

 A340-600 Flight Crew Operating Manual	GENERAL INFORMATION		1.00.10	P 1
	ORGANIZATION OF THE MANUAL		SEQ 001	REV 08

FOREWORD

This manual complements the approved Flight Manual. Airbus Industrie has attempted to ensure that the data contained agrees with the data in the Flight Manual. If there is any disagreement, the Flight Manual is the final authority.

COMMENTS — QUESTIONS — SUGGESTIONS

All manual holders and users are encouraged to forward their questions about and suggestions for the Flight Crew Operating Manual.

Direct any questions about the use of this manual or the information in it to :

AIRBUS INDUSTRIE - BP N°33
 1 ROND POINT MAURICE BELLONTE
 31707 BLAGNAC CEDEX - FRANCE
 TELEX TLSBI7X or 530526F
 FAX 33.5.61.93.44.65 / 3.29.68
 ATTN. Flight Operations Support
 - AI/ST - F

**FOR TECHNICAL OR
PROCEDURAL
CONTENT**

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 FAX 33.5.61.93.28.06
 ATTN. Technical Documentation Services
 - AI/SE - D

**FOR PRINTING AND
DISTRIBUTION**

FFCS-01-0010-001-A001AA

CONTENT

The manual gives operating crew members information on the technical, procedural and performance characteristics of the aircraft.

It is suitable for training purposes and may be used as a flight crew operating manual.

The content is divided into four volumes :

- Vol 1 = Systems description (description of the aircraft systems)
- Vol 2 = Flight preparation (performance information plus loading data)
- Vol 3 = Flight operations (operating procedures, techniques and performance information)
- Vol 4 = FMGS pilot's guide (procedures for FMGS use).

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USE

As a comprehensive set of references, the FCOM :

- can be used by an operator's Flight Operations department to supplement its own Crew Manual
- can be issued directly to crew members for training and subsequently for line operations.

WARNINGS, CAUTIONS AND NOTES

- WARNING** : an operating procedure, technique, etc, which may result in personnel injury or loss of life if not carefully followed.
- CAUTION** : an operating procedure, technique, etc, which may result in damage to equipment if not carefully followed.
- NOTE** : an operating procedure, technique, etc, considered essential to emphasize.

COMPLEMENTARY INFORMATION

The manual includes technical information required for training as well as complementary information.

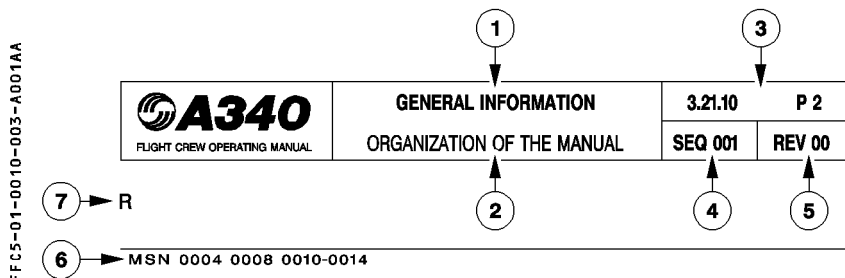
- Where a paragraph or schematic is preceded by the heading **FOR INFO** the details given are considered to be “nice to know”. Knowledge of these items is not required for the type rating qualification.
- ECAM warnings and cautions are summarized in a table at the end of each chapter of volume 1. Numeric values are given for information only.

OPTIONAL EQUIPMENT

The symbol “” indicates that a paragraph or a schematic is applicable only if the related equipment is installed.

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PAGINATION



① Chapter title

② Subchapter title

③ FCOM volume number, chapter number, section number, page number

④ Sequence number is used for Airbus Industrie management of different aircraft configurations and allows to enter into list of effective pages.

⑤ Revision number of the manual at which the page has been revised.

⑥ Aircraft MSN

- 0004 0008 means that the page is applicable to aircraft MSN 0004 and MSN 0008
 - 0010-0014 means that the page is applicable from aircraft MSN 0010 to MSN 0014
 - ALL means that the page is applicable to all aircraft covered by the manual.
- Correspondance between MSN and registration may be found in the cross reference table.

⑦ An R in front of a line indicates that the line has been revised.

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REVISIONS

NORMAL REVISIONS

There are issued periodically to cover non-urgent corrections and changes and to add new data.

They are accompanied by filing instructions and an updated List of Effective Pages that includes customized pages.

A normal revision record sheet is at the front of each volume.

In addition each volume has a list of modifications affecting the manual that gives a simple explanation of the technical content of each incorporated modification and its validity per aircraft.

INTERMEDIATE REVISIONS

They are issued between normal revisions to cover changes in the definition of the aircraft or changes in the composition of the fleet of an airline.

They are numbered in ascending sequence e.g. 20A, 20B, 20C ... for intermediate revisions issued between normal revisions 20 and 21.

They are accompanied by filing instructions and an updated list of effective pages.

TEMPORARY REVISIONS

Printed on yellow paper the temporary Revisions (TR) are issued to cover urgent matters arising between normal revisions. They are accompanied by filing instructions and an updated, customized List of Effective TR.

A yellow temporary revision record sheet is at the front of each volume.

INCORPORATION OF SERVICE BULLETINS IN THE MANUAL

When a service bulletin has been accomplished on one or more aircraft of the operator fleet, and notified to Airbus Industrie, all affected manuals will reflect the new aircraft configuration at next revision. If judged necessary by Airbus Industrie, or requested by the operator, a temporary revision or an intermediate revision is issued between normal revisions.

OPERATIONS ENGINEERING BULLETINS

The Operations Engineering Bulletins (OEB) are issued as the need arises to give operators revised or new, but significant, technical or procedural information.

OEBs are provided with an OEB record sheet. This record sheet is re-issued with each normal revision to update the bulletin embodiment status.

They are accompanied by filing instructions and an updated customized list of effective OEBs.

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HOW TO INSERT A REVISION

FILING INSTRUCTIONS

Use the filing instructions as follows :

REMOVE : The page must be removed. It may be replaced by a new page if associated with an INSERT instruction. If not, the page is cancelled.

INSERT : The page must be inserted. If not associated with a REMOVE instruction, the page is new for the operator fleet and does not replace an existing one.

The column NOTE indicates EFFECTIVITY CHANGE ONLY if the page is revised due to an effectivity change and not due to a technical content.

LIST OF EFFECTIVE PAGES (LEP)

The manual after revision must comply with the LEP, which lists all the pages that are in the manual. The new pages are indicated by N and the revised pages by R.

BEST WAY TO GET UPDATED DOCUMENTATION

As soon as any change has been completed on any airplane, the best way to get updated documentation is to advise :

AIRBUS INDUSTRIE

BP 33

31707 BLAGNAC CEDEX

FRANCE

Telex : TLSBP7X.. or 530526F

FAX 33.5.61.93.28.06

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