OM B A340 - Revision 19

Effective from: 15.09.2023

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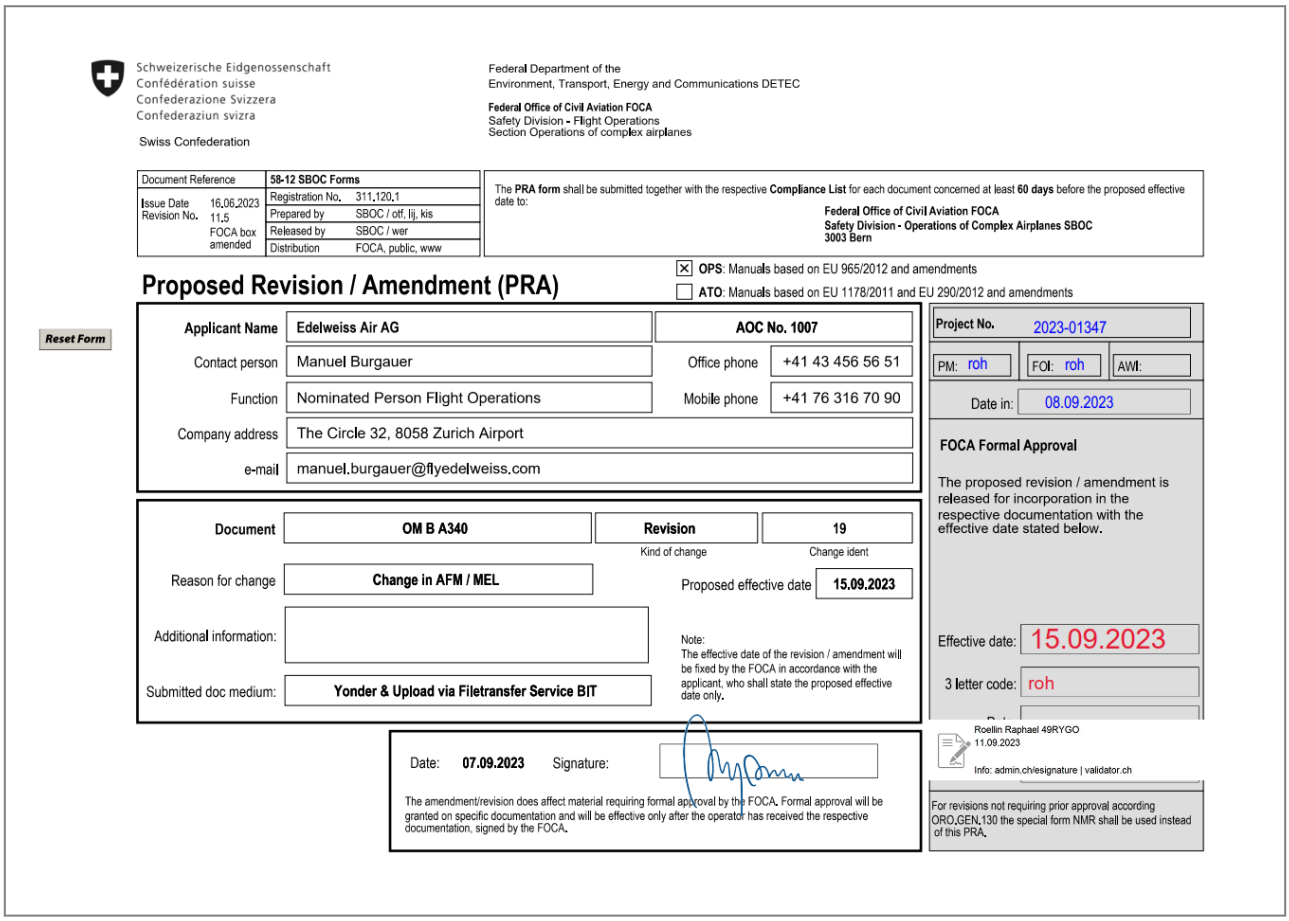
PRA



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Federal Office of Civil Aviation FOCA
Safety Division - Flight Operations
Section Operations of complex airplanes

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The **PRA form** shall be submitted together with the respective **Compliance List** for each document concerned at least **60 days** before the proposed effective date to:

Federal Office of Civil Aviation FOCA
Safety Division - Operations of Complex Airplanes SBOC
3003 Bern

Proposed Revision / Amendment (PRA)

☒ **OPS**: Manuals based on EU 965/2012 and amendments
☐ **ATO**: Manuals based on EU 1178/2011 and EU 290/2012 and amendments

Reset Form

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		Kind of change	Change ident
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Note:
The effective date of the revision / amendment will be fixed by the FOCA in accordance with the applicant, who shall state the proposed effective date only.

FOCA Formal Approval

The proposed revision / amendment is released for incorporation in the respective documentation with the effective date stated below.

Effective date: 15.09.2023

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11.09.2023
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Date: **07.09.2023** Signature:

The amendment/revision does affect material requiring formal approval by the FOCA. Formal approval will be granted on specific documentation and will be effective only after the operator has received the respective documentation, signed by the FOCA.

For revisions not requiring prior approval according ORO.GEN.130 the special form NMR shall be used instead of this PRA.

List of Changes

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Title	Type	CR Label	Change Reason
0.2.2 Reference manual revision management	Changed	CR-B34-10850	EDW effective dates for FCOM/MEL updated

0 General information and units of measurement

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0.1 Introduction

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0.1.1 General

Edelweiss uses the original aircraft manufacturer manuals as an integral part of the OM B, they are called reference manuals.

Where necessary, reference is made to other manuals such as the OMM, OM A, CSPM and further operationally relevant documentation.

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0.1.2 Reference Manuals

Edelweiss uses the following Airbus documents as reference manuals:

Manual	Description
AFM / CDL	Airplane Flight Manual / Configuration Deviation List
FCOM	Flight Crew Operating Manual
FCTM	Flight Crew Techniques Manual
MEL	Minimum Equipment List
QRH	Quick Reference Handbook

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0.2 System of Amendment and Revision

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0.2.1 General

Refer to OMM Organisation Documentation, System of Amendement and Revision

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0.2.2 Reference manual revision management

Apart from the AFM, each revision of a reference manual triggers an OM B revision. This revision is forwarded to FOCA with a PRA, a List of Changes, and a Compliance List. The manual effective date will be changed in the OM B to reflect the correct status of the

reference manual. The AFM is a pure Airbus manual and is not customised by Edelweiss. AFM revisions have the original Airbus AFM manual issue date. All other reference manuals are customised by Edelweiss and will be published with an Edelweiss Effective Date.
Edelweiss Effective Dates are shown in the header of the FS+ application.

Manual	Description	Airbus Issue Date	EDW Effective Date	For operational use	For info only
AFM / CDL	Airplane Flight Manual / Configuration Deviation List	Original Airbus issue date		FS+	Yonder
FCOM	Flight Crew Operating Manual	24.07.2023	15.09.2023	FS+	Yonder
FCTM	Flight Crew Techniques Manual	16.05.2023	01.09.2023	FS+	Yonder
MEL	Minimum Equipment List	23.08.2023	15.09.2023	FS+	Yonder
QRH	Quick Reference Handbook	16.05.2023	01.09.2023	FS+	n/a

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0.2.3 List of customisations

The following tables serve as an overview of the customisations done by Edelweiss.

FCOM A340:

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO - ABN - Introduction - Abnormal and Emergency Callouts	Standard AIB DU	Reference to CSPM for abnormal Cockpit-Cabin communication added.
PRO - ABN – MISC – EMER DESCENT	Standard AIB DU	Wording PA “EMERGENCY DESCENT” added.
PRO - ABN – MISC – Bomb on board	Standard AIB DU	Reference at end changed to refer to EDW “EMER EVAC” or “Rapid Disembarkation” CL

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO - ABN – MISC – EMER EVAC	Standard AIB DU	C/L edited to include EDW SOP call outs
PRO-ABN-90-Communications	Standard AIB DU	Reference to CSPM for EDW communication between cockpit and cabin.
PRO-ABN-90-On Ground Evacuation - Cockpit Crew Procedures	Standard AIB DU	Modified text to reflect EDW EVAC commands.
PRO-ABN-90-On Ground Evacuation - Cabin Crew Procedures	Standard AIB DU	Reference to CSPM.
PRO-ABN-90-Evacuation on Water	Standard AIB DU	Reference to CSPM.
PRO-NOR-SOP-03-Safety Exterior Inspection - Wheel Chocks	Standard AIB DU	Wheel chocks changed from "CHECK" to "AS REQUIRED".
PRO-NOR-SOP-04-Aircraft Setup - BLUE AIRCRAFT FOLDER AND MOBILE PHONE	Standard AIB DU	Added line for CM2 to check whether blue aircraft folder and aircraft mobile phone is on board.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-04- APU Fire Test/APU Start - RMP	Standard AIB DU	SEL light "CHECK OFF" line deleted since VHF 1 is used by either pilot side for communication which causes the SEL light to illuminate.
		Note added to use VHF 2 for emergency frequency.
PRO-NOR-SOP-04-EFB/ ACARS (if Installed) Initialization - FMGS Pre-Initialization	Standard AIB DU	Added point to cycle the database in order to delete all ghost files.
		Added point to check COMM CONFIG.
		Added EDW A340 INIT procedure in order to avoid FMGEC issues in conjunction with THALES FMS.
		All ACARS Init tasks reallocated from CM1 to CM2.
PRO-NOR-SOP-05-Exterior WalkAround - Nose L/G	Standard AIB DU	Nose wheel chocks changed from "IN PLACE" to "AS REQUIRED".
PRO-NOR-SOP-05-Exterior WalkAround - RH Landing Gear	Standard AIB DU	Chocks changed from "REMOVED" to "AS REQUIRED".
PRO-NOR-SOP-05-Exterior Walkaround - LH Landing Gear and Fuselage	Standard AIB DU	Chocks changed from "REMOVED" to "AS REQUIRED".
PRO-NOR-SOP-06-Overhead Panel - EVAC	Standard AIB DU	Procedure specified to set sw to CAPT position as per EDW policy.
PRO-NOR-SOP-06-Overhead Panel -	Standard AIB DU	Note added that EDW A320 fleet is not affected by the caution.

Documentary Unit (DU)	Original AIB	EDW Customisation
Fuel		
PRO-NOR-SOP-06-RMP	Standard AIB DU	SEL light "CHECK OFF" line deleted since VHF 1 is used by either pilot side for VHF communication which will cause the SELlight to illuminate.
		Note added to use VHF 2 for emergency frequency.
PRO-NOR-SOP-06-FMGES Preparation - General	Standard AIB DU	Added "Cycling of FM Database" to list.
		Added "COMM CONFIG CHECK" to list.
		Added "INIT VHF Datalink available" to list.
		Added "INIT VHF Datalink not available" to list.
PRO-NOR-SOP-06-FMGES Preparation - FM Database Validity	Standard AIB DU	Added point to recycle FM database to delete ghost files.
		Added item to check COMM CONFIG.
PRO-NOR-SOP-06-FMGES Preparation - Active F-PLN Check	Standard AIB DU	Added item to check FPL for discontinuities.
		Note added to check MCDU FPLN distance against distance on OFP.
PRO-NOR-SOP-06-FMGES Preparation - Gross Weight Insertion (INIT B Page)	Standard AIB DU	Note added to delay insertion of block fuel to avoid failure of FCDC.
PRO-NOR-SOP-06-FMGES Preparation - Take Off Data Insertion (PERF Take Off Page)	Standard AIB DU	Set RED/ACC according CCI or FS+ Takeoff application.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-07-Before Pushback/Start Clearance - Loadsheet	Standard AIB DU	Note added that the PM is to note relevant data on the OFP as per OM A.
PRO-NOR-SOP-07-Before Pushback/Start Clearance - Door Arming	Standard AIB DU	Door arming orders added to SOPs according to CSPM callouts. Task reallocated from PF to CM1.
PRO-NOR-SOP-07-At Pushback/Start Clearance - Before Start Flow Pattern	Standard AIB DU	Integrated checking the NWS Memo into the flow graphic.
PRO-NOR-SOP-09-After Start - ENG Start Selector	Standard AIB DU	EDW guideline for Two-Engine Taxi at departure inserted.
PRO-NOR-SOP-11-Before Takeoff - Cabin Crew	Standard AIB DU	Cabin crew advisory orders added to SOPs according to CSPM callouts.
PRO-NOR-SOP-12-Takeoff - Exterior Lights	Standard AIB DU	Added to cycle SEAT BELT SIGNS to inform crew that takeoff is imminent.
PRO-NOR-SOP-12-Takeoff - Thrust Setting	Standard AIB DU	Item added that PM is to start "ELAPSED TIME" on F/O side clock.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-14-Climb - At 10'000 ft AAL	Standard AIB DU	Note added that, if SEAT BELT SIGNS are to remain ON at 10'000 ft AAL, the cabin crew may be released with "CABIN CREW, RELEASED" according CSPM.
		Note added that, if the departure aerodrome has a high elevation, the crew may delay the flow accordingly.
PRO-NOR-SOP-17-Descent Adjustment - At 10'000 ft AAL	Standard AIB DU	Note added to perform flow earlier if destination aerodrome has a high elevation.
		Added cabin crew advisory that landing is imminent within the next "__" minutes according CSPM.
PRO-NOR-SOP-18-B-Intermediate/Final Approach - When Landing Gear is Down	Standard AIB DU	Removed action line "CABIN CREW ADVISE" since cabin crew is advised at a earlier point in time during approach.
PRO-NOR-SOP-18-C-Approach using FINAL APP Guidance - Descent Preparation	Standard AIB DU	Added note to perform RNAV Approach checklist in QRH when performing a RNAV approach.
PRO-NOR-SOP-18-C-Approach using FPA Guidance - Descent Preparation	Standard AIB DU	Added note to perform RNAV Approach checklist in QRH when performing a RNAV approach.
PRO-NOR-SOP-22-Parking - Door Disarming	Standard AIB DU	Added Door Disarming order according CSPM.
		Task reallocated from PM to PF.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SOP-22-Parking - Slide	Standard AIB DU	"CABIN CREW DOORS OK" added to inform cabin crew doors are disarmed according CSPM.
PRO-NOR-SOP-22-Parking - ATC	Standard AIB DU	Line added to set squawk 2000 as per EDW company policy.
PRO-NOR-SOP-22-Parking - INIT B	Standard AIB DU	Added INIT B item to explain how to avoid a FCDC issue.
PRO-NOR-SOP-22-Parking - Record of Flight Time, FOB	Standard AIB DU	Added item line for CM2 to record flight time and FOB.
		Removed wording "ON OFP".
PRO-NOR-SOP-23-Securing the Aircraft - Chargers/ Cables	Standard AIB DU	Added action line to disconnect all chargers/cables from power outlets.
PRO-NOR-SCO-FMA	Standard AIB DU	Added line to clarify FMA callouts for items not described specifically by AIB.
PRO-NOR-SCO-RAAS	Standard AIB DU	Added line to clarify crew action in regard to the RAAS.
PRO-NOR-SCO-Stabilisation	Standard AIB DU	Added line for PF to call out "Stabilized" once stabilization criteria is met.
PRO-NOR-SCO-PF/PM Duties Transfer	Standard AIB DU	Added callouts when transferring ATC.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SCO-Summary for Each Phase - Altimeter Setting Changes To/ From QNH/QFE-STD	Standard AIB DU	Footnote added to clarify that CM1 is responsible for setting STBY altimeter.
PRO-NOR-TSK-Preliminary Cockpit Preparation - Aircraft Setup	Standard AIB DU	Added lines to check aircraft blue folder and mobile phone
PRO-NOR-TSK-Preliminary Cockpit Preparation - EFB Initialization	Standard AIB DU	Added point to cycle database in order to delete ghost files.
		Added point to check COMM CONFIG.
		ACARS Init tasks reallocated from CM1 to CM2.
PRO-NOR-TSK-Cockpit Preparation - Overhead Panel	Standard AIB DU	CAPTPURS sw to be in CAPT position according EDW policy.
PRO-NOR-TSK-Before Pushback or Start - Before Pushback/Start Clearance	Standard AIB DU	Added door arming item.
		Door Arming task reallocated from PF to CM1.
PRO-NOR-TSK-Takeoff	Standard AIB DU	Added recycling of SEAT BELTS to advise cabin crew takeoff is imminent.
		Chrono and Clock "Elapse time" started by PM.
PRO-NOR-TSK-Descent	Standard AIB DU	Added line to advise cabin crew that landing is imminent.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-TSK-Aircraft Configuration for Approach	Standard AIB DU	Removed action line "CABIN CREW ADVISE" since cabin crew is advised at a earlier point in time.
PRO-NOR-TSK-Parking	Standard AIB DU	Added line to squak 2000.
		Added line for CM2 to record FOB and flight time.
		Added line to order the disarming of the doors by PF.
		"INIT B" item moved one position upwards.
PRO-NOR-TSK-Securing the Aircraft	Standard AIB DU	Added action line to disconnect all chargers/cables form power outlets.
PRO - NOR - SUP - Engines - Engine Start with an Air Start Unit	Standard AIB DU	Caution note "Special procedure for EDW" added to caution crews to start IFE system only once all engine generators are running when dispatching with APU inop.
PRO - NOR - SUP - Engines - Crossbleed Engine Start	Standard AIB DU	Caution note "Special procedure for EDW" added to caution crews to start IFE system only once all engine generators are running when dispatching with APU inop.
PRO - NOR - SUP - Engines - Engine Start with External Electrical Power	Standard AIB DU	Caution note "Special procedure for EDW" added to caution crews to start IFE system only once all engine generators are running when dispatching with APU inop.
PRO-NOR-SUP-Engines - Two Engines Taxi - General	Standard AIB DU	Added note that the procedure is to be performed by the PM as read and do.
		Added "Situations with increased workload" as a condition which may prevent two-engine taxi out.

Documentary Unit (DU)	Original AIB	EDW Customisation
PRO-NOR-SUP-Engines - Two Engines Taxi - At Departure	Standard AIB DU	EDW guideline for Two-Engine Taxi at departure inserted.
LIM – Aircraft General – Operational Parameters – Airport Ops and Wind Limitations – Maximum recommended crosswind on wet and contaminated runways	AIB Matrix	AIB Matrix deleted and reference to eQRH-QL-LDG/TKOF RWY Condition Assessment Matrix inserted
PERFORMANCE (EFB)-LDG-Runway Conditions-RCAM	AIB Matrix	EDW Customized Matrix available in the QL tab. Values identical. Only notes added.

FCTM A340:

Documentary Unit (DU)	Original AIB	EDW Customisation
AOP-20-How to Conduct Briefings - Briefing Technique	Standard AIB DU	Added item under "Airport" tab to also consider chart NOTAMS.
AOP-20-How to Conduct Briefings - Types of Operational Briefing	Standard AIB DU	Added item to also consider chart NOTAMS (mPilot) during briefing.

Documentary Unit (DU)	Original AIB	EDW Customisation
PR-NP-Normal Checklists	Standard AIB DU	"Taxi" and "Landing" C/L: "CABIN READY" item deleted since it is integrated into ECAM on entire EDW fleet.
PR-NP-GEN-Communication-Sterile Cockpit Rule	Standard AIB DU	Sterile cockpit altitude increased to 15'000 ft iso 10'000 ft according OM A policy.
PR-NP-SOP-40-Preliminary Takeoff Performance Computation	Standard AIB DU	Added to also take AIP SUPs into consideration.
PR-NP-SOP-70-Takeoff Data	Standard AIB DU	Added additional takeoff conditions which may change before pushback.
		Added cautionary note that ZFMCG may be wrong if PAX are not seated according loadsheet OA/OB/OC distribution.
		Added additional information for crews as to why it is important to enter the ECAM CG into FMS TAKE-OFF PERF page rather then the loadsheet CG value on the A340.
PR-NP-SOP-120-Takeoff Roll	Standard AIB DU	Paragraph added describing the hand position of the PM during the takeoff roll.
		Added comment to clarify feet position of the CM1 and CM2 during the takeoff roll.
PR-NP-SOP-120-Tail Strike Avoidance	Standard AIB DU	Note added to raise awareness of tailstrike risk with Flaps 1 and a low V2/VS1g ratio.
PR-NP-SOP-160-Landing Performance	Standard AIB DU	Added certain parameters EDW wants its pilots to take into account.
		EDW removed the line "The intended use of REV IDLE" to require a new inflight performance calculation since the DISPATCH calculation already does not give REV credit.

Documentary Unit (DU)	Original AIB	EDW Customisation
PR-NP-SOP-160-Content of a Landing Performance Data Crosscheck	Standard AIB DU	Added sentence that the FS+ RWY length must be compared to the chart RWY length.
		Calculated VLS vs. FMS VLS shall be crosschecked additionally.
PR-NP-SOP-190-CONF-Deceleration and Configuration Change	Standard AIB DU	Added recommended speed schedule.
PR-NP-SOP-250-HAND POSITION ON SIDESTICK	Standard AIB DU	Description of hand positions during landing phase.
PR-NP-CL-GENERAL	Standard AIB DU	Note added that the LANDING and AFTER LANDING checklists may be performed by-heard as long as the correct wording is used.
PR-NP-CL-Before Start	Standard AIB DU	Speed names (e.g. "Vee One", "Vee R") do need to be called out. Hence callout example amended.
PR-NP-CL-Securing the Aircraft	Standard AIB DU	Removed "EFB.....OFF" since this item is not applicable to EDW (no fixed EFBs installed).
		Added item to check that chargers/cables are disconnected.
PR-NP-SP-20-General	Standard AIB DU	Note added that EDW crews operate according Green Operating Procedures whenever reasonable.
PR-NP-SP-20-Cockpit Preparation	Standard AIB DU	Note added to use the CI published on the EDW OFP.
		Inserted note to select a derate climb (D2) in perf climb page for shorthaul flights.
PR-NP-SP-20-Before Takeoff	Standard AIB DU	Note added that it is company policy to perform takeoff with Packs OFF.

Documentary Unit (DU)	Original AIB	EDW Customisation
PR-NP-SP-20-Descent Preparation	Standard AIB DU	Added not to select IDLE REV if performance permits.
PR-AEP-MISC-EMER DESCENT	Standard AIB DU	Clarified that the PA announcement is issued by the PM.
PR-AEP-MISC-Recovery Techniques	Standard AIB DU	Inserted wording to be used if an upset is recognised.

QRH A340:

Documentary Unit (DU)	Original AIB	EDW Customisation
«Rapid Access» Icon 	Operator is responsible to define if and which emergency procedures are shown in the “Rapid Access” Icon Checklist “ALL ENG FAILURE” normally separate on back cover of AIB paper QRH	• EMER LANDING – ALL ENG FAILURE • EMER EVAC The above emergency procedures are made available under this “Rapid Access” Icon
ABN – MEM Items – EMERGENCY DESCENT	Standard AIB DU	Wording PA “EMERGENCY DESCENT” added according EDW SOPs

Documentary Unit (DU)	Original AIB	EDW Customisation
ABN – MISC – Bomb on board	Standard AIB DU	Reference at end changed to refer to EDW “EMER EVAC” or “Rapid Disembarkation” CL
ABN – MISC – EMER EVAC	Standard AIB DU	C/L edited to include EDW SOP call outs
ABN – SMOKE – Smoke / Fumes / AVNCS Smoke	Standard AIB DU	Note added that REMOVAL OF SMOKE C/L cannot be performed if A/C has been set into the ELEC EMER CONFIG
ABN – SMOKE – Smoke / Fumes / AVNCS Smoke – ELEC EMER CONFIG	Standard AIB DU	Note added to remind crews that setting the ELEC EMER CONFIG renders the REMOVAL OF SMOKE C/L unusable
ABN – SMOKE – Smoke / Fumes / AVNCS Smoke – Removal of Smoke / Fumes	Standard AIB DU	Note added to remind crews that the REMOVAL OF SMOKE C/L can no longer be performed if A/C is in ELEC EMER CONFIG
ABN – SMOKE – TIM Smoke/ Fumes or Fault	C/L does not exist within AIB	C/L created and inserted into QRH by TO. Reference from AID/TIM manual – abnormal procedures
ABN – WHEEL – Wheel Tire Damage Suspected	Standard AIB DU	Added reference to FCTM if more than one tire is affected.
NP – Safety Exterior Inspection	Standard AIB DU	Wheel chocks changed from "CHECK" to "AS REQUIRED".
NP – Preliminary Cockpit Preparation – Aircraft Setup	Standard AIB DU	Added points to check blue aircraft folder and mobile phone to be on board.

Documentary Unit (DU)	Original AIB	EDW Customisation
NP – Preliminary Cockpit Preparation – EFB Initialization	Standard AIB DU	Added point to cycle FM database.
		Added point to check COMM CONFIG.
		ACARS Init tasks reallocated from CM1 to CM2.
NP – Securing the Aircraft	Standard AIB DU	Added action line to disconnect all chargers/ cables.
QL – EDW Quick-Links tab	Not published by AIB	The QL tab contains links to procedures/information from various other manuals. Its purpose serves to enable crews to navigate to various procedures/information quickly from one application (eQRH). It also includes EDW checklists.
QL- E00 Required Equipment	Not published by AIB in 1 document. Information has to be found on different location in FCOM	Summary of required Equipment for specific kind of operation (RVSM, RNP).
QL - Checklist for RNAV (GNSS) Approaches	Not published by AIB	Checklist for RNAV Approaches.
		New reference to OM A / Lido when considering cold temperature correction.
		Differentiated when to discontinue approach if deviation exceeds minus/plus 75 ft.
QL - Requirements for use of low visibility visima	Not published by AIB	Summary Low Visibility
QL - TKOF RWY Condition Assessment Matrix (RCAM)	Content and values by AIB in FCOM-PERFORMANCE (EFB) – Takeoff, and Perform-	Content from airbus not userfriendly published on different locations. Therefore one table containing all relevant information required to perform the performance computation for takeoff published in the Quick Links tab: QL-Takeoff Runway Condition Assessment Matrix (RCAM).

Documentary Unit (DU)	Original AIB	EDW Customisation
	ance Tools from Airbus	Additionally, this table links the Airbus content with the new GRF format.
QL - LDG RWY Condition Assessment Matrix (RCAM)	PERFORMANCE (EFB)-LDG-Runway Conditions-RCAM	Values from airbus are identical. Table customized with “How to use and Notes”.
		MAX Tailwind (Gust incl.) increased to 15 kt.
QL - Deicing/ Antiicing Procedure on ground	Published by AIB in FCOM-Supplementary Procedures-Adverse Weather	Link inserted to AIB Procedure in FCOM for quick access.
QL - Two Engines Taxi	Published by AIB in FCOM-Supplementary Procedures-Engines	Link inserted to AIB Procedure in FCOM for quick access.
		Added "Two Engine Taxi at Departure" procedure to QL tab.
QL - LDTA Reference Table	Not published by AIB	QL "LDTA Reference Table" added.
QL - Cockpit Security Checklist	Not published by AIB	Cockpit Security Checklist for quick access published in QRH.
QL - Incident/ Accident Guide	Not published by AIB	Guide for actions following an incident/accident
QL – Rapid Disembarkation	Not published by AIB	Checklist for Rapid Disembarkation
Normal Checklist – C3 – Cockpit Preparation	Standard AIB DU	Removed "LB" unit since EDW aircraft only use "KG".
Normal Checklist – C3 – In case of De-icing	Not published by AIB	Created checklist "In case of de-icing" for crews to serve as a reminder what the flow is in case of de-icing.

Documentary Unit (DU)	Original AIB	EDW Customisation
Normal Checklist – C3 – Taxi	Standard AIB DU	Removed item "CABIN READY" since the item is integrated on the ECAM on all EDW aircraft.
Normal Checklist – C3 – Landing	Standard AIB DU	Removed item "CABIN READY" since the item is integrated on the ECAM on all EDW aircraft.
Normal Checklist – C3 – Securing the Aircraft	Standard AIB DU	Item "EFBs.....OFF(BOTH)" replaced with "Chargers/Cables.....Disconnected".

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0.3 General Information

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0.3.1 Abbreviations

Refer to FCOM GEN-ABBREVIATIONS and OMM Abbreviations

A340

0.3.2 Aeroplane dimensions

Refer to FCOM DSC-20-20-PRINCIPAL DIMENSIONS

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0.3.3 Units of measurements

Refer to FCOM DSC-22_20-50-30 MCDU DATA FORMAT LIST

1 Limitations

A340

A340

1.1 Certification status

The A340 aircrafts of Edelweiss are certified in accordance with EASA and regulatory requirements as detailed in the AFM and the EASA Type Certificate.

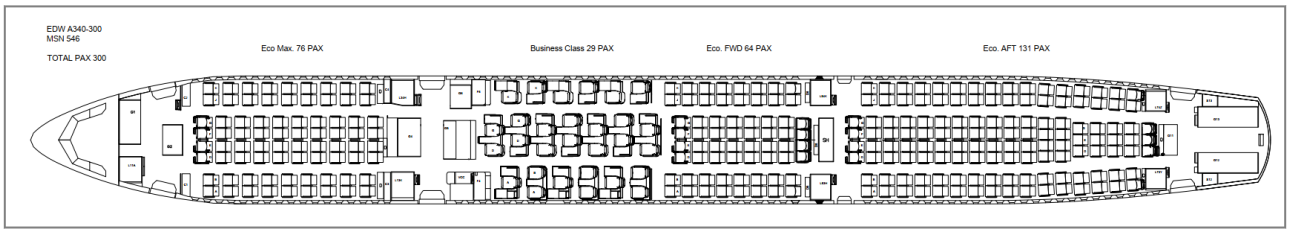
A340

1.2 Passenger seating configuration

HB-JMC (MSN 0546)

The maximum number of passenger seats is: 300.

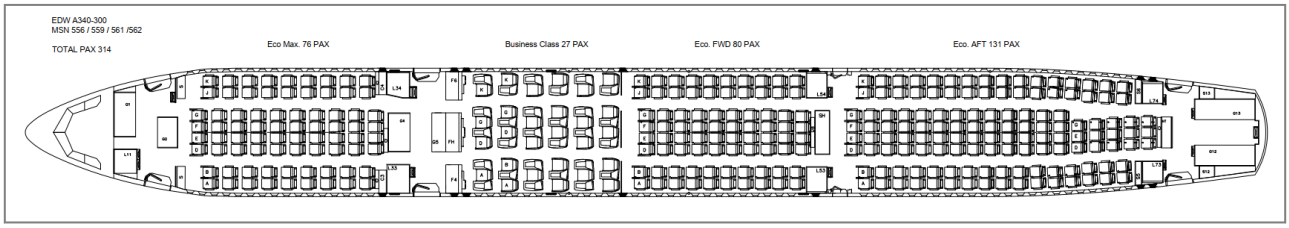
Cabin layout:



HB-JMD (MSN 0556), HB-JME (MSN 0559), HB-JMF (MSN 0561) and HB-JMG (MSN 0562)

The maximum number of passenger seats is: 314.

Cabin layout:



A340

1.3 Types of operation that are approved

For types of operations of the A340 fleet of Edelweiss refer to Operations Specifications A340 Flotte.

In addition to the Operations Specifications, the aircraft may only be operated in accordance with OM A Area of operation and the technical limitations according to FCOM LIMITATIONS.

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1.4 Crew composition

Refer to OM A Crew Composition

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1.5 Mass and center of gravity

For Mass limits refer to FCOM LIM-AG-WEIGHT LIMITATIONS

For Center of gravity limits refer to AFM LIM-GEN- CENTER OF GRAVITY ENVELOPE

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1.6 Speed limitations

Refer to FCOM LIM-AG-SPEEDS

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1.7 Flight envelope

Refer to FCOM LIM-AG-OPS-ENVIRONMENTAL ENVELOPE

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1.8 Wind limits including operations on contaminated runways

Refer to FCOM LIM-AG-OPS-AIRPORT OPERATIONS AND WIND LIMITATIONS

For wind limitations refer to eQRH-QL A340 Takeoff Runway Condition Assessment Matrix (RCAM) and A340 Landing Runway Conditon Assessment Matrix (RCAM)

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1.9 Performance limitations for applicable configurations

Refer to FS+ Takeoff Module

Refer to FS+ Inflight Module

Refer to FS+ Landing Module

A340

1.10 Runway slope

Refer to FCOM LIM-AG-OPS-AIRPORT OPERATIONS AND WIND LIMITATIONS

A340

1.11 Limitations on wet or contaminated runways;

For wind limitations refer to eQRH-QL A340 Takeoff Runway Condition Assessment Matrix (RCAM) and A340 Landing Runway Conditon Assessment Matrix (RCAM)

A340

1.12 Airframe contamination

Refer to FCOM PRO-NOR-SUP-ADVERSE WEATHER

A340

1.13 System limitations

Refer to FCOM LIMITATIONS

2 Normal Procedures

A340

The Normal Checklist is available in the eQRH C/L tab and also as a hard copy in the cockpit.

A340 QUICK REFERENCE HANDBOOK

NORMAL CHECKLIST (REV01 / 01MAR23)

C3
01 MAR 23

COCKPIT PREPARATION
GEAR PINS & COVERS..... REMOVED
FUEL QUANTITY..... _____KG
SEAT BELTS.....ON
ADIRS.....NAV
BARO REF..... _____ (BOTH)

BEFORE START
PARKING BRAKE.....
T.O SPEEDS & THRUST..... _____ (BOTH)
WINDOWS.....CLOSED (BOTH)
BEACON.....ON

AFTER START
ANTI ICE.....
ECAM STATUS .....CHECKED
PITCH TRIM..... _____%
RUDDER TRIM .....NEUTRAL

IN CASE OF DE-ICING
PF:..... AFTER START FLOW PERFORM
PM:.....AFTER START FLOW DELAY
When de-icing completed and resuming normal procedures:
PM:..... AFTER STSRT FLOW PERFORM
PF:.....AFTER START C/L ORDER

Note: *This box serves as a reminder and is not part of the checklist. It does not have to be called out.*

TAXI
FLIGHT CONTROLS..... CHECKED (BOTH)
FLAPS SETTING..... CONF_____ (BOTH)
RADAR & PRED W/S.....ON & AUTO
ENG START SEL..... _____
ECAM MEMO..... T.O NO BLUE
- *AUTO BRK MAX*
- *SIGNS ON*
- *CABIN READY*
- *SPLRS ARM*
- *FLAPS TO*
- *TO CONFIG NORM*

LINE-UP
T.O RWY..... _____ (BOTH)
TCAS.....
PACKS 1 & 2.....

<< DEPARTURE CHANGE >>
RWY & SID.....
FLAPS SETTING..... CONF_____ (BOTH)
T.O SPEEDS & THRUST..... _____ (BOTH)
FCU ALT.....

APPROACH
BARO REF..... _____ (BOTH)
SEAT BELTS.....ON
MINIMUM.....
AUTO BRAKE.....
ENG START SEL.....

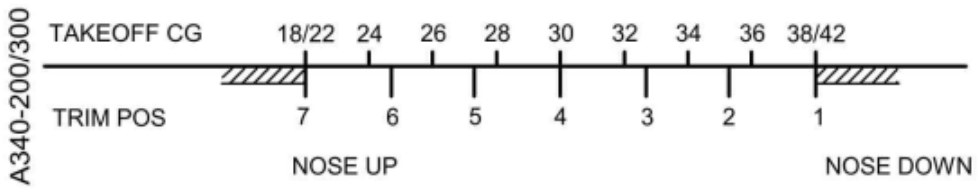
LANDING
ECAM MEMO.....LDG NO BLUE
- *LDG GEAR DN*
- *SIGNS ON*
- *CABIN READY*
- *SPLRS ARM*
- *FLAPS LDG*

AFTER LANDING
RADAR & PRED W/S.....OFF

PARKING
PARKING BRAKE OR CHOCKS..... _____SET
ENGINES.....OFF
WING LIGHTS.....OFF
FUEL PUMPS.....OFF

SECURING THE AIRCRAFT
OXYGEN.....OFF
EMER EXIT LT.....OFF
EFBs.....OFF (BOTH)
BATTERIES.....OFF

TAKEOFF CG / TRIM POS



A340

2.1 Pre-Flight

Refer to FCOM PRO-NOR-SOP-SAFETY EXTERIOR INSPECTION

Refer to FCOM PRO-NOR-SOP-PRELIMINARY COCKPIT PREPARATION and FCTM PR-NP-SOP-PRELIMINARY COCKPIT PREPARATION

Refer to FCOM PRO-NOR-SOP-EXTERIOR WALKAROUND and FCTM PR-NP-SOP-EXTERIOR WALKAROUND

A340

2.2 Pre-Departure

Refer to FCOM PRO-NOR-SOP-COCKPIT PREPARATION and FCTM PR-NP-SOP-COCKPIT PREPARATION

Refer to FCOM PRO-NOR-SOP-BEFORE PUSHBACK OR START and FCTM PR-NP-SOP-BEFORE PUSHBACK OR START

Refer to FCOM PRO-NOR-SOP-ENGINE START

Refer to FCOM PRO-NOR-SOP-AFTER START

A340

2.3 Altimeter setting and checking

Refer to FCOM PRO-NOR-SOP-COCKPIT PREPARATION-GLARESHIELD-EFIS CONTROL PANEL

Refer to FCOM PRO-NOR-SOP-CLIMB-AT THE TRANSITION ALTITUDE

Refer to FCOM PRO-NOR-SOP-DESCENT ADJUSTMENT-BAROMETRIC REFERENCE

A340

2.4 Taxi, Take-Off and Climb

Refer to FCOM PRO-NOR-SOP-TAXI and FCTM PR-NP-SOP-TAXI

Refer to FCOM PRO-NOR-SOP-BEFORE TAKEOFF and FCTM PR-NP-SOP-BEFORE TAKEOFF

Refer to FCOM PRO-NOR-SOP-TAKEOFF and FCTM PR-NP-SOP-TAKEOFF

Refer to FCOM PRO-NOR-SOP-CLIMB and FCTM PR-NP-SOP-CLIMB

A340

2.5 Noise abatement

Refer to FCTM PR-NP-SOP-TAKEOFF-NOISE ABATEMENT TAKEOFF

For general take off profile refer to FCOM PRO-NOR-SOP-TAKEOFF-TAKEOFF PATTERN

For standard clean up and noise abatement refer to OM A Clean up

For noise abatement during approach refer to OM A Noise abatement

For description of NADP refer to Lido Route Manual 1.4.9.5

A340

2.6 Cruise and Descent

Refer to FCOM PRO-NOR-SOP-CRUISE and FCTM PR-NP-SOP-CRUISE

Refer to FCOM PRO-NOR-SOP-DESCENT PREPARATION and FCTM PR-NP-SOP-DESCENT PREPARATION

Refer to FCOM PRO-NOR-SOP-DESCENT and FCTM PR-NP-SOP-DESCENT

A340

2.7 Approach, Landing preparation and briefing

Refer to FCOM PRO-NOR-SOP-APPROACH and FCTM PR-NP-SOP-APPROACH

Refer to FCTM AOP-TASKSHARING RULES AND COMMUNICATION-EDELWEISS BRIEFINGS

2.8 VFR approach

Refer to FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE

A340

2.9 IFR approach

Refer to FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING LOC G/S GUIDANCE

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING LOC G/S FOR CATII CATIII

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING FINAL APP GUIDANCE

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-APPROACH USING FPA GUIDANCE

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-ILS RAW DATA

A340

2.10 Visual approach and circling

Refer to FCOM PRO-NOR-SOP-CROSS REFERENCE TABLE

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-VISUAL APPROACH

Refer to FCTM PR-NP-SOP-APPROACH-GUIDANCE MANAGEMENT-CIRCLING APPROACH

A340

2.11 Missed Approach

Refer to FCOM PRO-NOR-SOP-GO AROUND and FCTM PR-NP-SO-GO-AROUND

A340

2.12 Normal Landing

Refer to FCOM PRO-NOR-SOP-LANDING and FCTM PR-NP-SOP-LANDING

A340

2.13 Post Landing

Refer to FCOM PRO-NOR-SOP-AFTER LANDING and FCTM PR-NP-SOP-AFTER LANDING

Refer to FCOM PRO-NOR-SOP-PARKING

Refer to FCOM PRO-NOR-SOP-SECURING THE AIRCRAFT

A340

2.14 Operation on wet and contaminated Runways

Refer to FCOM PRO-NOR-SUP-ADVWXR-OPERATIONS ON CONTAMINATED AIRPORTS

Refer to FS+ Takeoff Module

Refer to FS+ Landing Module

3 Abnormal and Emergency Procedures

A340

All checklists for abnormal and emergency procedures are stored in the eQRH. Refer to eQRH ABN and QL tab.

A340

3.1 Crew incapacitation

Refer to FCTM PR-AEP-MISC-FLIGHT CREW INCAPACITATION

Refer to OM A Incapacitation of crew members

Refer to CSPM Flight crew incapacitation

A340

3.2 Fire and Smoke Drills

Refer to FCOM PRO-ABN-APU FIRE

Refer to FCOM PRO-ABN-ENG-ENGINE TAILPIPE FIRE and FCTM PR-AEP-ENG-ENGINE TAILPIPE FIRE

Refer to FCOM PRO-ABN-ENG-ENG 1(2)(3)(4) FIRE (IN FLIGHT)

Refer to FCOM PRO-ABN-ENG-ENG 1(2)(3)(4) FIRE (ON GROUND)

Refer to FCOM PRO-ABN-SMOKE and FCTM PR-AEP-SMOKE

Refer to CSPM Fire/smoke on board

A340

3.3 Unpressurised and partially pressurised Flight

Decompression procedure

If 2% of pax require first aid oxygen FL80 must be reached in:

- A340: 97min.

The descent to FL80 is not required as long as first aid oxygen is available.

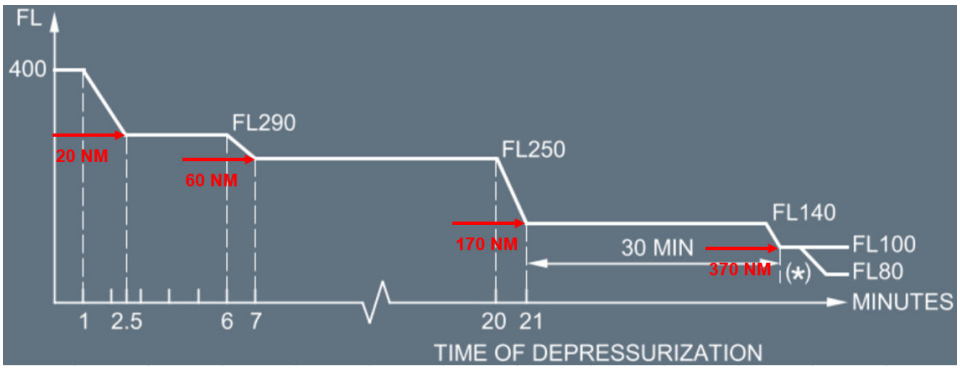
To meet the terrain clearance requirements, the following profiles may be used:

A340:

Aeroplane with 22' pax-oxy supply (A340)	**Time**	**Total distance**	**Max FL**
	2.5'	20nm	FL290

7’	60nm	FL250
21’	170nm	FL140
51’	370nm	FL100

Profile:



(*): Between FL 80 and FL 150, oxygen must be provided for 2 % of the passengers. This is provided by the portable oxygen system. When it is no longer available, descend to FL 80. For performance at FL 80/250 kt: Use data for from FS+ Inflight Module.

- Descent phase: Emergency descent at M_{MO}/V_{MO}.
- Cruise phase: Cruise at maximum speed (limited to V_{MO}).

  Note: It is always assumed that the aircraft is able to fly at M_{MO}/V_{MO}. Cases where speed should be decreased (structural damage, turbulence etc.) have not to be taken into account. Regulations do not require to consider performance to cope with decompression and engine failure simultaneously.

- OEI: Able to fly the oxy profile, except for the first step to FL290 in case of very high GM.
- TEI: For the first step to FL180 in case of very high GM, fuel dumping might be necessary.

Refer to OM C Appendix Decompression escape routes

Refer to FCOM PRO-ABN-MISC-EMER DESCENT and FCTM PR-AEP-MISC-EMER DESCENT

A340

3.4 Exceeding structural Limits such as Overweight Landing

Refer to FCOM PRO-ABN-MISC-OVERWEIGHT LANDING and FCTM PR-AEP-MISC-OVERWEIGHT LANDING

A340

3.5 Lightning Strikes

After a lightning strike, contact MCC and obtain information about the possibility to perform the required maintenance tasks at the planned destination. If the maintenance organisation at the planned destination is not able to perform the required tasks, in coordination with MCC consider a return to ZRH or an in-flight Diversion to an airport with suitable maintenance facility.

A340

3.6 Distress Communications and Alerting ATC to Emergencies

Refer to Lido Route Manual 1.6.1.3

A340

3.7 Engine Failure

Refer to FCOM PRO-ABN-ENG-ENG 1(2)(3)(4) FAIL and FCTM PR-AEP-ENG

A340

3.8 System Failures

Refer to FCOM PRO-ABNORMAL AND EMERGENCY PROCEDURES and FCTM AOP-MANAGEMENT OF ABNORMAL OPERATIONS

A340

3.9 Guidance for Diversion in Case of Serious Technical Failure

Refer to OM A Malfunctions and emergencies

Refer to OM A Diversion

A340

3.10 Ground Proximity Warning

Refer to FCOM PRO-ABN-SURV-MEM-EGPWS CAUTIONS and FCOM PRO-ABN-SURV-MEM-EGPWS WARNINGS

For callout refer to FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS

A340

3.11 TCAS Warning

Refer to FCOM PRO-ABN-SURV-MEM-TCAS WARNING and FCTM AC-TCAS-OPERATING TECHNIQUES

For callout refer to FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS

A340

3.12 Windshear

Refer to FCOM PRO-ABN-SURV-MEM-WINDSHEAR

For callout refer to FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MEMORY ITEMS

A340

3.13 Forced Landing/Ditching

Refer to FCOM PRO-ABN-MISC-FORCED LANDING and FCTM PR-AEP-ENG-ALL ENGINES FAILURE-FORCED LANDING

Refer to FCOM PRO-ABN-MISC-DITCHING and FCTM PR-AEP-ENG-ALL ENGINES FAILURE-DITCHING

A340

3.14 Departure Contingency Procedures

Refer to FCOM PRO-ABN-ABN-ABNORMAL AND EMERGENCY CALLOUTS-MALFUNCTION BEFORE V1 AT TAKEOFF

Refer to FCTM PR-AEP-MISC-REJECTED TAKEOFF

Refer to OM A Takeoff - engine failure after V1

4 Performance

A340

A340

4.0 Description of FS+

Performance data supplied by Airbus are expressed in the FCOM chapter "Performance". Refer to FCOM PERFORMANCE (EFB).

For daily operations FS+ (FlySmart+ for iPad) electronic performance calculation platform is used to process the data supplied by the manufacturer. FS+ has a module for takeoff, inflight and landing performance, it is considering also abnormals, dispatch under MEL and CDL. For a detailed description of FS+ refer to the relevant documentation under EFB PPM Appendix - User Guides.

A340

4.1 Performance Data

A340

4.1.1 Take-Off Climb Limits; Mass, Altitude, Temperature

Refer to FCOM PERFORMANCE (EFB) - TAKEOFF

Refer to FS+ Takeoff Module

A340

4.1.2 Take-Off Field Length (Dry, Wet, Contaminated)

Refer to FCOM PERFORMANCE (EFB) - RUNWAY CONDITIONS

Refer to FS+ Takeoff Module

A340

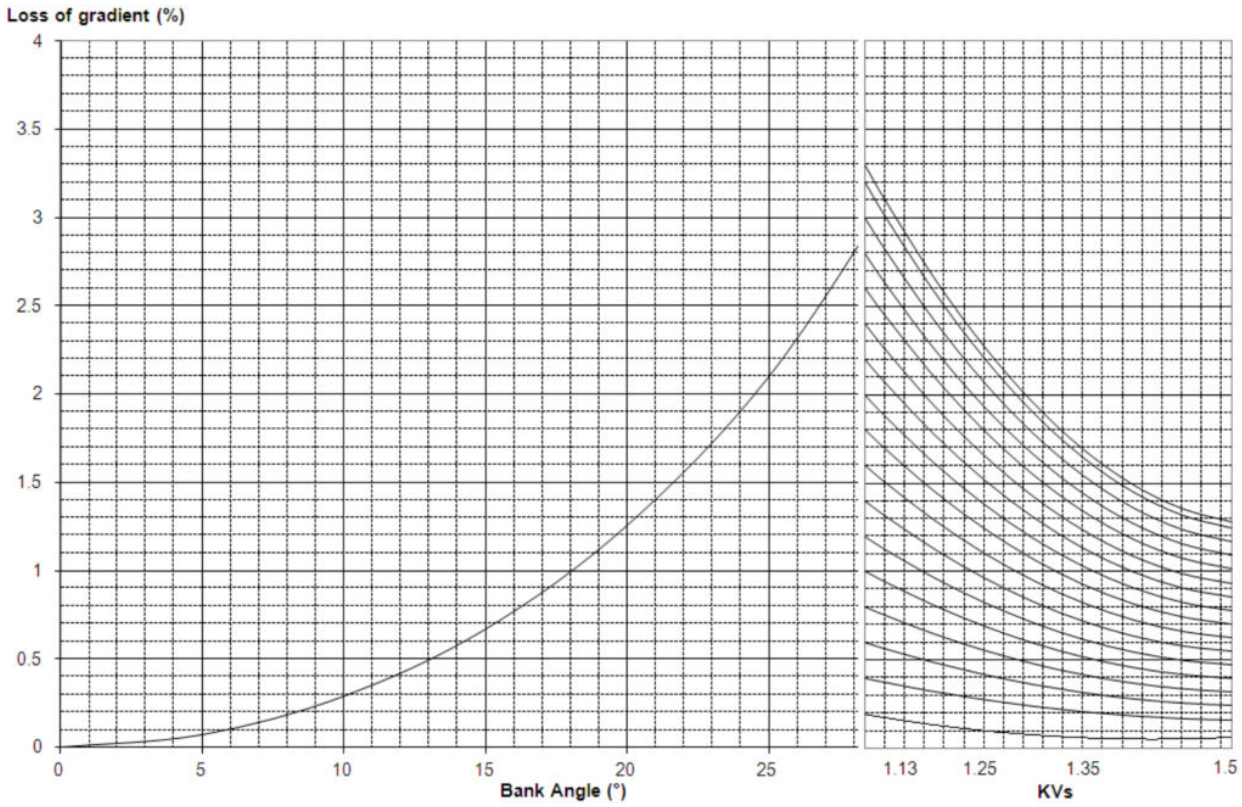
4.1.3 Net Flight Path Data for Obstacle Clearance Calculation or, where applicable, Take-Off Flight Path

Refer to FCOM PERFORMANCE (EFB) - TAKEOFF

Refer to FS+ Takeoff Module

A340

4.1.4 The Gradient Losses for Banked Climb Outs



A340

4.1.5 En-Route Climb Limits

Refer to FCOM PERFORMANCE (EFB) - IN-FLIGHT

Refer to FS+ Inflight Module

A340

4.1.6 Approach Climb Limits

Refer to FCOM PERFORMANCE (EFB) - LANDING

Refer to FS+ Landing Module

A340

4.1.7 Landing Climb Limits

For all Airbus aircraft, this constraint is covered by the approach climb requirement. In its operational documentation (FCOM), Airbus publishes the maximum weight limited by the approach climb gradient only.

Refer to FCOM PERFORMANCE (EFB) - LANDING.

A340

4.1.8 Landing Field Length (Dry, Wet, Contaminated) including the Effects of an In-Flight Failure of a System or Device

Refer to FCOM PERFORMANCE (EFB) - LANDING

Refer to FS+ Landing Module

A340

4.1.9 Brake Energy Limits

Refer to FCOM LIM-LANDING GEAR

Refer to FCOM PRO-NOR-SOP-AFTER LANDING-BRAKE TEMPERATURE

Refer to MEL/MO-32-07 Brakes Temperature Indication on the WHEEL SD page

A340

4.1.10 Speeds applicable for the various Flight Stages (also considering wet or contaminated Runways)

For Takeoff Speeds refer to FS+ TakeOff module

For Approach Speeds refer to FS+ Landing module

For Cruise Speeds refer to FS+ Inflight module

Refer to FCOM DSC_22-10-50 SPEEDS DEFINITION

A340

4.1.11 Supplementary Data covering Flights in Icing Conditions

Refer to FCOM PRO-NOR-SUP-ADVWXR-MINIMUM SPEED WITH ICE ACCREATION.

A340

4.2 Additional Performance Data

A340

4.2.1 All Engine Climb Gradients

Refer to FCOM PERFORMANCE (EFB) - IN-FLIGHT - ALL ENGINES OPERATIVE OPERATIONS

Refer to FS+ TakeOff Module

A340

4.2.2 Drift-Down Data

Refer to FCOM PERFORMANCE (EFB) - IN-FLIGHT

Refer to FS+ Inflight Module

A340

4.2.3 Effect of De-Icing/Anti-Icing Fluids

Not Applicable

A340

4.2.4 Flight with Landing Gear Down

Refer to FCOM PRO-NOR-SUP-FLIGHT WITH LANDING GEAR DOWN

A340

4.2.5 Flights conducted under the Provision of the CDL

Refer to CDL, Performance impact is described at every single CDL item

5 Flight Planning

A340

Refer to OM A Flight Preparation Instructions

A340

5.1 Data and instructions necessary for pre-flight and in-flight planning

Refer to OM A Flight Preparation Instructions

Refer to FS+ Inflight Module

A340

5.2 Method for calculating fuel needed for the various stages of flight

Refer to OM A Determination of the quantities of fuel and oil carried

Refer to FS+ Inflight Module

A340

5.3 Performance data for ETOPS critical fuel reserve and area of operation

Not applicable for EDW

6 Mass and Balance

A340

A340

6.1 Calculation System (e.g. Index System)

Refer to FS+ Weight and Balance Module

A340

6.2 Information and Instructions for Completion of Mass and Balance Documentation

Refer to OM A Mass and centre of gravity

Refer to FS+ Loadsheet

A340

6.3 Limiting Masses and Centre of Gravity

Refer to FCOM LIM-AG-WEIGHT LIMITATIONS

Refer to FCTM AS-CENTER OF GRAVITY

Refer to AFM LIM-WGHT-CENTER OF GRAVITY ENVELOPE

Refer to FS+ Weight and Balance Module

A340

6.4 Dry Operating Mass and corresponding Centre of Gravity or Index

Refer to DOM/DOI Tables

Refer to FS+ Weight and Balance Module

7 Loading

A340

All EDW A340 are equipped with an Cargo Loading System (CLS) which allows the loading of ULD and non-unitized loads.

Cargo and dangerous goods must be secured in a manner that prevents any in-flight movement that may change the orientation of the cargo or cause damage to the cargo or the aircraft.

For detailed information refer to GOM.

A340

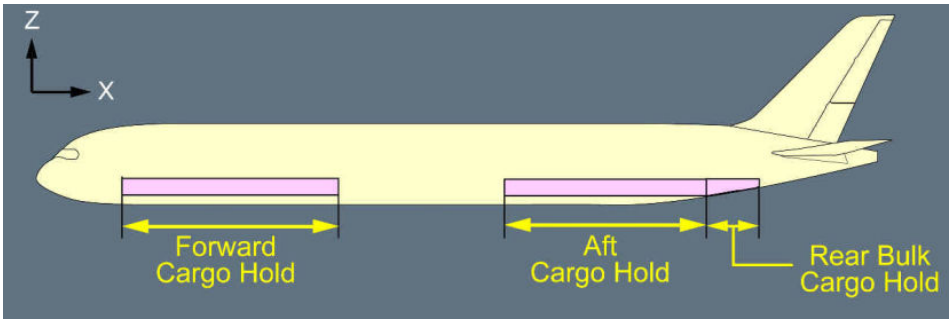
7.1 Cargo compartments

A340

7.1.1 Introduction

The operator can load the items in the lower deck cargo holds. The lower deck includes the forward, aft, and rear bulk cargo holds.

A divider net and a tarpaulin separate the aft and rear bulk cargo holds.



	H-ARMs	
	From (m)	**To (m)**
Forward cargo hold (Compartments 1 & 2)	14.459	29.477
Aft cargo hold (Compartments 3 & 4)	39.991	53.725

Rear bulk cargo hold (Compartment 5)	52.315	56.354

A340

7.1.2 Forward cargo hold

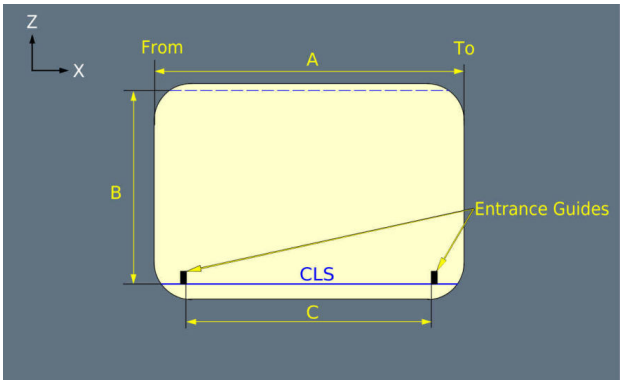
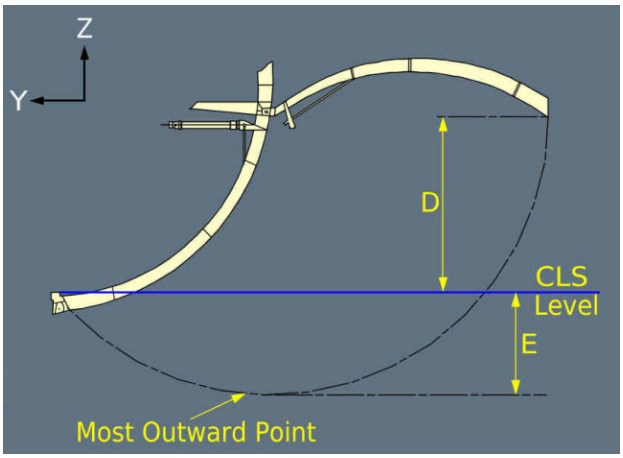
A340

7.1.2.1 Cargo hold door

The forward cargo hold is equipped with a door on the right side of the fuselage.

The door opens outward.

The forward door must be used to load and unload the forward cargo hold.

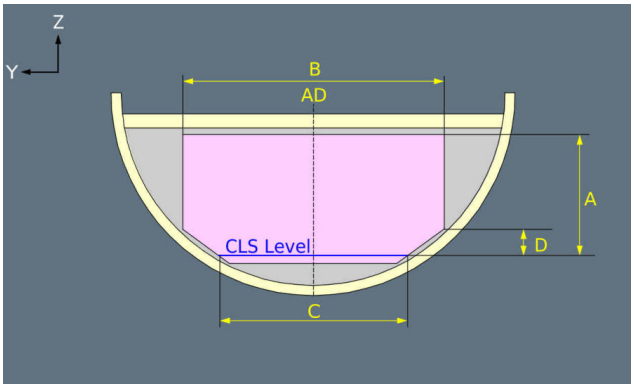
Front view	Side view
	

	Legend	Dimensions (m)		Legend	Dimensions (m)
A	Clear opening width	2.701	**D**	Clearance between CLS level and hooks (when the door is in fully opened position)	2.042
B	Clear opening height	1.699	**E**	Clearance between CLS level and the most outward point (when the door is operated)	0.567
C	Door width at CLS level	2.446			

A340

7.1.2.2 Cross section

The table below provides the cross section of the cargo hold.



Legend	Dimensions (m)
A	1.717
B	4.156
C	3.179
D	0.465

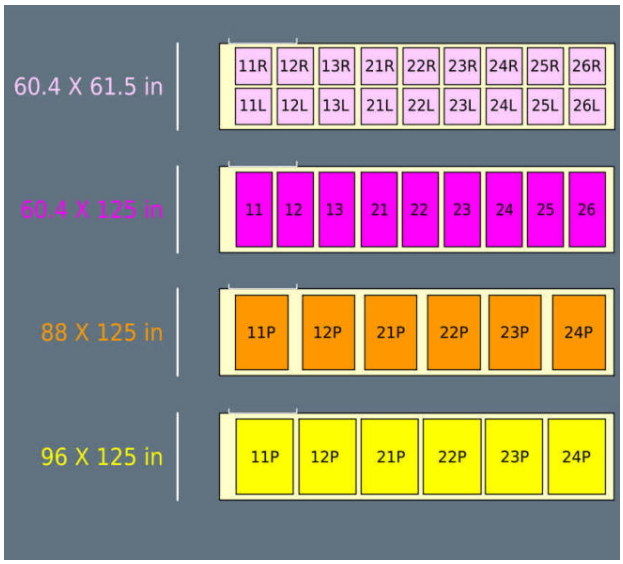
A340

7.1.2.3 ULD position arrangement

The cargo hold can be loaded with:

- A maximum of 18 ULDs
- Non-unitized loads.

ULD Position Arrangement - FWD Cargo Hold



A340

7.1.3 Aft cargo hold

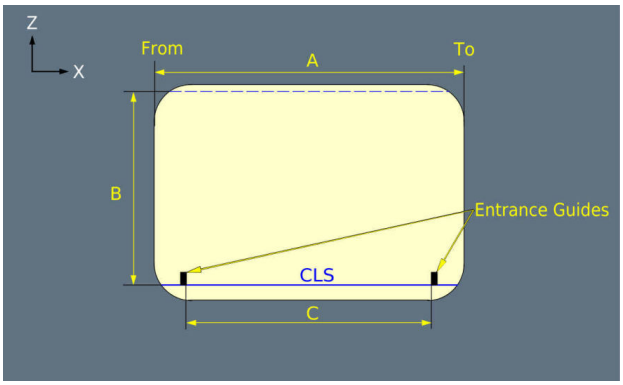
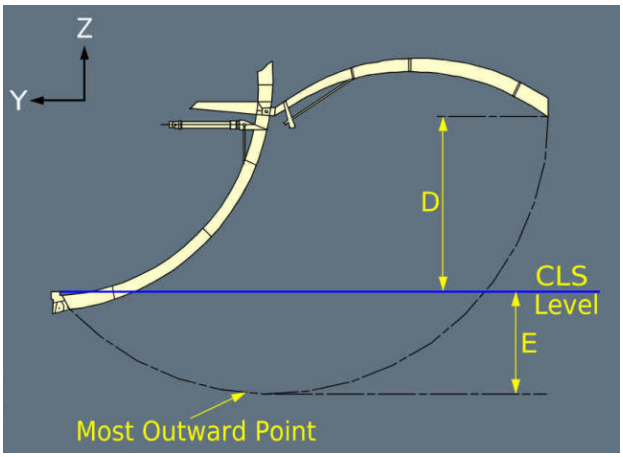
A340

7.1.3.1 Cargo hold door

The aft cargo hold is equipped with a door on the right side of the fuselage.

The door opens outward.

The aft door must be used to load and unload the aft cargo hold.

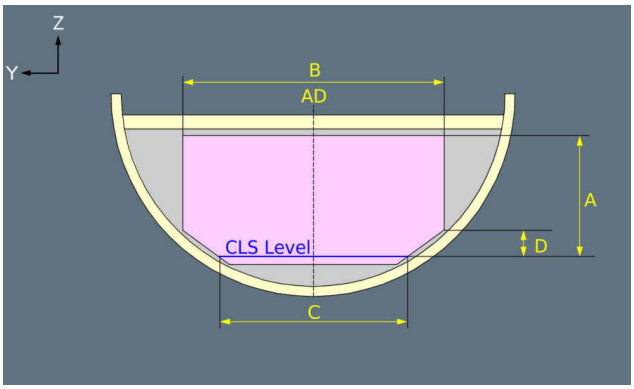
Front view	Side view
	

Legend		Dimen-sions (m)	Legend		Dimen-sions (m)
A	Clear opening width	2.721	**D**	Clearance between CLS level and hooks (when the door is in fully opened position)	1.962
B	Clear opening height	1.682	**E**	Clearance between CLS level and the most outward point (when the door is operated)	0.635
C	Door width at CLS level	2.446			

A340

7.1.3.2 Cross section

The table below provides the cross section of the cargo hold.



Legend	Dimensions (m)
A	1.670
B	4.156
C	3.179
D	0.470

A340

7.1.3.3 ULD position arrangement

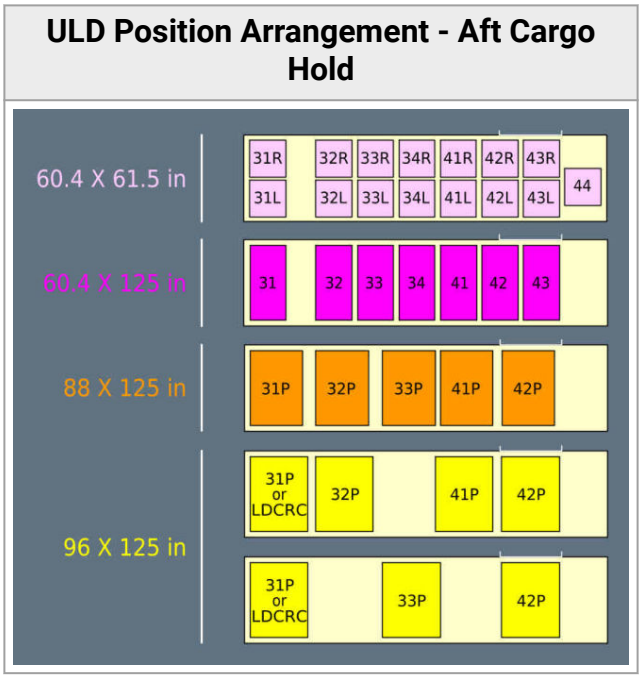
The cargo hold can be loaded with:

- A maximum of 15 ULDs

- Non-unitized loads.

The A340 is equipped with a LDMCR that is installed permanently on position 31P and is included in DOM/DOI tables. Hence position 31P will not be available for load planning purposes.

IMPORTANT: The width of the crew rest container is slightly greater than that of a regular pallet. Therefore, it is only possible to load an 88-inch pallet on position 32P whenever the crew rest container is loaded.



A340

7.1.4 Rear bulk cargo hold

A340

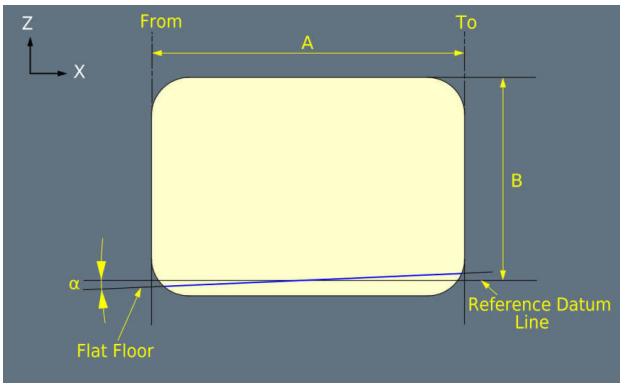
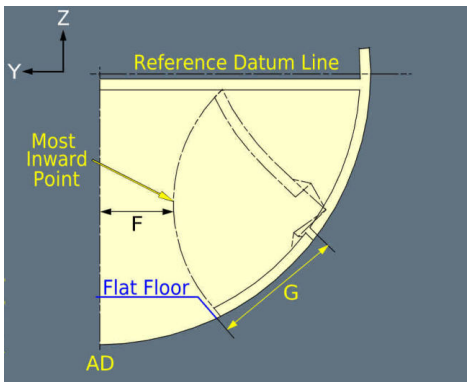
7.1.4.1 Cargo hold door

The rear bulk cargo hold is equipped with a door on the right side of the fuselage.

The door opens inward.

To load and unload the rear bulk cargo hold either

- the door of the rear bulk cargo hold, or
- the door of the aft cargo hold, after removal of the divider net between the aft and rear bulk cargoholds, must be used.

Front view	Side view
	

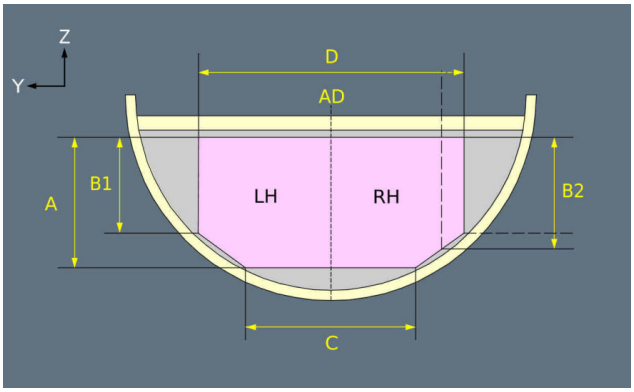
Legend		Dimensions (m)	Legend		Dimensions (m)
A	Clear opening width	0.950	**F**	Clearance between Aircraft Datum (AD) and the most inward point (when the door is operated)	0.780
B	Clear opening height	0.620	**G**	Clear opening height in side view	1.071
α	Angle between the flat floor- and the reference datum line	1.2°			

A340

7.1.4.2 Cross section

The form of the rear bulk cargo hold is not regular. The left and right sides of the cargo hold are not symmetrical on the total length of the cargo hold.

The table below provides the cross sections for different H-ARMs.



Dimensions					
H-ARM	**A**	**B1**	**B2**	**C**	**D**
52.315	1.797	1.278	1.278	2.422	3.799
52.665	1.805	1.295	1.295	2.366	3.755
53.195	1.818	1.300	1.300	2.282	3.688
53.725	1.785	1.225	1.225	2.136	3.621
54.255	1.752	1.161	1.161	1.985	3.554
54.785	1.691	1.069	1.069	1.837	3.487
55.315	1.629	0.977	1.265	1.688	3.040
55.845	1.568	1.004	1.147	1.540	2.848
56.354	1.507	1.030	1.030	1.391	2.658

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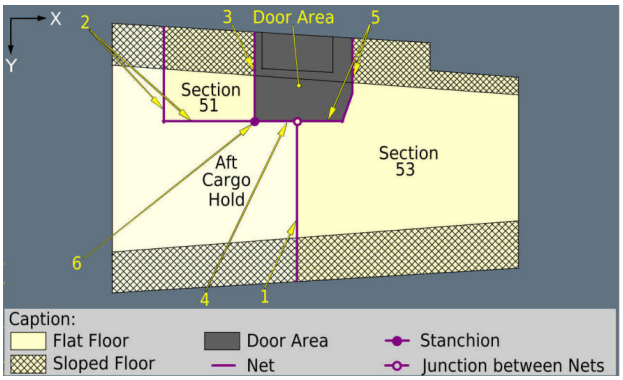
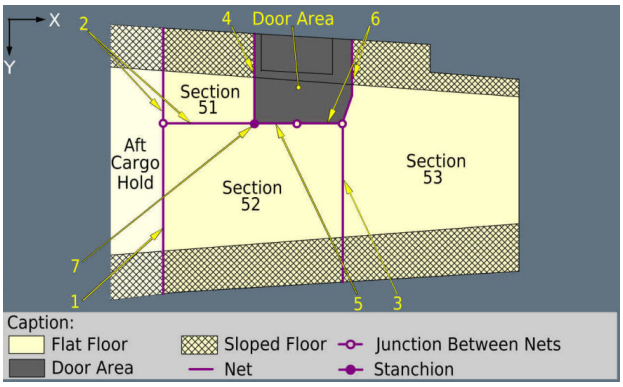
7.1.4.3 Section arrangement

The rear bulk cargo hold is divided into sections and net sections as indicated in the illustration below.

The nets are installed as defined in the table below.

Aft cargo hold extended by ULD position 44	Aft cargo hold NOT extendend by ULD position 44
The aft cargo hold is extended by one ULD position. The additional container position modifies the basic arrangement of the cargo hold. Section 52 of the rear bulk cargo hold is no longer available for the loading	Section 52 is available for the loading of bulk item.

Aft cargo hold extended by ULD position 44	Aft cargo hold NOT extendend by ULD position 44
of bulk items and section 53 is extended to the aft of the additional ULD position.	
	

Legend	Related net type	Legend	Related net type
1	Divider net 2	**1**	Divider net 1
2	Corner net	**2**	Corner net
3	Door net type A	**3**	Divider net 2
4	Door net type C	**4**	Door net type A
5	Door net type B	**5**	Door net type C
6	Stanchion	**6**	Door net type B
		7	Stanchion

Section	Max usable volume (m^3)	Section	Max usable volume (m^3)
51	1.870	**51**	1.870
		52	7.870
53	12.030	**53**	9.940
Total	13.900	**Total**	19.680

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7.1.5 Container and pallet configurations

Unit load	Number of container (LD-3) and pallet positions									
Version number	Compartment 1		Compartment 2		Compartment 3		Compartment 4		Total	
	LD-3	Pallet	LD-3	Pallet	LD-3	Pallet	LD-3	Pallet	LD-3	Pallet
01	6	-	12	-	6	1	7	-	31	1
02	6	-	12	-	6	-*	7	-	31	-
03	6	-	12	-	2	2	7	-	27	2
04	6	-	12	-	2	1	7	-	27	1
05	6	-	6	2	6	1	7	-	25	3
06	6	-	6	2	6	-*	7	-	25	2
07	6	-	2	3	6	1	7	-	21	4
08	6	-	2	3	6	-*	7	-	21	3
09	6	-	6	2	2	2	7	-	21	4
10	6	-	6	2	2	1*	7	-	21	3
11	6	-	4	2	2	2	7	-	19	4
12	6	-	4	2	2	1*	7	-	19	3
13	6	-	-	4	6	1	7	-	19	5
14	6	-	-	4	6	-*	7	-	19	4
15	6	-	6	2	-	3	7	-	19	5
16	6	-	6	2	-	2*	7	-	19	4
17	6	-	4	2	-	3	7	-	17	5
18	6	-	4	2	-	2*	7	-	17	4
19	2	1	6	2	2	2	7	-	17	5
20	2	1	6	2	2	1*	7	-	17	4
21	2	1	4	2	2	2	7	-	15	5
22	2	1	4	2	2	1*	7	-	15	4

Unit load	Number of container (LD-3) and pallet positions									
23	2	1	-	4	6	1	7	-	15	6
24	2	1	-	4	6	-*	7	-	15	5
25	6	-	-	4	2	2	7	-	15	6
26	6	-	-	4	2	1*	7	-	15	5
27	2	1	6	2	-	3	7	-	15	6
28	2	1	6	2	-	2*	7	-	15	5
29	2	1	2	3	2	2	7	-	13	6
30	2	1	2	3	2	1*	7	-	13	5
31	2	1	4	2	-	3	7	-	13	6
32	2	1	4	2	-	2*	7	-	13	5
33	6	-	-	4	-	3	7	-	13	7
34	6	-	-	4	-	2*	7	-	13	6
35	2	1	2	3	-	3	7	-	11	7
36	2	1	2	3	-	2*	7	-	11	6
37	2	1	-	4	-	3	7	-	9	8
38	2	1	-	4	-	2*	7	-	9	7
39	6	-	-	4	-	3	3	-	9	8
40	6	-	-	4	-	2	3	-	9	7
41	2	1	-	4	-	3	3	1	5	9
42	2	1	-	4	-	2*	3	1	5	8
43	-	2	-	4	-	3	3	1	3	10
44	-	2	-	4	-	2*	3	1	3	9
45	-	2	-	4	-	3	1	2	1	11
46	-	2	-	4	-	2*	1	2	1	10
47	-	2	-	4	6	1	7	-	13	7
48	-	2	-	4	6	-	7	-	13	6

* Versions 02, 04, 06, 08, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46 and 48 have the LDMCR loaded on position 31P.

Note: One LD-11 container or one PLA/PLB pallet can be carried on the position on 2 LD-3 containers.

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7.1.6 Maximum mass in cargo compartments

Compartment	Maximum load (kg)
C 1*	10'206
C 2*	20'412
C 3**	9'729
C 4**	11'793
C 1 and C 2 (forward compartments)	22'861
C 3 and C 4 (aft compartments)	18'507
C 5	1'881
Container Pos. 11/12/13//21/22/23/24/25/26 L+R	1587 per position'
Container Position 31/32/33/34/41/42/43 L+R	1'587 per position
Pallet Position 11P/12P/21P/22P/23P/24P	5'103 per position
Pallet Position 31P/32P/33P/41P/42P	5'103 per position

* The sum of the load in C 1 and C 2 shall not exceed the value given in line “C 1 and C 2”
** The sum of the load in C 3 and C 4 shall not exceed the value given in line “C 3 and C 4”

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7.1.7 Ventilation and heating

Compartments 1 & 2

A compartment ventilation and heating system is installed in compartments 1 and 2. It is possible to select compartment temperatures within the range of 5°C and 25°C as required by the commodity loaded. The temperature selector is located in the flight deck.

Compartments 3 & 4

No ventilation and heating system is installed in compartments 3 and 4. These compartments are indirectly ventilated by air drawn from the cabin. A heating system is not incorporated in the ventilation in compartments 3 and 4. Temperatures between 2°C and 30°C are therefore prevalent in flight.

Compartment 5

A compartment ventilation and heating system is installed in compartment 5. It is possible to select compartment temperatures within the range of 5°C and 25°C as required by the commodity loaded. The temperature selector is located in the flight deck.

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7.2 Cargo loading

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7.2.1 ULD loading

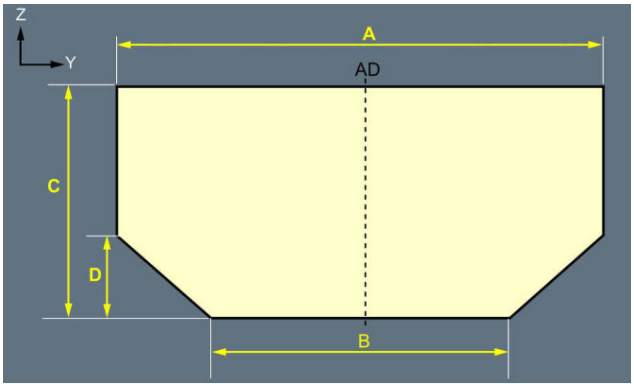
ULD Baseplate

ULDs with the following baseplate dimensions can be loaded:

- 60.4 x 61.5 in
- 60.4 x 125 in
- 88 x 125 in
- 96 x 125 in

ULD Contour

The ULD dimensions must remain within the limits of the Standard Contour F defined by the IATA.



Legend	Dimensions (m)
A	4.064
B	3.175
C	1.626
D	0.498

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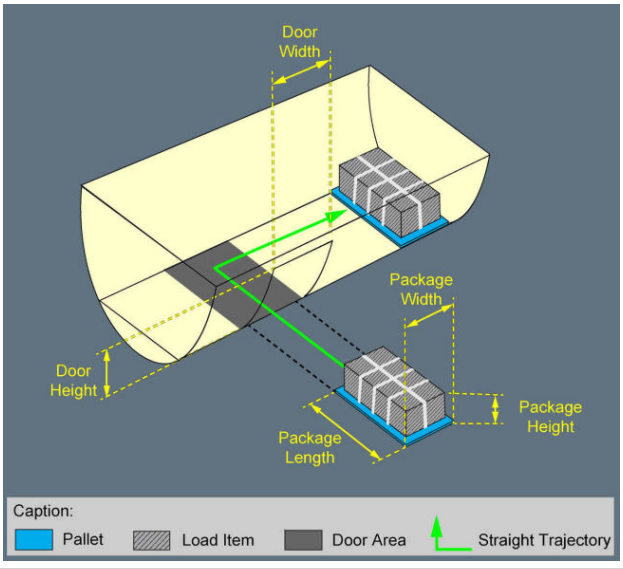
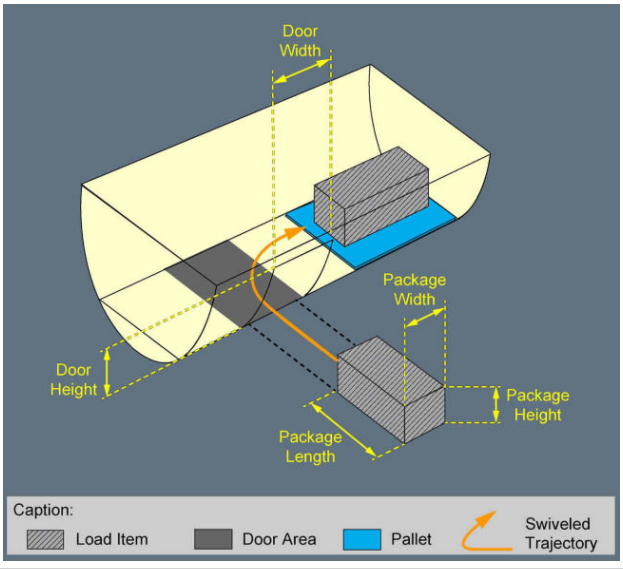
7.2.2 Loading of non-unitized loads

The following techniques to load non-unitized loads can be used:

- The straight loading
- The swiveled loading.

Straight loading	Swiveled loading
Straight loading means that the packages are maneuvered through the cargo door in an upright position and moved straight ahead in the cargo hold. Large heavy packages should be straight loaded with the assistance of ground support equipment. The table below provides the maximum dimensions of packages that are compatible with straight loading.	If the package dimensions exceed the permitted dimensions for the straight loading, theoperator may still load the package by swiveling it in the door area. The swiveled loading of packages requires hand maneuvering. The table below provides some examples of package dimensions that are compatible with swiveled loading.
	

Max Package Width (m)	Max Package Height (m)	Max Package Length (m)	Hold	Package Width (m)	Package Height (m)	Package Length (m)
2.375	1.626	3.073	Forward	0.254	0.254	14.000
				0.508	0.508	9.500
				0.762	0.762	7.500
			Aft	0.254	0.254	9.000
				0.508	0.508	9.000
				0.762	0.762	7.500

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7.2.3 Securing load

The following items must be secured:

- Items weighing 150 kg or more, irrespective whether the compartment or net section is volumetrically full or not.
- Items with an individual mass between 50 kg and 150 kg, if the compartment is not volumetrically full.
- Items with an individual mass of less than 50 kg, but having a density of more than 240 kg/m^3 (high density load, e.g. pieces of machinery, metal bars); lashing is not required if the compartment or net section is volumetric full and remains full up to the point of unloading of these items.

The following methods must be used for securing these items:

- Items described above must be tied down to the tie-down tracks of the compartment by means of tie-down fittings and ropes or straps.
- Any other individual items which by their nature, shape or density may constitute a hazard, must be restrained by either filling the compartment or net section to its volumetric capacity or by using the previous method.

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7.2.4 Securing of bulk load

The following general guidelines apply to the securing of bulk load:

- All load must be secured in such a way that:

- In flight, it cannot work loose and cause hazardous displacement of the centre of gravity of the aeroplane, injure passengers and crew, or damage the aeroplane.
- In case of forced landings, it cannot injure passengers and crew.

- Load must be restrained against shifting forwards, backwards, sidewards and upwards (force directions).
- Long load or load which is sensitive against shocks or tilting, wet cargo, pipes, tubes, bars, beams, planks, poles or other objects of a penetrating nature must be secured.
- Load factors, expressed in units of ”G”, must be applied for the calculation of restraint requirements.

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7.3 Ground stability

To ensure ground stability, a minimum load must be loaded in compartments 1 or 2 if the sum of the masses loaded in compartments 3,4,5 exceeds 3000 kg.

Mass of load in compartments 3,4,5 (kg)	Minimum Mass of load required in compartment 1* (kg)	Minimum Mass of load required in compartment 2** (kg)
0 to 3000	0	0
3001 to 3500	300	500
3501 to 4000	600	1000
4001 to 4500	900	1500
4501 to 5000	1200	2000
5001 to 5500	1500	2500
5501 to 6000	1800	3000
6001 to 6500	2100	3500
6501 to 7000	2400	4000
7001 to 7500	2700	4500
7501 to 8000	3000	5000
8001 to 8500	3300	5500
8501 to 9000	3600	6000
9001 to 9500	3900	6500
9501 to 10000	4200	7000

Mass of load in compartments 3,4,5 (kg)	Minimum Mass of load required in compartment 1* (kg)	Minimum Mass of load required in compartment 2** (kg)
10001 to 10500	4500	7500
10501 to 11000	4800	8000
11001 to 11500	5100	8500
11501 to 12000	5400	9000
12001 to 12500	5700	9500
12501 to 13000	6000	10000
13001 to 14000	6300	10500
14001 to 15000	6600	11000
15001 to 16000	6900	11500
16001 to 17000	7200	12000
17001 to 18000	7500	12500
18001 to 19000	7800	13000
19001 to 20000	8100	13500
20001 to 21000	8400	14000

* no load in compartment 2
** no load in compartment 1

If the mass of the load required to secure ground stability is not available in a compartment it is permitted to split the mass between compartment 1 and 2 by observing the rules given below:

Compartment 1

The difference between the actual mass of the load and the value given in the table must be multiplied by two. The result is the mass of load which must be available in compartment 2.

Example:

Mass required according table	1500kg
Mass available	800kg

Difference	700kg
Mass required in compt. 2	2x700kg = 1400kg

Compartment 2

The difference between the actual mass of the load and the value given in the table must be available in compartment 1.

Example:

Mass required according to table	4000kg
Mass available	2400kg
Difference	1600kgs
Mass required in compt. 1	1600kgs

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7.4 Live animals

Loading Instruction

Live animal shipments shall be handled in accordance with the IATA Live Animals Regulations (LAR) and the IATA Airport Handling Manual (AHM). Animal containers shall always be tied down tightly to prevent shifting during the flight. Moreover, the animal kennel shall be underlaid with boards and absorbent mats in order to protect the animal against the cold and to keep the hold floor from being soiled. Drinking bowl shall be affixed to prevent water leakage during any stage of flight. ULD and cages are to be checked for visual damages and locked to prevent animal escape during flight.

In general, AVIH should be loaded in the Bulk. In exceptional cases (ambient temperatures above 25 °C) AVIH should be loaded in the forward cargo compartment whenever possible, due to it‘s cooling possibility. Following restrictions apply:

Aircraft Type	Max. Flight-time	Max No. of ULD considering AVIH weight
A340	12h	20kg AVIH: 10ULD 25kg AVIH: 9 ULD 30kg AVIH: 8 ULD 35kg AVIH: 7ULD 40kg AVIH: 6 ULD

Maximum Number of AVIH per flight

The maximum number of AVIH to be loaded on an A340 aircraft is 3.

ULD-Compartments

Live animals may be loaded in ULD compartments together with cooltainers or shipments containing dry ice. In such chases, the following instructions must be observed:

- ULDs containing ICE must be accommodated on positions at or near the cargo door.
- A distance which is equal to the width of one pallet or the combined width of two containers must be maintained between the AVI shipment and the ULD containing ICE.

Bulk-Compartment

Live animals may be loaded in the bulk compartment together with packages containing dry ice. In such cases, the following instructions must be observed:

- The floor of the bulk compartment of the A340 is not inclined. Since there is no airtight barrier between compartments 4 and 5, the carbon dioxide will settle on the floor of both compartments. For this reason, live animal containers must be stowed well (at least 12 cm / 5 inches) above the compartment floor.
- The maximum quantity of dry ice which can be carried in the bulk compartment together with live animals is limited to 30kg.

Live animals and ICE / RCL

If AVI and ICE/RCL have to be stowed in the same compartment, following stowing regulations must be observed.

Live animals and radioactive materials Cat II and III (RRY)

It must be made sure that live animal and packages which contain radioactive materials categories II or III are not less than 1 meter apart.

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7.5 Dangerous Goods

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7.5.1 Dangerous Goods loading

Packages and overpack containing dangerous goods shall not be loaded onto the aircraft or ULD unless the package or overpack has been inspected immediately prior loading and found free from visible leaks or damage.

Before loading on an aircraft ULDs shall be inspected and found free from any evidence of leakage from or damage to any dangerous goods contained therein.

Any package, which appears to be damaged or leaking, must be removed from the aircraft without delay and safe disposal arranged. In the case of leakage, the handling agent must ensure the remainder of the consignment is undamaged and that no other package, baggage or cargo has been contaminated. In case of radioactive contamination, arrangements shall be made to take the aircraft out of service for evaluation by appropriately qualified personnel.

Dangerous Goods shall be handled and secured in a manner that:

- prevents damage to packages and containers during aircraft loading and unloading
- provides for separation and segregation of packages on the aircraft to prevent interaction in the event of leakage
- orients packages on the aircraft so the hazard label is visible
- prevents movement that could change the orientation of packages on the aircraft. Tying down dangerous goods is therefore mandatory.

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7.5.2 Compartment definition

For the purpose of special load segregation and quantity limits the compartments listed below are to be considered as one unit:

- Compartments 1 and 2
- Compartments 3, 4 and 5

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7.5.3 Dry ice

The quantities shown below refer to the total quantity of dry ice loaded, including dry ice as a refrigerant, dry ice together with DG and dry ice in Envirotainers.

Compartment	Max quantity of dry ice
1 + 2	4626 kg[1]
3 + 4	7 kg
5	459 kg

[1] 1596kg if AVI/PEL are loaded

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7.5.4 Polystyrene beads

Not more than 100kg net weight can be put in each compartment.

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7.5.5 Radioactive materials

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7.5.5.1 Handling

- Radioactive materials of categories II and III (RRY) may not be loaded if there is no entry in the transport index box (i.e. “no transport index” or “NIL”).
- Radioactive materials of categories II and III (RRY) may not be loaded if any seal on the package is broken.
- They must be stowed on the floor of the compartment to ensure maximum distance from passengers and crew.
- Packages must be stowed with the shortest side up, unless otherwise instructed (e.g. by label “this side up”).
- Individual packages or groups of packages must be tied down or secured by other load.

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7.5.5.2 Maximum transport index (TI) / package heights and separations distance

Transport Index (TI)	Height of packages (cm)	Minimum separation distance* (cm)
0.1-1.0	138	90
1.1-2.0	118	150
2.1-3.0	98	210
3.1-4.0	83	255
4.1-5.0	68	300
5.1-6.0	53	345
6.1-7.0	38	390
7.1-8.0	23	435
8.1-9.0	N/A	465
9.1-10.00	N/A	495

* Minimum separation distance between single packages or group of packages with the same TI.

8 Configuration Deviation List

A340

Refer to AFM / CDL

9 Minimum Equipment List

A340

Refer to MEL A340

10 Survival and Emergency Equipment Including Oxygen A340

A340

10.1 Survival and Emergency Equipment

A340

10.1.1 List of Emergency Equipment

Refer to CSPM Safety Equipment General

Refer to CSPM Location of Safety Equipment

For Safety Equipment on the flight deck refer to FCOM PRO-NOR-SOP-04-BEFORE WALKAROUND-EMERGENCY EQUIPMENT

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10.1.2 Overview of Survival Equipment on EDW A340 Aircraft

Equipment	A340
Emergency Locator Transmitter (ELT) Refer to CSPM Emergency locator transmitter (ELT)	• 1 fix installed ELT[1] • 2 portable ELT[1] (1 fwd and 1 aft of A/C)
Slide / Rafts Refer to CSPM Cabin doors and exits	• 6 Double lane Slide/Rafts • 2 single lane slide ◦ Type: Goodrich ◦ Colour: Silver
Pyrotechnics	Per raft: • 4 flare, handheld signal, aerial
Emergency medical supplies: Refer to CSPM First aid equipment	• First Aid Kit (FAK) • Emergency medical Kit (EMK) • Slide/Raft First Aid Kid • Respiration (AMBU Kit) • Automatic external defibrillator (AED)

Equipment	A340
Emergency water supplies	Per raft: • 1 water bag (1litre) • 50 water purification tablets
Other survival equipment	• Survival kit, refer to CSPM Survival Kit

[1] ELT's transmitting on frequencies 121.5MHz, 243MHz, 406.025MHz

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10.1.3 Procedures for Checking

Refer to CSPM Pre-departure safety equipment check

Refer to FCOM PRO-NOR-SOP-04-BEFORE WALKAROUND-EMERGENCY EQUIPMENT

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10.2 Oxygen

Refer to FCOM DSC-Oxygen

Refer to CSPM Oxygen

Refer to CSPM Oxygen System

Refer to OM A Oxygen Requirements

11 Emergency Evacuation Procedures

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11.1 Preparation for Emergency Evacuation

Refer to CSPM Planned Emergency Preparation / Evacuation Checklist

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11.2 Emergency Evacuation Procedures

Refer to FCOM PRO-ABN-MISC-EMER EVAC and FCTM PR-AEP-MISC-EMER EVAC

Refer to CSPM Emergency procedures

Refer to eQRH EMER EVAC

Refer to FCOM PRO-ABN-DETAILED CABIN / COCKPIT EVACUATION PROCEDURE

12 Aircraft systems

A340

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12.1 System Description

Refer to FCOM AIRCRAFT SYSTEMS