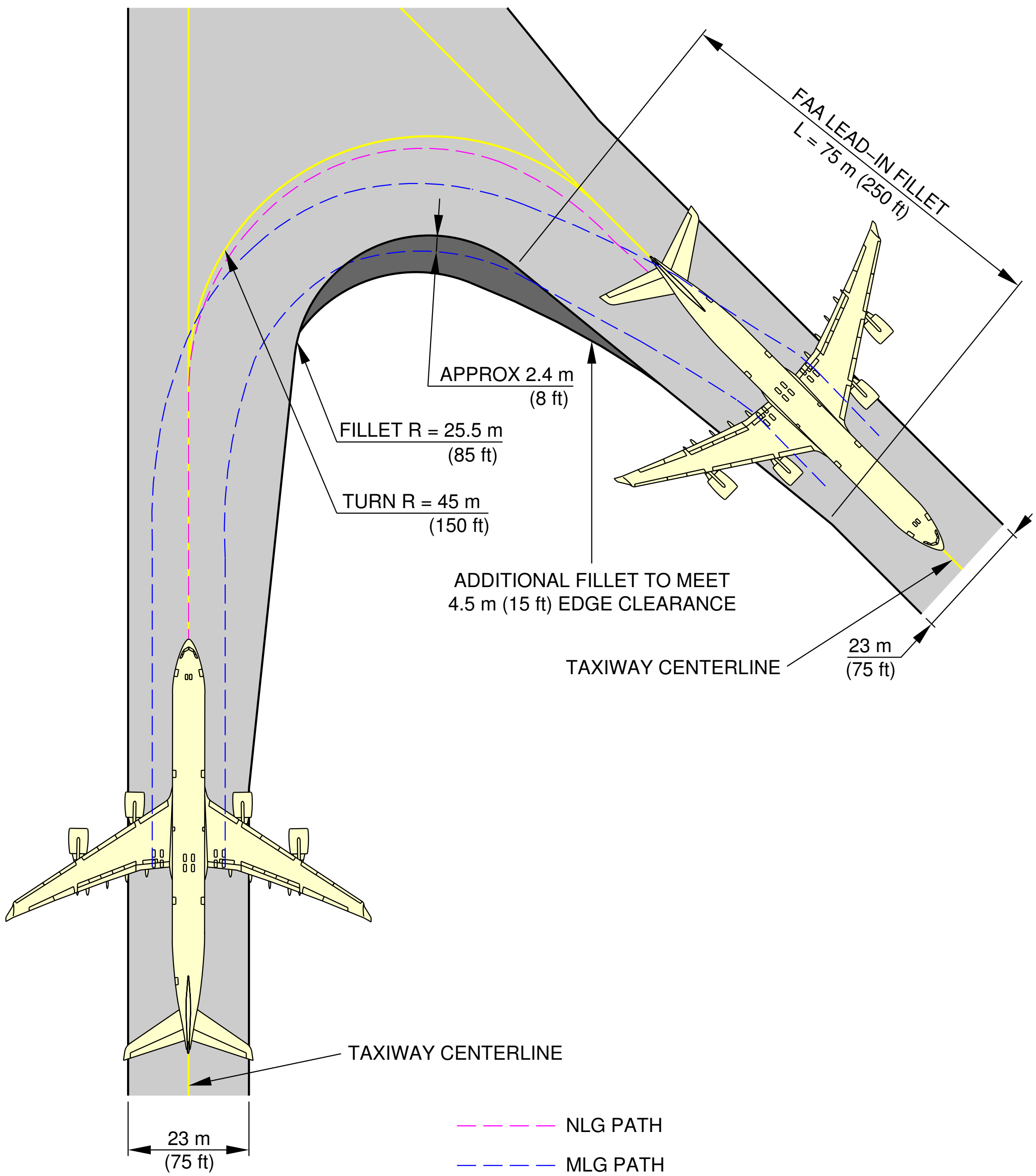
1. This section gives the 135° turn - taxiway to taxiway.

**ON A/C A340-600



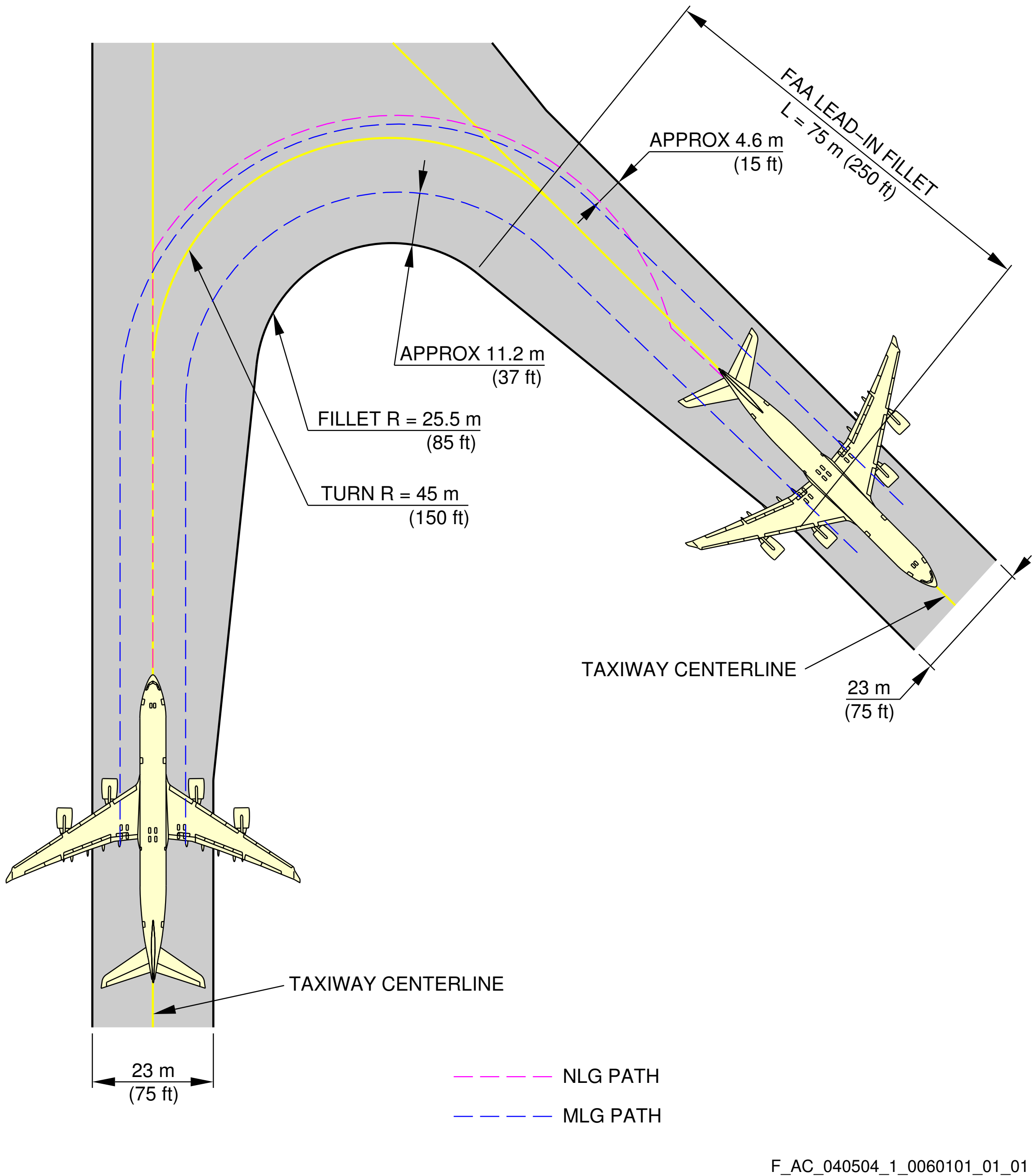
135° Turn - Taxiway to Taxiway
Judgement Oversteering Method
FIGURE 1

**ON A/C A340-600



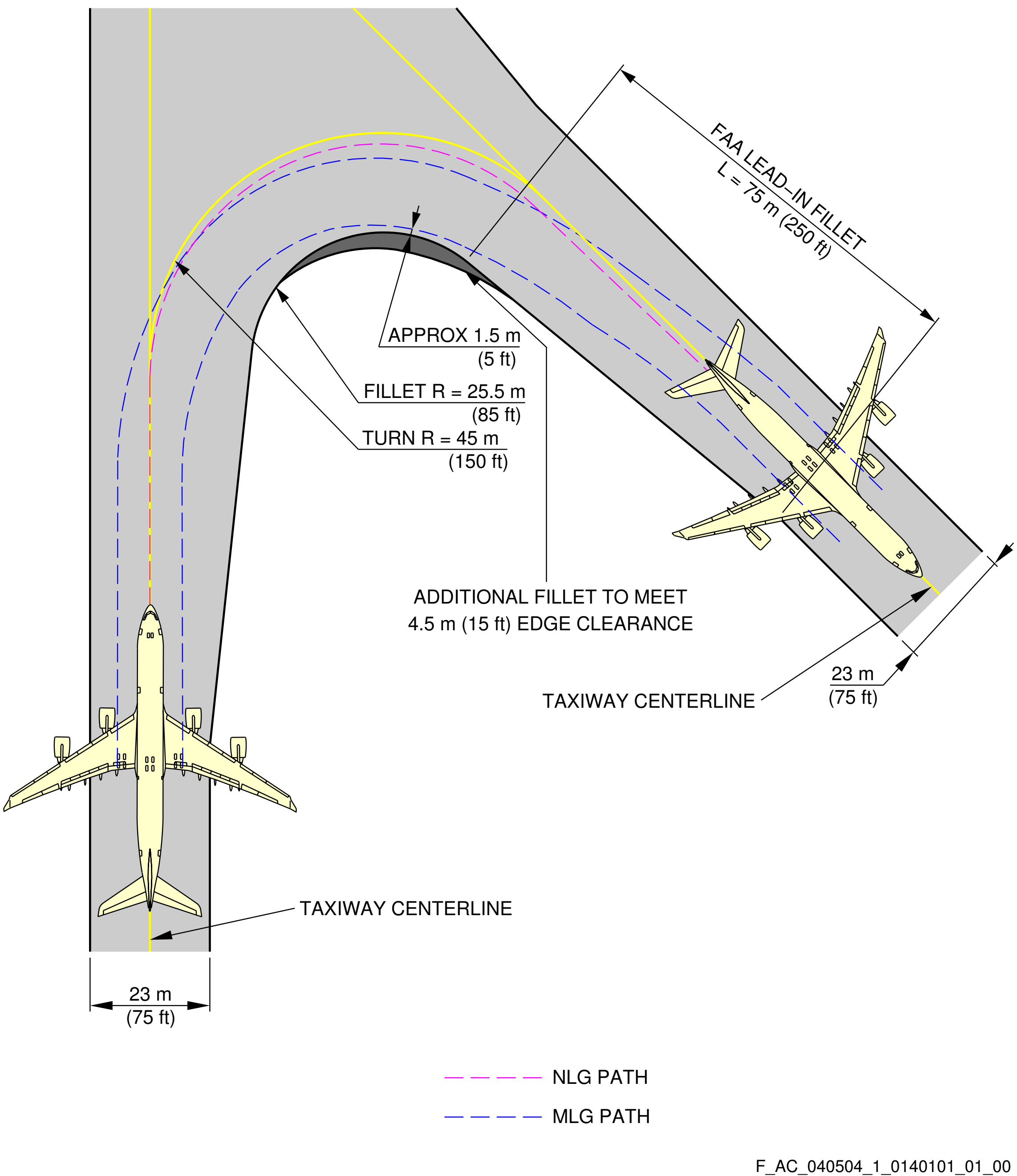
135° Turn - Taxiway to Taxiway
Cockpit Over Centerline Method
FIGURE 2

**ON A/C A340-500



135° Turn - Taxiway to Taxiway
Judgement Oversteering Method
FIGURE 3

**ON A/C A340-500



135° Turn - Taxiway to Taxiway
Cockpit Over Centerline Method
FIGURE 4

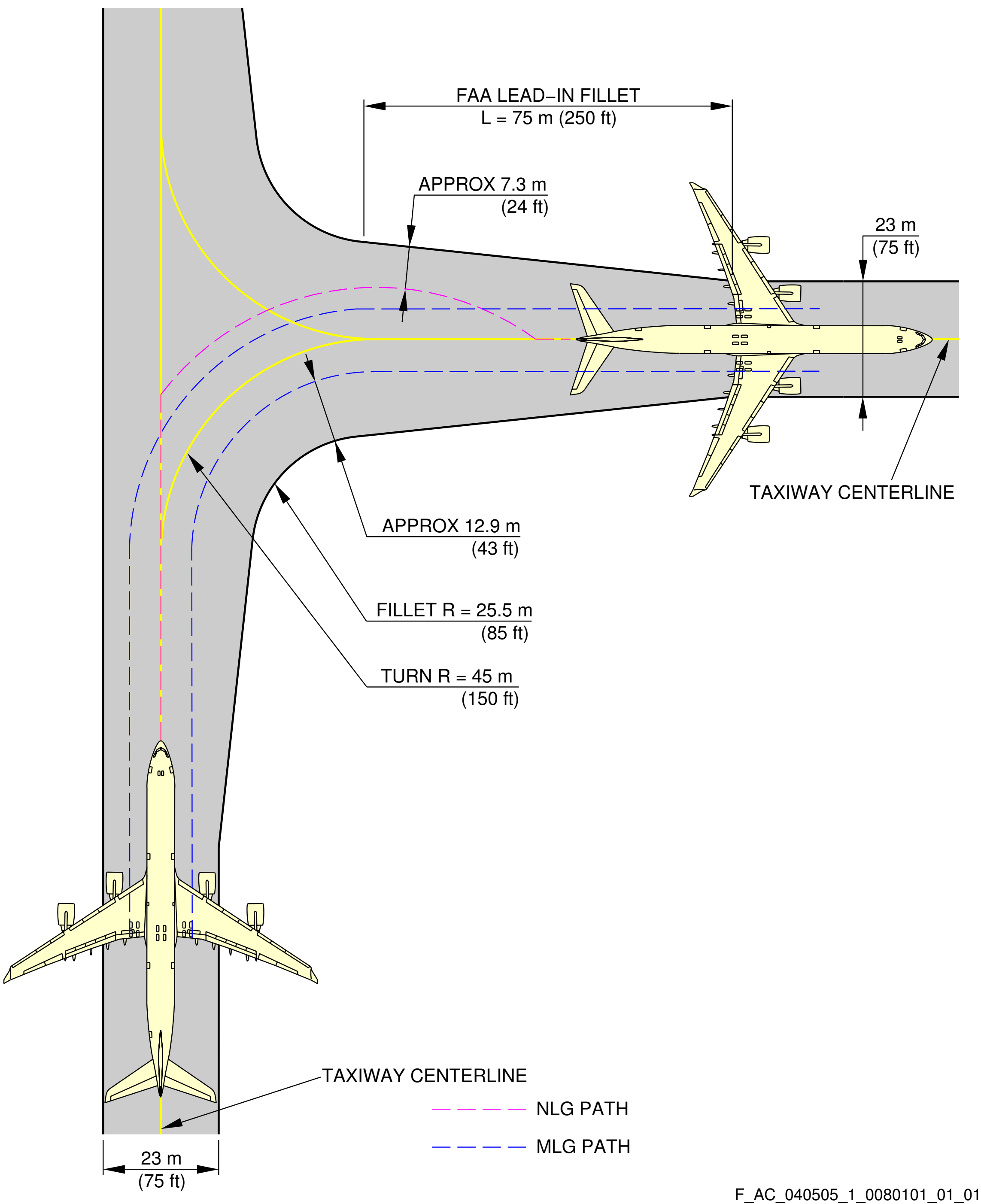
4-5-5 90° Turn - Taxiway to Taxiway

ON A/C A340-500 A340-600

90° Turn - Taxiway to Taxiway

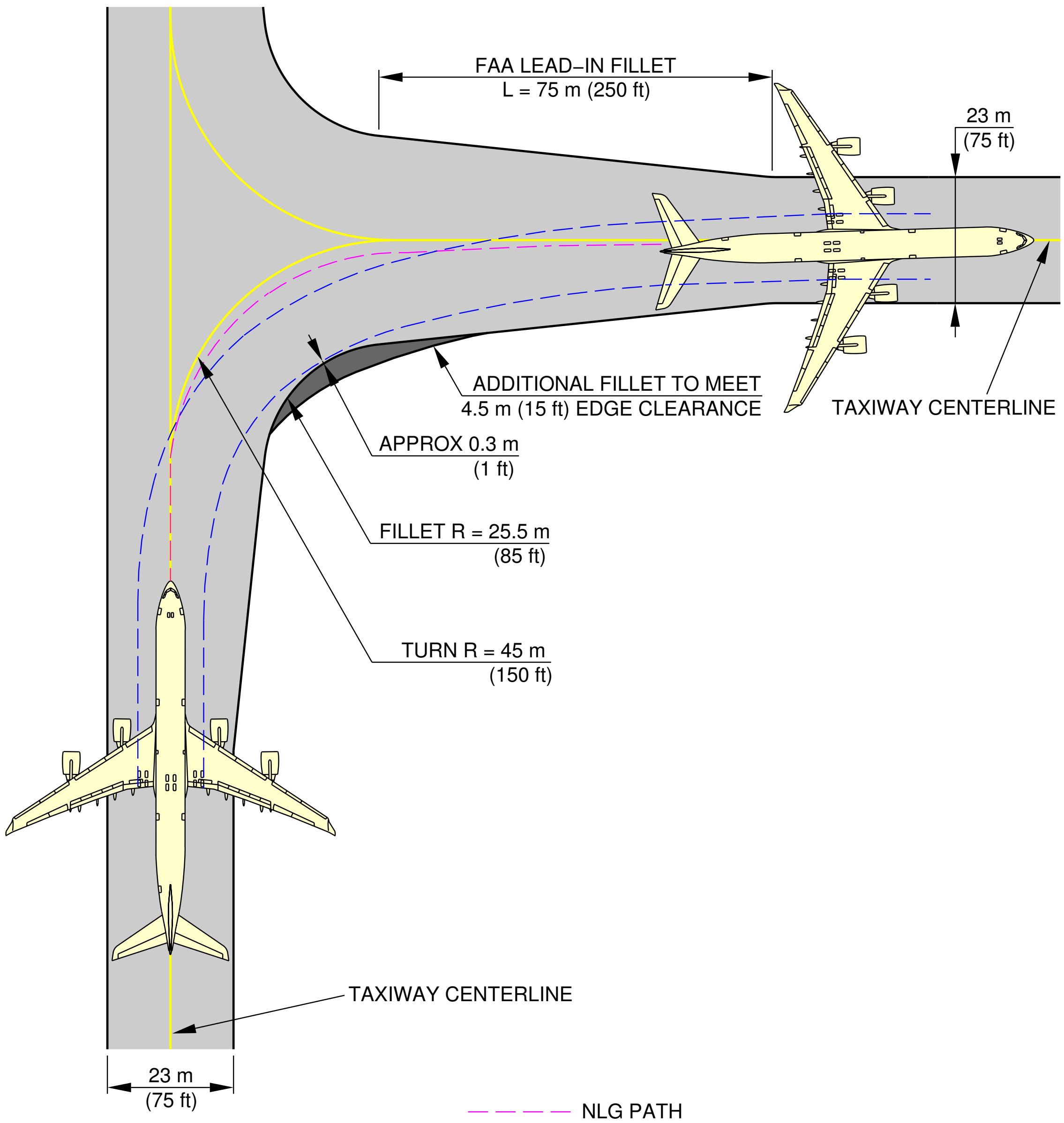
1. This section gives the 90° turn - taxiway to taxiway.

**ON A/C A340-600



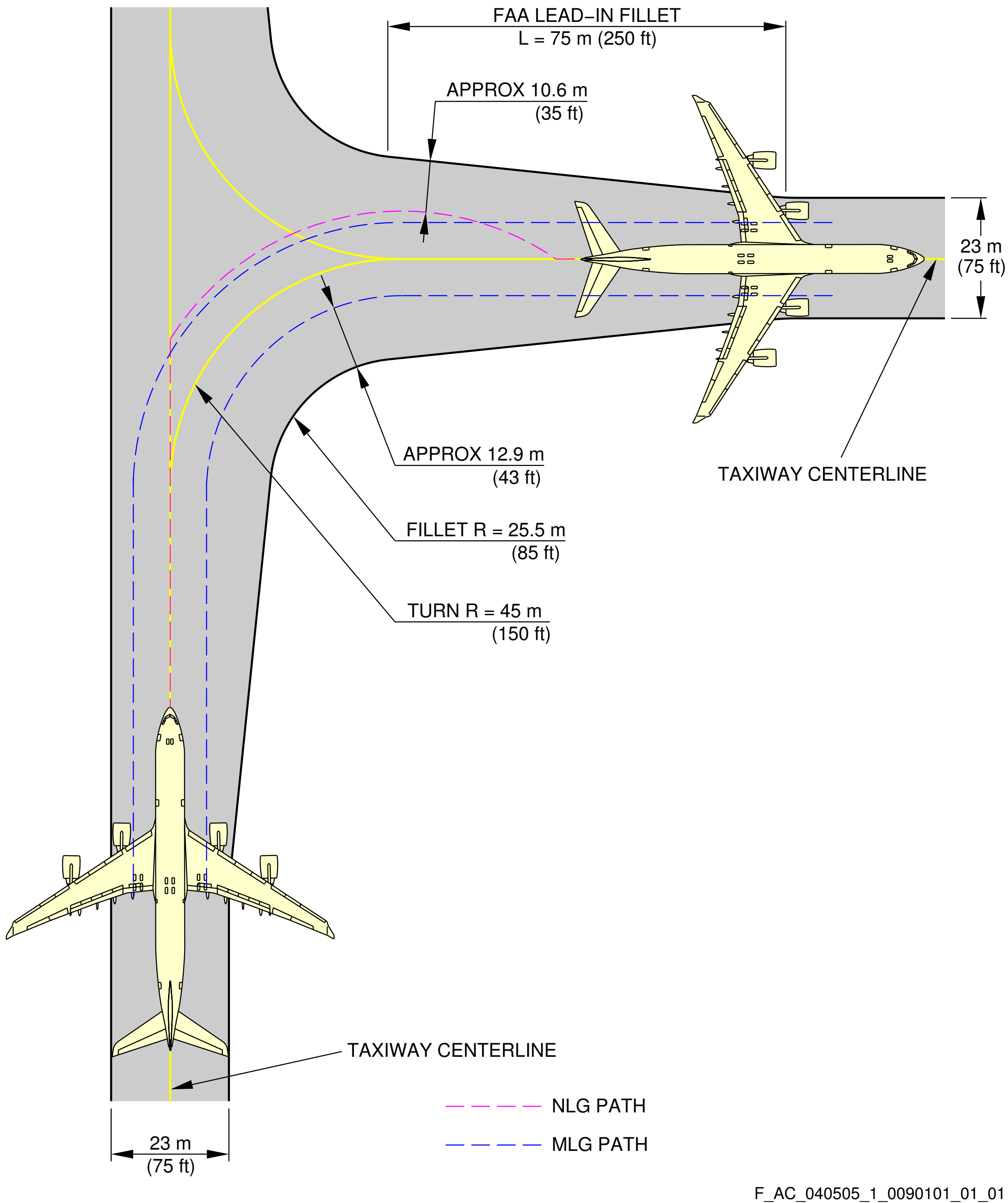
90° Turn - Taxiway to Taxiway
Judgemental Oversteering Method
FIGURE 1

**ON A/C A340-600



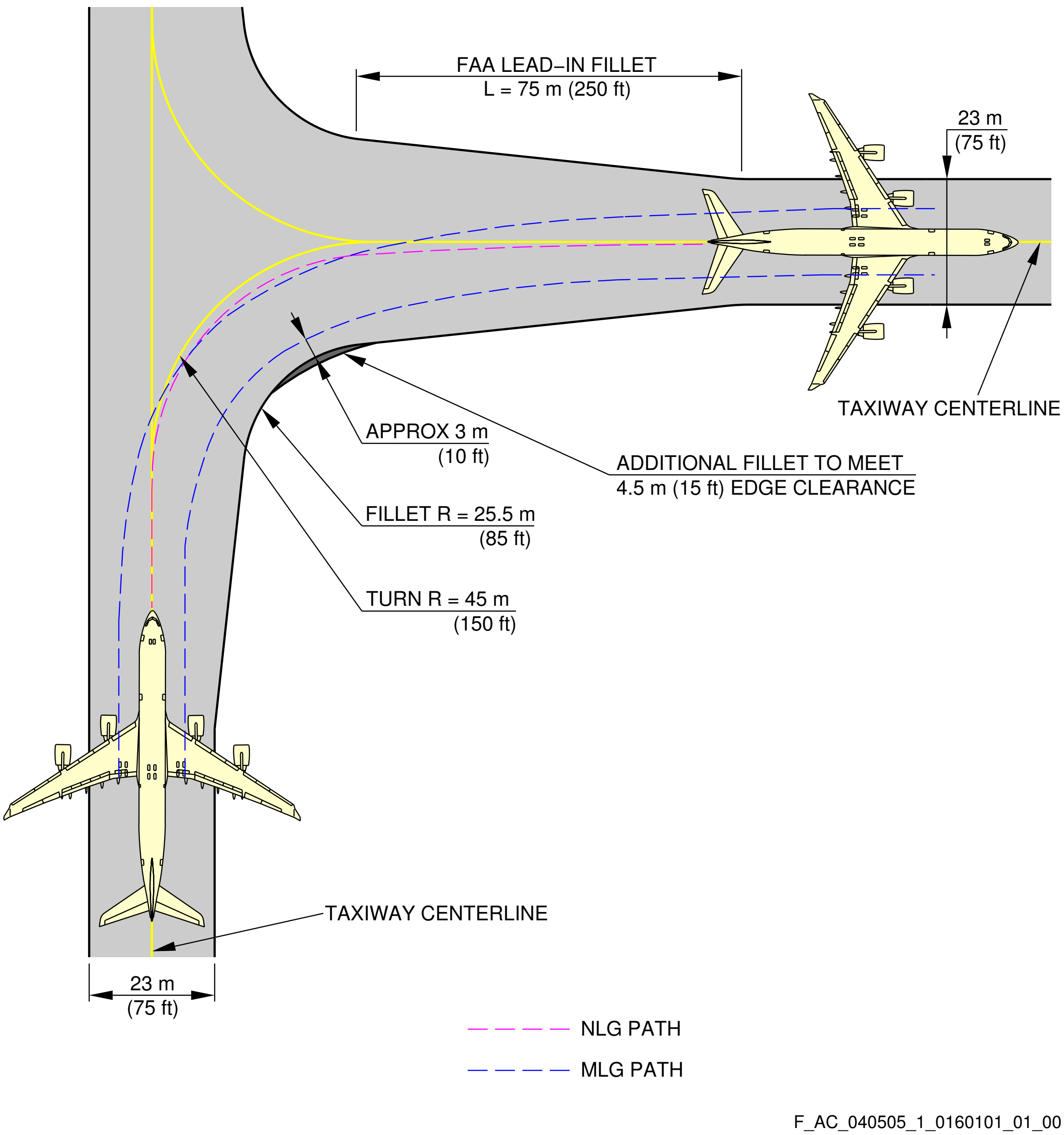
90° Turn - Taxiway to Taxiway
Cockpit Over Centerline Method
FIGURE 2

**ON A/C A340-500



90° Turn - Taxiway to Taxiway
Judgemental Oversteering Method
FIGURE 3

**ON A/C A340-500



90° Turn - Taxiway to Taxiway
Cockpit Over Centerline Method
FIGURE 4

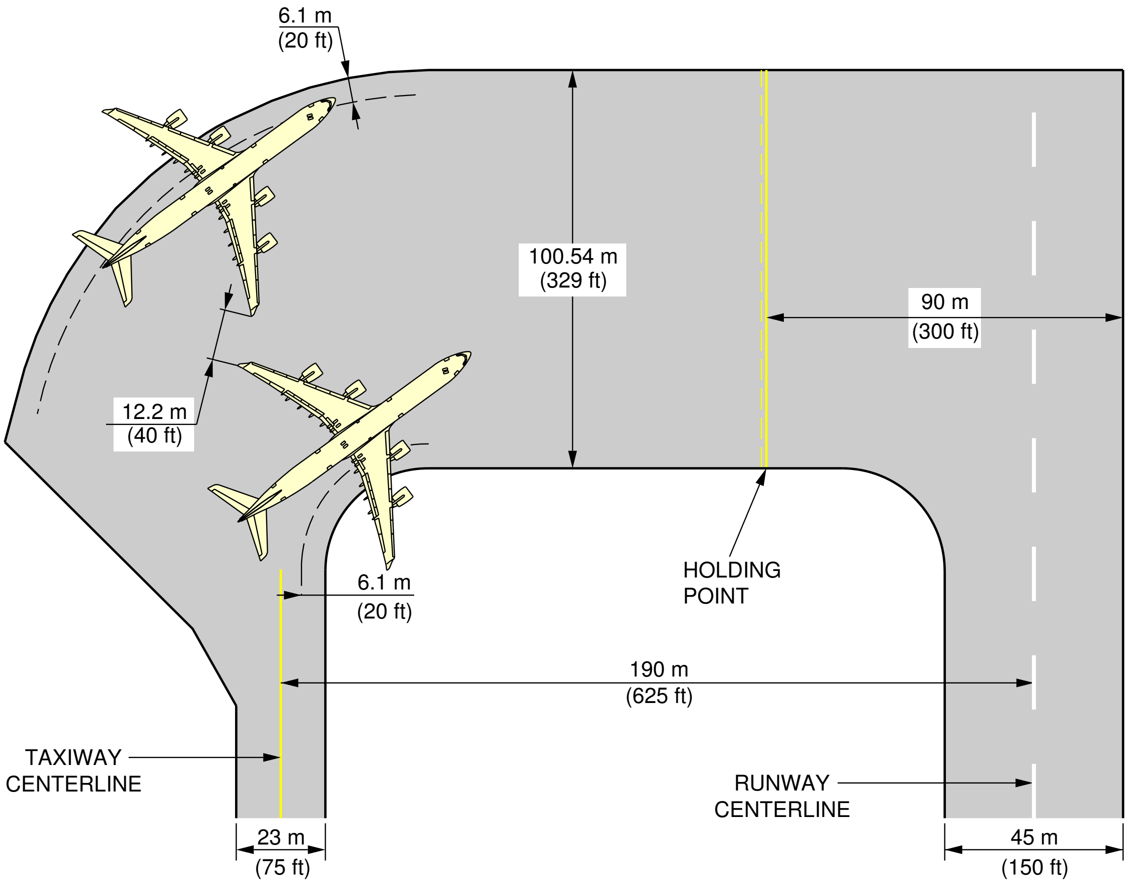
4-6-0 Runway Holding Bay (Apron)

****ON A/C A340-500 A340-600**

Runway Holding Bay (Apron)

1. This section gives the runway holding bay (Apron).

**ON A/C A340-500 A340-600



NOTE : 20° NOSE WHEEL STEERING ANGLE.
COORDINATE WITH USING AIRPLANE FOR SPECIFIC PLANNED OPERATING PROCEDURES.

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Runway Holding Bay (Apron)
FIGURE 1

4-7-0 Airplane Parking

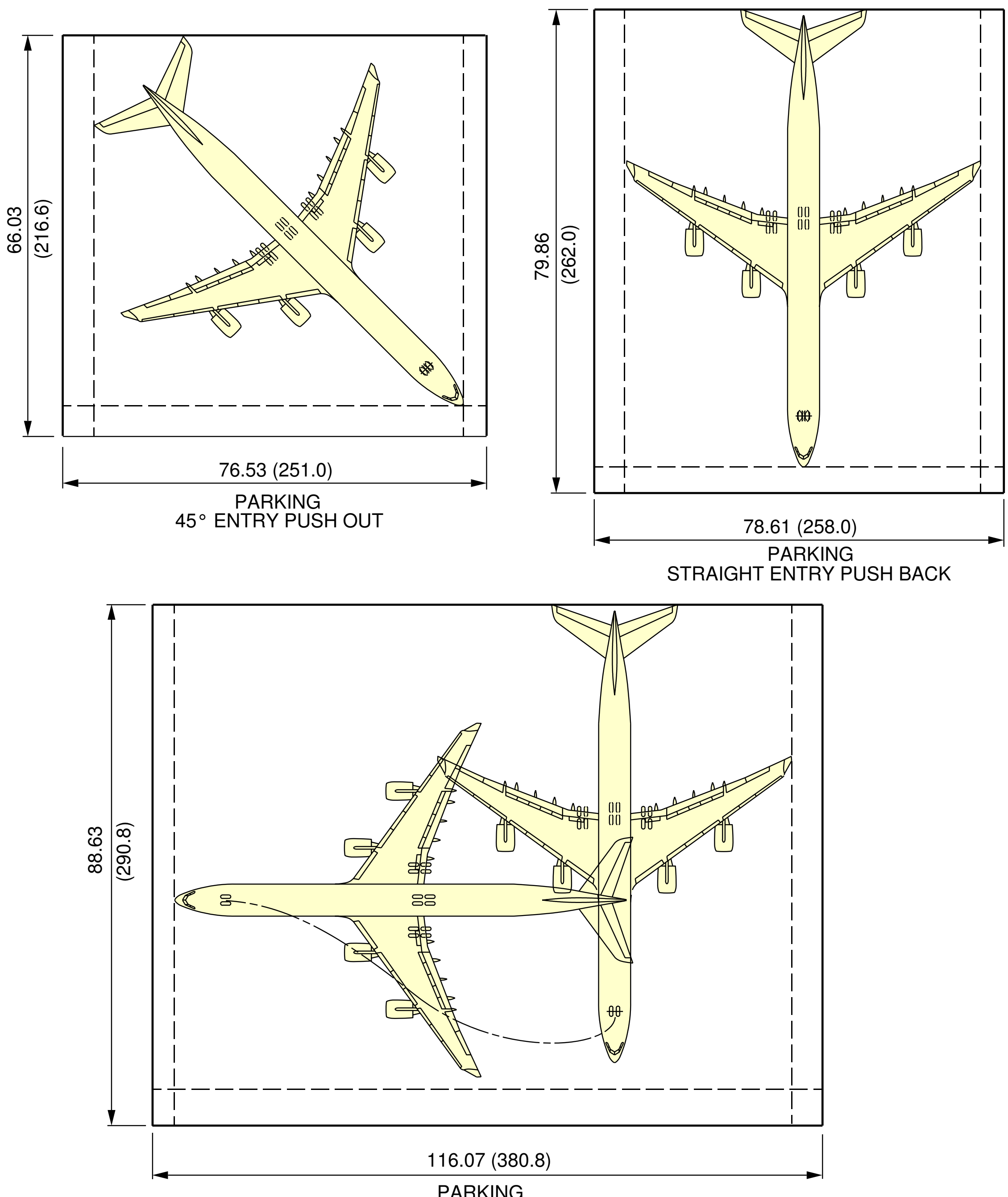
****ON A/C A340-500 A340-600**

Airplane Parking

1. The following figures and charts show the rectangular space required for parking against the terminal building.

   The rectangle includes allowance for swinging the airplane on arrival and departure.
   - Steering Geometry
   - Minimum Parking Space Requirements

**ON A/C A340-600



NOTE: DIMENSIONS IN METERS (FEET IN BRACKETS).

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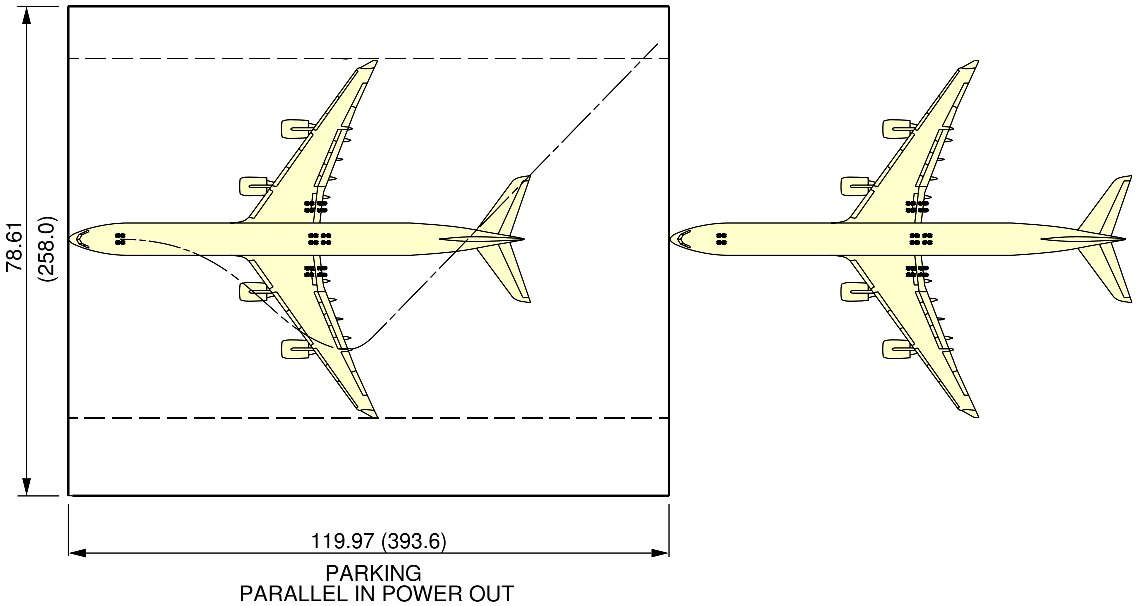
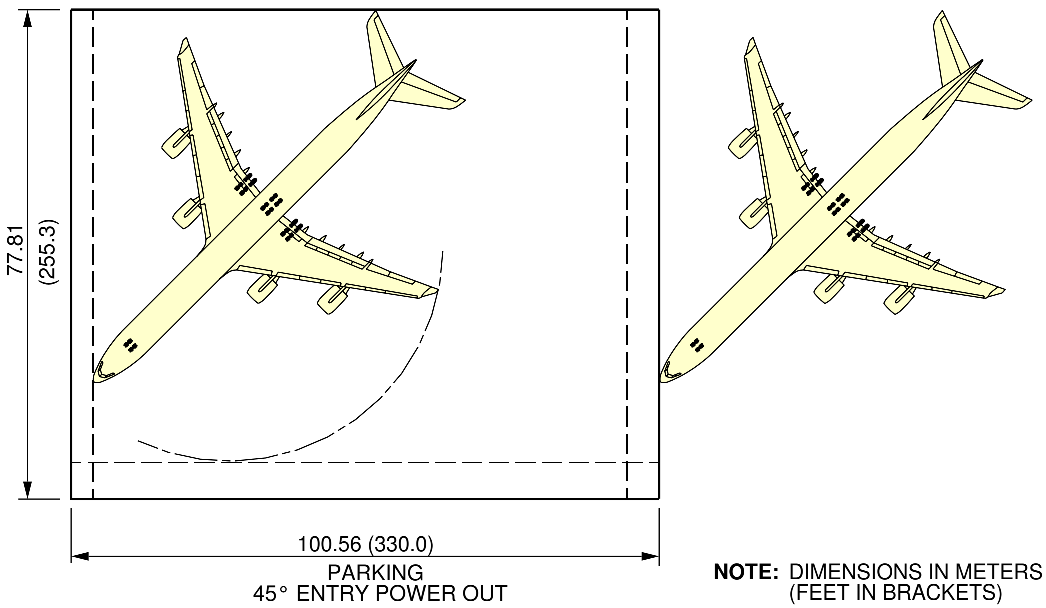
Airplane Parking
Steering Geometry
FIGURE 1

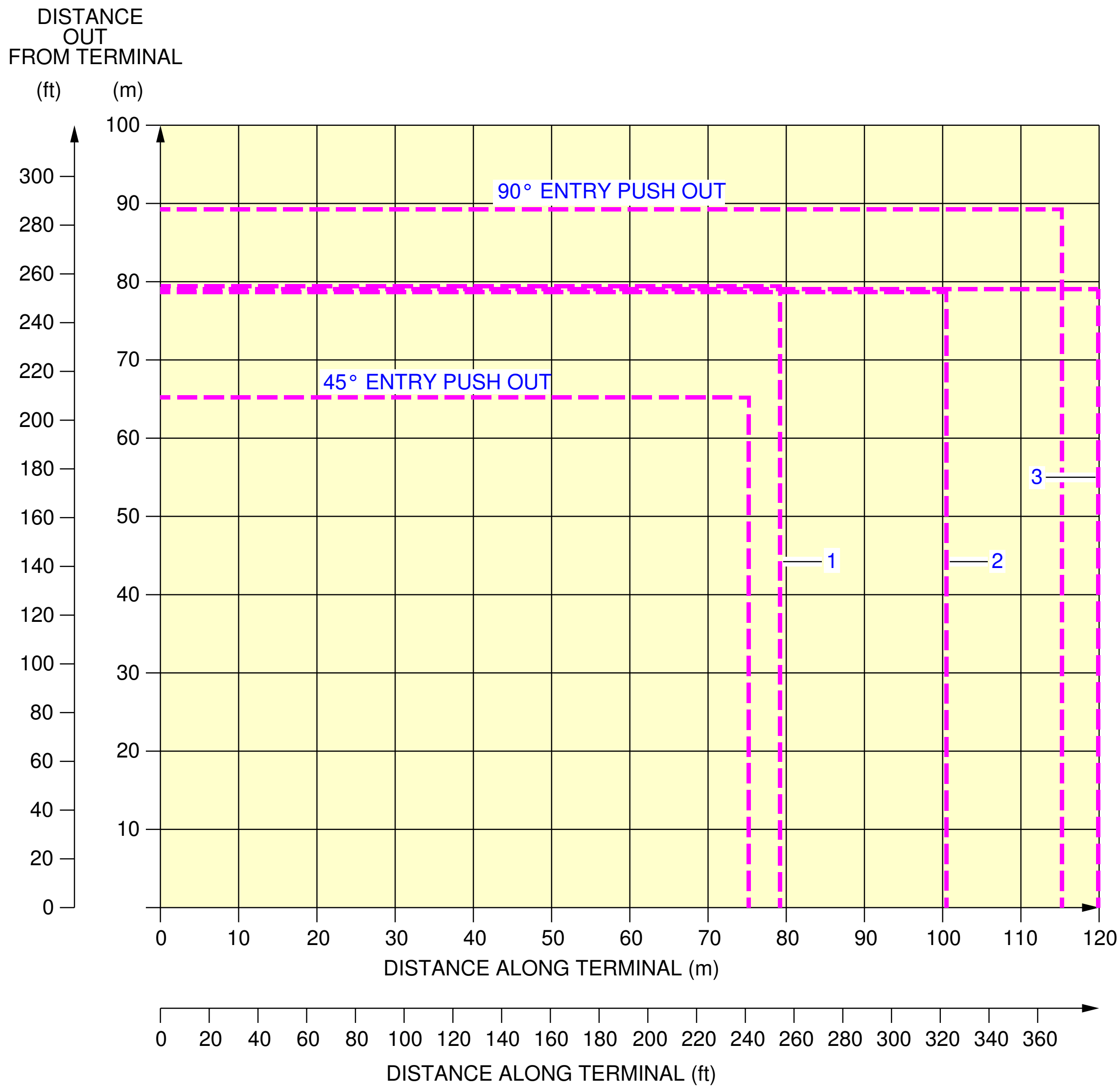
**ON A/C A340-600





Airplane Parking
Steering Geometry
FIGURE 2

**ON A/C A340-600



1. STRAIGHT ENTRY PUSH BACK
2. 45° ENTRY POWER OUT
3. PARALLEL IN POWER OUT

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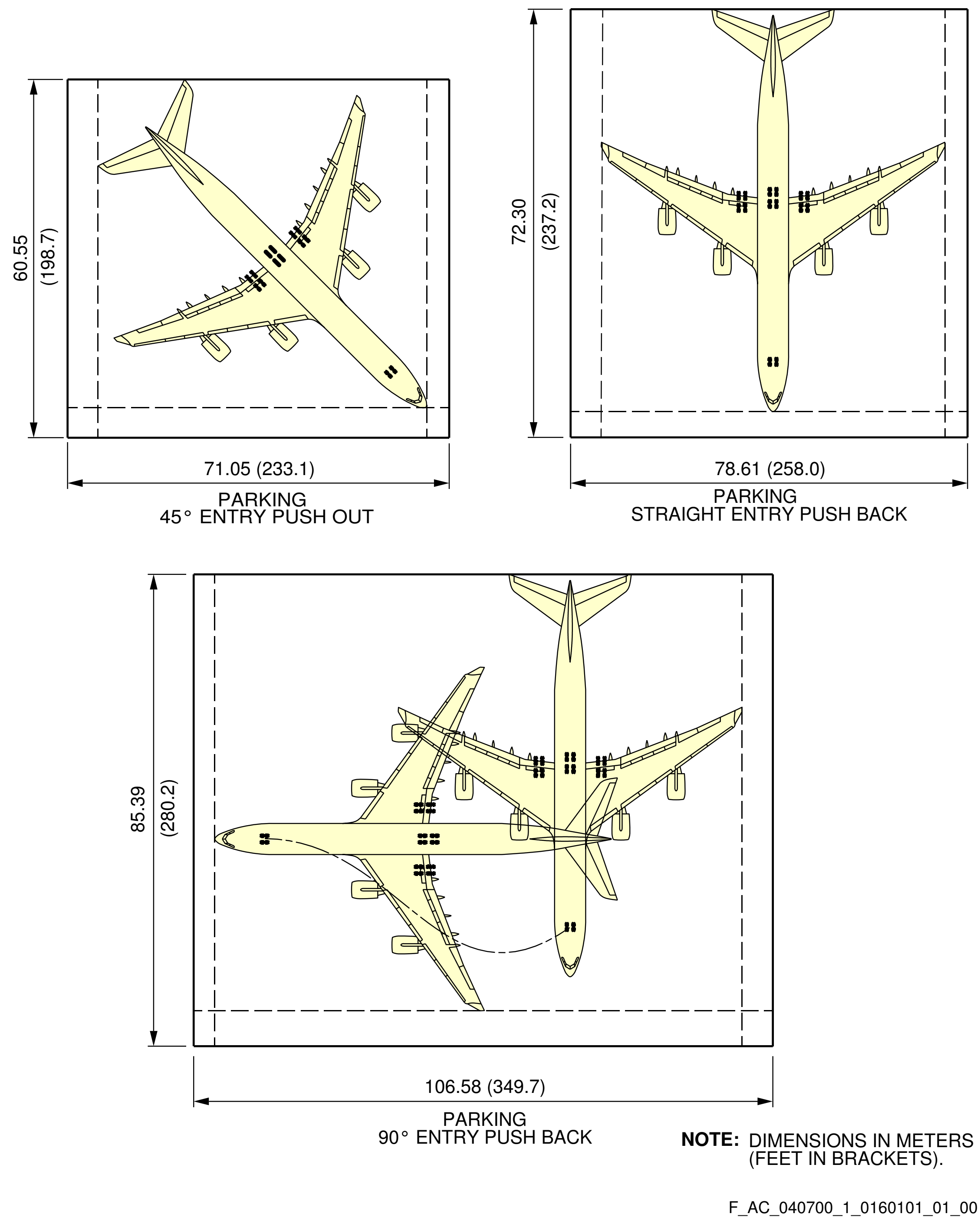
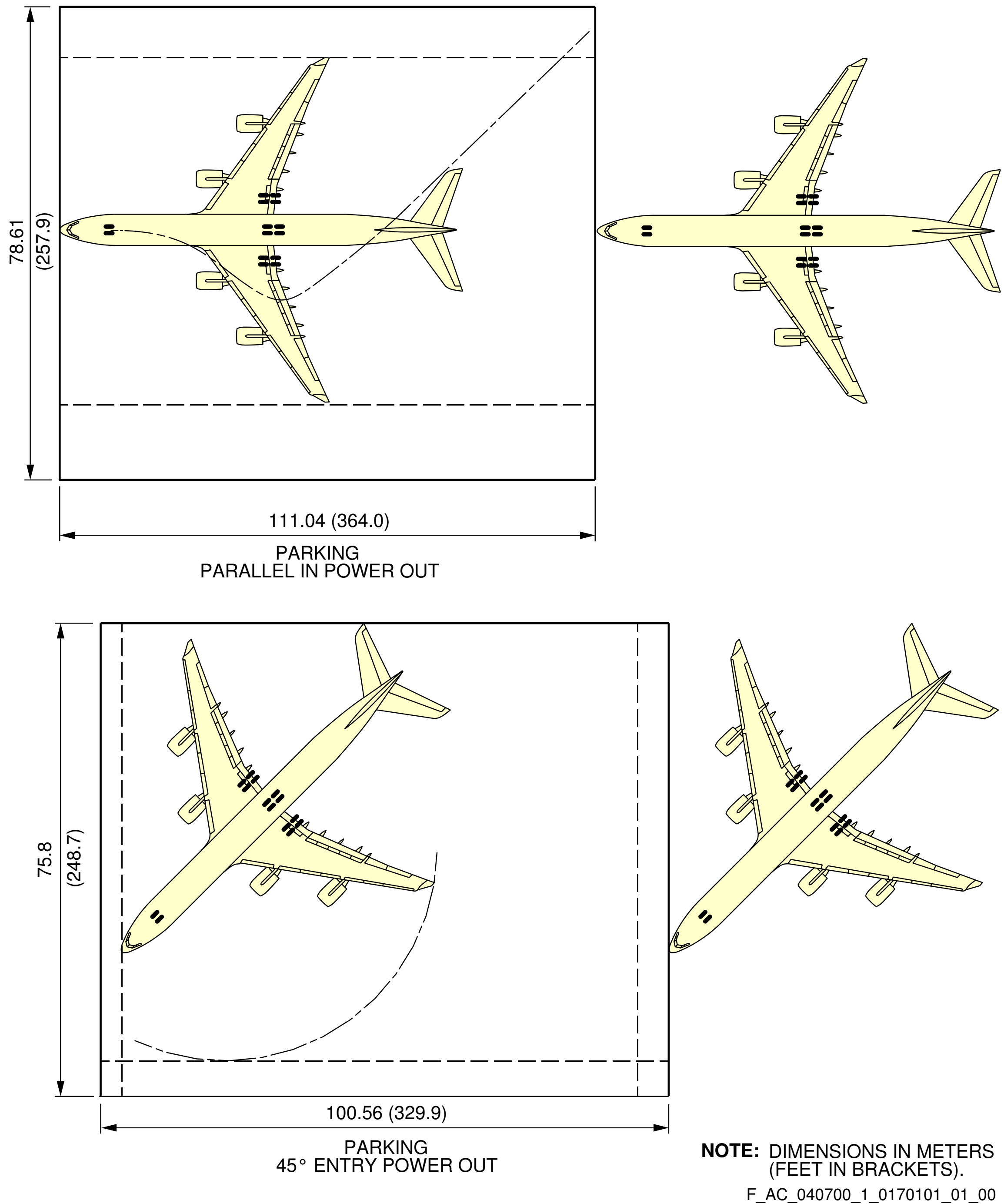
Airplane Parking
Minimum Parking Space Requirements
FIGURE 3

**ON A/C A340-500



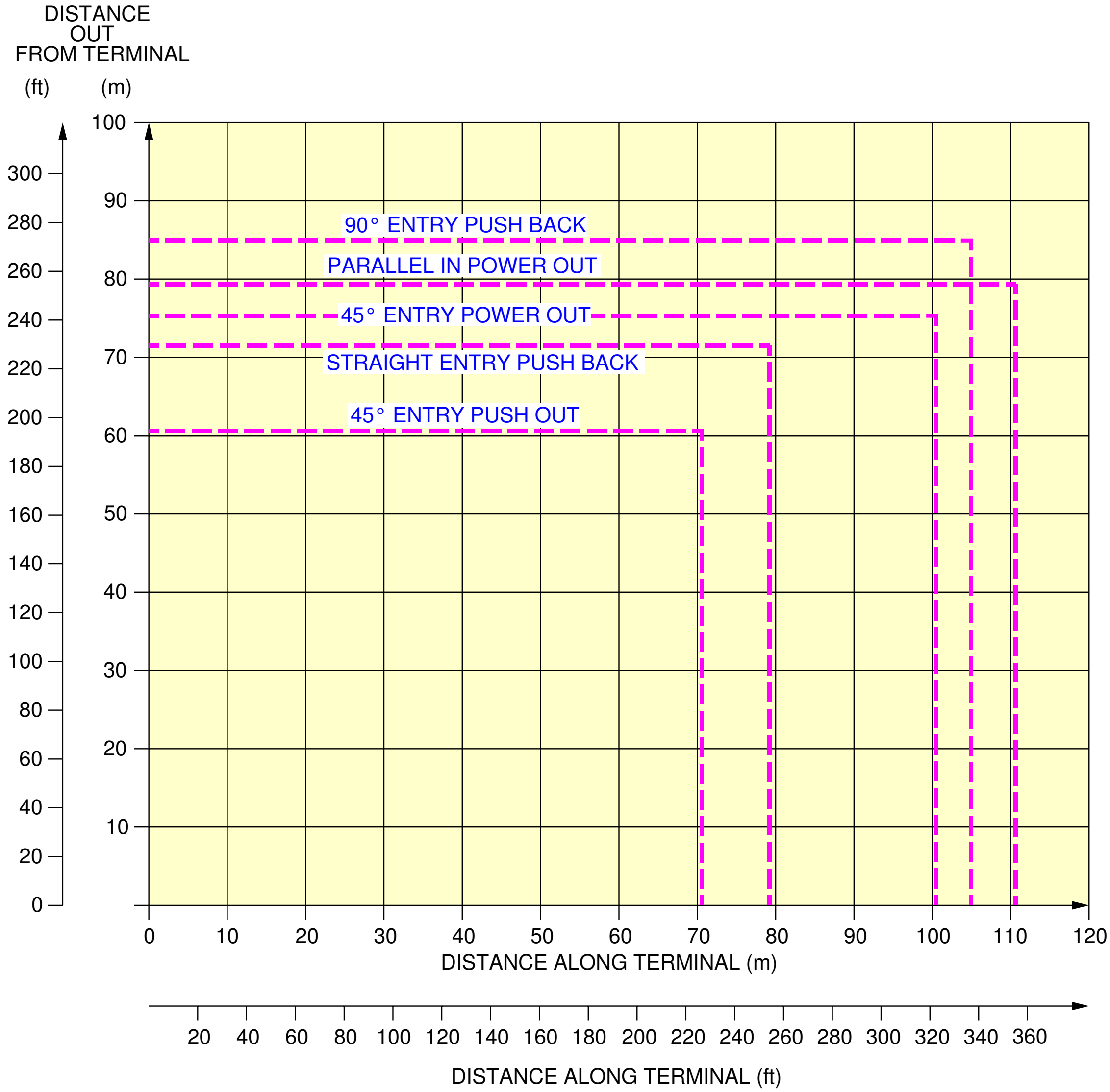
Airplane Parking
Steering Geometry
FIGURE 4

**ON A/C A340-500



Airplane Parking
Steering Geometry
FIGURE 5

**ON A/C A340-500



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Airplane Parking
Minimum Parking Space Requirements
FIGURE 6

TERMINAL SERVICING

5-0-0 TERMINAL SERVICING

****ON A/C A340-500 A340-600**

TERMINAL SERVICING

1. Terminal servicing

This chapter provides typical ramp layouts, corresponding minimum turnaround time estimations, locations of ground service points and service requirements.
The information given in this chapter reflects ideal conditions. Actual ramp layouts and service requirements may vary according to local regulations, airline procedures and the airplane condition.

Section 5.1 shows typical ramp layouts for passenger aircraft at the gate or on an Open Apron and freighter aircraft on an Open Apron.

Section 5.2 shows the minimum turnaround schedules for full servicing arrangements (turnround stations).

Section 5.3 shows the minimum turnaround schedule for reduced servicing arrangements (en route stations).

Section 5.4 gives the locations of ground service connections, the standard of connections used and typical capacities and requirements.

Section 5.5 provides the engine starting pneumatic requirements for different engine types and different ambient temperatures.

Section 5.6 provides the air conditioning requirements for heating and cooling (pull-down and pull-up) using ground conditioned air for different ambient temperatures.

Section 5.7 provides the air conditioning requirements for heating and cooling to maintain a constant cabin air temperature using low pressure conditioned air.

Section 5.8 shows the ground towing requirements taking into account different ground surface and aircraft conditions.

5-1-0 Airplane Servicing Arrangements

**ON A/C A340-500 A340-600

Airplane Servicing Arrangements

1. This section provides typical ramp layouts, showing the various GSE items in position during typical turnaround scenarios for the passenger aircraft.

   These ramp layouts show typical arrangements only. Each operator will have its own specific requirements/regulations for the positioning and operation on the ramp.

   The associated turnaround station is given in the section 5-2-1 for Full Servicing Turn Round Charts. The associated minimum turnaround time for Transit Turn Round Charts is given in a section 5-3-1.

5-1-1 Symbols Used on Servicing Diagrams

****ON A/C A340-500 A340-600**

Symbols Used on Servicing Diagrams

1. This table gives the symbols used on servicing diagrams.

Ground Support Equipment	
AC	AIR CONDITIONING UNIT
AS	AIR START UNIT
CAT	CATERING TRUCK
CB	CONVEYOR BELT
CLEAN	CLEANING TRUCK
FUEL	FUEL HYDRANT DISPENSER or TANKER
GPU	GROUND POWER UNIT
LD CL	LOWER DECK CARGO LOADER
LV	LAVATORY VEHICLE
MD CL	MAIN DECK CARGO LOADER
PBB	PASSENGER BOARDING BRIDGE
PS	PASSENGER STAIRS
TOW	TOW TRACTOR
ULD	ULD TRAIN
WV	POTABLE WATER VEHICLE

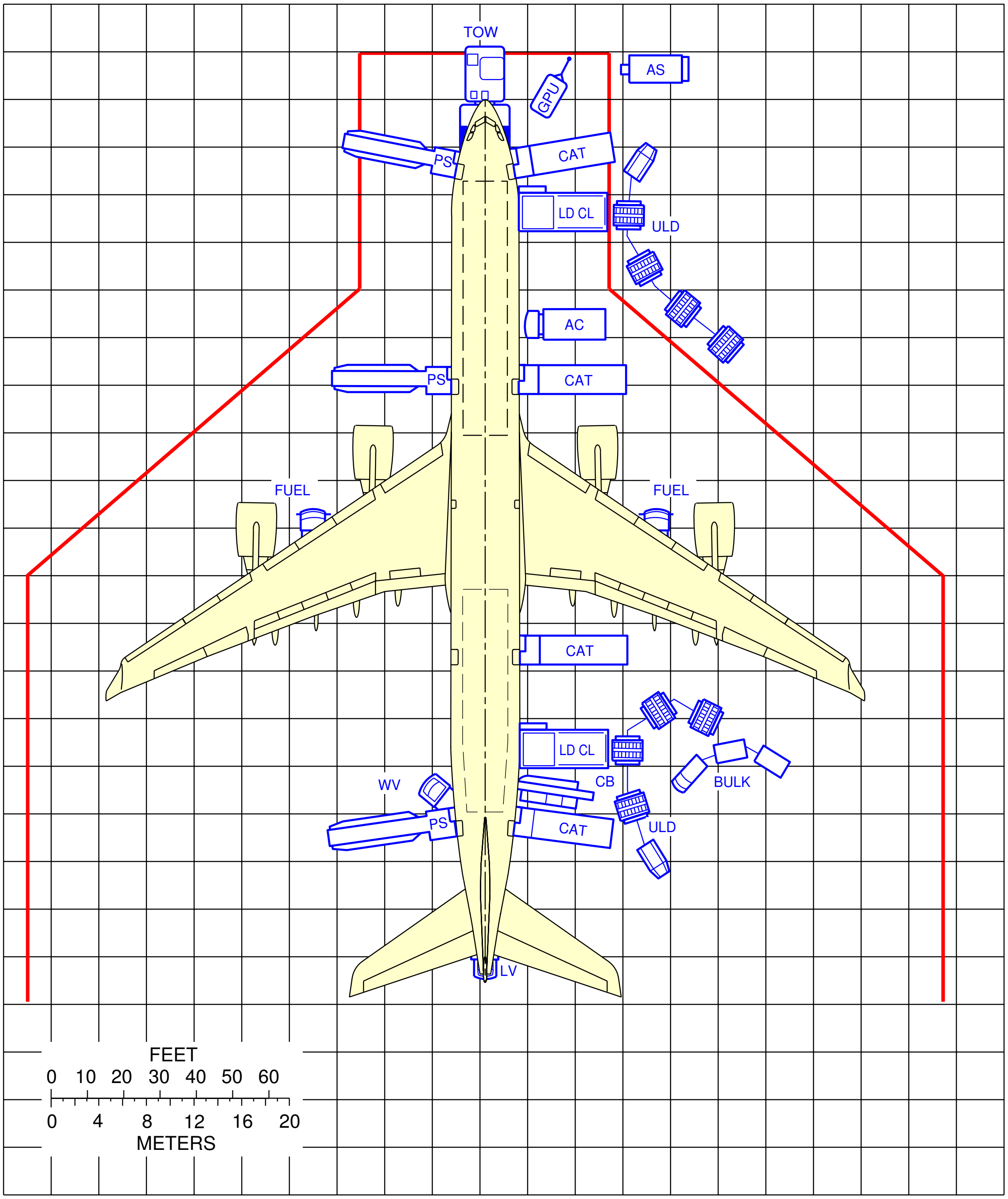
5-1-2 Loading (Open Apron)

****ON A/C A340-500 A340-600**

Loading (Open Apron)

1. This section gives the typical ramp layout for the passenger aircraft on an Open Apron.

**ON A/C A340-600



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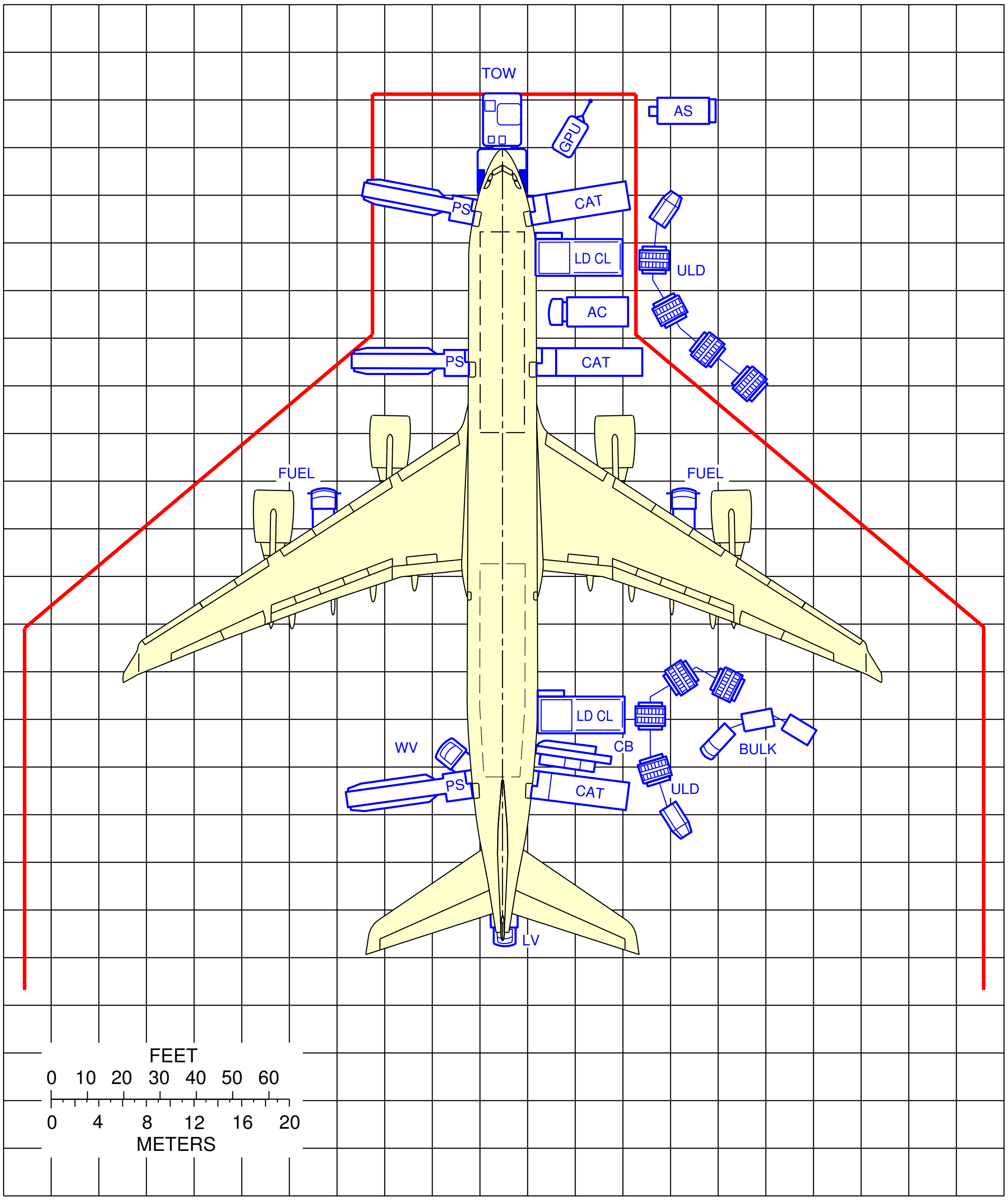
Airplane Servicing Arrangements
Typical Ramp Layout (Open Apron)
FIGURE 1

**ON A/C A340-500



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Airplane Servicing Arrangements
Typical Ramp Layout (Open Apron)
FIGURE 2

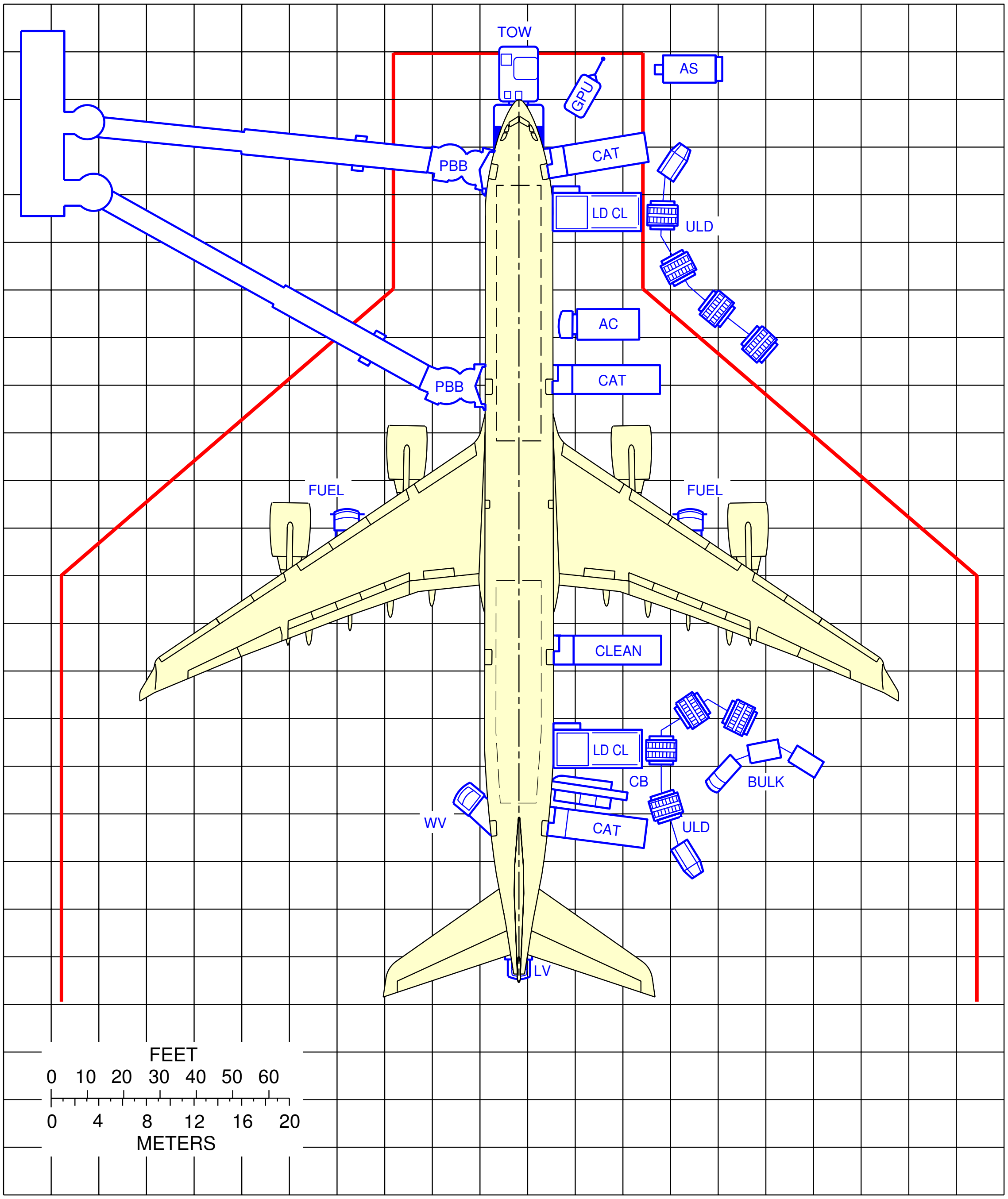
5-1-3 Loading (Passenger Bridge)

****ON A/C A340-500 A340-600**

Loading (Passenger Bridge)

1. This section gives the typical ramp layout for the passenger aircraft at a gate with 2 passenger boarding bridges.

**ON A/C A340-600



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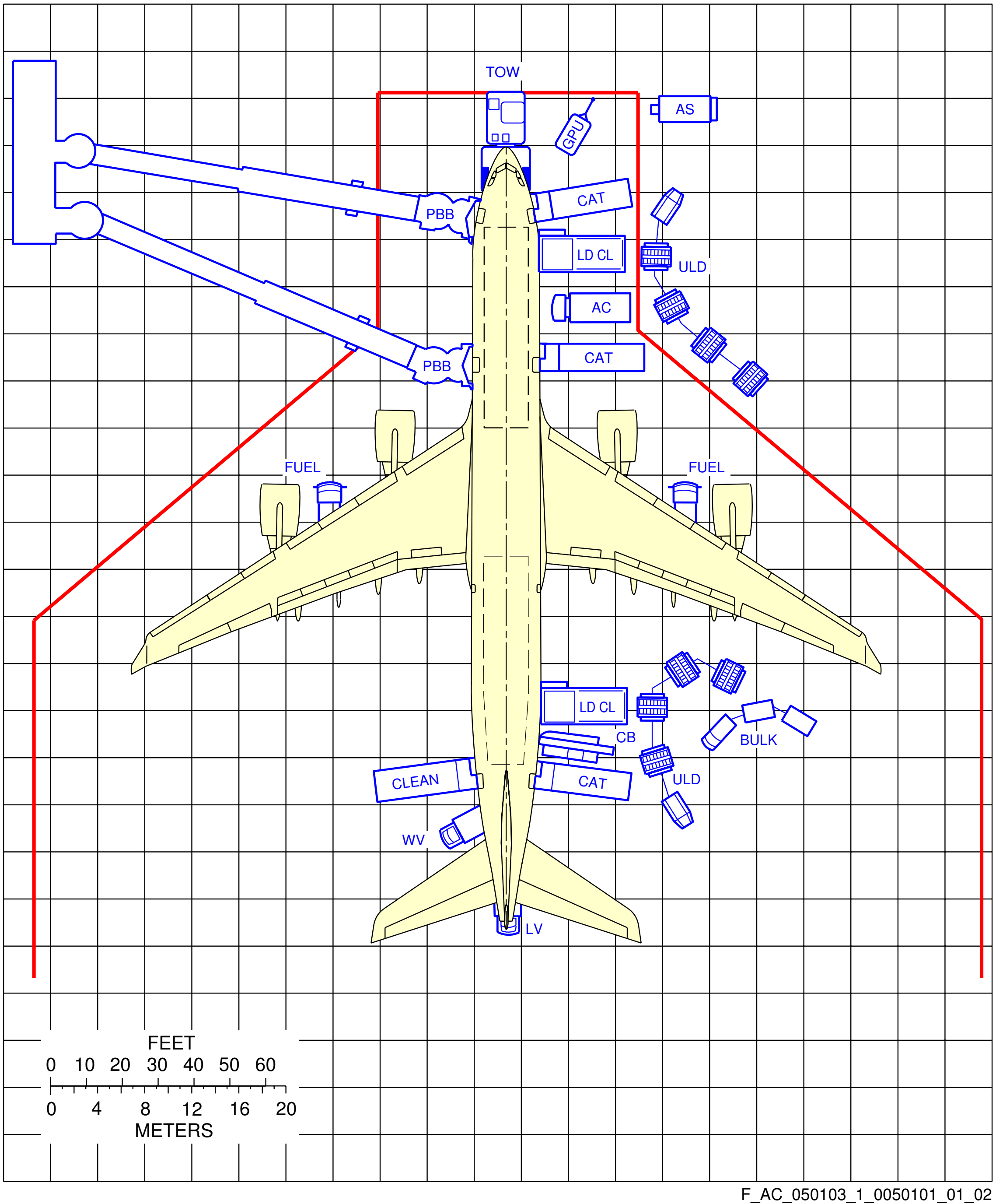
Airplane Servicing Arrangements
Typical Ramp Layout (gate area)
FIGURE 1

**ON A/C A340-500



Airplane Servicing Arrangements
Typical Ramp Layout (gate area)
FIGURE 2

5-2-0 Terminal Operations - Full Servicing Turn Round Charts

****ON A/C A340-500 A340-600**

Terminal Operations - Full Servicing Turn Round Charts

1. This section provides a series of charts showing typical activities during turnaround at destination airports.

   This data is provided to show the general scope and type of activities involved in ramp operations during the turnaround of an aircraft.

   Varying Airline practices and operating circumstances may result in different sequences and different time intervals to do the activities shown.

5-2-1 Full Servicing Turn Round Charts

**ON A/C A340-500 A340-600

Full Servicing Turn Round Charts

**ON A/C A340-500

1. Assumptions for full servicing turn round chart.

A. PASSENGER BOARDING/DEBOARDING (PB/D)

Deboarding : 246 passengers (8 first + 42 business + 196 tourists)
- For full servicing, all passengers deboard and board
- Doors used: L1 + L2
- Deboarding:
  - 120 pax at L1 (8 first + 42 business + 70 tourists) and 126 pax at L2
  - Deboarding rate = 25 pax/min
  - Priority deboarding for premium passengers
- Boarding:
  - 52 pax at L1 and 196 pax at L2
  - Boarding rate = 15 pax/min
- Last Pax Seating Allowance (LPS) + headcounting = + 4 min

B. CARGO
- 6 LD3 + 2 pallets for AFT CC
- 12 LD3 + 2 pallets for FWD CC
- 1 000 kg (2 205 lb) in Bulk CC
- LD-3 off-loading/loading times:
  - off-loading = 1.2 min/LD-3
  - loading = 1.4 min/LD-3
- Pallet loading times:
  - off-loading = 2.4 min/pallet
  - loading = 2.8 min/pallet
- Bulk off-loading/loading times:
  - off-loading = 9.2 min/t
  - loading = 10.5 min/t

C. REFUELLING
- Block fuel for Nominal Range through 4 nozzles
- 191 000 l (50 457 US gal) at 50 psi
- Dispenser positioning or removal = 3 min (fuel truck change) / if any = 5 min

D. CLEANING
- Cleaning is performed in available time

E. CATERING
- 3 catering vehicles
- 39 Full size trolley: 8 FSTE at R1, 9 FSTE at R2 and 22 FST at R4
- FST exchange time = 1.5 min/FST

F. GROUND HANDLING/SERVICING
- Start of operations :
  (1) Bridges = t0 = 0
  (2) Others = t0 + 1 min
- Vehicle positioning/removal = 2 min (fuel truck excluded)
- Ground Power Unit (GPU) = up to 2 × 90 kVA
- Air conditioning = two carts
- Potable water servicing: replenish 700 l (185 US gal); flow rate: 60 l/min (15.85 US gal/min)
- Waste water servicing (draining + rinsing): discharge 1 140 l (301 US gal)
- Dollies per tractor = 4

**ON A/C A340-600

2. Assumptions for full servicing turn round chart.

A. PASSENGER BOARDING/DEBOARDING (PB/D)

Deboarding : 319 passengers (12 first + 42 business + 265 tourists)
- For full servicing, all passengers deboard and board
- Doors used: L1 + L2
- Deboarding:
  - 154 pax at L1 (12 first + 42 business + 100 tourists) and 165 pax at L2
  - Deboarding rate = 25 pax/min
  - Priority deboarding for premium passengers
- Boarding:
  - 54 pax at L1 and 268 pax at L2
  - Boarding rate = 15 pax/min
- Last Pax Seating Allowance (LPS) + headcounting = + 4 min

B. CARGO
- 12 LD3 + 2 pallets for AFT CC
- 12 LD3 + 2 pallets for FWD CC
- 1 000 kg (2 205 lb) in Bulk CC
- LD-3 off-loading/loading times:
  - off-loading = 1.2 min/LD-3
  - loading = 1.4 min/LD-3
- Pallet loading times:
  - off-loading = 2.4 min/pallet
  - loading = 2.8 min/pallet

- Bulk off-loading/loading times:
  - off-loading = 9.2 min/t
  - loading = 10.5 min/t

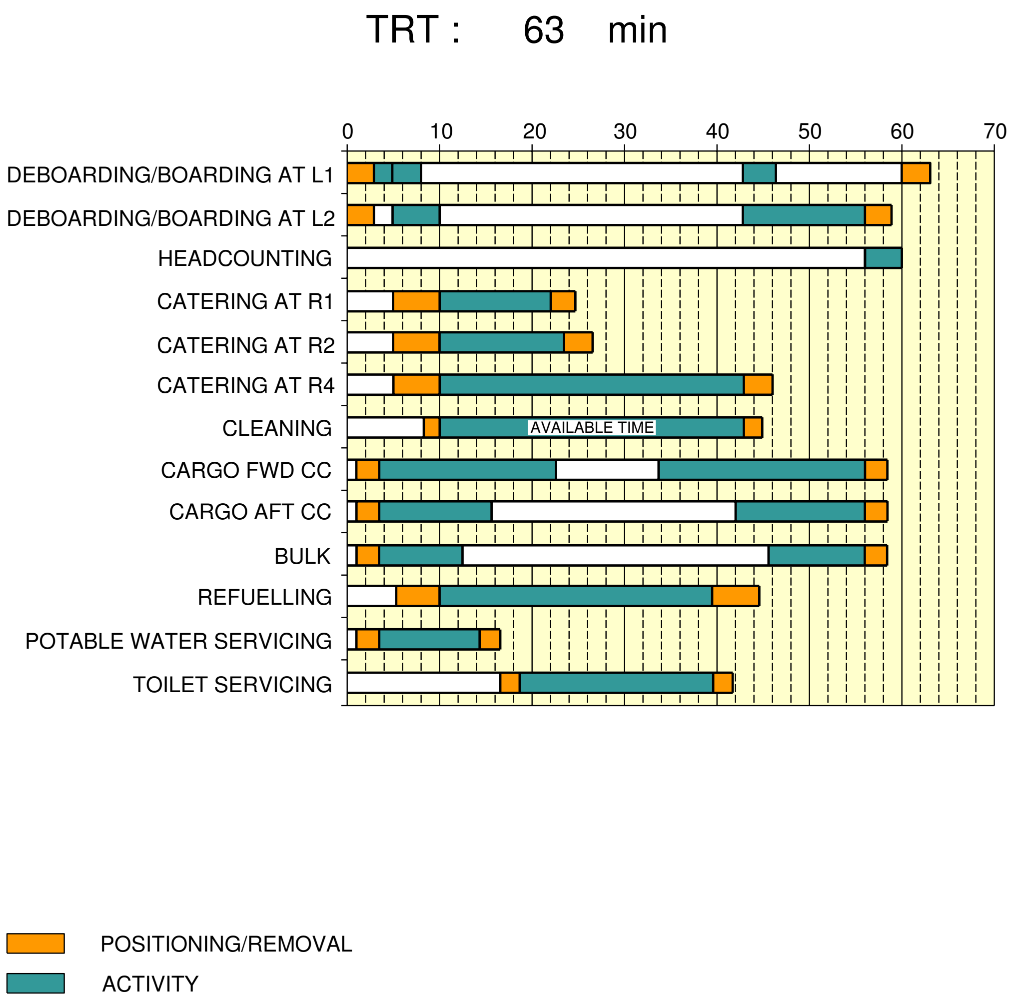
C. REFUELLING
- Block fuel for Nominal Range through 4 nozzles
- 178 000 l (47 023 US gal) at 50 psi
- Dispenser positioning or removal = 3 min (fuel truck change) / if any = 5 min

D. CLEANING
- Cleaning is performed in available time

E. CATERING
- 3 catering vehicles
- 45 Full size trolley: 9 FSTE at R1, 9 FSTE at R2 and 27 FST at R4
- FST exchange time = 1.5 min/FST

F. GROUND HANDLING/SERVICING
- Start of operations :
  (1) Bridges = t0 = 0
  (2) Others = t0 + 1 min
- Vehicle positioning/removal = 2 min (fuel truck excluded)
- Ground Power Unit (GPU) = up to 2 × 90 kVA
- Air conditioning = two carts
- Potable water servicing: replenish 1 070 l (283 US gal); flow rate: 60 l/min (15.85 US gal/min)
- Waste water servicing (draining + rinsing): discharge 1 140 l (301 US gal)
- Dollies per tractor = 4

**ON A/C A340-500



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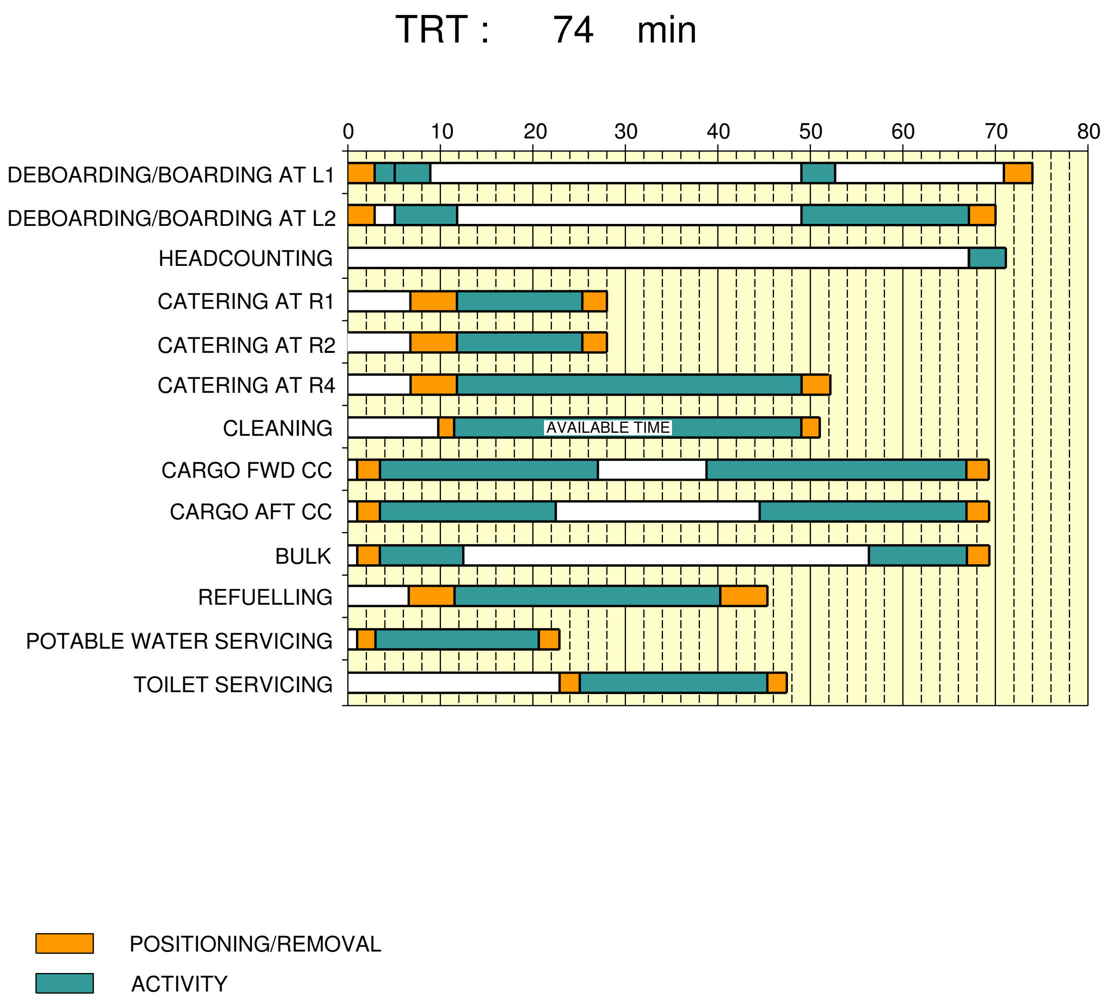
Turn around charts
Turn Round Time 63 min.
FIGURE 1

**ON A/C A340-600



Turn around charts
Turn Round Time 74 min.
FIGURE 2

5-3-0 Terminal Operations - Transit Turn Round Charts

**ON A/C A340-500 A340-600

Terminal Operations - Transit Turn Round Charts

1. This section provides a series of charts showing typical activities during turnaround at transit airports.

   This data is provided to show the general scope and type of activities involved in ramp operations during the turnaround of an aircraft.

   Varying Airline practices and operating circumstances may result in different sequences and different time intervals to do the activities shown.

5-3-1 Transit Turn Round Charts

****ON A/C A340-500 A340-600**

Transit Turn Round Charts

****ON A/C A340-500**

1. Assumptions for transit turn round chart.

A. PASSENGER BOARDING/DEBOARDING (PB/D)

Deboarding : 246 passengers (8 first + 42 business + 196 tourists)
- 50% pax in transit, all passengers deboard and board
- Doors used: L1 + L2
- Deboarding:
  - 120 pax at L1 (8 first + 42 business and 70 tourists) and 126 pax at L2
  - Deboarding rate = 25 pax/min
  - Priority deboarding for premium passengers
- Boarding:
  - 52 pax at L1 and 179 pax at L2
  - Boarding rate = 15 pax/min
- Last Pax Seating Allowance (LPS) + headcounting = + 4 min

B. CARGO

For transit, 50% of luggages are exchanged in one cargo compartment only
- 1 container loader for AFT CC
- 4 LD3 for AFT CC
- LD-3 off-loading/loading times:
  - off-loading = 1.2 min/LD-3
  - loading = 1.4 min/LD-3

C. REFUELLING
- Refueling through 2 nozzles
- For transit, fuel uplift is 30% of maximum fuel uplift. (Max = 214 808 l (56 746 US gal))
  Note: local rules and regulations to be respected.
- Passengers boarding can start before refuel is finished
- Dispenser positioning or removal = 3 min (fuel truck change) / if any = 5 min

D. CLEANING
- Cleaning is performed in available time

E. CATERING
- Time needed just for additional meals
- Assumptions: 10 min

F. GROUND HANDLING/SERVICING
- Start of operations :
  (1) Bridges = t0 = 0
  (2) Others = t0 + 1 min
- Vehicle positioning/removal = 2 min (fuel truck excluded)
- Ground Power Unit (GPU) = up to 2 × 90 kVA
- Air conditioning = two carts
- No potable water servicing
- No waste water servicing
- Dollies per tractor = 4

****ON A/C A340-600**

2. Assumptions for transit turn round chart.

A. PASSENGER BOARDING/DEBOARDING (PB/D)

Deboarding : 319 passengers (12 first + 42 business + 265 tourists)
- 50% pax in transit, all passengers deboard and board
- Doors used: L1 + L2
- Deboarding:
  - 154 pax at L1 (12 first + 42 business + 100 tourists) and 165 pax at L2
  - Deboarding rate = 25 pax/min
  - Priority deboarding for premium passengers
- Boarding:
  - 54 pax at L1 and 268 pax at L2
  - Boarding rate = 15 pax/min
- Last Pax Seating Allowance (LPS) + headcounting = + 4 min

B. CARGO

For transit, 50% of luggages are exchanged in one cargo compartment only
- 1 container loader for AFT CC
- 6 LD3 for AFT CC
- LD-3 off-loading/loading times:
  - off-loading = 1.2 min/LD-3
  - loading = 1.4 min/LD-3

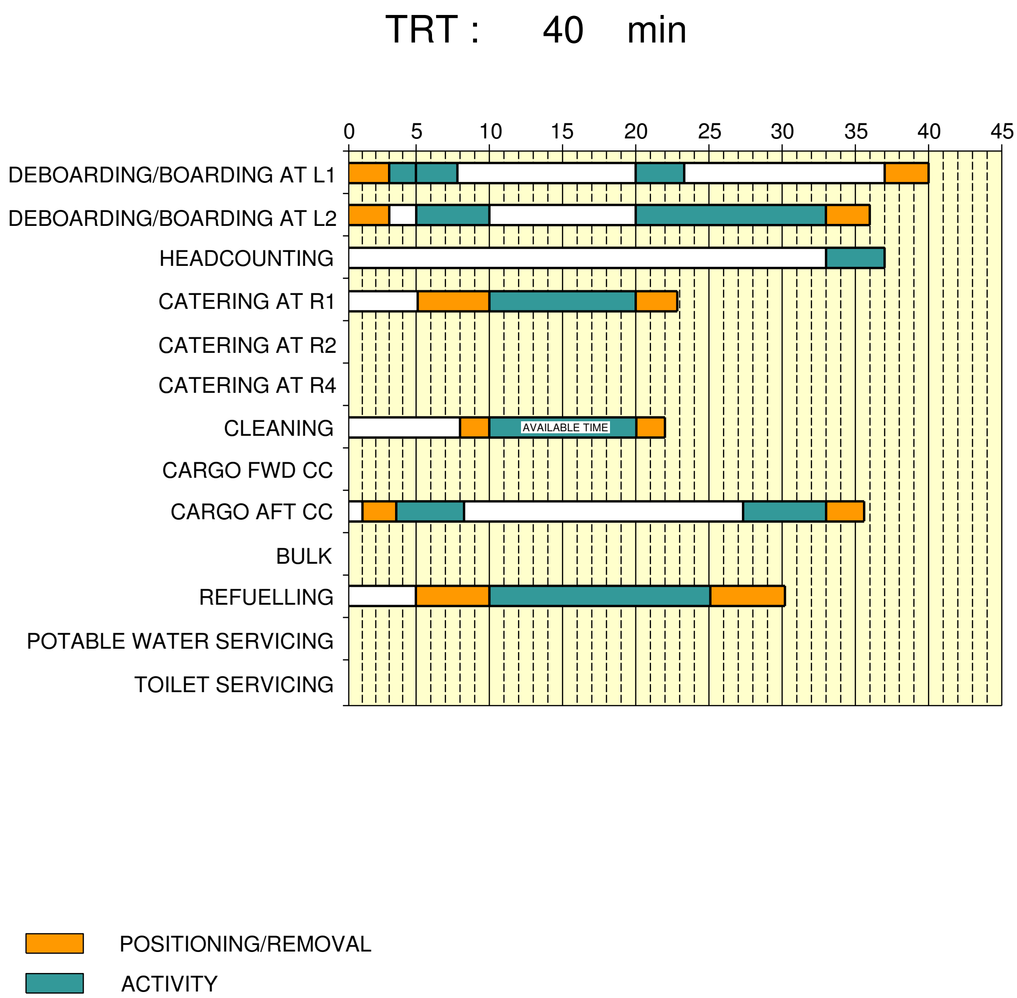
C. REFUELLING
- Refueling through 2 nozzles
- For transit, fuel uplift is 30% of maximum fuel uplift. (Max = 195 521 l (51 651 US gal))
  Note: local rules and regulations to be respected.
- Passengers boarding can start before refuel is finished
- Dispenser positioning or removal = 3 min (fuel truck change) / if any = 5 min

D. CLEANING
- Cleaning is performed in available time

E. CATERING
- Time needed just for additional meals
- Assumptions: 10 min

F. GROUND HANDLING/SERVICING
- Start of operations :
  (1) Bridges = t0 = 0
  (2) Others = t0 + 1 min
- Vehicle positioning/removal = 2 min (fuel truck excluded)
- Ground Power Unit (GPU) = up to 2 × 90 kVA
- Air conditioning = two carts
- No potable water servicing
- No waste water servicing
- Dollies per tractor = 4

**ON A/C A340-500



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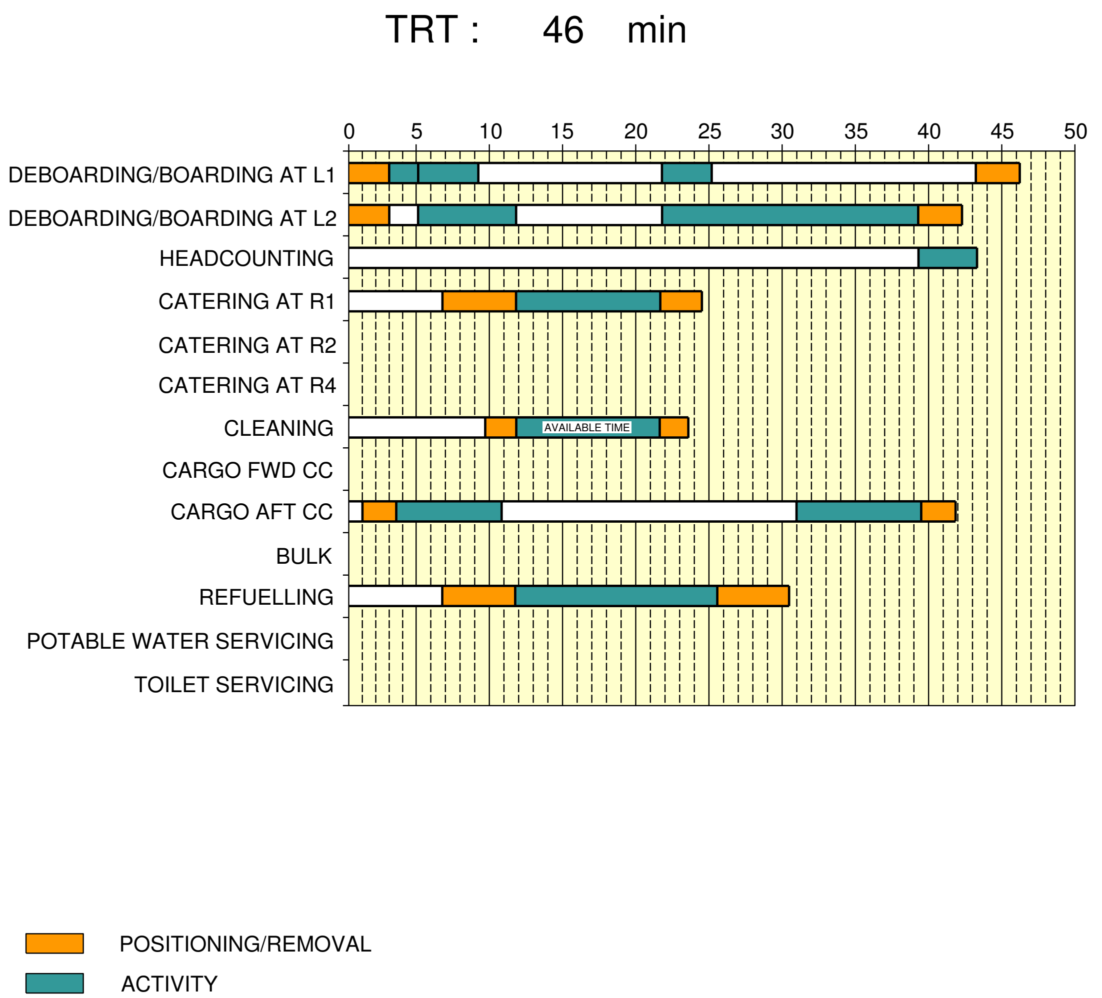
Transit Turn Round Charts
Turn Round Time 40 min.
FIGURE 1

**ON A/C A340-600



Transit Turn Round Charts
Turn Round Time 46 min.
FIGURE 2

5-4-0 Ground Service Connections

****ON A/C A340-500 A340-600**

Ground Service Connections

1. Ground Service Connections.

5-4-1 Ground Service Connections Layout

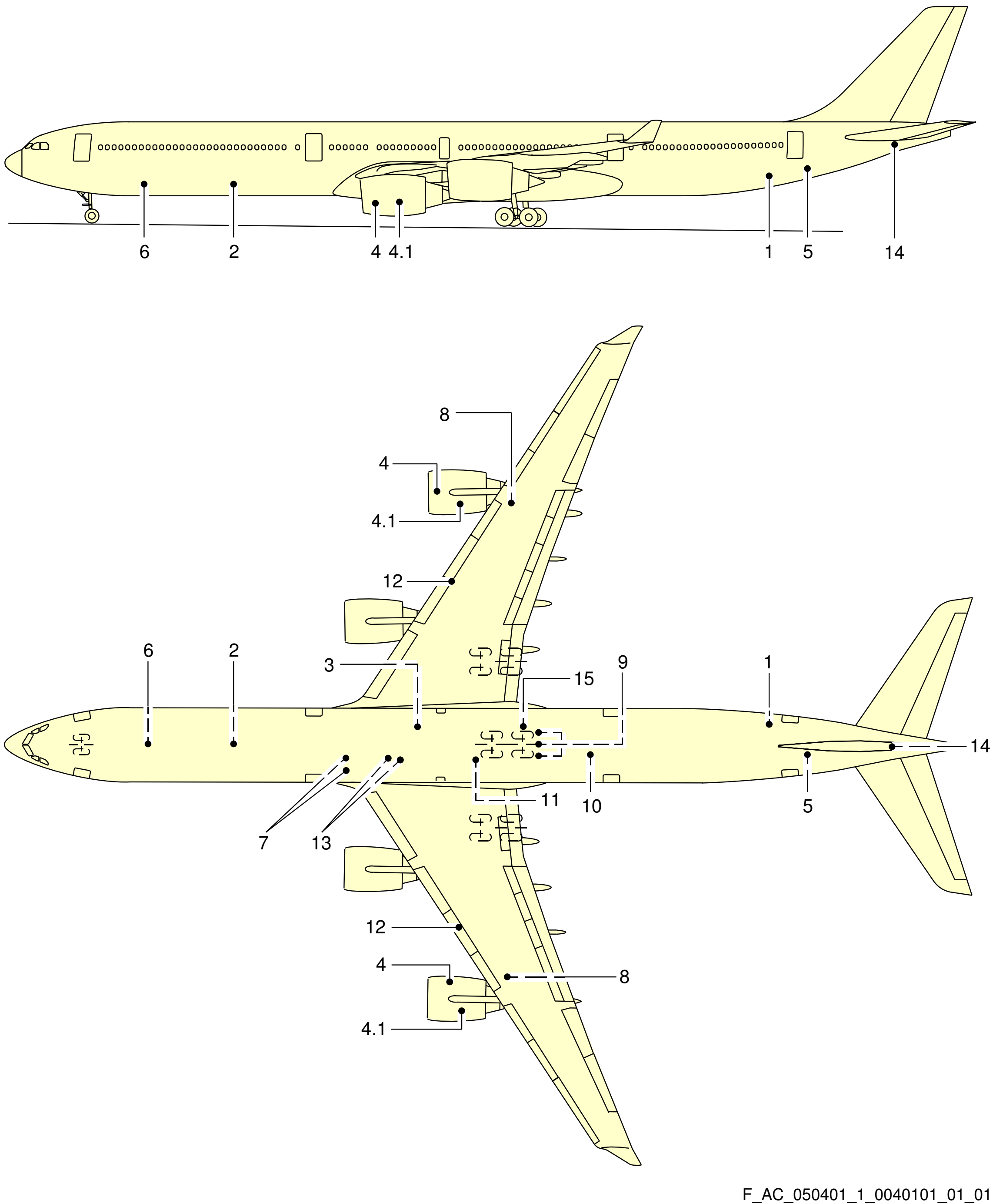
****ON A/C A340-500 A340-600**

Ground Service Connections Layout

1. This section gives the ground service connections layout.

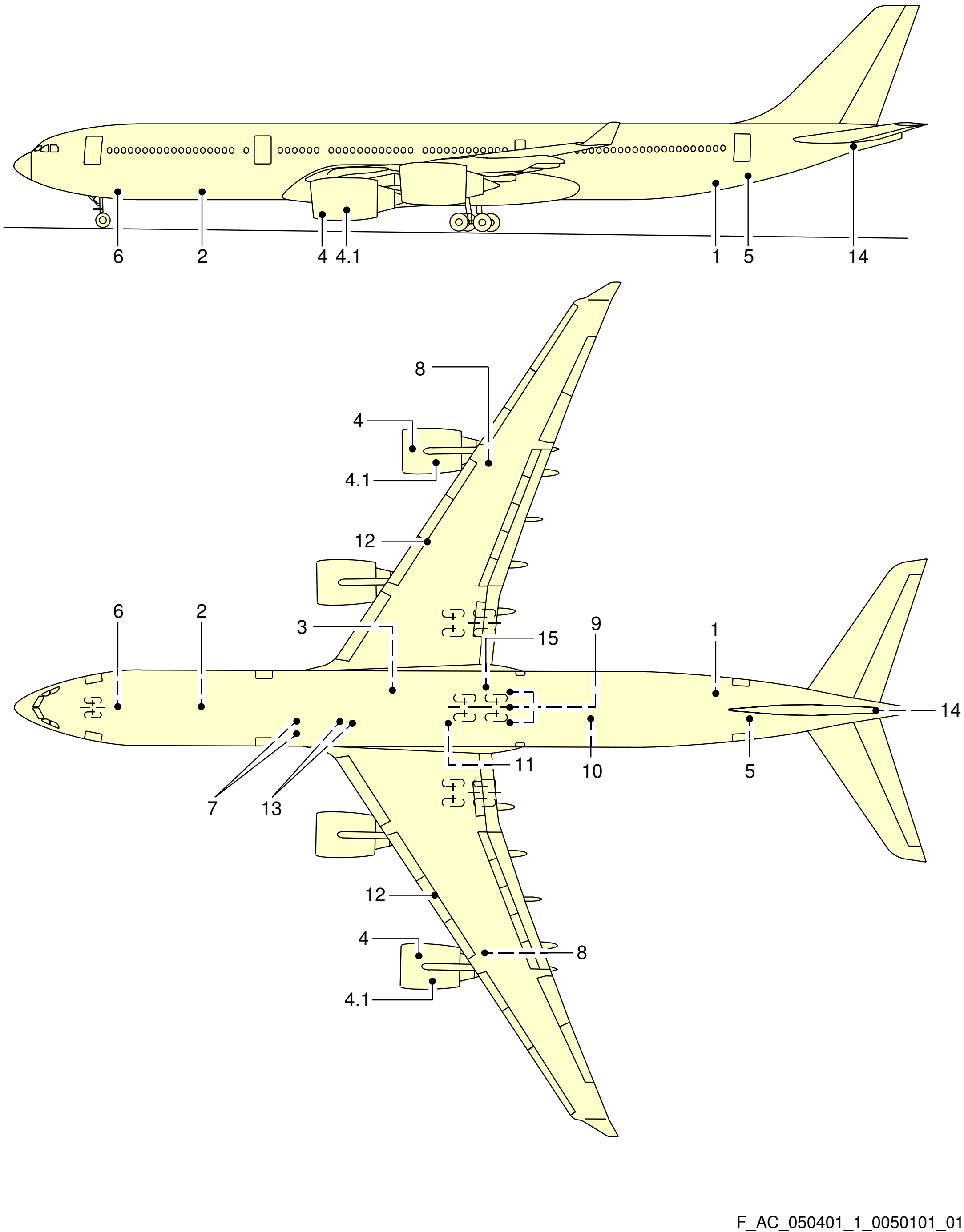
Ground Service Connections Layout	
1	– POTABLE WATER SERVICE PANEL
2	– REMOTE WATER DRAIN
3	– HYDRAULIC GROUND POWER (YELLOW)
4	– IDG OIL FILLING
4.1	– ENGINE OIL FILLING
5	– WASTE SERVICE PANEL
6	– ELECTRICAL GROUND POWER RECEPTABLES
7	– LOW PRESSURE AIR
8	– FUEL GRAVITY FILLING
9	– AIR CHARCHING FOR HYDRAULIC ACCUMULATORS
10	– HYDRAULIC RESERVOIR FILLING AND GROUND POWER (GREEN)
11	– HYDRAULIC RESERVOIR AIR CHARGING AND GROUND POWER (BLUE)
12	– REFUEL/DEFUEL COUPLINGS
13	– HIGH PRESSURE AIR
14	– APU OIL FILLING
15	– REFUEL/DEFUEL PANEL

**ON A/C A340-600



Ground Service Connections
Ground Service Connections Layout
FIGURE 1

**ON A/C A340-500



Ground Service Connections
Ground Service Connections Layout
FIGURE 2

5-4-2 Grounding Points

****ON A/C A340-500 A340-600**

Grounding Points

****ON A/C A340-600**

1. Grounding Points.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
On Nose Landing Gear leg:	6.57 m (21.56 ft)	on centerline		1.40 m (4.59 ft)
On left Main Landing Gear leg:	39.45 m (129.43 ft)		5.34 m (17.52 ft)	1.50 m (4.92 ft)
On right Main Landing Gear leg:	39.45 m (129.43 ft)	5.34 m (17.52 ft)		1.50 m (4.92 ft)

A. The grounding stud on each landing gear leg is designed for use with a clip-on connector (such as Appleton TGR).

B. The grounding studs are used to connect the aircraft to an approved ground connection on the ramp or in the hangar for:
- refuel/defuel operations.
- maintenance operations.
- bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tyre is sufficient.

****ON A/C A340-500**

2. Grounding Points.

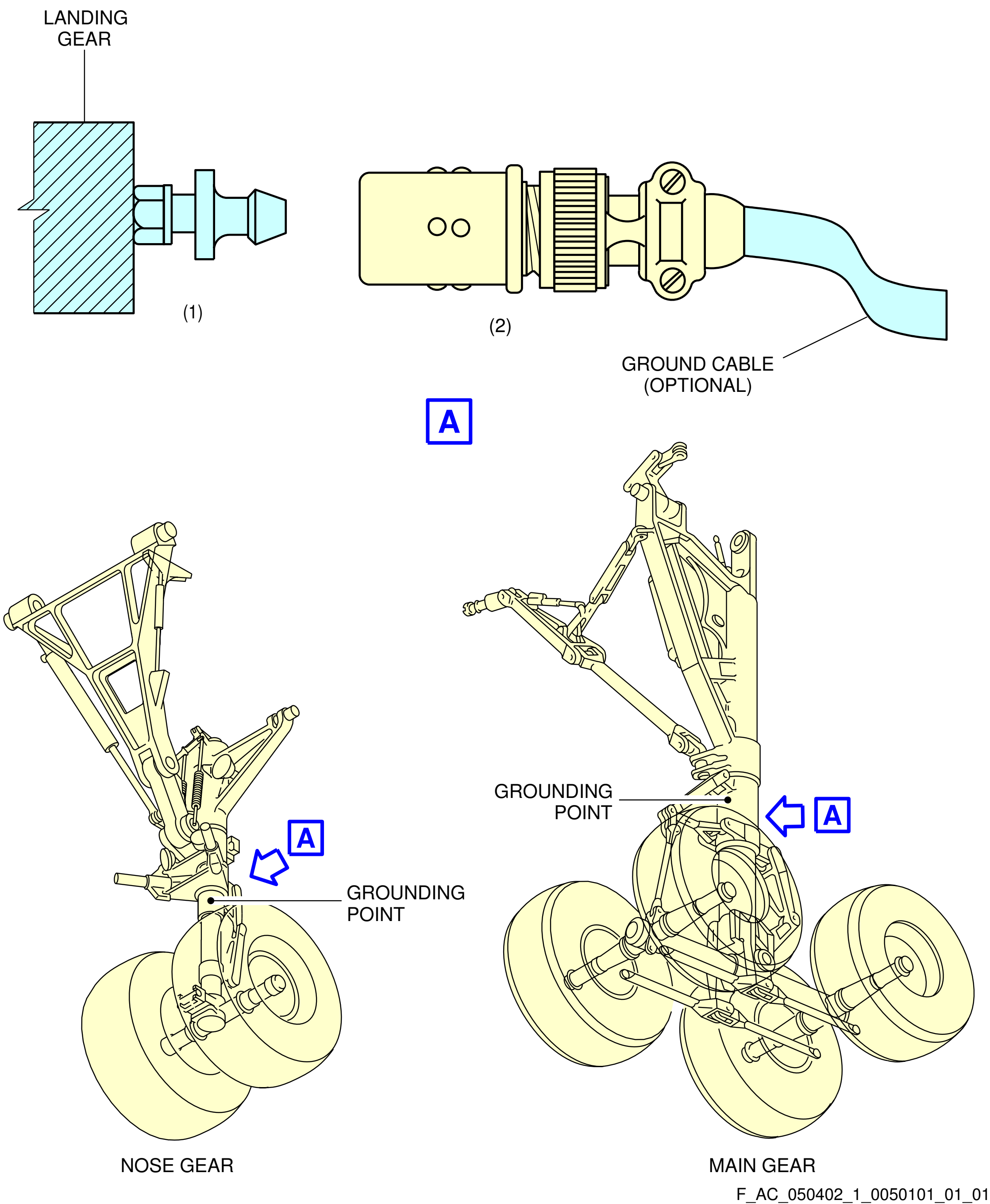
	DISTANCE: Meters (ft)			
		FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
	AFT OF NOSE	R SIDE	L SIDE	
On Nose Landing Gear leg:	6.57 m (21.56 ft)	on centerline		1.40 m (4.59 ft)
On left Main Landing Gear leg:	34.15 m (112.04 ft)		5.34 m (17.52 ft)	1.50 m (4.92 ft)
On right Main Landing Gear leg:	34.15 m (112.04 ft)	5.34 m (17.52 ft)		1.50 m (4.92 ft)

A. The grounding stud on each landing gear leg is designed for use with a clip-on connector (such as Appleton TGR).

B. The grounding studs are used to connect the aircraft to an approved ground connection on the ramp or in the hangar for:
- refuel/defuel operations.
- maintenance operations.
- bad weather conditions.

NOTE : In all other conditions, the electrostatic discharge through the tyre is sufficient.

**ON A/C A340-500 A340-600



Ground Service Connections
Grounding Points
FIGURE 1

5-4-3 Hydraulic System

****ON A/C A340-500 A340-600**

Hydraulic System

****ON A/C A340-600**

1. Ground service panels.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Green System: (Access door 197 FB)	42.00 m (137.80 ft)		1.50 m (4.92 ft)	2.10 m (6.89 ft)
Yellow System: (Access door 196 PB)	36.70 m (120.41 ft)	1.70 m (5.58 ft)		1.80 m (5.91 ft)
Blue System: (Access door 195 MB)	34.20 m (112.20 ft)		1.50 m (4.92 ft)	1.75 m (5.74 ft)

A. Reservoir pressurization.

On Blue ground service panel:
- one self-sealing connector - Green reservoir pressurization.
- one self-sealing connector - Blue and Yellow reservoir pressurization.

B. Reservoir filling.

On Green ground service panel:
- one self-sealing connector - reservoir filling.
- one self-sealing connector - reservoir filling (hand pump).

C. Ground test.

On each ground service panel:
- one self-sealing connector - suction.
- one self-sealing connector - delivery.

D. Accumulator charging.

On each ground service panel:
- one nitrogen charging connector - Power accumulator.

On Blue ground service panel:

- two nitrogen charging connectors - Parking/ultimate emergency brake accumulators.

NOTE : The nitrogen charging connectors for normal and alternate braking systems are installed on the accumulators located on the main and center landing gear legs.

****ON A/C A340-500**

2. Ground service panels.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Green System: (Access door 197 FB)	36.70 m (120.41 ft)		1.50 m (4.92 ft)	2.10 m (6.89 ft)
Yellow System: (Access door 196 PB)	31.40 m (103.02 ft)	1.70 m (5.58 ft)		1.80 m (5.91 ft)
Blue System: (Access door 195 MB)	28.85 m (94.65 ft)		1.50 m (4.92 ft)	1.75 m (5.74 ft)

A. Reservoir pressurization.

On Blue ground service panel:
- one self-sealing connector - Green reservoir pressurization.
- one self-sealing connector - Blue and Yellow reservoir pressurization.

B. Reservoir filling.

On Green ground service panel:
- one self-sealing connector - reservoir filling.
- one self-sealing connector - reservoir filling (hand pump).

C. Ground test.

On each ground service panel:
- one self-sealing connector - suction.
- one self-sealing connector - delivery.

D. Accumulator charging.

On each ground service panel:
- one nitrogen charging connector - Power accumulator.

On Blue ground service panel:

- two nitrogen charging connectors - Parking/ultimate emergency brake accumulators.

NOTE : The nitrogen charging connectors for normal and alternate braking systems are installed on the accumulators located on the main and center landing gear legs.

5-4-4 Electrical System

****ON A/C A340-500 A340-600**

Electrical System

1. Electrical System.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
A/C External Power: (Access door 121 EL)	7.00 m (22.97 ft)	on centerline		2.00 m (6.56 ft)

A. External Power Receptacles:
- two standard ISO R461 receptacles - 90 KVA each.

B. Power supply:
- three phase, 400 Hz, 115/200V.

5-4-5 Oxygen System

****ON A/C A340-500 A340-600**

Oxygen System

1. Replenishment of high pressure oxygen source.
   A. For the A340-500/600 aircraft (basic version), the oxygen source is replenished by replacing the oxygen cylinder installed in the avionics compartment.

5-4-6 Fuel System

****ON A/C A340-500 A340-600**

Fuel System

****ON A/C A340-600**

1. Refuel/defuel couplings

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Refuel/defuel coupling, left: (Access door 522 HB)	37.10 m (121.71 ft)		12.60 m (41.33 ft)	5.00 m (16.40 ft)
Refuel/defuel coupling, right: (Access door 622 HB)	37.10 m (121.72 ft)	12.60 m (41.34 ft)		5.00 m (16.40 ft)

A. Refuel/Defuel couplings:
   - standard ISO R45, 2.5 in., two per wing.

B. Refuel/Defuel pressure/suction:
   - max. pressure: 3.45 bar (50.00 psi).
   - max. suction: 0.75 bar (11.00 psi).

C. Flow rate:
   - 2 couplings (total/minute): 1576 l (416.34 US gal).
   - 4 couplings (total/minute): 1438 l (379.88 US gal).

2. Refuel/defuel control panel.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Refuel/defuel control panel: (Access door 198 FB)	42.50 m (139.44 ft)	1.40 m (4.59 ft)		2.00 m (6.56 ft)

****ON A/C A340-500**

3. Refuel/defuel couplings

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Refuel/defuel coupling, left: (Access door 522 HB)	31.40 m (103.02 ft)		12.60 m (41.33 ft)	5.00 m (16.40 ft)
Refuel/defuel coupling, right: (Access door 622 HB)	31.40 m (103.02 ft)	12.60 m (41.33 ft)		5.00 m (16.40 ft)

A. Refuel/Defuel couplings:
- standard ISO R45, 2.5 in., two per wing.

B. Refuel/Defuel pressure/suction:
- max. pressure: 3.45 bar (50.00 psi).
- max. suction: 0.75 bar (11.00 psi).

C. Flow rate:
- 2 couplings (total/minute): 1576 l (416.34 US gal).
- 4 couplings (total/minute): 1438 l (379.88 US gal).

4. Refuel/defuel control panel.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Refuel/defuel control panel: (Access door 198 FB)	37.20 m (122.05 ft)	1.40 m (4.59 ft)		2.00 m (6.56 ft)

5-4-7 Pneumatic System

****ON A/C A340-500 A340-600**

Pneumatic System

****ON A/C A340-600**

1. High Pressure Connectors.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 193 DB:	29.71 m (97.47 ft)		0.35 m (1.15 ft)	1.75 m (5.74 ft)

A. Connectors:
- two standard MS33740, 3 in.

2. Low Pressure Connectors.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 193 BB:	28.75 m (94.32 ft)	on centerline		1.80 m (5.91 ft)
Access door 193 GB:	28.75 m (94.32 ft)		0.63 m (2.07 ft)	1.80 m (5.91 ft)

A. Connectors:
- two standard SAE AS4262 type ”B”, 8 in.

****ON A/C A340-500**

3. High Pressure Connectors.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 193 DB:	23.41 m (76.80 ft)		0.35 m (1.15 ft)	1.75 m (5.74 ft)

A. Connectors:
   - two standard MS33740, 3 in.

4. Low Pressure Connectors.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 193 BB:	23.45 m (76.94 ft)	on centerline		1.80 m (5.91 ft)
Access door 193 GB:	23.45 m (76.94 ft)		0.63 m (2.07 ft)	1.80 m (5.91 ft)

A. Connectors:
   - two standard SAE AS4262 type ”B”, 8 in.

5-4-8 Potable Water System

****ON A/C A340-500 A340-600**

Potable Water System

****ON A/C A340-600**

1. Potable Water Ground Service Panel.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 164 AR:	58.75 m (192.75 ft)	0.50 m (1.64 ft)		3.50 m (11.48 ft)

A. Connectors:
   - Roylin, 3/4 in.

B. Capacity (three tanks - standard configuration):
   - 1070 l (283 US gal).

C. Filling pressure:
   - 1.72 bar (24.95 psi)/2.07 bar (30.02 psi).

D. Flow rate:
   - 87.5 l/min (23.1 US gal/min).

****ON A/C A340-500**

2. Potable Water Ground Service Panel.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Access door 164 AR:	51.32 m (168.37 ft)	0.50 m (1.64 ft)		3.50 m (11.48 ft)

A. Connectors:
   - Roylin, 3/4 in.

B. Capacity (two tanks - standard configuration):
   - 700 l (185 US gal).

C. Filling pressure:
   - 1.72 bar (24.95 psi)/2.07 bar (30.02 psi).

D. Flow rate:
   - 87.5 l/min (23.1 US gal/min).

5-4-9 Oil System

****ON A/C A340-500 A340-600**

Oil System

****ON A/C A340-600**

1. Engine Oil Replenishment:

   One gravity filling cap and one pressure filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1 (access door 416 BR):	36.30 m (119.09 ft)		17.85 m (58.56 ft)	3.15 m (10.33 ft)
Engine 2 (access door 426 BR):	29.70 m (97.44 ft)		7.95 m (26.08 ft)	1.60 m (5.25 ft)
Engine 3 (access door 436 BR):	29.70 m (97.44 ft)	10.80 m (35.43 ft)		1.60 m (5.25 ft)
Engine 4 (access door 446 BR):	36.30 m (119.09 ft)	20.70 m (67.91 ft)		3.15 m (10.33 ft)

A. Engine oil replenishment:
   - one gravity filling cap.

B. Approximate tank capacity:
   - full level: 23.20 l (6.13 US gal).
   - usable: 15.90 l (4.20 US gal).

****ON A/C A340-500**

2. Engine Oil Replenishment:

   One gravity filling cap and one pressure filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1 (access door 416 BR):	31.00 m (101.71 ft)		17.85 m (58.56 ft)	3.15 m (10.33 ft)
Engine 2 (access door 426 BR):	24.42 m (80.12 ft)		7.95 m (26.08 ft)	1.60 m (5.25 ft)
Engine 3 (access door 436 BR):	24.42 m (80.12 ft)	10.80 m (35.43 ft)		1.60 m (5.25 ft)
Engine 4 (access door 446 BR):	31.00 m (101.71 ft)	20.70 m (67.91 ft)		3.15 m (10.33 ft)

A. Engine oil replenishment:
- one gravity filling cap.

B. Approximate tank capacity:
- full level: 23.20 l (6.13 US gal).
- usable: 15.90 l (4.20 US gal).

ON A/C A340-600

3. IDG Oil Replenishment:

One pressure filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1 (access door 415 CL):	36.97 m (121.29 ft)		19.66 m (64.50 ft)	1.85 m (6.07 ft)
Engine 2 (access door 425 CL):	30.36 m (99.61 ft)		9.76 m (32.02 ft)	0.80 m (2.62 ft)
Engine 3 (access door 435 CL):	30.36 m (99.61 ft)	8.98 m (29.46 ft)		0.80 m (2.62 ft)
Engine 4 (access door 445 CL):	36.97 m (121.29 ft)	18.87 m (61.91 ft)		1.85 m (6.07 ft)

A. IDG oil replenishment:
  - one ozone self-sealing pressure fill and overfill connector.

B. Max. delivery pressure:
  - 2.41 bar (34.95 psi).

C. Approximate max. oil capacity of the IDG:
  - 7.00 l (1.85 US gal).

ON A/C A340-500

4. IDG Oil Replenishment:

One pressure filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1 (access door 415 CL):	31.66 m (103.87 ft)		19.66 m (64.50 ft)	1.85 m (6.07 ft)
Engine 2 (access door 425 CL):	25.05 m (82.19 ft)		9.76 m (32.02 ft)	0.80 m (2.62 ft)
Engine 3 (access door 435 CL):	25.05 m (82.19 ft)	8.98 m (29.46 ft)		0.80 m (2.62 ft)
Engine 4 (access door 445 CL):	31.66 m (103.87 ft)	18.87 m (61.91 ft)		1.85 m (6.07 ft)

A. IDG oil replenishment:
  - one ozone self-sealing pressure fill and overfill connector.

B. Max. delivery pressure:
  - 2.41 bar (34.95 psi).

C. Approximate max. oil capacity of the IDG:
  - 7.00 l (1.85 US gal).

ON A/C A340-600

5. Starter Oil Replenishment:

One filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1:	36.30 m (119.09 ft)		19.72 m (64.70 ft)	1.80 m (5.91 ft)
Engine 2:	29.70 m (97.44 ft)		9.82 m (32.22 ft)	0.77 m (2.53 ft)
Engine 3:	29.70 m (97.44 ft)	8.92 m (29.27 ft)		0.77 m (2.53 ft)
Engine 4:	36.30 m (119.09 ft)	18.82 m (61.75 ft)		1.80 m (5.91 ft)

A. Pneumatic starter, oil replenishment:
   - one gravity filling plug.

B. Approximate max. oil capacity of the starter:
   - 355 cc (12 fl.oz).

****ON A/C A340-500**

6. Starter Oil Replenishment:

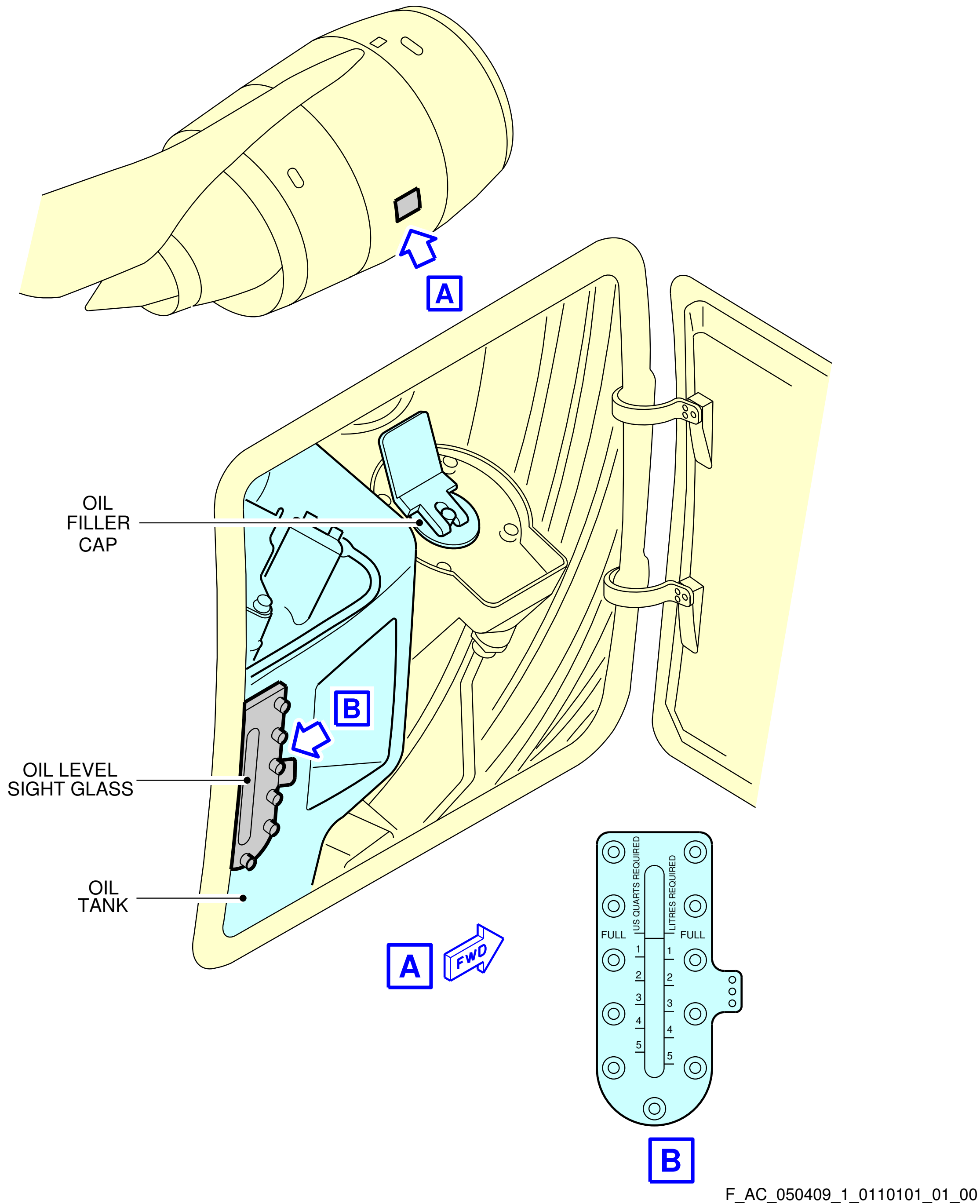
One filling connection per engine.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Engine 1:	31.00 m (101.71 ft)		19.72 m (64.70 ft)	1.80 m (5.91 ft)
Engine 2:	24.42 m (80.12 ft)		9.82 m (32.22 ft)	0.77 m (2.53 ft)
Engine 3:	24.42 m (80.12 ft)	8.92 m (29.27 ft)		0.77 m (2.53 ft)
Engine 4:	31.00 m (101.71 ft)	18.82 m (61.75 ft)		1.80 m (5.91 ft)

A. Pneumatic starter, oil replenishment:
   - one gravity filling plug.

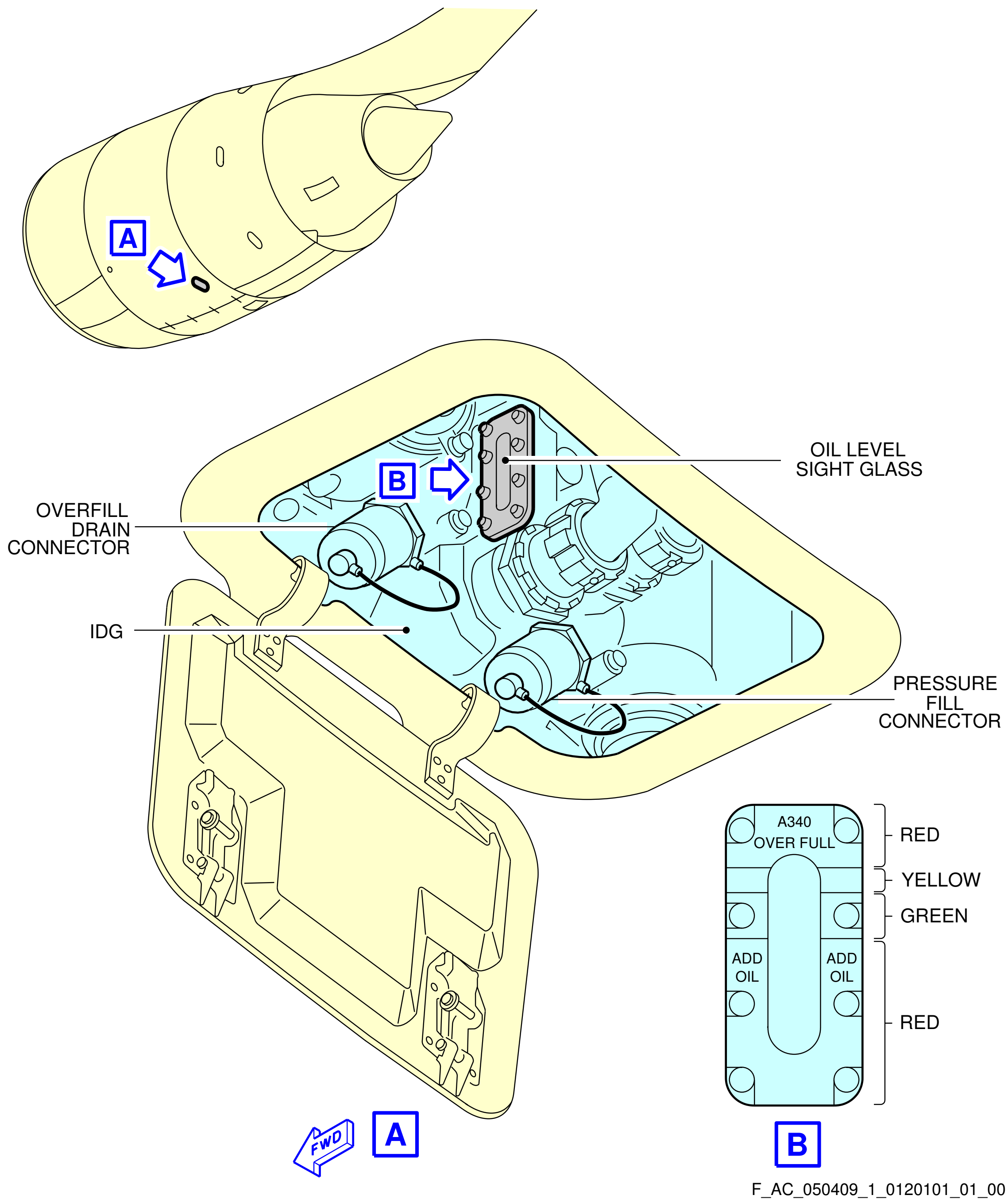
B. Approximate max. oil capacity of the starter:
   - 355 cc (12 fl.oz).

**ON A/C A340-500 A340-600



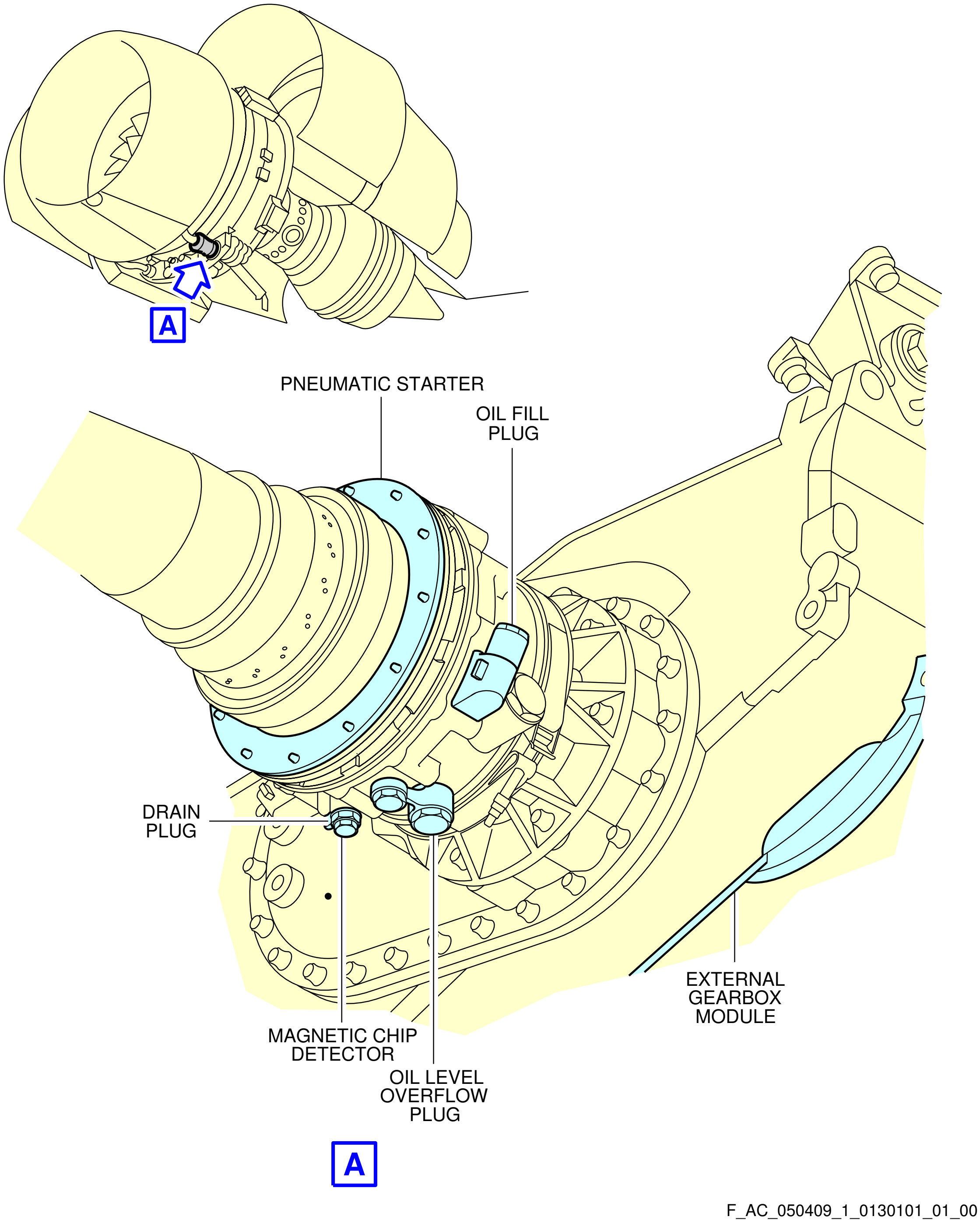
Ground Service Connections
Engine Oil Tank - RR TRENT 500 series engine
FIGURE 1

**ON A/C A340-500 A340-600



Ground Service Connections
IDG Oil Tank - RR TRENT 500 series engine
FIGURE 2

**ON A/C A340-500 A340-600



Ground Service Connections
Starter Oil Tank - RR TRENT 500 series engine
FIGURE 3

****ON A/C A340-500 A340-600**

APU Oil System

****ON A/C A340-600**

1. APU Oil System.

APU oil gravity filling cap.

	DISTANCE: Meters (ft)		
	AFT OF NOSE	FROM AIRPLANE CENTERLINE (LEFT HAND)	MEAN HEIGHT FROM GROUND
APU Oil Replenishment:	71.00 m (232.94 ft)	0.40 m (1.31 ft)	8.00 m (26.25 ft)

A. Tank capacity (usable):
- APU Type: 331-350: 7.30 l (1.93 US gal).
- APU Type: 331-600: 11.00 l (2.91 US gal).

****ON A/C A340-500**

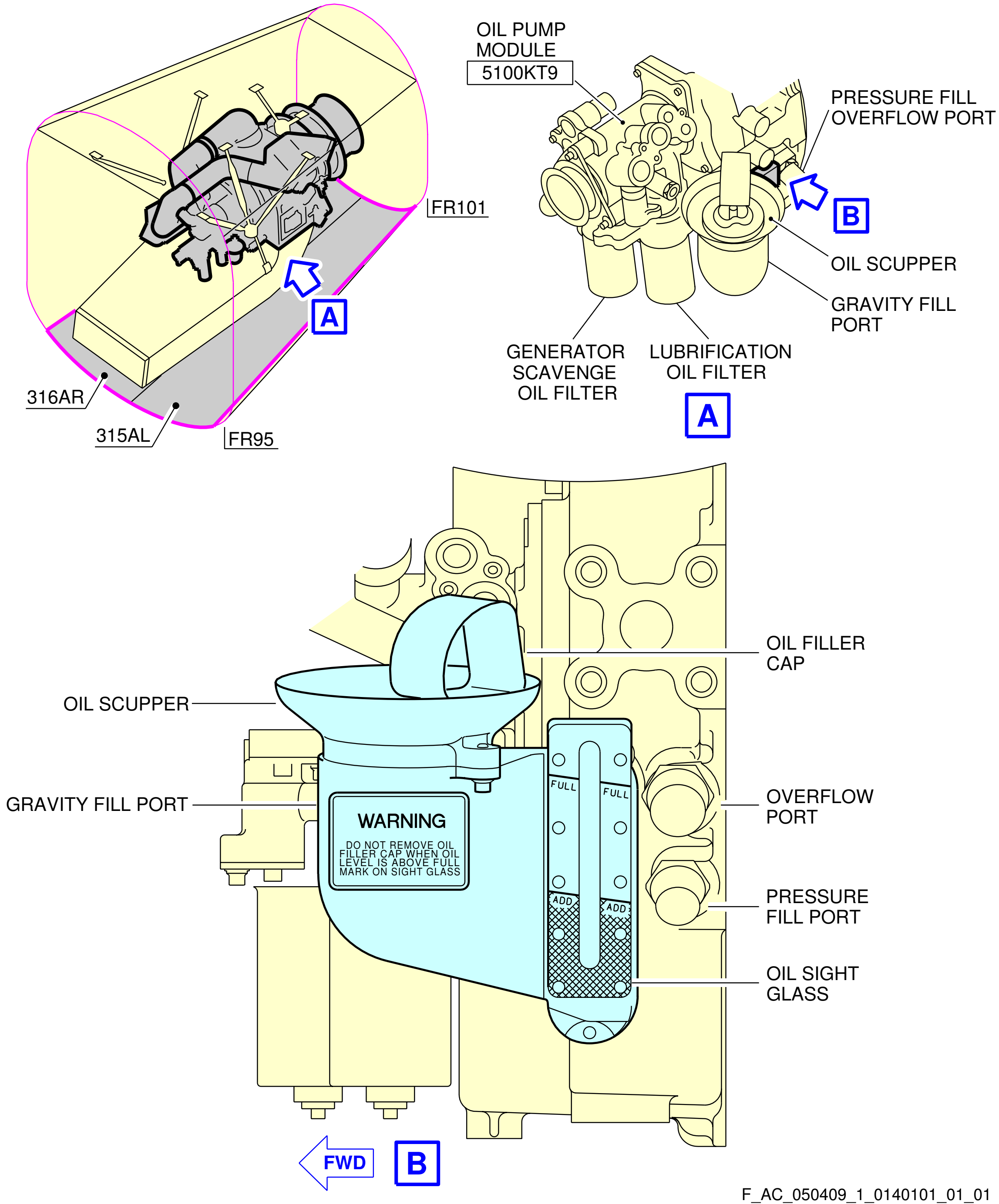
2. APU Oil System.

APU oil gravity filling cap.

	DISTANCE: Meters (ft)		
	AFT OF NOSE	FROM AIRPLANE CENTERLINE (LEFT HAND)	MEAN HEIGHT FROM GROUND
APU Oil Replenishment:	63.50 m (208.33 ft)	0.40 m (1.31 ft)	8.00 m (26.25 ft)

A. Tank capacity (usable):
- APU Type: 331-350: 7.30 l (1.93 US gal).
- APU Type: 331-600: 11.00 l (2.91 US gal).

**ON A/C A340-500 A340-600



Ground Service Connections
APU Oil Tank
FIGURE 4

5-4-10 Vacuum Toilet System

****ON A/C A340-500 A340-600**

Vacuum Toilet System

****ON A/C A340-600**

1. Vacuum Toilet System.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Waste Service panel: (Access door 171 AL)	67.30 m (220.80 ft)		0.10 m (0.33 ft)	4.00 m (13.12 ft)

A. Connectors:
   - flushing and filling: Roylin, 1 in.
   - draining: Roylin, 4 in.

B. Capacity (three tanks - standard configuration):
   - 1050 l (277.38 US gal).

C. Operating pressure:
   - 0.07 bar (1.02 psi)/0.70 bar (10.15 psi).

D. Flow rate:
   - 87.5 l/min (23.1 US gal/min).

****ON A/C A340-500**

2. Vacuum Toilet System.

	DISTANCE: Meters (ft)			
	AFT OF NOSE	FROM AIRPLANE CENTERLINE		MEAN HEIGHT FROM GROUND
		R SIDE	L SIDE	
Waste Service panel: (Access door 171 AL)	59.86 m (196.39 ft)		0.10 m (0.33 ft)	4.00 m (13.12 ft)

A. Connectors:
   - flushing and filling: Roylin, 1 in.

- draining: Roylin, 4 in.

B. Capacity (three tanks - standard configuration):
- 1050 l (277.38 US gal).

C. Operating pressure:
- 0.07 bar (1.02 psi)/0.70 bar (10.15 psi).

D. Flow rate:
- 87.5 l/min (23.1 US gal/min).

5-5-0 Engine Starting Pneumatic Requirements

****ON A/C A340-500 A340-600**

Engine Starting Pneumatic Requirements

1. Engine Starting Pneumatic Requirements.

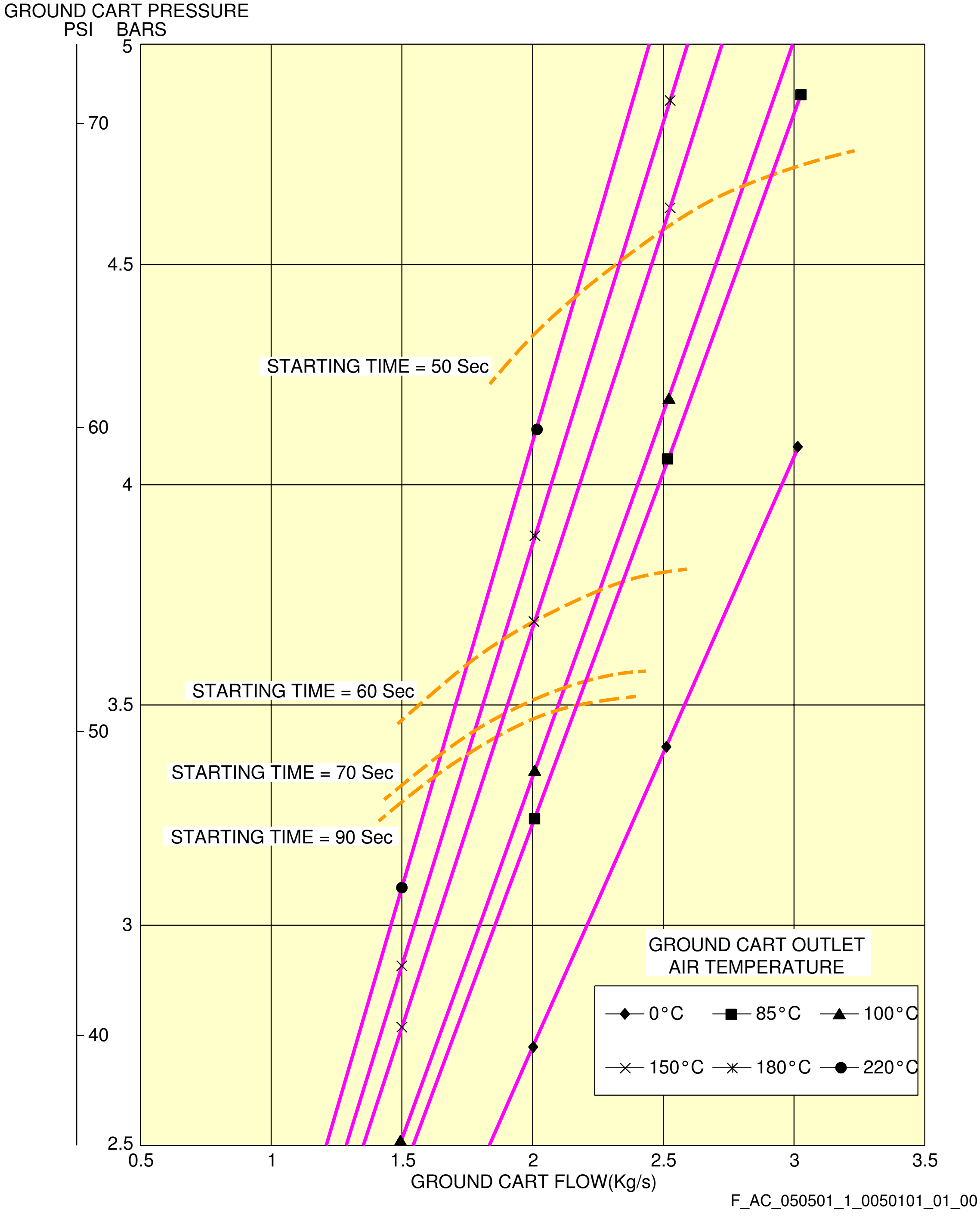
5-5-1 Low Temperatures

****ON A/C A340-500 A340-600**

Low Temperature -40°C (-40°F)

1. This section provides the engine starting pneumatic requirements for a temperature of -40°C (-40°F).

**ON A/C A340-500 A340-600



Engine Starting Pneumatic Requirements
Temperature -40°C (-40°F) – RB 211 TRENT 500 series engine
FIGURE 1

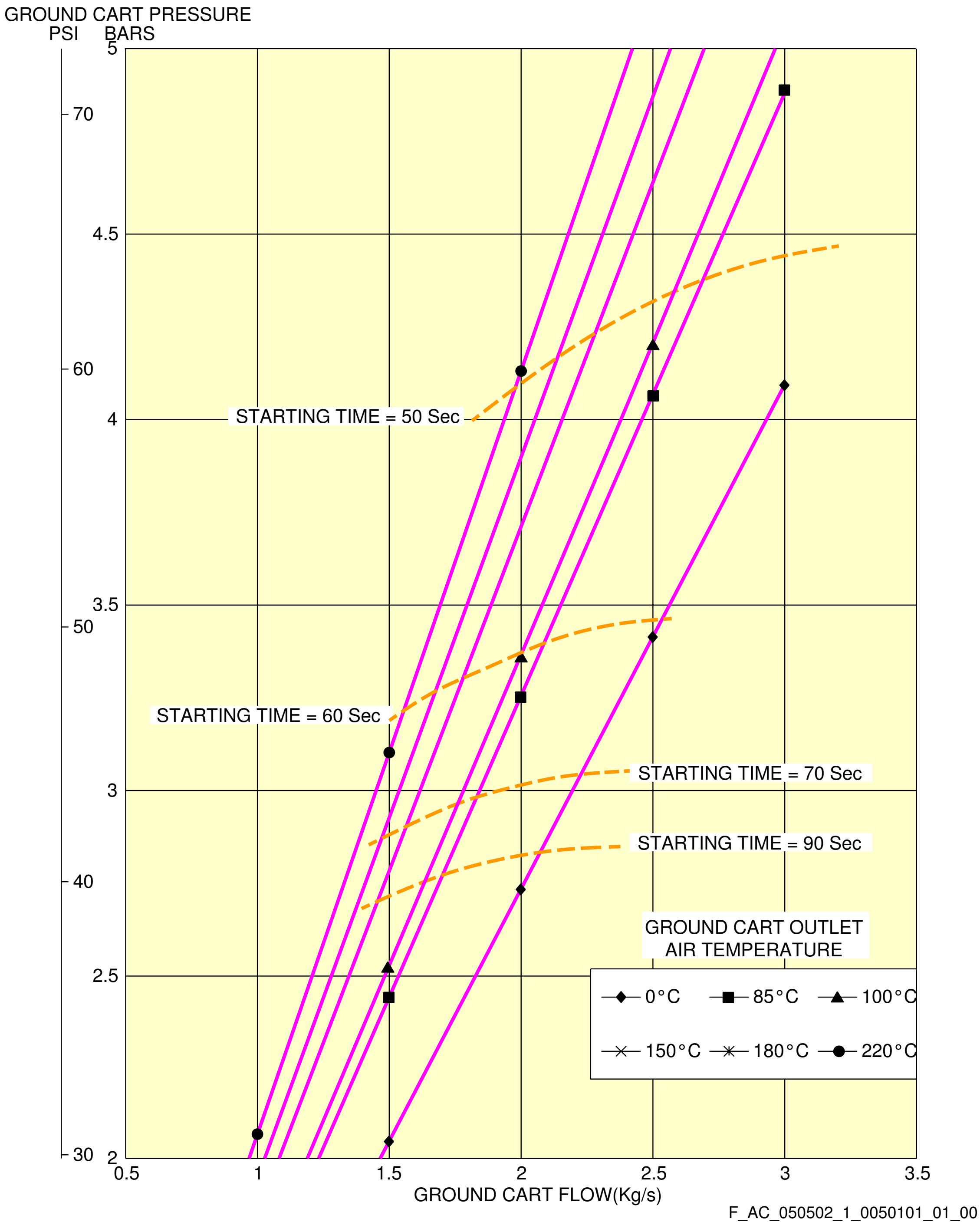
5-5-2 Ambient Temperatures

****ON A/C A340-500 A340-600**

Ambient Temperature +15°C (+59°F)

1. This section provides the engine starting pneumatic requirements for a temperature of +15°C (+59°F).

**ON A/C A340-500 A340-600



Engine Starting Pneumatic Requirements
Temperature +15°C (+59°F) – RB 211 TRENT 500 series engine
FIGURE 1

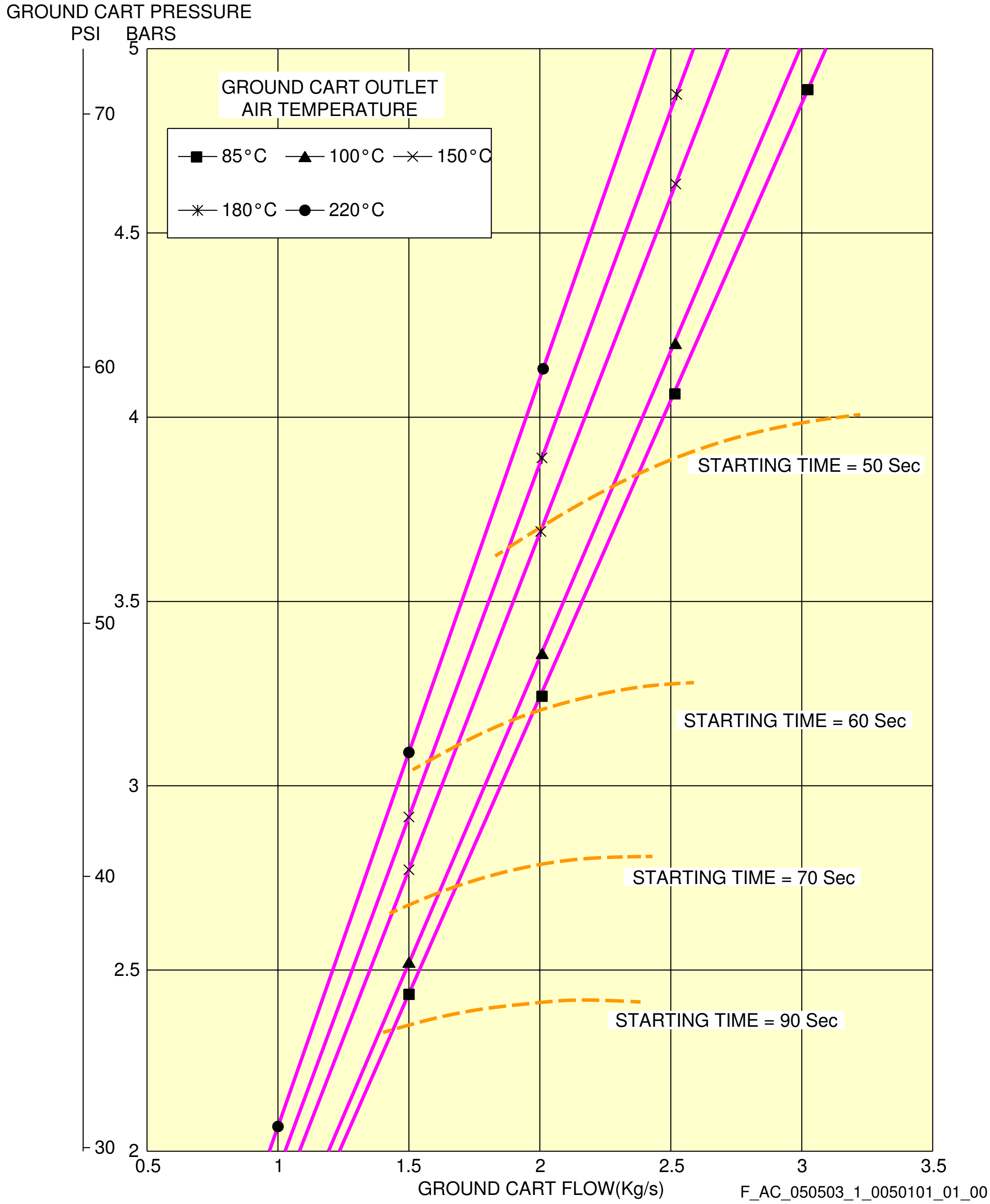
5-5-3 High Temperatures

****ON A/C A340-500 A340-600**

High Temperature +50°C (122°F)

1. This section provides the engine starting pneumatic requirements for a temperature upper +50°C (+122°F).

**ON A/C A340-500 A340-600



Engine Starting Pneumatic Requirements
Temperature +50 °C (+122 °F) – RB 211 TRENT 500 series engine
FIGURE 1

5-6-0 Ground Pneumatic Power Requirements

****ON A/C A340-500 A340-600**

Ground Pneumatic Power Requirements

1. Ground Pneumatic Power Requirements.

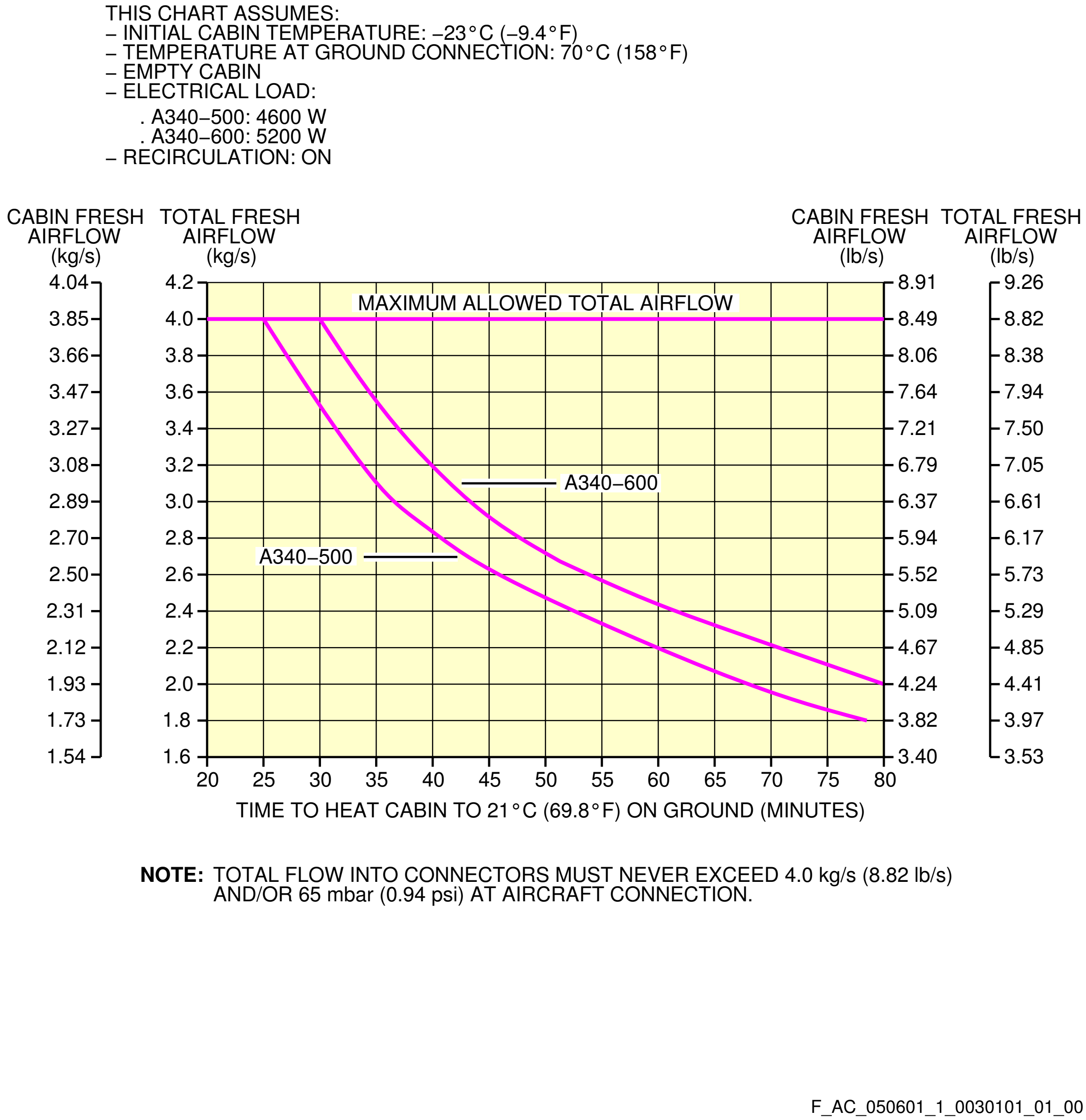
5-6-1 Heating

****ON A/C A340-500 A340-600**

Heating

1. This section provides the ground pneumatic power requirements heating.

****ON A/C A340-500 A340-600**



Ground Pneumatic Power Requirements
Heating
FIGURE 1

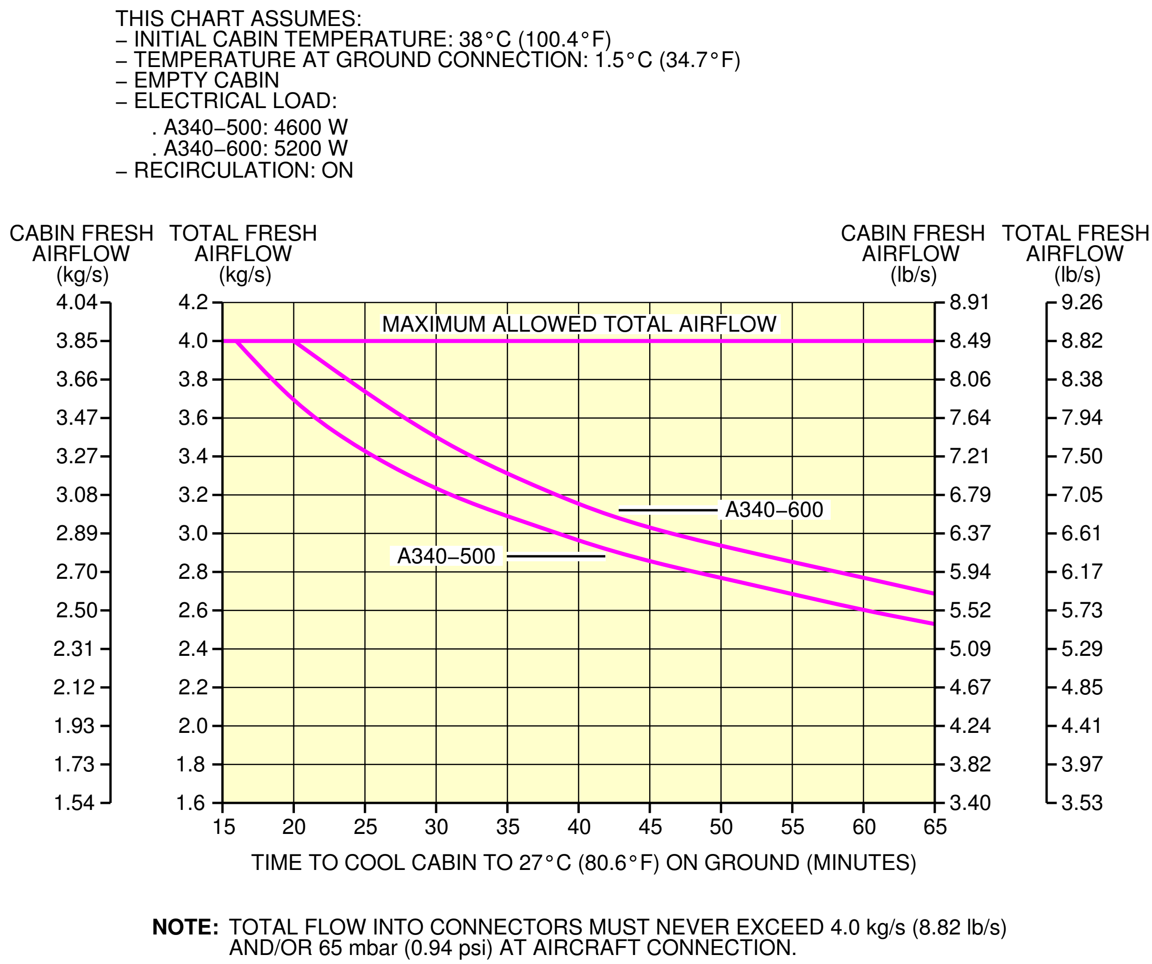
5-6-2 Cooling

**ON A/C A340-500 A340-600

Cooling

1. This section provides the ground pneumatic power requirements cooling.

**ON A/C A340-500 A340-600



Ground Pneumatic Power Requirements
Cooling
FIGURE 1

5-7-0 Preconditioned Airflow Requirements

****ON A/C A340-500 A340-600**

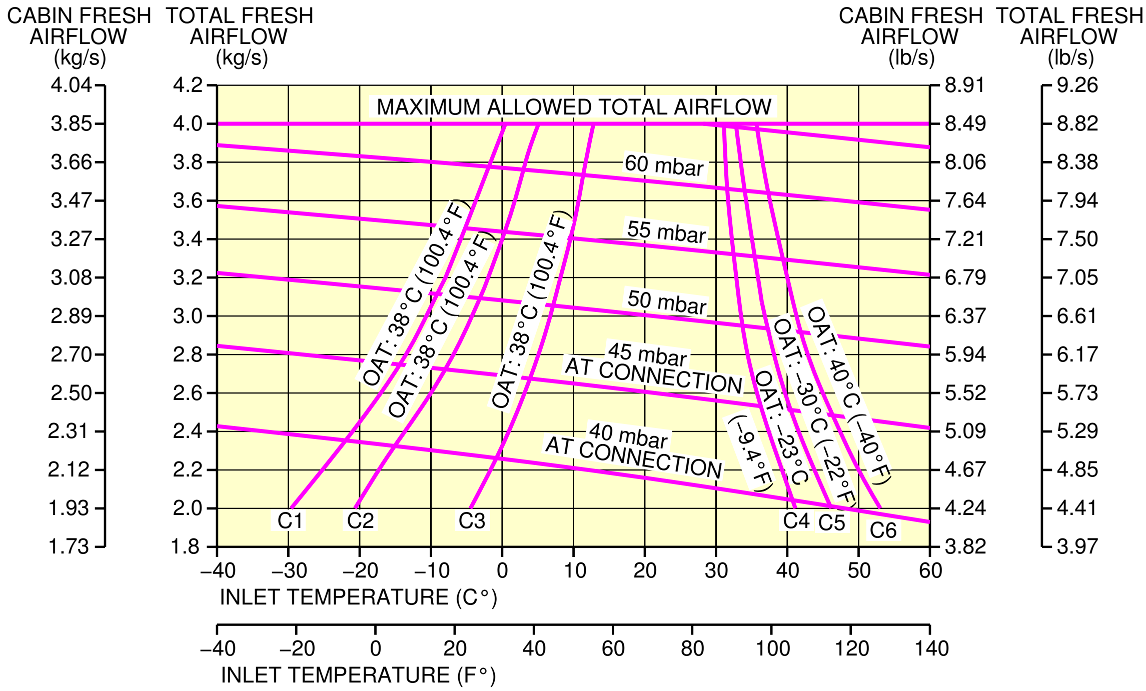
Preconditioned Airflow Requirements

1. This section gives the preconditioned airflow requirements for cabin air conditioning.

   The total airflow must be not more than 4 kg.s. If the total airflow is more than this value, it will be more than the capacity of the outflow valve in the fully open position and a cabin overpressure of more than 65 mbar will occur.

   Other Filling capacities and characteristics (hydraulic, electrical, oxygen, fuel, oil, water, toilet) are shown in chapter 5-4.

**ON A/C A340-500 A340-600



C1 CURVE ASSUMES:
- CABIN TEMPERATURE: 27°C (80.6°F)
- MAX. PASSENGER LOAD, 10 ATTENDANTS, 3 CREW MEMBERS
- RECIRCULATION: ON
- ELECTRICAL LOAD: 6200 W
- SOLAR RADIATION: 7990 W
- IFE: ON

C2 CURVE ASSOMES:
- SAME CONDITIONS AS C1 BUT WITH IFE OFF

C3 CURVE ASSUMES:
- SAME CONDITIONS AS C1 BUT WITHOUT PASSENGERS

C4, C5 AND C6 CURVES ASSUME:
- CABIN TEMPERATURE: 21°C (69.8°F)
- NO PASSENGERS OR ATTENDANTS
- RECIRCULATION: ON
- ELECTRICAL LOAD: 5200 W

NOTE: IFE = IN–FLIGHT ENTERTAINMENT SYSTEM.
OAT = OUTSIDE AIR TEMPERATURE.

NOTE: TOTAL FLOW INTO CONNECTORS MUST NEVER EXCEED 4.0 kg/s (8.82 lb/s) AND/OR 65 mbar (0.94 psi) AT AIRCRAFT CONNECTION.

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Preconditioned Airflow Requirements
FIGURE 1

5-8-0 Ground Towing Requirements

**ON A/C A340-500 A340-600

Ground Towing Requirements

1. This section provides information on aircraft towing.

   The A340 is designed with means for conventional or towbarless towing.
   Information/procedures can be found for both in chapter 9 of the Aircraft Maintenance Manual.
   Status on towbarless towing equipment qualification can be found in SIL 09-002.
   It is possible to tow or push the aircraft, at maximum ramp weight with engines at zero or up to idle thrust, using a tow bar attached to the nose gear leg (refer to AMM chapter 9 for conditions and limitations). One tow bar fitting is installed at the front of the leg (optional towing fitting for towing from the rear of the NLG available).
   The Main Landing Gears have attachment points for towing or debogging (for details refer to chapter 7 of the Aircraft Recovery Manual).

   - The first part of this section shows the chart to determine the draw bar pull and tow tractor mass requirements as function of the following physical characteristics:
     - aircraft weight
     - slope
     - number of engines at idle

     The following chart is applicable to both A340-500 and -600 aircraft.

   - The second part of this section supplies guidelines for the tow bar.

   Note: information on aircraft towing procedures and corresponding aircraft limitations are given in chapter 9 of the Aircraft Maintenance Manual.

2. Towbar design guidelines

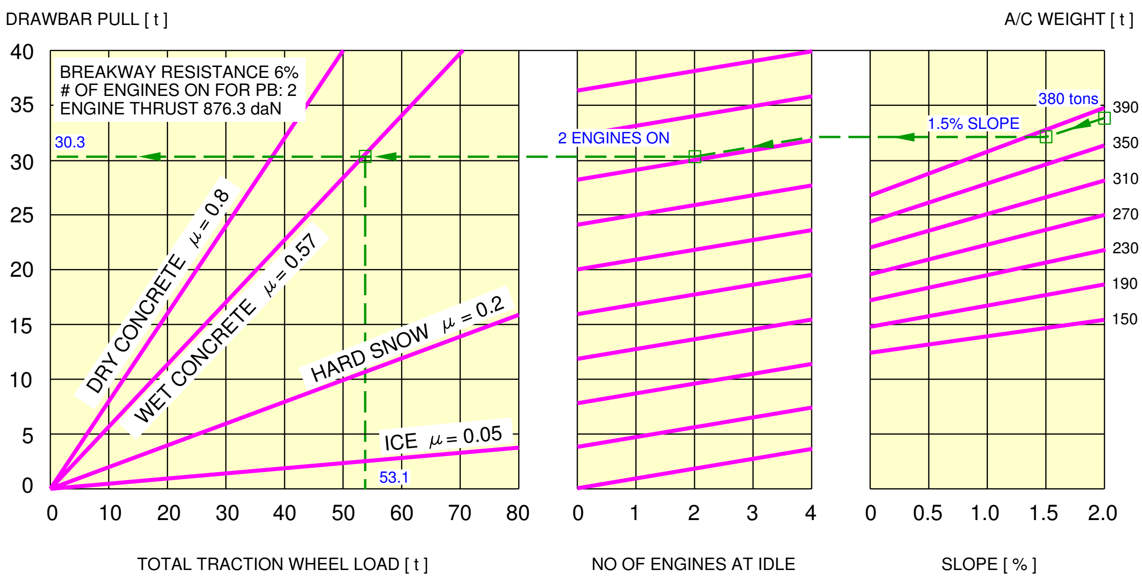
   The aircraft towbar shall respect the following norms:
   - SAE AS 1614, "Main Line Aircraft Tow Bar Attach Fitting Interface"
   - SAE ARP1915 Revision C, "Aircraft Tow Bar"
   - ISO 8267-1, "Aircraft - Tow bar attachment fitting - Interface requirements - Part 1: Main line aircraft"
   - ISO 9667, "Aircraft ground support equipment - Tow bars"
   - IATA Airport Handling Manual AHM 958, "Functional Specification for an Aircraft Towbar"

   A conventional type tow bar is required which should be equipped with a damping system to protect the nose gear against jerks and with towing shear pins :
   - A traction shear pin calibrated at 40 400 daN (90 822 lbf)
   - A torsion pin calibrated at 4 800 m.daN (424 836 lbf.in)

The towing head is designed according to SAE/AS 1614 (issue C) cat. IV.

There is a variety of shear pin arrangements and the values of the shear pins depend on them. We hereafter show two arrangements classically used on towbars.

**ON A/C A340-500 A340-600



EXAMPLE HOW TO DETERMINE THE MASS REQUIREMENT TO TOW A A340−500 OR −600 AT 380 t, AT 1.5% SLOPE, 2 ENGINES AT IDLE AND FOR WET TARMAC CONDITIONS:

- ON THE RIGHT HAND SIDE OF THE GRAPH, CHOOSE THE RELEVANT AIRCRAFT WEIGHT (380 t),
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUIRED SLOPE PERCENTAGE (1.5%),
- FROM THIS POINT OBTAINED DRAW A STRAIGHT HORIZONTAL LINE UNTIL NO OF ENGINES AT IDLE = 4,
- FROM THIS POINT DRAW A PARALLEL LINE TO THE REQUESTED NUMBER OF ENGINES (1),
- FROM THIS POINT DRAW A STRAIGHT HORIZONTAL LINE TO THE DRAWBAR PULL AXIS,
- THE Y−COORDINATE OBTAINED IS THE NECESSARY DRAWBAR PULL FOR THE TRACTOR (30.3 t),
- SEARCH THE INTERSECTION WITH THE "WET CONCRETE" LINE.

THE OBTAINED X−COORDINATE IS THE RECOMMENDED MINIMUM TRACTOR WEIGHT (53.1 t).

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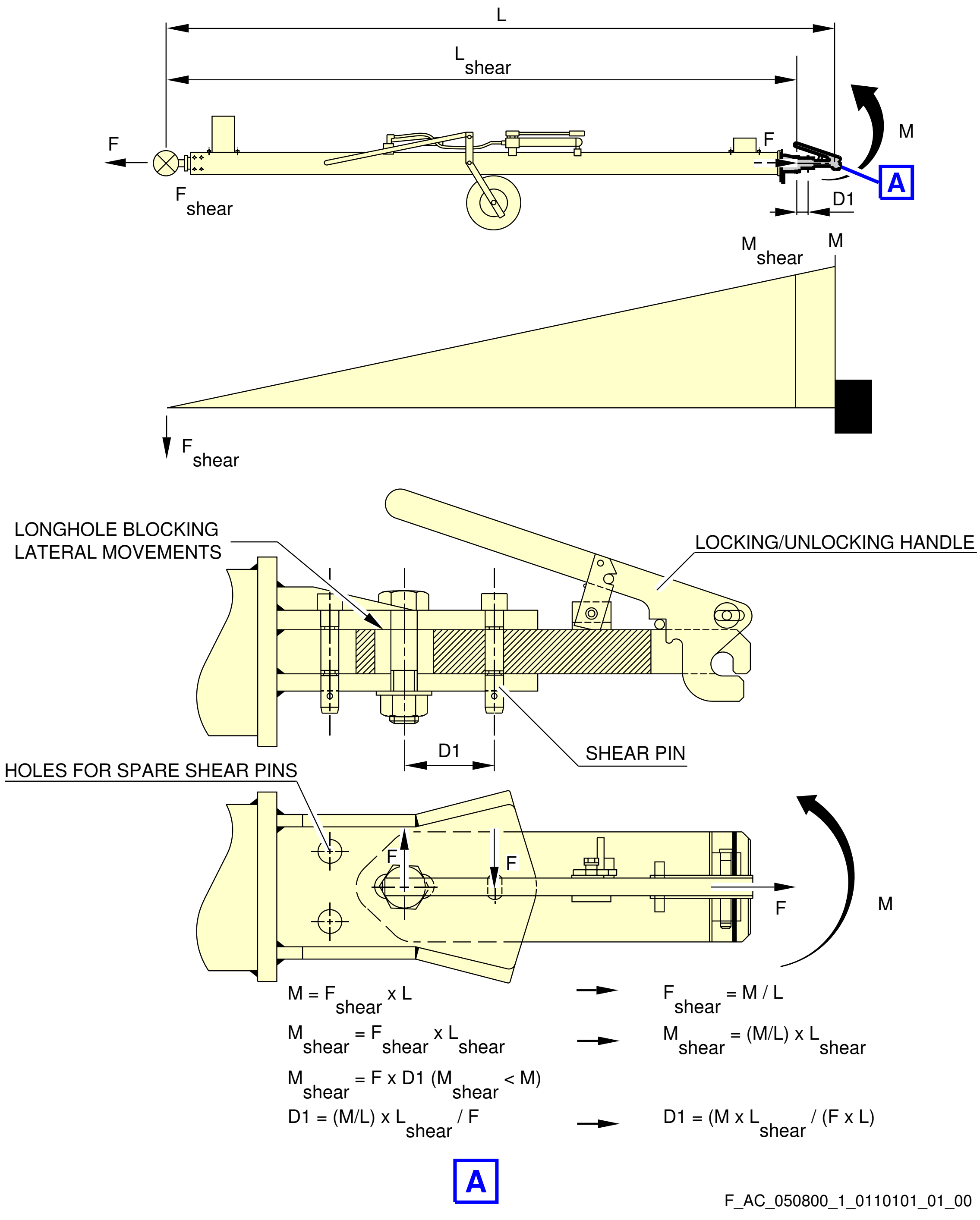
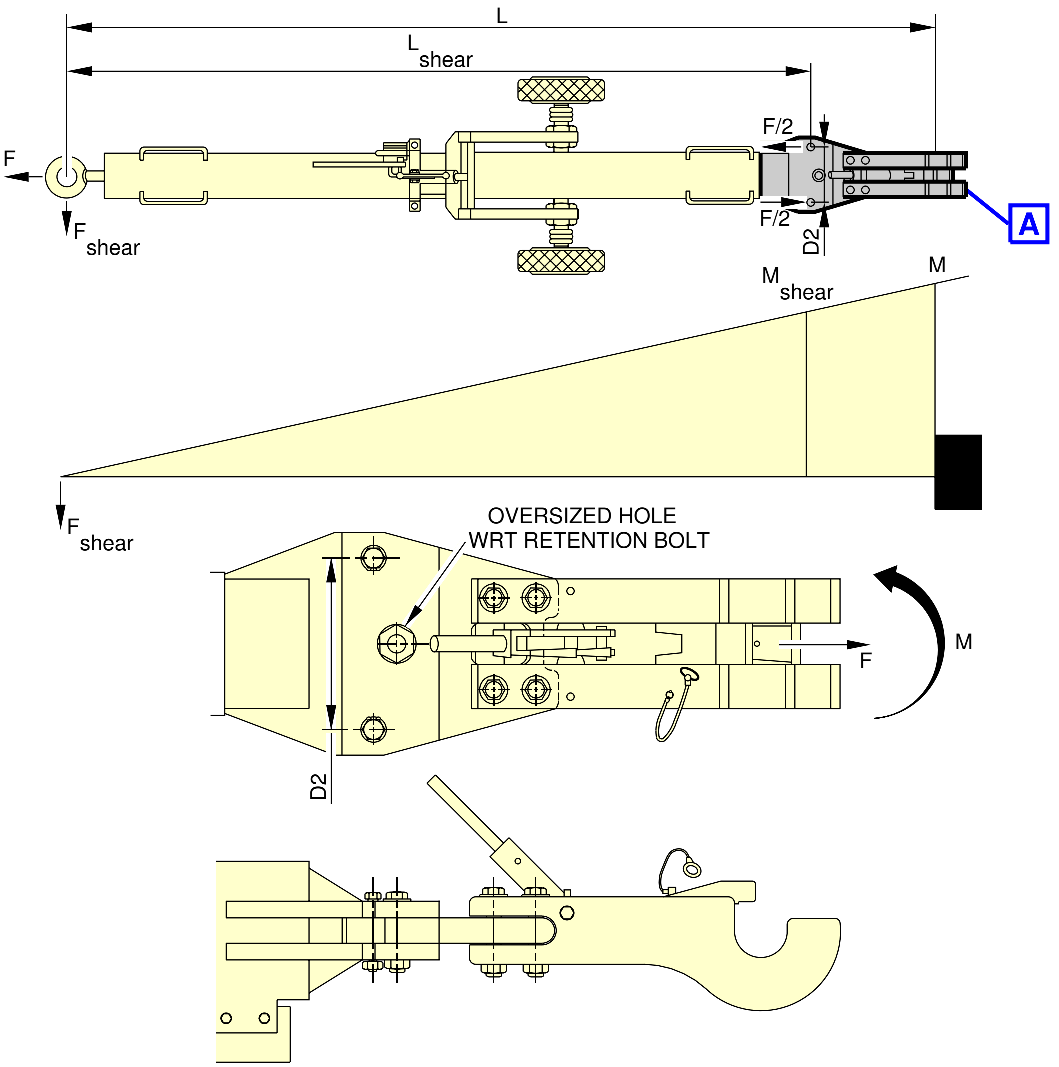
Ground Towing Requirements
FIGURE 1

**ON A/C A340-500 A340-600



Ground Towing Requirements
Typical tow bar configuration 1
FIGURE 2

**ON A/C A340-500 A340-600



$M = F_{shear} \times L \rightarrow F_{shear} = M / L$

$M_{shear} = F_{shear} \times L_{shear} \rightarrow M_{shear} = (M / L) \times L_{shear}$

$M_{shear} = F/2 \times D2 \; (M_{shear} < M)$

$D2 = (2 \times M_{shear}) / F \rightarrow D2 = (2 \times M \times L_{shear}) / (F \times L)$

F [daN]	M [m.daN]	D1 [mm]	D2 [mm]
40400	4800	106.9	228.1

RESULTS FOR A TOWBAR LENGTH OF $L_{shear}/L = 0.90$

A

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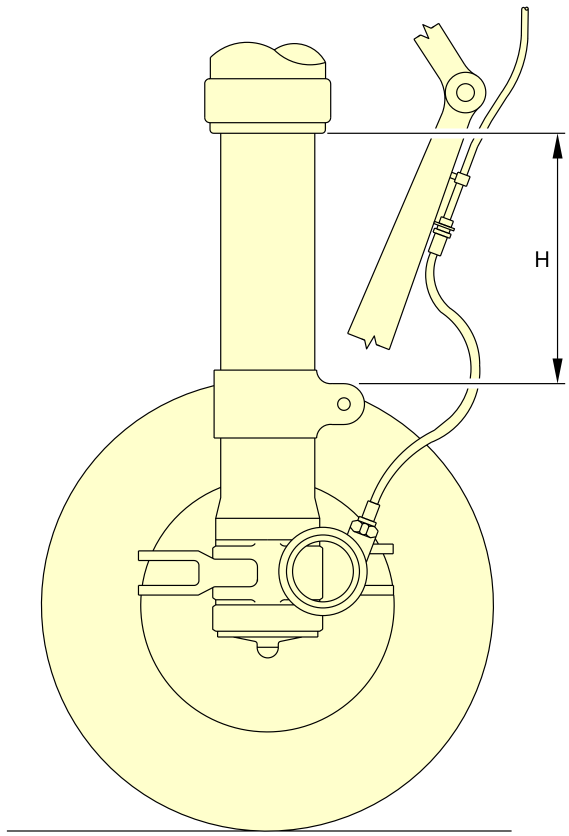
Ground Towing Requirements
Typical tow bar configuration 2
FIGURE 3

**ON A/C A340-500 A340-600



MAKE SURE THAT THE DIMENSION "H" OF THE NLG IS NEVER GREATER THAN 310 mm (12.2047 in.) WHEN YOU TOW THE AIRCRAFT.

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Ground Towing Requirements
Maximum Extension of the NLG Shock Absorber
FIGURE 4

OPERATING CONDITIONS

6-1-0 Engine Exhaust Velocities and Temperatures

****ON A/C A340-500 A340-600**

Engine Exhaust Velocities and Temperatures

1. General
   This section shows the estimated engine exhaust efflux velocities and temperatures contours for Ground Idle, Breakaway, Maximum Takeoff conditions.

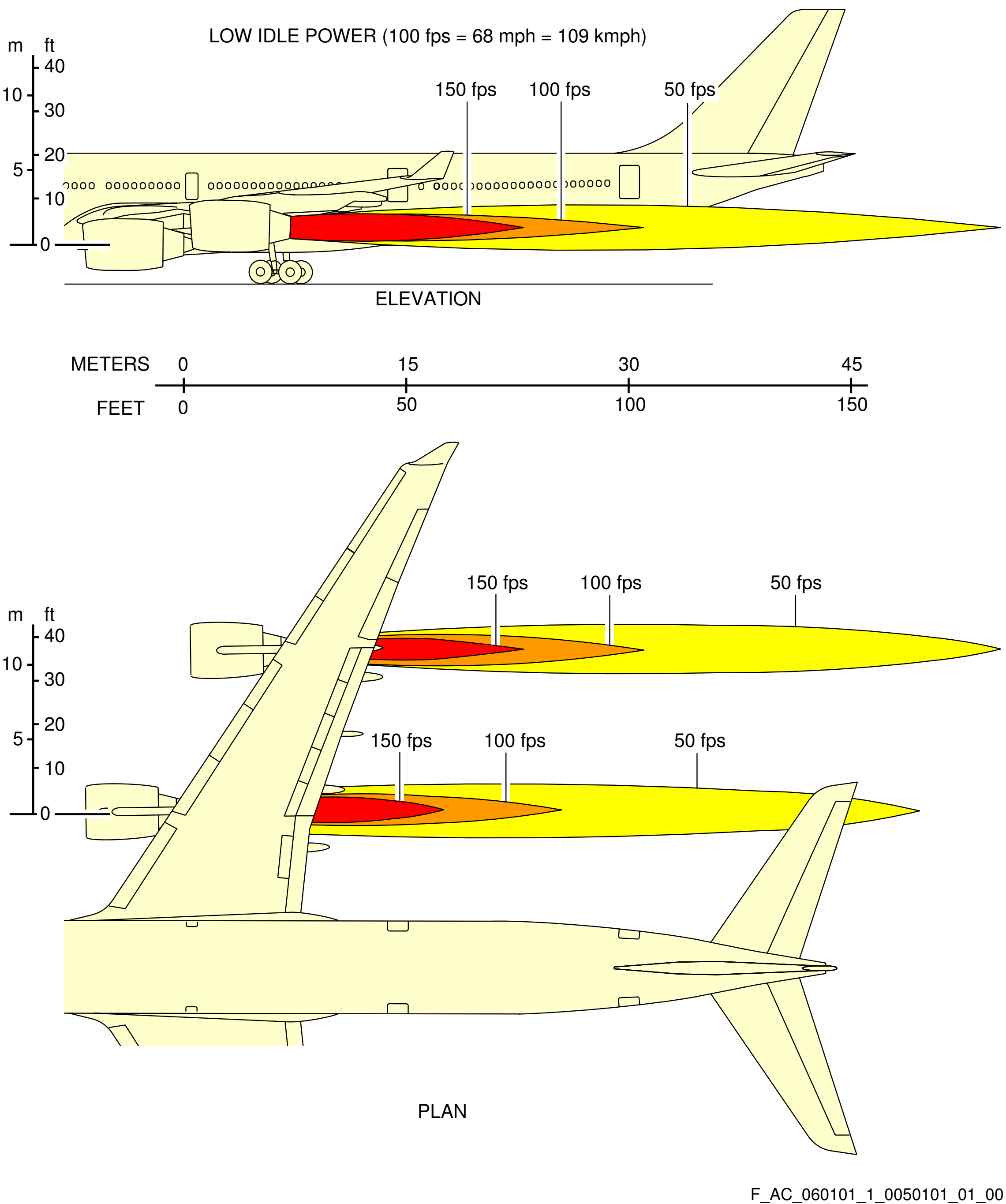
6-1-1 Engine Exhaust Velocities Contours - Ground Idle Power

****ON A/C A340-500 A340-600**

Engine Exhaust Velocities Contours - Ground Idle Power

1. This section gives engine exhaust velocities contours at ground idle power.

**ON A/C A340-500 A340-600



Engine Exhaust Velocities
Ground Idle Power - RR TRENT 500 series engine
FIGURE 1

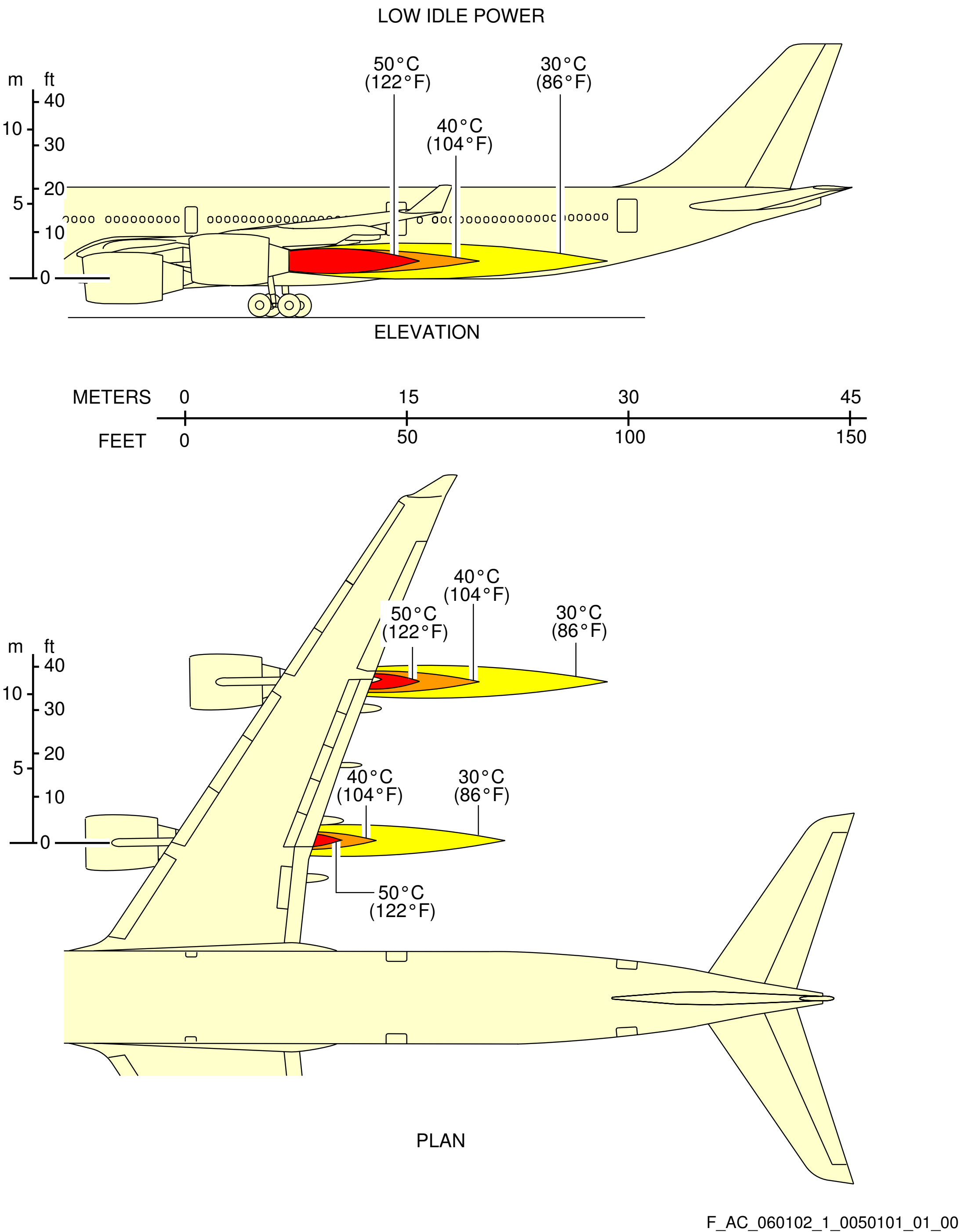
6-1-2 Engine Exhaust Temperatures Contours - Ground Idle Power

****ON A/C A340-500 A340-600**

Engine Exhaust Temperatures Contours - Ground Idle Power

1. This section gives engine exhaust temperatures contours at ground idle power.

****ON A/C A340-500 A340-600**



Engine Exhaust Temperatures
Ground Idle Power - RR TRENT 500 series engine
FIGURE 1

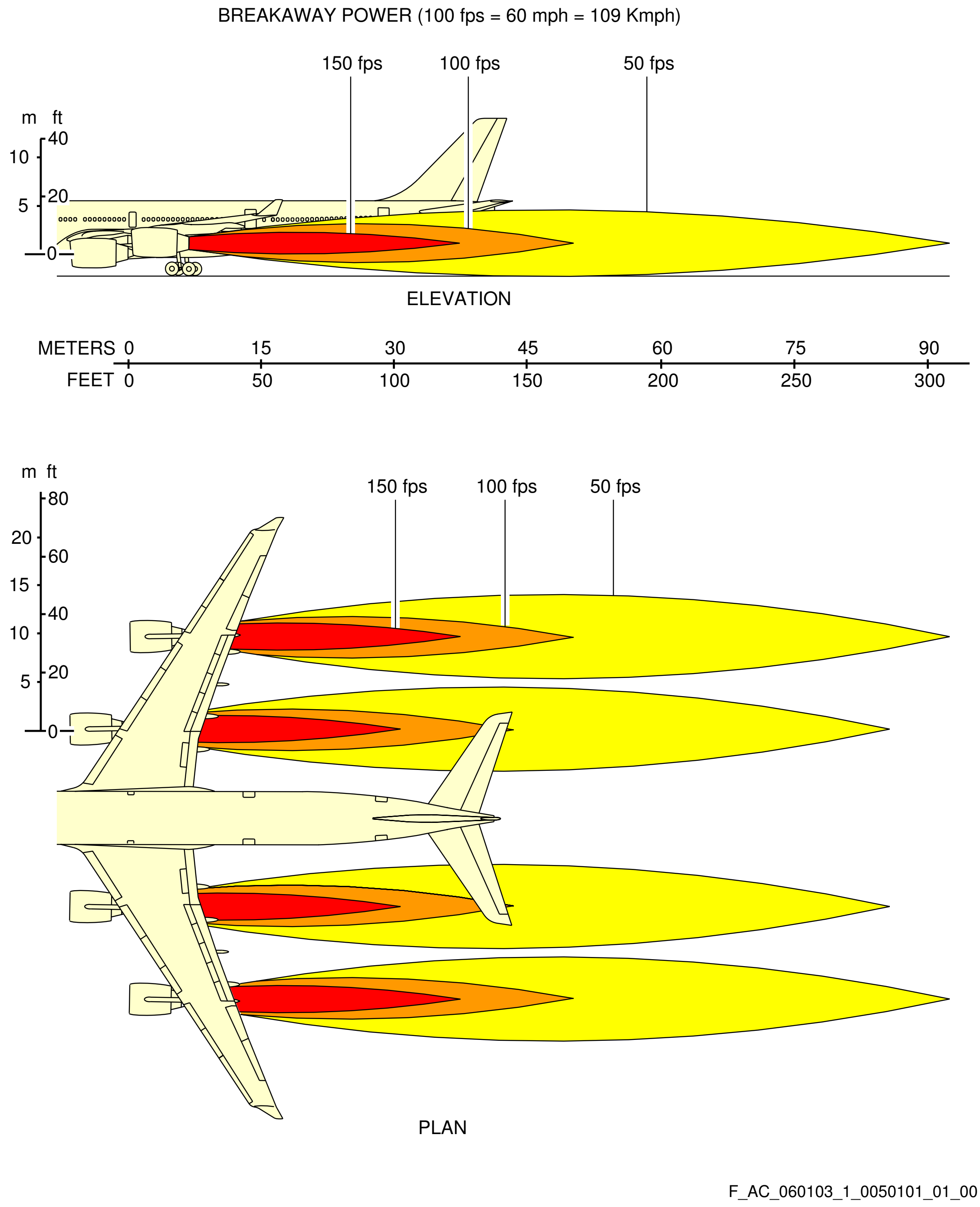
6-1-3 Engine Exhaust Velocities Contours - Breakaway Power

****ON A/C A340-500 A340-600**

Engine Exhaust Velocities Contours - Breakaway Power

1. This section gives engine exhaust velocities contours at breakaway power.

**ON A/C A340-500 A340-600



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Engine Exhaust Velocities
Breakaway Power - RR TRENT 500 series engine
FIGURE 1

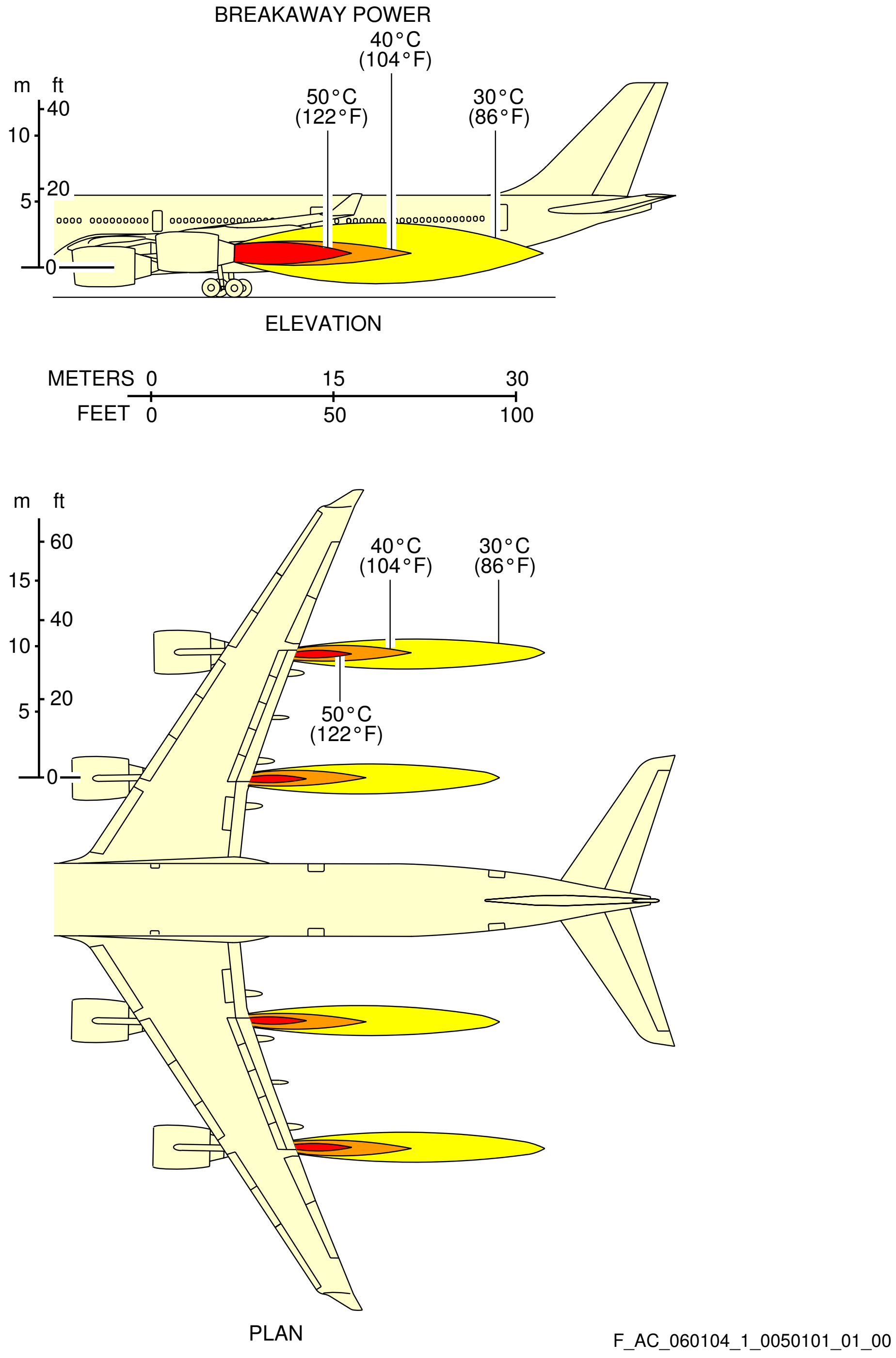
6-1-4 Engine Exhaust Temperatures Contours - Breakaway Power

****ON A/C A340-500 A340-600**

Engine Exhaust Temperatures Contours - Breakaway Power

1. This section gives engine exhaust temperatures contours at breakaway power.

****ON A/C A340-500 A340-600**



Engine Exhaust Temperatures
Breakaway Power - RR TRENT 500 series engine
FIGURE 1

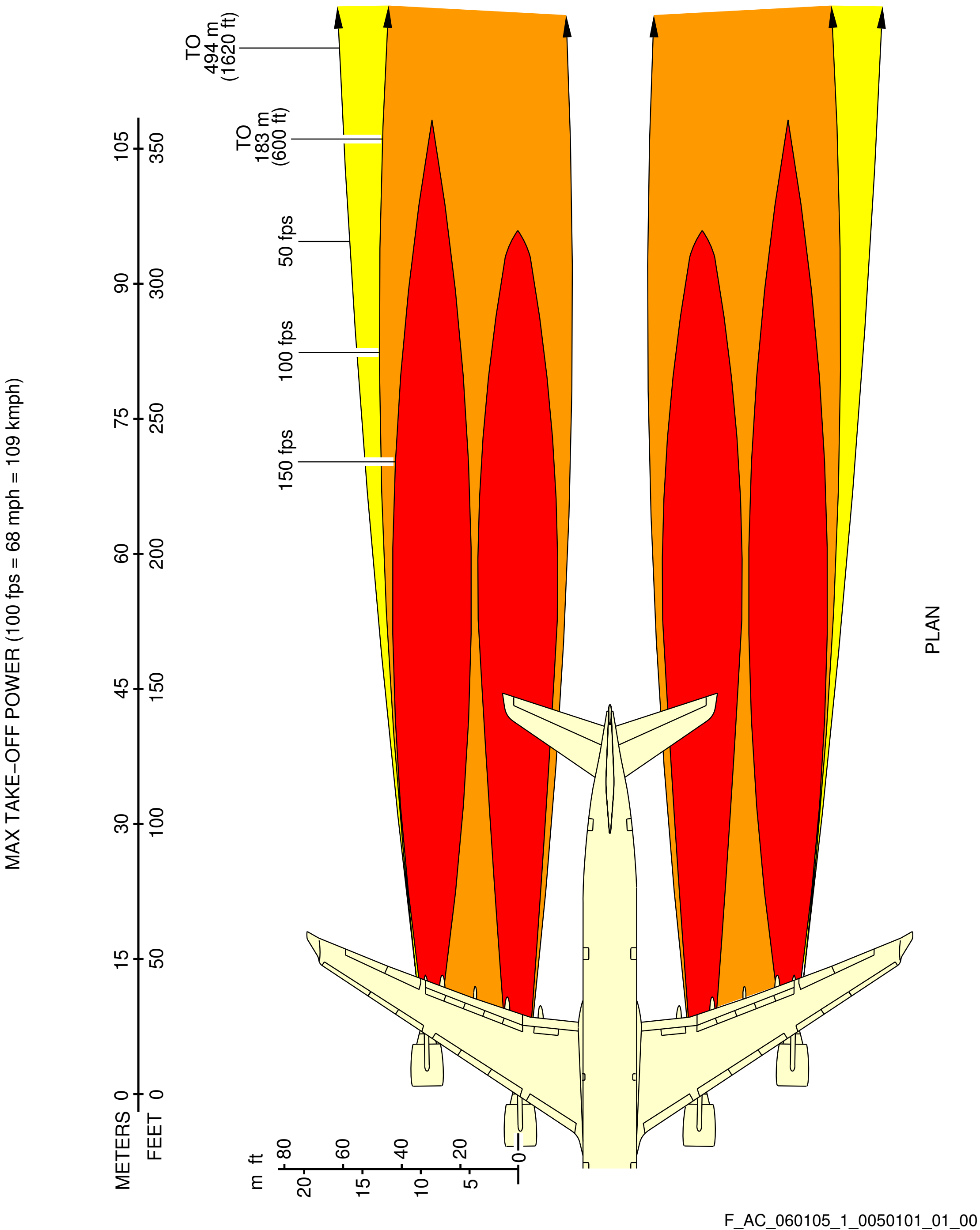
6-1-5 Engine Exhaust Velocities Contours - Takeoff Power

****ON A/C A340-500 A340-600**

Engine Exhaust Velocities Contours - Takeoff Power

1. This section gives engine exhaust velocities contours at takeoff power.

**ON A/C A340-500 A340-600



Engine Exhaust Velocities
Takeoff Power - RR TRENT 500 series engine
FIGURE 1

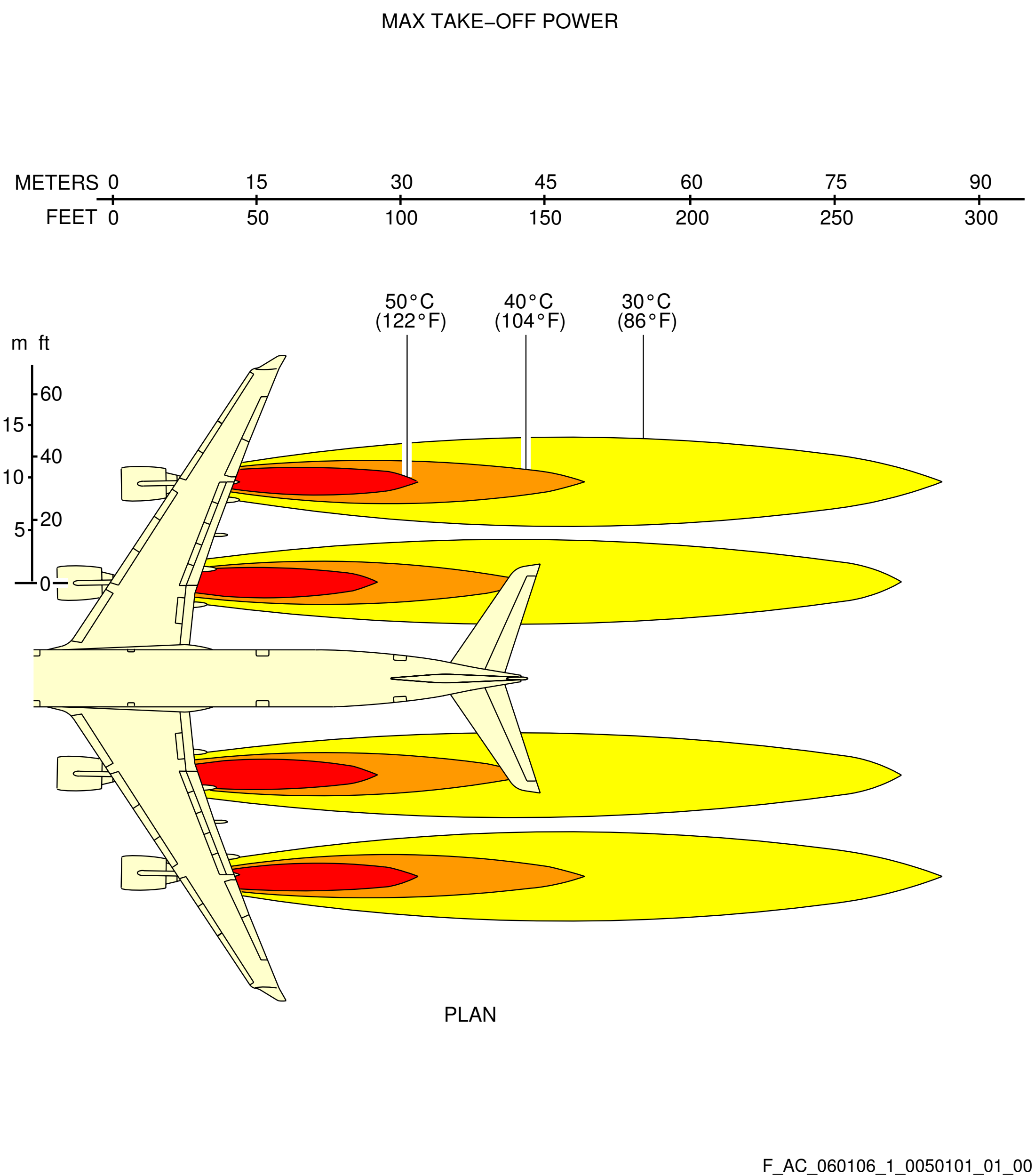
6-1-6 Engine Exhaust Temperatures Contours - Takeoff Power

****ON A/C A340-500 A340-600**

Engine Exhaust Temperatures Contours - Takeoff Power

1. This section gives engine exhaust temperatures contours at takeoff power.

**ON A/C A340-500 A340-600



Engine Exhaust Temperatures
Takeoff Power - RR TRENT 500 series engine
FIGURE 1

6-2-0 Airport and Community Noise

****ON A/C A340-500 A340-600**

Airport and Community Noise Data

1. Airport and Community Noise Data

   This section gives data concerning engine maintenance run-up noise to permit evaluation of possible attenuation requirements.

6-2-1 Noise Data

****ON A/C A340-500 A340-600**

Noise Data

1. Noise Data for RR TRENT 500 series engine

   A. Description of test conditions:

   The arc of circle (radius = 60 m (196.85 ft)), with microphones 1.2 m (3.94 ft) high, is centered on the position of the noise reference point.
   A.P.U.: off; E.C.S.: Packs off.

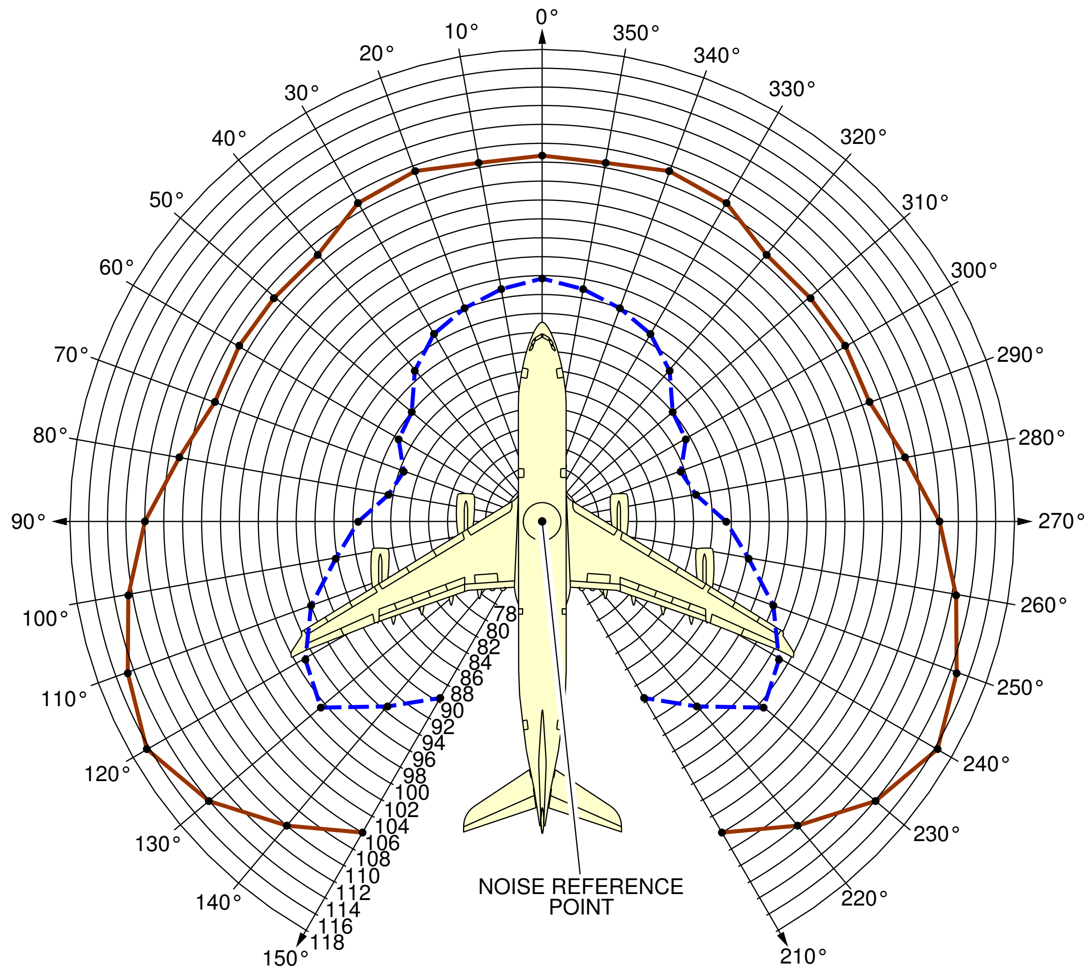
   B. Engine parameters:
   - 4 engines running: ground idle
   - 2 engines running: max thrust possible on brakes

   C. Meteorological data:

   The meteorological parameters measured 1.6 m (5.25 ft) from the ground on the day of test were as follows:
   - Temperature: 20°C (68°F)
   - Relative humidity: 78%
   - Atmospheric pressure: 1013 hPa
   - Wind speed: Negligible
   - No rain

****ON A/C A340-500 A340-600**

	GROUND IDLE 4 ENGINES RUNNING	MAX THRUST POSSIBLE ON BRAKES 2 ENGINES RUNNING
E.P.R.	1.004	1.33
N1	18%	82%
CURVE	(dashed blue line)	(solid brown line)



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Airport and Community Noise
RR TRENT 500 series engine
FIGURE 1

6-3-0 Danger Areas of Engines

****ON A/C A340-500 A340-600**

Danger Areas of Engines

1. Danger Areas of the Engines.

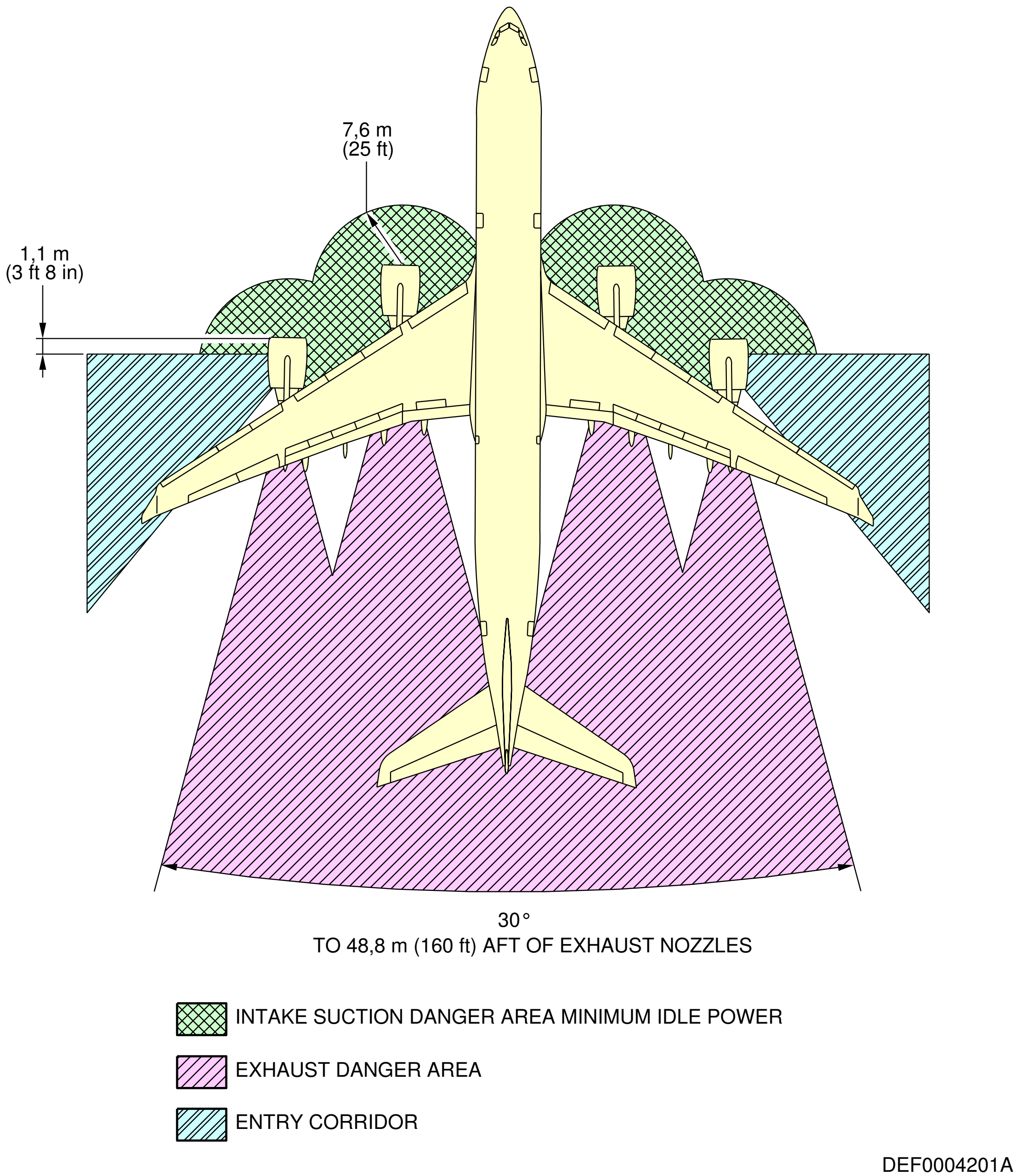
6-3-1 Ground Idle Power

****ON A/C A340-500 A340-600**

Ground Idle Power

1. This section gives danger areas of the engines at ground idle power conditions

**ON A/C A340-500 A340-600



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Danger Areas of Engines
RR TRENT 500 series engine
FIGURE 1

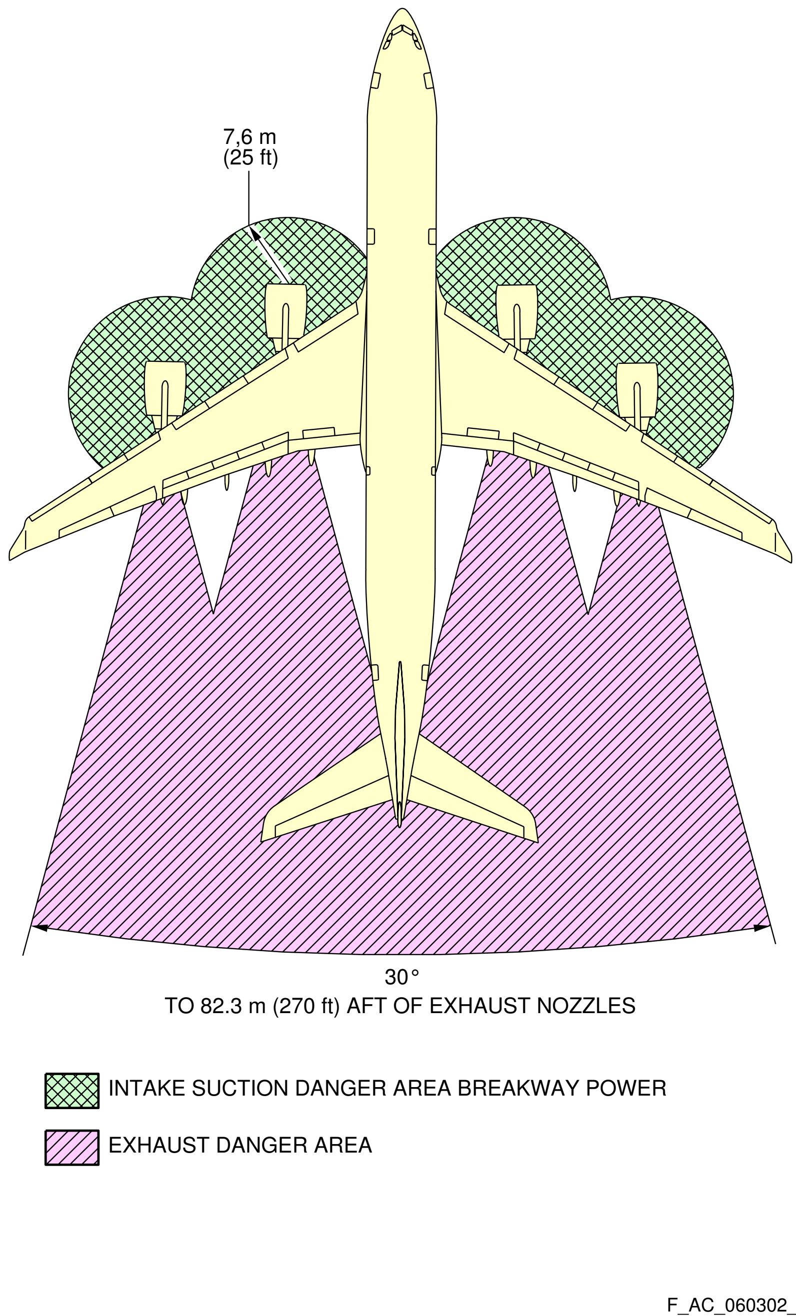
6-3-2 Breakaway Power

****ON A/C A340-500 A340-600**

Breakaway Power

1. This section gives danger areas of the engines at breakaway conditions.

****ON A/C A340-500 A340-600**



Danger Areas of Engines
RR TRENT 500 series engine
FIGURE 1

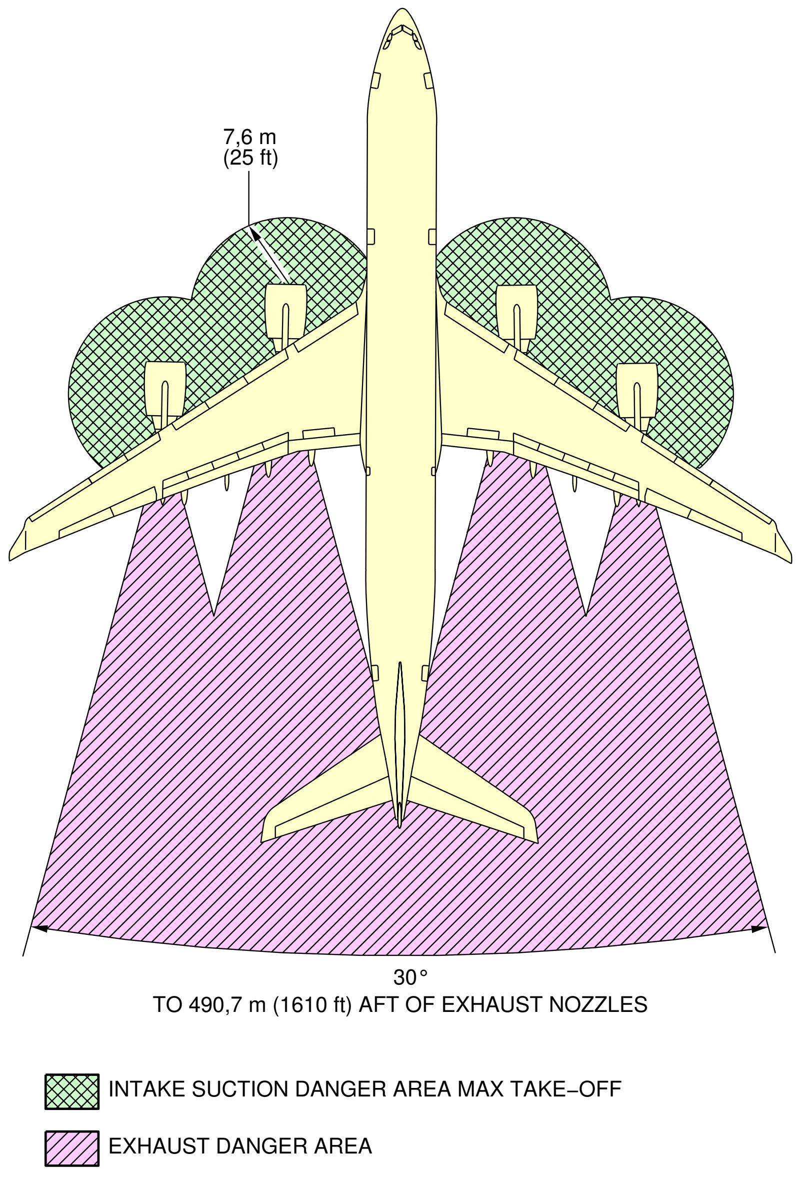
6-3-3 Takeoff Power

****ON A/C A340-500 A340-600**

Takeoff Power

1. This section gives danger areas of the engines at max takeoff conditions.

****ON A/C A340-500 A340-600**



Danger Areas of Engines
RR TRENT 500 series engine
FIGURE 1

6-4-0 APU Exhaust Velocities and Temperatures

****ON A/C A340-500 A340-600**

APU Exhaust Velocities and Temperatures

1. APU Exhaust Velocities and Temperatures.

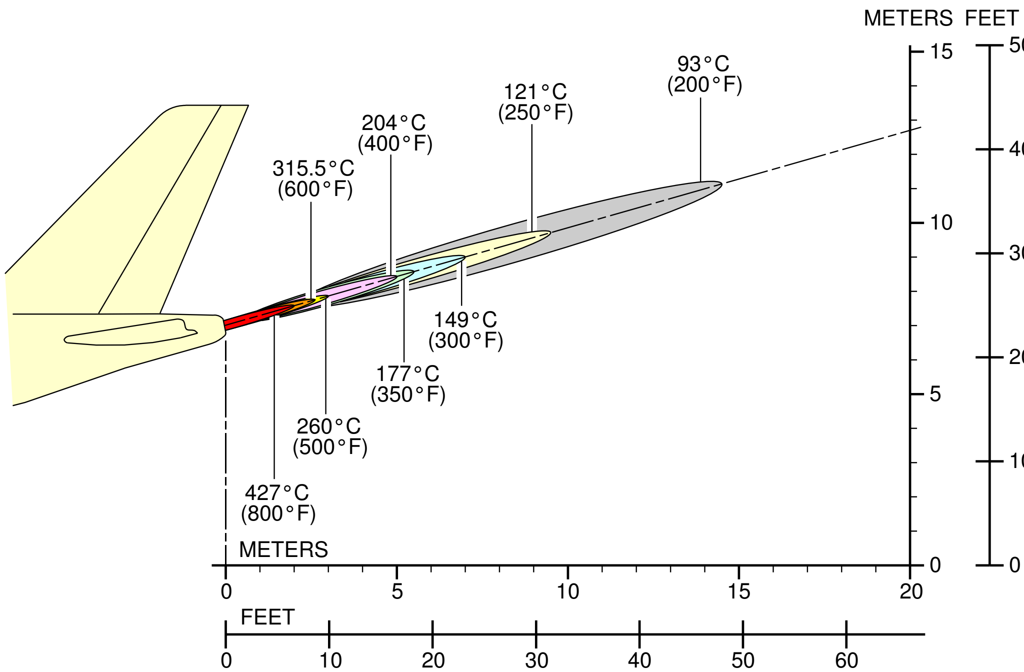
6-4-1 APU

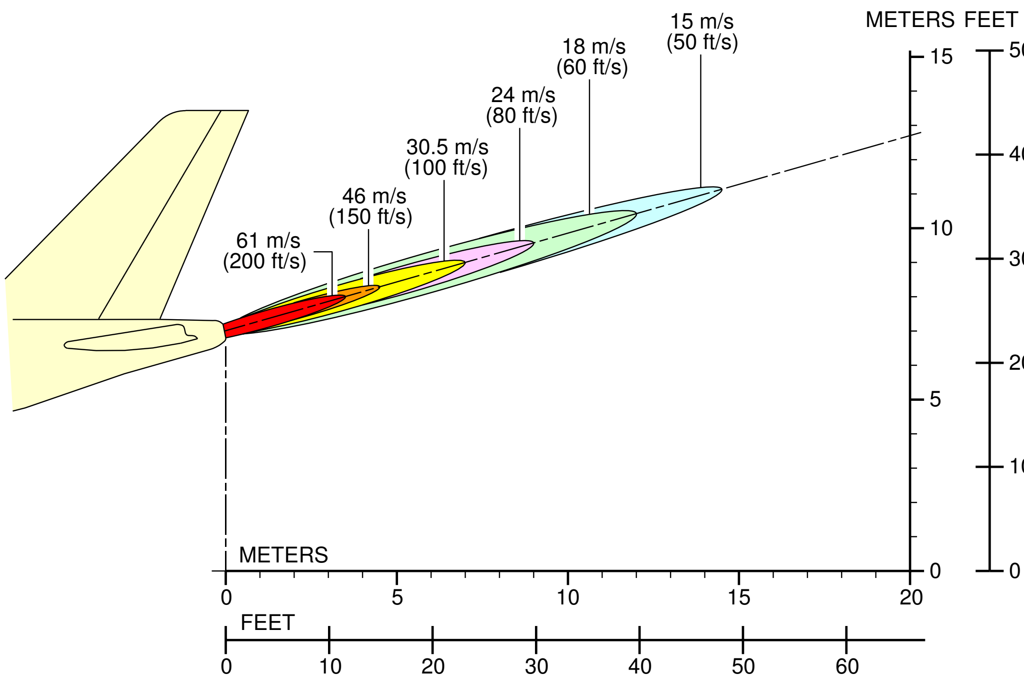
****ON A/C A340-500 A340-600**

APU - GARRETT

1. This section gives APU exhaust velocities and temperatures.

****ON A/C A340-500 A340-600**





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Exhaust Velocities and Temperatures
GARRETT GTCP 331-600 (A)
FIGURE 1

PAVEMENT DATA

7-1-0 General Information

****ON A/C A340-500 A340-600**

General Information

1. General Information

A brief description of the pavement charts that follow will help in airport planning.

To help in the interpolation between the discrete values shown, each airplane configuration is shown with a minimum range of five loads on the main landing gear.

All curves on the charts represent data at a constant specified tire pressure with:
- the airplane loaded to the maximum ramp weight
- the CG at its maximum permissible aft position.

Pavement requirements for commercial airplanes are derived from the static analysis of loads imposed on the main landing gear struts.

Section 7-2-0, presents basic data on the landing gear footprint configuration, maximum ramp weights and tire sizes and pressures.

Section 7-3-0, shows maximum vertical and horizontal pavement loads for certain critical conditions at the tire-ground interfaces.

Section 7-4, contains charts to find these loads throughout the stability limits of the airplane at rest on the pavement.

These main landing gear loads are used as the point of entry to the pavement design charts which follow, interpolating load values where necessary.

Section 7-5-1 uses procedures in Instruction Report No S-77-1 "Procedures for Development of CBR Design Curves", dated June 1977 and as modified according to the methods described in ICAO Aerodrome Design Manual, Part 3.

Pavements, 2nd Edition, 1983, Section 1.1 (The ACN-PCN Method), and utilizing the alpha factors approved by ICAO in October 2007.

The report was prepared by the U. S. Army Corps Engineers Waterways Experiment Station, Soils and Pavement Laboratory, Vicksburg, Mississipi.
The line showing 10 000 coverages is used to calculate Aircraft Classification Number (ACN)

The flexible pavement charts in Section 7-6-1 show LCN against equivalent single wheel load, and equivalent single wheel load against pavement thickness.

The rigid pavement charts in Section 7-8-2 shown LCN against equivalent single wheel load, and equivalent single wheel load against radius of relative stiffness.

Section 7-9-0 provides ACN data prepared according to the ACN/PCN system as referenced in ICAO Annex 14, "Aerodromes", Volume 1 "Aerodrome Design and Operations" Fourth Edition July 2004, incorporating Amendments 1 to 6.

The ACN/PCN system provides a standardized international airplane/pavement rating system replacing the various S, T, TT, LCN, AUW, ISWL, etc... rating systems used throughout the world.

ACN is the Aircraft Classification Number and PCN is the corresponding Pavement Classification Number.

An aircraft having an ACN equal to or less than the PCN can operate without restriction on the pavement.

Numerically the ACN is two times the derived single wheel load expressed in thousands of kilograms.

The derived single wheel load is defined as the load on a single tire inflated to 1.25 Mpa (181 psi) that would have the same pavement requirements as the aircraft.

Computationally the ACN/PCN system uses PCA program PDILB for rigid pavements and S-77-1 for flexible pavements to calculate ACN values. The Airport Authority must decide on the method of pavement analysis and the results of their evaluation shown as follows:

PCN			
PAVEMENT TYPE	SUBGRADE CATEGORY	TIRE PRESSURE CATEGORY	EVALUATION METHOD
R – Rigid F – Flexible	A – High B – Medium C – Low D – Ultra Low	W – No Limit X – To 1.5 Mpa (217 psi) Y – To 1.0 Mpa (145 psi) Z – To 0.5 Mpa (73 psi)	T – Technical U – Using Aircraft

Section 7-9-1 shows the aircraft ACN values for flexible pavements.

The four subgrade categories are:
- A. High Strength CBR 15
- B. Medium Strength CBR 10

- C. Low Strength CBR 6
- D. Ultra Low Strength CBR 3

Section 7-9-2 shows the aircraft ACN for rigid pavements.

The four subgrade categories are:
- A. High Strength Subgrade k = 150 MN/m^3 (550 pci)
- B. Medium Strength Subgrade k = 80 MN/m^3 (300 pci)
- C. Low Strength Subgrade k = 40 MN/m^3 (150 pci)
- D. Ultra Low Strength Subgrade k = 20 MN/m^3 (75 pci)

A. Flexible Pavement

The procedure that follows is used to develop flexible pavement design curves such as those shown in Section 7-5-1.
- With the scale for pavement thickness at the bottom and the scale for CBR at the top, an arbitrary line is drawn representing 10 000 coverages.
- Incremental values of the weight on the main landing gear are then plotted.
- Annual departure lines are drawn based on the load lines of the weight on the main landing gear that is shown on the graph.

Sextion 7-7-1 gives the rigid pavement design curves that have been prepared with the use of the Westergaard Equation. This is in general accordance with the procedures outlined in the Portland Cement Association Publications, "Design of Concrete Airport Pavement", 1973 and "Computer Program for Airport Pavement Design", (Program PDILB), 1967 both by Robert G. Packard.

B. Rigid pavement

The procedure that follows is used to develop rigid pavement design curves such as those shown in Section 7-7-1.
- With the scale for pavement thickness on the left and the scale for allowable working stress on the right, an arbitrary line load line is drawn. This represents the main landing gear maximum weight to be shown.
- All values of the subgrade modulus (k values) are then plotted.
- Additional load lines for the incremental values of weight on the main landing gear are drawn on the basis of the curve for k = 80 MN/m^3 already established.

All Load Classification Number (LCN) curves shown in Section 7-6-1 and Section 7-8-2 have been developed from a computer program based on data provided in International Civil Aviation Organisation (ICAO) document 7920-AN/865/2, Aerodrome Manual, Part 2, "Aerodrome Physical Characteristics", Second Edition, 1965.

7-2-0 Landing Gear Footprint

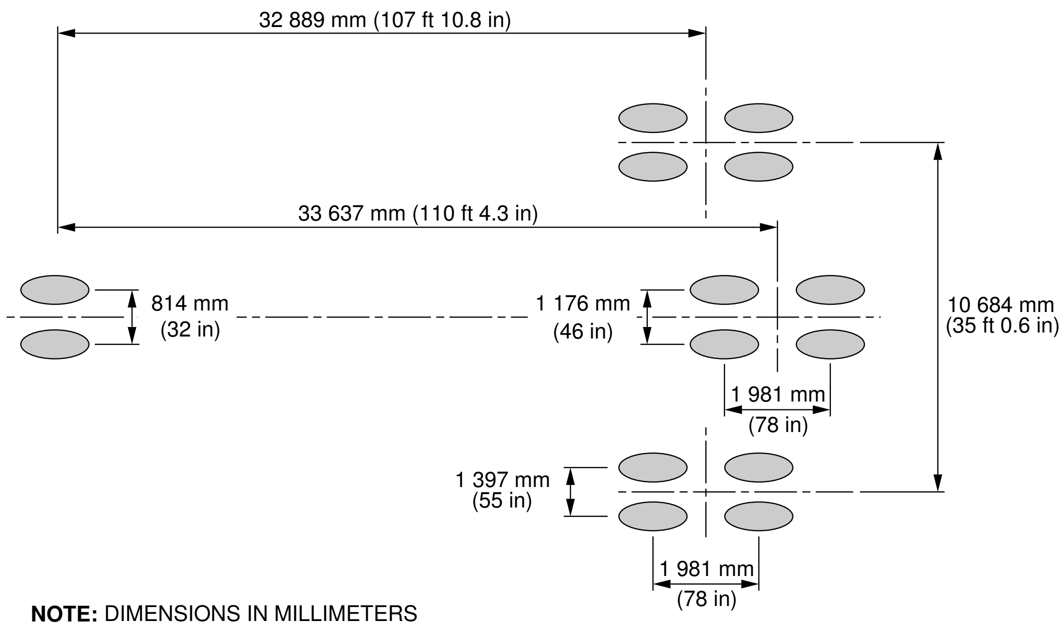
****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Landing Gear Footprint

1. This section gives Landing Gear Footprint and Aircraft Identification.

**ON A/C A340-600WV0xx

MAXIMUM RAMP WEIGHT	366 200 kg (807 330 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 365 000 kg – A340–600 WV0xx
NOSE TIRE SIZE	45x18R17 36PR
NOSE TIRE PRESSURE	13.7 bar (199 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	15 bar (218 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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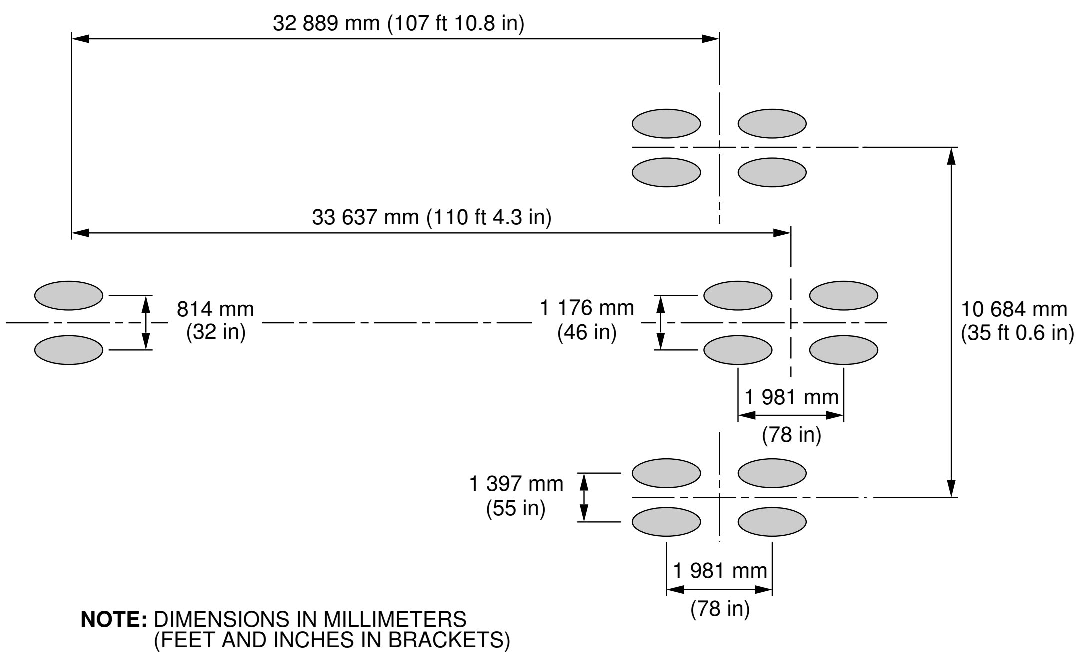
Landing Gear Footprint
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx

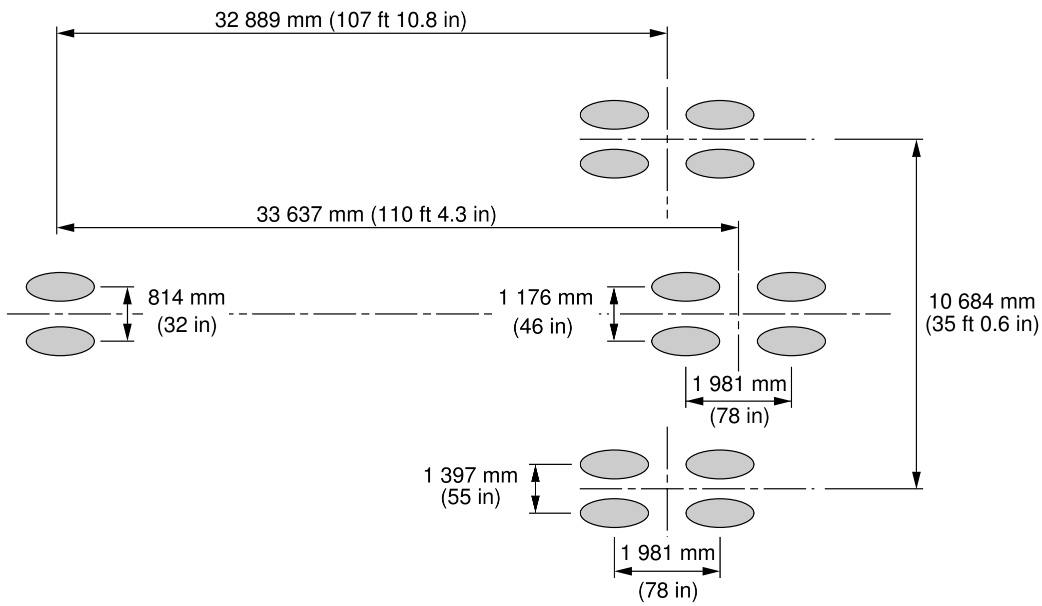
MAXIMUM RAMP WEIGHT	369 200 kg (813 950 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 368 000 kg – A340–600 WV0xx
NOSE TIRE SIZE	45x18R17 36PR
NOSE TIRE PRESSURE	13.7 bar (199 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	15 bar (218 psi)



Landing Gear Footprint
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx

MAXIMUM RAMP WEIGHT	366 200 kg (807 330 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 365 000 kg – A340–600 WV1xx
NOSE TIRE SIZE	45x18R17 36PR
NOSE TIRE PRESSURE	13.9 bar (201 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	16.1 bar (234 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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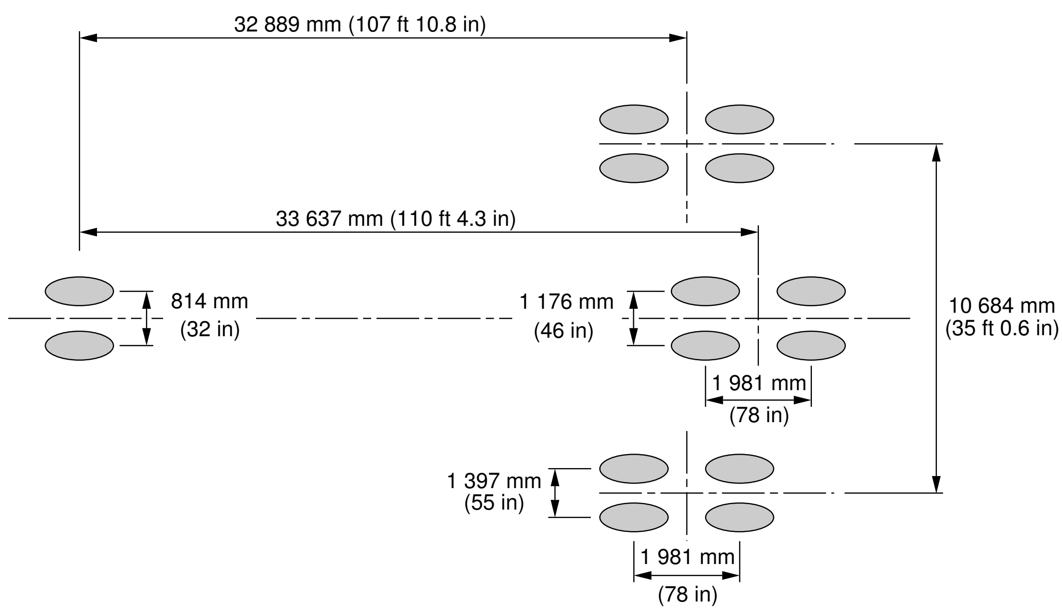
Landing Gear Footprint
MTOW 365 000 kg
FIGURE 3

**ON A/C A340-600WV1xx

MAXIMUM RAMP WEIGHT	381 200 kg (840 400 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 365 000 kg – A340–500 WV0xx
NOSE TIRE SIZE	45x18R17 36PR
NOSE TIRE PRESSURE	13.9 bar (201 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	16.1 bar (234 psi)



NOTE: DIMENSIONS IN MILLIMETERS (FEET AND INCHES IN BRACKETS)

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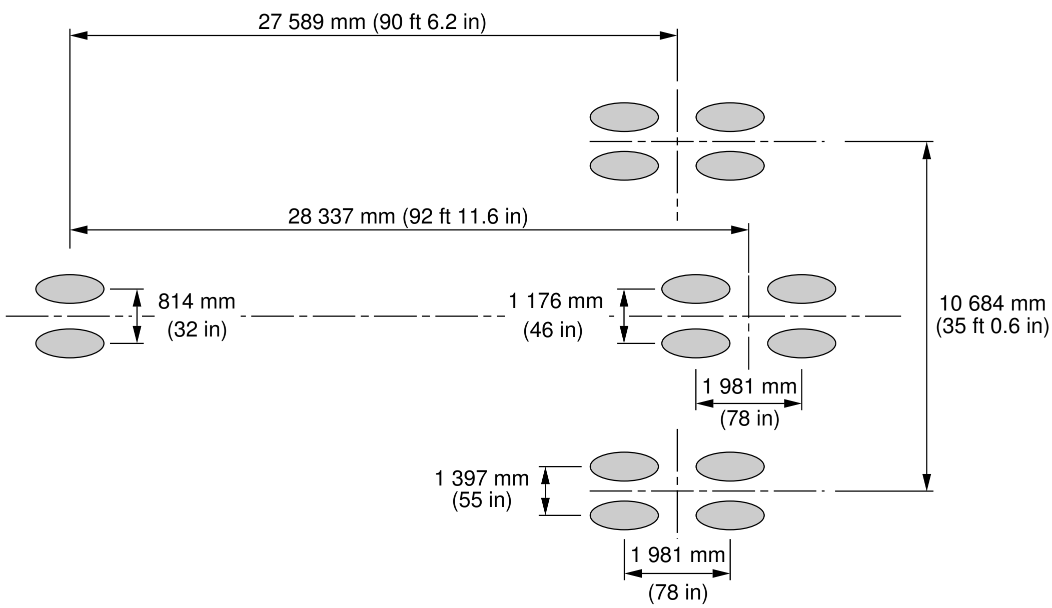
Landing Gear Footprint
MTOW 380 000 kg
FIGURE 4

**ON A/C A340-500WV0xx

MAXIMUM RAMP WEIGHT	369 200 kg (813 950 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 368 000 kg – A340–500 WV0xx
NOSE GEAR TIRE SIZE	45x18R17 36PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	15 bar (218 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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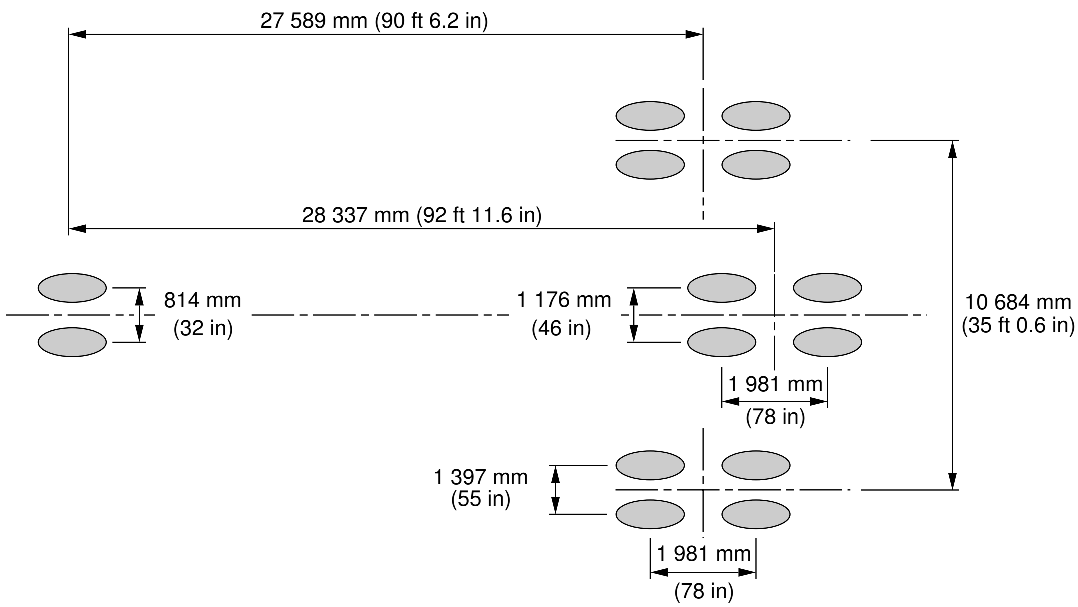
Landing Gear Footprint
MTOW 368 000 kg
FIGURE 5

**ON A/C A340-500WV0xx

MAXIMUM RAMP WEIGHT	373 200 kg (822 775 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 372 000 kg – A340–500 WV0xx
NOSE GEAR TIRE SIZE	45x18R17 36PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	15 bar (218 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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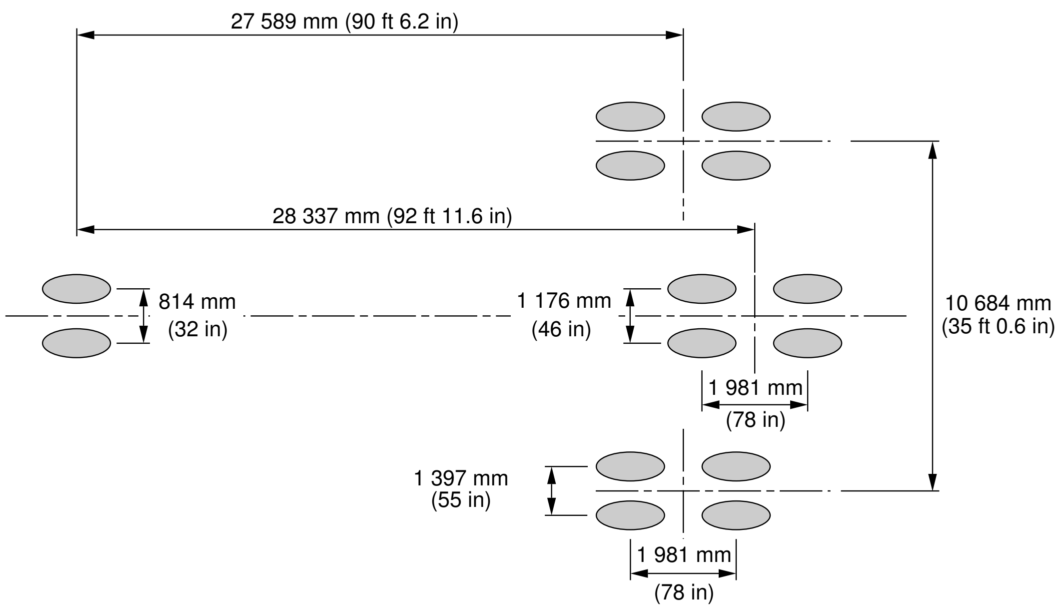
Landing Gear Footprint
MTOW 372 000 kg
FIGURE 6

**ON A/C A340-500WV0xx

MAXIMUM RAMP WEIGHT	375 200 kg (827 175 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 374 000 kg – A340–500 WV0xx
NOSE GEAR TIRE SIZE	45x18R17 36PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	15 bar (218 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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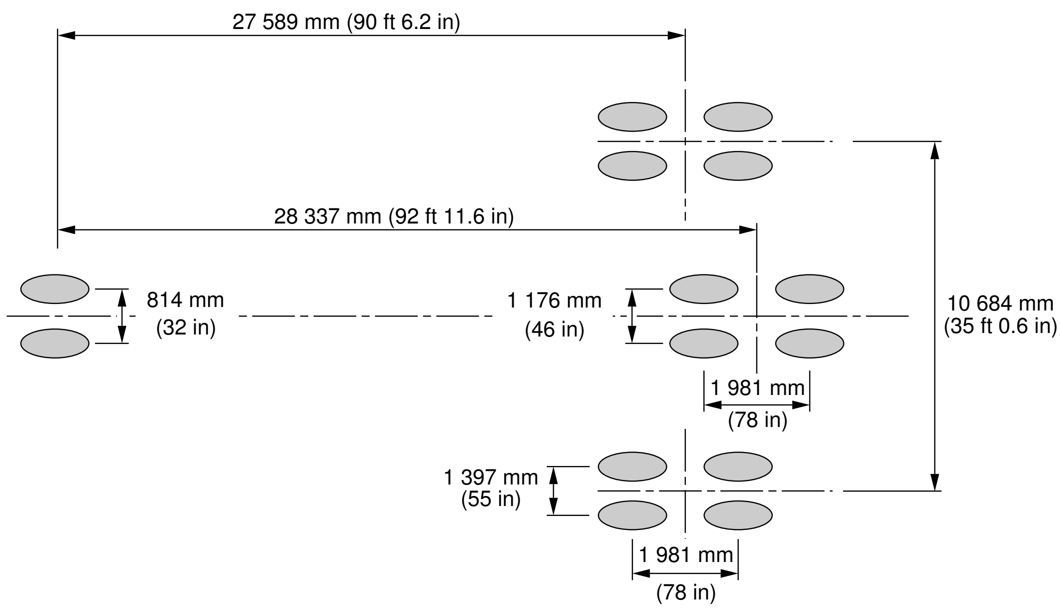
Landing Gear Footprint
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV1xx

MAXIMUM RAMP WEIGHT	373 200 kg (822 775 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7–4–1 Figure: Landing Gear Loading on Pavement – MTOW 372 000 kg – A340–500 WV1xx
NOSE GEAR TIRE SIZE	45x18R17 36PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	16.1 bar (234 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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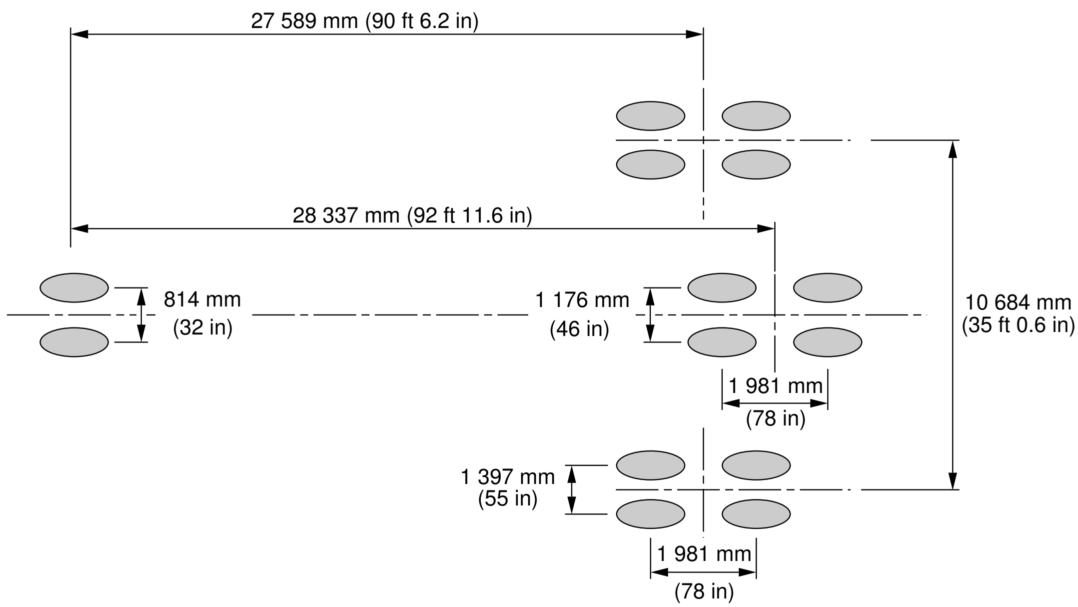
Landing Gear Footprint
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx

MAXIMUM RAMP WEIGHT	381 200 kg (840 400 lb)
PERCENTAGE OF WEIGHT ON MAIN GEAR GROUP	See Section 7-4-1 Figure: Landing Gear Loading on Pavement - MTOW 380 000 kg - A340-500 WV1xx
NOSE GEAR TIRE SIZE	45x18R17 36PR
NOSE GEAR TIRE PRESSURE	14.1 bar (205 psi)
WING GEAR TIRE SIZE	1 400x530R23 40PR
WING GEAR TIRE PRESSURE	16.1 bar (234 psi)
CENTER GEAR TIRE SIZE	1 400x530R23 40PR
CENTER GEAR TIRE PRESSURE	16.1 bar (234 psi)



NOTE: DIMENSIONS IN MILLIMETERS
(FEET AND INCHES IN BRACKETS)

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Landing Gear Footprint
MTOW 380 000 kg
FIGURE 9

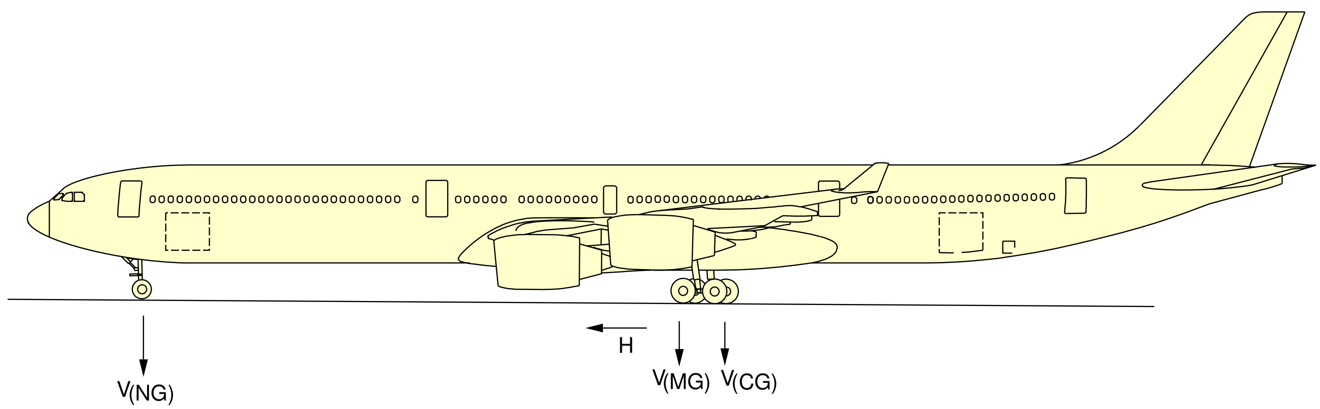
7-3-0 Maximum Pavement Loads

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Maximum Pavement Loads

1. This section gives Maximum Pavement Loads.

**ON A/C A340-600WV0xx



1	2		3		4		5		6		7			
			VNG				VMG (PER STRUT)		VCG		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD CG (1)		STATIC BRAKING @ 10 ft/s ² DECELERATION		STATIC LOAD AT MAX AFT CG (2)		STATIC LOAD AT MAX AFT CG		STEADY BRAKING @ 10 ft/s ² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
–600	807 325	366 200	88 900	40 320	121 775	55 240	260 025	117 950	234 950	106 570	86 425(3) 78 075(4)	39 200(3) 35 420(4)	208 025(3) 187 950(4)	94 360(3) 85 260(4)
	813 950	369 200	88 900	40 320	121 775	55 240	262 175	118 920	235 625	106 880	87 275(3) 78 425(4)	39 540(3) 35 050(4)	209 725(3) 185 500(4)	95 130(3) 85 500(4)

$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
$V_{(CG)}$ MAXIMUM VERTICAL CENTER GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) FWD CG =16 % MAC AT 354 600 kg
(2) AFT CG =35 % MAC AT 366 200 kg AND 34.4 % MAC AT 369 200 kg
(3) BRAKED MAIN GEAR
(4) BRAKED CENTER GEAR

NOTE : ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT.

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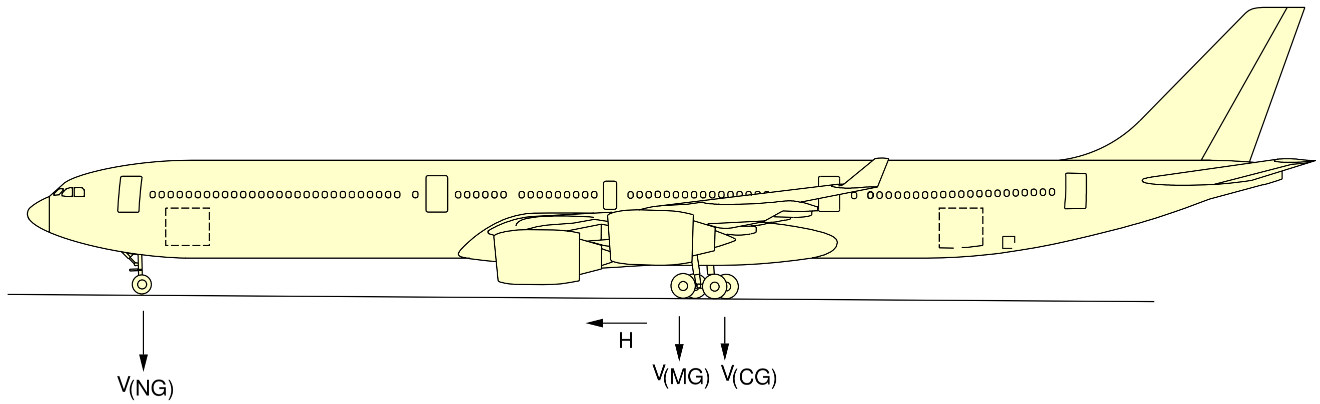
Maximum Pavement Loads
FIGURE 1

**ON A/C A340-600WV1xx



1	2		3		4		5		6		7			
			VNG				VMG (PER STRUT)		VCG		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD CG (1)		STATIC BRAKING @ 10 ft/s² DECELERATION		STATIC LOAD AT MAX AFT CG (2)		STATIC LOAD AT MAX AFT CG		STEADY BRAKING @ 10 ft/s² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
−600	840 400	381 200	88 925	40 330	121 400	55 070	266 800	121 020	241 875	109 720	89 875(3) 81 475(4)	40 760(3) 36 960(4)	213 425(3) 193 500(4)	96 810(3) 87 770(4)
−600	807 325	366 200	88 900	40 330	121 475	55 100	258 525	117 270	237 775	107 850	85 925(3) 79 000(4)	38 970(3) 35 840(4)	206 825(3) 190 200(4)	93 820(3) 86 280(4)

$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
$V_{(CG)}$ MAXIMUM VERTICAL CENTER GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) MRW = 381 200 kg FWD CG = 16 % MAC AT A/C WEIGHT = 354 600 kg
MRW = 366 200 kg FWD CG = 16 % MAC AT A/C WEIGHT = 354 600 kg

(2) MRW = 381 200 kg AFT CG = 30.2 % MAC AT A/C WEIGHT = 381 200 kg
MRW = 366 200 kg AFT CG = 35 % MAC AT A/C WEIGHT = 366 200 kg

(3) BRAKED MAIN GEAR

(4) BRAKED CENTER GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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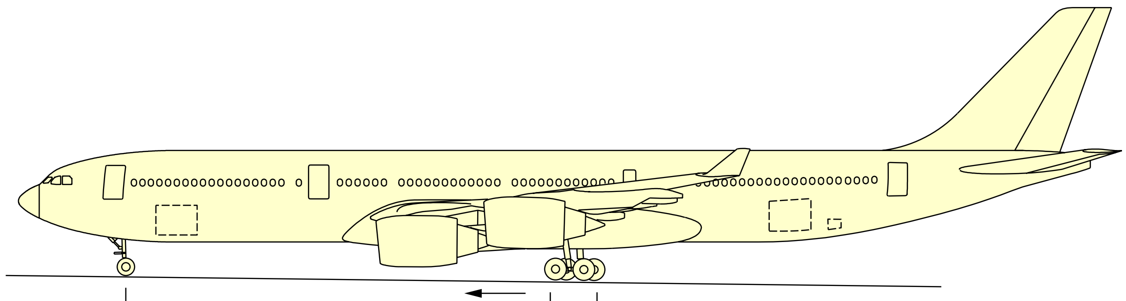
Maximum Pavement Loads
FIGURE 2

**ON A/C A340-500WV0xx



1	2		3		4		5		6		7			
			VNG				VMG (PER STRUT)		VCG		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD CG (1)		STATIC BRAKING @ 10 ft/s ² DECELERATION		STATIC LOAD AT MAX AFT CG (2)		STATIC LOAD AT MAX AFT CG		STEADY BRAKING @ 10 ft/s ² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
–500	813 950	369 200	90 750	41 160	128 950	58 490	260 125	117 990	234 225	106 240	87 225(3) 78 525(4)	39 560(3) 35 620(4)	208 100(3) 187 375(4)	94 390(3) 84 990(4)
	822 775	373 200	90 750	41 160	128 950	58 490	263 525	119 540	235 350	106 760	88 400(3) 79 950(4)	40 090(3) 35 810(4)	210 825(3) 188 275(4)	95 630(3) 85 410(4)

$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
$V_{(CG)}$ MAXIMUM VERTICAL CENTER GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) FWD CG = 22 % MAC AT 349 200 kg
(2) AFT CG = 36.5 % MAC AT 369 200 kg AND 36.4 % MAC AT 373 200 kg
(3) BRAKED MAIN GEAR
(4) BRAKED CENTER GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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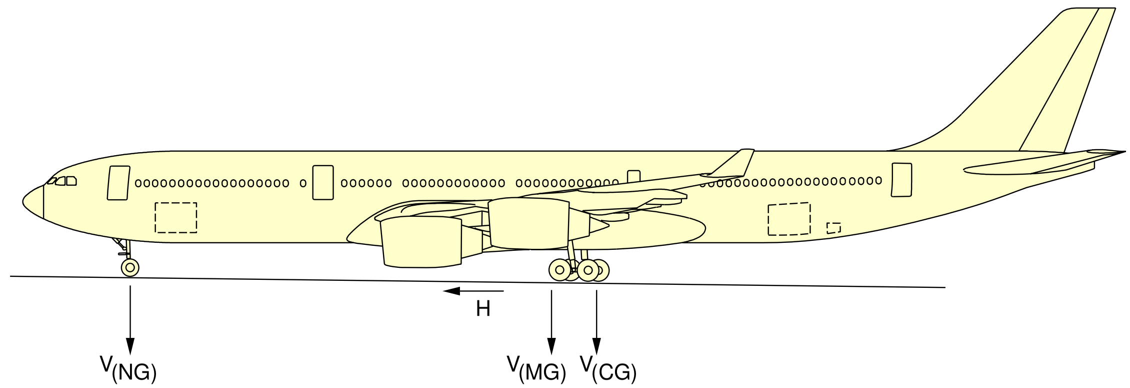
Maximum Pavement Loads
FIGURE 3

**ON A/C A340-500WV0xx



1	2		3		4		5		6		7			
			VNG				VMG (PER STRUT)		VCG		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD CG (1)		STATIC BRAKING @ 10 ft/s² DECELERATION		STATIC LOAD AT MAX AFT CG (2)		STATIC LOAD AT MAX AFT CG		STEADY BRAKING @ 10 ft/s² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
–500	827 175	375 200	90 750	41 160	128 925	58 480	263 850	119 680	235 300	106 730	88 875(3) 79 250(4)	40 130(3) 35 950(4)	211 075(3) 188 250(4)	95 740(3) 85 380(4)

$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
$V_{(CG)}$ MAXIMUM VERTICAL CENTER GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) MRW = 375 200 kg FWD CG = 22 % MAC AT A/C WEIGHT = 349 200 kg

(2) MRW = 375 200 kg AFT CG = 35.01 % MAC AT A/C WEIGHT = 375 200 kg

(3) BRAKED MAIN GEAR

(4) BRAKED CENTER GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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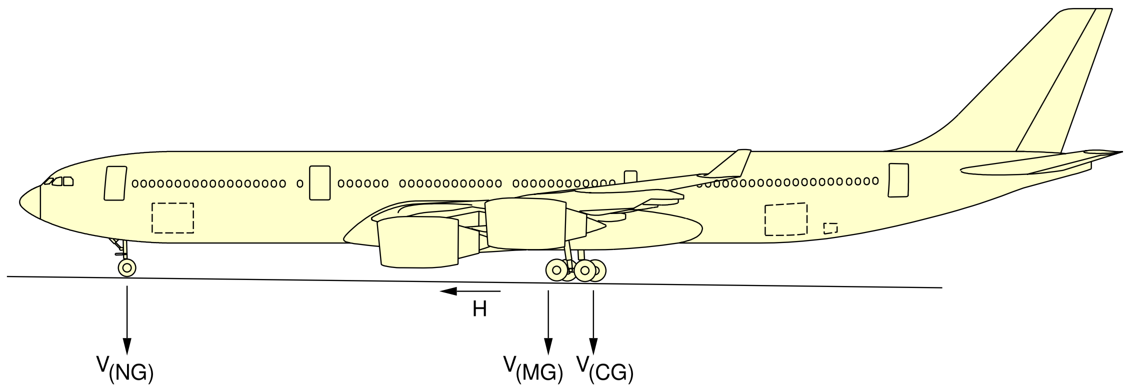
Maximum Pavement Loads
FIGURE 4

**ON A/C A340-500WV1xx



1	2		3		4		5		6		7			
			VNG				VMG (PER STRUT)		VCG		H (PER STRUT)			
MODEL	MAXIMUM RAMP WEIGHT		STATIC LOAD AT MOST FWD CG (1)		STATIC BRAKING @ 10 ft/s ² DECELERATION		STATIC LOAD AT MAX AFT CG (2)		STATIC LOAD AT MAX AFT CG		STEADY BRAKING @ 10 ft/s ² DECELERATION		AT INSTANTANEOUS BRAKING COEFFICIENT = 0.8	
	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg	lb	kg
–500	840 400	381 200	90 725	41 150	128 800	58 420	265 850	120 590	242 475	109 980	89 700(3) 81 800(4)	40 690(3) 37 110(4)	212 675(3) 193 975(4)	96 470(3) 87 990(4)
–500	822 775	373 200	90 725	41 150	128 800	58 420	261 125	118 440	239 950	108 840	87 575(3) 80 475(4)	39 720(3) 36 510(4)	208 900(3) 191 975(4)	94 750(3) 87 070(4)

$V_{(NG)}$ MAXIMUM VERTICAL NOSE GEAR GROUND LOAD AT MOST FORWARD CG
$V_{(MG)}$ MAXIMUM VERTICAL MAIN GEAR GROUND LOAD AT MOST AFT CG
$V_{(CG)}$ MAXIMUM VERTICAL CENTER GEAR GROUND LOAD AT MOST AFT CG
H MAXIMUM HORIZONTAL GROUND LOAD FROM BRAKING

(1) MRW = 381 200 kg FWD CG = 22 % MAC AT A/C WEIGHT = 349 200 kg
MRW = 373 200 kg FWD CG = 22 % MAC AT A/C WEIGHT = 349 200 kg

(2) MRW = 381 200 kg AFT CG = 34.7 % MAC AT A/C WEIGHT = 381 200 kg
MRW = 373 200 kg AFT CG = 36.4 % MAC AT A/C WEIGHT = 373 200 kg

(3) BRAKED MAIN GEAR

(4) BRAKED CENTER GEAR

NOTE: ALL LOADS CALCULATED USING AIRPLANE MAXIMUM RAMP WEIGHT

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Maximum Pavement Loads
FIGURE 5

7-4-0 Landing Gear Loading on Pavement

**ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx

Landing Gear Loading on Pavement

**ON A/C A340-600WV0xx

1. General

   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 365 000 kg - A340-600WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 93,5 %.
   For these conditions, the total weight on the Main Landing Gear Group is 266 520 kg (587 575 lb).
   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 368 000 kg - A340-600WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 93,4 %.
   For these conditions, the total weight on the Main Landing Gear Group is 266 111 kg (586 675 lb).

**ON A/C A340-600WV1xx

2. General

   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 365 000 kg - A340-600WV1xx
   The Gross Aircraft Weight is 275 000 kg (606 275 lb) and the percentage of weight on the Main Landing Gear is 93,5 %.
   For these conditions, the total weight on the Main Landing Gear Group is 257 115 kg (566 850 lb).
   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 380 000 kg - A340-600WV1xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 92,3 %.
   For these conditions, the total weight on the Main Landing Gear Group is 262 978 kg (579 775 lb).

**ON A/C A340-500WV0xx

3. General

   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 368 000 kg - A340-500WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 92,7 %.
   For these conditions, the total weight on the Main Landing Gear Group is 264 160 kg (582 375 lb).
   In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 372 000 kg - A340-500WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 92.7 %.

For these conditions, the total weight on the Main Landing Gear Group is 264 009 kg (582 050 lb).
In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 374 000 kg - A340-500WV0xx
The Gross Aircraft Weight is 275 000 kg (606 275 lb) and the percentage of weight on the Main Landing Gear is 92.2 %.
For these conditions, the total weight on the Main Landing Gear Group is 253 650 kg (579 775 lb).

****ON A/C A340-500WV1xx**

4. General
In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 372 000 kg - A340-500WV1xx
The Gross Aircraft Weight is 275 000 kg (606 275 lb) and the percentage of weight on the Main Landing Gear is 92.6 %.
For these conditions, the total weight on the Main Landing Gear Group is 254 750 kg (561 625 lb).
In the example shown in Section 7-4-1, Figure: Landing Gear Loading on Pavement - MTOW 380 000 kg - A340-500WV1xx
The Gross Aircraft Weight is 285 000 kg (628 325 lb) and the percentage of weight on the Main Landing Gear is 92.1 %.
For these conditions, the total weight on the Main Landing Gear Group is 262 540 kg (578 800 lb).

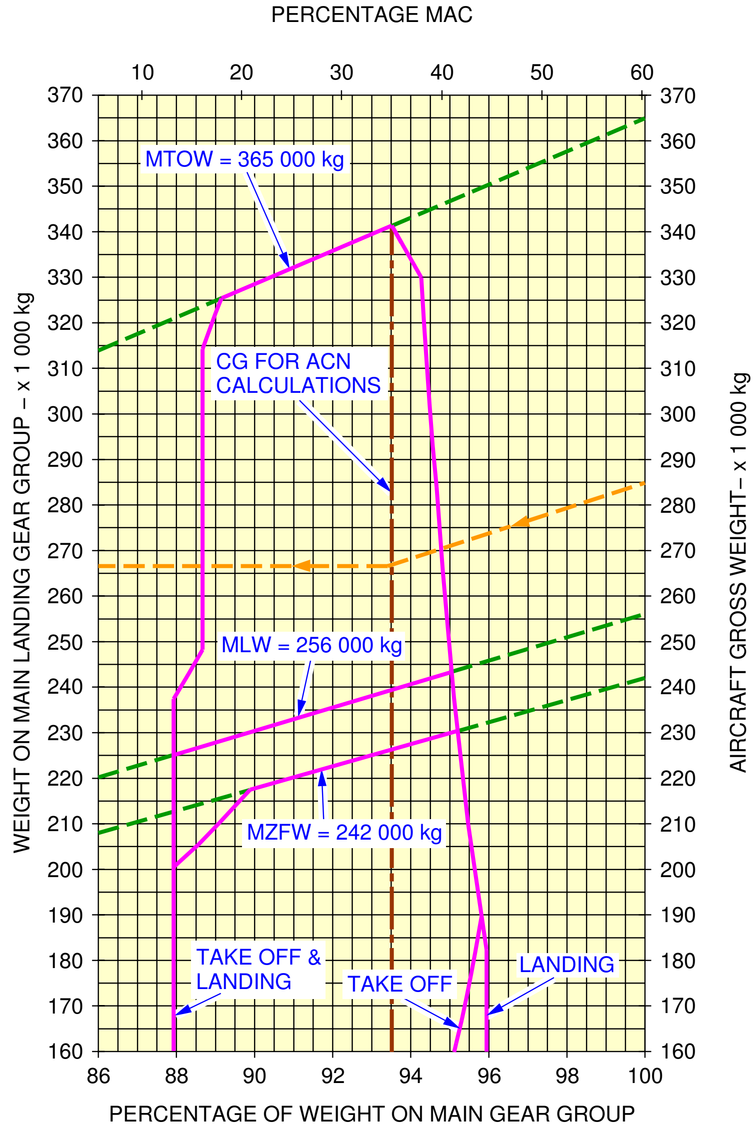
7-4-1 Landing Gear Loading on Pavement

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Landing Gear Loading on Pavement

1. This section gives Landing Gear Loading on Pavement.

**ON A/C A340-600WV0xx



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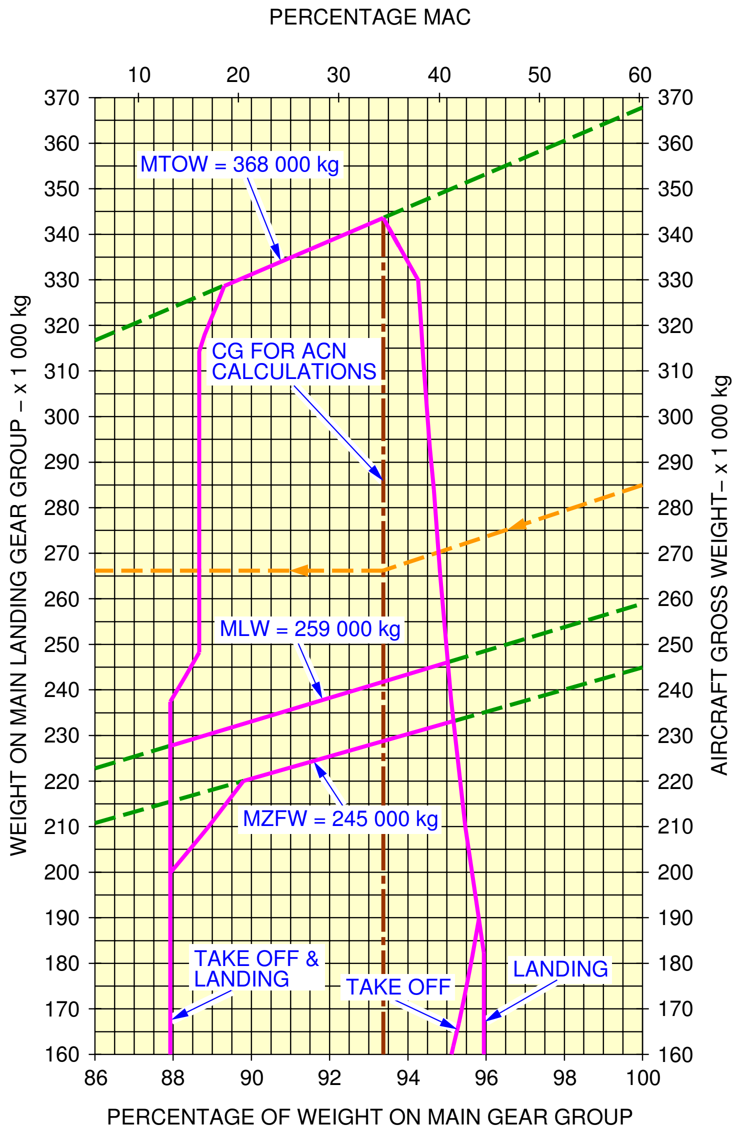
Landing Gear Loading on Pavement
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx



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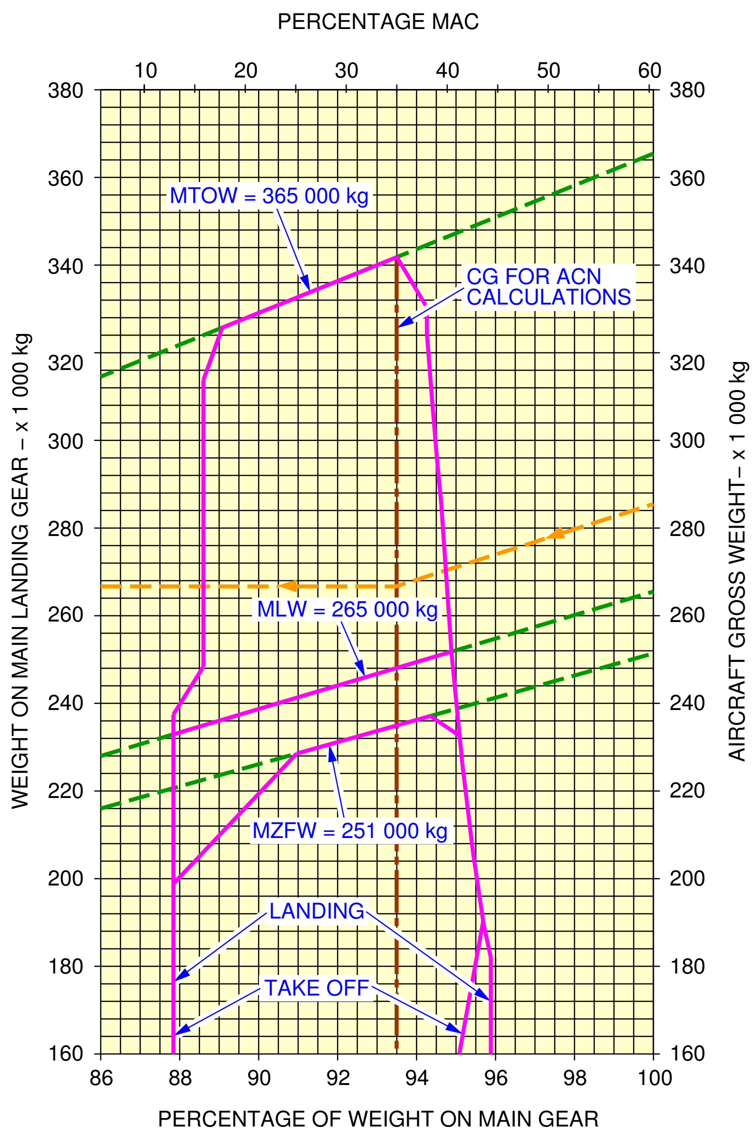
Landing Gear Loading on Pavement
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx



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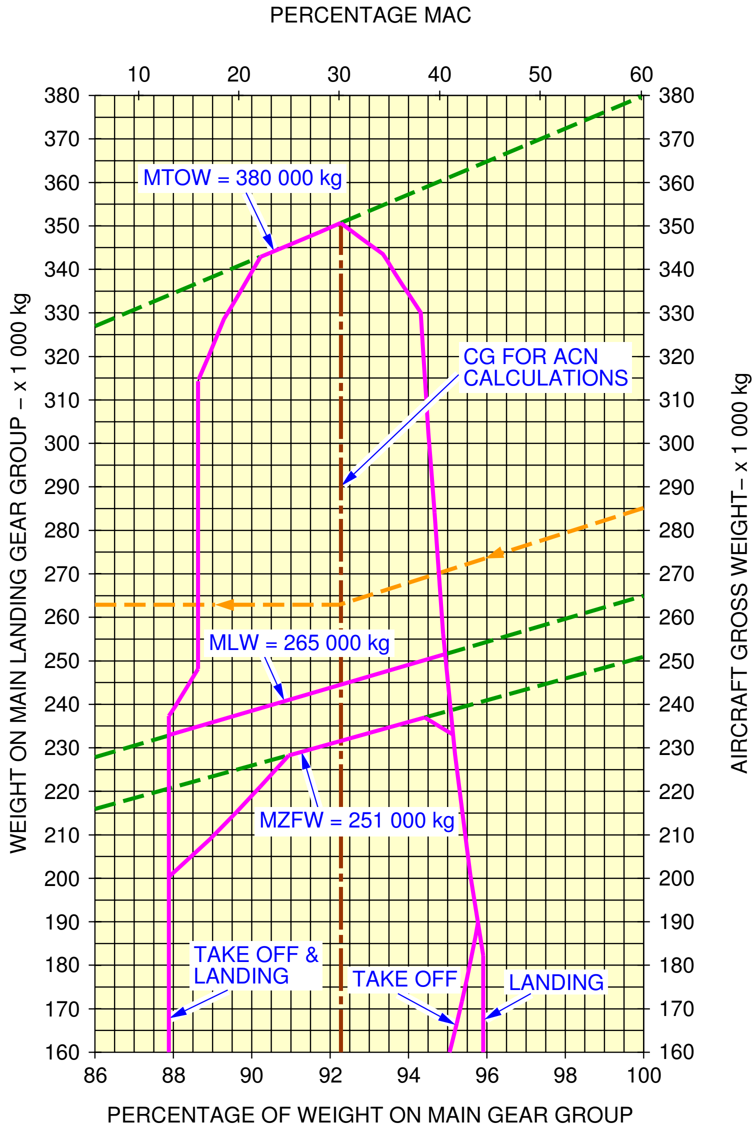
Landing Gear Loading on Pavement
MTOW 365 000 kg
FIGURE 3

**ON A/C A340-600WV1xx



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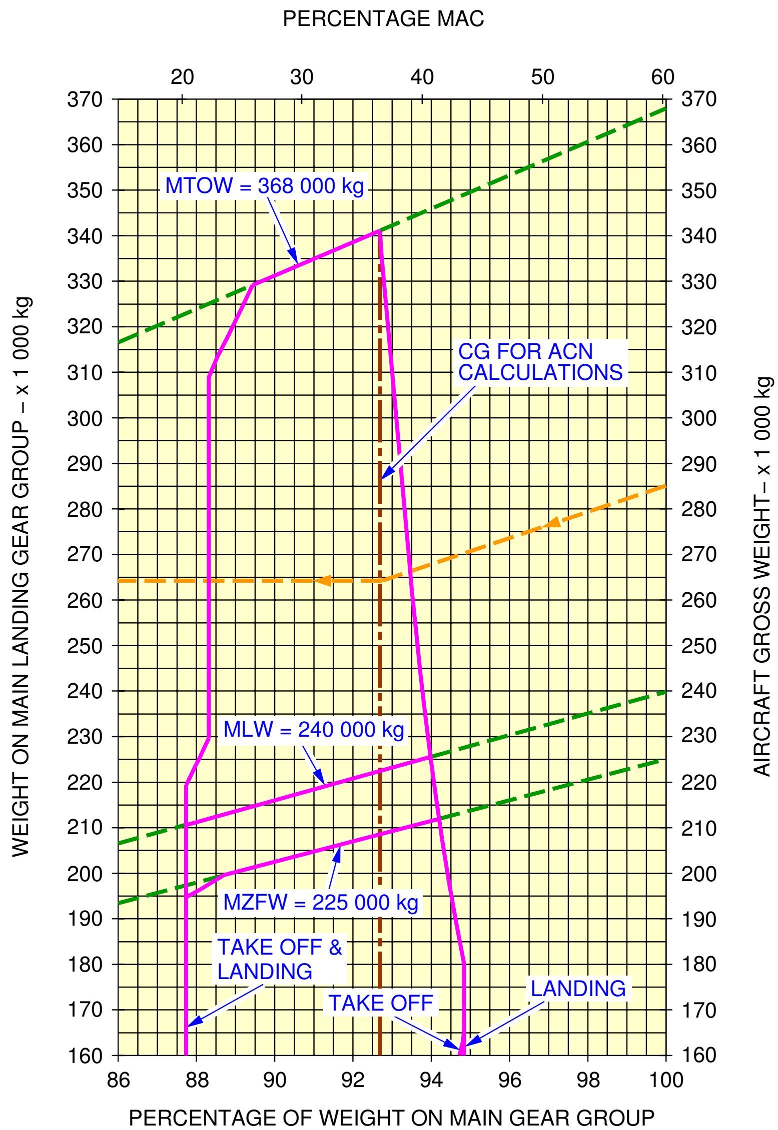
Landing Gear Loading on Pavement
MTOW 380 000 kg
FIGURE 4

**ON A/C A340-500WV0xx



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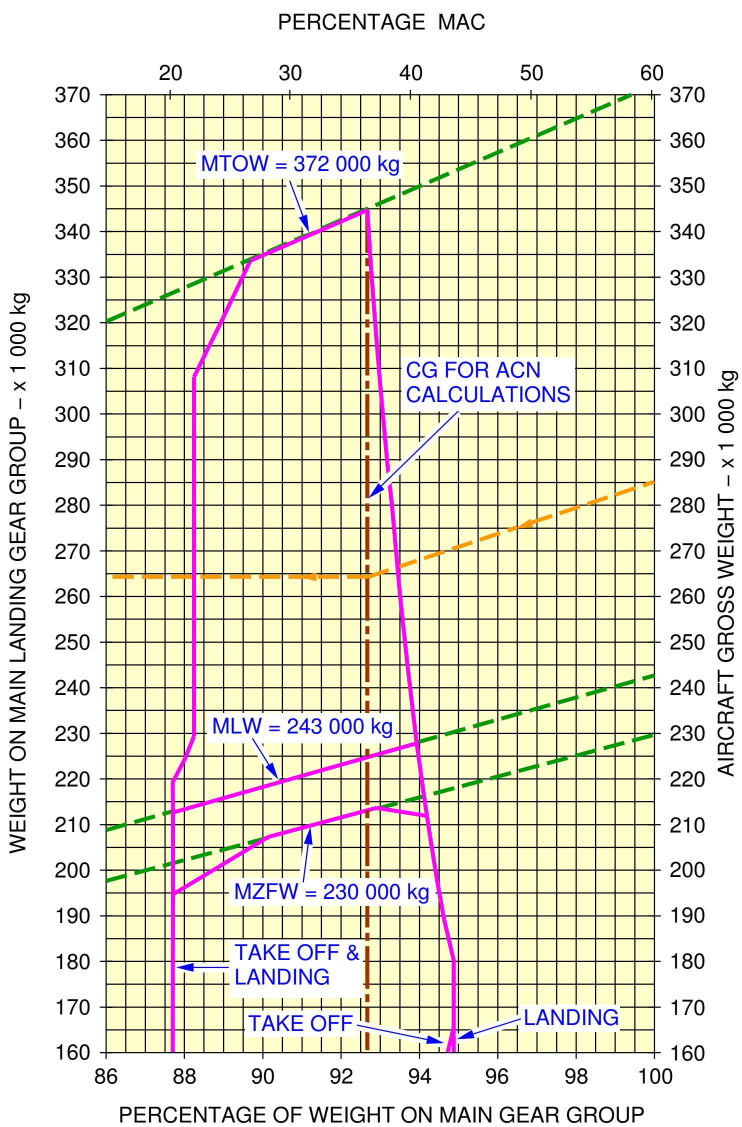
Landing Gear Loading on Pavement
MTOW 368 000 kg
FIGURE 5

**ON A/C A340-500WV0xx



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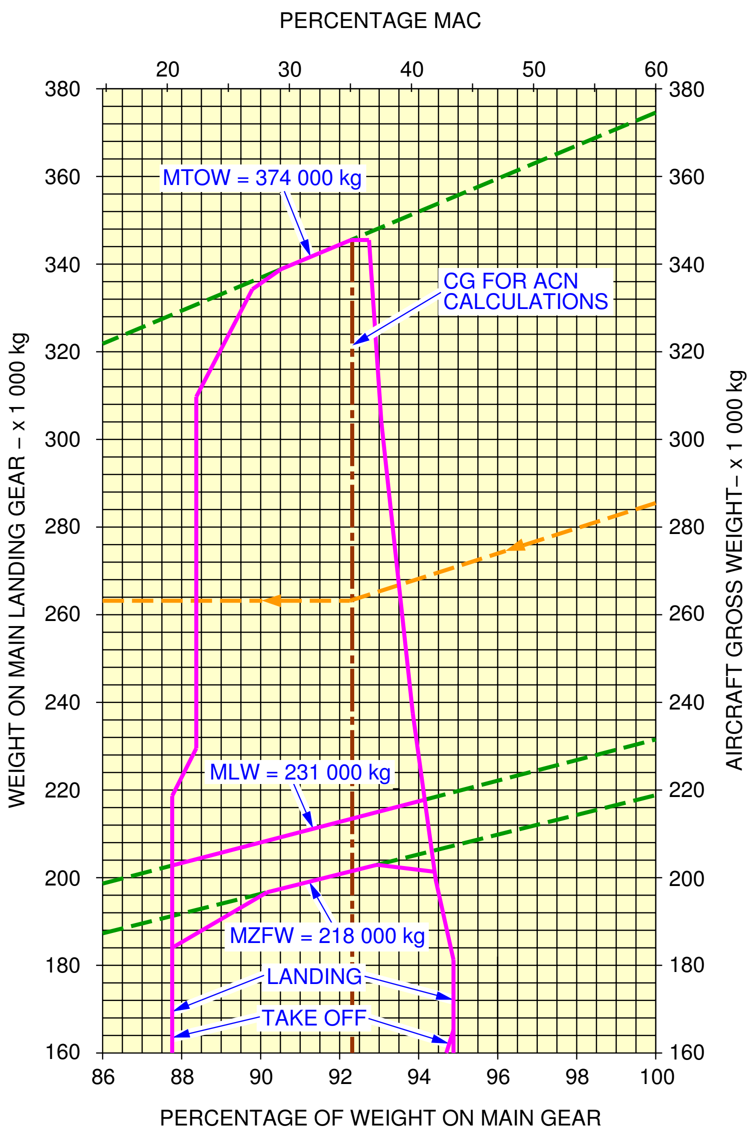
Landing Gear Loading on Pavement
MTOW 372 000 kg
FIGURE 6

**ON A/C A340-500WV0xx



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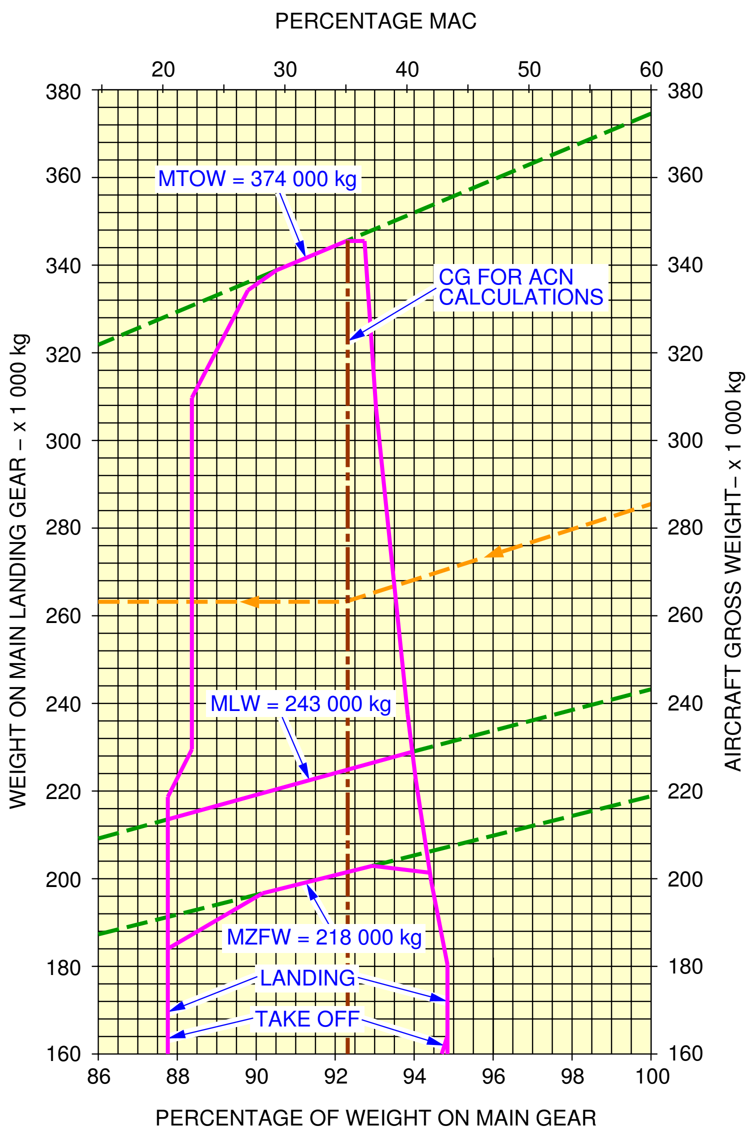
Landing Gear Loading on Pavement
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV0xx



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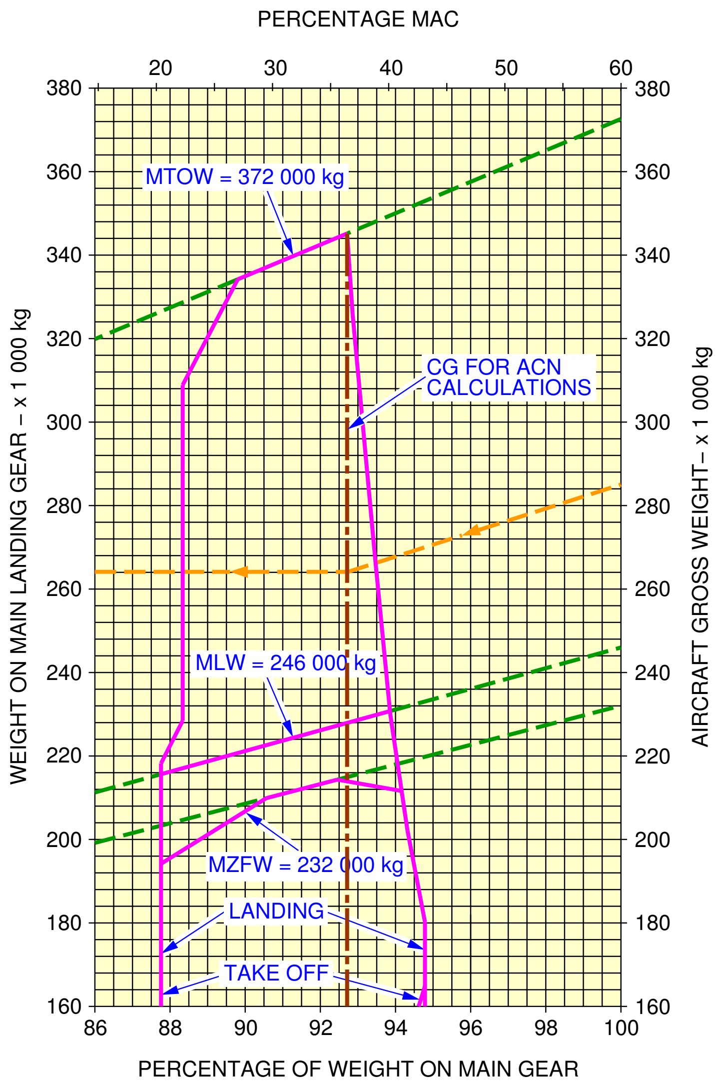
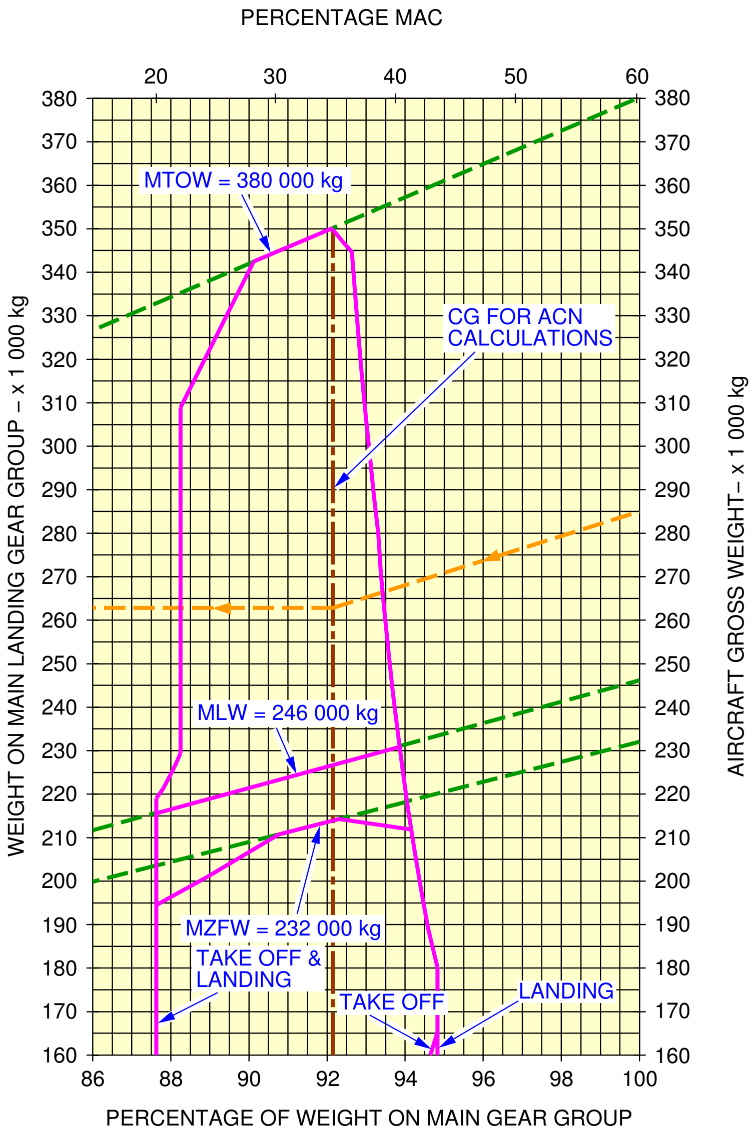
Landing Gear Loading on Pavement
MTOW 374 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



Landing Gear Loading on Pavement
MTOW 372 000 kg
FIGURE 9

**ON A/C A340-500WV1xx



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Landing Gear Loading on Pavement
MTOW 380 000 kg
FIGURE 10

7-4-2 Wing Gear and Center Landing Gear Loading on Pavement

**ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx

Wing Gear and Center Landing Gear Loading on Pavement

1. The Main Landing Gear Group has two Wing Gears plus one Center Gear.

**ON A/C A340-600WV0xx

2. For an airplane with 365 000 kg (804 690 lb) MTOW.
   In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 365 000 kg - A340-600WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
   For these conditions, the load on the two Wing Gears is 180 845 kg (398 695 lb) and the load on the Center Gear is 85 545 kg (188 595 lb).
   The total weight on the Main Landing Gear Group is 266 390 kg (587 290 lb).
   For an airplane with 368 000 kg (811 300 lb) MTOW.
   In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 368 000 kg - A340-600WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
   For these conditions, the load on the two Wing Gears is 180 690 kg (398 355 lb) and the load on the Center Gear is 85 270 kg (187 985 lb).
   The total weight on the Main Landing Gear Group is 265 960 kg (586 340 lb).

**ON A/C A340-600WV1xx

3. For an airplane with 365 000 kg (804 690 lb) MTOW.
   In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 365 000 kg - A340-600WV1xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
   The total weight on the Main Landing Gear Group is 266 320 kg (587 135 lb).
   For an airplane with 380 000 kg (837 760 lb) MTOW.
   In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 380 000 kg - A340-600WV1xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
   For these conditions, the load on the two Wing Gears is 177 195 kg (390 650 lb) and the load on the Center Gear is 85 645 kg (188 815 lb).
   The total weight on the Main Landing Gear Group is 262 840 kg (579 465 lb).

**ON A/C A340-500WV0xx

4. For an airplane with 368 000 kg (811 300 lb) MTOW.
   In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 368 000 kg - A340-500WV0xx
   The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.

For these conditions, the load on the two Wing Gears is 180 500 kg (397 934 lb) and the load on the Center Gear is 83 560 kg (184 215 lb).
The total weight on the Main Landing Gear Group is 264 060 kg (582 150 lb).
For an airplane with 372 000 kg (820 120 lb) MTOW.
In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 372 000 kg - A340-500WV0xx
The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
For these conditions, the load on the two Wing Gears is 180 465 kg (397 855 lb) and the load on the Center Gear is 83 505 kg (184 100 lb).
The total weight on the Main Landing Gear Group is 263 970 kg (581 955 lb).
For an airplane with 374 000 kg (824 530 lb) MTOW.
In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 374 000 kg - A340-500WV0xx
The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
For these conditions, the load on the two Wing Gears is 180 035 kg (396 910 lb) and the load on the Center Gear is 82 745 kg (182 420 lb).
The total weight on the Main Landing Gear Group is 262 780 kg (579 330 lb).

****ON A/C A340-500WV1xx**

5. For an airplane with 372 000 kg (820 120 lb) MTOW.
In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 372 000 kg - A340-500WV1xx
The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
For these conditions, the load on the two Wing Gears is 177 240 kg (390 750 lb) and the load on the Center Gear is 86 615 kg (190 950 lb).
The total weight on the Main Landing Gear Group is 263 855 kg (581 700 lb).
For an airplane with 380 000 kg (837 760 lb) MTOW.
In the example shown in Section 7-4-3, Figure: Wing Gear and Center Landing Gear Loading on Pavement - MTOW 380 000 kg - A340-500WV1xx
The Gross Aircraft Weight is 285 000 kg (628 325 lb) at AFT CG for ACN calculations.
For these conditions, the load on the two Wing Gears is 176 690 kg (389 535 lb) and the load on the Center Gear is 85 695 kg (188 925 lb).
The total weight on the Main Landing Gear Group is 262 385 kg (578 460 lb).

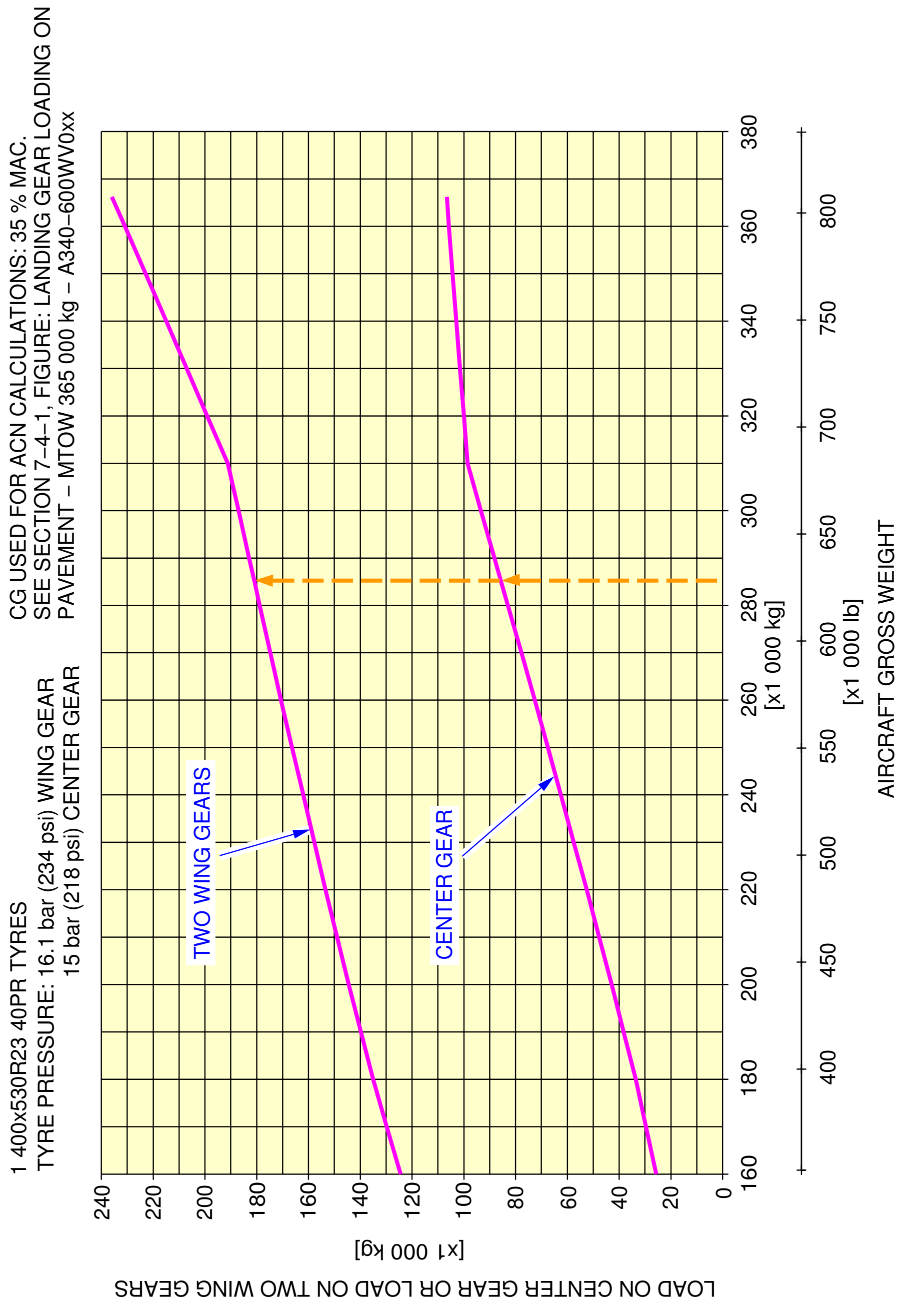
7-4-3 Wing Gear and Center Landing Gear Loading on Pavement

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Wing Gear and Center Landing Gear Loading on Pavement

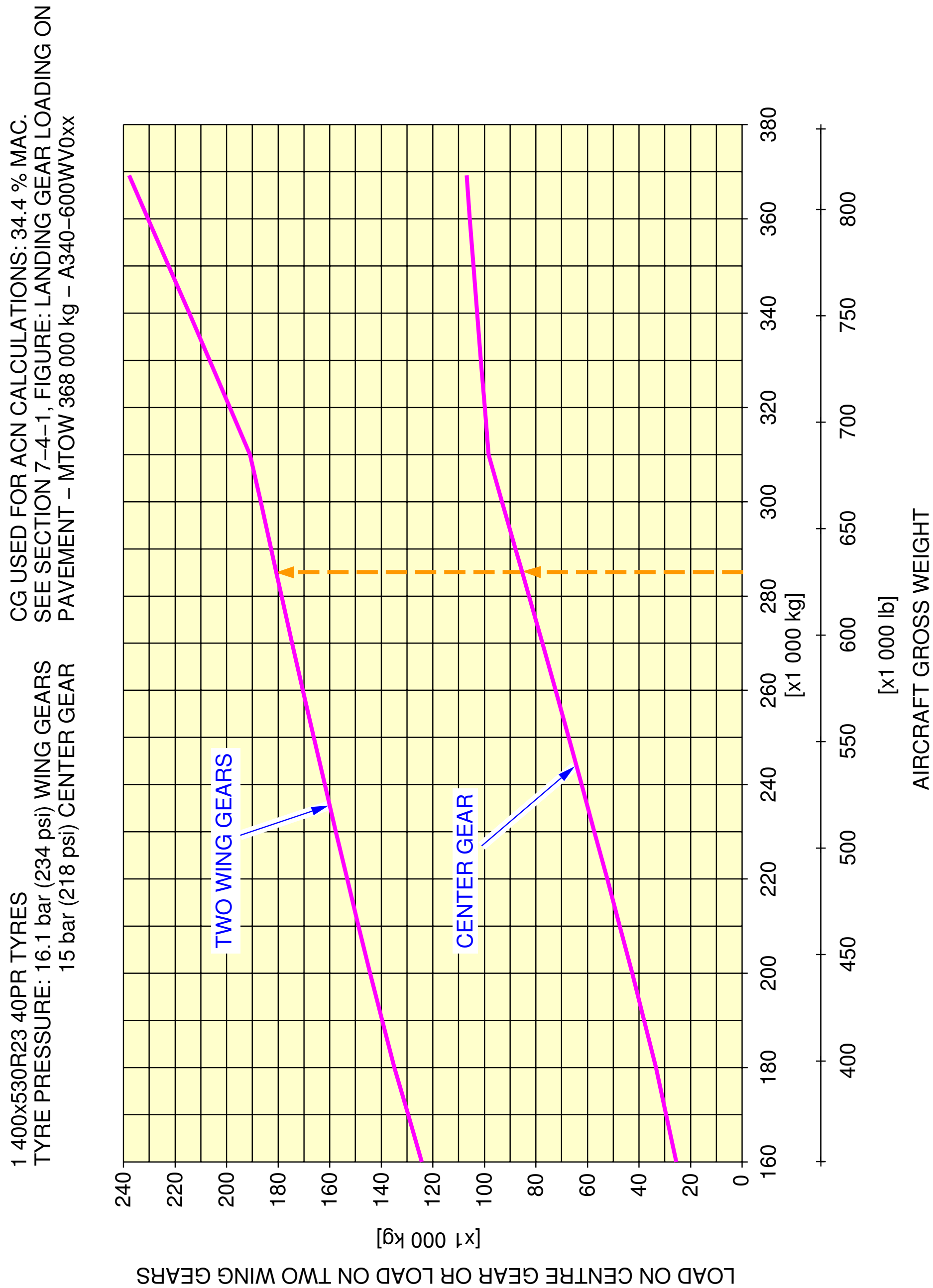
1. This section gives Wing Gear and Center Landing Gear Loading on Pavement.

**ON A/C A340-600WV0xx



Wing Gear and Center Landing Gear Loading on Pavement
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx



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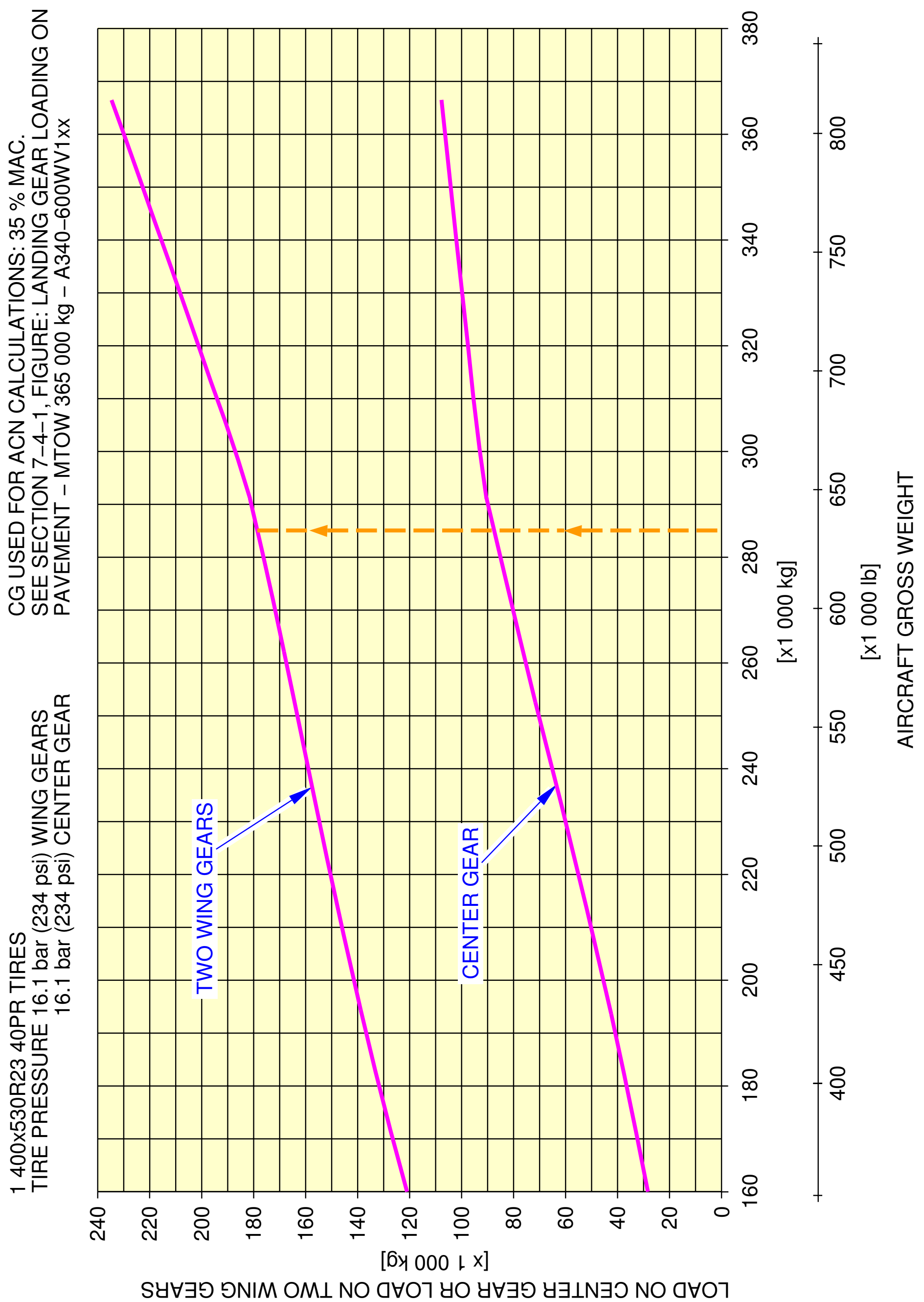
Wing Gear and Center Landing Gear Loading on Pavement
MTOW 368 000 kg
FIGURE 2

****ON A/C A340-600WV1xx**



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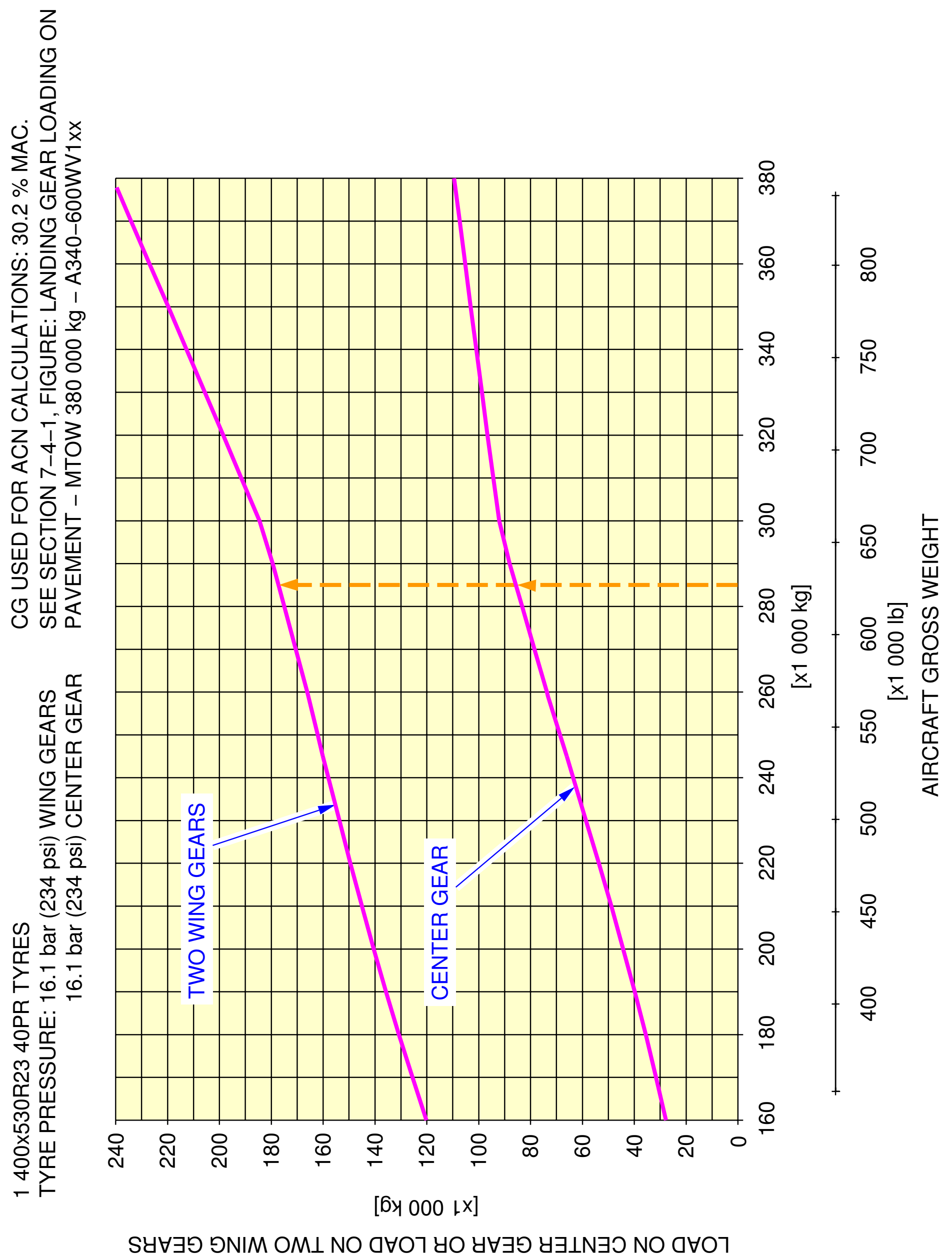
Wing Gear and Center Landing Gear Loading on Pavement
MTOW 365 000 kg
FIGURE 3

****ON A/C A340-600WV1xx**



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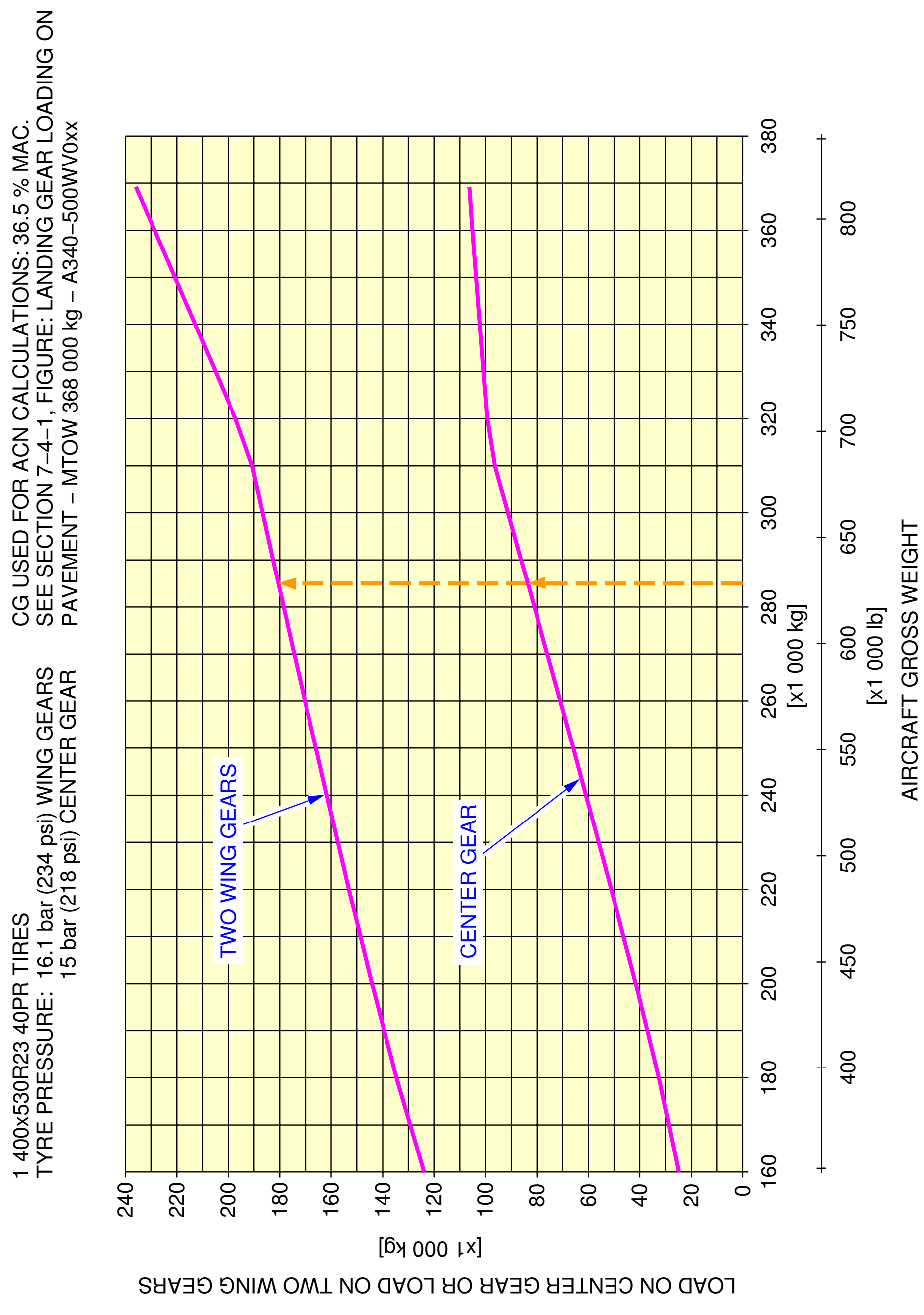
Wing Gear and Center Landing Gear Loading on Pavement
MTOW 380 000 kg
FIGURE 4

**ON A/C A340-500WV0xx



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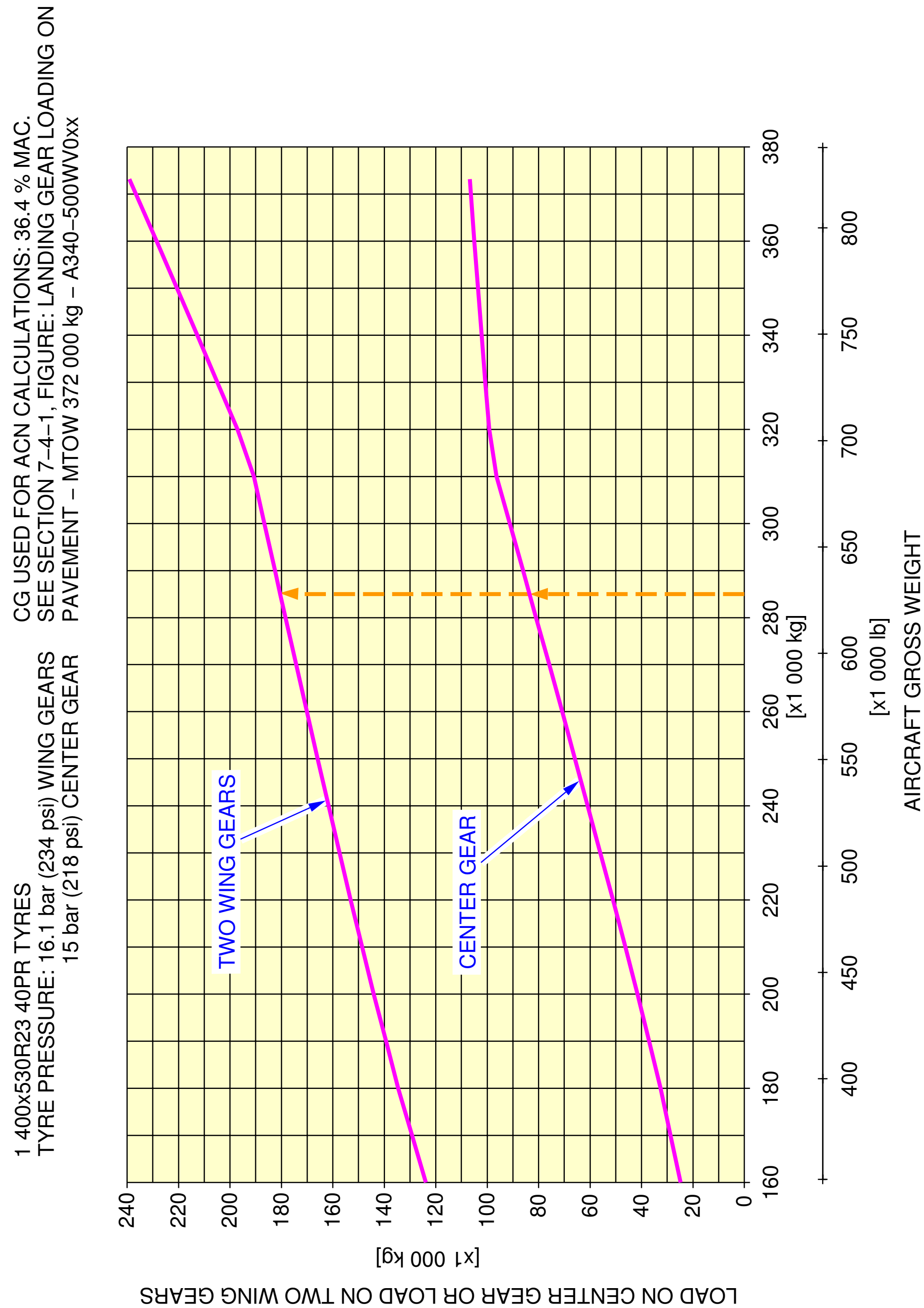
Wing Gear and Center Landing Gear Loading on Pavement
MTOW 368 0000 kg
FIGURE 5

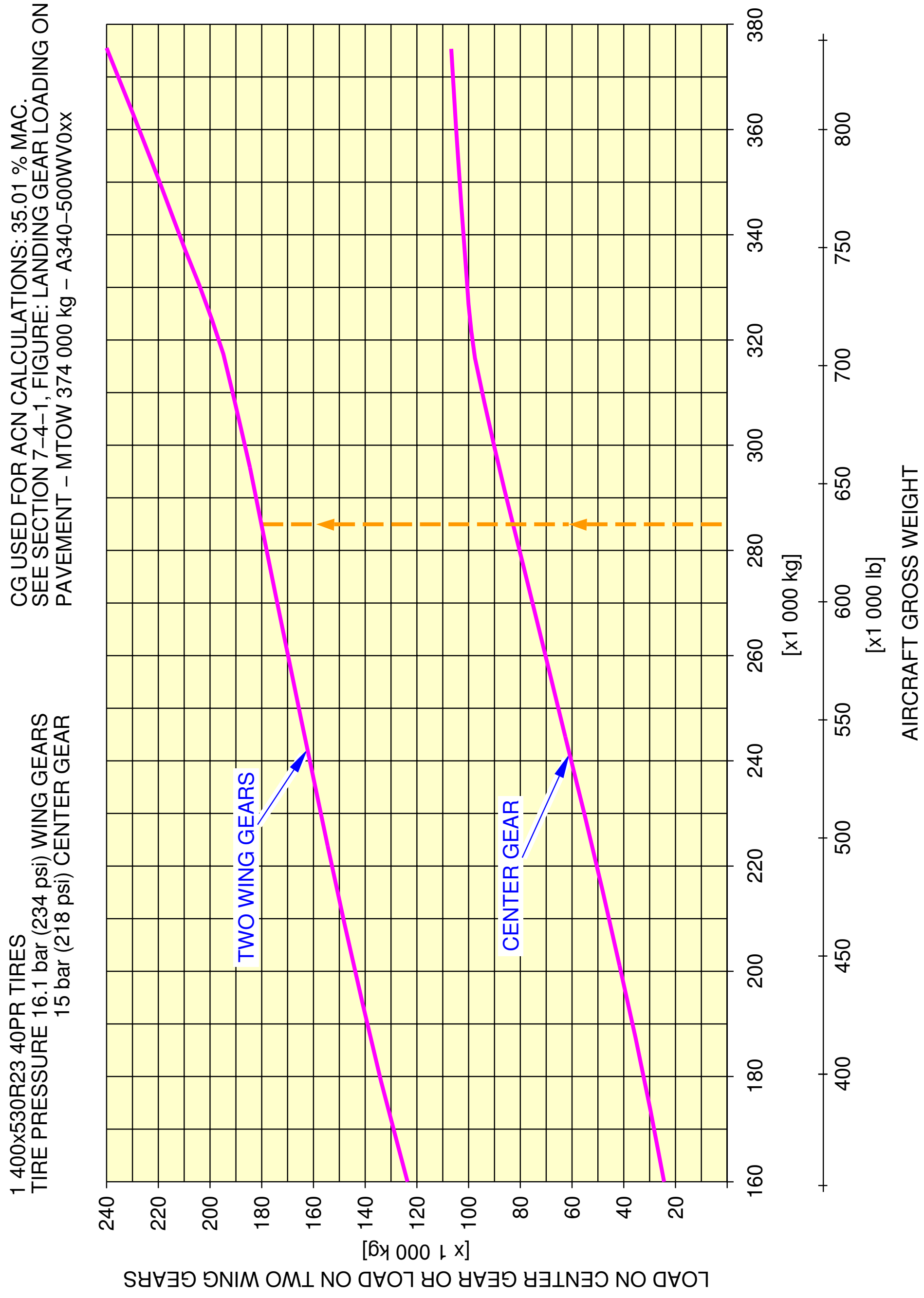
**ON A/C A340-500WV0xx



F_AC_070403_1_0160101_01_01

Wing Gear and Center Landing Gear Loading on Pavement
MTOW 372 000 kg
FIGURE 6

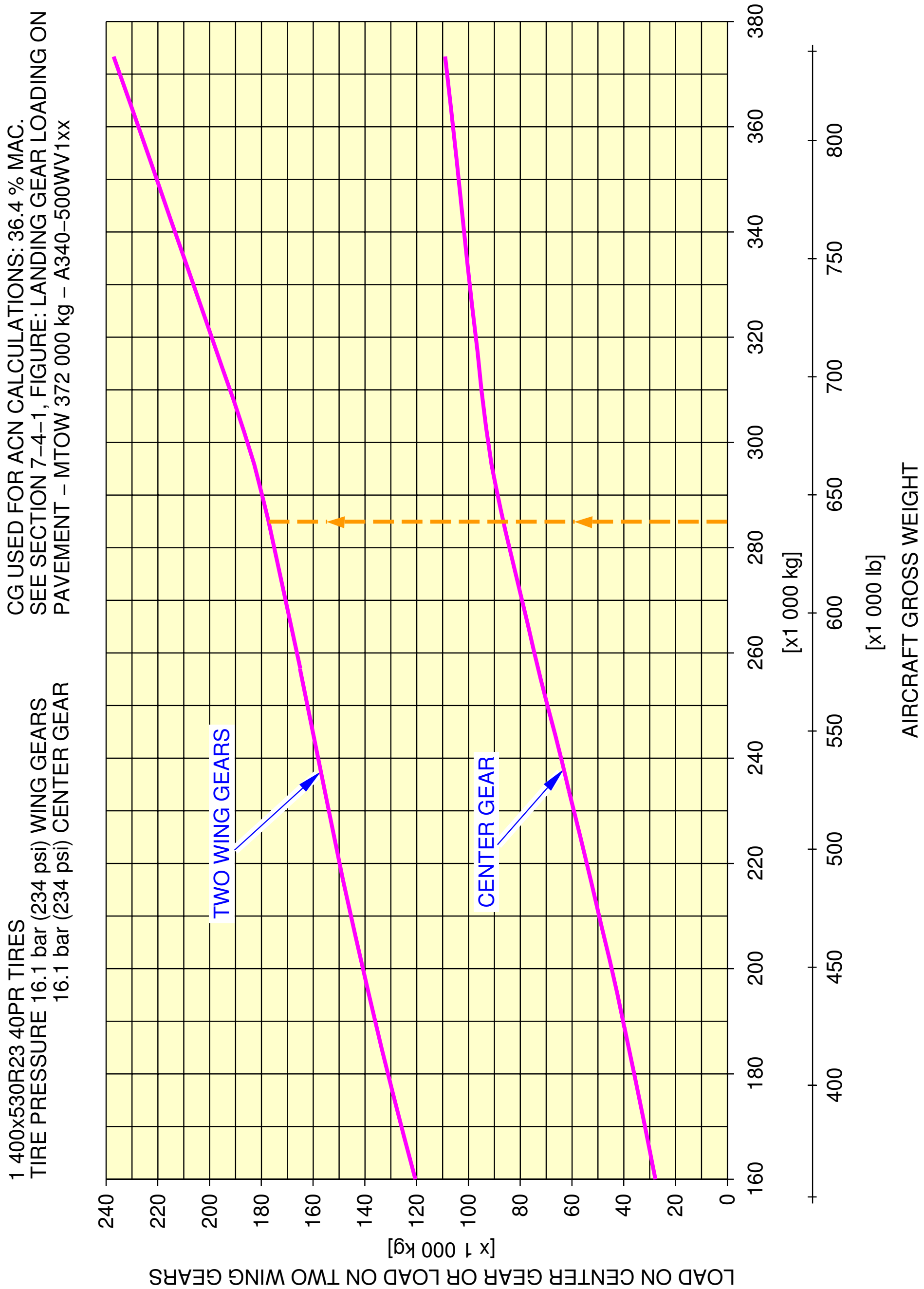
****ON A/C A340-500WV0xx**



F_AC_070403_1_0200101_01_00

Wing Gear and Center Landing Gear Loading on Pavement
MTOW 374 000 kg
FIGURE 7

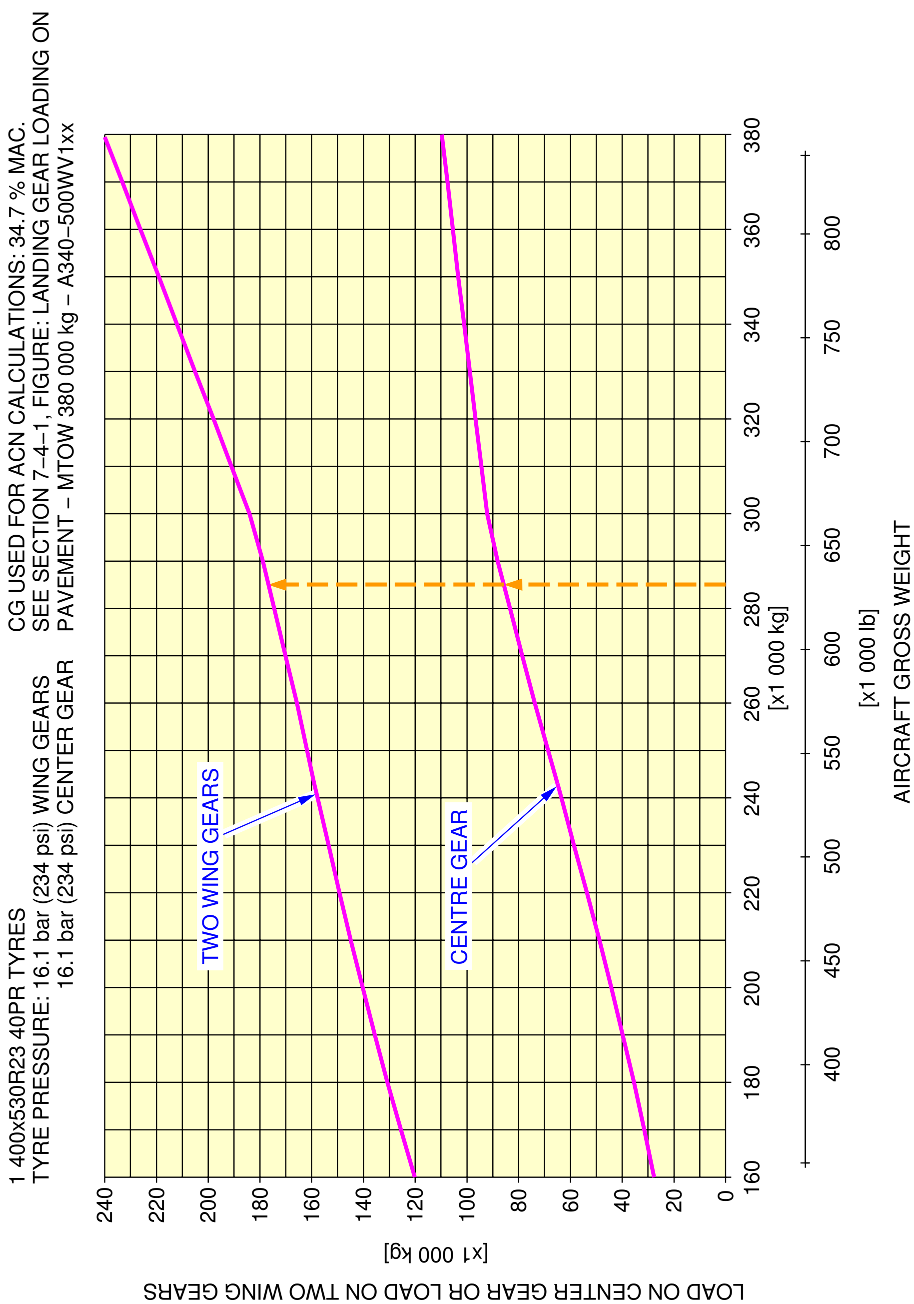
**ON A/C A340-500WV1xx



F_AC_070403_1_0190101_01_00

Wing Gear and Center Landing Gear Loading on Pavement
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



F_AC_070403_1_0170101_01_01

Wing Gear and Center Landing Gear Loading on Pavement
MTOW 380 000 kg
FIGURE 9

7-5-0 Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method

****ON A/C A340-600WV0xx**

1. General

To find a Flexible Pavement Thickness, the Subgrade Strength (CBR), the Annual Departure Level and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-5-1, Figure: Flexible Pavement Requirements - MTOW 365 000 kg - A340-600WV0xx

- A "CBR" value of 10
- An Annual Departure Level of 3 000
- And the load on one Wing Landing Gear of 90 000 kg (198 425 lb)
- The required Flexible Pavement Thickness is 53.8 cm (21.2 inches).

The line showing 10 000 Coverages is used to calculate Aircraft Classification Number (ACN).

****ON A/C A340-600WV1xx**

2. General

To find a Flexible Pavement Thickness, the Subgrade Strength (CBR), the Annual Departure Level and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-5-1, Figure: Flexible Pavement Requirements - MTOW 365 000 kg - A340-600WV1xx

- A "CBR" value of 10
- An Annual Departure Level of 3 000
- And the load on one Wing Landing Gear of 90 000 kg (198 425 lb)
- The required Flexible Pavement Thickness is 53.8 cm (21.2 inches).

The line showing 10 000 Coverages is used to calculate Aircraft Classification Number (ACN).

****ON A/C A340-500WV0xx**

3. General

To find a Flexible Pavement Thickness, the Subgrade Strength (CBR), the Annual Departure Level and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-5-1, Figure: Flexible Pavement Requirements - MTOW 368 000 kg - A340-500WV0xx

- A "CBR" value of 10
- An Annual Departure Level of 3 000
- And the load on one Wing Landing Gear of 90 000 kg (198 425 lb)
- The required Flexible Pavement Thickness is 52.7 cm (20.8 inches).

The line showing 10 000 Coverages is used to calculate Aircraft Classification Number (ACN).

****ON A/C A340-500WV1xx**

4. General

To find a Flexible Pavement Thickness, the Subgrade Strength (CBR), the Annual Departure Level and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-5-1, Figure: Flexible Pavement Requirements - MTOW 372 000 kg - A340-500WV1xx

- A "CBR" value of 10
- An Annual Departure Level of 3 000
- And the load on one Wing Landing Gear of 90 000 kg (198 425 lb)
- The required Flexible Pavement Thickness is 52.7 cm (20.8 inches).

The line showing 10 000 Coverages is used to calculate Aircraft Classification Number (ACN).

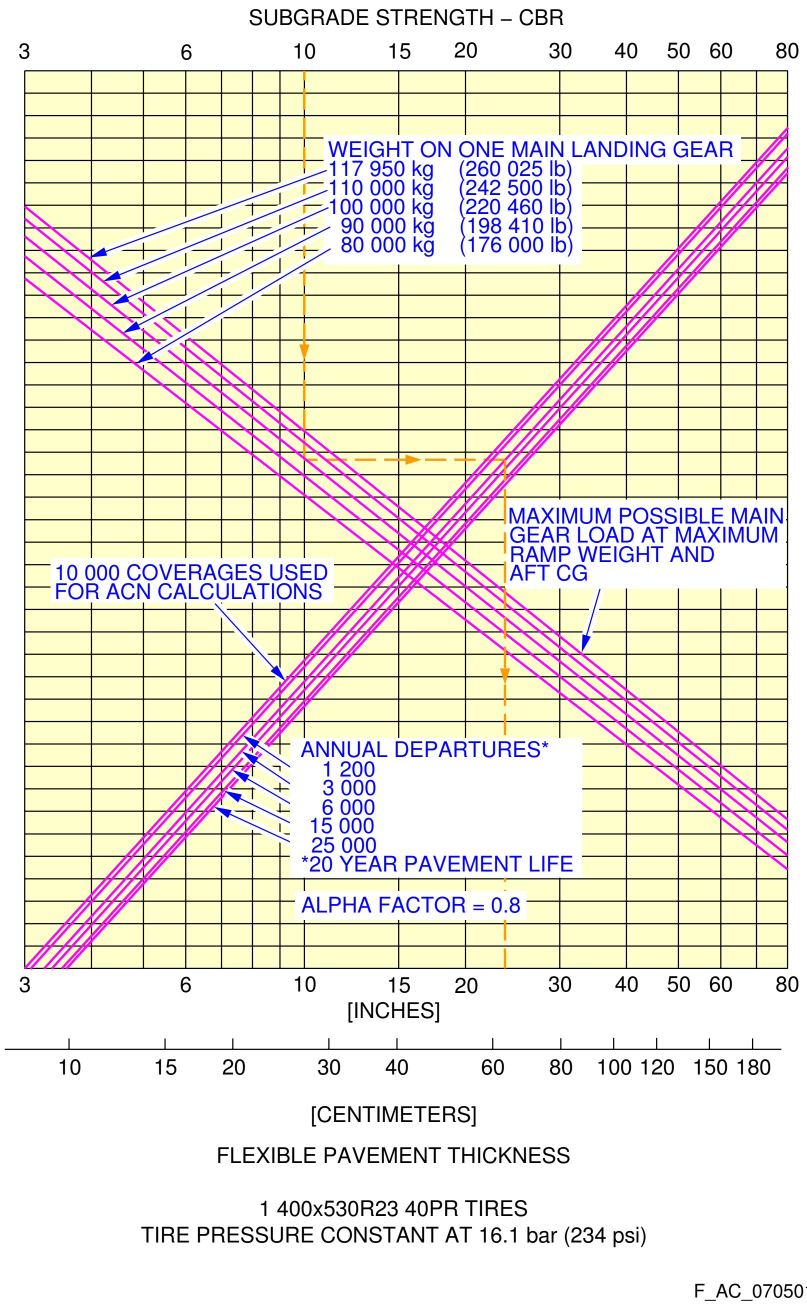
7-5-1 Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method S-77-1

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Flexible Pavement Requirements - U.S. Army Corps of Engineers Design Method

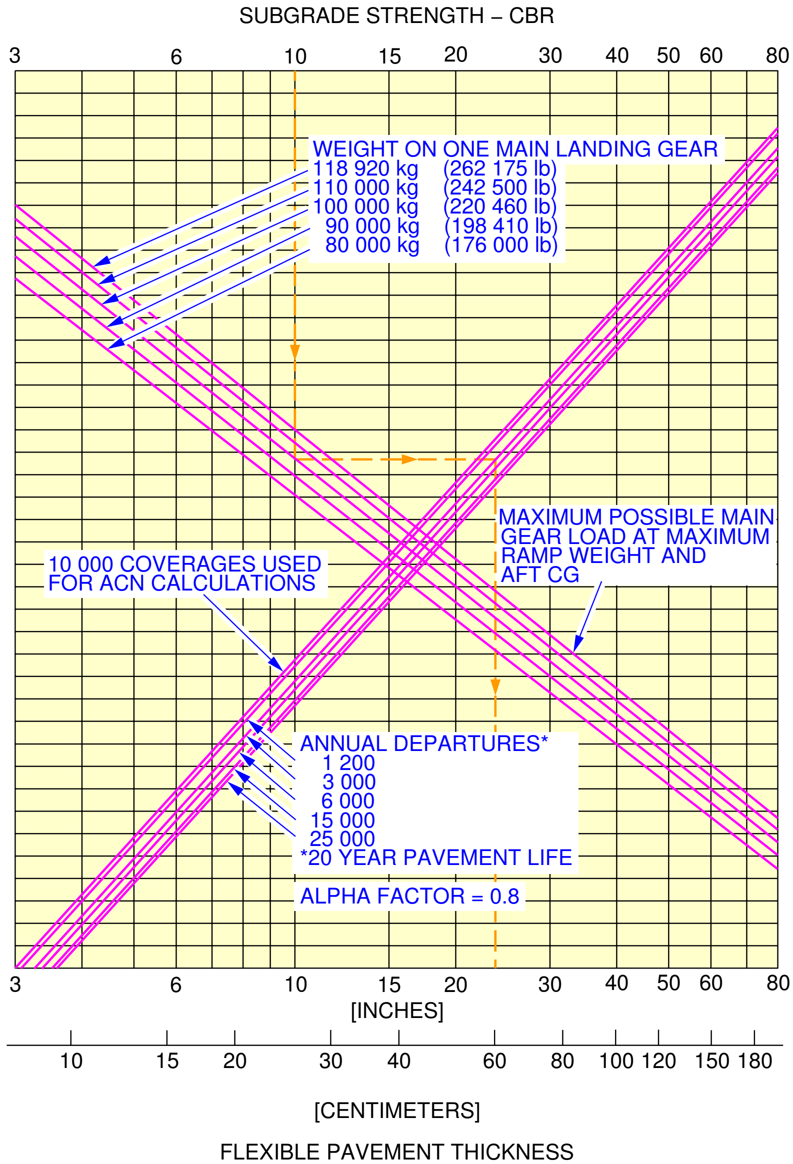
1. This section gives Flexible Pavement Requirements.

**ON A/C A340-600WV0xx



Flexible Pavement Requirements
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx



1 400x530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)

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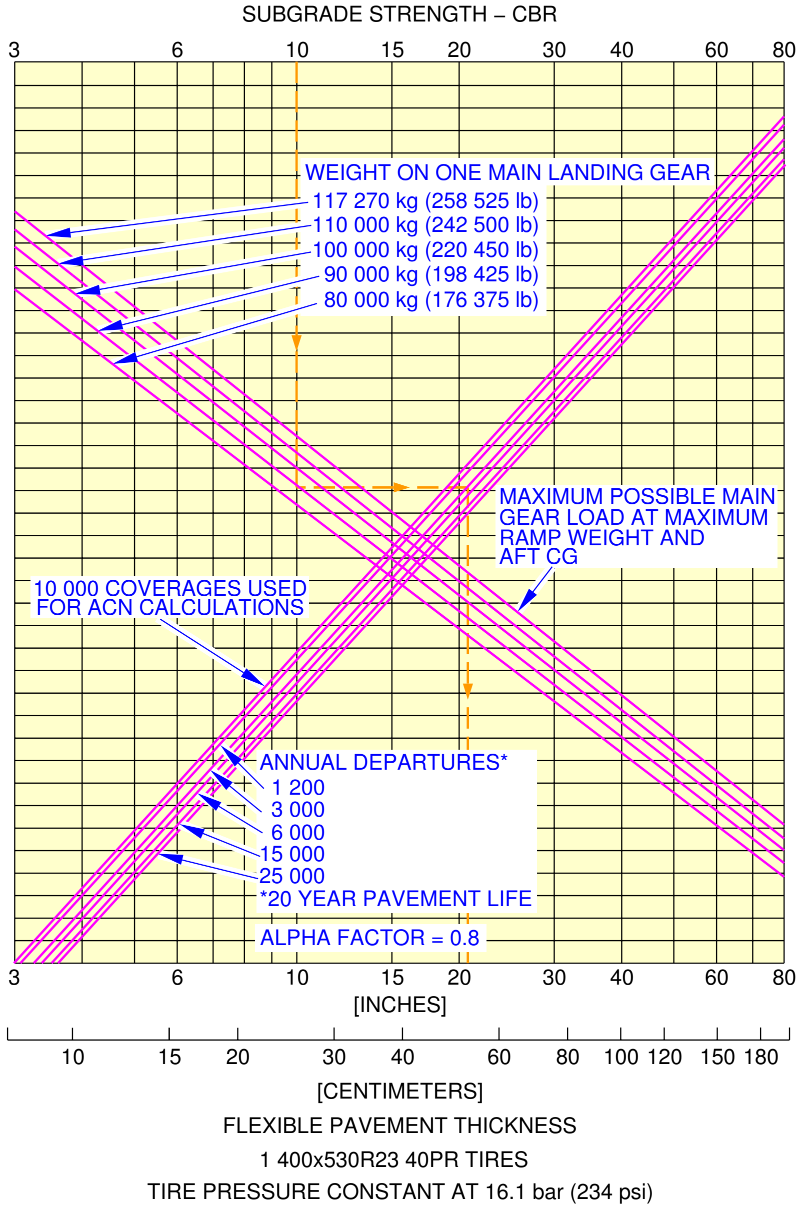
Flexible Pavement Requirements
MTOW 368 000 kg
FIGURE 2

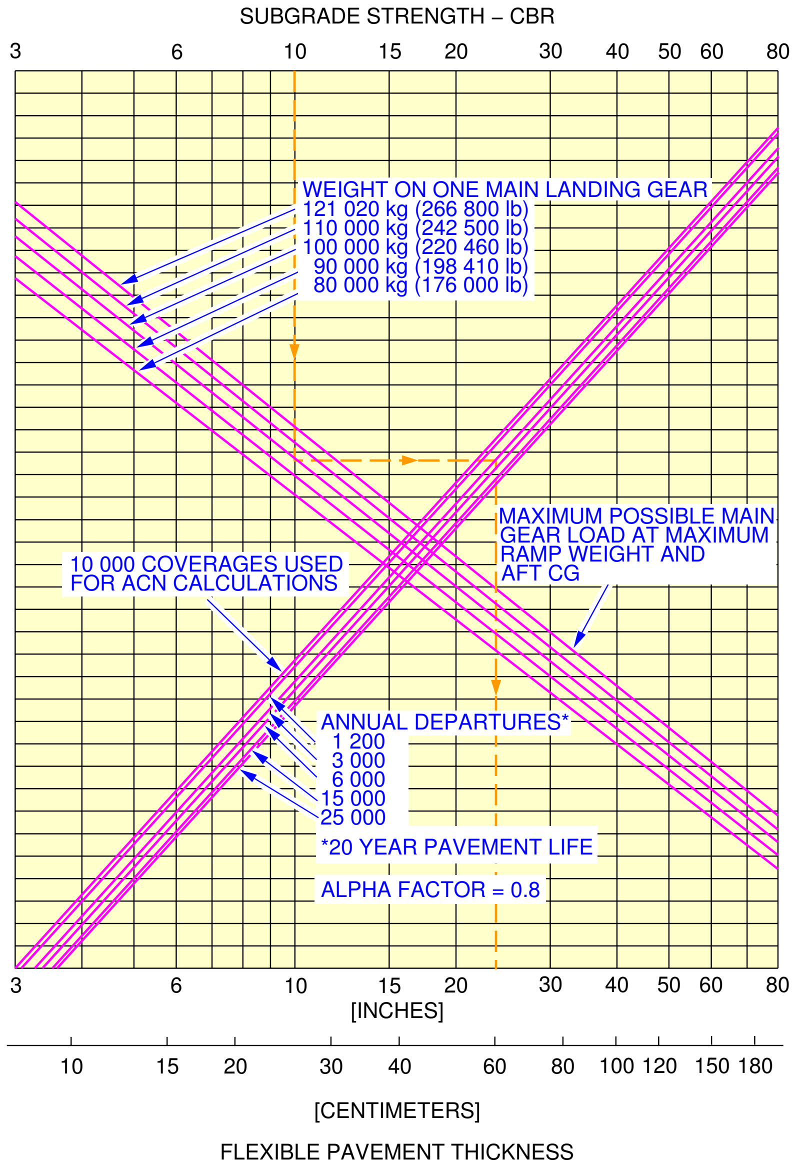
**ON A/C A340-600WV1xx



F_AC_070501_1_0190101_01_00

Flexible Pavement Requirements
MTOW 365 000 kg
FIGURE 3

**ON A/C A340-600WV1xx

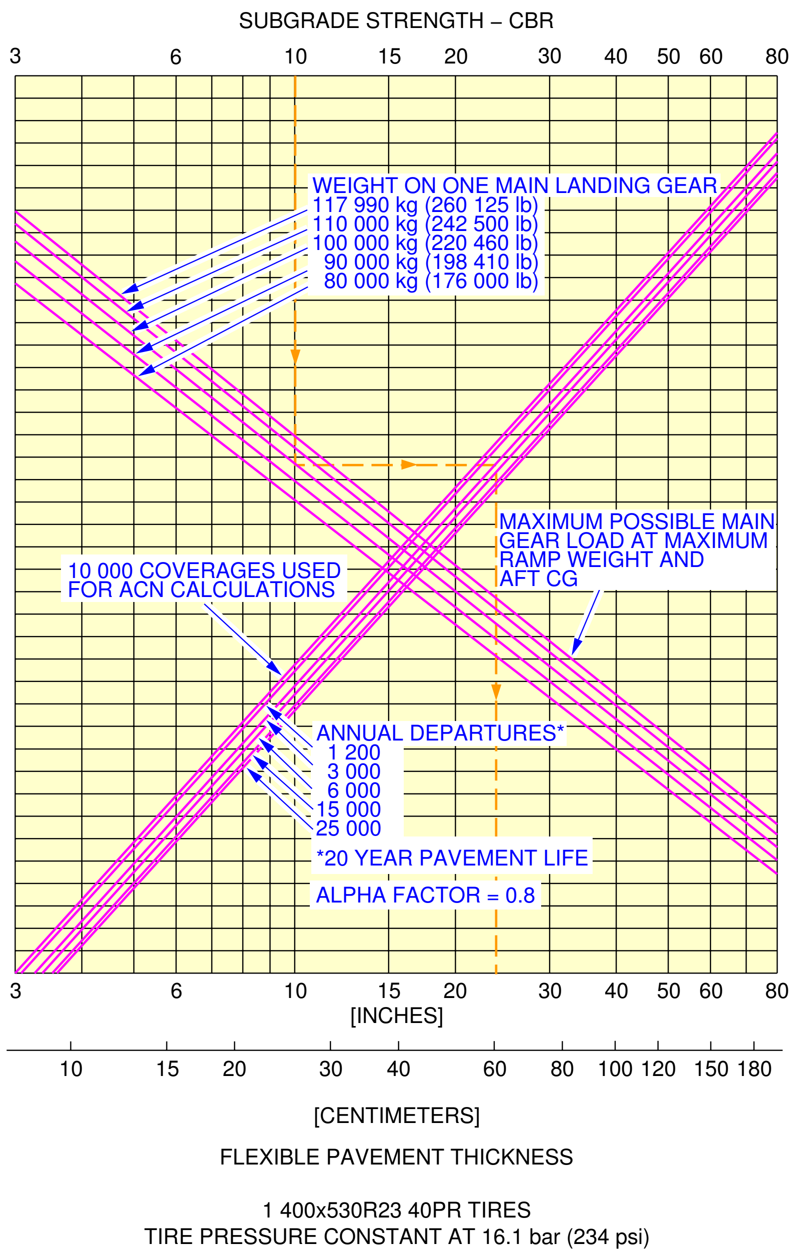


1 400x530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)

F_AC_070501_1_0150101_01_01

Flexible Pavement Requirements
MTOW 380 000 kg
FIGURE 4

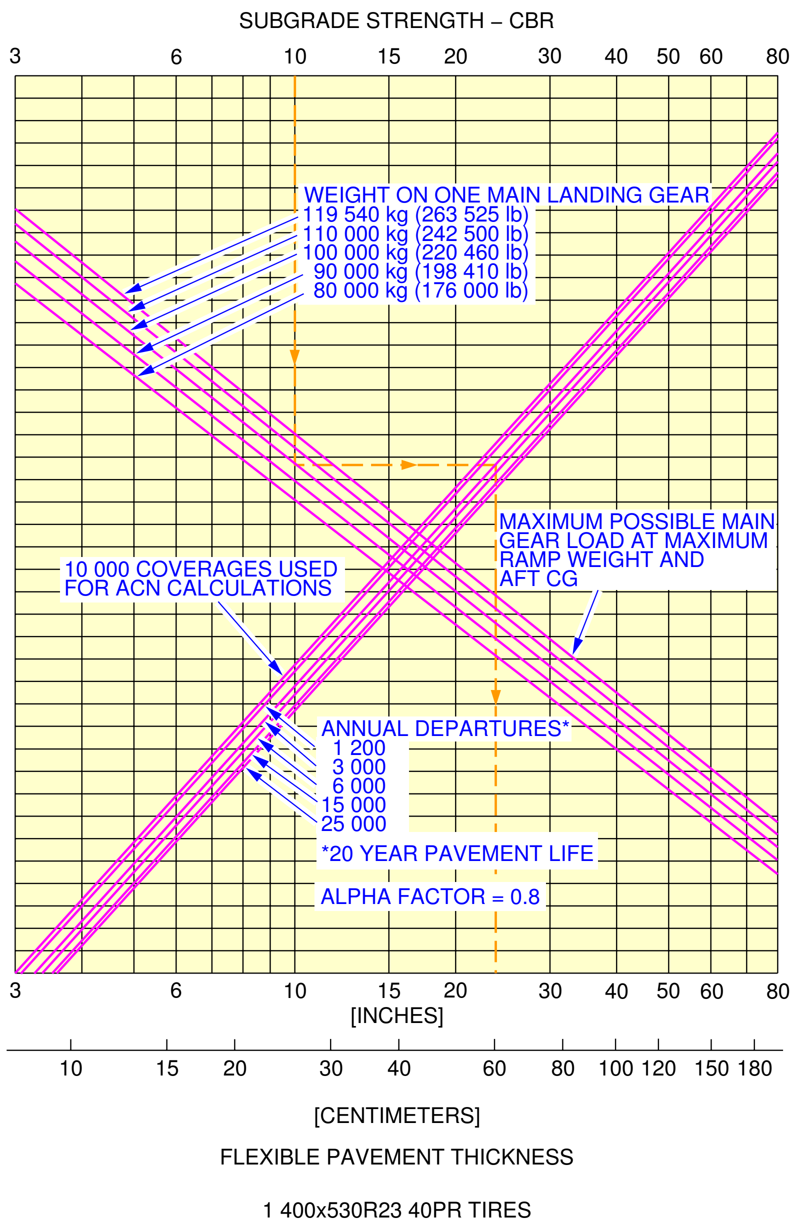
**ON A/C A340-500WV0xx



F_AC_070501_1_0160101_01_01

Flexible Pavement Requirements
MTOW 368 000 kg
FIGURE 5

**ON A/C A340-500WV0xx



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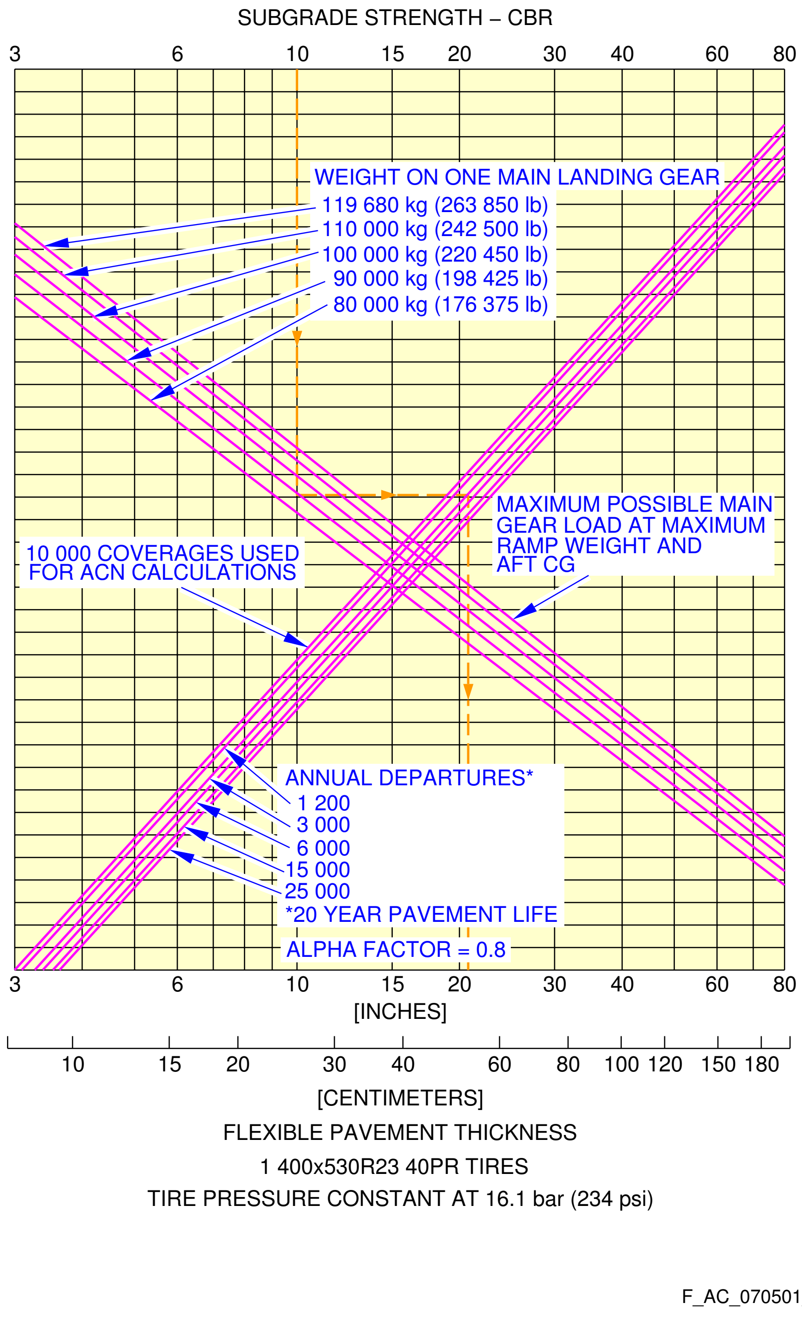
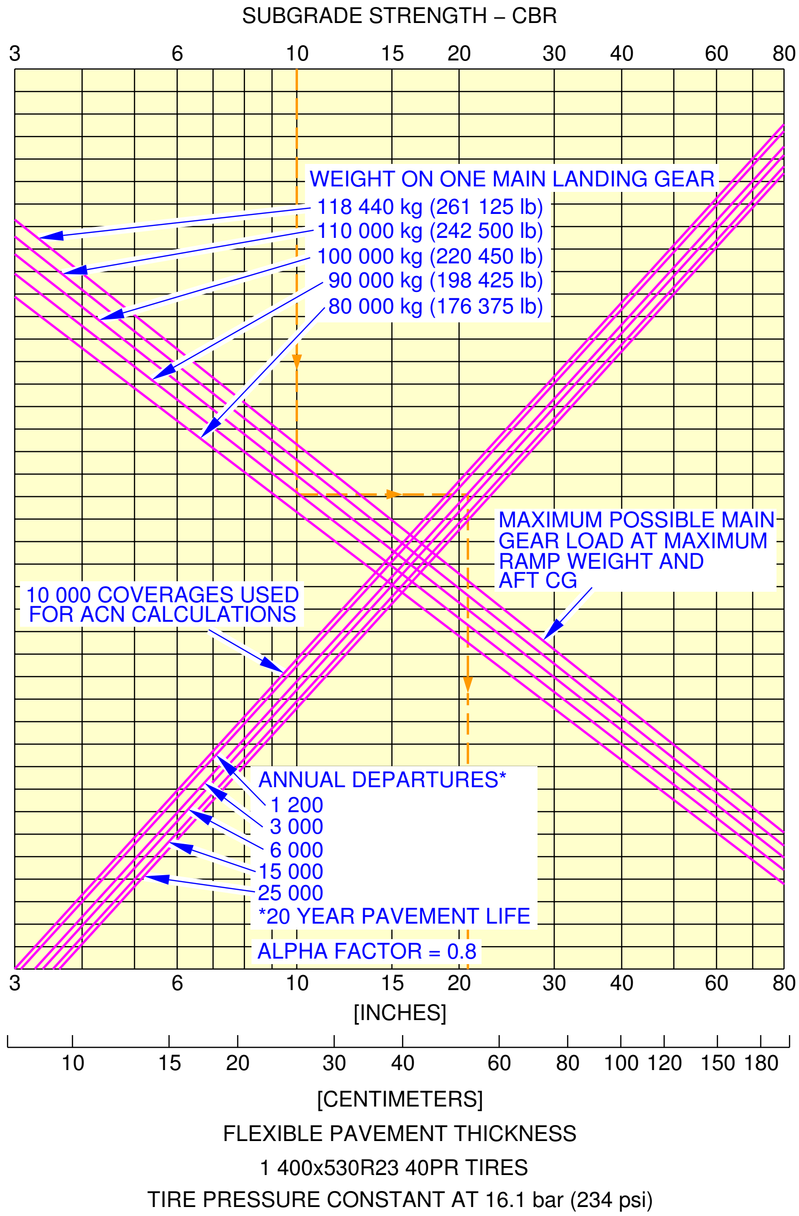
Flexible Pavement Requirements
MTOW 372 000 kg
FIGURE 6

**ON A/C A340-500WV0xx



Flexible Pavement Requirements
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV1xx



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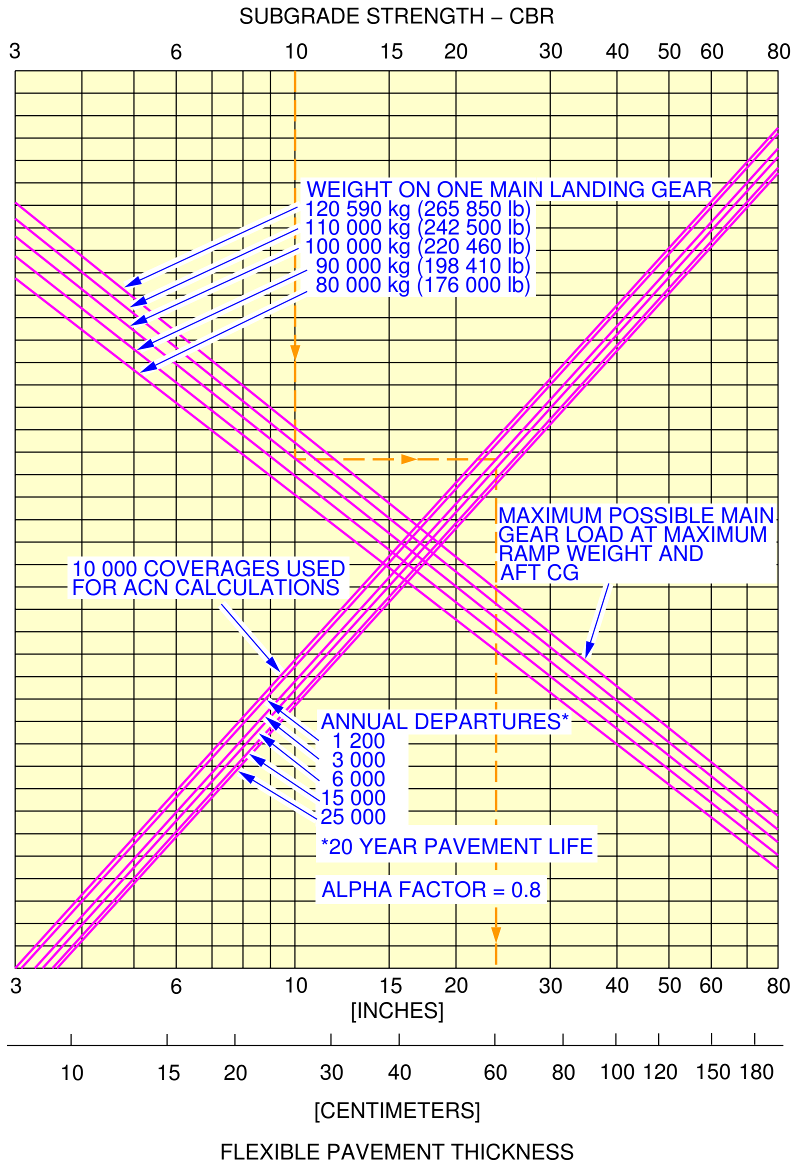
Flexible Pavement Requirements
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



1 400x530R23 40PR TIRES
TIRE PRESSURE CONSTANT AT 16.1 bar (234 psi)

F_AC_070501_1_0180101_01_01

Flexible Pavement Requirements
MTOW 380 000 kg
FIGURE 9

7-6-0 Flexible Pavement Requirements - LCN Conversion

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Flexible Pavement Requirements - LCN Conversion

****ON A/C A340-600WV0xx**

1. General

   To find the airplane weight that a Flexible Pavement can support, the LCN of the pavement and the thickness (h) must be known.

   In the example shown in Section 7-6-1, Figure: Flexible Pavement Requirements - MTOW 365 000 kg - A340-600WV0xx
   The thickness (h) is shown at 635 mm (25 inches) with an LCN of 115.

   For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

****ON A/C A340-600WV1xx**

2. General

   To find the airplane weight that a Flexible Pavement can support, the LCN of the pavement and the thickness (h) must be known.

   In the example shown in Section 7-6-1, Figure: Flexible Pavement Requirements - MTOW 365 000 kg - A340-600WV1xx
   The thickness (h) is shown at 635 mm (25 inches) with an LCN of 115.

   For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

****ON A/C A340-500WV0xx**

3. General

   To find the airplane weight that a Flexible Pavement can support, the LCN of the pavement and the thickness (h) must be known.

   In the example shown in Section 7-6-1, Figure: Flexible Pavement Requirements - MTOW 368 000 kg - A340-500WV0xx
   The thickness (h) is shown at 635 mm (25 in.) with an LCN of 115.

   For these conditions the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

**ON A/C A340-500WV1xx

4. General

To find the airplane weight that a Flexible Pavement can support, the LCN of the pavement and the thickness (h) must be known.

In the example shown in Section 7-6-1, Figure: Flexible Pavement Requirements - MTOW 372 000 kg - A340-500WV1xx
The thickness (h) is shown at 635 mm (25 in.) with an LCN of 115.

For these conditions the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

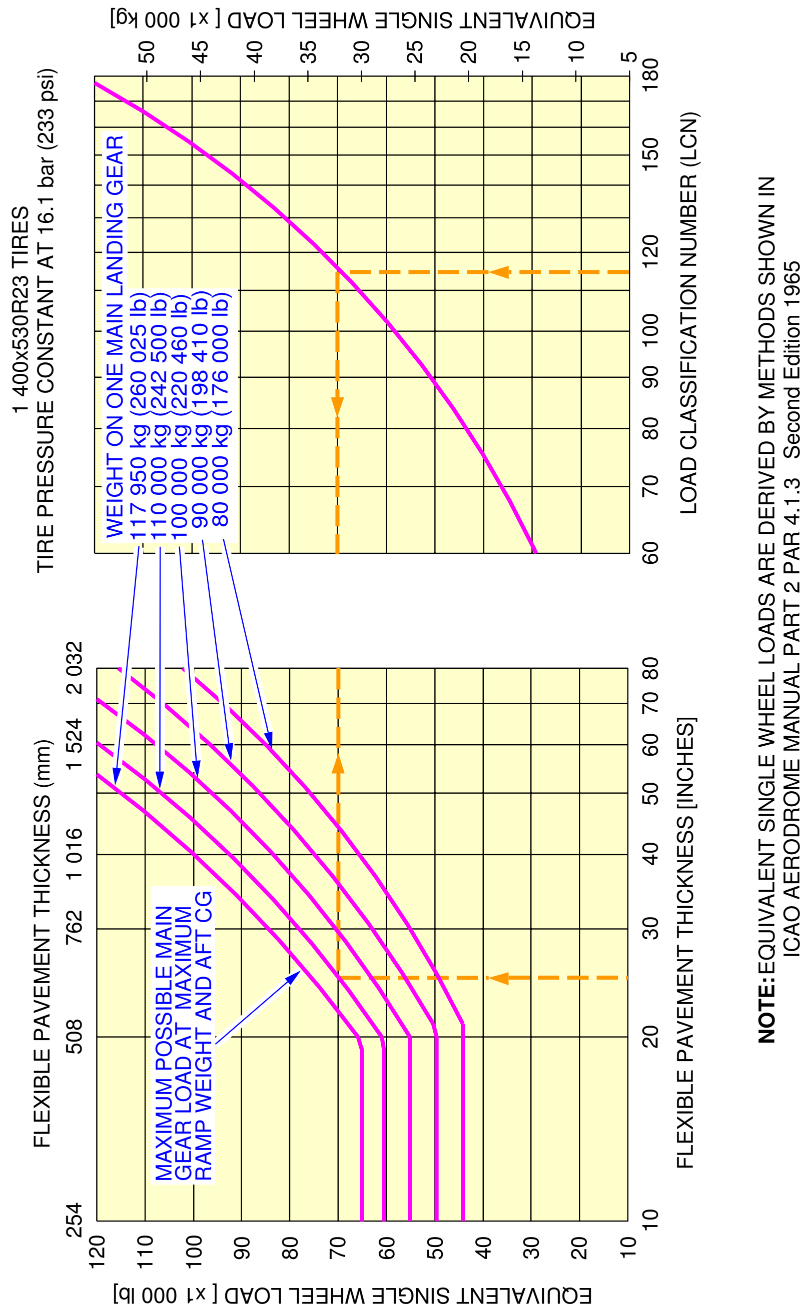
7-6-1 Flexible Pavement Requirements - LCN Conversion

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Flexible Pavement Requirements - LCN Conversion

1. This section gives Flexible Pavement Requirements - LCN Conversion.

**ON A/C A340-600WV0xx



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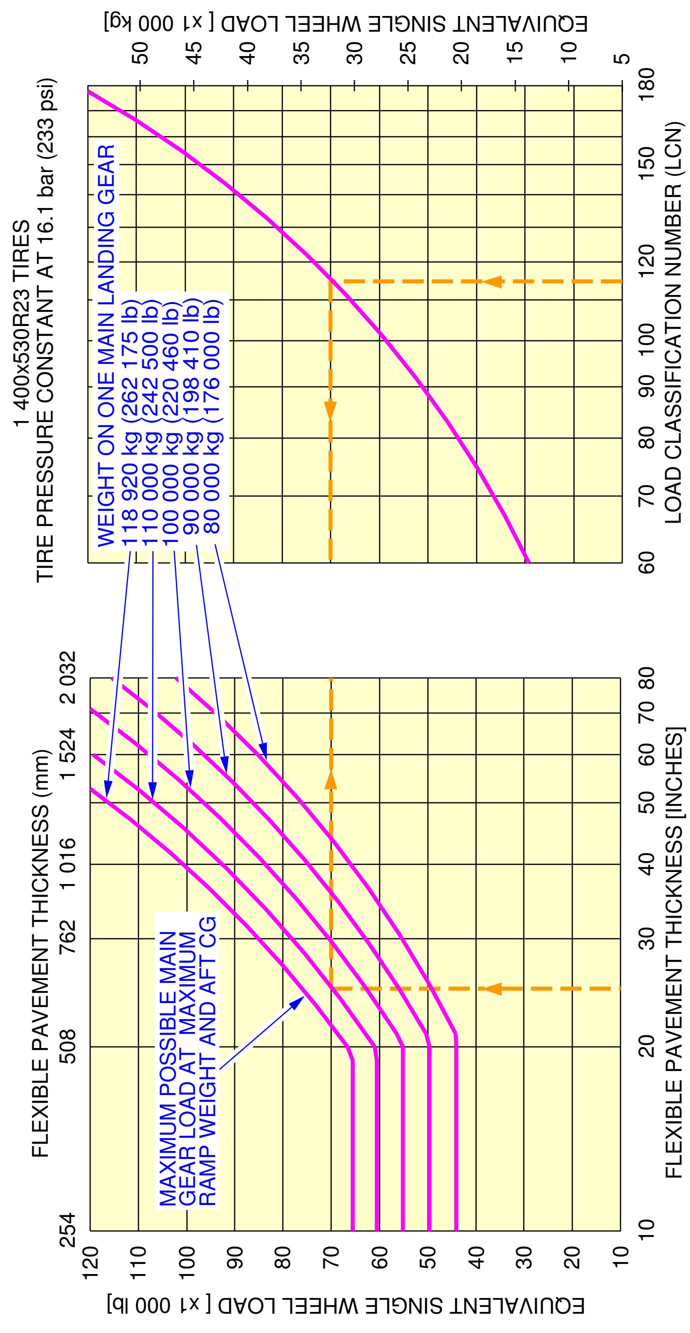
Flexible Pavement Requirements
MTOW 365 000 kg
FIGURE 1

****ON A/C A340-600WV0xx**



NOTE: EQUIVALENT SINGLE WHEEL LOADS ARE DERIVED BY METHODS SHOWN IN ICAO AERODROME MANUAL PART 2 PAR 4.1.3 Second Edition 1965

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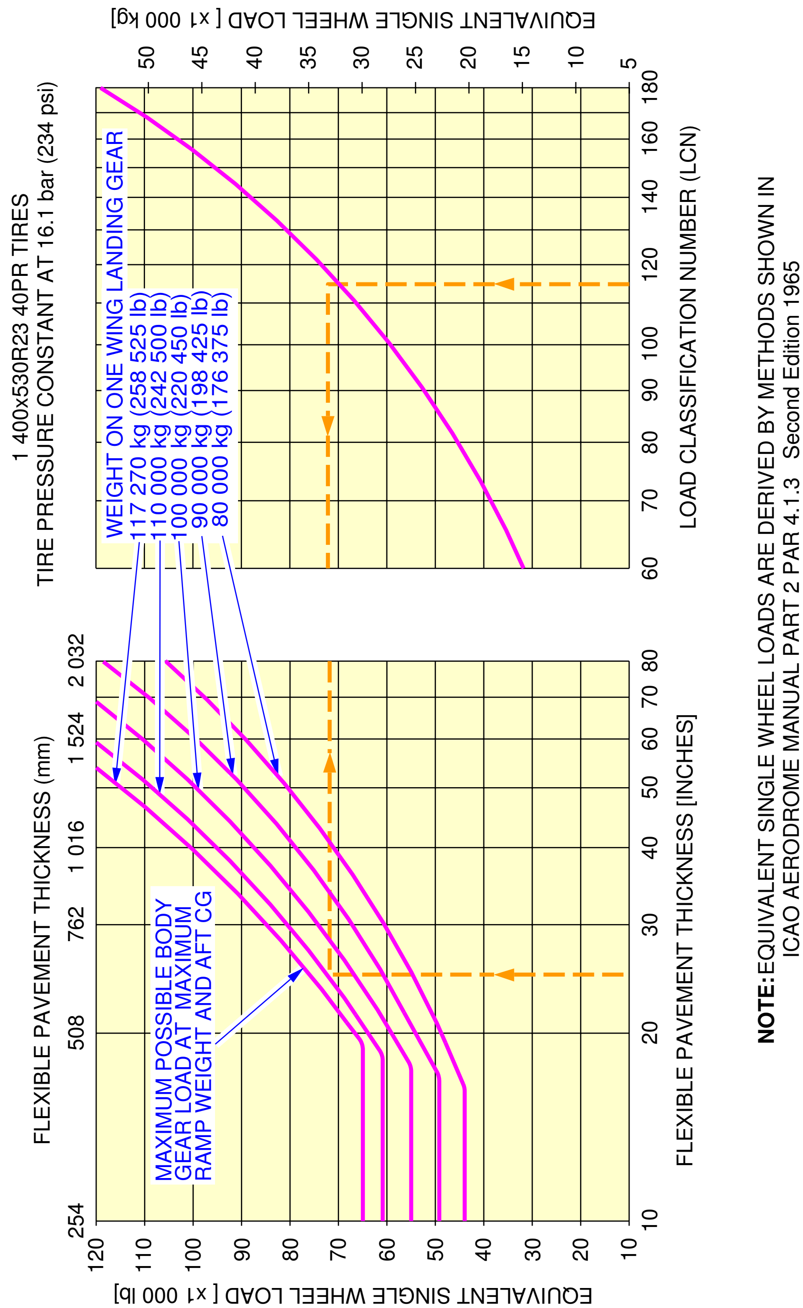
Flexible Pavement Requirements
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx



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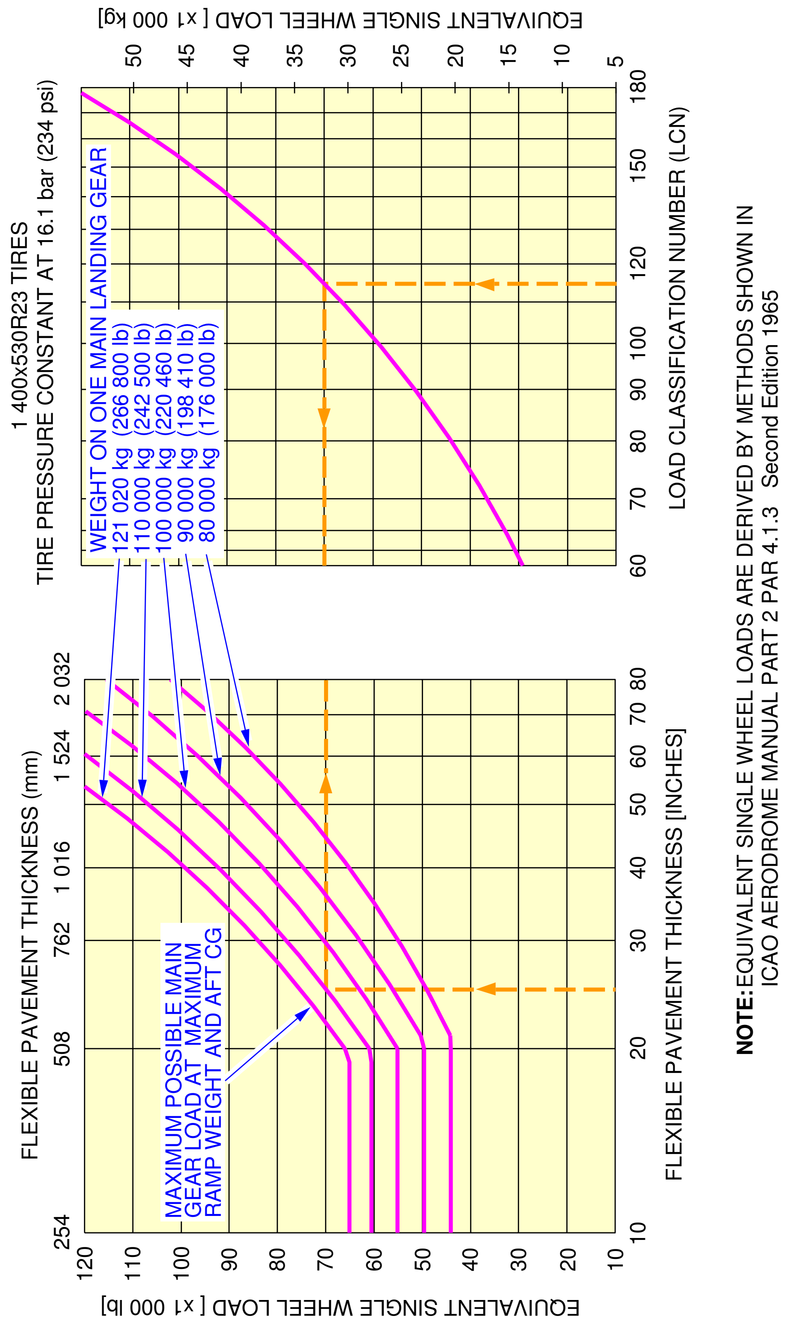
Flexible Pavement Requirements
MTOW 365 000 kg
FIGURE 3

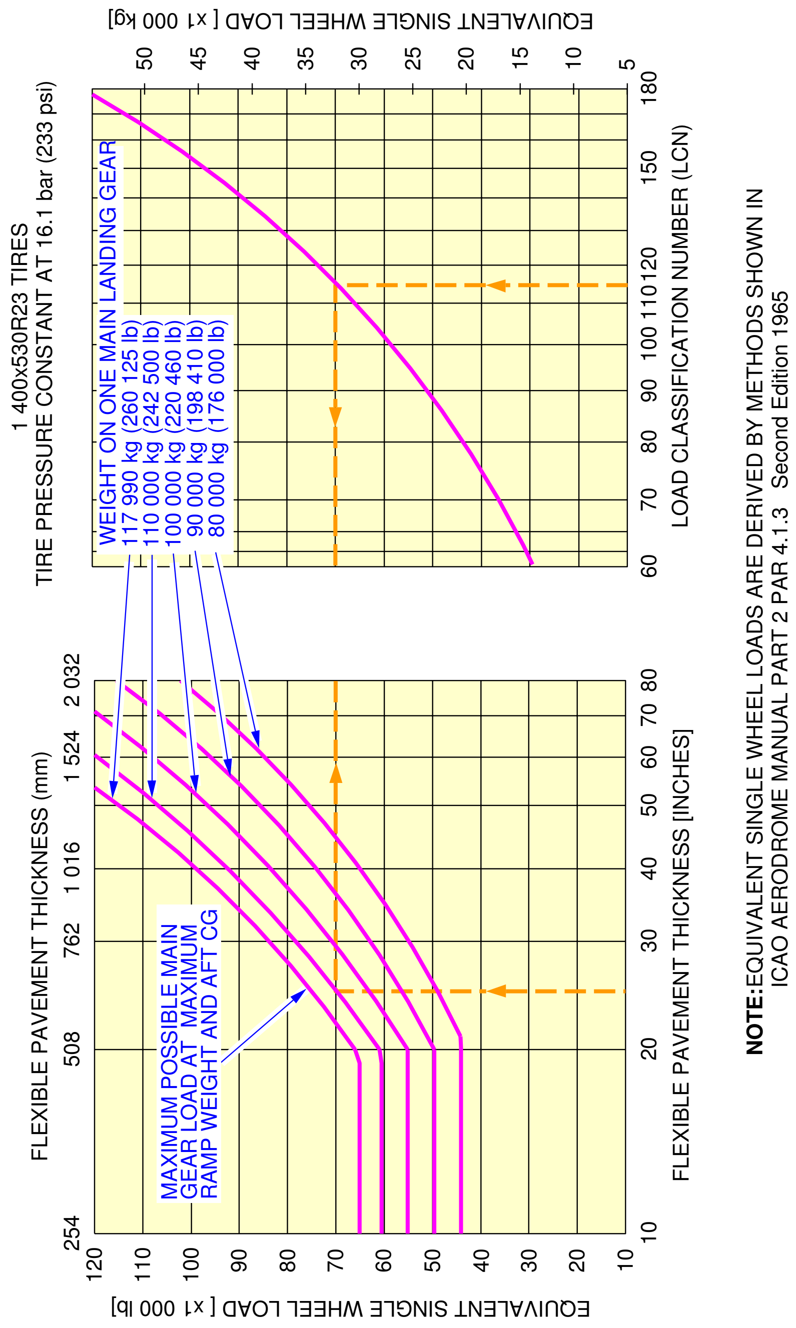
**ON A/C A340-600WV1xx



F_AC_070601_1_0150101_01_01

Flexible Pavement Requirements
MTOW 380 000 kg
FIGURE 4

**ON A/C A340-500WV0xx



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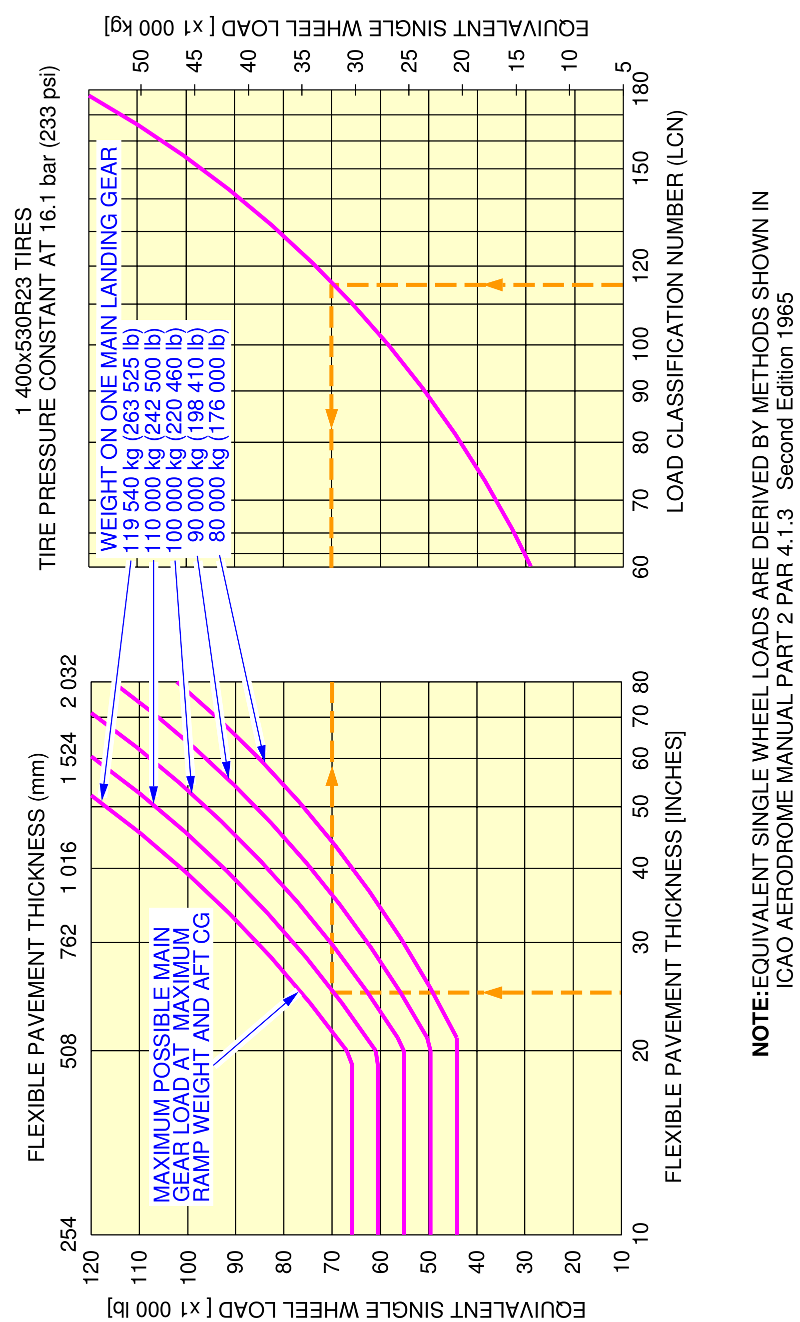
Flexible Pavement Requirements
MTOW 368 000 kg
FIGURE 5

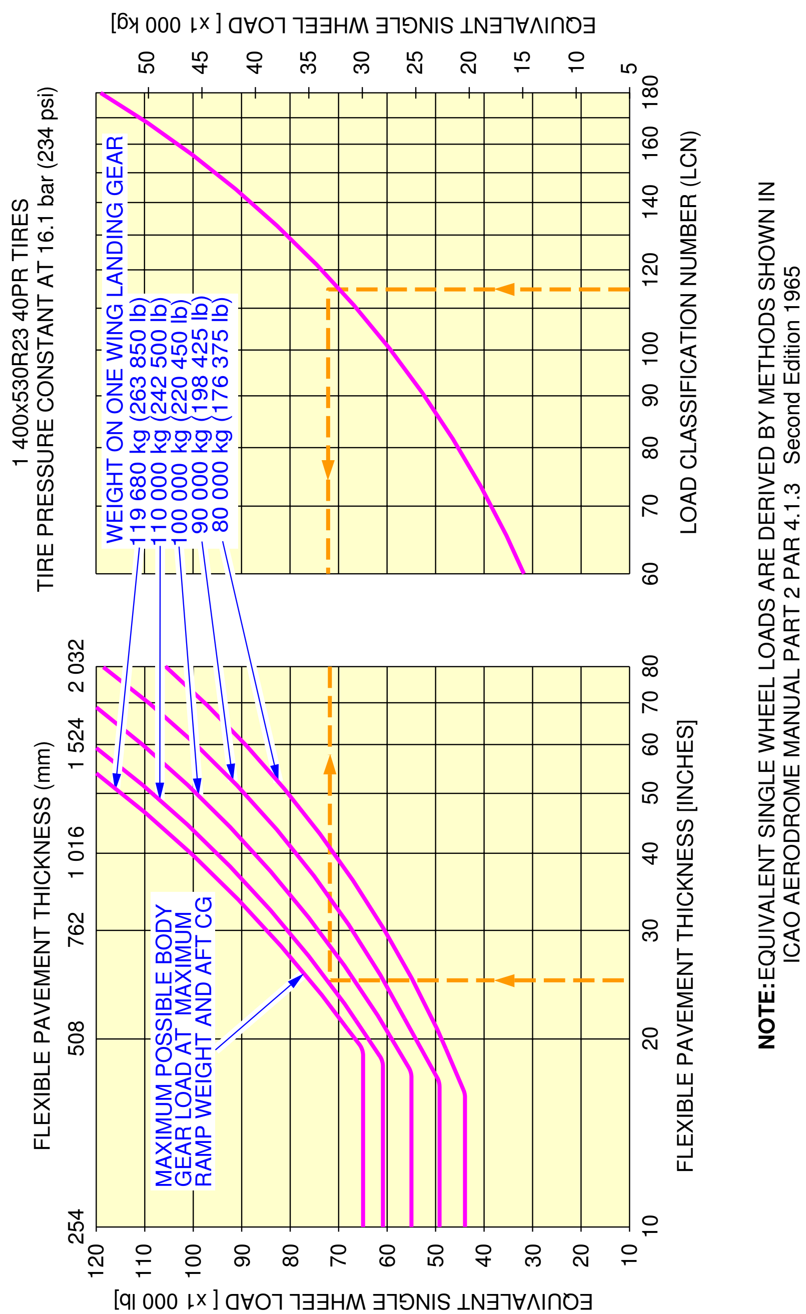
****ON A/C A340-500WV0xx**



F_AC_070601_1_0170101_01_01

Flexible Pavement Requirements
MTOW 372 000 kg
FIGURE 6

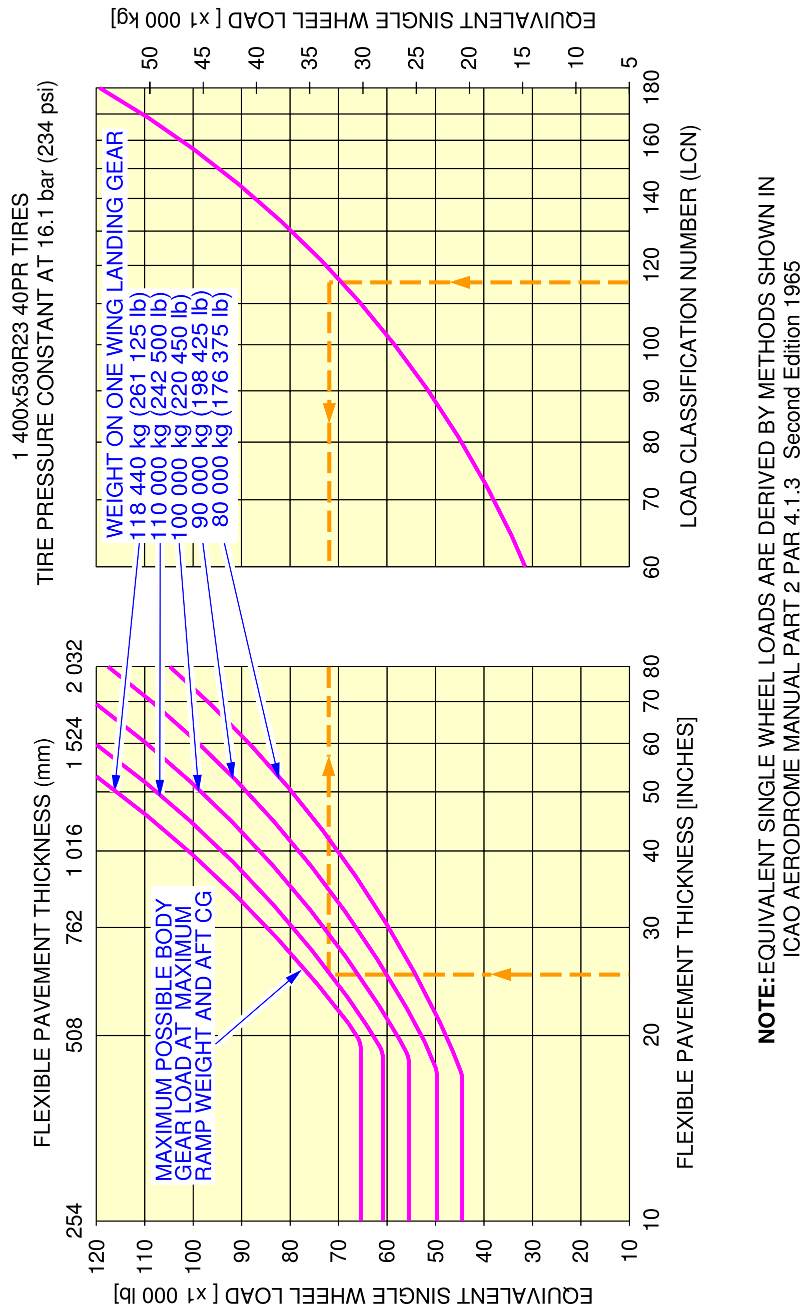
**ON A/C A340-500WV0xx



F_AC_070601_1_0200101_01_00

Flexible Pavement Requirements
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV1xx



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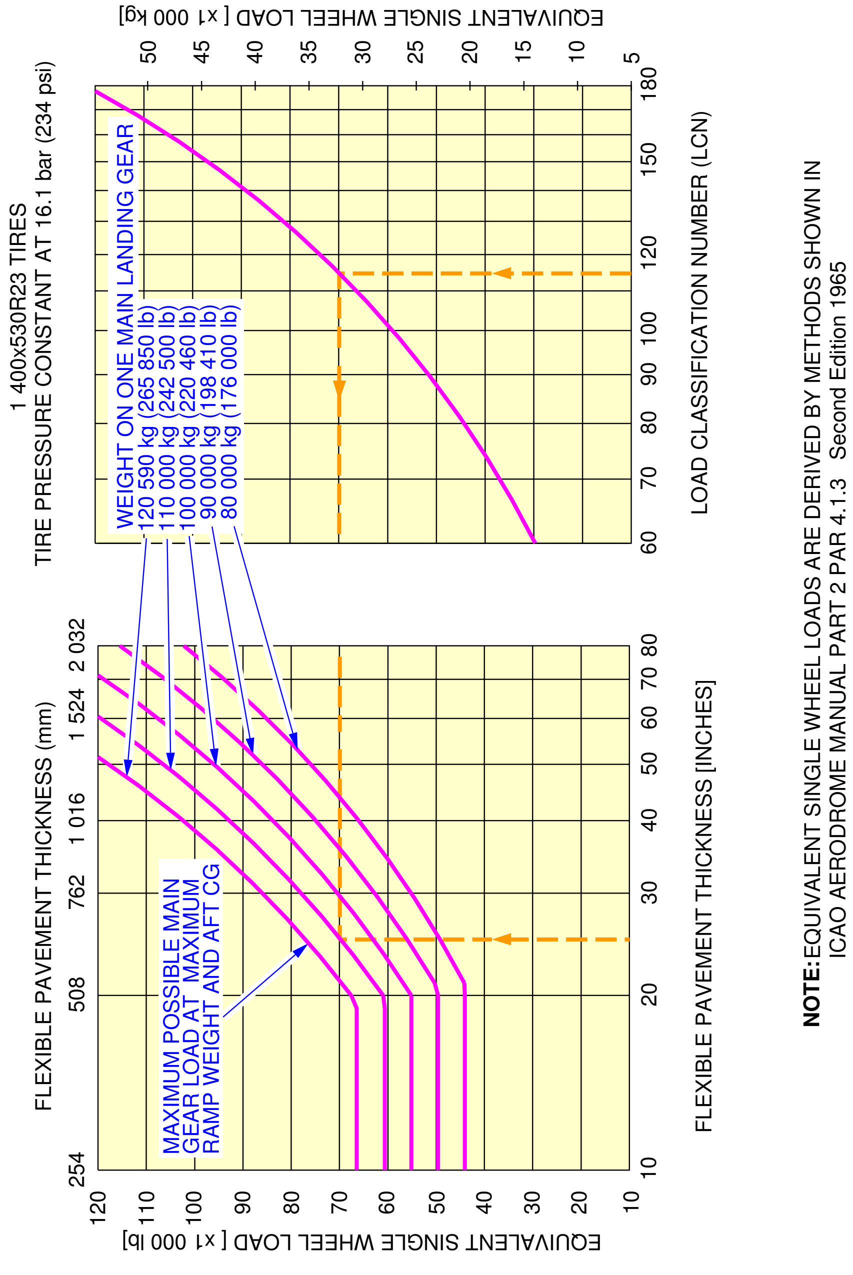
Flexible Pavement Requirements
MTOW 372 000 kg
FIGURE 8

****ON A/C A340-500WV1xx**



F_AC_070601_1_0180101_01_01

Flexible Pavement Requirements
MTOW 380 000 kg
FIGURE 9

7-7-0 Rigid Pavement Requirements - Portland Cement Association Design Method

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Rigid Pavement Requirements - Portland Cement Association Design Method

****ON A/C A340-600WV0xx**

1. General

To determine a Rigid Pavement Thickness, the Subgrade Modulus (K), the allowable working stress and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-7-1, Figure: Rigid Pavement Requirements - MTOW 365 000 kg - A340-600WV0xx

- a "k" value of 150 MN/m^3 (550 lb/in^3)
- an allowable working stress of 35.2 kg/cm^2 (500 lb/in^2)
- the load on one Main Landing Gear of 100 000 kg (220 450 lb) the required Rigid Pavement Thickness is 25.7 cm (10.1 inches).

****ON A/C A340-600WV1xx**

2. General

To determine a Rigid Pavement Thickness, the Subgrade Modulus (K), the allowable working stress and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-7-1, Figure: Rigid Pavement Requirements - MTOW 365 000 kg - A340-600WV1xx

- a "k" value of 150 MN/m^3 (550 lb/in^3)
- an allowable working stress of 35.2 kg/cm^2 (500 lb/in^2)
- the load on one Main Landing Gear of 100 000 kg (220 450 lb) the required Rigid Pavement Thickness is 25.7 cm (10.1 inches).

****ON A/C A340-500WV0xx**

3. General

To determine a Rigid Pavement Thickness, the Subgrade Modulus (K), the allowable working stress and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-7-1, Figure: Rigid Pavement Requirements - MTOW 368 000 kg - A340-500WV0xx

- a "k" value of 150 MN/m^3 (550 lb/in^3)
- an allowable working stress of 35.2 kg/cm^2 (500 lb/in^2)

- the load on one Main Landing Gear of 100 000 kg (220 450 lb) the required Rigid Pavement Thickness is 25.7 cm (10.1 inches).

****ON A/C A340-500WV1xx**

4. General

To determine a Rigid Pavement Thickness, the Subgrade Modulus (K), the allowable working stress and the weight on one Main Landing Gear must be known.

In the example shown in Section 7-7-1, Figure: Rigid Pavement Requirements - MTOW 372 000 kg - A340-500WV1xx

- a "k" value of 150 MN/m^3 (550 lb/in^3)
- an allowable working stress of 35.2 kg/cm^2 (500 lb/in^2)
- the load on one Main Landing Gear of 100 000 kg (220 450 lb) the required Rigid Pavement Thickness is 25.7 cm (10.1 inches).

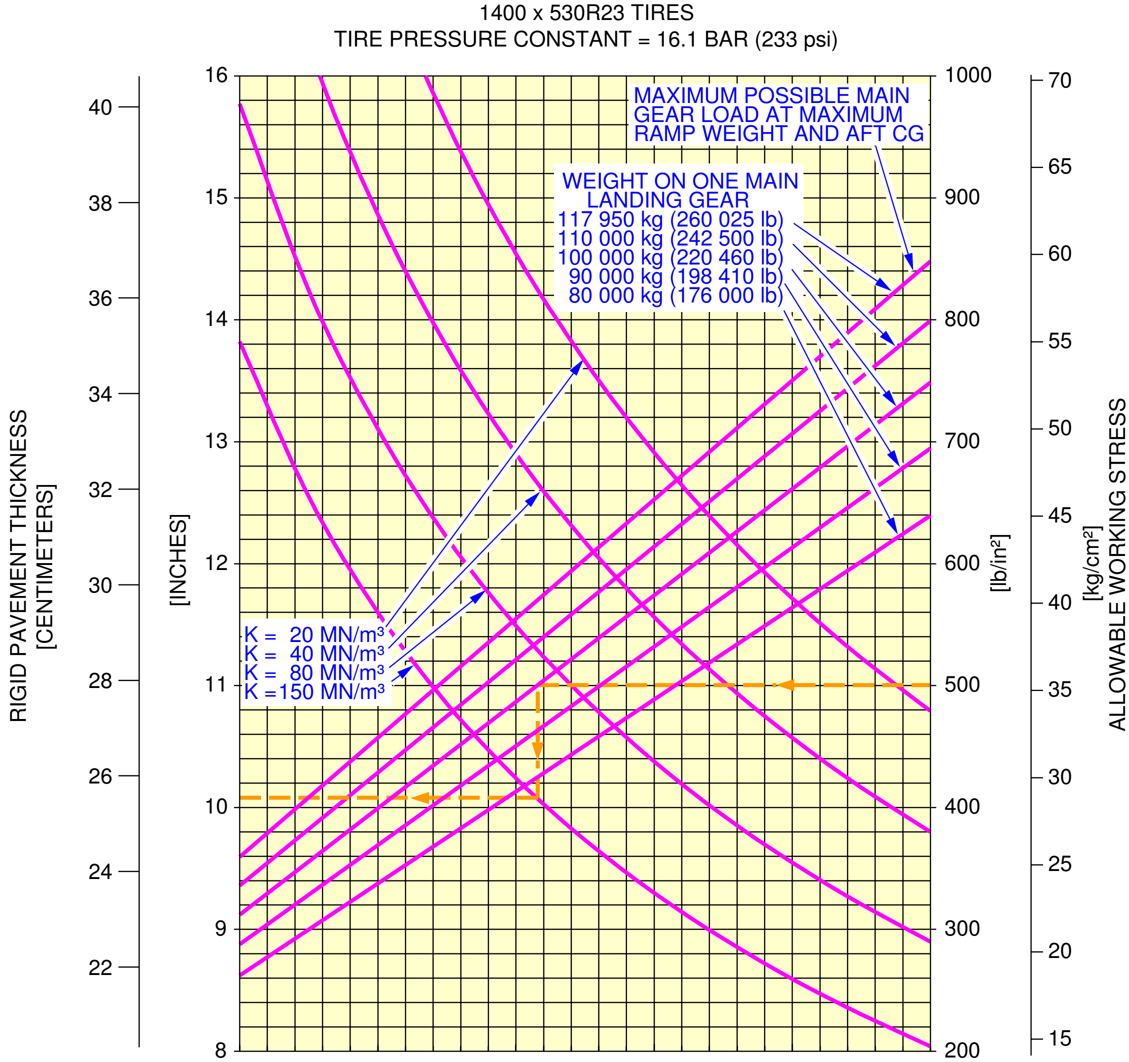
7-7-1 Rigid Pavement Requirements - Portland Cement Association Design Method

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Rigid Pavement Requirements - Portland Cement Association Design Method

1. This section gives Rigid Pavement Requirements.

**ON A/C A340-600WV0xx



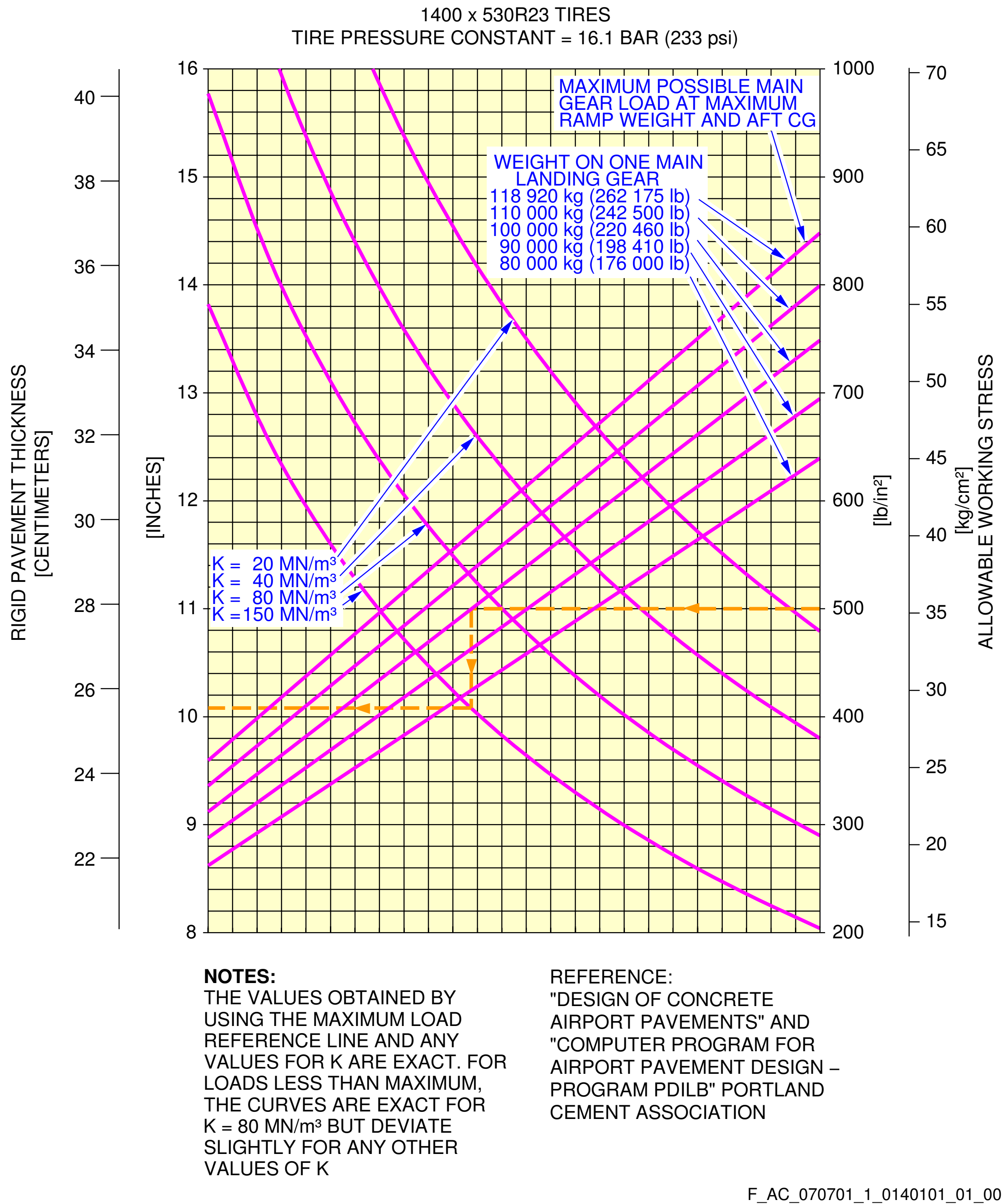
NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

F_AC_070701_1_0130101_01_00

Rigid Pavement Requirements
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx

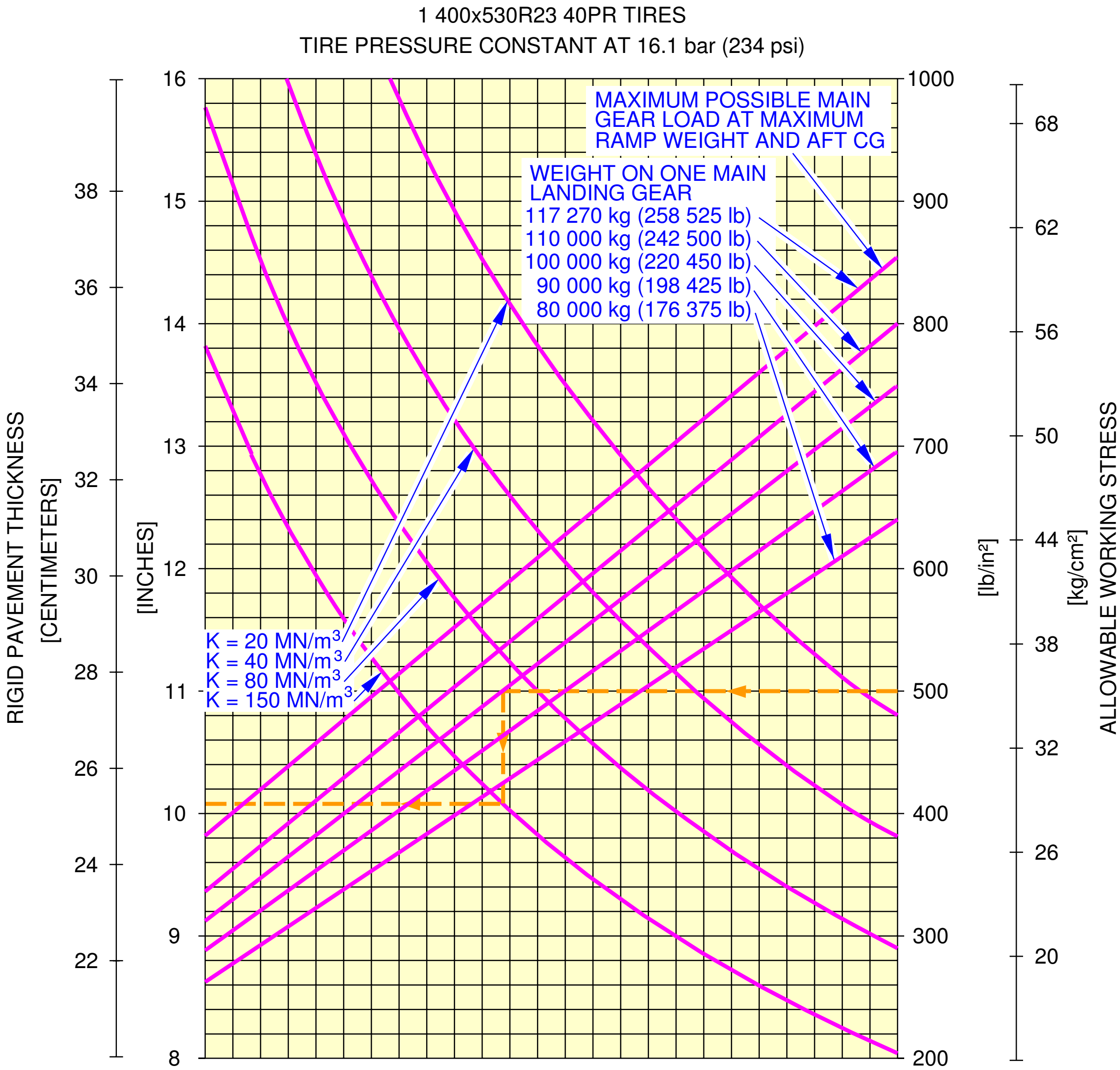


NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

Rigid Pavement Requirements
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx



NOTE:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT.
FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

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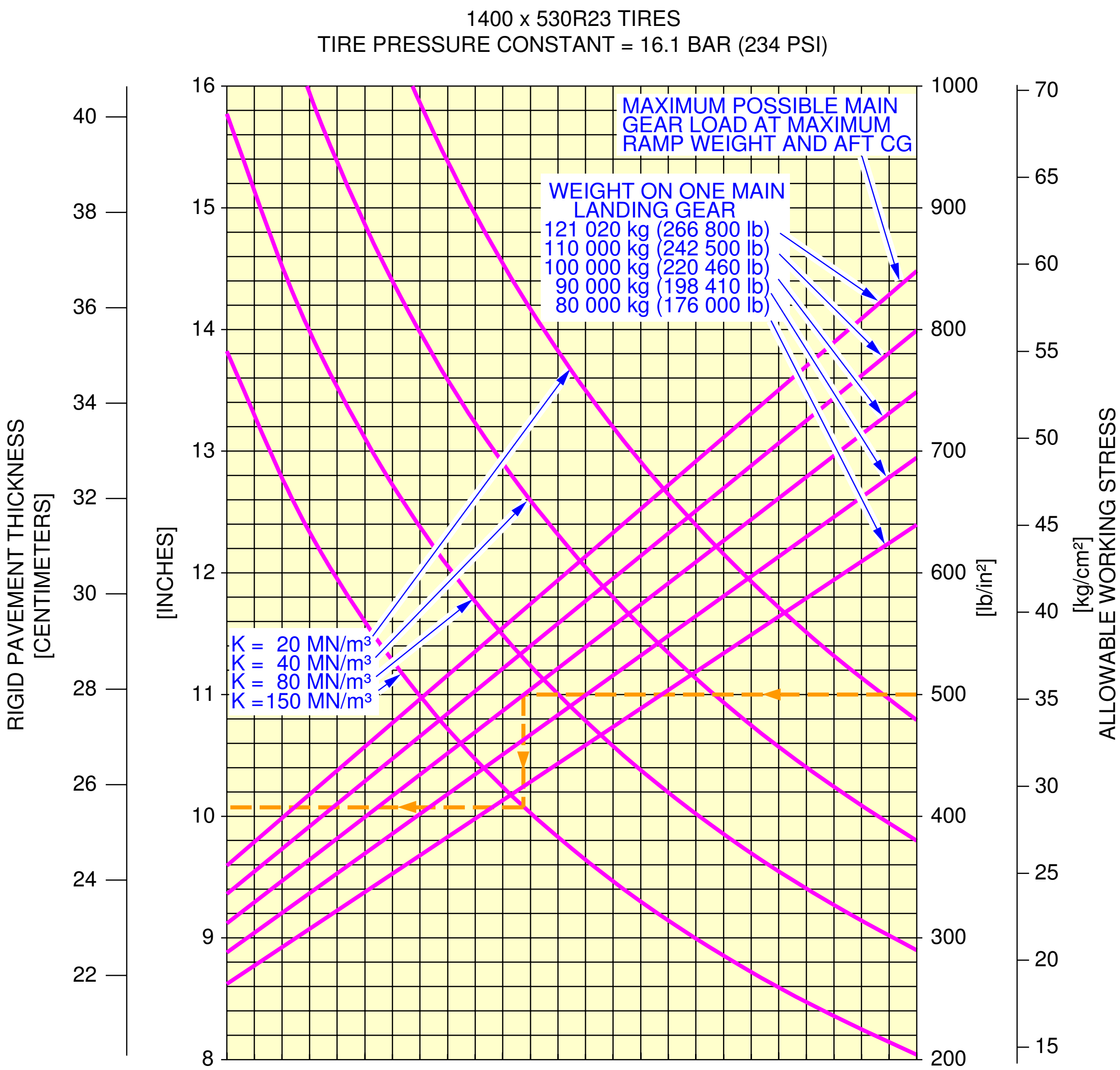
Rigid Pavement Requirements
MTOW 365 000 kg
FIGURE 3

**ON A/C A340-600WV1xx



NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

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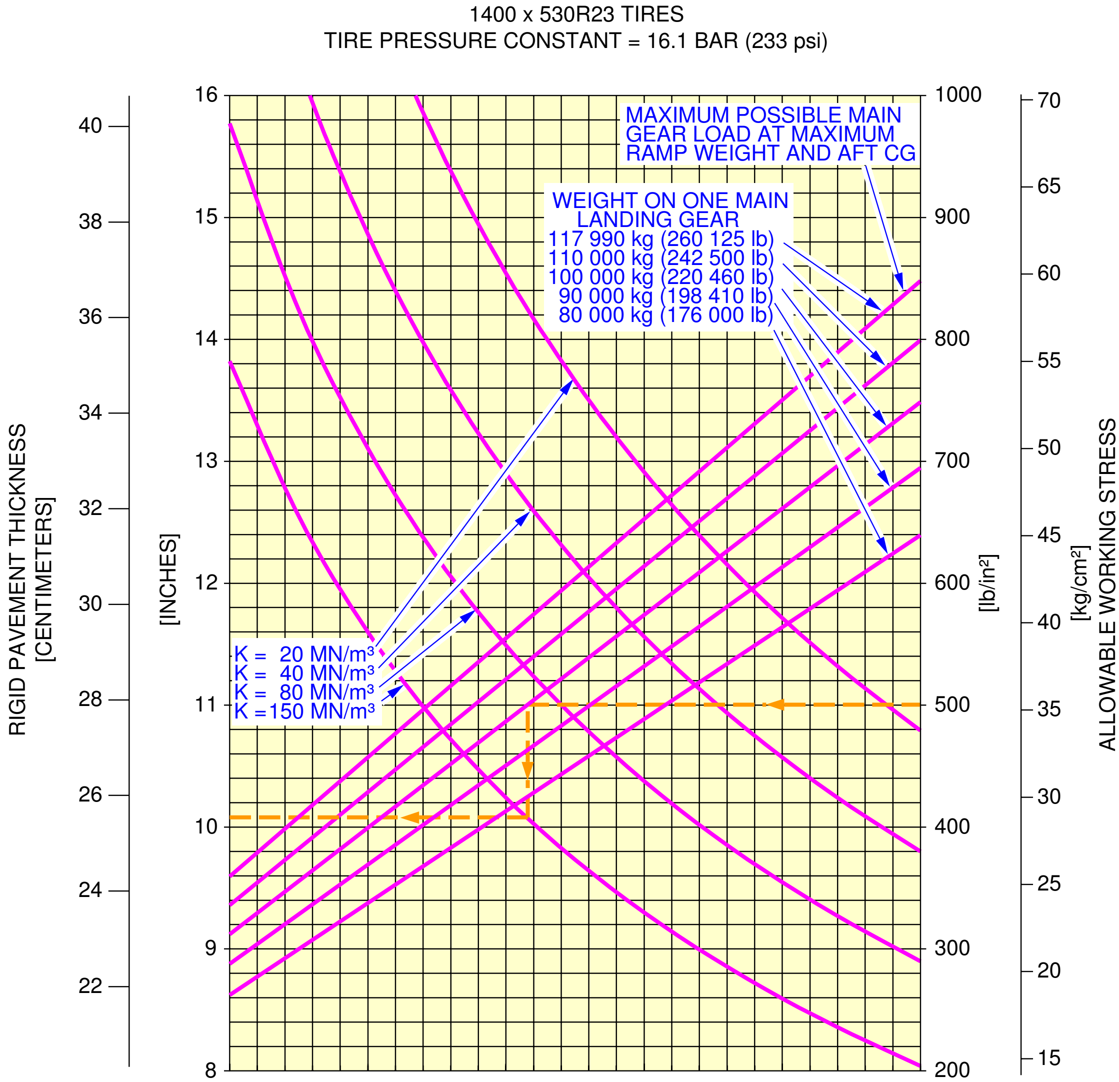
Rigid Pavement Requirements
MTOW 380 000 kg
FIGURE 4

**ON A/C A340-500WV0xx



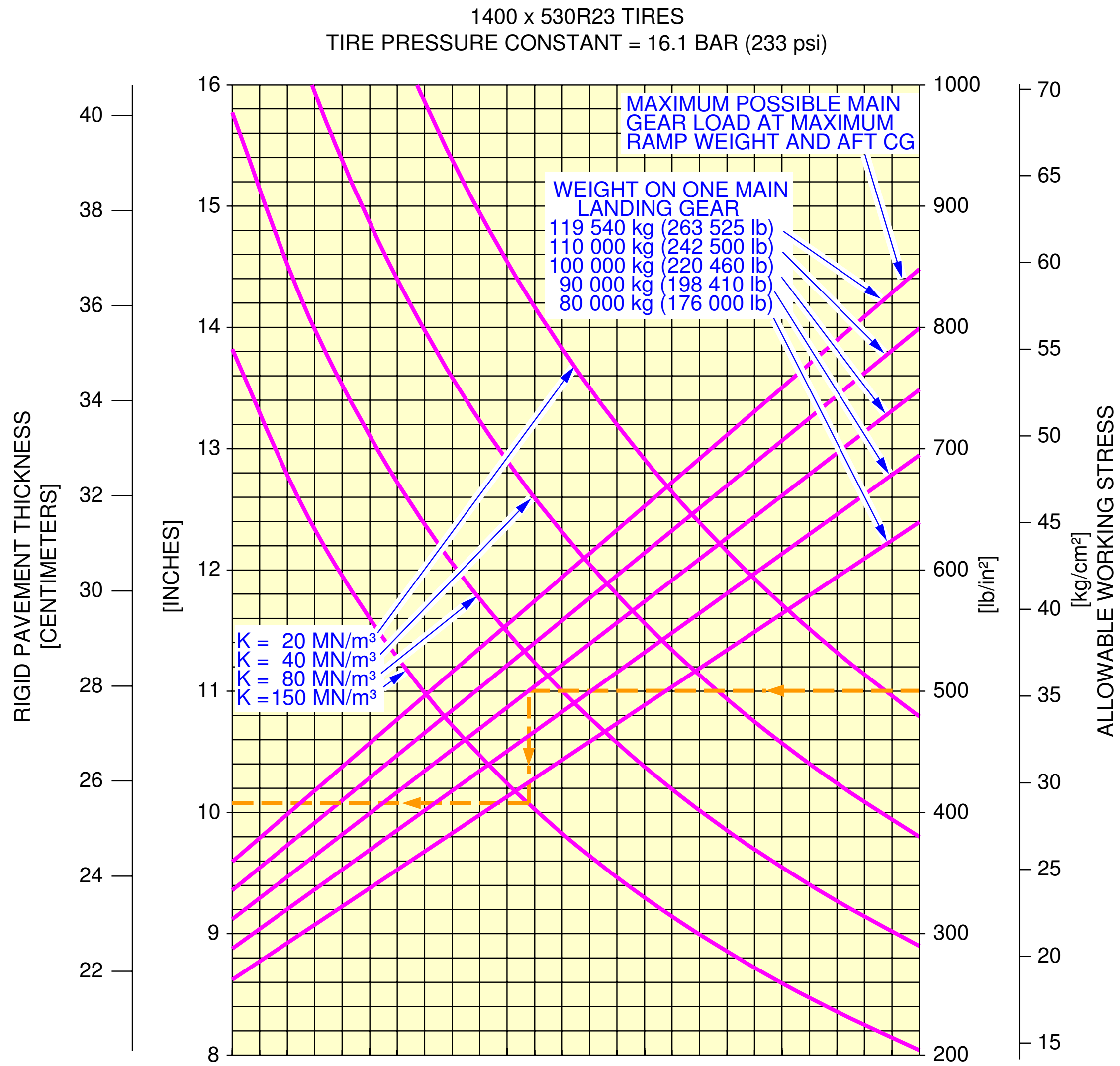
NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

F_AC_070701_1_0160101_01_00

Rigid Pavement Requirements
MTOW 368 000 kg
FIGURE 5

**ON A/C A340-500WV0xx



NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

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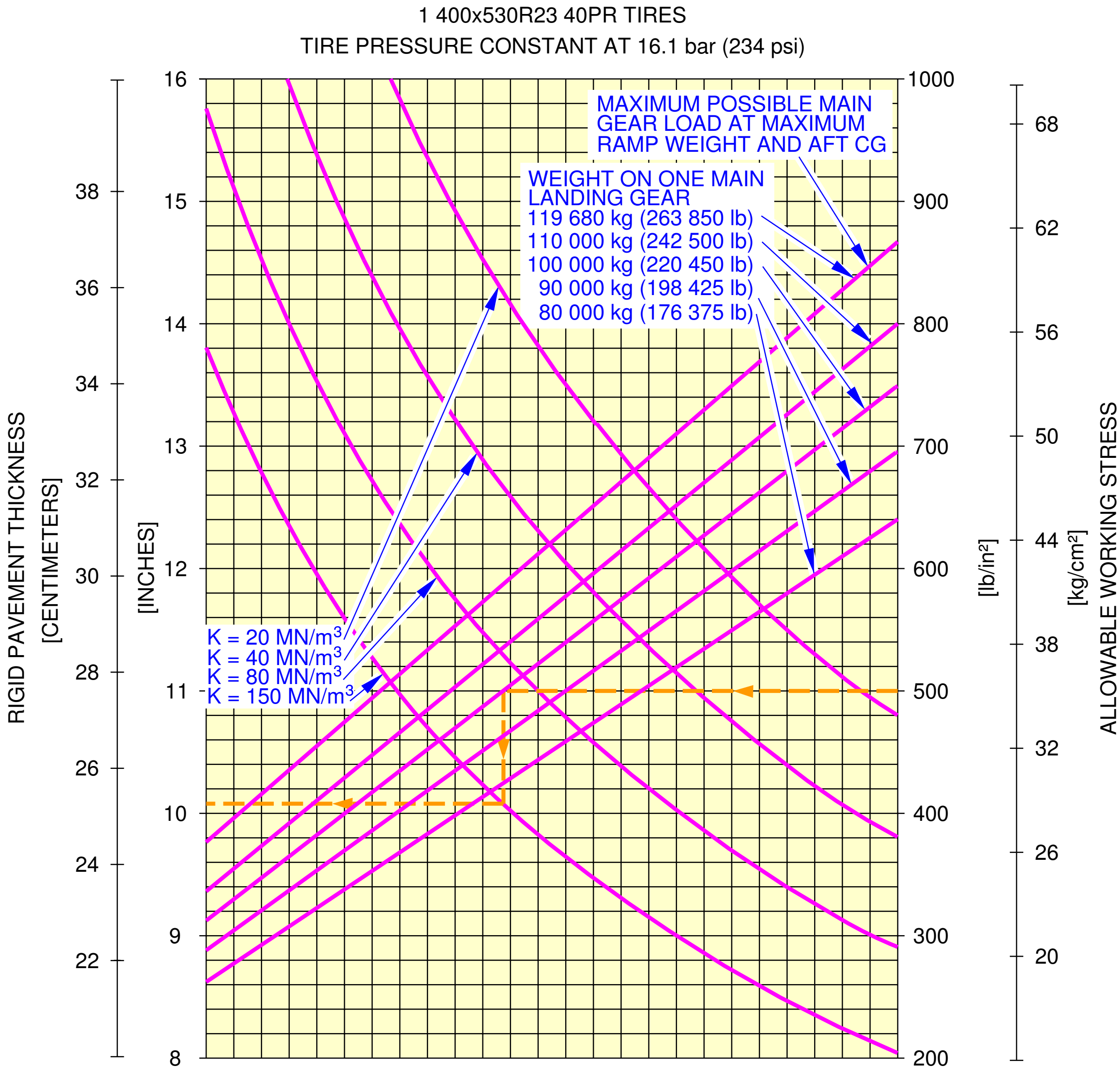
Rigid Pavement Requirements
MTOW 372 000 kg
FIGURE 6

**ON A/C A340-500WV0xx



NOTE:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT.
FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

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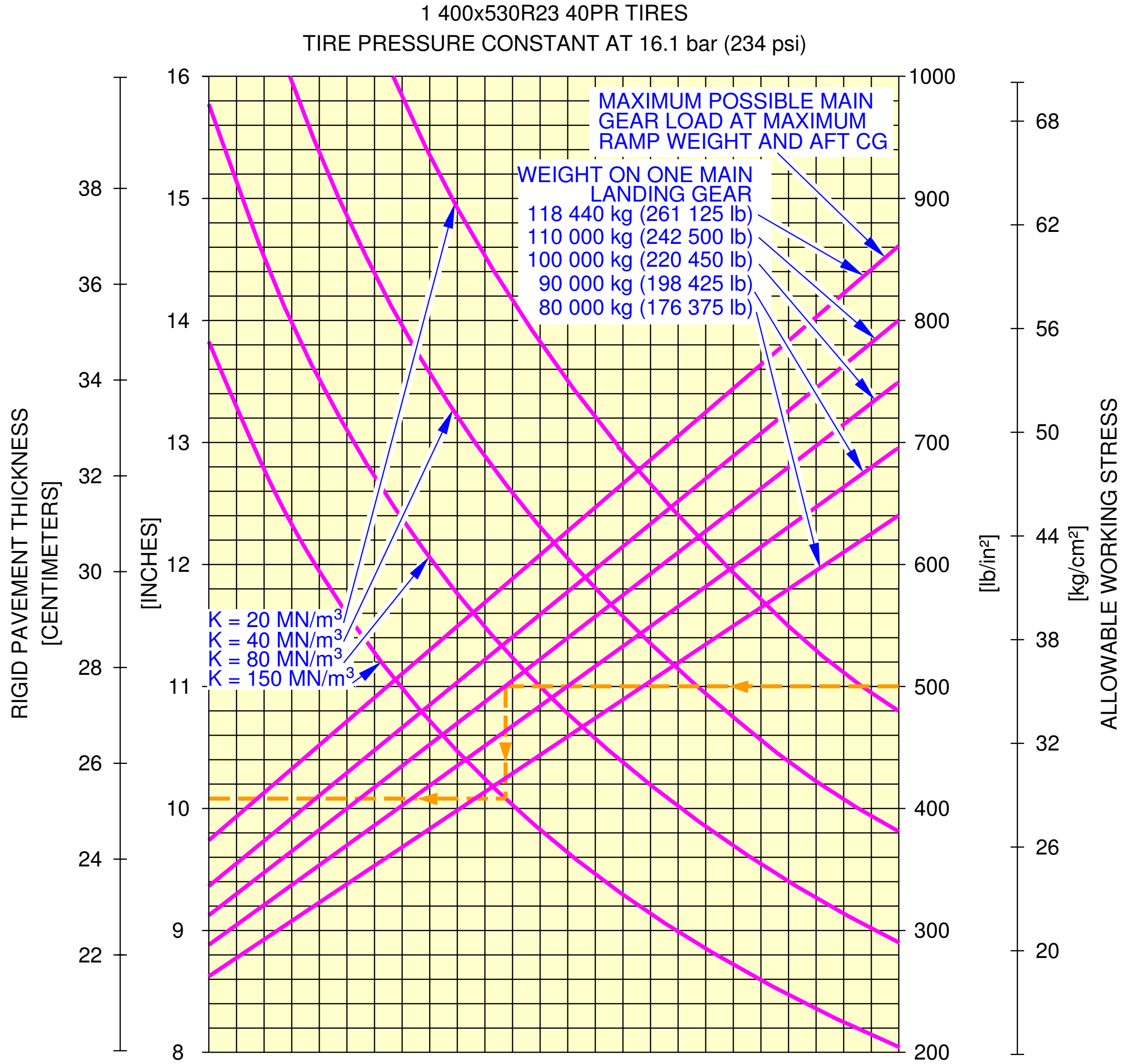
Rigid Pavement Requirements
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV1xx



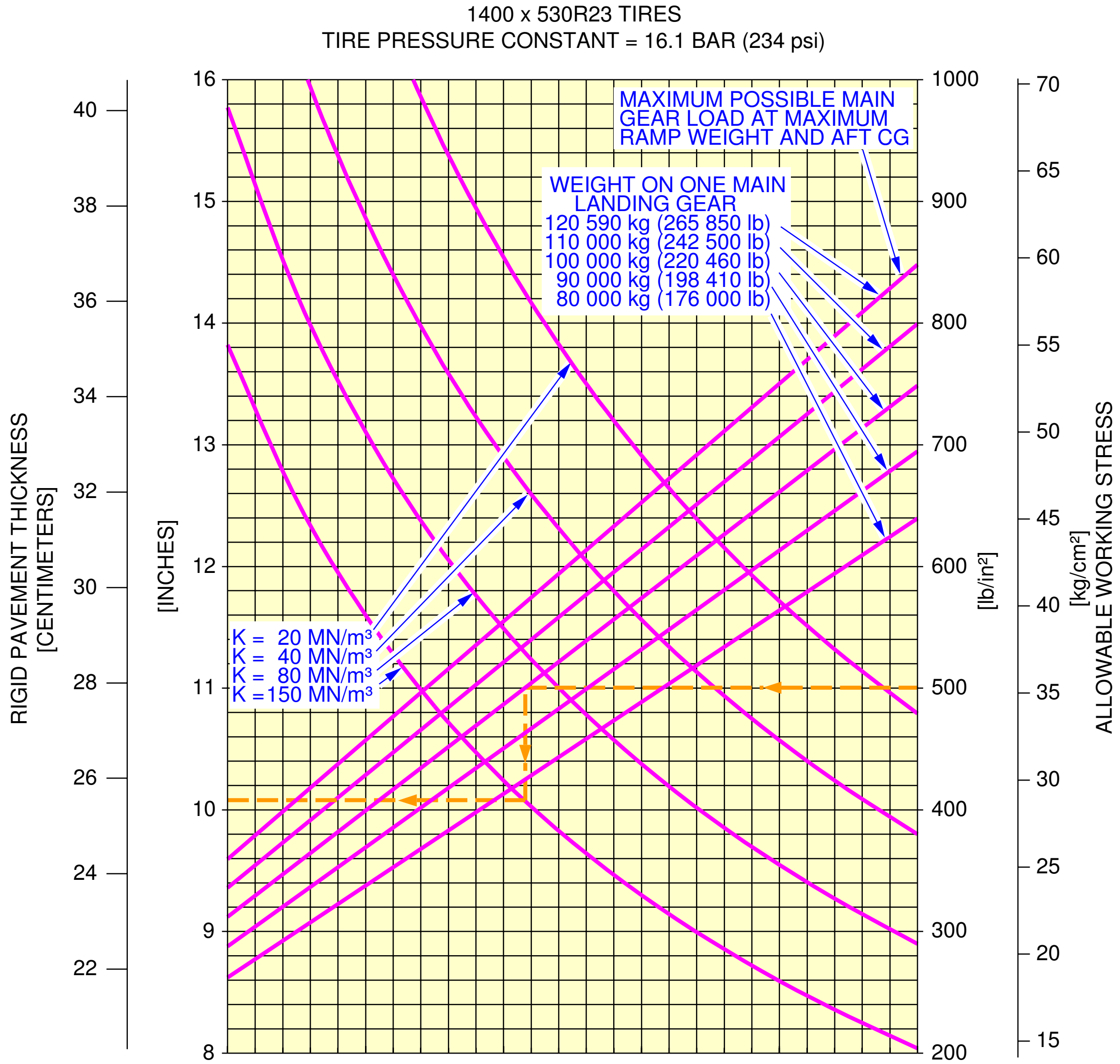
NOTE:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT.
FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

F_AC_070701_1_0210101_01_00

Rigid Pavement Requirements
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



NOTES:
THE VALUES OBTAINED BY USING THE MAXIMUM LOAD REFERENCE LINE AND ANY VALUES FOR K ARE EXACT. FOR LOADS LESS THAN MAXIMUM, THE CURVES ARE EXACT FOR K = 80 MN/m³ BUT DEVIATE SLIGHTLY FOR ANY OTHER VALUES OF K

REFERENCE:
"DESIGN OF CONCRETE AIRPORT PAVEMENTS" AND "COMPUTER PROGRAM FOR AIRPORT PAVEMENT DESIGN – PROGRAM PDILB" PORTLAND CEMENT ASSOCIATION

F_AC_070701_1_0180101_01_00

Rigid Pavement Requirements
MTOW 380 000 kg
FIGURE 9

7-8-0 Rigid Pavement Requirements - LCN Conversion

**ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx

Rigid Pavement Requirements - LCN Conversion

**ON A/C A340-600WV0xx

1. General

To determine the airplane weight that a Rigid Pavement can support, the LCN of the pavement and the Radius of Relative Stiffness (L) must be known.

In the example shown in Section 7-8-2, Figure: Rigid Pavement Requirements - MTOW 365 000 kg - a340-600WV0xx

The Radius of Relative Stiffness is shown at 762 mm (30 inches) with an LCN of 98.7.

For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

**ON A/C A340-600WV1xx

2. General

To determine the airplane weight that a Rigid Pavement can support, the LCN of the pavement and the Radius of Relative Stiffness (L) must be known.

In the example shown in Section 7-8-2, Figure: Rigid Pavement Requirements - MTOW 365 000 kg - A340-600WV1xx

The Radius of Relative Stiffness is shown at 762 mm (30 inches) with an LCN of 98.7.

For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

**ON A/C A340-500WV0xx

3. General

To determine the airplane weight that a Rigid Pavement can support, the LCN of the pavement and the Radius of Relative Stiffness (L) must be known.

In the example shown in Section 7-8-2, Figure: Rigid Pavement Requirements - MTOW 368 000 kg - A340-500WV0xx

The Radius of Relative Stiffness is shown at 762 mm (30 in.) with an LCN of 98.7.

For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

****ON A/C A340-500WV1xx**

4. General

To determine the airplane weight that a Rigid Pavement can support, the LCN of the pavement and the Radius of Relative Stiffness (L) must be known.

In the example shown in Section 7-8-2, Figure: Rigid Pavement Requirements - MTOW 372 000 kg - A340-500WV1xx

The Radius of Relative Stiffness is shown at 762 mm (30 in.) with an LCN of 98.7.

For these conditions, the weight on one Main Landing Gear is 110 000 kg (242 500 lb).

7-8-1 Radius of Relative Stiffness

****ON A/C A340-500 A340-600**

Radius of Relative Stiffness

1. This section gives Radius of Relative Stiffness.

**ON A/C A340-500 A340-600

RADIUS OF RELATIVE STIFFNESS (L)
VALUES IN INCHES

$$L = \sqrt[4]{\frac{Ed^3}{12\,(1-\mu^2)\,k}} = 24.1652\,\sqrt[4]{\frac{d^3}{k}}$$

WHERE E = Young's Modulus = 4×10^6 psi
k = Subgrade Modulus, lb/in^3
d = Rigid Pavement Thickness, inches
μ = Poisson's Ratio = 0.15

d	K=75	K=100	K=150	K=200	K=250	K=300	K=350	K=400	K=550
6.0	31.48	29.30	26.47	24.63	23.30	22.26	21.42	20.72	19.13
6.5	33.43	31.11	28.11	26.16	24.74	23.64	22.74	22.00	20.31
7.0	35.34	32.89	29.72	27.65	26.15	24.99	24.04	23.25	21.47
7.5	37.22	34.63	31.29	29.12	27.54	26.32	25.32	24.49	22.61
8.0	39.06	36.35	32.85	30.57	28.91	27.62	26.58	25.70	23.74
8.5	40.88	38.04	34.37	31.99	30.25	28.91	27.81	26.90	24.84
9.0	42.67	39.71	35.88	33.39	31.58	30.17	29.03	28.08	25.93
9.5	44.43	41.35	37.36	34.77	32.89	31.42	30.23	29.24	27.00
10.0	46.18	42.97	38.83	36.14	34.17	32.65	31.42	30.39	28.06
10.5	47.90	44.57	40.28	37.48	35.45	33.87	32.59	31.52	29.11
11.0	49.60	46.16	41.71	38.81	36.71	35.07	33.75	32.64	30.14
11.5	51.28	47.72	43.12	40.13	37.95	36.26	34.89	33.74	31.16
12.0	52.94	49.27	44.52	41.43	39.18	37.44	36.02	34.84	32.17
12.5	54.59	50.80	45.90	42.72	40.40	38.60	37.14	35.92	33.17
13.0	56.22	52.32	47.27	43.99	41.61	39.75	38.25	36.99	34.16
13.5	57.83	53.82	48.63	45.26	42.80	40.89	39.35	38.06	35.14
14.0	59.43	55.31	49.98	46.51	43.98	42.02	40.44	39.11	36.12
14.5	61.02	56.78	51.31	47.75	45.16	43.15	41.51	40.15	37.08
15.0	62.59	58.25	52.63	48.98	46.32	44.26	42.58	41.19	38.03
15.5	64.15	59.70	53.94	50.20	47.47	45.36	43.64	42.21	38.98
16.0	65.69	61.13	55.24	51.41	48.62	46.45	44.70	43.23	39.92
16.5	67.23	62.56	56.53	52.61	49.75	47.54	45.74	44.24	40.85
17.0	68.75	63.98	57.81	53.80	50.88	48.61	46.77	45.24	41.78
17.5	70.26	65.38	59.08	54.98	52.00	49.68	47.80	46.23	42.70
18.0	71.76	66.78	60.34	56.15	53.11	50.74	48.82	47.22	43.61
19.0	74.73	69.54	62.84	58.48	55.31	52.84	50.84	49.17	45.41
20.0	77.66	72.27	65.30	60.77	57.47	54.91	52.84	51.10	47.19
21.0	80.55	74.96	67.74	63.04	59.62	56.96	54.81	53.01	48.95
22.0	83.41	77.63	70.14	65.28	61.73	58.98	56.75	54.89	50.69
23.0	86.24	80.26	72.52	67.49	63.83	60.98	58.68	56.75	52.41
24.0	89.04	82.86	74.87	69.68	65.90	62.96	60.58	58.59	54.11
25.0	91.81	85.44	77.20	71.84	67.95	64.92	62.46	60.41	55.79

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Radius of relative stiffness
(Reference : Portland Cement Association)
FIGURE 1

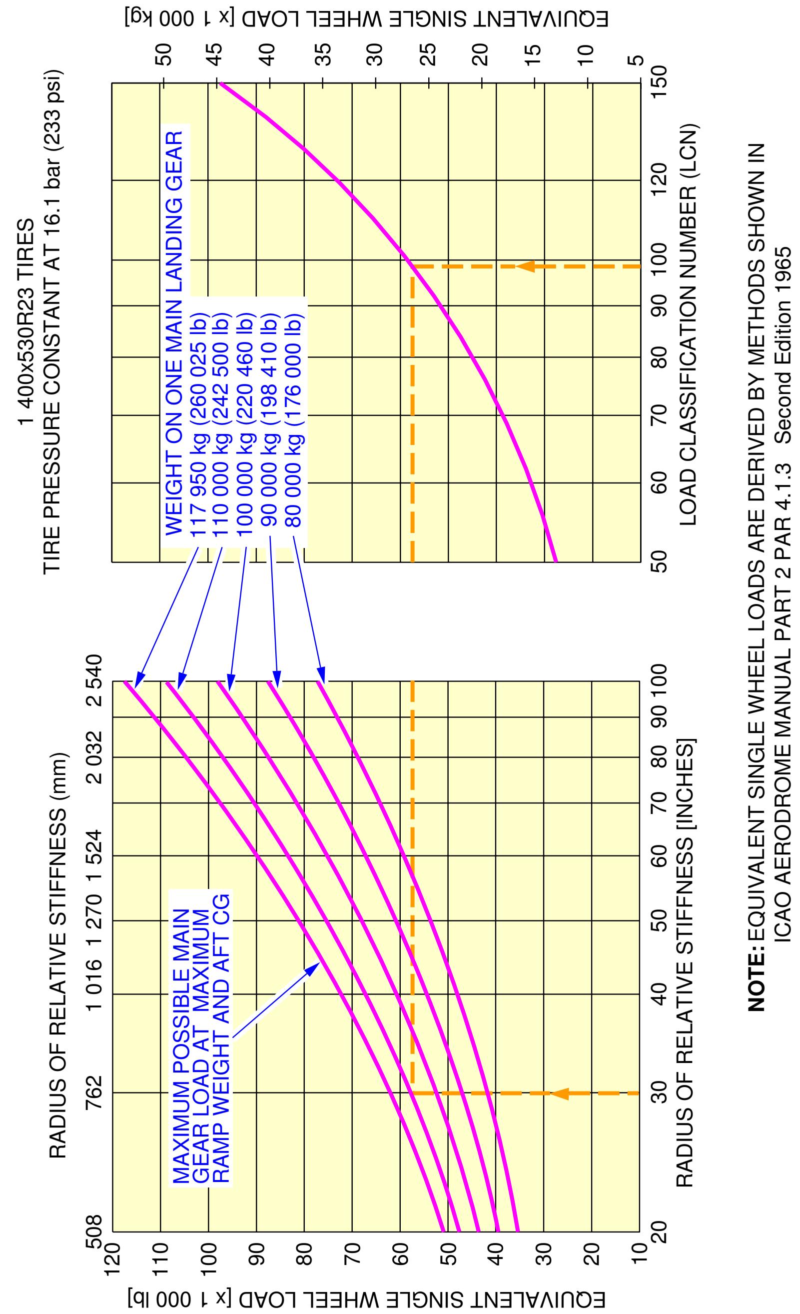
7-8-2 Rigid Pavement Requirements - LCN Conversion

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Rigid Pavement Requirements - LCN Conversion

1. This section gives Rigid Pavement Requirements - LCN Conversion.

**ON A/C A340-600WV0xx



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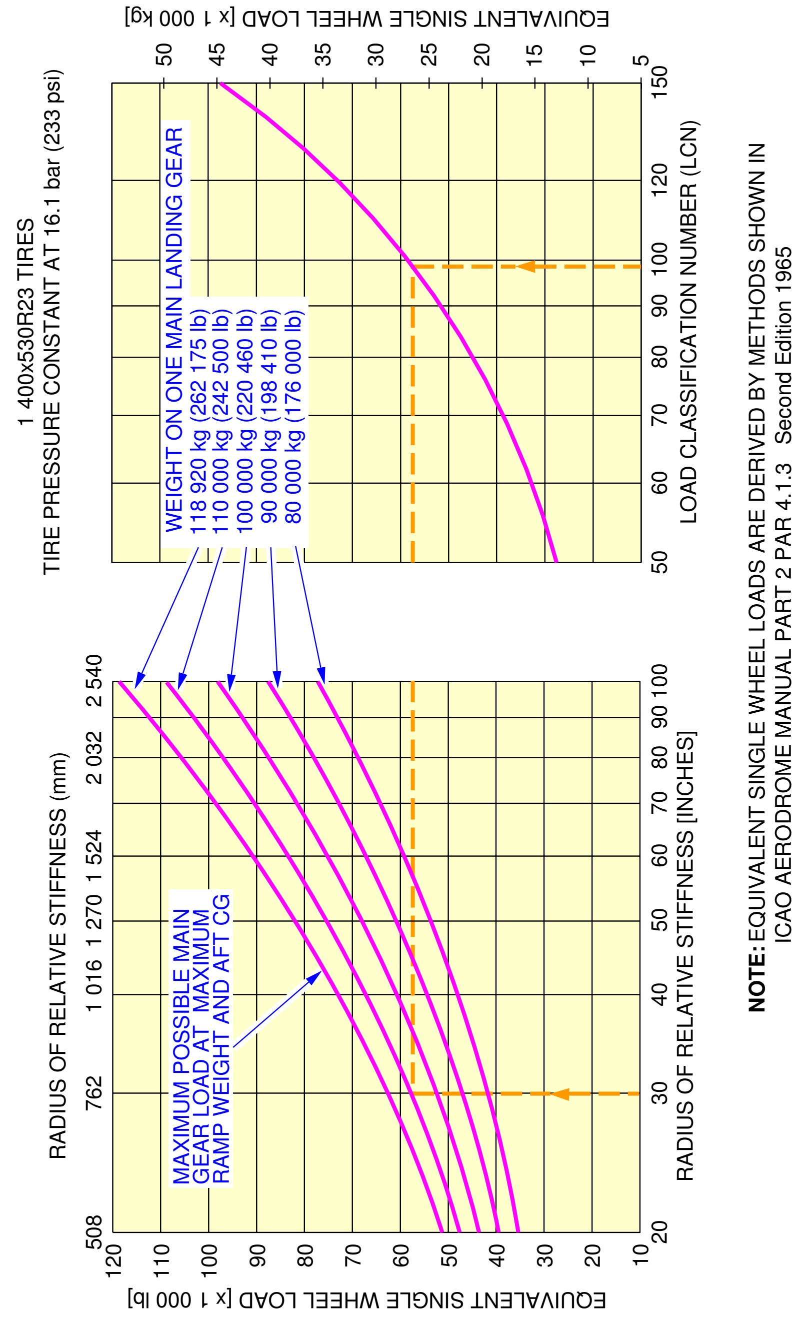
Rigid Pavement Requirements LCN
MTOW 365 000 kg
FIGURE 1

**ON A/C A340-600WV0xx



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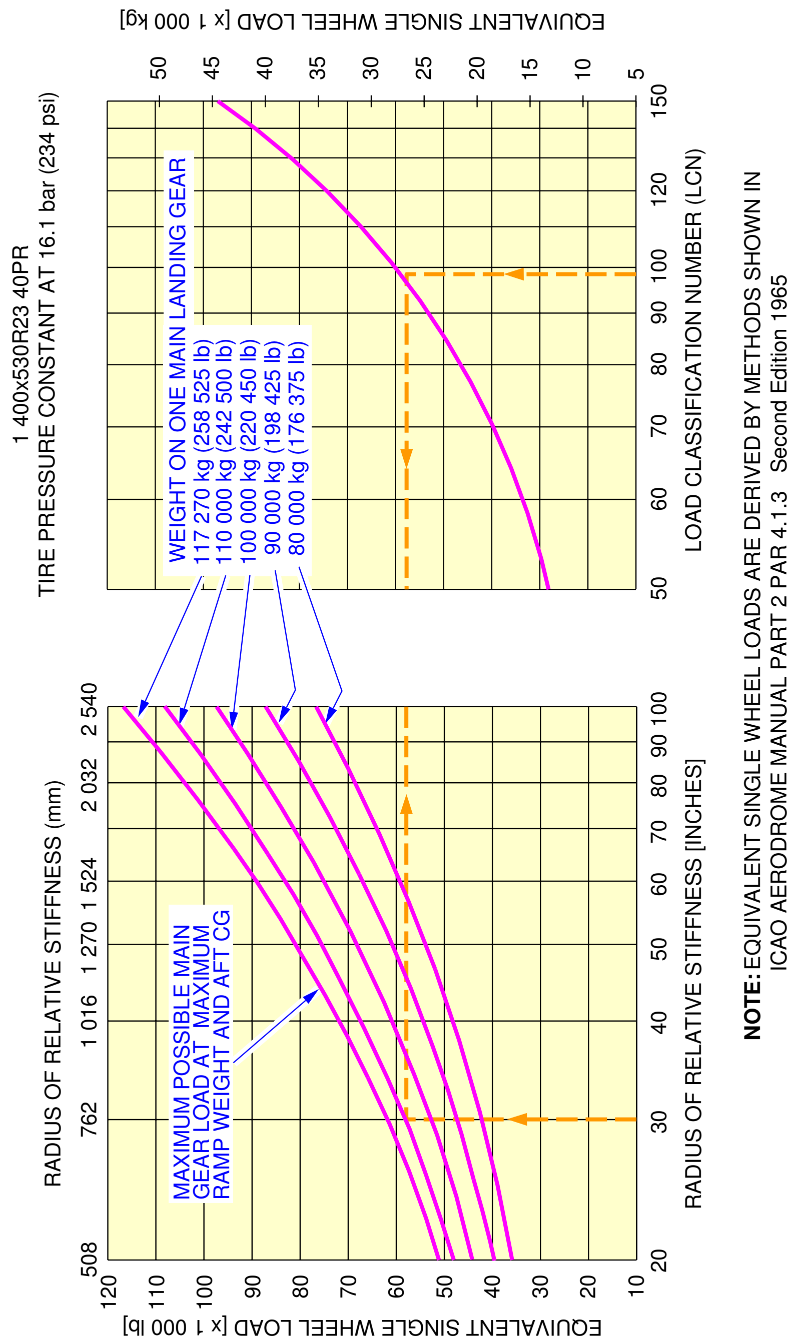
Rigid Pavement Requirements LCN
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx



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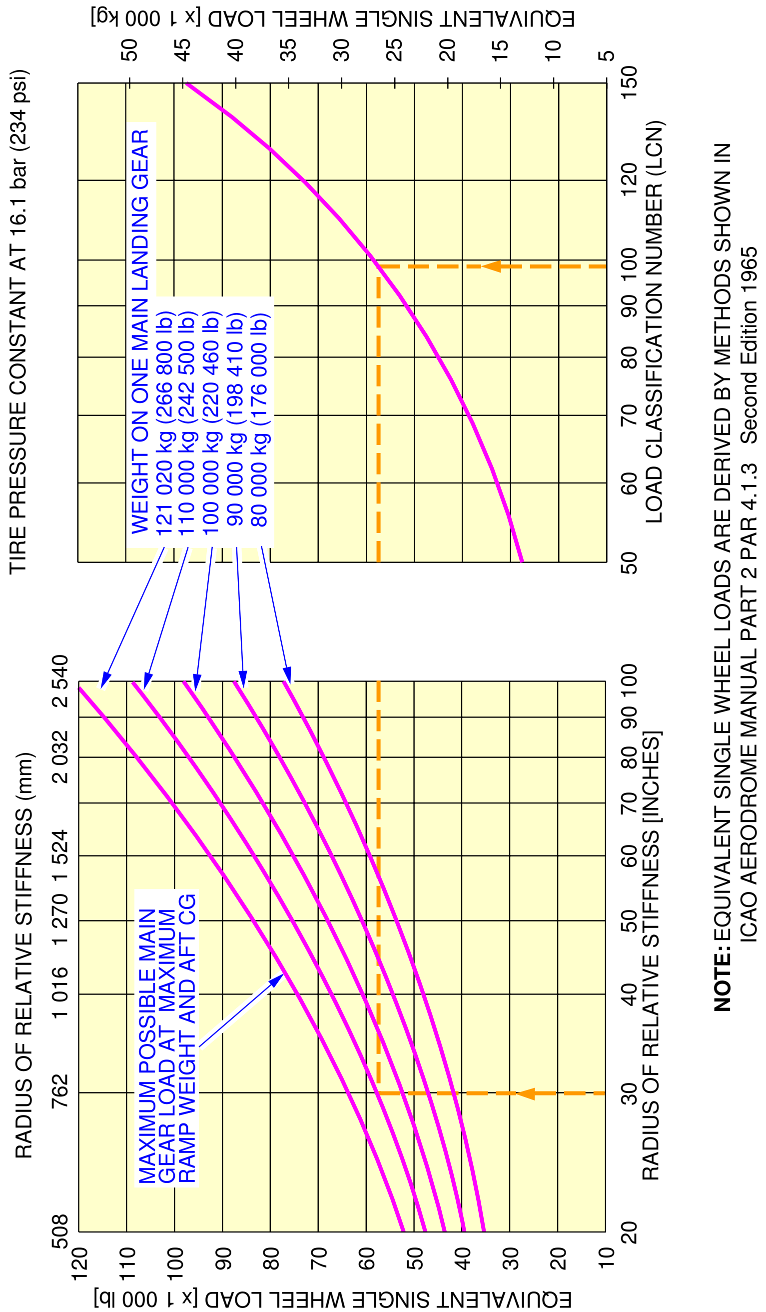
Rigid Pavement Requirements LCN
MTOW 365 000 kg
FIGURE 3

****ON A/C A340-600WV1xx**



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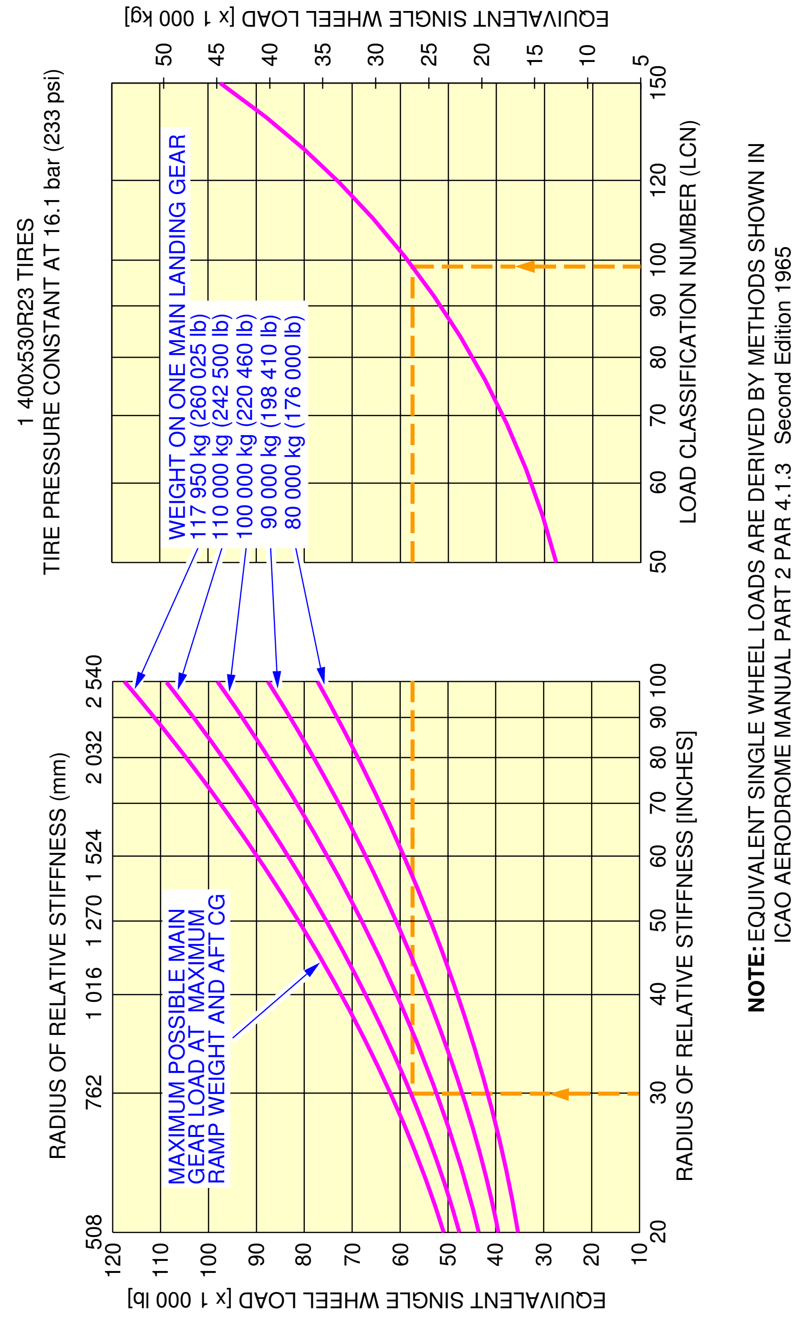
Rigid Pavement Requirements LCN
MTOW 380 000 kg
FIGURE 4

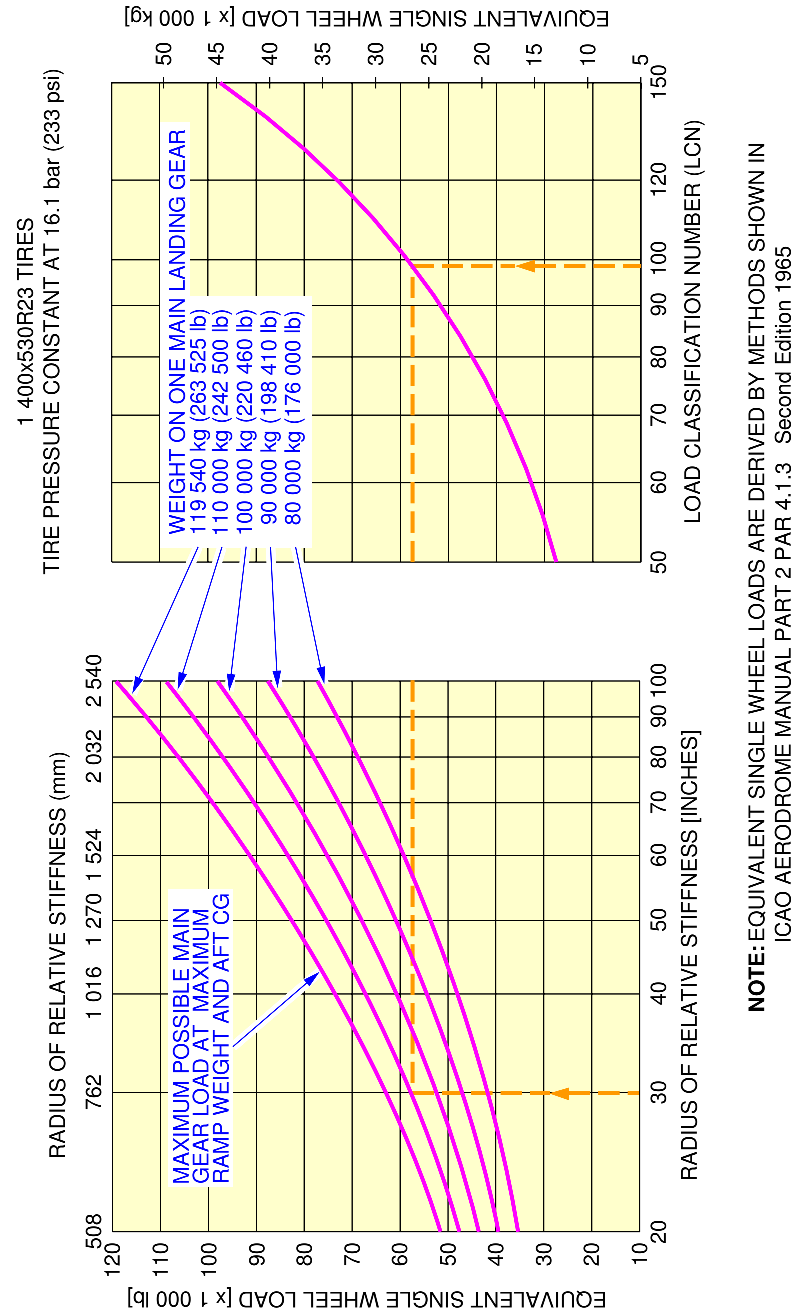
**ON A/C A340-500WV0xx



F_AC_070802_1_0160101_01_01

Rigid Pavement Requirements LCN
MTOW 368 000 kg
FIGURE 5

**ON A/C A340-500WV0xx



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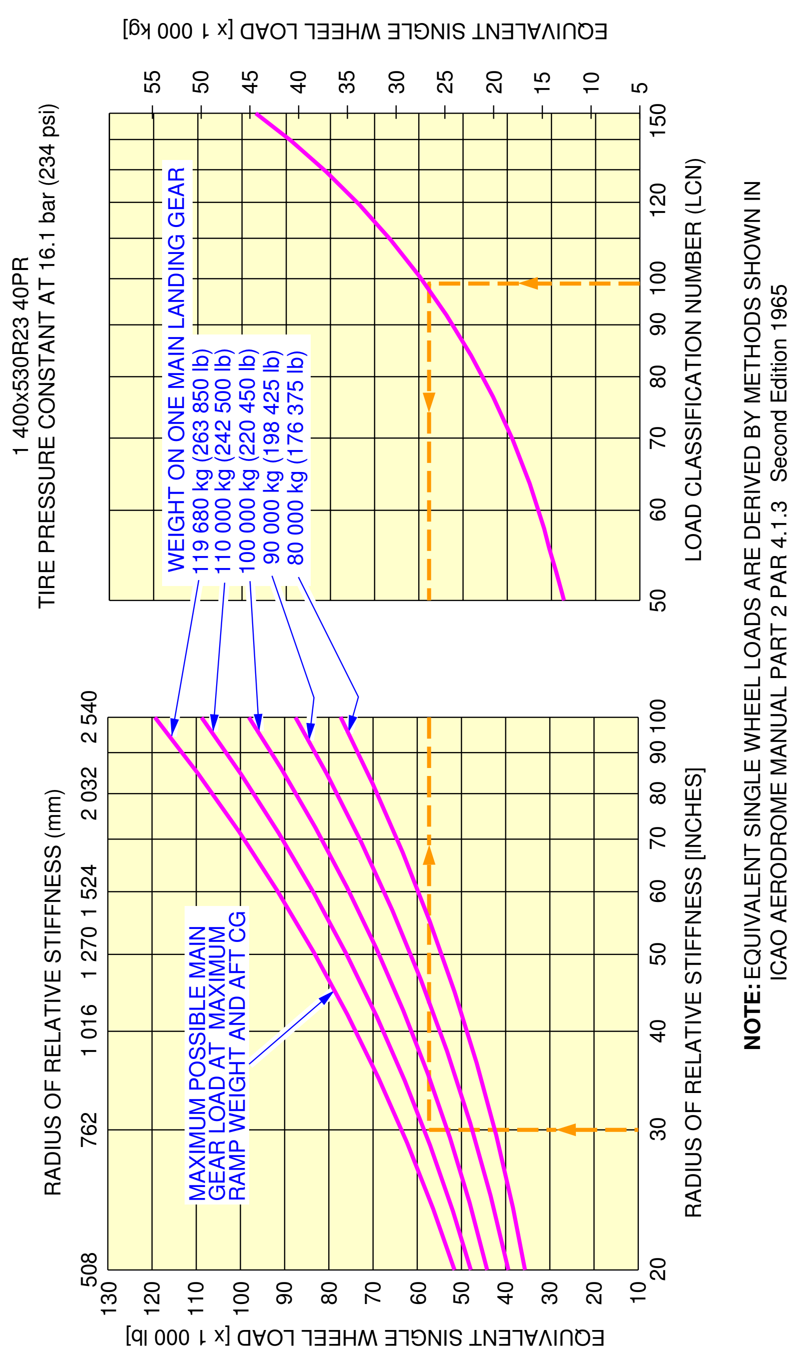
Rigid Pavement Requirements LCN
MTOW 372 000 kg
FIGURE 6

****ON A/C A340-500WV0xx**



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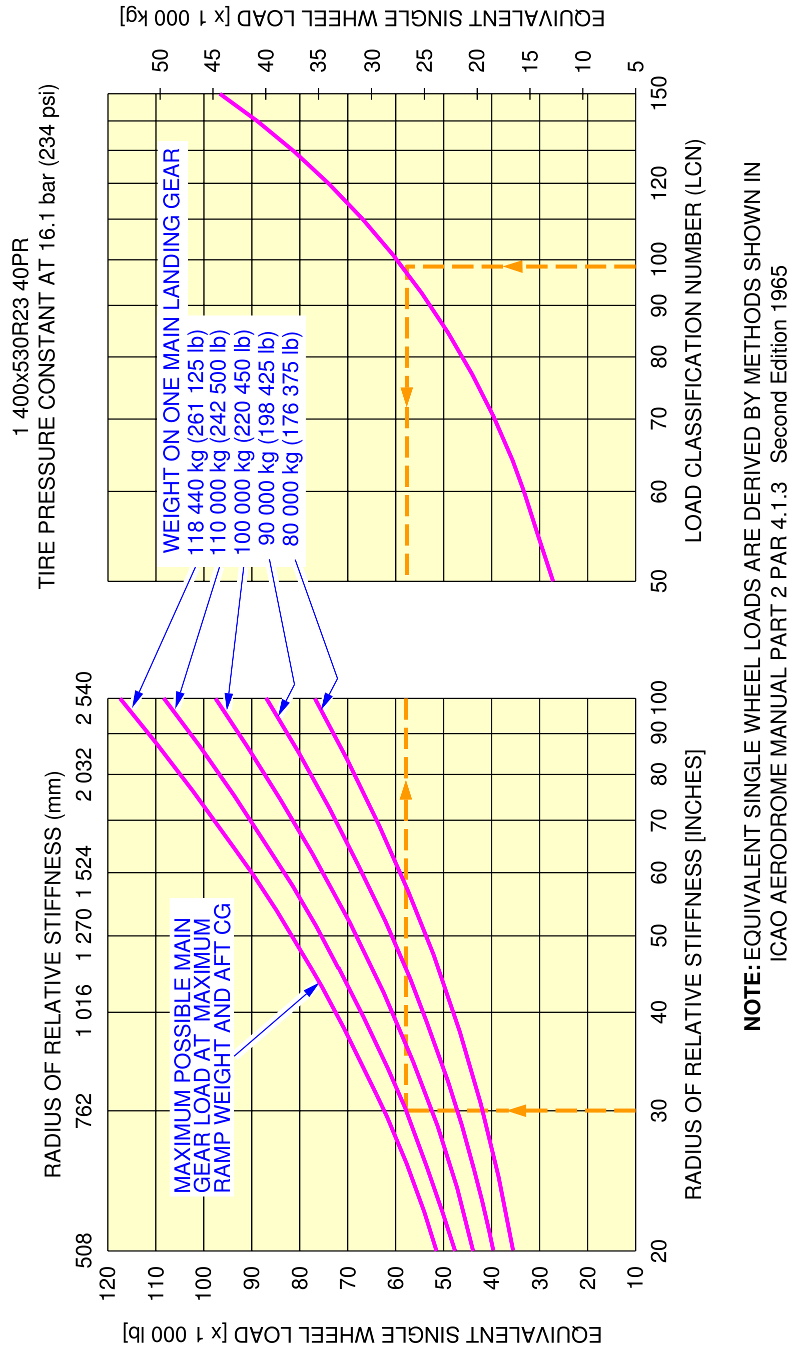
Rigid Pavement Requirements LCN
MTOW 374 000 kg
FIGURE 7

**ON A/C A340-500WV1xx



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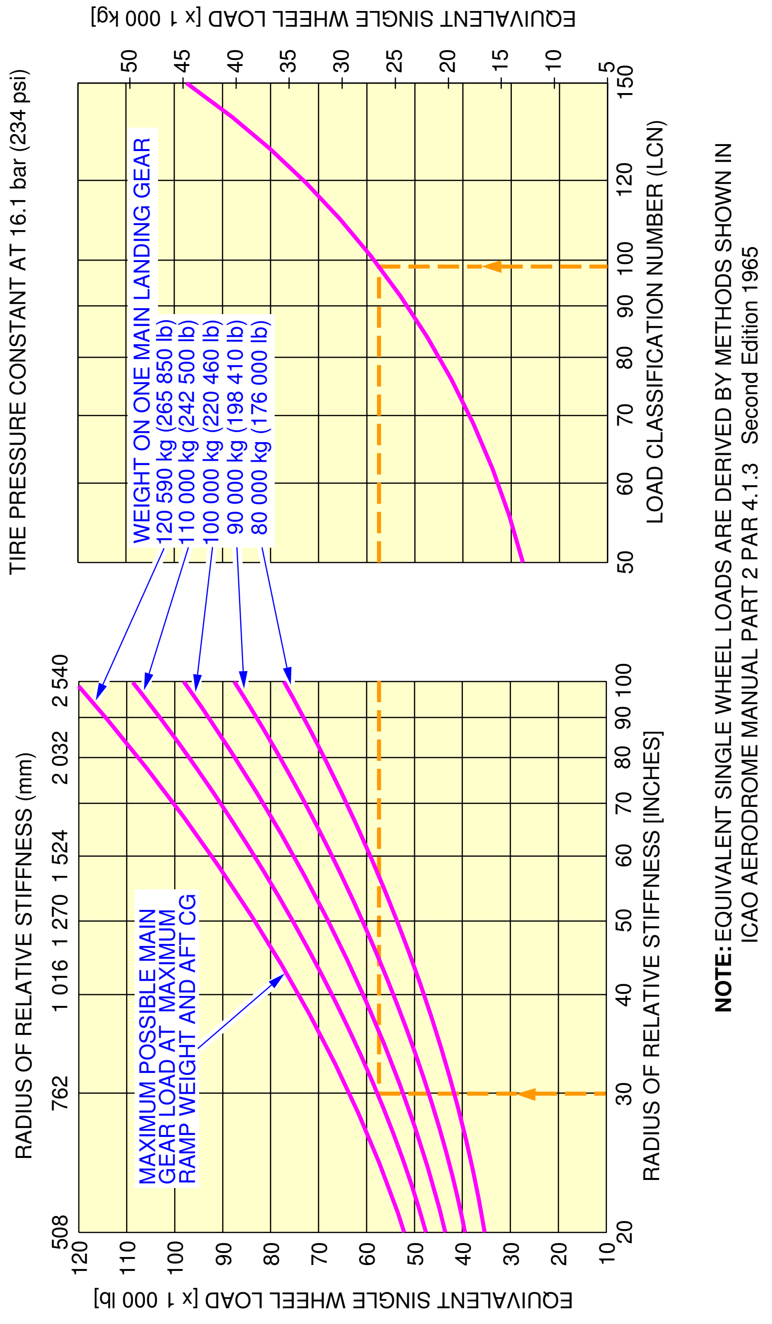
Rigid Pavement Requirements LCN
MTOW 372 000 kg
FIGURE 8

****ON A/C A340-500WV1xx**



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Rigid Pavement Requirements LCN
MTOW 380 000 kg
FIGURE 9

7-8-3 Radius of Relative Stiffness (Other values of E and L)

****ON A/C A340-500 A340-600**

Radius of Relative Stiffness (Other values of "E" and "L")

1. General

The table of Chapter 7-8-1, Figure: Radius of Relative Stiffness, presents "L" values based on Young's Modulus (E) of 4 000 000 psi and Poisson's Ratio (μ) of 0.15.

To find "L" values based on other values of "E" and "μ".
See Section 7-8-4, Figure: Radius of Relative Stiffness (Other values of "E" and "μ").

For example, to find an "L" value based on an "E" of 3 000 000 psi, the "E" factor of 0.931 is multiplied by the "L" value found in the table of Section 7-8-1, Figure: Radius of Relative Stiffness.

The effect of variations of "μ" on the "L" value is treated in a similar manner.

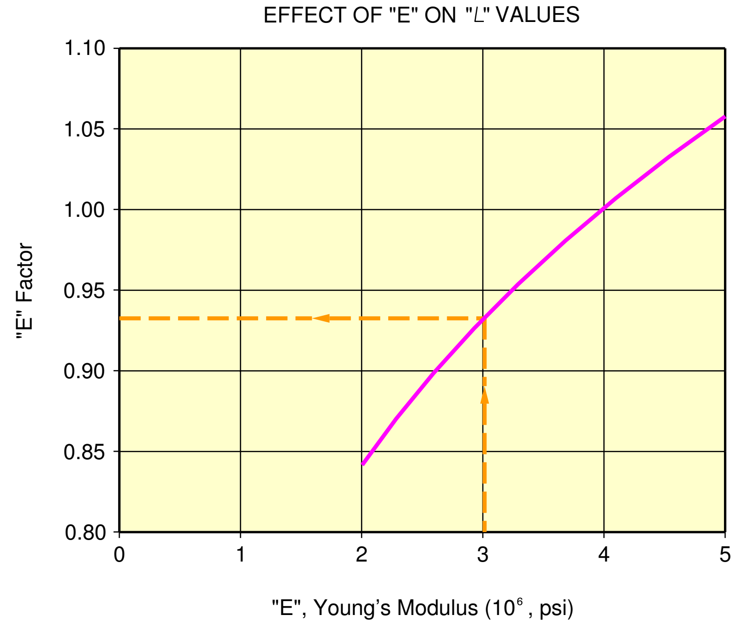
7-8-4 Radius of Relative Stiffness

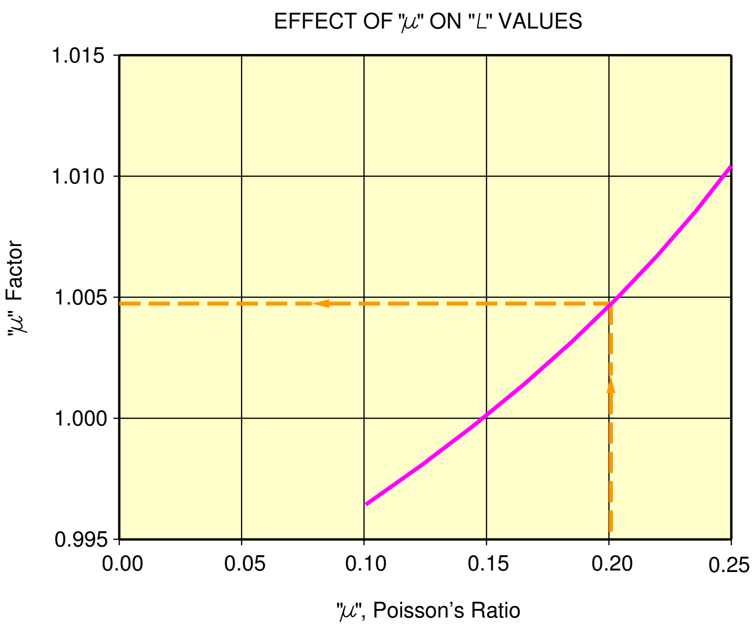
****ON A/C A340-500 A340-600**

Radius of Relative Stiffness

1. This section gives Radius of Relative Stiffness.

**ON A/C A340-500 A340-600





NOTE: BOTH CURVES ON THIS PAGE ARE USED TO ADJUST THE "L" VALUES OF TABLE 7.8.1

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Radius of Relative Stiffness
(Effect of "E" and "μ" on "L" values)
FIGURE 1

7-9-0 ACN/PCN Reporting System - Flexible and Rigid Pavements

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

ACN/PCN Reporting System - Flexible and Rigid Pavements

****ON A/C A340-600WV0xx**

1. General

To find the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength must be known.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 365 000 kg - A340-600WV0xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.6.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 365 000 kg - A340-600WV0xx

- For an Aircraft Gross Weight of 350 000 kg (771 620 lb) and low subgrade strength (code B), the ACN for the rigid pavement is 65.5.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 368 000 kg - A340-600WV0xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.5.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 368 000 kg - A340-600WV0xx.

- For an Aircraft Gross Weight of 350 000 kg (771 620 lb) and low subgrade strength (code B) the ACN for the rigid pavement is 65.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.
(Ref: ICAO Aerodrome Design Manual Part 3 Chapter 1 Second Edition 1983)

****ON A/C A340-600WV1xx**

2. General

To find the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength must be known.
In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 365 000 kg - A340-600WV1xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 45.7.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 365 000 kg - A340-600WV1xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B) the ACN for the rigid pavement is 48.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 380 000 kg - A340-600WV1xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.8.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 380 000 kg - A340-600WV1xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B) the ACN for the rigid pavement is 64.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.
(Ref: ICAO Aerodrome Design Manual Part 3 Chapter 1 Second Edition 1983)

****ON A/C A340-500WV0xx**

3. General

To find the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength must be known.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 368 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.5.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 368 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 350 000 kg (771 620 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 65.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 372 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.5.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 372 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 350 000 kg (771 620 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 65.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 374 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.3.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 374 000 kg - A340-500WV0xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 49.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.
(Ref: ICAO Aerodrome Design Manual Part 3 Chapter 1 Second Edition 1983)

****ON A/C A340-500WV1xx**

4. General

To find the ACN of an aircraft on flexible or rigid pavement, both the aircraft gross weight and the subgrade strength must be known.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 372 000 kg - A340-500WV1xx

- For an Aircraft Gross Weight of 270 000 kg (595 250 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 45.3.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 372 000 kg - A340-500WV1xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 48.

In the example shown in Section 7-9-1, Figure: Aircraft Classification Number - Flexible Pavement - MTOW 380 000 kg - A340-500WV1xx

- For an Aircraft Gross Weight of 280 000 kg (617 300 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 46.6.

In the example shown in Section 7-9-2, Figure: Aircraft Classification Number - Rigid Pavement - MTOW 380 000 kg - A340-500WV1xx

- For an Aircraft Gross Weight of 350 000 kg (771 620 lb) and low subgrade strength (code B), the ACN for the flexible pavement is 64.

NOTE : An aircraft with an ACN equal to or less than the reported PCN can operate on that pavement, subject to any limitation on the tire pressure.
(Ref: ICAO Aerodrome Design Manual Part 3 Chapter 1 Second Edition 1983)

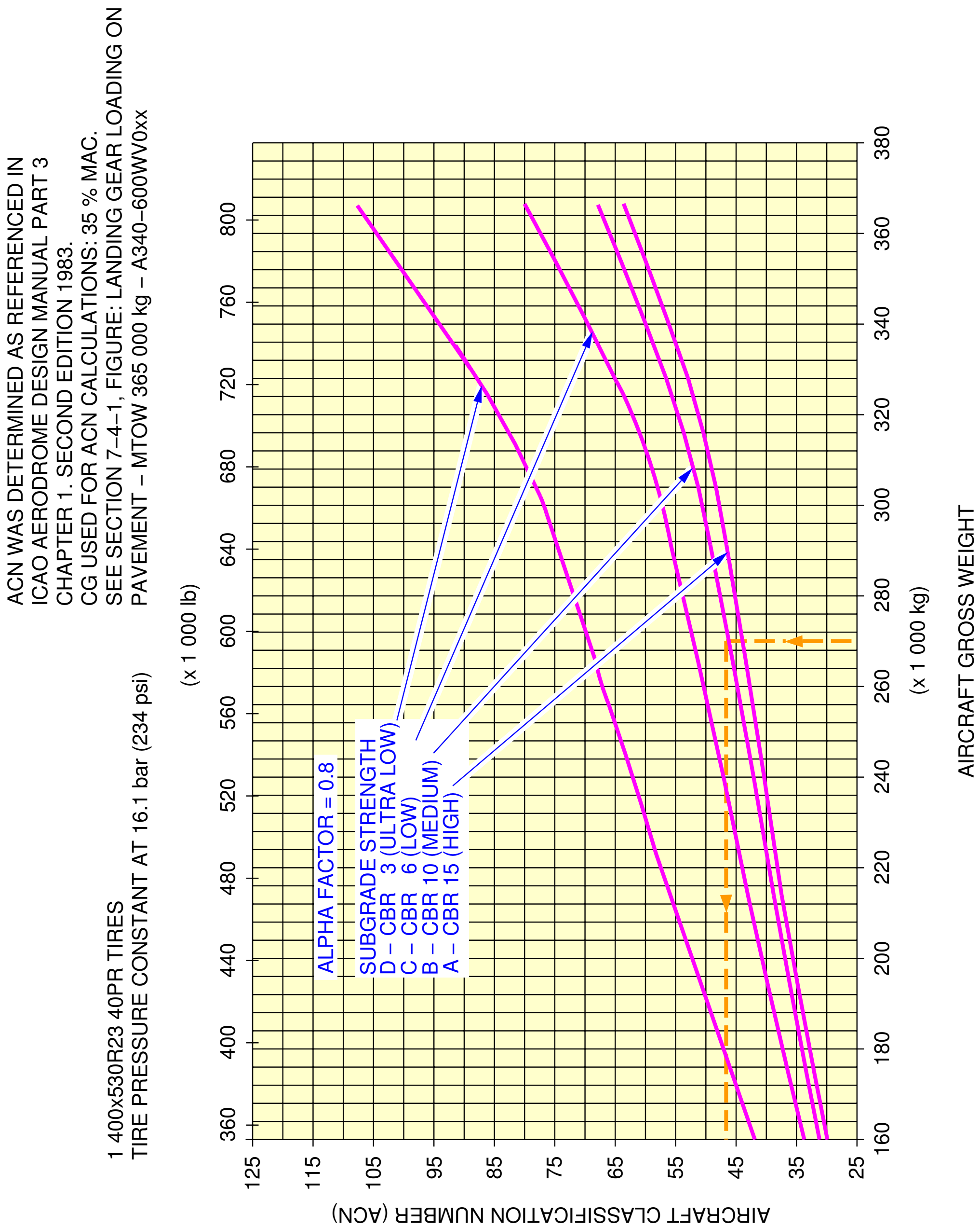
7-9-1 Aircraft Classification Number - Flexible Pavement

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Aircraft Classification Number - Flexible Pavement

1. This section gives the Aircraft Classification Number - Flexible Pavement.

**ON A/C A340-600WV0xx



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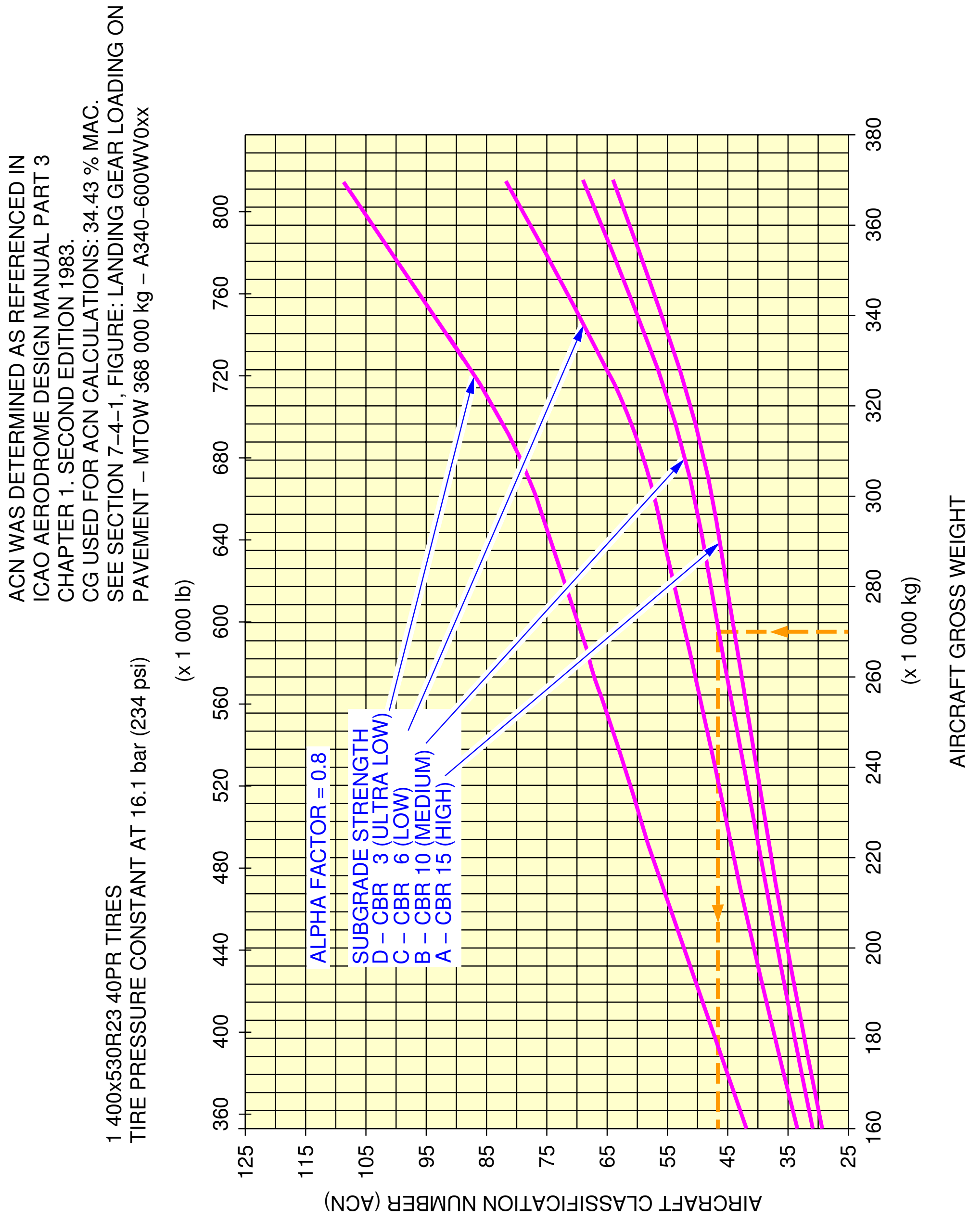
Aircraft Classification Number – Flexible Pavement
MTOW 365 000 kg
FIGURE 1

****ON A/C A340-600WV0xx**



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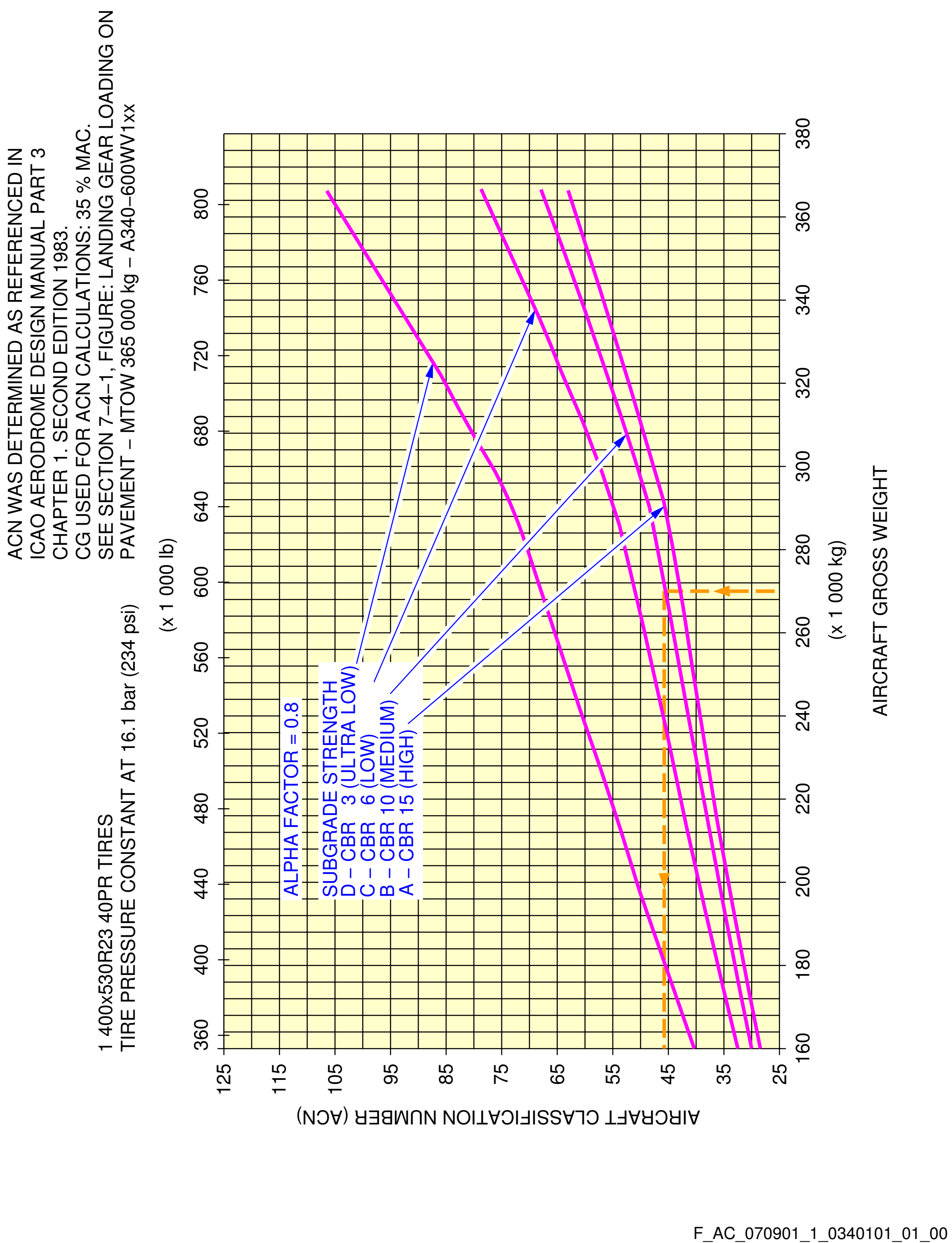
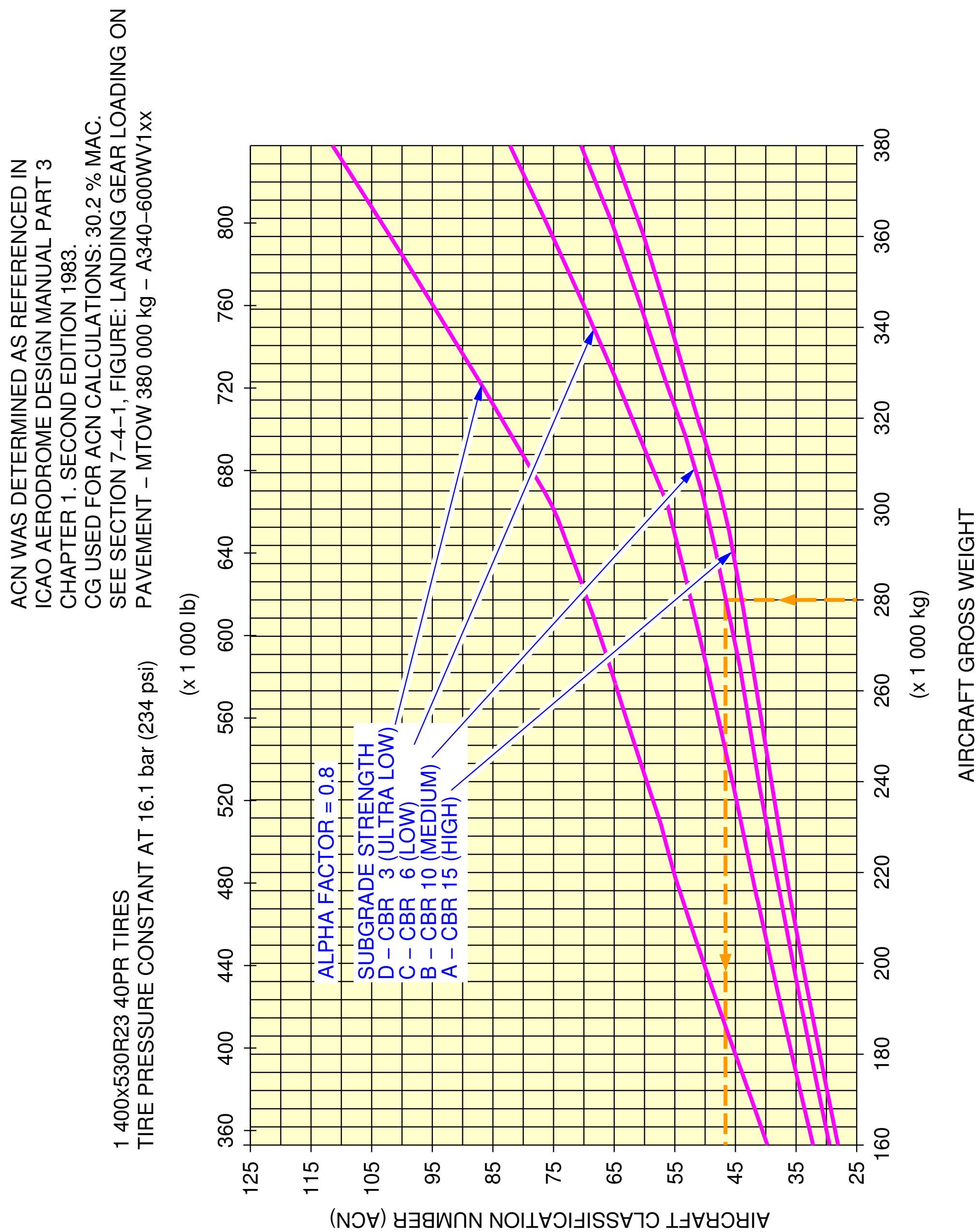
Aircraft Classification Number – Flexible Pavement
MTOW 368 000 kg
FIGURE 2

**ON A/C A340-600WV1xx



Aircraft Classification Number – Flexible Pavement
MTOW 365 000 kg
FIGURE 3

**ON A/C A340-600WV1xx



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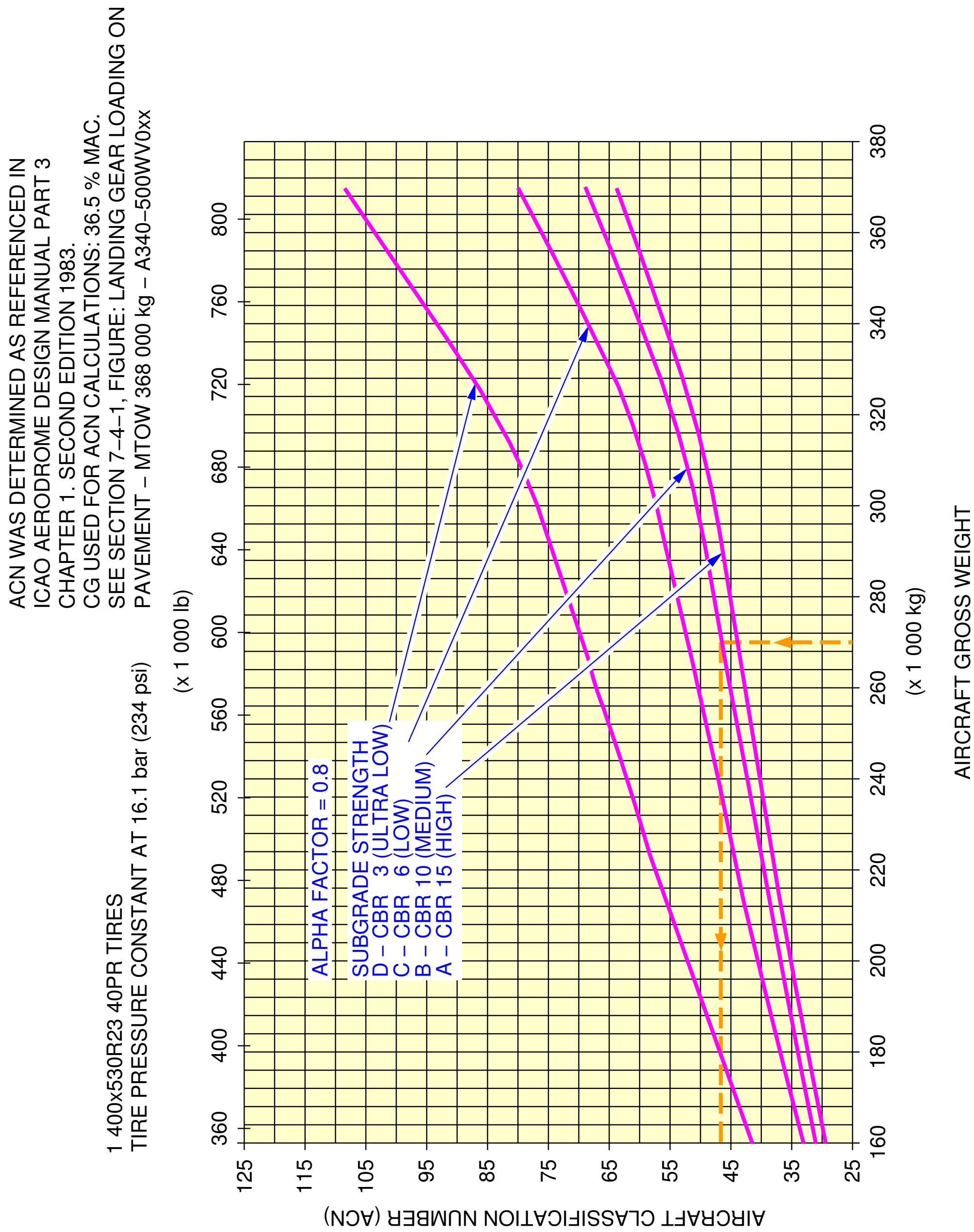
Aircraft Classification Number - Flexible Pavement
MTOW 380 000 kg
FIGURE 4

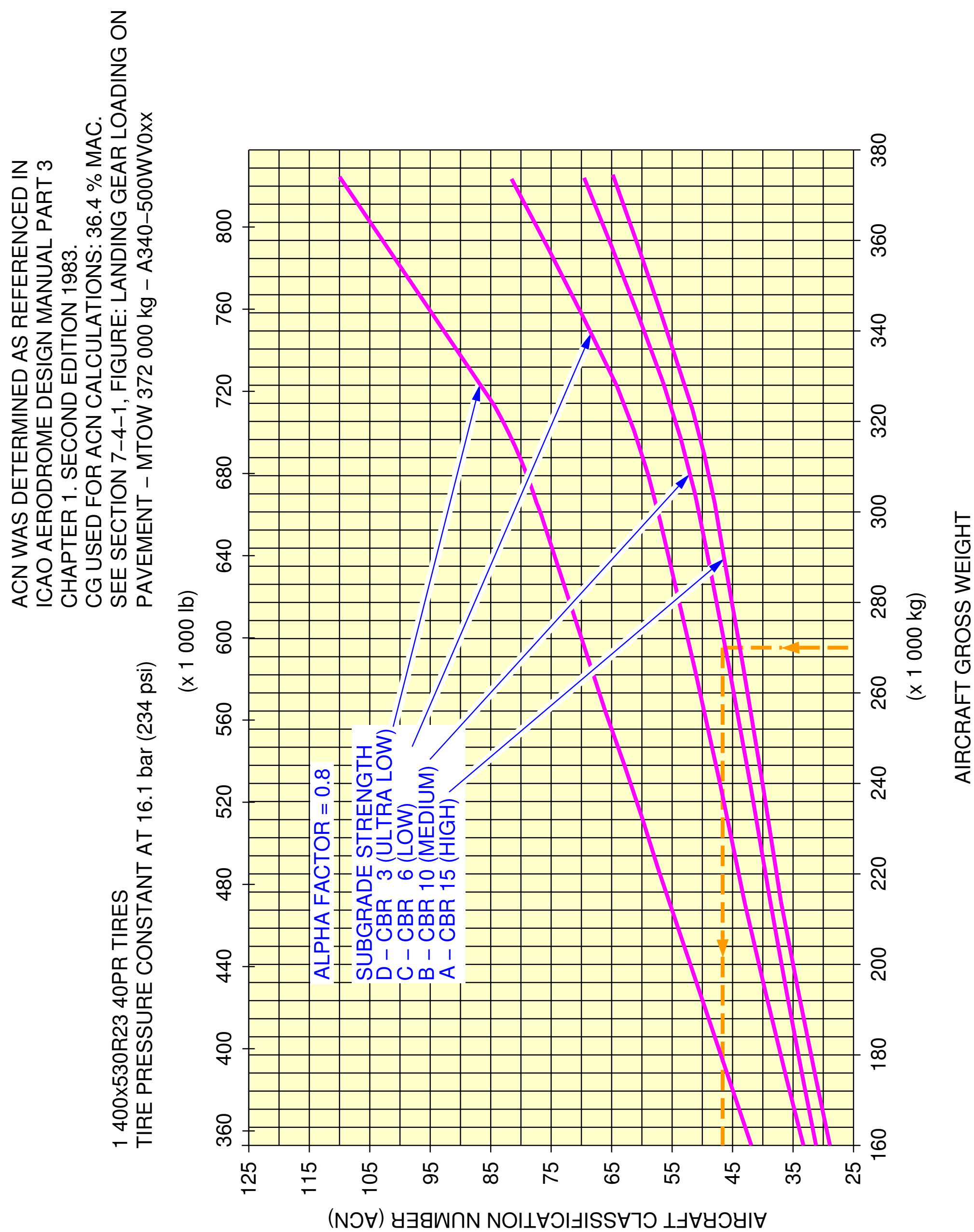
**ON A/C A340-500WV0xx



F_AC_070901_1_0310101_01_01

Aircraft Classification Number – Flexible Pavement
MTOW 368 000 kg
FIGURE 5

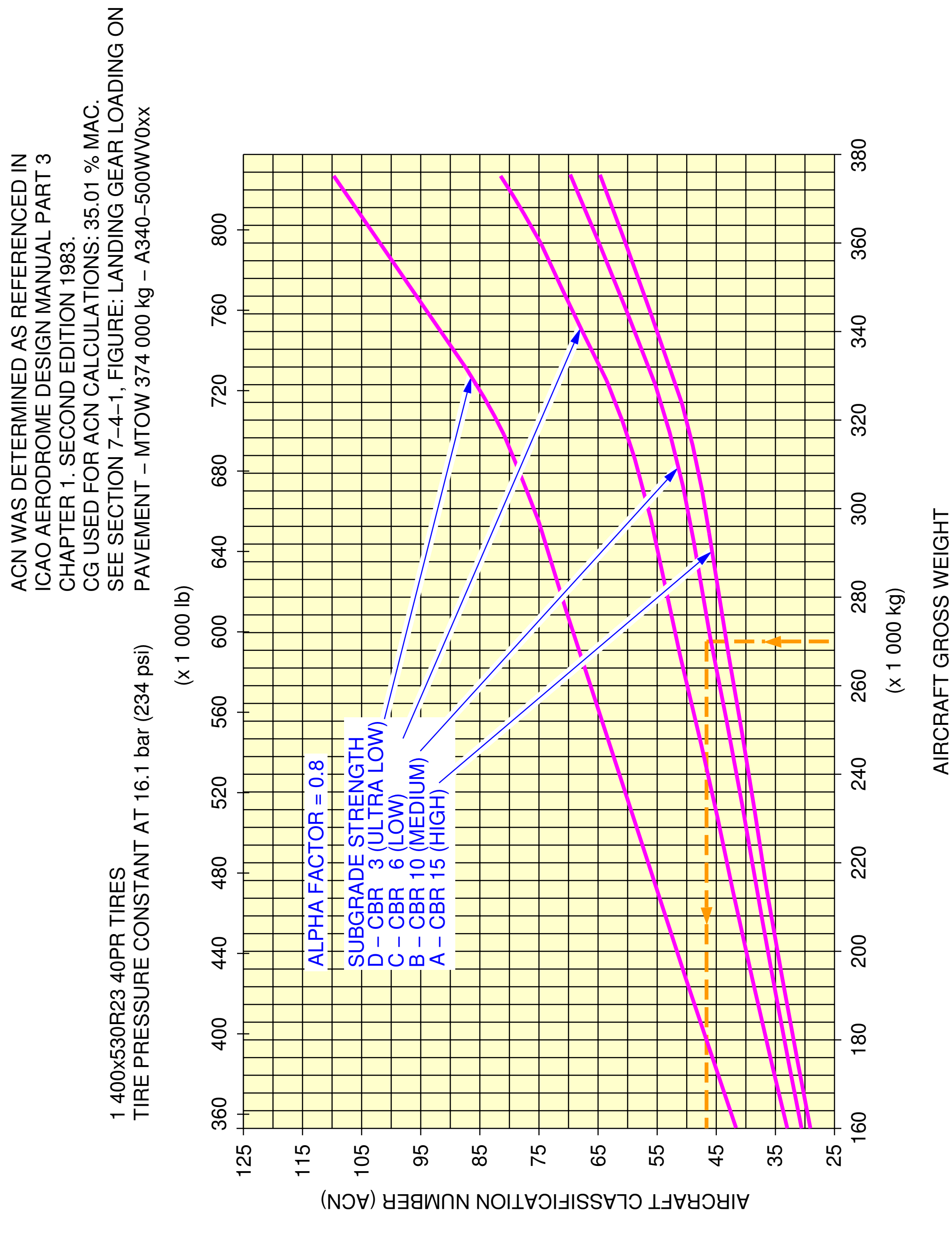
**ON A/C A340-500WV0xx



F_AC_070901_1_0320101_01_01

Aircraft Classification Number – Flexible Pavement
MTOW 372 000 kg
FIGURE 6

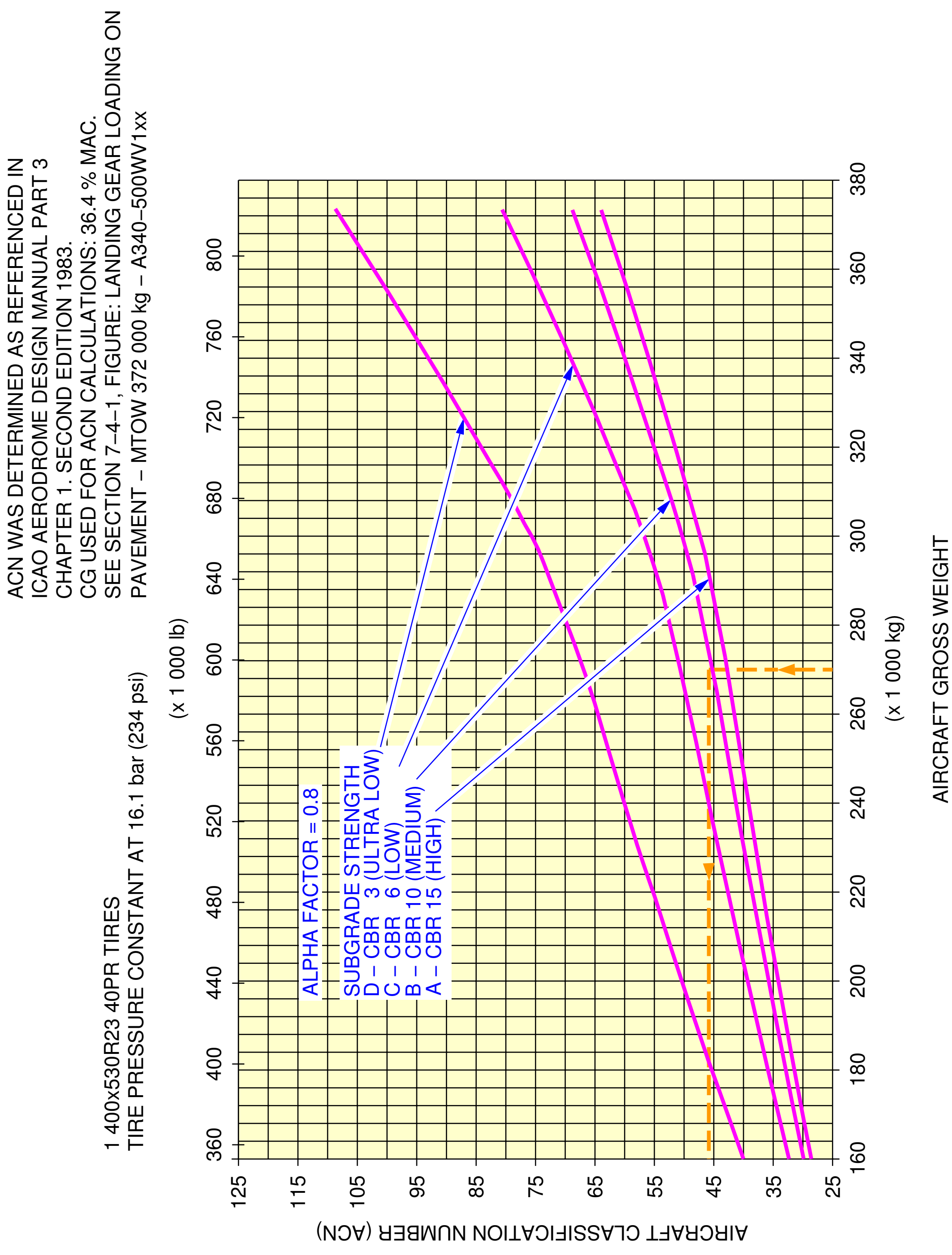
**ON A/C A340-500WV0xx



F_AC_070901_1_0350101_01_00

Aircraft Classification Number – Flexible Pavement
MTOW 374 000 kg
FIGURE 7

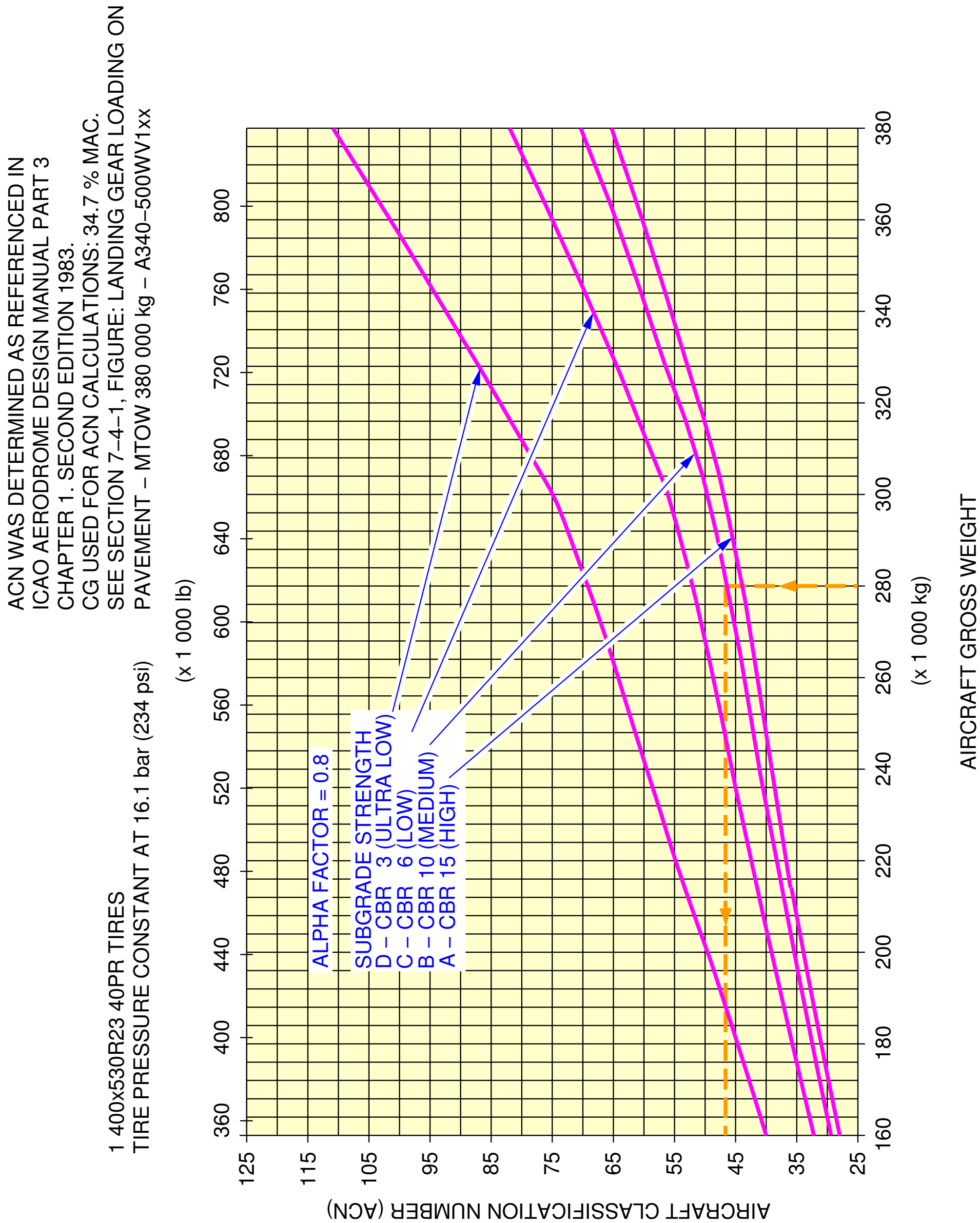
**ON A/C A340-500WV1xx



F_AC_070901_1_0360101_01_00

Aircraft Classification Number – Flexible Pavement
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



F_AC_070901_1_0330101_01_01

Aircraft Classification Number – Flexible Pavement
MTOW 380 000 kg
FIGURE 9

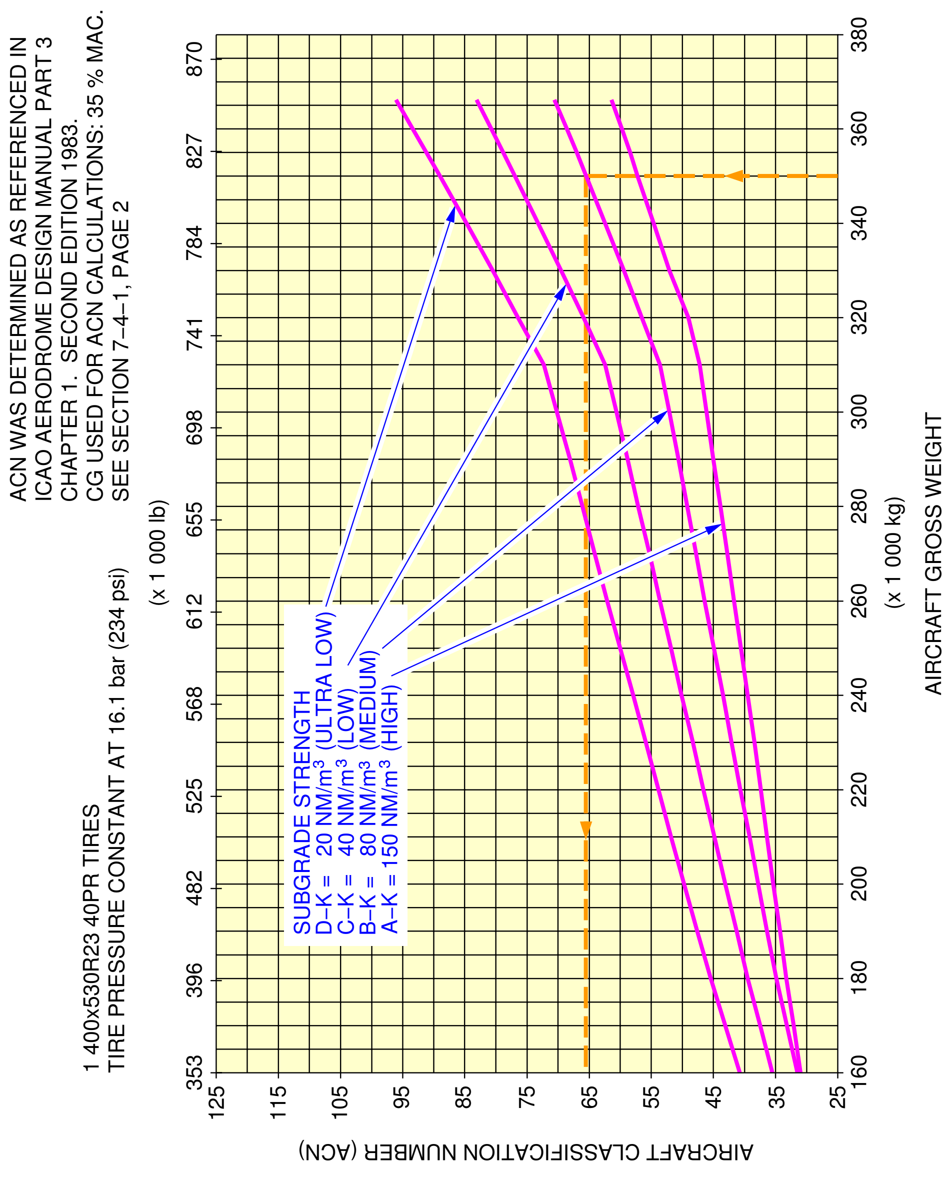
7-9-2 Aircraft Classification Number - Rigid Pavement

****ON A/C A340-500WV0xx A340-500WV1xx A340-600WV0xx A340-600WV1xx**

Aircraft Classification Number - Rigid Pavement

1. This section gives the Aircraft Classification Number - Rigid Pavement.

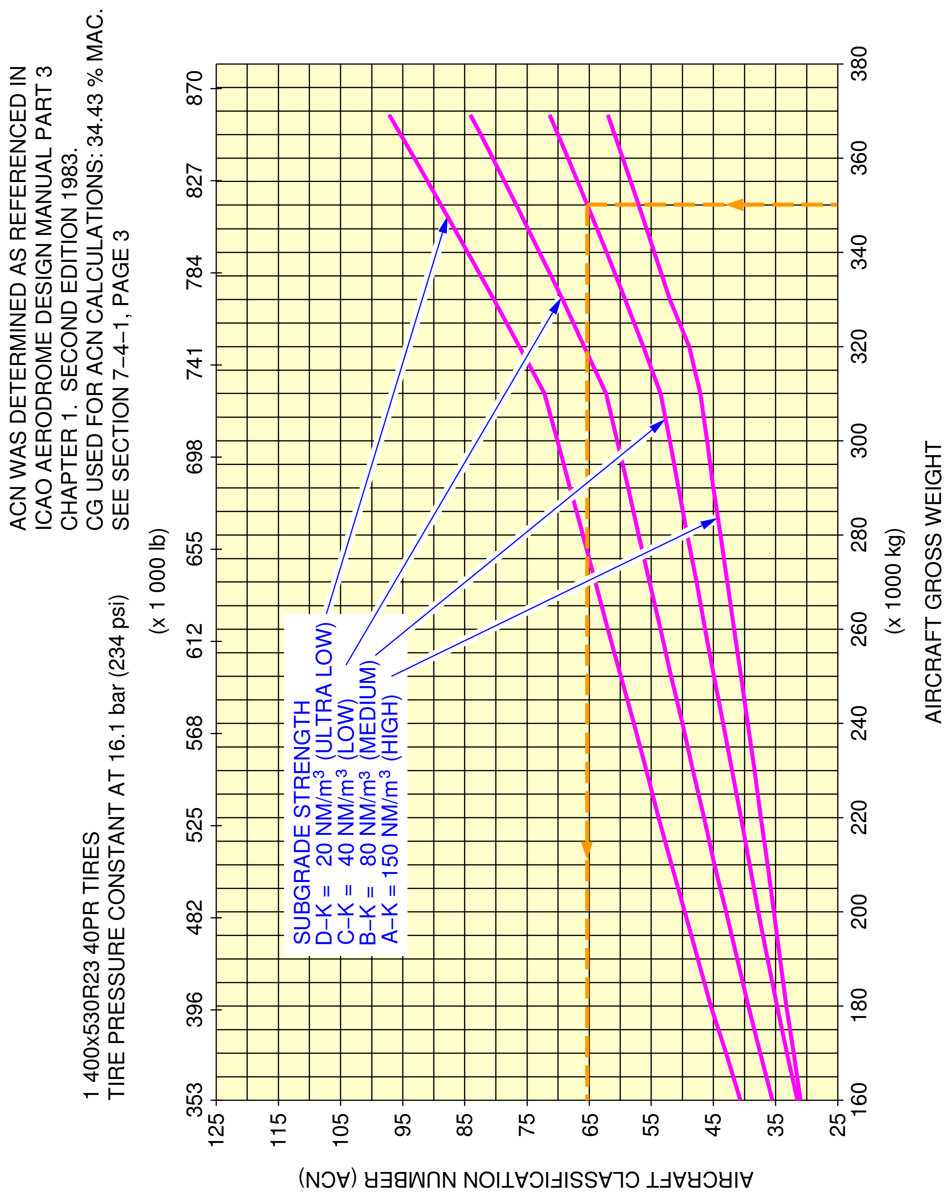
****ON A/C A340-600WV0xx**



F_AC_070902_1_0280101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 365 000 kg
FIGURE 1

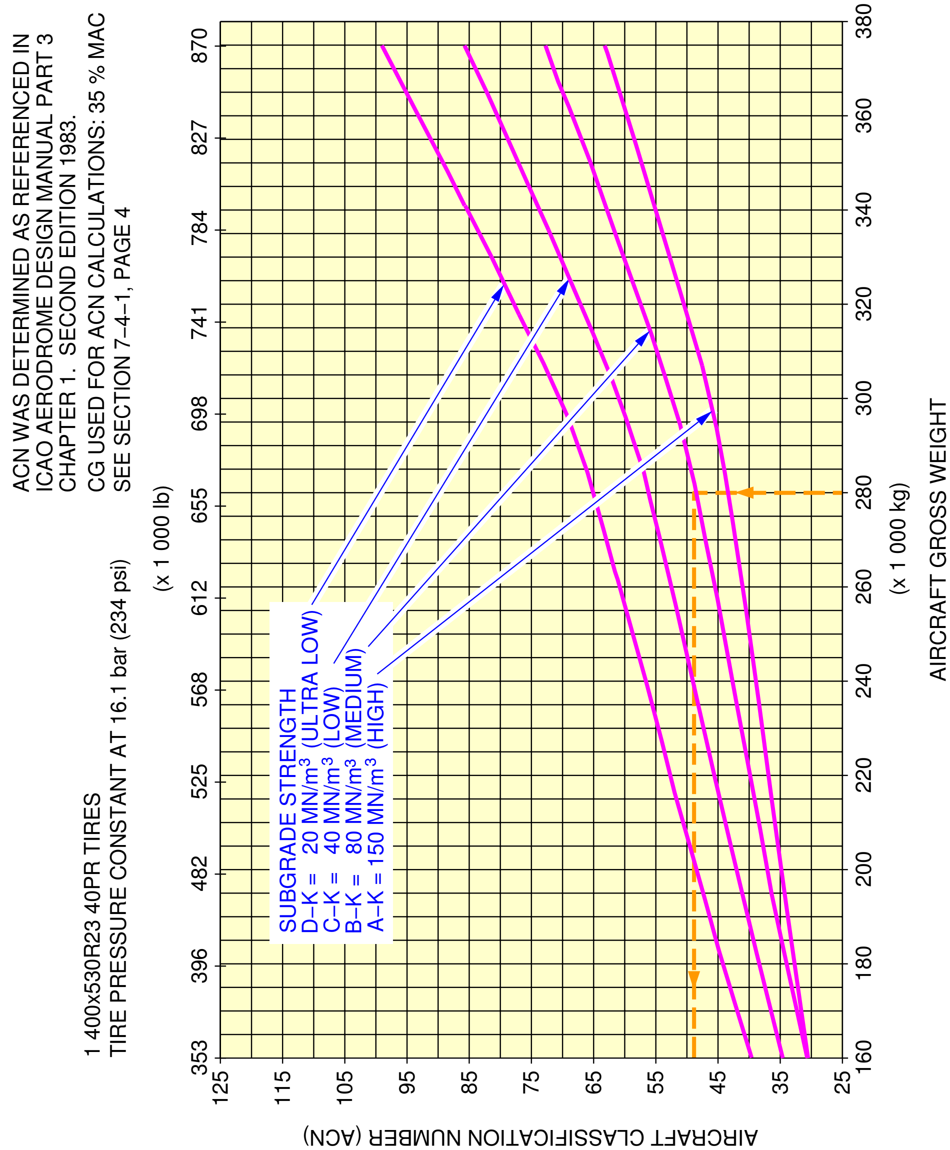
**ON A/C A340-600WV0xx



F_AC_070902_1_0290101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 368 000 kg
FIGURE 2

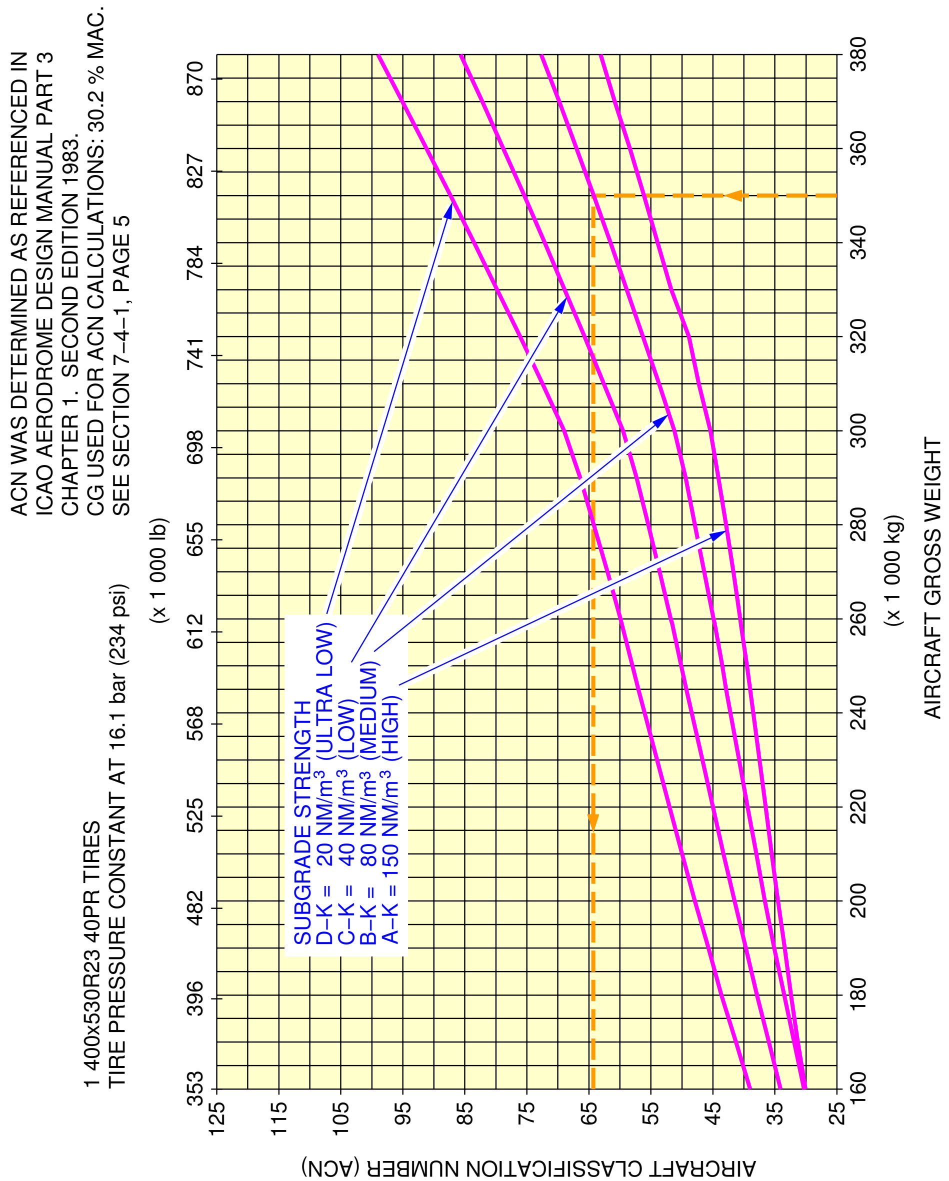
**ON A/C A340-600WV1xx



F_AC_070902_1_0340101_01_00

Aircraft Classification Number − Rigid Pavement
MTOW 365 000 kg
FIGURE 3

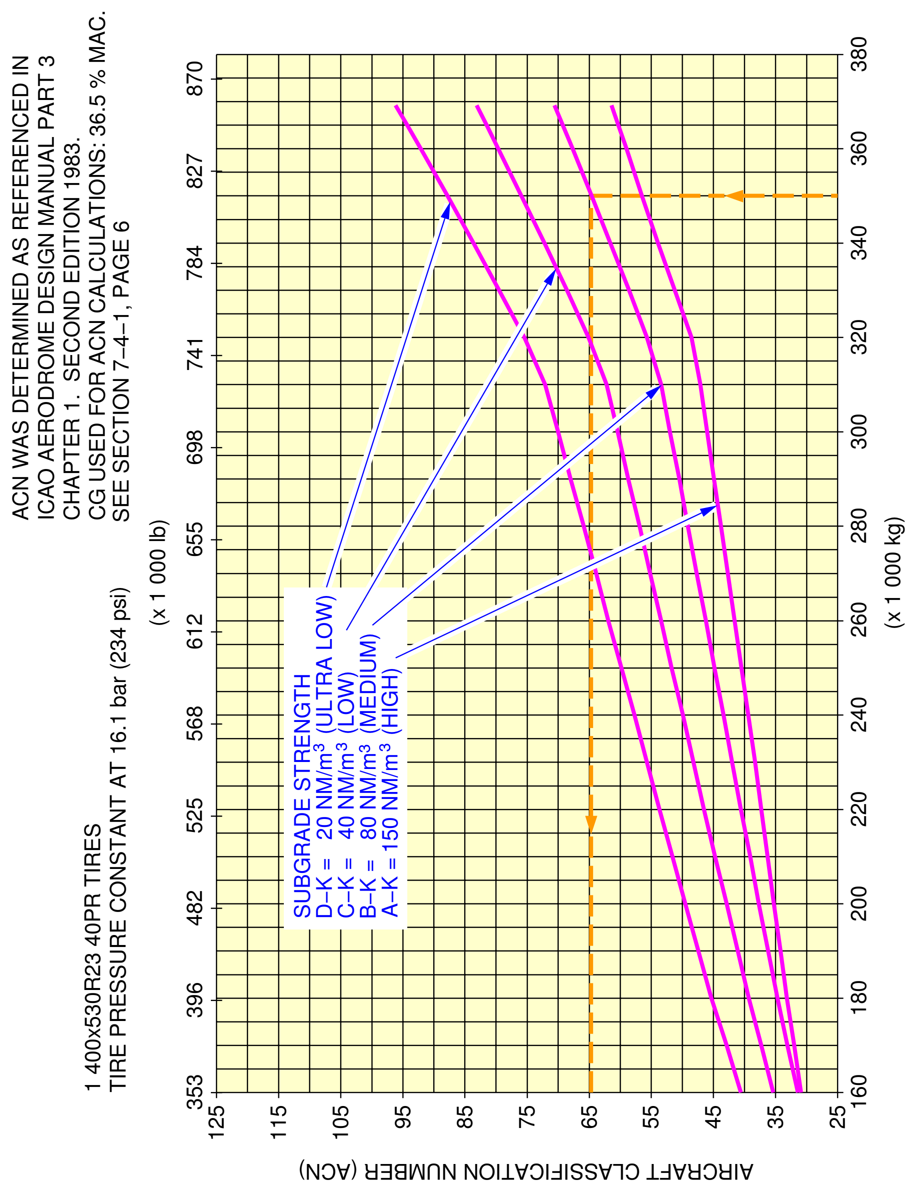
**ON A/C A340-600WV1xx



F_AC_070902_1_0300101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 380 000 kg
FIGURE 4

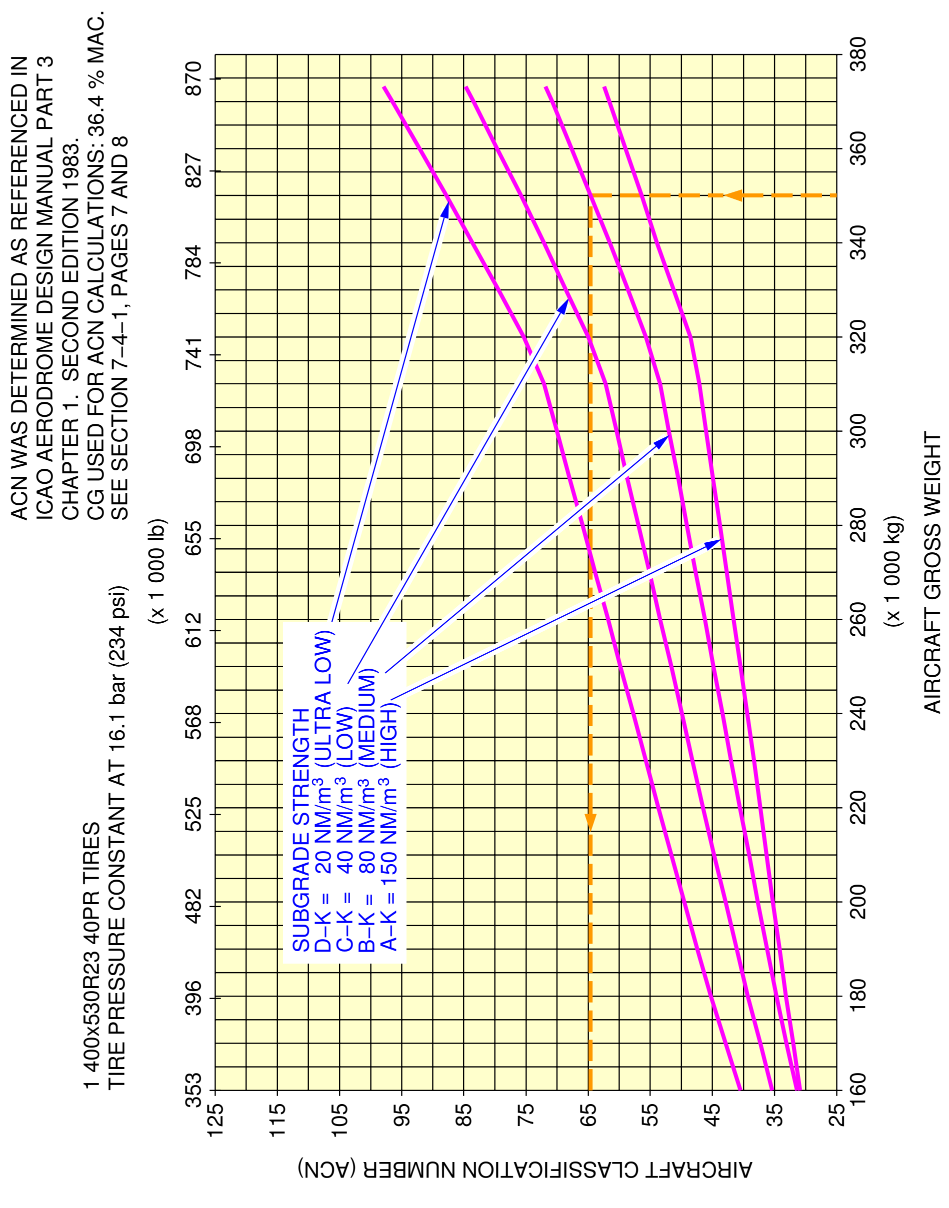
**ON A/C A340-500WV0xx



F_AC_070902_1_0310101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 368 000 kg
FIGURE 5

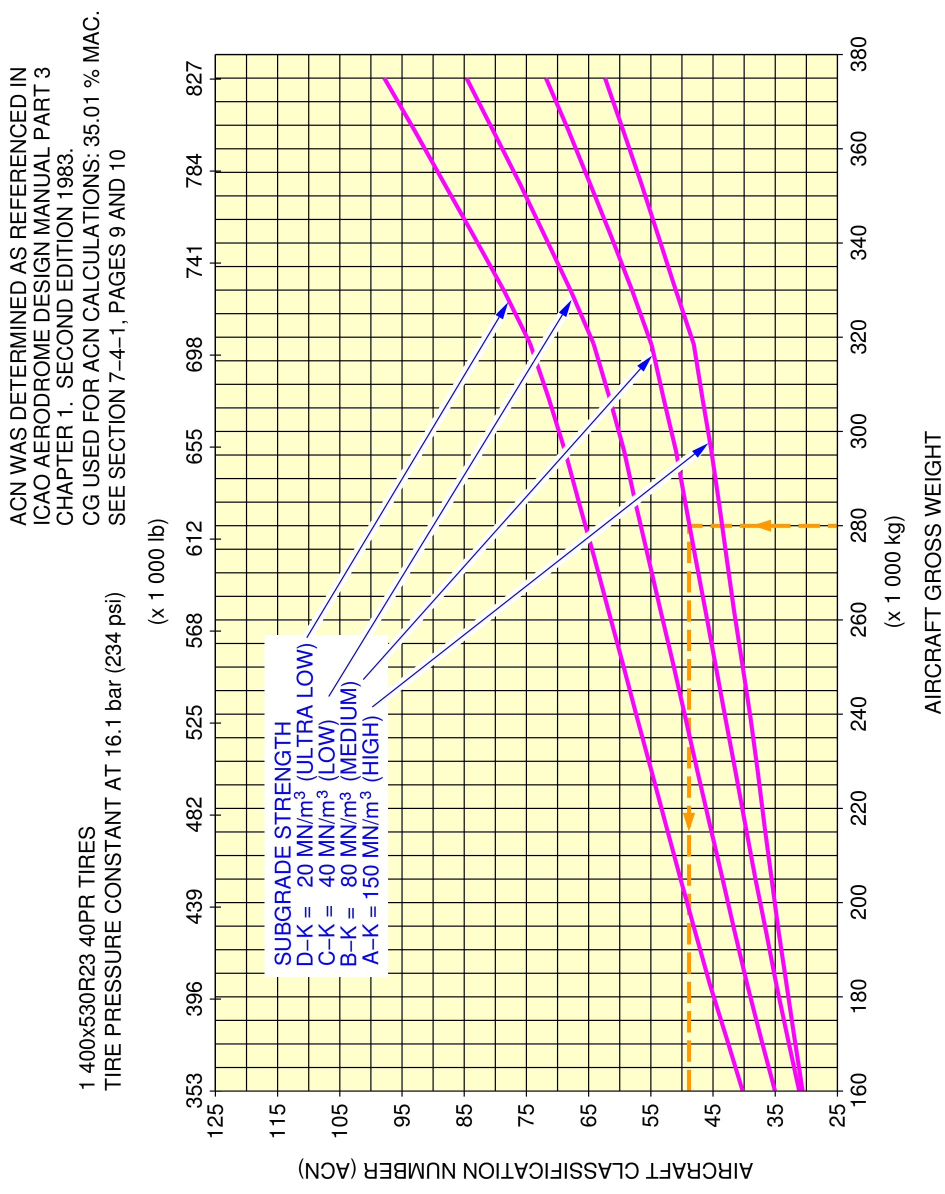
****ON A/C A340-500WV0xx**



F_AC_070902_1_0320101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 372 000 kg
FIGURE 6

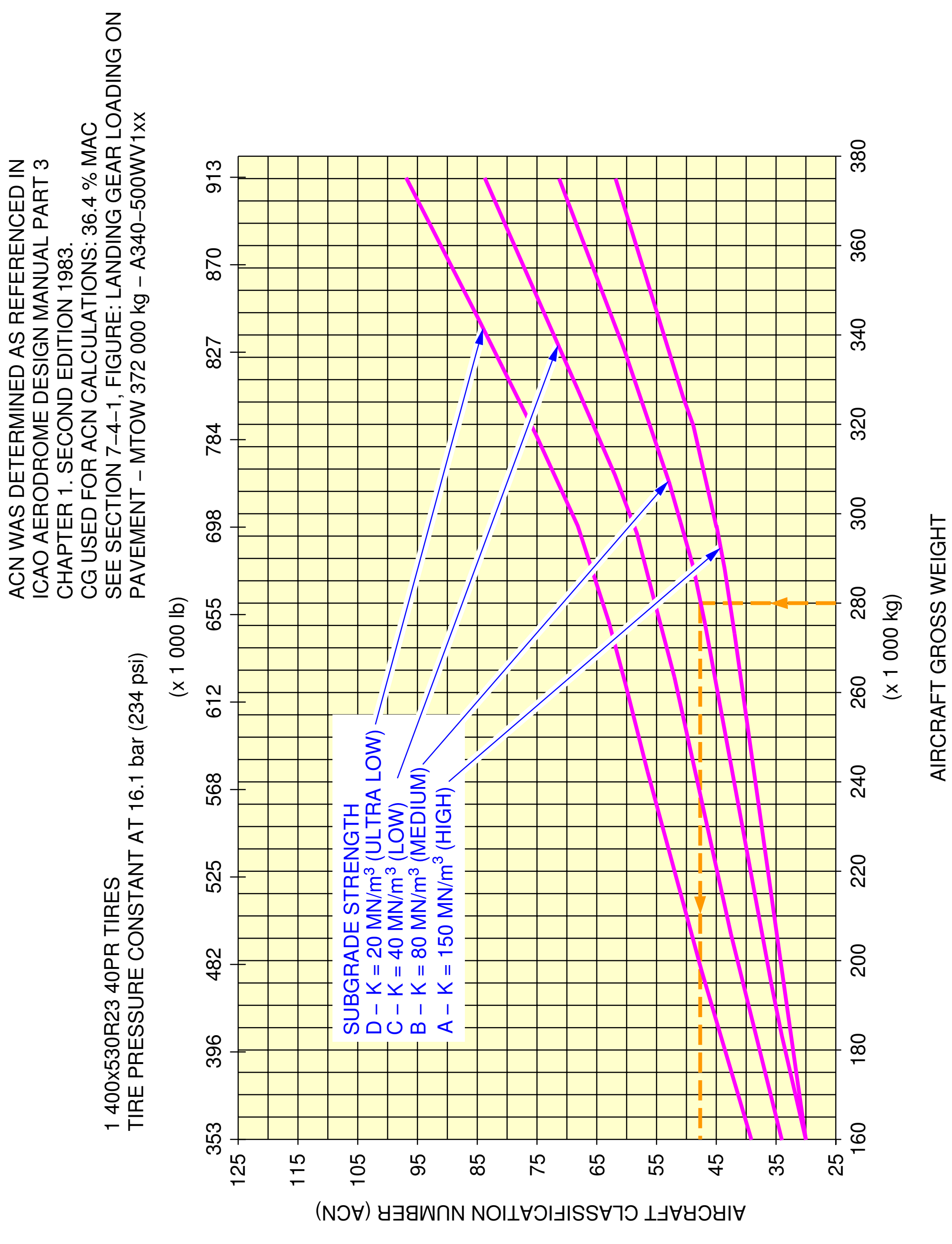
**ON A/C A340-500WV0xx



F_AC_070902_1_0350101_01_00

Aircraft Classification Number – Rigid Pavement
MTOW 374 000 kg
FIGURE 7

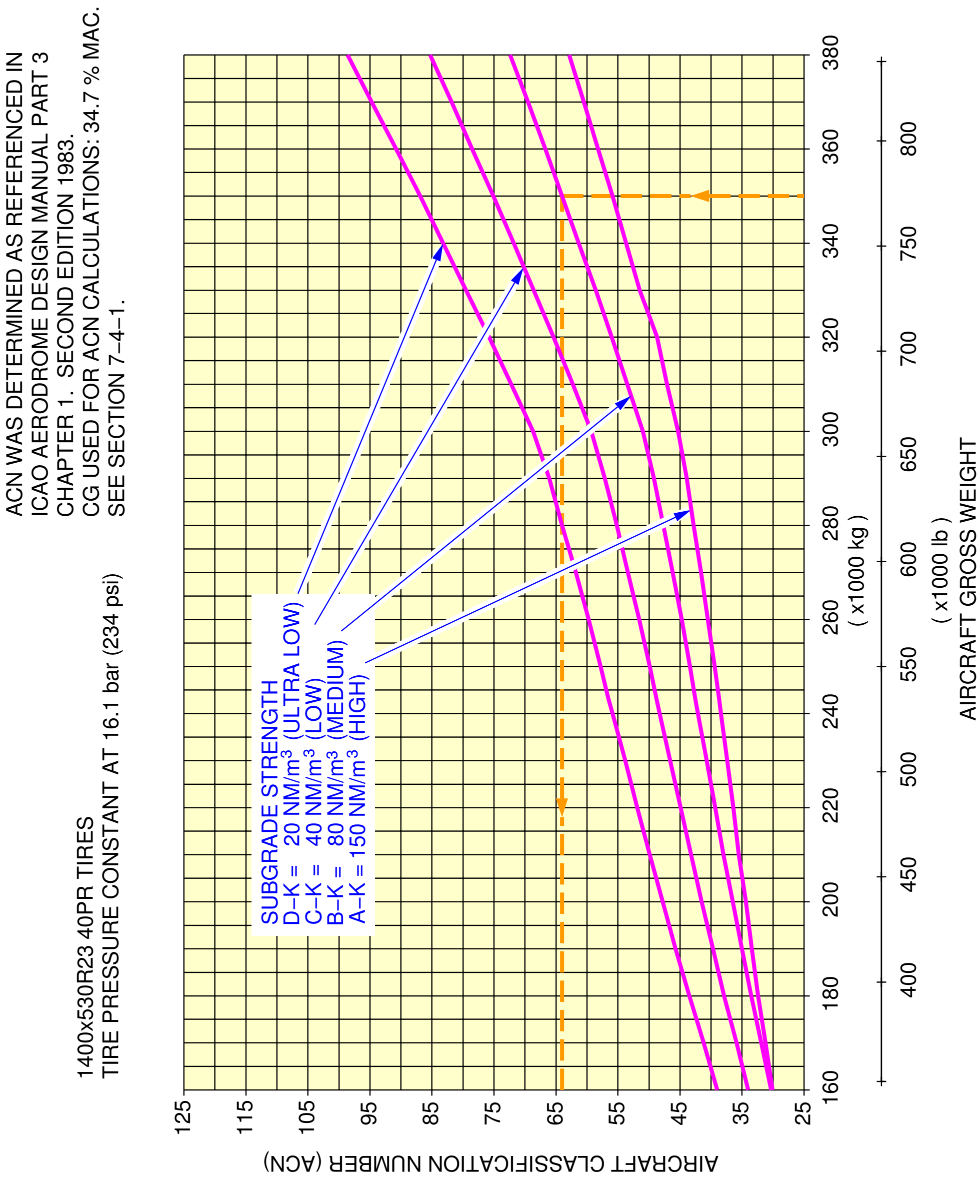
****ON A/C A340-500WV1xx**



F_AC_070902_1_0360101_01_01

Aircraft Classification Number – Rigid Pavement
MTOW 372 000 kg
FIGURE 8

**ON A/C A340-500WV1xx



F_AC_070902_1_0330101_01_00

Aircraft Classification Number – Rigid Pavement
MTOW 380 000 kg
FIGURE 9

DERIVATIVE AIRPLANES

8-1-0 Possible Future Derivative Airplane

ON A/C A340-500 A340-600

Possible Future Derivative Airplane

1. General

Other versions of the A340 airplane are being studied to satisfy customer requests.

In the future, this program could have new versions:
- Additional passenger capacity,
- Additional cargo modularity,
- New design version,
- Different range or payload.

If these new aircraft definitions are developed, the design and weight will be considered in accordance with airport facilities.

SCALED DRAWINGS

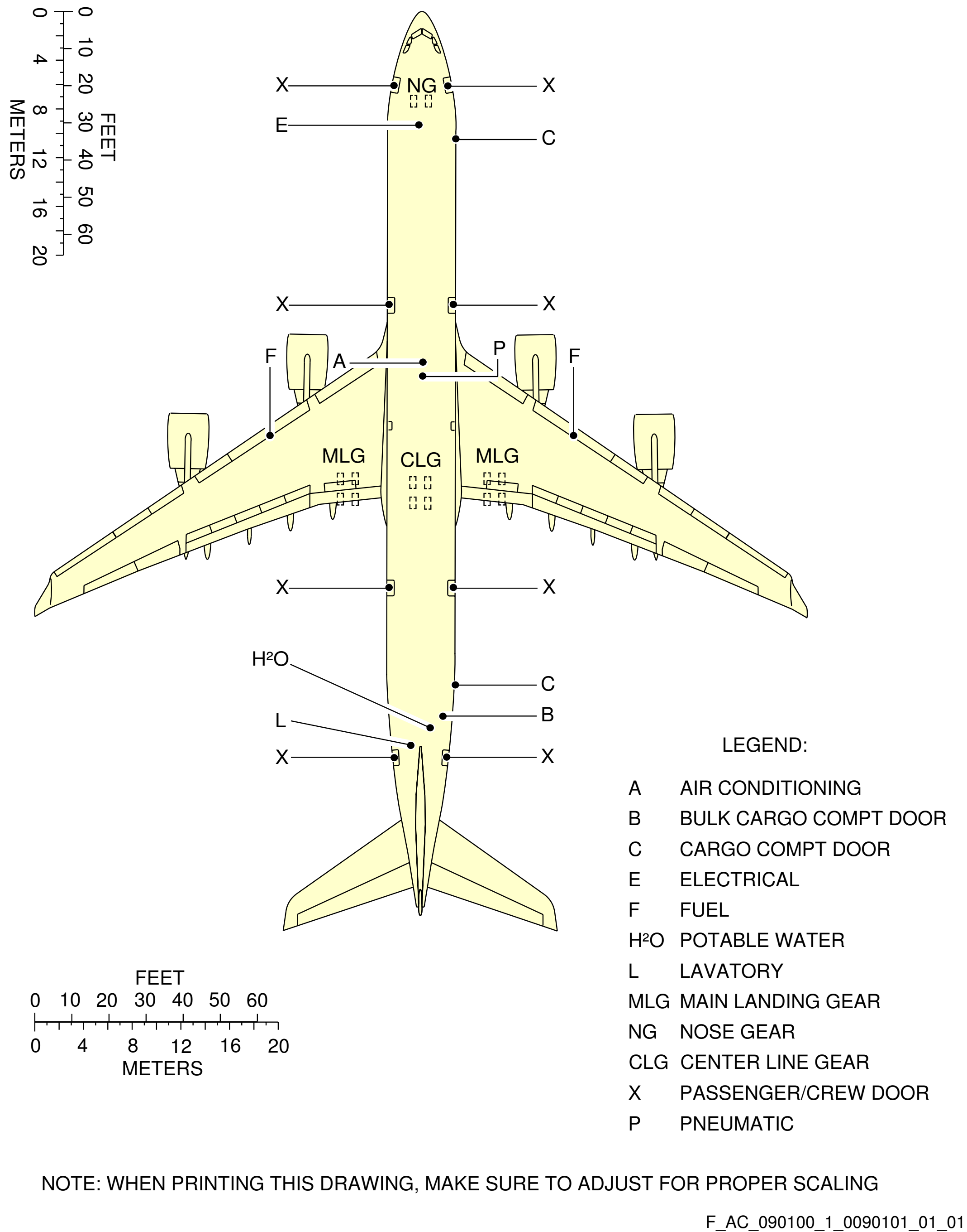
9-1-0 Scaled Drawing 1 in. = 500 ft.

****ON A/C A340-500 A340-600**

Scaled Drawing 1 in. = 50 ft.

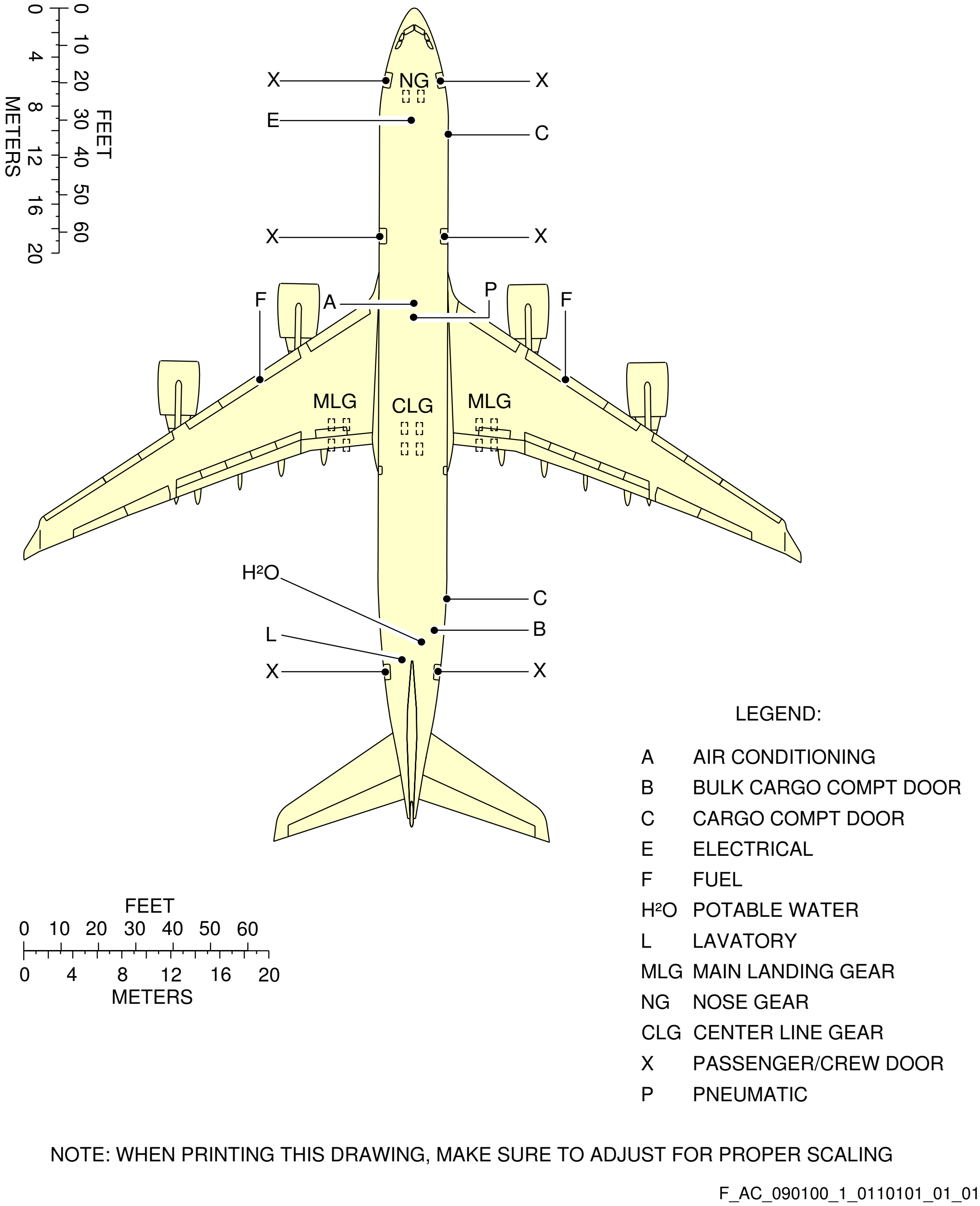
1. This section provides the Scaled Drawing - 1 in. = 50 ft.

**ON A/C A340-600



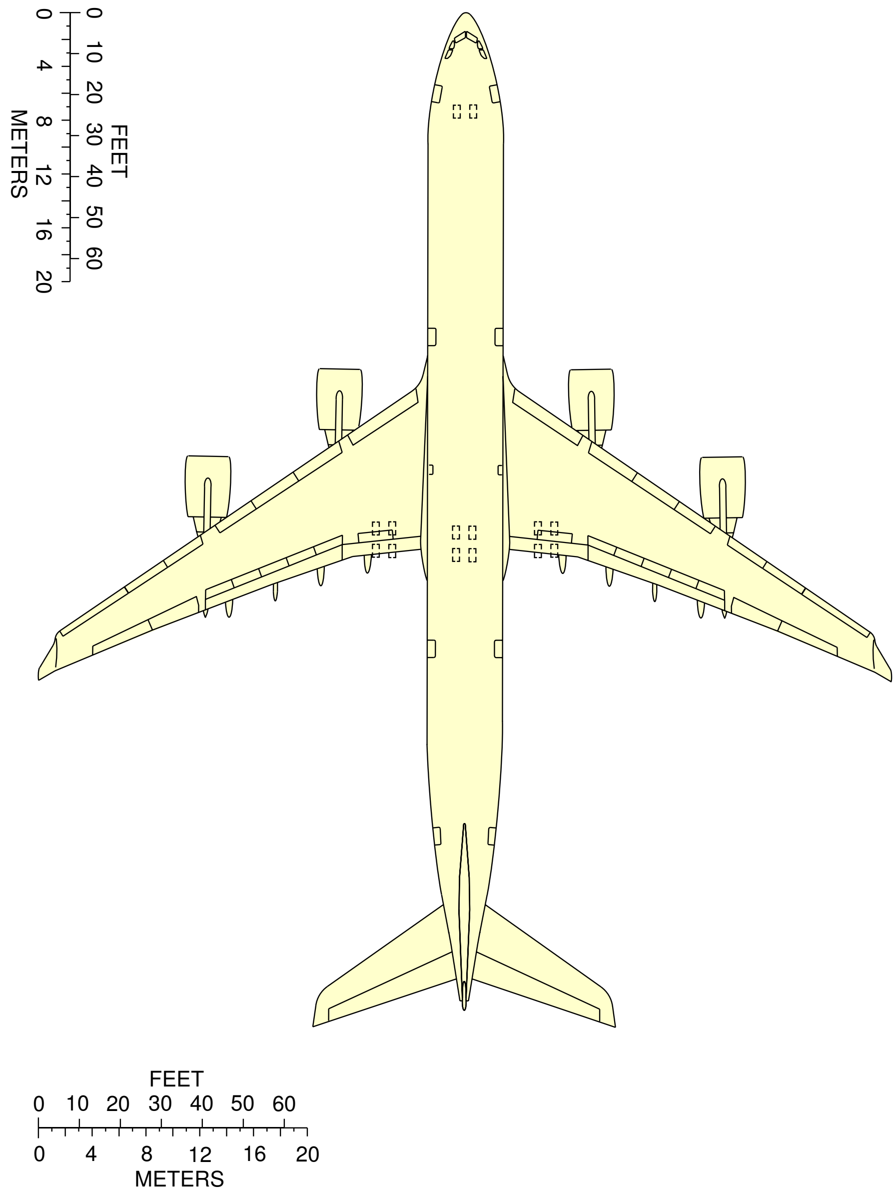
Scaled Drawing
1 in. = 50 ft.
FIGURE 1

**ON A/C A340-500



Scaled Drawing
1 in. = 50 ft.
FIGURE 2

**ON A/C A340-600

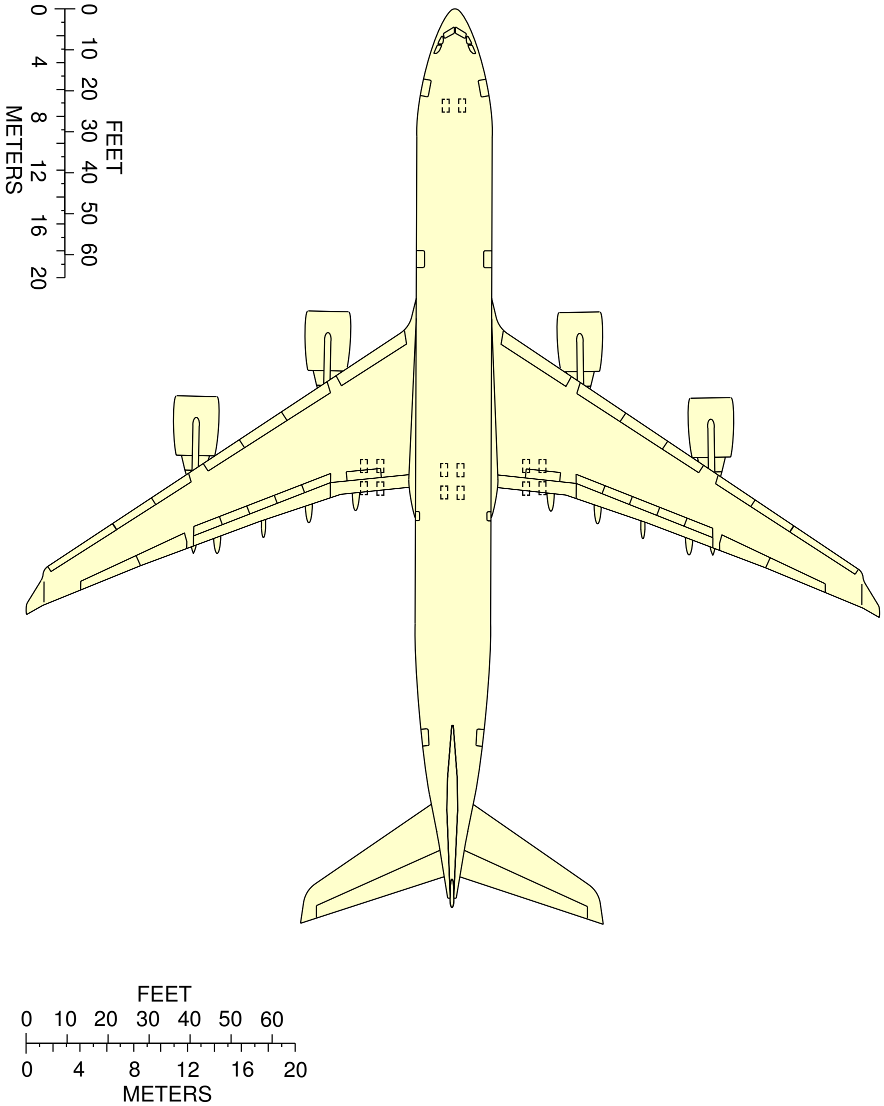


NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

F_AC_090100_1_0100101_01_01

Scaled Drawing
1 in. = 50 ft.
FIGURE 3

**ON A/C A340-500



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

F_AC_090100_1_0120101_01_01

Scaled Drawing
1 in. = 50 ft.
FIGURE 4

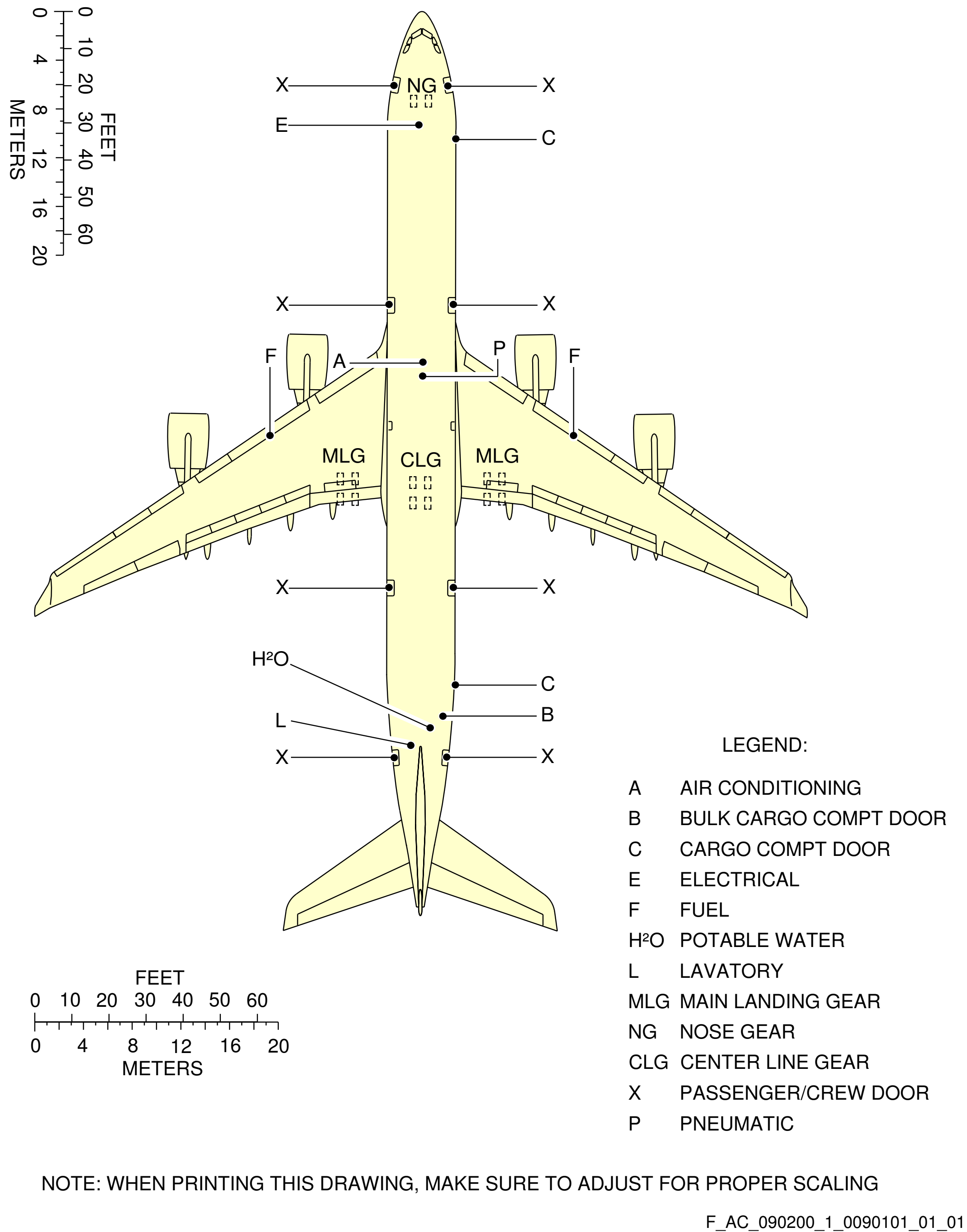
9-2-0 Scaled Drawing 1 cm. = 500 cm.

****ON A/C A340-500 A340-600**

Scaled Drawing 1 cm. = 500 cm.

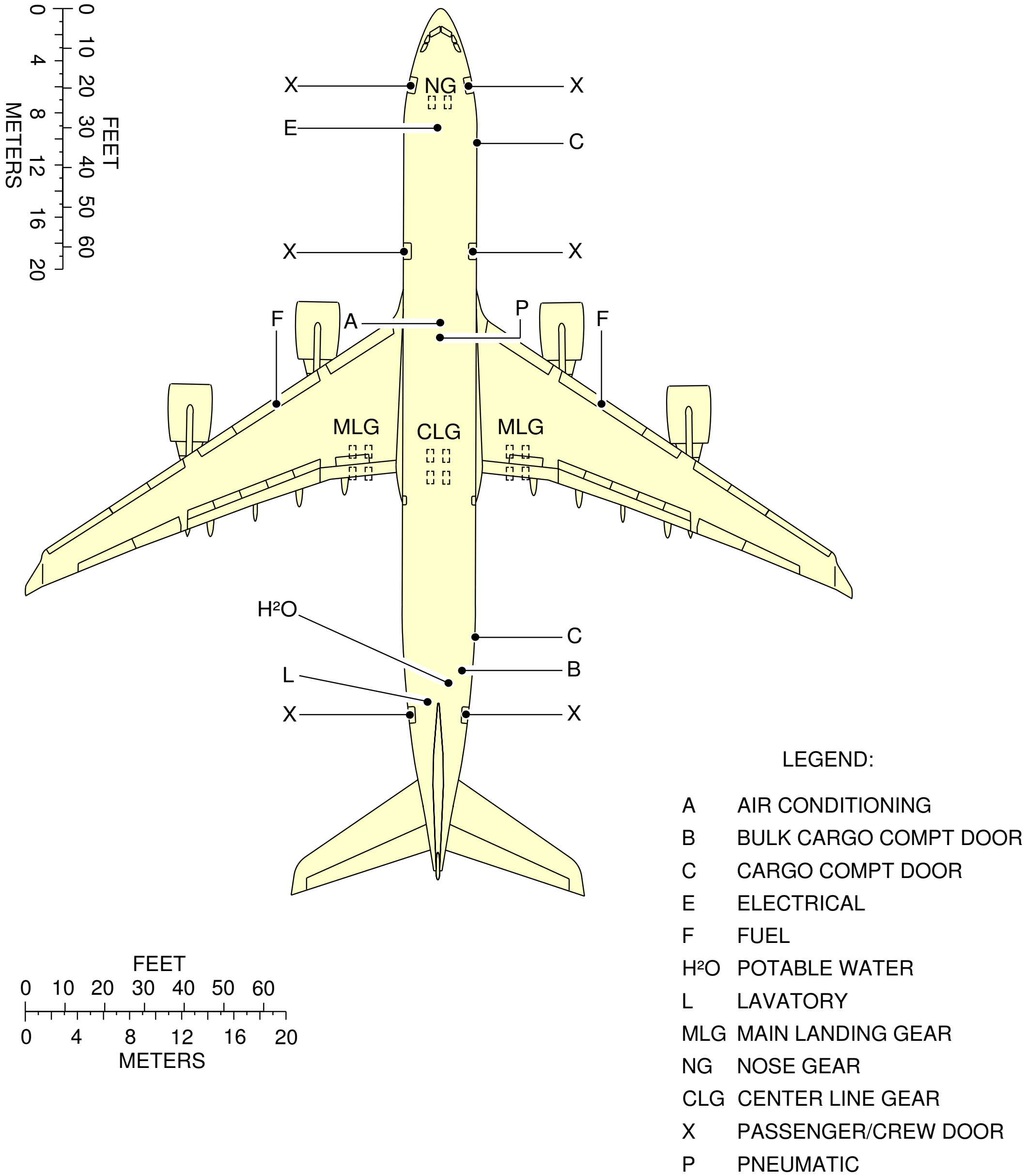
1. This section provides the Scaled Drawing - 1 cm. = 500 cm.

**ON A/C A340-600



Scaled Drawing
1 cm. = 500 cm.
FIGURE 1

**ON A/C A340-500

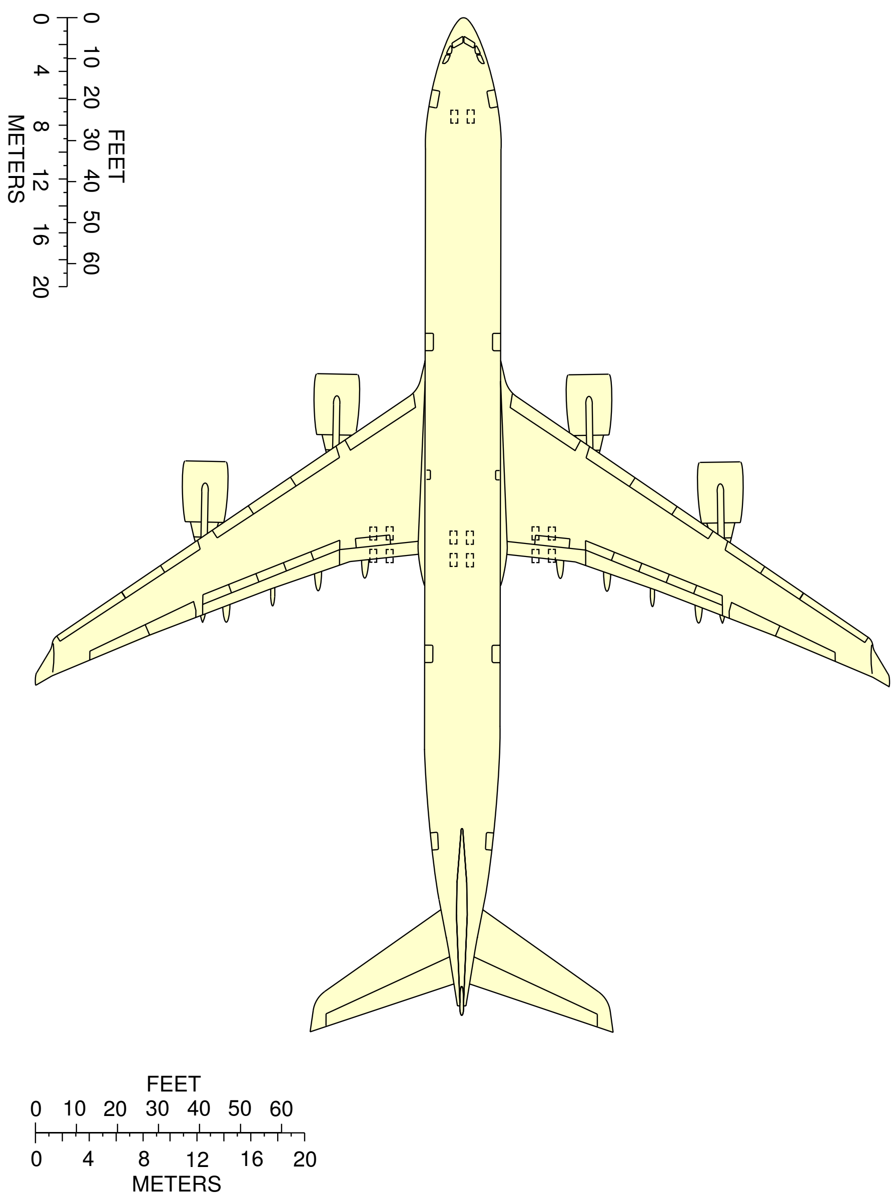


NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

F_AC_090200_1_0120101_01_01

Scaled Drawing
1 cm. = 500 cm.
FIGURE 2

**ON A/C A340-600

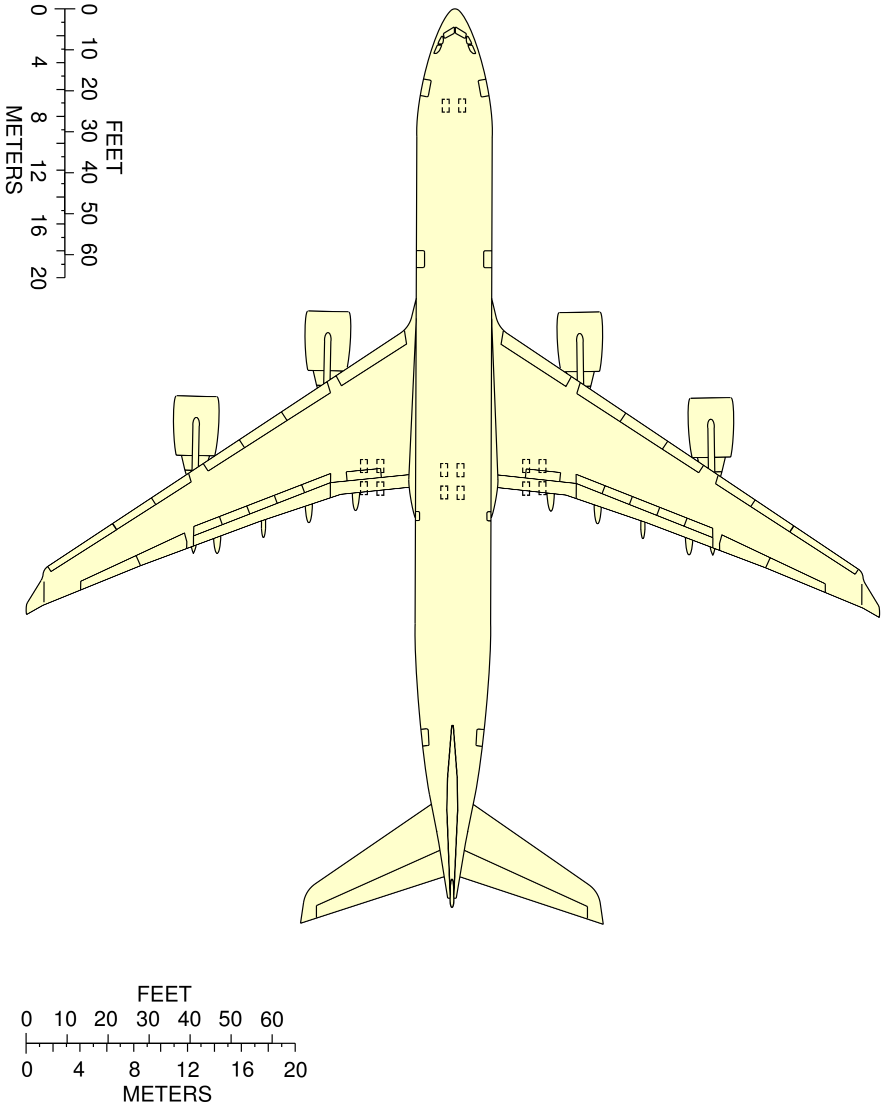


NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

F_AC_090200_1_0130101_01_01

Scaled Drawing
1 cm. = 500 cm.
FIGURE 3

**ON A/C A340-500



NOTE: WHEN PRINTING THIS DRAWING, MAKE SURE TO ADJUST FOR PROPER SCALING

F_AC_090200_1_0100101_01_01

Scaled Drawing
1 cm. = 500 cm.
FIGURE 4