

GENERAL

The aircraft and system controls, required for piloting the aircraft, are arranged in such a way that the crew faces forward and all crewmembers can monitor instruments and systems. The designers concentrated system controls on the overhead panel by making extensive use of pushbuttons, directly installed in the system synoptic.

Note : *The electrical circuit breaker panel is in the avionics bay to increase available space in the cockpit without any penalty in the passenger cabin.*

PRINCIPLES FOR PUSHBUTTONS WITH INTEGRATED INDICATIONS

Whenever possible, pushbuttons used for corrective actions, have integrated status and failure indications.

The pushbutton positions, and their illuminated indications, follow the “lights out” principle.

– While corresponding to particular aircraft configurations, indications also have the following color codes :

- Warnings
RED : A failure requiring immediate action.
- Cautions
AMBER : A failure, of which the flight crew should be aware, but does not call for immediate action.
- Indications
GREEN : For normal system operation.
BLUE : For normal operation of a system used temporarily.
WHITE :
– For an abnormal pushbutton position.
– For a test result or maintenance information.

When the aircraft is in normal configuration, only green lights can be permanently lit, whereas blue lights can be lit intermittently.

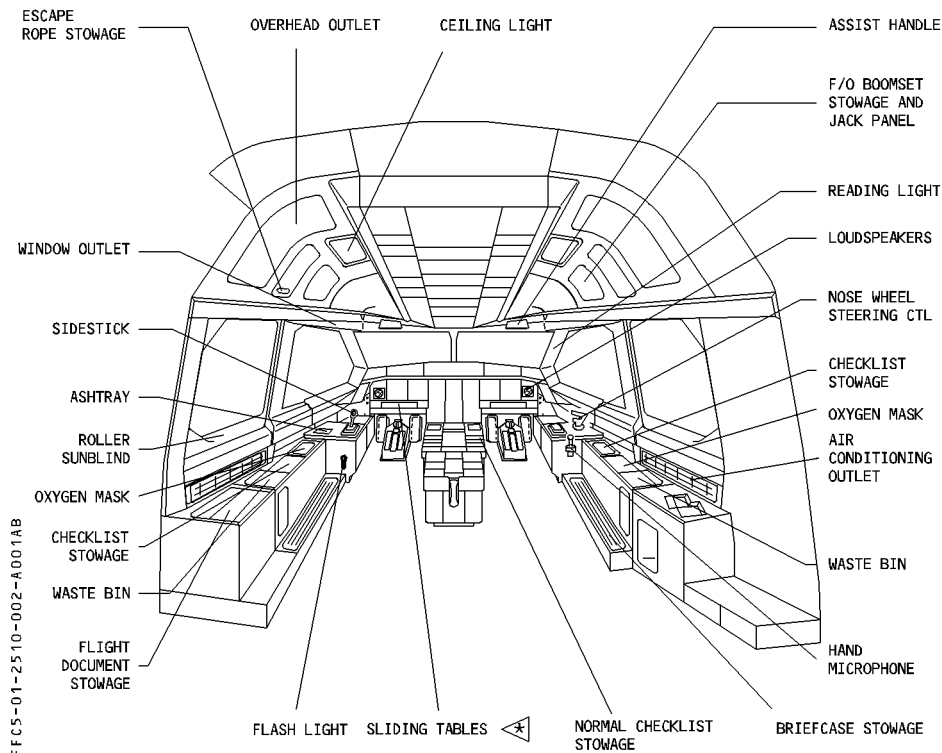
– Pushbutton positions :

POSITION	BASIC FUNCTION
Pressed In	ON, AUTO, OVRD
Released Out	OFF, MAN

Note : 1. *Certain pushbutton lights have two dots, indicating that the corresponding part of the pushbutton is not used.*

2. *Certain pushbuttons do not remain pressed in. These are referred to as “Momentary Action” pushbuttons.*

GENERAL ARRANGEMENT



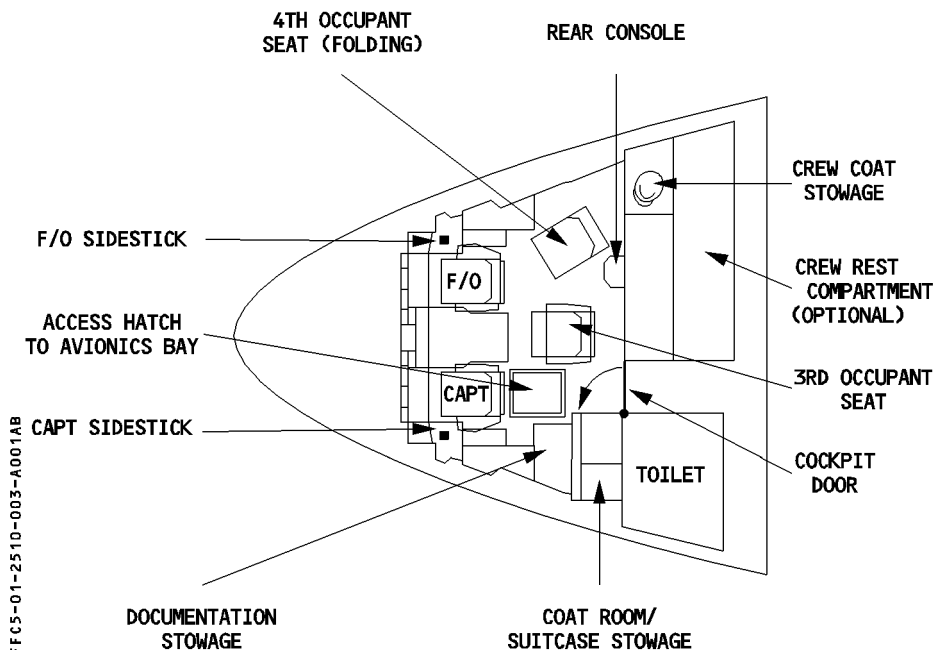
COCKPIT PLAN

The cockpit can accommodate two crew members plus two other occupants.

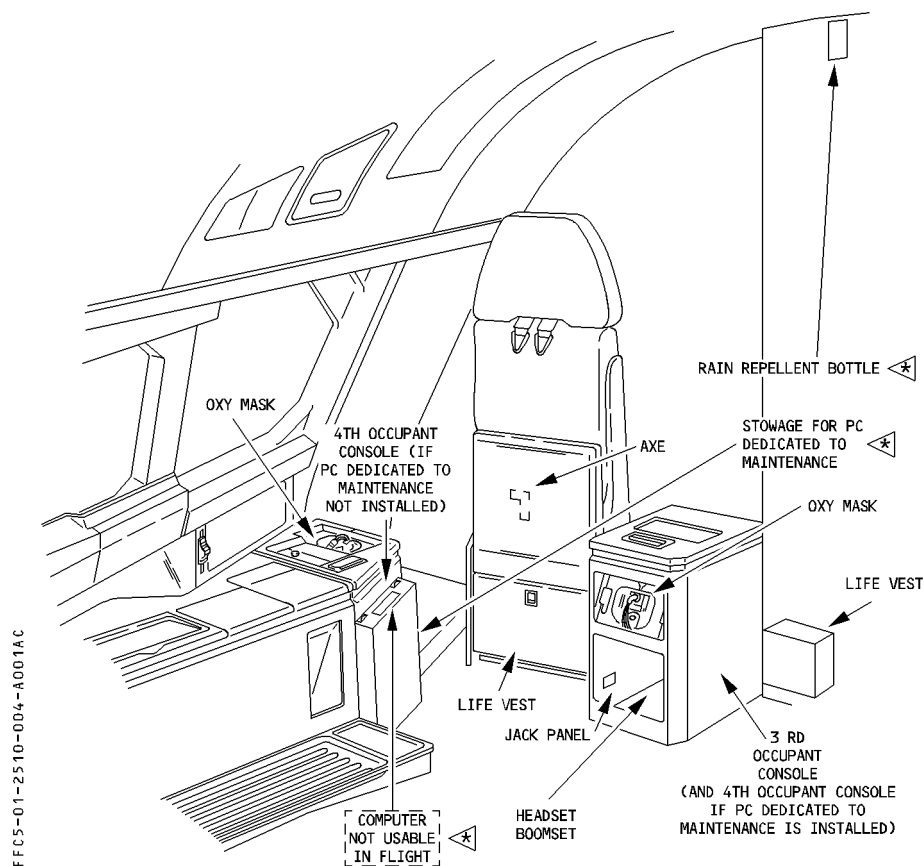
The two pilot seats are mounted on columns.

The third occupant seat is also mounted on column and can rotate.

The fourth occupant seat is a folding seat.

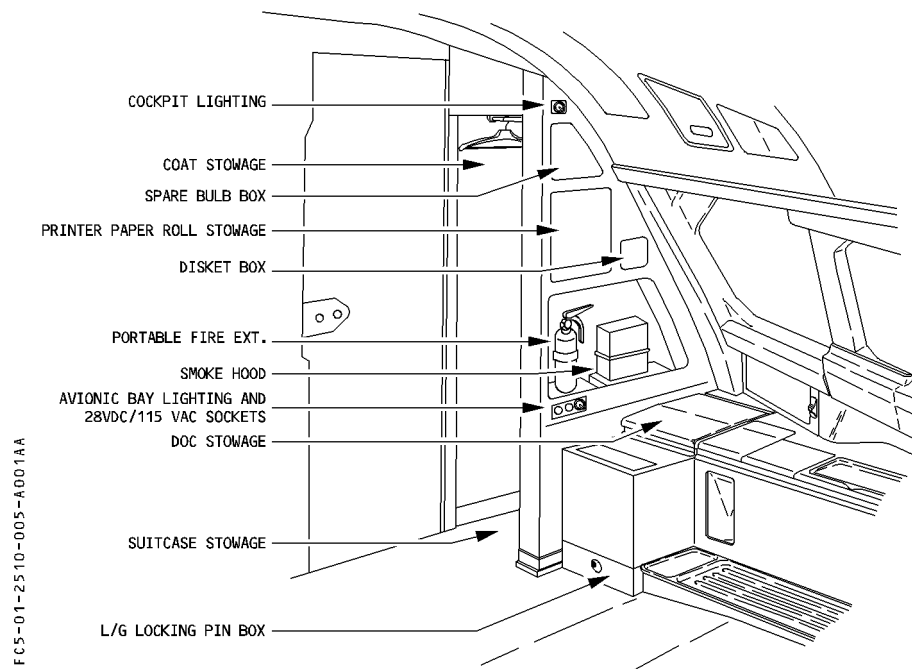


RIGHT REAR CORNER



virgin atlantic A340-600 <i>Flight Crew Operating Manual</i>	EQUIPMENT		1.25.10	P 5
	FLIGHT DECK		SEQ 001	REV 17

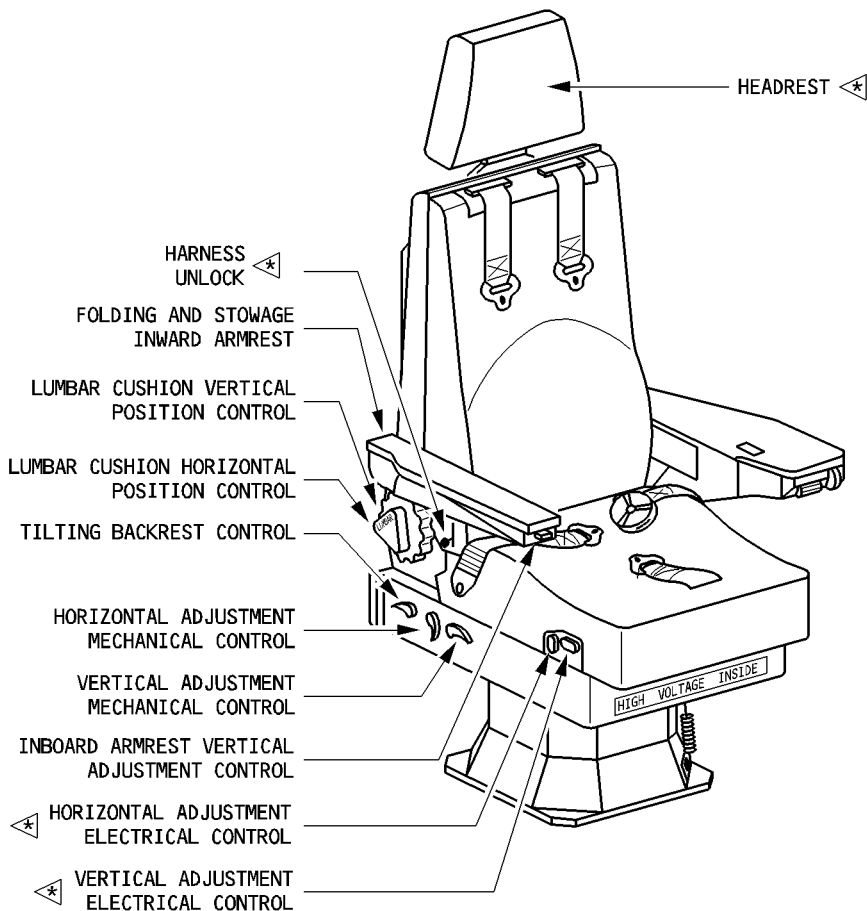
LEFT REAR CORNER



SEATS

PILOT AND THIRD OCCUPANT SEATS

They are column-mounted and electrically adjustable.



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	EQUIPMENT		1.25.10	P 7
	FLIGHT DECK		SEQ 002	REV 12

PILOT AND THIRD OCCUPANT SEAT MECHANICAL ADJUSTMENT

To adjust a seat mechanically, the occupant must lift the appropriate control handle. This unlocks the seat so that it may be moved. Releasing the control handle returns it to springloaded locked position. The mechanical adjustment is a backup : the seat should be adjusted electrically.

PILOT AND THIRD OCCUPANT SEAT ELECTRICAL ADJUSTMENT

To adjust a seat electrically, the occupant must press the appropriate control switch in the desired direction and release it when the seat reaches the desired position. The switch then returns to the springloaded neutral position.

To adjust vertical position of the lumbar cushion, the occupant must :

- pull the control out to the unlocked position,
- turn the control to adjust the position of the cushion, and
- push the control into the locked position.

HEADREST ADJUSTMENT

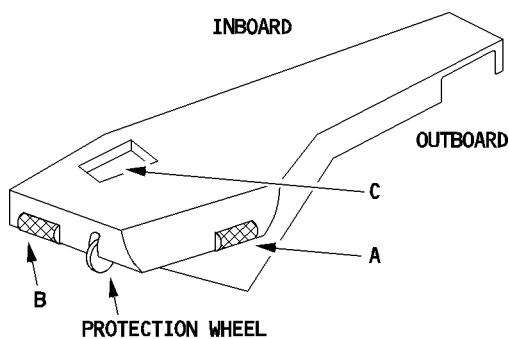
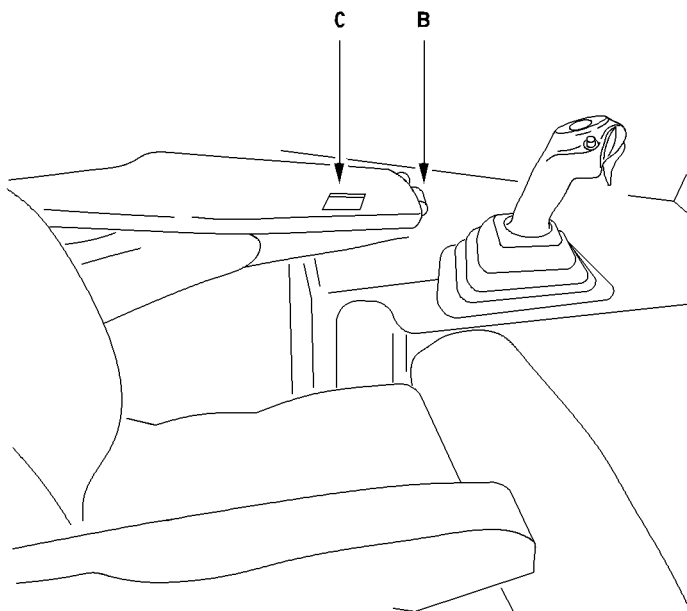
To adjust the headrest in inclination, the occupant presses the inclination control button. He releases it to lock the position.

To control the height of the headrest, the occupant must push it horizontally, then adjust the height. Released it locks the position.

PILOT SEAT INBOARD ARMREST ADJUSTMENT

To adjust inboard armrest the occupant turns the knurled knob located on the bottom surface of the armrest.

PILOT SEAT OUTBOARD ARMREST ADJUSTMENT



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The position of the armrest is adjustable as follows :

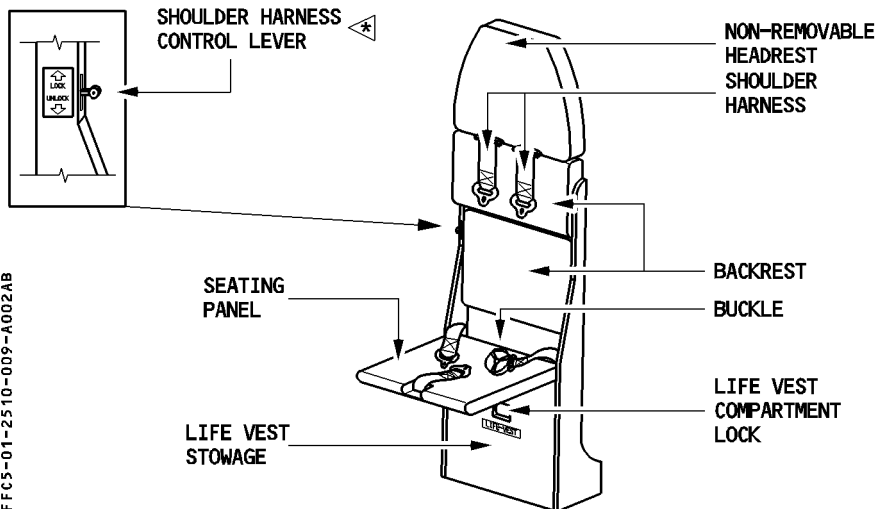
A – Height adjustment

B – Pitch adjustment

The armrest also has a memory display (C) that shows pitch and height.

FORTH OCCUPANT SEAT

It is a folding seat.



COCKPIT WINDOW

The cockpit has fixed and sliding windows.

FIXED WINDOWS

There are four fixed windows :

- two windshields
- two fixed side windows

SLIDING WINDOWS

The flight crew can use the sliding window as emergency exits. Therefore they are not permitted to stow any object so that it protrudes into the window area from the side console.

Each sliding window includes a panel which as an anti-icing and defogging system, and the opening and closing mechanism.

Opening mechanism

Fully press the operating lever to disengage the locking pins from their latches.

Rotate aft the operating lever to free the window panel from its fixed structure.

At the end of the operating lever travel, pull backwards to slide the window panel aft.

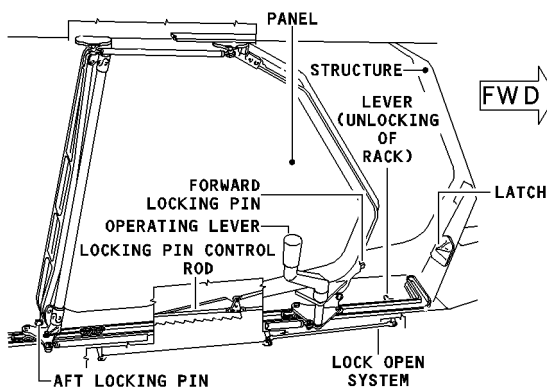
Move control lever forward lock the window.

Closing mechanism

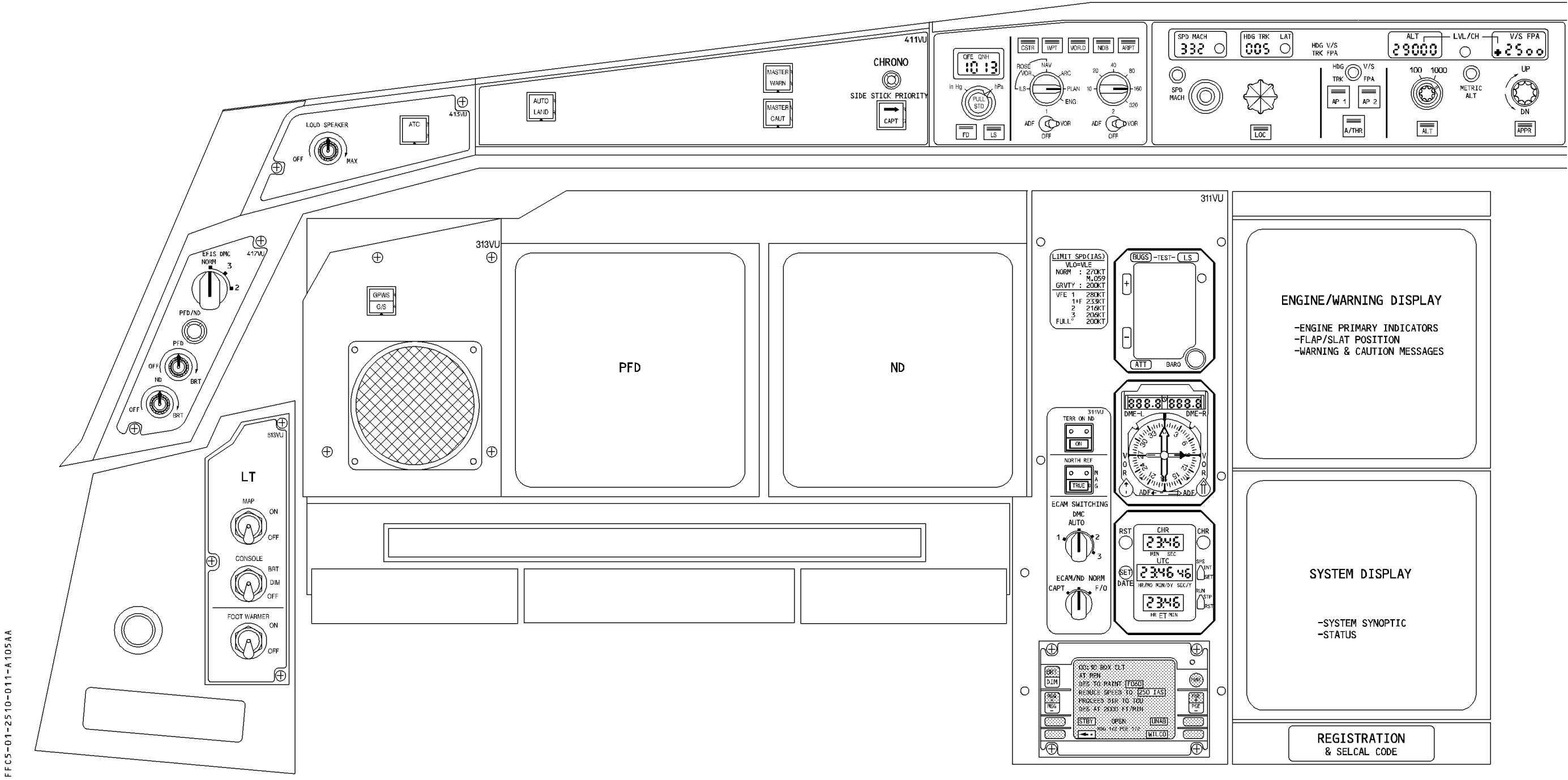
Move control lever aft unlock the window.

Push operating lever forward until the panel is in position opposite its fixed frame.

Rotate the operating lever forward to move the panel into its frame and engage the locking pins in their latches.

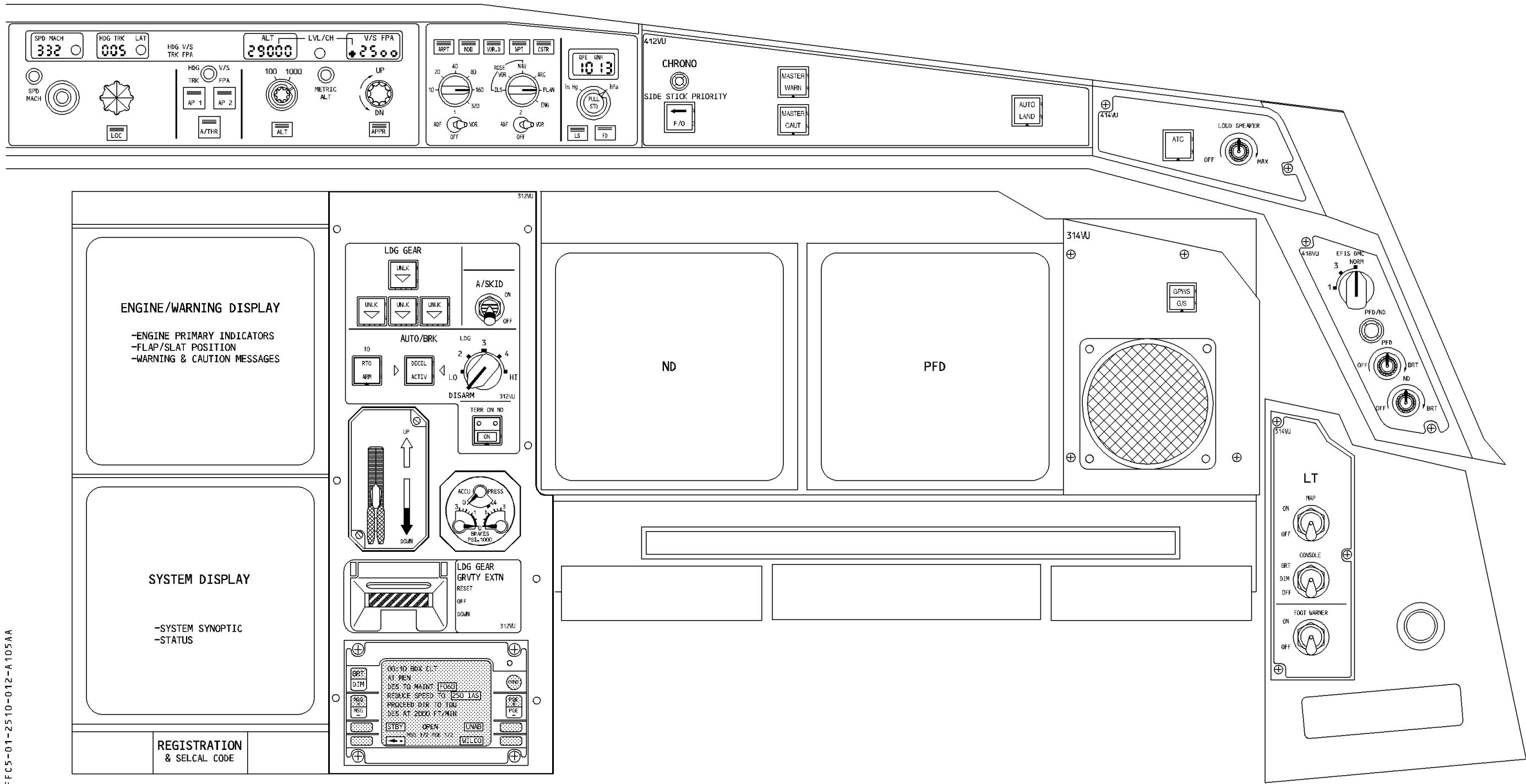


PILOT'S INSTRUMENT PANELS



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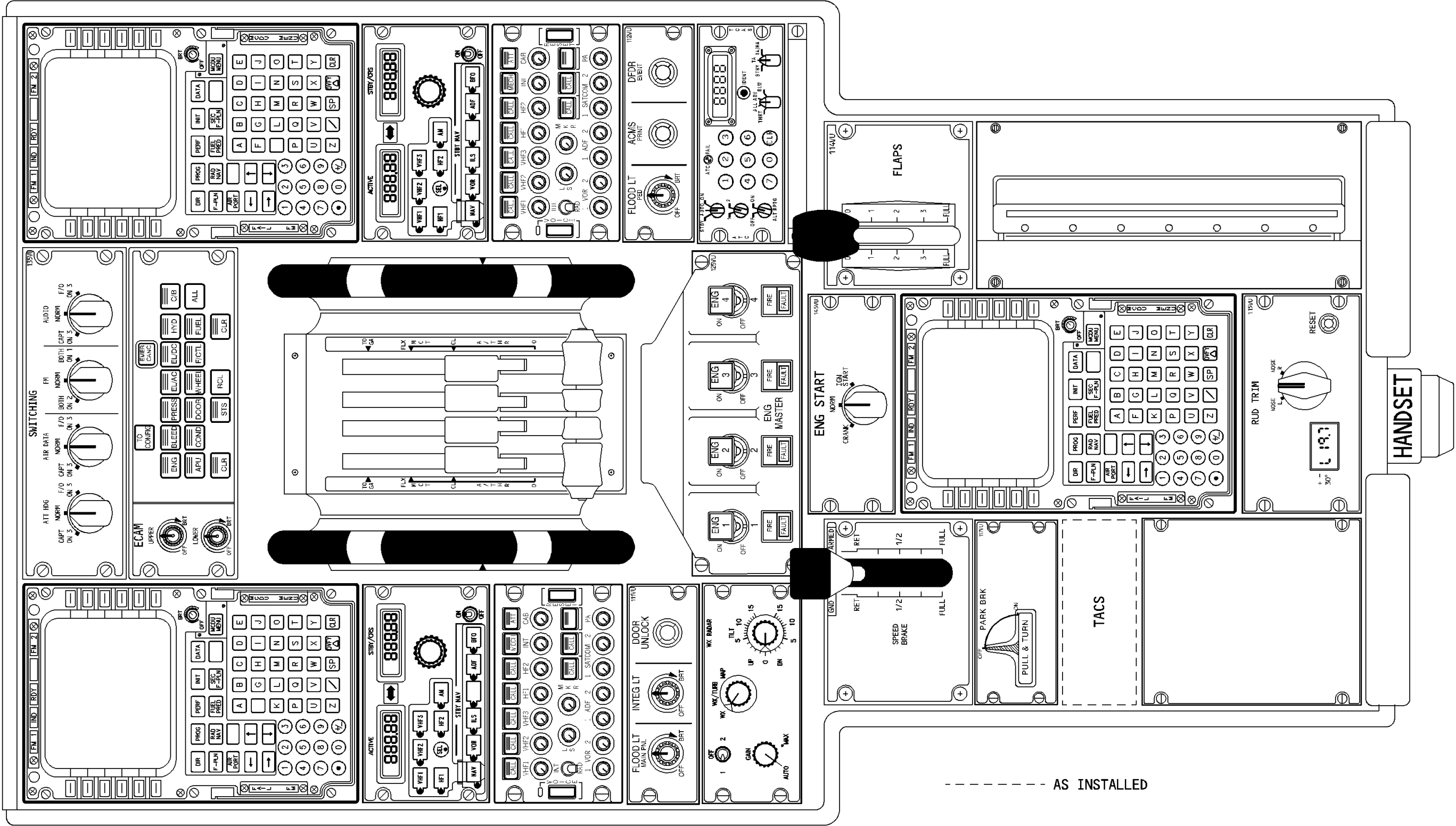
PILOT'S INSTRUMENT PANELS (Cont'd)



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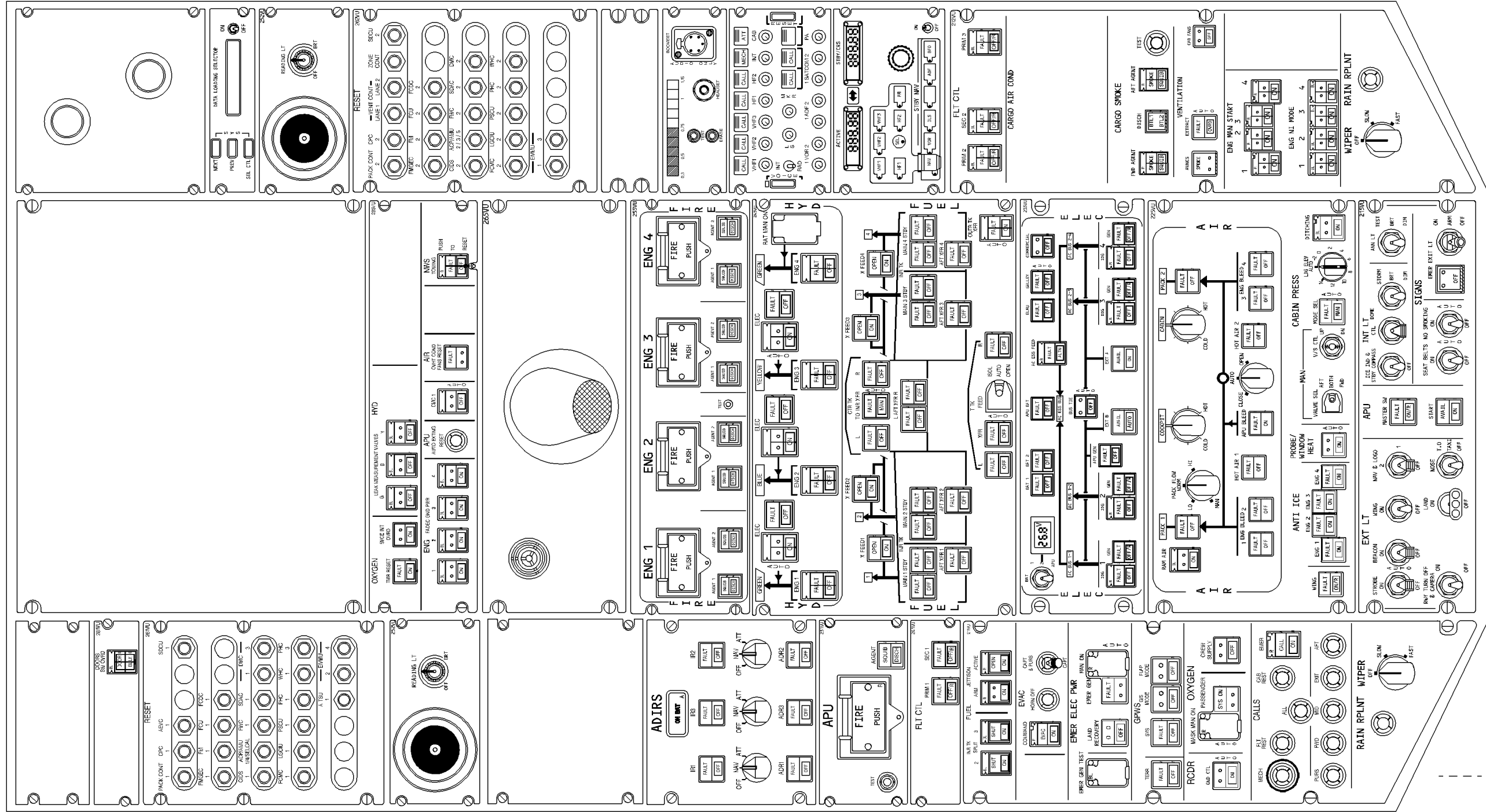
PEDESTAL

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----- AS INSTALLED

OVERHEAD PANEL



--- AS INSTALLED

FOOT WARMER

A heating panel is attached to each pedal. The temperature of the panels is about 20°C (68°F).

CONTROLS

At main instrument panel on captain and first officer side.

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FOOT WARMER sw

Operation of foot warmer panels on related pedals.