AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

TYPE CERTIFICATE DATA SHEET Nº EA-2007T11

Type Certificate Holder:

AIRBUS S.A.S
1, Rond-Point Maurice Bellonte
31707 Blagnac
FRANCE

EA-2007T11
Sheet 01

AIRBUS

A340-541, -542,
A340-642, -643

October 2007

This data sheet, which is part of Type Certificate No. 2007T11, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

I - Model A340-541 and A340-542, (Transport Category), approved on 15 October 2007.

ENGINE

A340-541: Four Rolls Royce RB211 Trent 553-61 or RB211 Trent 553A2-61 turbofan engines.

A340-542: Four Rolls Royce RB211 Trent 556A2-61 turbofan engines.

ENGINE LIMITS AND OIL

	A340-541 RB211 Trent 553-61 RB211 Trent 553A2-61	A340-542 RB211 Trent 556A2-61
Static Thrust at Sea Level:		
• Take-off (5 mn)* (flat rated 30º C)	55 780 lb	58 462 lb
• Max. continuous (flat rated 25º C)	44 359 lb	44 359 lb
Maximum Engine Speed:		
• N1 rpm (%)	3 900 (100%)	
• N2 rpm (%)	9 100 (100%)	
Maximum Gas Temperature		
• Take-off (10 mn) *	900º C	
• Maximum Continuous	850º C	
• Starting		
- Ground	700º C	
- Inflight	850° C	
Maximum Oil Temperature ºC: (Combined scavenge temperature)	196° C	
Minimum Pressure	25 psi	

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

Approved oils: Aeroshell Turbine Oil (Royco Turbine Oil) 555
Mobil Jet Oil II, 254, 291

Note for A340-541: RB211 Trent 553-61, RB211 Trent 553A2-61 engines can be intermixed on the same aircraft whatever the number or the position.

MAXIMUM WEIGHT(kg)

	A340-541	A340-541	A340-541	A340-541 A340-542	A340-541 A340-542	A340-541 A340-542
	WV 000 (Basic)	WV 001 (51080)	WV 002 (50791)	WV 101 (53039)	WV 102 (54806)	WV 103 (55642)
Takeoff (MTOW):	368 000	372 000	372 000	380 000	372 000	372 000
Landing (MLW):	240 000	243 000	243 000	246 000	243 000	246 000
Zero Fuel (MZFW):	225 000	230 000	229 000	232 000	230 000	232 000

WV: Weight Variant - (Mod number)

MAXIMUM PASSENGERS

The maximum number of passengers approved for emergency evacuation is 375.

MAXIMUM BAGGAGE

Cargo compartment	Maximum load (kg)
Forward	24 494
Aft	16 330
Rear (bulk)	3 458

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref. 00F080A0501/C5S for A340-541 and A340-542.

FUEL CAPACITY (0.8 kg/l)

		A340-541 without mod 53000 (HGW aircraft)			
Tank		Usable fuel – EIS wing		Unusable fuel – EIS wing	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 002	(39 202)	68	(54)
	Inner 2 / 3	69 514	(55 611)	230	(184)
	Outer	12 290	(9 832)	34	(27)
	Total	130 806	(104 645)	332	(265)
Center		55 133	(44 106)	240	(192)
Rear center 5 frame	No liner (Mod 51344)	19 873	(15 898)	10	(8)
	With liner (Mod 51344)	19 741	(15 793)	100	(80)
Trim tank	FCMC FL 7.1 onwards	7 886	(6 309)	25	(20)
TOTAL (with RCT 5 Frame)	No liner (Mod 51344)	213 698	(170 958)	597	(485)
	With liner (Mod 51344)	213 566	(170 853)	697	(557)

FUEL CAPACITY (0.8 kg/l) (Cont.)

A340-541 without mod 53000 (HGW aircraft)

Tank		Usable fuel LWW (Mod 48487)		Unusable fuel LWW (Mod 48487)	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 432	(39 546)	48	(38)
	Inner 2 / 3	69 610	(55 688)	190	(152)
	Outer	12 620	(10 096)	44	(35)
	Total	131 662	(105 330)	282	(225)
Center		55 133	(44 106)	240	(192)
Rear center 5 frame	No liner (Mod 51344)	19 873	(15 898)	10	(8)
	With liner (Mod 51344)	19 741	(15 793)	100	(80)
Trim tank	FCMC FL 7.1 onwards	7 886	(6 309)	25	(20)
TOTAL (with RCT 5 Frame)	No liner (Mod 51344)	214 554	(171 643)	557	(445)
	With liner (Mod 51344)	214 422	(171 538)	647	(517)

* For aircraft with FCMC FL 6.0 up to FL 7.0, trim tank and total usable fuel quantities are increased by 100 liters (80 kg).

A340-541 with mod 53000, A340-542

Tank		Usable fuel		Unusable fuel	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 178	(39 342)	56	(45)
	Inner 2 / 3	69 648	(55 718)	220	(176)
	Outer	12 442	(9 954)	54	(43)
	Total	131 268	(105 014)	330	(264)
Center		55 202	(44 161)	171	(137)
Rear center 5 frame	With liner	19 741	(15 793)	100	(80)
Trim tank	Extended	9 041	(7 233)	35	(28)
TOTAL (With extended trim tank and RCT 5 Frame)		215 252	(172 201)	636	(509)

OIL CAPACITY

48 liters for nominal total oil system capacity.
23.3 liters for nominal oil tank capacity.

II - Model A340-642 and A340-643, (Transport Category), approved on 15 October 2007.

ENGINE

A340-642: Four Rolls Royce RB211 Trent 556-61 or RB211 Trent 556A2-61 turbofan engines.

A340-643: Four (4) Rolls Royce RB211 Trent 560A2-61 turbofan engines.

ENGINE LIMITS AND OIL

	A340-642 RB211 Trent 556-61 RB211 Trent 556A2-61	A340-643 RB211 Trent 560A2-61
Static Thrust at Sea Level:		
• Take-off (5 mn)* (flat rated 30º C)	58 462 lb	61 902 lb
• Max. continuous (flat rated 25º C)	44 359 lb	44 359 lb
Maximum Engine Speed:		
• N1 rpm (%)	3 900 (100%)	
• N2 rpm (%)	9 100 (100%)	
Maximum Gas Temperature		
• Take-off (10 mn) *	900º C	
• Maximum Continuous	850º C	
• Starting		
- Ground	700º C	
- Inflight	850° C	
Maximum Oil Temperature ºC: (Combined scavenge temperature)	196º C	
• Minimum Pressure	25 psi	
Approved oils:	Aeroshell Turbine Oil (Royco Turbine Oil) 555 Mobil Jet Oil II, 254, 291	

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

Note for A340-642:
RB211 Trent 556-61, RB211 Trent 556A2-61 engines can be intermixed on the same aircraft whatever the number or the position.

MAXIMUM WEIGHT(kg)

	A340-642 WV 000 (Basic)	A340-642 WV 001 (50312)	A340-642 A340-643 WV 101 (53043)	A340-642 A340-643 WV 102 (54805)
Takeoff (MTOW):	365 000	368 000	380 000	368 000
Landing (MLW):	256 000	259 000	265 000	259 000
Zero Fuel (MZFW):	242 000	245 000	251 000	245 000

WV: Weight Variant - (Mod number)

MAXIMUM PASSENGERS

The maximum number of passengers approved for emergency evacuation is 440.

MAXIMUM BAGGAGE

Cargo compartment	Maximum load (kg)
Forward	30 482
Aft	22 861
Rear (bulk)	3 468

For the positions and the loading conditions authorized in each position (references of containers, pallets and associated weights), see Weight and Balance Manual Chapter 1.10 ref. 00F080A0601/C6S

FUEL CAPACITY (0.8 kg/l)

		A340-642 without mod 53000 and without mod 54679			
Tank		Usable fuel – EIS wing		Unusable fuel – EIS wing	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 002	(39 202)	68	(54)
	Inner 2 / 3	69 514	(55 611)	230	(184)
	Outer	12 290	(9 832)	34	(27)
	Total	130 806	(104 645)	332	(265)
Center		55 133*	(44 106)	240*	(192)
Trim tank	FCMC before FL 6.0	8 361	(6 689)	25	(20)
	FCMC FL 6.0 up to FL 7.0	7 986	(6 389)	25	(20)
	FCMC FL 7.1 onwards	7 886	(6 309)	25	(20)
TOTAL	FCMC before FL 6.0	194 300	(155 440)	597	(477)
	FCMC FL 6.0 up to FL 7.0	193 925	(155 140)	597	(477)
	FCMC FL 7.1 onwards	193 825	(155 060)	597	(477)

* For A/C not fitted with Jet Pumps (Mod 50812), values for CENTER Tank are: 54 969 liters (43 975 kg) for usable and 404 liters (323 kg) for unusable. Total are modified as follows:

TOTAL	FCMC before FL 6.0	194 136	(155 309)	761	(608)
	FCMC FL 6.0 up to FL 7.0	194 136	(155 009)	761	(608)
	FCMC FL 7.1 onwards	193 661	(154 929)	761	(608)

		A340-642 without mod 53000 and without mod 54679			
Tank		Usable fuel LWW (Mod 48487)		Usable fuel LWW (Mod 48487)	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 432	(39 546)	48	(38)
	Inner 2 / 3	69 610	(55 688)	190	(152)
	Outer	12 620	(10 096)	44	(35)
	Total	131 662	(105 329)	282	(225)
Center		55 133	(44 106)	240	(192)
Trim tank	FCMC before FL 6.0	7 986	(6 389)	25	(20)
	FCMC FL 6.0 up to FL 7.0	7 986	(6 389)	25	(20)
	FCMC FL 7.1 onwards	7 886	(6 309)	25	(20)
TOTAL	FCMC before FL 6.0	194 781	(155 825)	547	(437)
	FCMC FL 6.0 up to FL 7.0	194 781	(155 825)	547	(437)
	FCMC FL 7.1 onwards	194 681	(155 745)	547	(437)

FUEL CAPACITY (0.8 kg/l)

A340-642 with mod 54679

A maximum total of 2 800 liters can be added to the values identified above starting refueling Center tank and continuing with Inner Tanks as necessary, according to the following added quantities:

- Center tank up to 1 050 liters.
- Inner tank 2 / 3 up to 550 liters each
- Inner tank 1 / 4 up to 325 liters each.

A340-642 with mod 53000, A340-643

Tank		Usable fuel		Usable fuel	
		liter	(kg)	liter	(kg)
Wing	Inner 1 / 4	49 178	(39 342)	56	(45)
	Inner 2 / 3	69 648	(55 718)	220	(176)
	Outer	12 442	(9 954)	54	(43)
	Total	131 268	(105 014)	330	(264)
Center		55 202	(44 161)	171	(137)
Trim tank	Basic	7 886	(6 309)	25	(20)
	Extended (Mod 54382)	9 041	(7 233)	35	(28)
TOTAL	Basic	194 356	(155 484)	526	(421)
	Extended	195 511	(156 408)	536	(429)

OIL CAPACITY

48 liters for nominal total oil system capacity.
23.3 liters for nominal oil tank capacity.

DATA PERTINENT TO ALL MODELS:

FUEL

Nomenclature	Specification		
	France	USA	U.K.
Kerosene	AIR 3405	ASTM D 1655 (JET A) (JET A1)	DERD 2494/2453
Wide cut	91056 (72845) AIR 3407B	ASTM D 1655 (JET B) ML-T 5624 (JP4)	DERD 2454/2486 DERD 2454/2486

Additives: See Rolls Royce "RB211 Specific Operating Instructions for Trent 500", installation manual.
The above-mentioned fuels and additives are also suitable for the APU.

AIRSPEED LIMITS (IAS)

Maximum operating (V_{MO}/M_{MO}): 330 kias/0.86
Design diving (V_D) 365 kias/0.93
Design maneuvering (V_A) Refer to AFM performance section.

Flaps extended (V_{FE})

Config.	Slats/Flaps (°)	V_{FE} (kt)
1	20/0	280
	20/17	233
2	23/22	216
3	23/29	206
Full	23/34	200

Intermediate approach
Take-off

AIRSPEED LIMITS (IAS) (Cont.)

Minimum control speed (V_{MC})	Refer to AFM performance section.
L. G. extended (V_{LE})	250 kias/0.55
L. G. operation (V_{LO})	250 kias/0.55
Tire limit (ground speed)	204 kias

CG RANGE

Refer to EASA-Approved Brazilian Airplane Flight Manual Limitations Section for center of gravity envelope.

DATUM

The aircraft reference zero datum point is located 6,38 m forward of the fuselage nose, 7 m under the fuselage centerline (datum line).

LEVELING MEANS

Inclinometer on cabin seat track rails (refer to WBM chapter 1.80).

MEAN AERODYNAMIC CHORD

The 0% MAC is located:
- 41 034 m from the datum line for A340-600,
- 35 734 m from the datum line for A340-500.

MINIMUM CREW

2 (pilot and copilot)

MAX. OPERATING ALTITUDE

12 527 m (41 100 ft) clean – or
12 634 m (41 450 ft) clean if Modification 52536 is embodied
6 096 m (20 000 ft) slats/flaps extended

TEMPERATURE OPERATING LIMITS

See applicable approved AFM.

CONTROL SURFACE MOVEMENTS:

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

Inner Aileron	+20°/-30°
Outer Aileron	+25°/-25°
Ailerons	Maneuver Load Alleviation 11°
#1 Spoiler	Speed Brake 25°
	Lift Dumper 35°
#2,3 Spoilers	Roll 35°
	Speed Brake 35°
	Lift Dumper 50°
#4,5,6 Spoilers	Roll 40°
	Speed Brake 40°
	Lift Dumper 50°
	Manoeuvre Load Alleviation 9°
Aileron Droop	10°
Flaps	33.7°
Slats 1	21°
Slats 2 to 7	24°
Stabilizers	+2°/-14°
Elevator	+17°/-30°
Rudder	+35°/-35°

HYDRAULIC FLUIDS

Type IV - Specification NSA 307-110.

AUXILIARY POWER UNIT

Honeywell E. & S. 331-600[A] (Model Specification 31-15857-01).
Oils: refer to applicable approved Manual.

TIRES

Refer to Airbus Service Bulletin (SB).

AIRPLANE FLIGHT MANUAL

Refer to STL 34000.

S/N'S ELIGIBLE

A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual aircraft for which application for a Brazilian Certificate of Airworthiness is made.

IMPORT ELEGIBILITY

A Brazilian Certificate of Airworthiness may be issued on the basis of on a DGAC/EASA Export Certificate on Airworthiness (or a third country Export Certificate on Airworthiness, in case of used aircraft imported from such country), including the following statement:

"The aircraft covered by this certificate has been inspected, tested and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate no. 2007T11 and in condition of safe operation".

The ANAC Report H.10-2290, dated 15 October 2007 or further revisions, contains the Brazilian requirements for the acceptance of these airplanes. (See Note 4)

CERTIFICATION BASIS

a. RBHA 25, corresponding to FAR 25 effective 01 February 1965, including amendments 25-1 through 25-95 inclusive plus amendments 25-97, 25-98 and 25-104, with the following exceptions :

Excepted FAR/RBHA	Amendment level	Comments
25.562 (b)(2)	pre-amdt 25-64	allowance for compliance to pre-amdt 25-64 only applies to crew seat warpage test requirements
25.365 (g)	amdt 25-54	allowance for compliance to amdt 25-54 applies only to design of the cockpit wall)
25.831(g), 25.831(a) 25.841 (a)	25.831(g), 25.831(a) at amendment 25-41 25.841 (a) at amendment 25-38	

b. RBHA 36, corresponding to FAR 36 effective 01 Dec. 1969, including Amendments 36-1 through 36-23.

c. RBHA 34, corresponding to FAR 34 effective 10 Sep. 1990, including all amendments effective on the TC date.

CERTIFICATION BASIS (Cont.)

d. FAA Special Conditions as following:

25-ANM-69	Electronic Flight Control System (EFCS) Failures and Mode Annunciation
25-ANM-69	Command Signal Integrity
25-ANM-69	Protection From Lightning and Unwanted Effects of High Intensity Radiated Fields (HIRF)
25-ANM-69	Design Dive Speed
25-ANM-69	Design Maneuver Requirements
25-ANM-69	Limit Pilot Forces
25-ANM-69	Tail plane Tank Emergency Landing Loads
25-ANM-69	Limit Engine Torque Ground Load Conditions for Center Landing Gear
25-ANM-69	Flight Characteristics: Compliance determination by handling qualities rating system for EFCS failure cases; Lateral directional Stability
25-ANM-69	Flight Envelope Protection: General Limiting Requirements; normal Load Factor g Limiting; High Speed Limiting; Pitch and Roll Limiting
25-ANM-69	Side Stick Controllers
25-ANM-69	Computerized Airplane Flight Manual (AFM) Performance Information
25-200-SC	Ground Loads and Conditions for Center Landing Gear with four Wheels and Braking Capacity
25-201-SC	Interaction of Systems and Structure
25-201-SC	Electronic Flight System: Longitudinal Stability and Low Energy Awareness
25-201-SC	Use of High Incidence Protection and Alpha Floor Systems
25-02-04-SC	Sudden Engine Stoppage

e. EASA Special conditions as following:

SC F-1001	Stalling and scheduled operating speeds
SC F-2	Motion and Effect of cockpit controls
SC F-1003	Static Longitudinal Stability
SC F-4	Static directional and lateral stability
SC F-5	Flight envelop protection
SC F-6	Normal load factor limiting system
SC A-1002	Interaction of Systems and Structure
SC A-1003	Design Maneuver requirements
SC A-4	Design Dive Speed
SC A-5	Limit pilot forces and torque
SCA-1006	Ground Load and conditions for central landing gear

CERTIFICATION BASIS (Cont.)

SC P-1016	Rear Centre Tank and Tire Burst
SC S-1018	Engine sustained imbalance
SC S-10.2	Effects of external radiation upon aircraft systems
SC S-1013	Autothrust system
SC S-16	Control sign authority
SC S-18	Electrical flight control unusual features
SC S-38	Towbarless Towing
SC E-2	Under floor crew rest compartment (optional)
SC E-5.1	Lower Deck Lavatory (optional)
SC E-8.1	Lower deck stowage compartment (optional)
SC E-11	Bulk crew rest compartment (optional)
SC E-1014	Inflatable seat belts (optional)
SC E- 19	F/C sliding screens
SC O-1001	Ferrying One Engine Unserviceable
SC G-7	Function And Reliability Testing

f. FAA Equivalent Levels of Safety as following:

RBHA/FAR 25.621(c)	Casting factors. The ESF is only applicable to the Inner Flap – Flap Rib Fitting of the A340-500 and –600. For all other castings on the aircraft, as defined by the certification basis, the requirements of RBHA/FAR 25.621(c) amendment 25-0 apply
RBHA/FAR 25.473 RBHA/FAR 25.723	Landing Gear Drop Tests
RBHA/FAR 25.341(a)(5),(b),(c) RBHA/FAR 25.345(c)(2), RBHA/FAR 25.371, RBHA/FAR 25.373(a), RBHA/FAR 25.1517	Continuous Turbulence Loads
RBHA/FAR 25.331(c)(2)	Checked Maneuver Loads
RBHA/FAR 25.963(d) first sentence	Fuel Tank Loads. The ESF is to the first sentence of RBHA/FAR 25.963(d); “Fuel tanks within the fuselage contour must be able to resist rupture and to retain fuel, under the inertia forces prescribed for emergency landing conditions in RBHA/FAR 25.561.”

CERTIFICATION BASIS (Cont.)

RBHA/FAR 25.831 (a)	Airplane Operation with Air Conditioning Packs Off During Takeoff
RBHA/FAR 25.933 (a)(1) RBHA/FAR 25.1585(a)(9)	Flight Critical Thrust Reverser
RBHA/FAR 25.1203(d)	Rolls-Royce Trent 500 Turbine Overheat Detection
RBHA/FAR 25.1305 RBHA/FAR 25.101 (b)	Auxiliary Power unit (APU) Instrumentation and Monitoring Requirements
RBHA/FAR 1305 (c) (6)	Warning Means for Engine Fuel Filter Contamination

g. EASA Equivalent Levels of Safety as following:

SC F-1008	Accelerate-stop distance (NPA 25BDG244)
SC F-1014	Flap gates (NPA 25B238)
SC A-1001	Revised Loads Requirements (NPA 25C20 and NPA 25C282)
SC A-1011	Vibration buffet and aeroelastic requirements (NPA 25BCD236)
SC A-1015	Checked Pitching Maneuver Loads
SC A-1017	Braked Roll Conditions (NPA 25BDG244)
SC A-1020	Shock absorption test (NPA 25D-279)
SC A-1021	Engine Failure Loads
SC A-1023	Continuous Turbulence
SC A-1024	Casting Factors
SC A-1026	Prof of structure
SC S-1021	Brakes (partial NPA 25D-291)
SC S-45	Oil indication
SC S-148	Longitudinal Touch Down Performance and MABH deletion ((NPA AWO 8)
SC S-1059	Hydraulics system
SC S-1070	Runway Visual Range
SC P-1008	Fuel tank access covers
SC P-1020	APU Instrument (NPA 25J246)
SC P-1021	Wind milling without oil (NPA 25E268)
SC P-1022	Falling and blowing snow (NPA 25E288)
ESF P- 1009	Rolls-Royce Turbine Overheat Detection
ESF-P-1011	Thrust Reverser Testing
ESF-S-1065	Packs Off Operation
ESF-S-1066	Excess Deviation Alert
ESF-E-15	Reinforced Security Cockpit Door
ESF-E-17	Trolley Lift
ESF-E-18	Lower Deck Galley Compartment

h. FAA Exemption as following:

Exemption 7849, dated 19 July 2002. Issued to Airbus for non-compliance to RBHA/FAR 25.901 (c) as it relates to uncontrollable high thrust failure conditions

CERTIFICATION BASIS (Cont.) i. Optional RBHA/FAR Requirement Elected :

RBHA/FAR 25.801	Ditching provisions
RBHA/FAR 25.1411(d), (e), (f), (g)	General Safety Equipment
RBHA/FAR 25.1415	Ditching Equipment
RBHA/FAR 25.1419	Ice Protection

PRODUCTION CERTIFICATION All models are produced under approval Part 21 G N° FR.21G.0035 issued by DGAC to AIRBUS S.A.S.

REQUIRED EQUIPMENT The basic required equipment, as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the airplane, including the additional Brazilian requirements (Note 4).
Cabin furnishings, equipment and arrangement shall conform to the following specification:
- 00F252K0005/C01for cabin seats,
- 00F252K0006/C01for galley,
- 00F252K0020/C01for cabin attendant seats.

NOTES:

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

NOTE 2 Markings and Placards: All markings and placards for passenger information, external markings for emergency, and load limits in cargo/baggage compartments must be presented in Portuguese or bilingual. A list of these placards and the respective translations acceptable to ANAC is provided in the Annex II to the report H.10-2290.

NOTE 3 Continuing Airworthiness: Service bulletins, structural repair manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is DGAC/EASA approved, are accepted by the ANAC and are considered ANAC approved. These approvals pertain to the type design only.
- Safe Life Airworthiness Limitation Items are provided in the A340 Airworthiness Limitations Section (ALS) sub parts 1-2 and 1-3 approved by EASA (Document 00F050AM091/C01),
- Damage-Tolerant Airworthiness Limitation Items are provided in the A340 Airworthiness Limitations Section (ALS) part 2 approved by EASA (Document 00F050A3401/C01),
- Certification Maintenance Requirements (CMR's) are provided in the A340 Airworthiness Limitations Section (ALS) Part 3 approved by EASA (Document 00F050A0003/C01),
- A340 Maintenance Review Board Report 00F050A0002/C01 approved by FAA.
- Fuel Airworthiness Limitations are provided in the A340 Airworthiness Limitations Section (ALS) Part 5 approved by EASA (Document 95A.1933/05).

NOTE 4 The ANAC approved Type Design corresponds to the EASA approved Type Design plus the following specific requirements:
- EASA-approved Brazilian AFM;
- Markings and placards in Portuguese language or bilingual; and
- Approved cabin configurations for Brazilian aircraft.

NOTE 5 Autoflight certification: If modification 51315 is embodied, A340-541 is qualified for CAT III precision approach and autoland. A340-542 is qualified for CAT III precision approach and autoland. If modification 50321 is embodied, A340-642 is qualified for CAT III precision approach and autoland. A340-643 is qualified for CAT III precision approach and autoland.

for **CLÁUDIO PASSOS SIMÃO**
Gerente Geral, Certificação de Produtos Aeronáuticos
(Manager, Aeronautical Products Certification)