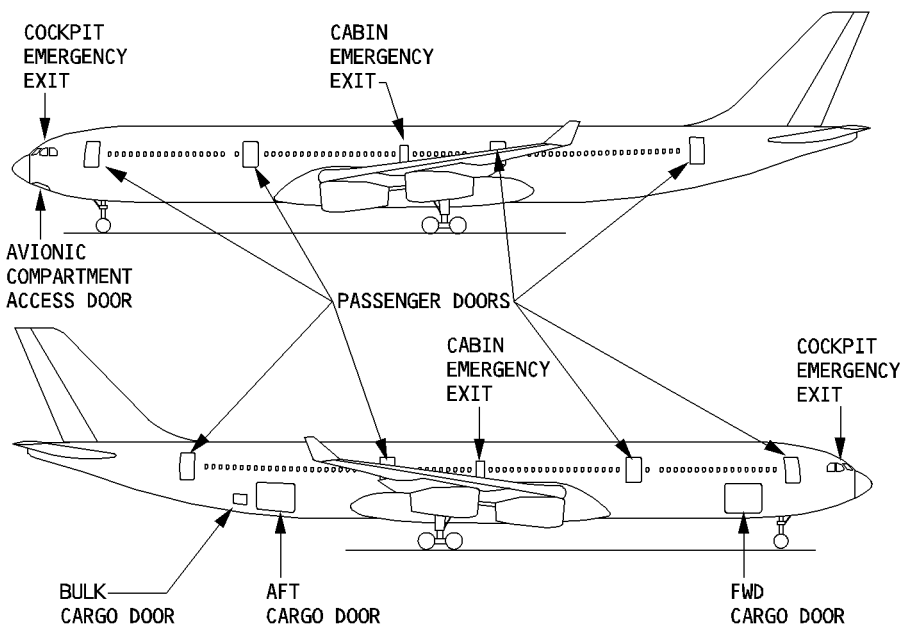


GENERAL

The A340 fuselage has :

- Eight passenger doors
- Two emergency exits in the cabin
- Cockpit emergency exits (two sliding windows).
- Three cargo compartment doors
- One avionics compartment access door.

All doors are monitored by the Doors and Slides Control System (DSCS) which generates warnings on the ECAM and on the doors themselves.



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PASSENGER DOORS

The aircraft has eight plug-type doors that open outward and forward. There are four of these on each side of the fuselage (four forward, two mid, two aft).

They can either be operated from inside or outside the aircraft. Normal operation is manual, with hydraulic damping.

Each door has features that tailor it to emergency situations :

- An escape slide stowed in a container, attached to the inboard lower side of the door.
- A damper actuator that limits the door travel in normal mode ; but, in an emergency, acts as an actuator for automatic door opening.
- A slide arming lever.

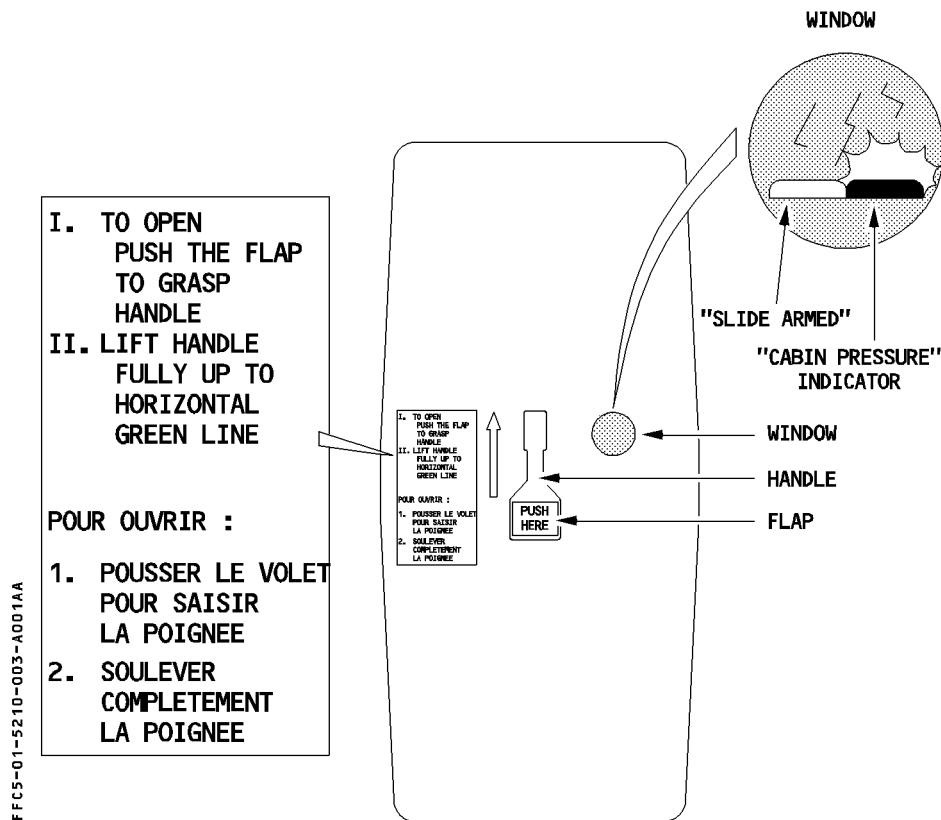
When the slide arming lever is in the ARMED position, the slide is connected to the floor brackets on both sides of the door. When the door is opened, the slide automatically inflates and deploys. If the inflation bottle fails to automatically discharge, a crewmember can open its valve to make it perform.

Opening the door from the outside disarms the door and the escape slide.

Each passenger door has :

- Two mechanical locking indicators that show whether the door is locked or unlocked.
- One warning light to show whether the escape slide is ARMED or DISARMED.
- One CABIN PRESSURE warning light that warns of residual pressure in the cabin.

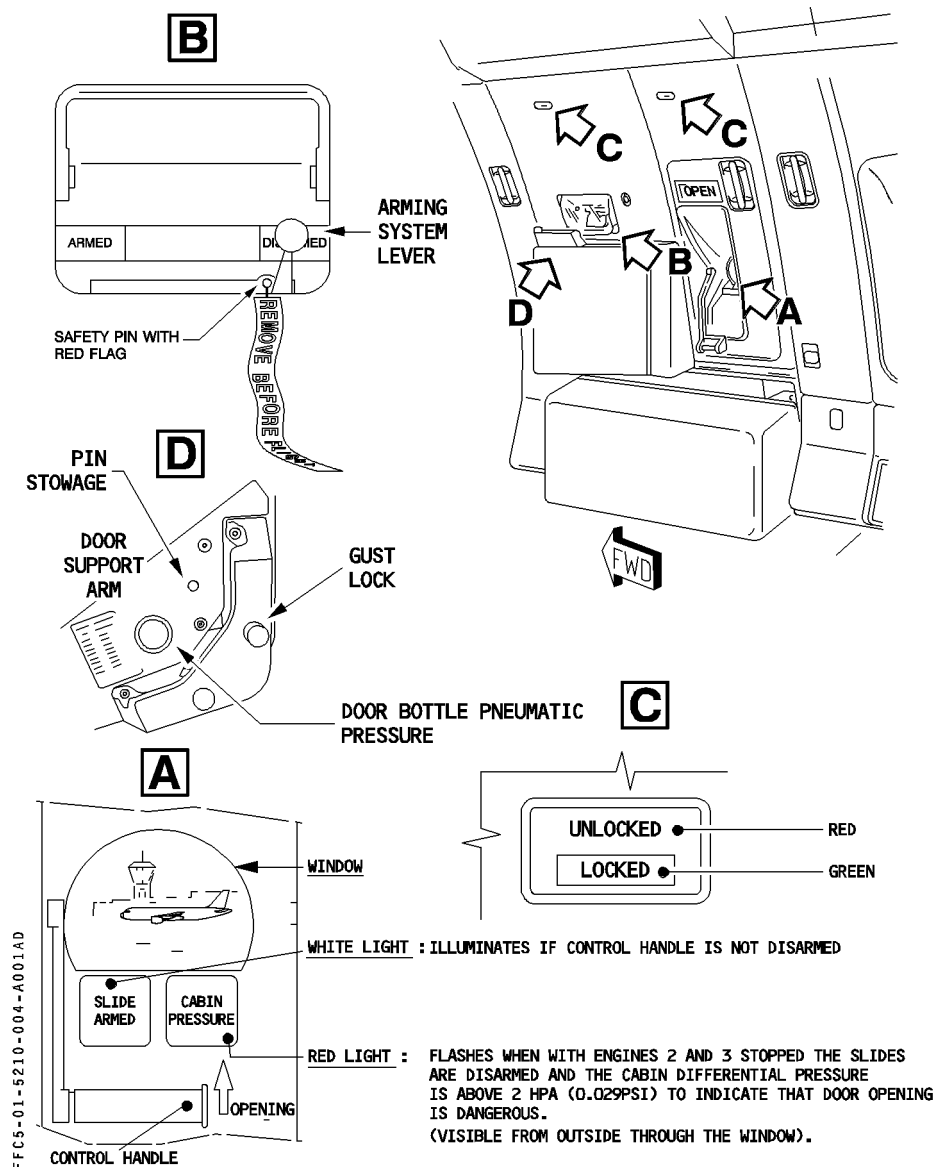
OUTSIDE



Each cabin door can be opened from the outside.
Opening instructions are posted next to the opening handle.

Note : Opening a cabin door from the outside disarms the automatic opening system.

INSIDE



	DOORS		1.52.10	P 5
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EMERGENCY EXITS

COCKPIT

The two sliding windows in the cockpit are emergency exits for the flight crew.

A small compartment above each window holds an escape rope that is long enough to reach the ground when lowered through the window on the other side of the cockpit.

CABIN

Two plug type doors on each side of the cabin are emergency exists.

They open outward and forward and each has an escape slide stowed in a compartment below the cabin floor.

CARGO DOORS

The aircraft has three cargo doors on the right side of the fuselage below the cabin floor.

FWD AND AFT CARGO DOORS

The yellow hydraulic system opens these doors outward and upward. They lock open or closed mechanically.

If the yellow system's electric pump fails, crewmen can use a hand pump to pressurize the system. This hand pump is on the hydraulic maintenance panel.

The FWD and AFT cargo doors can be opened from the outside only.

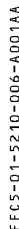
Note : *When the electric pump operating the FWD or AFT cargo doors, the only other yellow system device that can operate is engine 3 reverse. The yellow hydraulic leak measurement valves closes, and an SFCC inhibition avoids any flaps movement.*

BULK CARGO DOOR

The BULK cargo door opens inward and upward. It is a plug-type door that is mechanically locked and manually operated.

This door can be opened from the outside or from the inside.

FOR INFO



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AVIONICS COMPARTMENT ACCESS DOOR

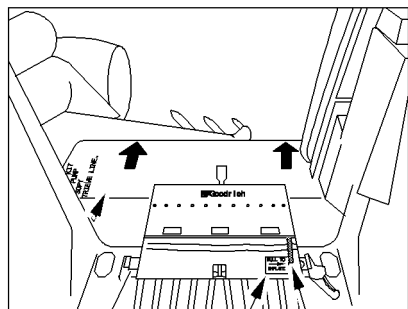
An inward opening, manually operated, hinged door gives external access to the avionics compartment. This door is in the lower fuselage forward of the nose landing gear bay. A ladder is stowed inside the compartment adjacent to this door, which may be operated from the interior as well as the exterior. This compartment is also accessible from the cockpit through a hatch in the floor behind the captain seat. A ladder is fixed in the avionics compartment for access from the cockpit.

COCKPIT DOOR

A forward-opening hinged door separates the cockpit from the passenger compartment. In an emergency it can be forced open in either direction. The door has an electric locking latch (🔒) controlled by the DOOR UNLOCK push-button on the pedestal. It also has an eye-level viewing lens.

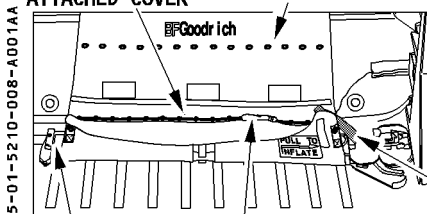
ESCAPE SLIDES/RAFTS

PASSENGER DOOR SLIDES/RAFTS

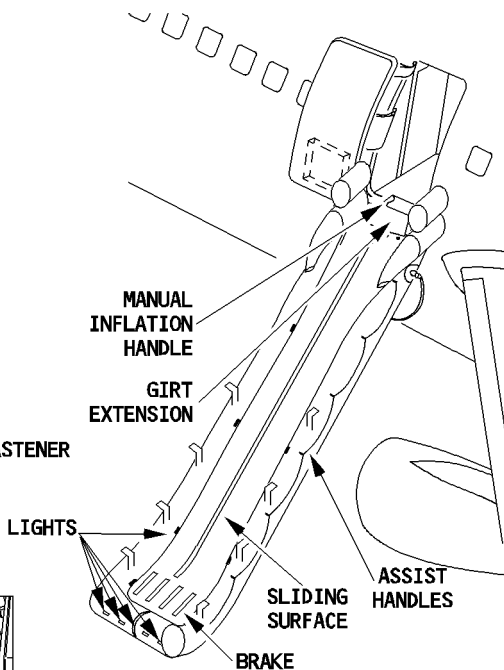


MANUAL INFLATION
HANDLE (RED)
ATTACHED WITH VELCRO FASTENER

DAISY CHAIN
VISIBLE BY LIFT-ING
THE VELCRO FASTENER
ATTACHED COVER



GIRT BAR DISCONNECT HANDLE



MANUAL INFLATION HANDLE
DETACHED FROM VELCRO FASTENER

- SLIDE MODE

Automatic operation : Normally automatic inflation when slide is armed and door opens
Manual operation : If the slide falls down from the door but does not inflate, inflation can be started manually by pulling the handle which is attached at the girt extension of the slide/raft.

- RAFT MODE

To disconnect the slide from the aircraft, pull the disconnect handle. The slide raft is moored to the aircraft by means of the ditching line which has to be cut to completely free the slide/raft from the aircraft.

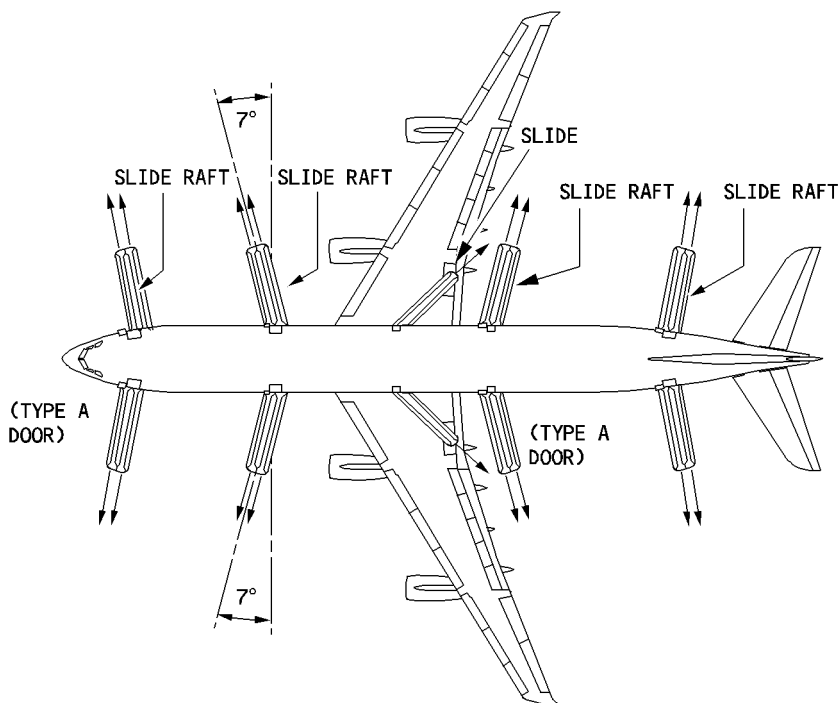
virgin atlantic A340-600 <i>Flight Crew Operating Manual</i>	DOORS		1.52.10	P 9
	DESCRIPTION		SEQ 105	REV 15

EMERGENCY EXIT SLIDES

Operation is identical to passenger door slides/rafts operation. Only the slide mode is available.

ESCAPE SLIDE ARRANGEMENT

Each passenger door has a dual lane escape slide raft, and each emergency exit has a single lane escape slide.



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virgin atlantic A340-600 <i>Flight Crew Operating Manual</i>	DOORS		1.52.10	P 10
	DESCRIPTION		SEQ 001	REV 08

DOORS AND SLIDES CONTROL SYSTEM

The Doors and Slides Control System (DSCS) consists in :

- proximity switches installed on each door
- the Proximity Switch Control Unit (PSCU)
- a pressure switch (ΔP of the cabin)
- an autonomous standby power supply

The Doors and Slide Control system performs the following functions:

- Door warning system: to indicate on the ECAM the state (LOCKED/UNLOCKED) of each door
- Escape slide warning system: to indicate on the ECAM and on the slide warning light the state (ARMED / DISARMED) of the slide.
- Overpressure warning system: to indicate an excessive residual differential cabin pressure to the passenger doors, the emergency exits and the FWD and AFT cargo doors.
- Electrical control of the FWD and AFT cargo doors.

The DSCS also prevents the aircraft pressurization with one engine running when a door (CAB, CARGO, BULK) is not fully closed and locked or if a sensor is defective. In this case the DSCS sends a signal to the cabin pressure system to keep the outflow valves open and to the Zone Controller to close the pack flow control valves.

ARCHITECTURE

