

 A340 <small>SIMULATOR</small> FLIGHT CREW OPERATING MANUAL	DOORS		1.52.00	P 1
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52.00 CONTENTS

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52.30 ELECTRICAL SUPPLY

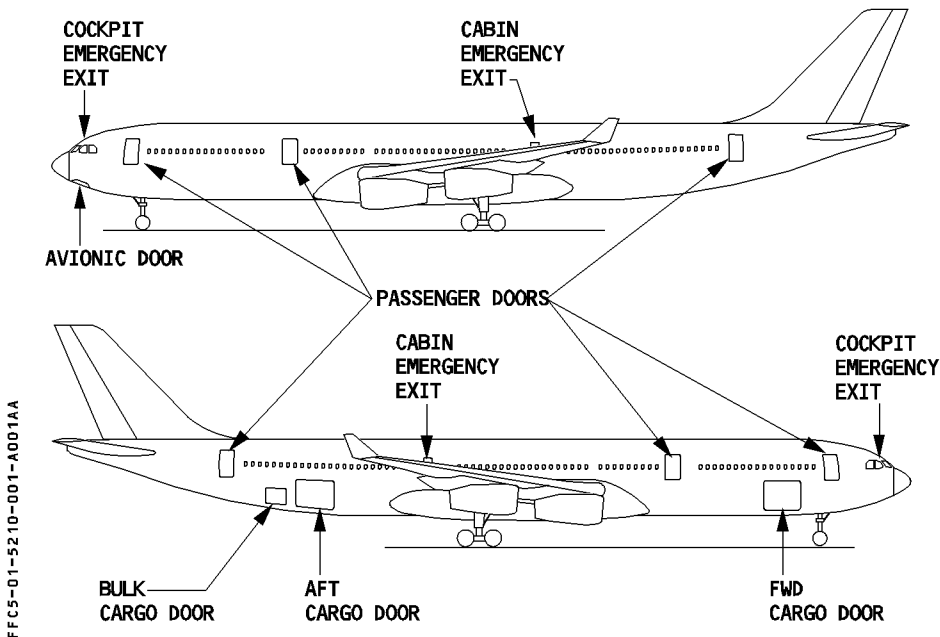
R



GENERAL

- R The fuselage of A340 has :
- six passenger doors
 - two emergency exits in the cabin
 - cockpit emergency exits (two sliding windows).
 - three cargo compartment doors
 - one avionic compartment access door.

All doors are monitored by the Door and Slide Control System (DSCS) which generate warnings on ECAM and on the doors themselves.



**DOORS**

1.52.10

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DESCRIPTION

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PASSENGER DOORS

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

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

R Each door has features that tailor it to emergency situations :

R – an escape slide stowed in a container attached to the inboard lower side of the door.

R – a damper actuator that limits the door travel in normal mode, but in an emergency acts
 R as an actuator for automatic door opening.

R – a slide arming lever.

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

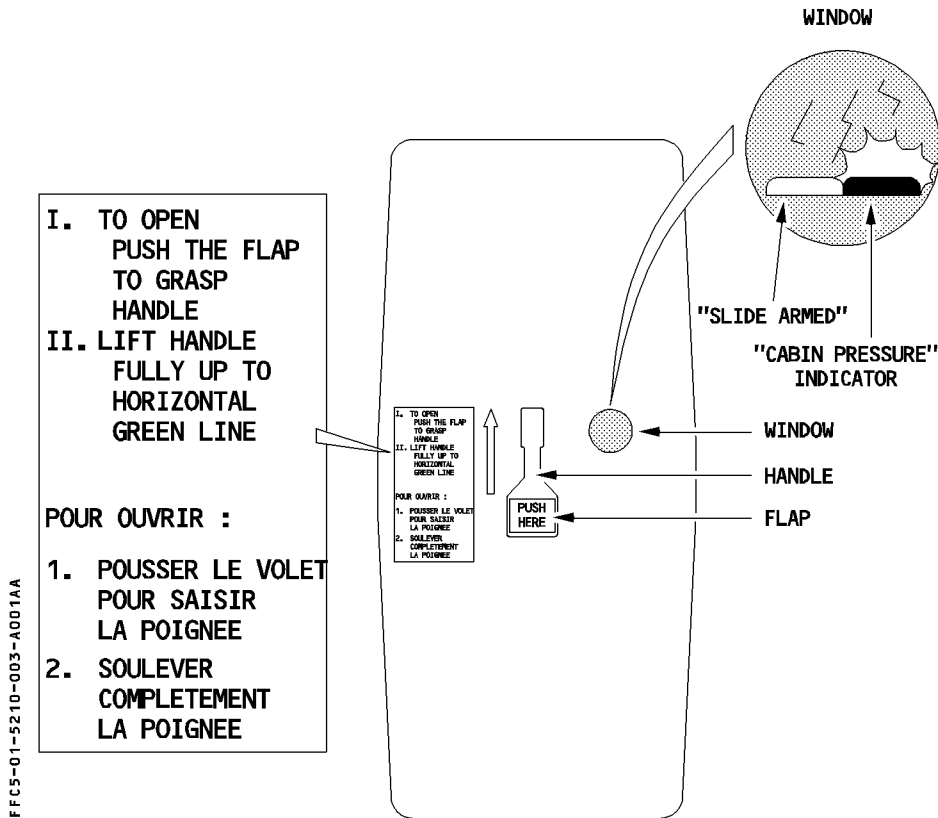
R Opening the door from the outside disarms the door and the escape slide.

R Each passenger door has :

R – two mechanical locking indicators that shows whether the door is locked or unlocked

R – one warning light to show whether the escape slide is ARMED or DISARMED

R – one CABIN PRESSURE warning light that warns of residual pressure in the cabin

OUTSIDE

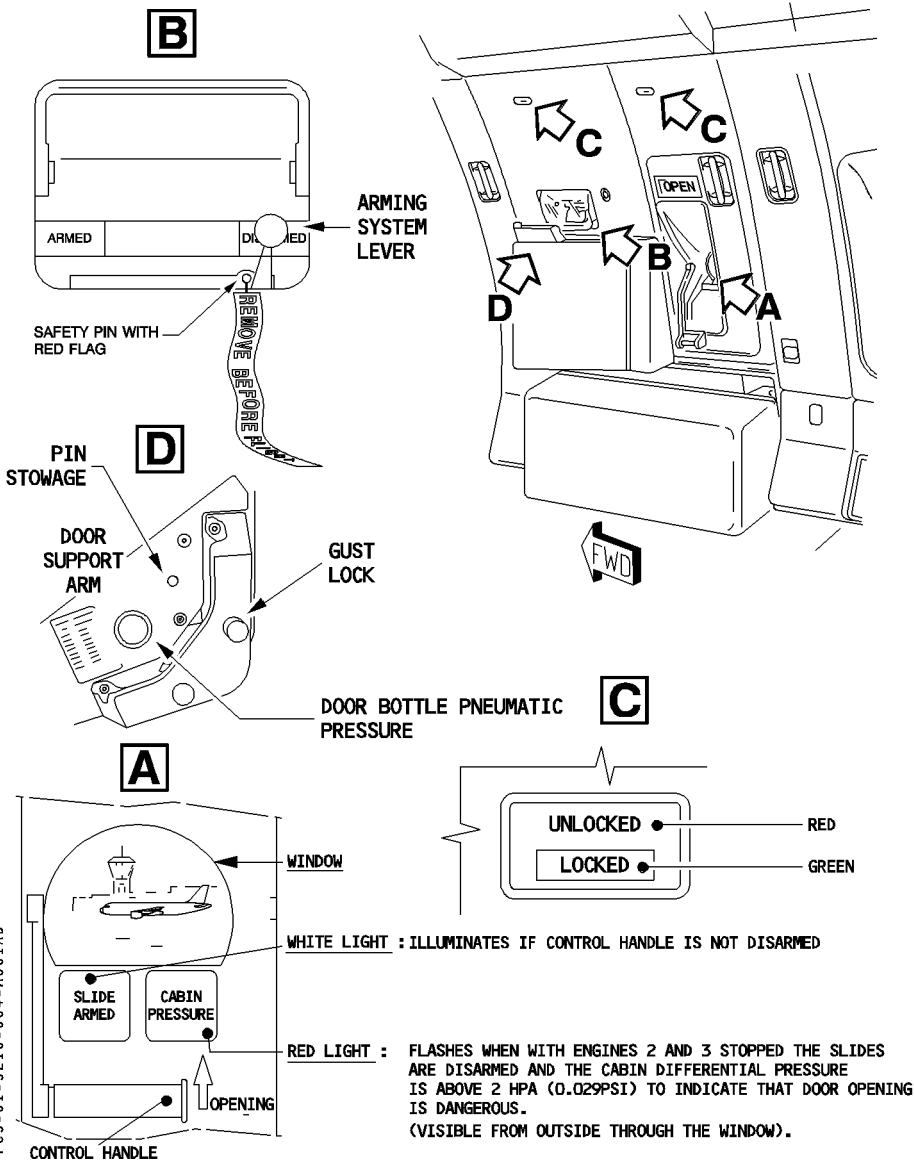
Each cabin door can be opened from the outside.

R Opening instructions are posted next to the opening handle.

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

INSIDE

R



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EMERGENCY EXITS

COCKPIT

- The two sliding windows in the cockpit are flight crew emergency exits. A small compartment, located above each window, contains an escape rope that reaches the ground, when lowered through the window on the other side of the cockpit.
- R The cockpit windows can only be opened from the inside.

CABIN

- R One plug-type emergency exit is located on each side of the cabin. They open outward and forward, and are each equipped with 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

- These outward and upward opening doors are mechanically-locked and hydraulically-operated by the yellow hydraulic system. If the yellow system's electric pump fails, the system can be pressurized by using a hand pump, located on the hydraulic maintenance panel. The FWD and AFT cargo doors can only be opened from the outside.
- R A red light, fitted in the locking handle's housing area, indicates a residual cabin pressure.
- R The door open indicator light shows that the door is locked in the open position, allowing safe cargo loading operation.
- R Ten flag indicators ensure the operator that the door is fully locked. A pop out flag
- R represents a not closed hook.

Note : When the electric pump operates 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 close, and an SFCC inhibition prevents any flap movement.

BULK CARGO DOOR

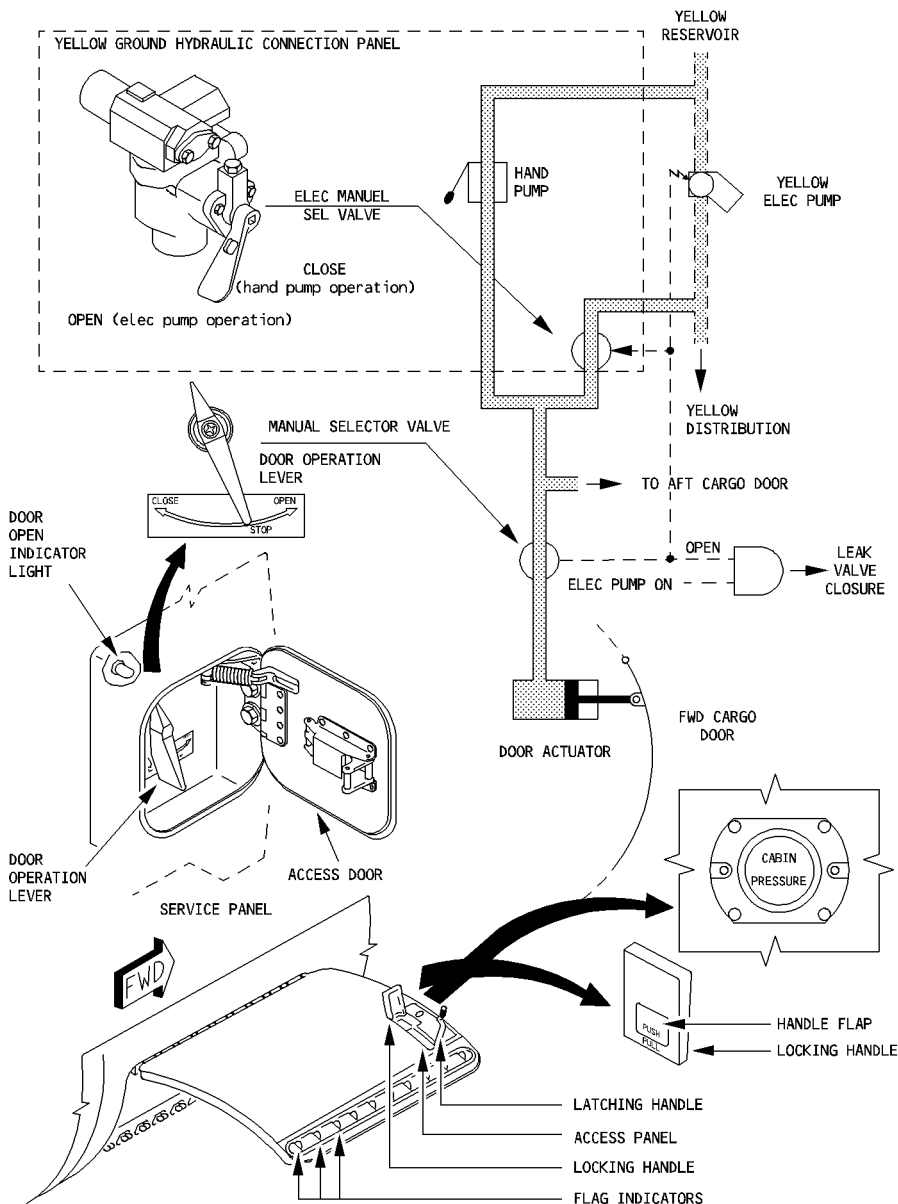
The BULK plug-type cargo door is mechanically-locked and manually-operated. It opens inwards then upwards, and can be either opened from the inside or outside.

CARGO DOORS

FOR INFO

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AVIONICS COMPARTMENT ACCESS DOOR

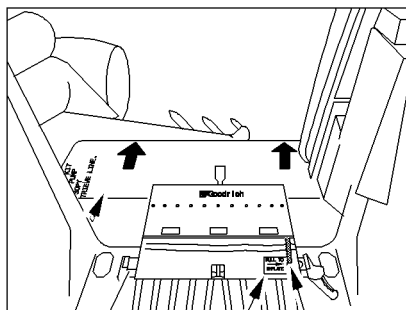
An inward-opening, manually-operated, hinged door gives external access to the avionics compartment. This door is in the lower fuselage, forward of the nose landing gear bay. A ladder is stowed inside the compartment adjacent to this door, which may either be operated from the interior or exterior.

This compartment is also accessible from the cockpit, via a hatch in the floor behind the Captain's seat. A ladder is fixed in the avionics compartment for access from the cockpit.

COCKPIT DOOR

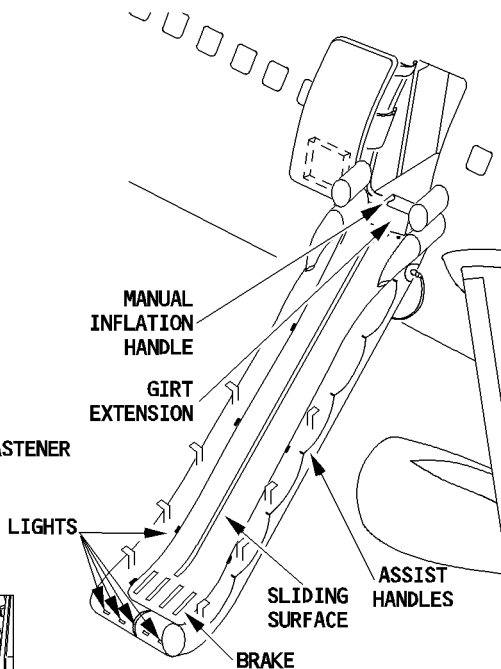
A forward-opening hinged door separates the cockpit from the passenger compartment. In case of an emergency, it can be forced open in either direction.

R The door has an electrical locking latch (◁) controlled by the DOOR UNLOCK pushbutton on
 R the pedestal. It also has an eye-level viewing lens. To unlock the door, the pilot must press
 R the pushbutton, and maintain it pressed, while the cabin attendant pushes the cockpit door
 open.

ESCAPE SLIDES/RAFTS**PASSENGER DOOR SLIDES/RAFTS**

GIRT BAR INSTRUCTION
PLACARD

MANUAL INFLATION
HANDLE (RED)
ATTACHED WITH VELCRO FASTENER



LIGHTS

MANUAL
INFLATION
HANDLE

GIRT
EXTENSION

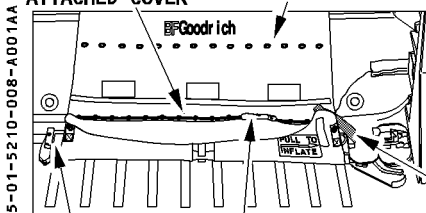
BRAKE

SLIDING
SURFACE

ASSIST
HANDLES

MANUAL INFLATION HANDLE
DETACHED FROM VELCRO FASTENER

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



GIRT BAR DISCONNECT HANDLE

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— 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.

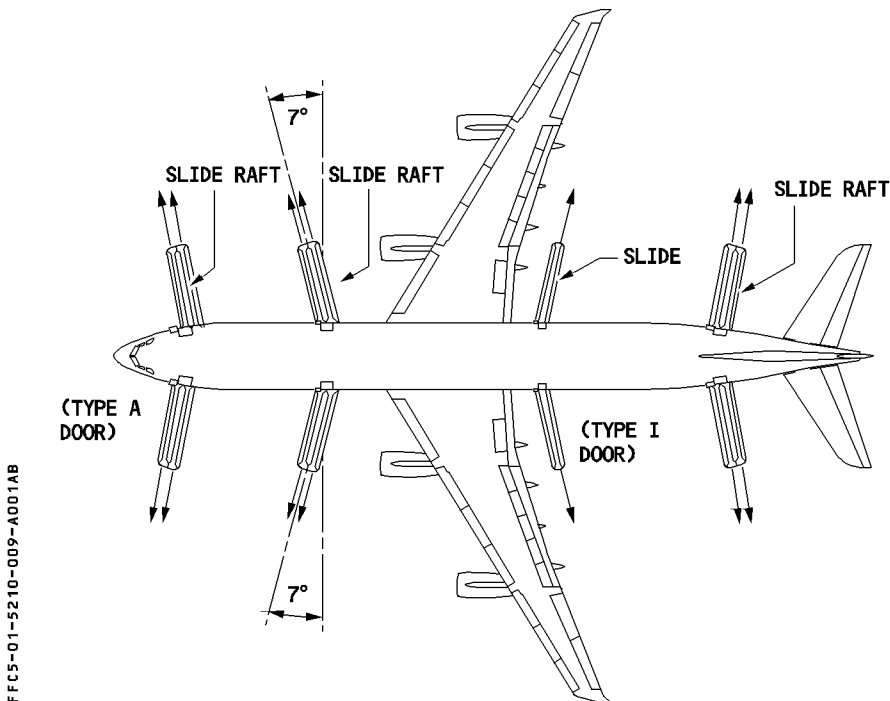


EMERGENCY EXIT SLIDES

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

ESCAPE SLIDE ARRANGEMENT

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



DOORS AND SLIDES CONTROL SYSTEM

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

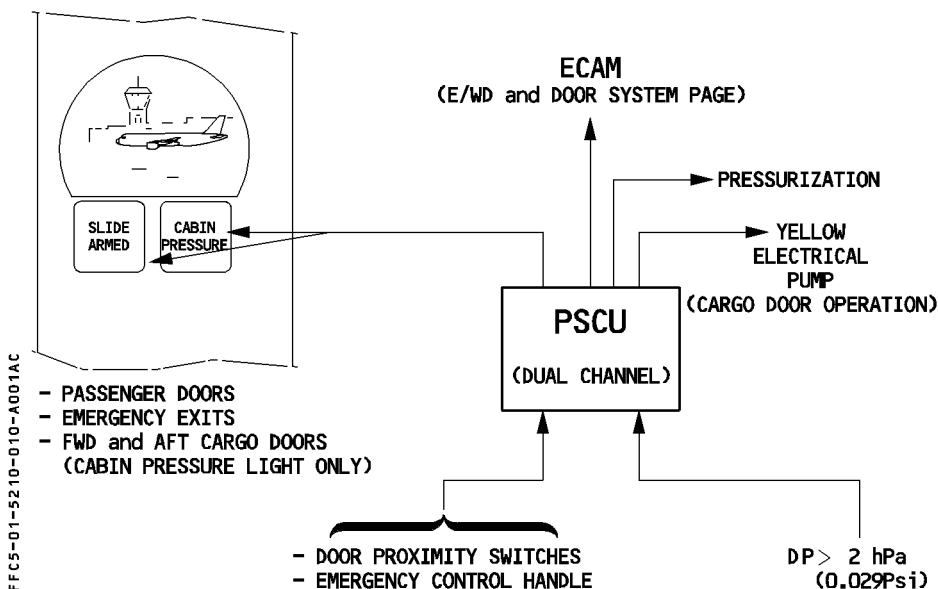
- proximity switches installed on each door
- the Proximity Switch Control Unit (PSCU)
- a pressure switch (ΔP of the cabin)
- an autonomous standby power supply

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.

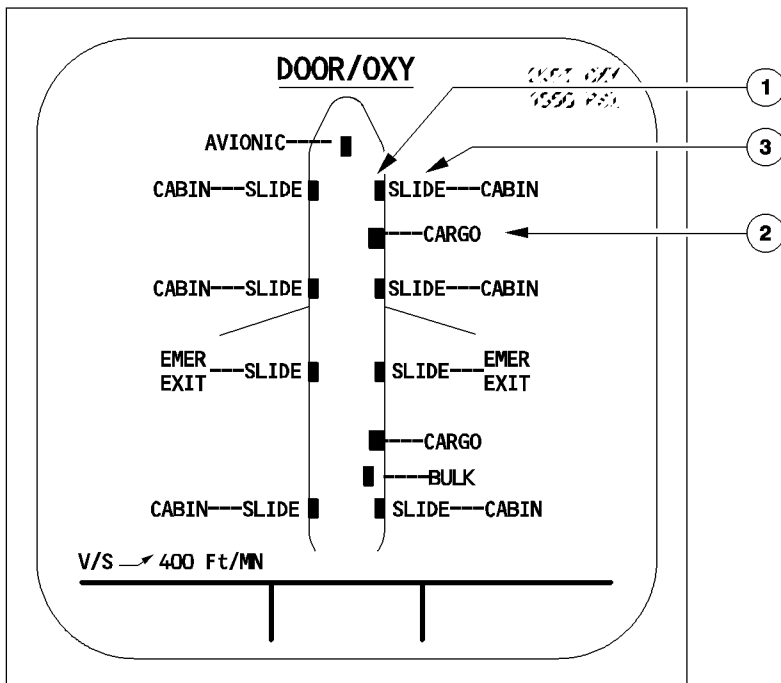
ARCHITECTURE





ECAM DOOR / OXY PAGE

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① DOOR symbol

- Green (symbol outline) : the door is closed and locked.
- Amber (filled symbol) : the door is not locked

② DOOR indication

- R This appears amber when door is not locked.
- R This appears white when the information is not valid.
- R This is suppressed when door is closed

③ SLIDE indication

- R SLIDE appears white when slide is armed.
- - - appears amber when the slide is disarmed and the door is open.
- Both suppressed when the slide is disarmed and the door is closed.

**DOORS****CONTROLS AND INDICATORS**

1.52.20

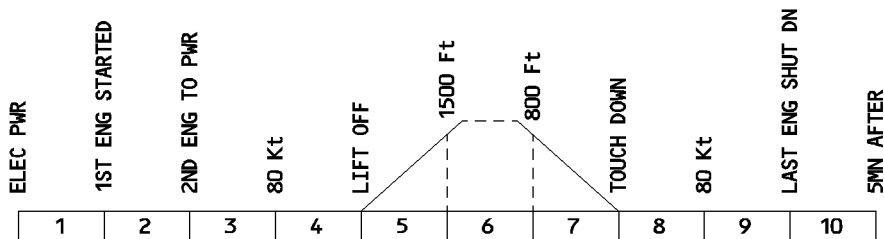
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SEQ 001

REV 07

WARNINGS AND CAUTIONS

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E/WD : FAILURE TITLE conditions	AURAL WARNING	MASTER LIGHT	SD PAGE CALLED	LOCAL WARNING	FLT PHASE INHIB
L (R) FWD CABIN L (R) MID CABIN L (R) AFT CABIN L (R) EMER EXIT FWD (AFT) (BULK) CARGO AVIONIC	SINGLE CHIME	MASTER CAUT	DOOR	NIL	1, 4, 5, 7, 8, 10
POS DET 1 (2) (1 + 2) PSCU failure					3, 4, 5, 7, 8

**BUS EQUIPMENT LIST****FOR INFO**

		NORM			EMER ELEC		
		AC	DC	DC BAT	AC ESS	DC ESS	HOT
DOORS and SLIDES CTL	NORMAL		GND/FLT				
	STBY			X (1)			

(1) If both busbars are inoperative the system is supplied by an autonomous standby power supply (Battery).