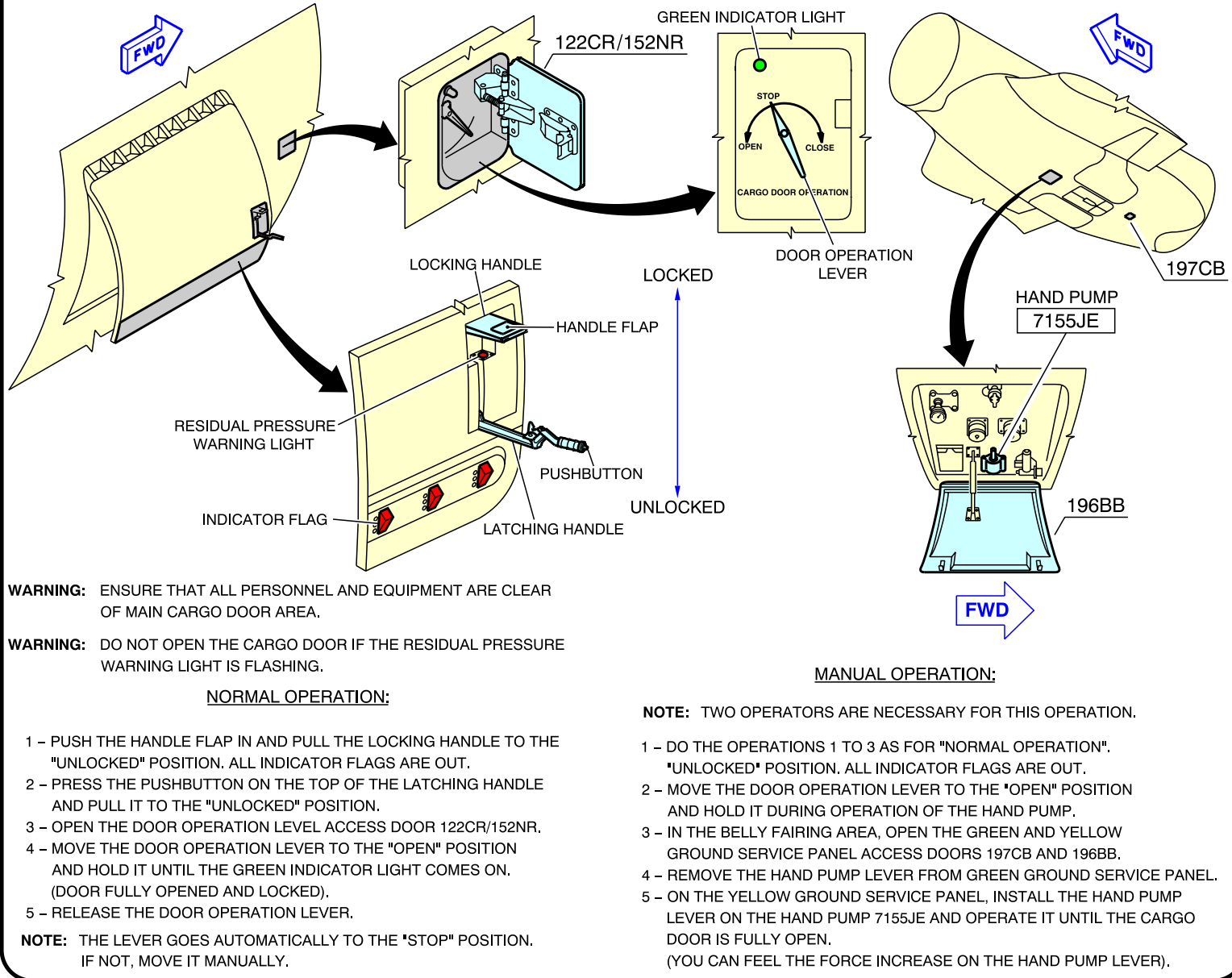
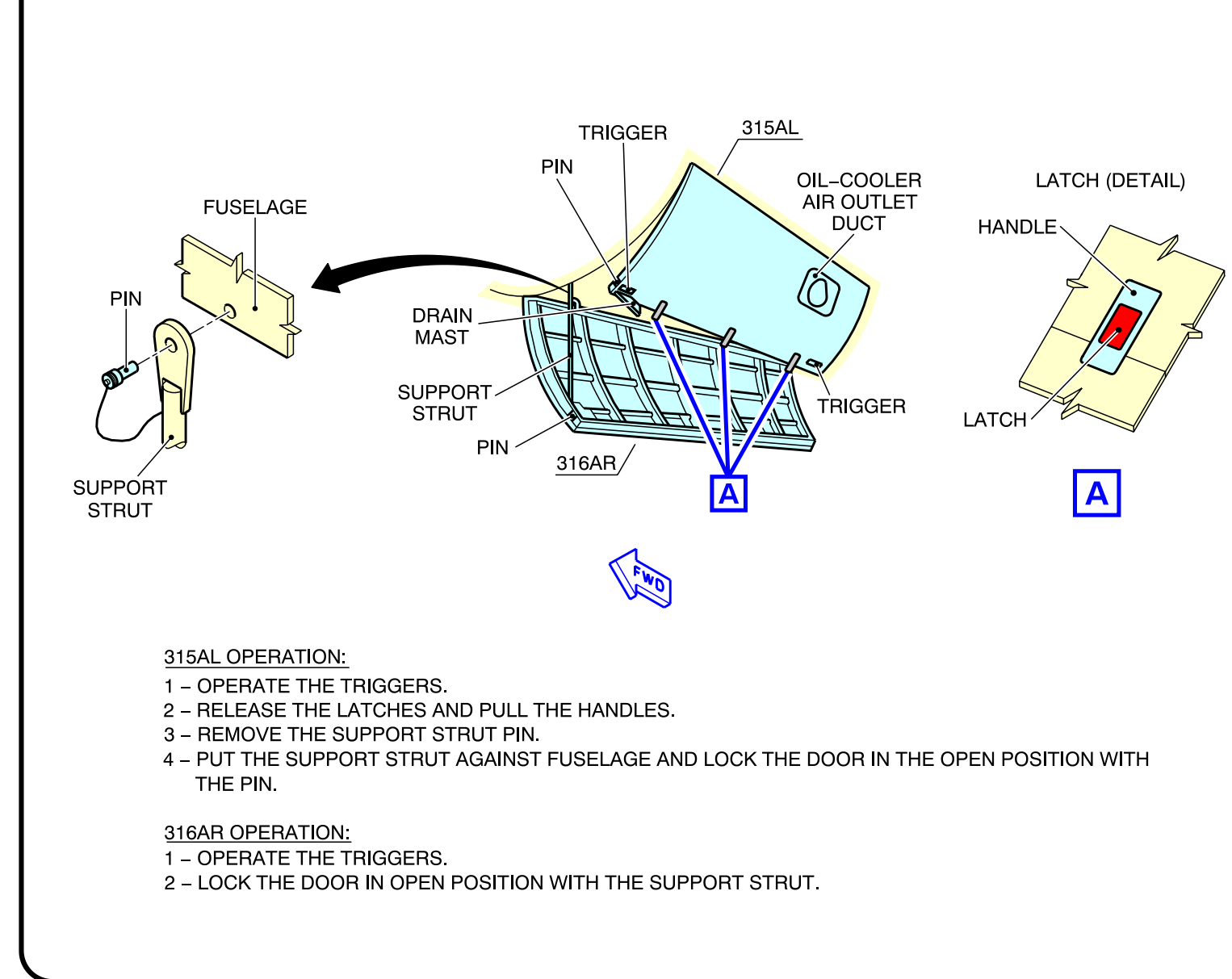


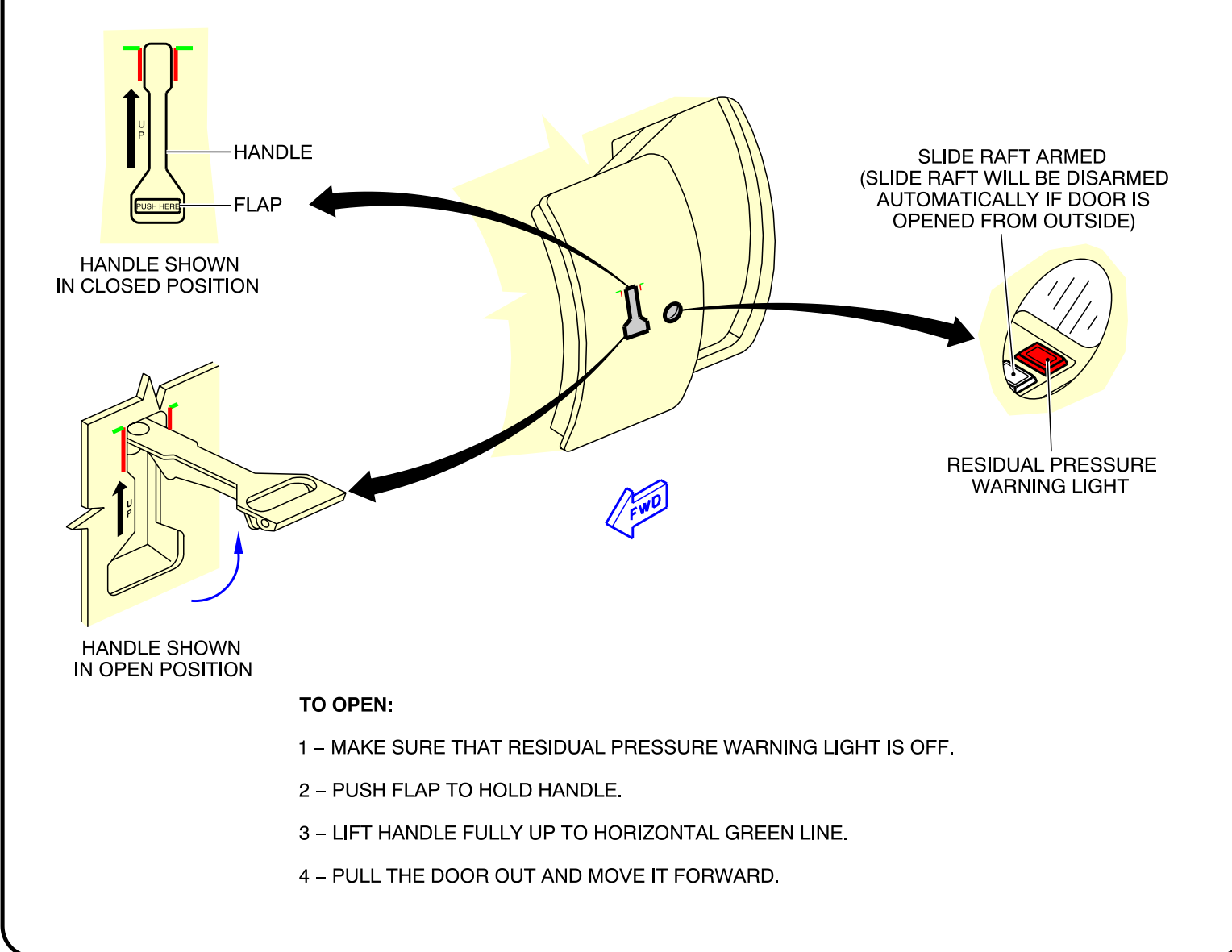
FWD AND AFT CARGO COMPARTMENT DOORS CONTROLS



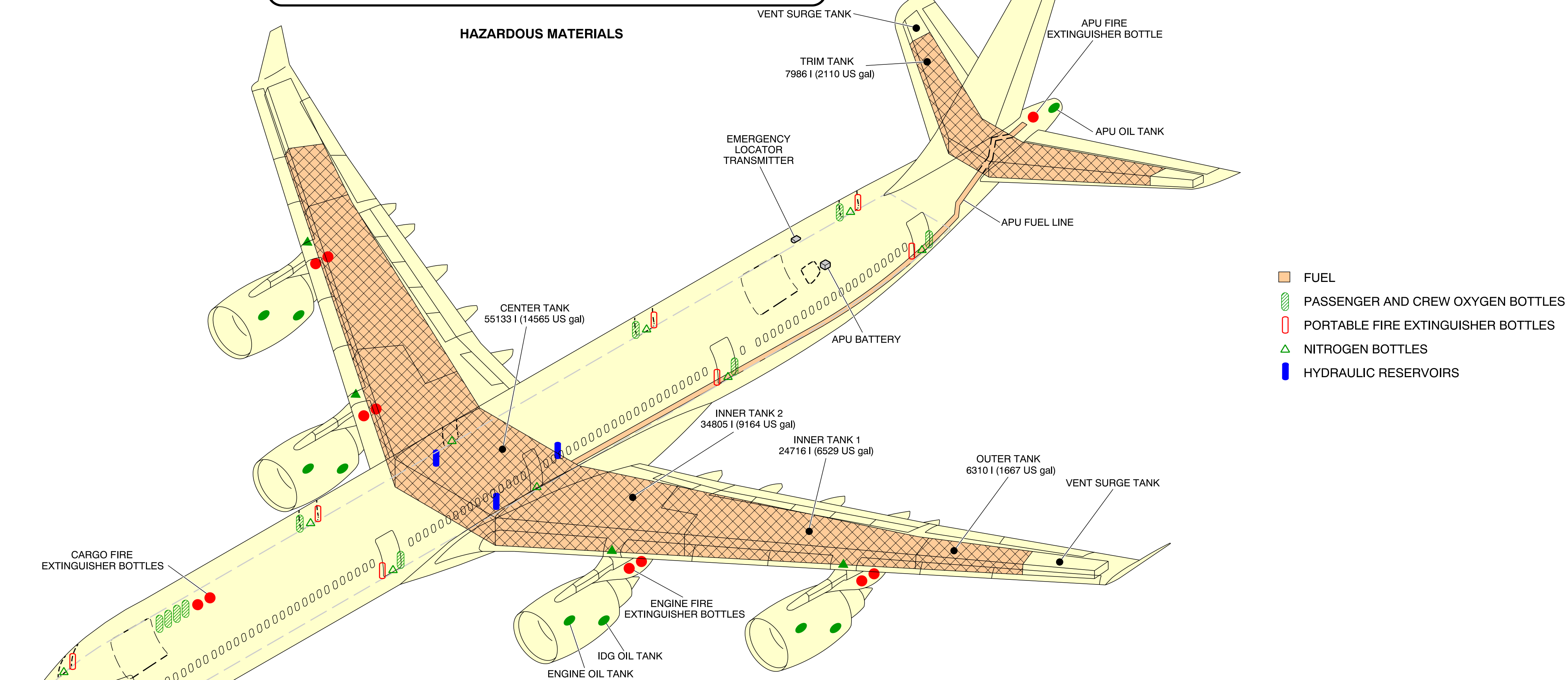
APU ACCESS DOOR



PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES

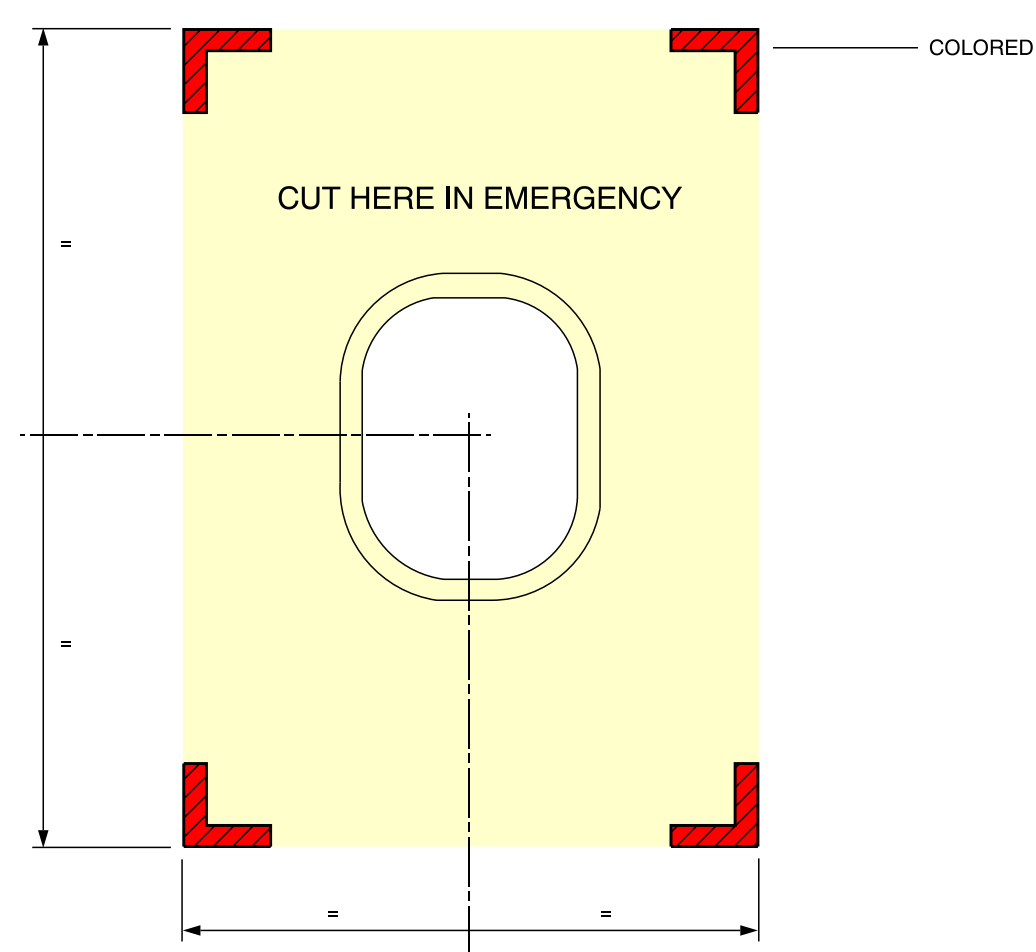


HAZARDOUS MATERIALS

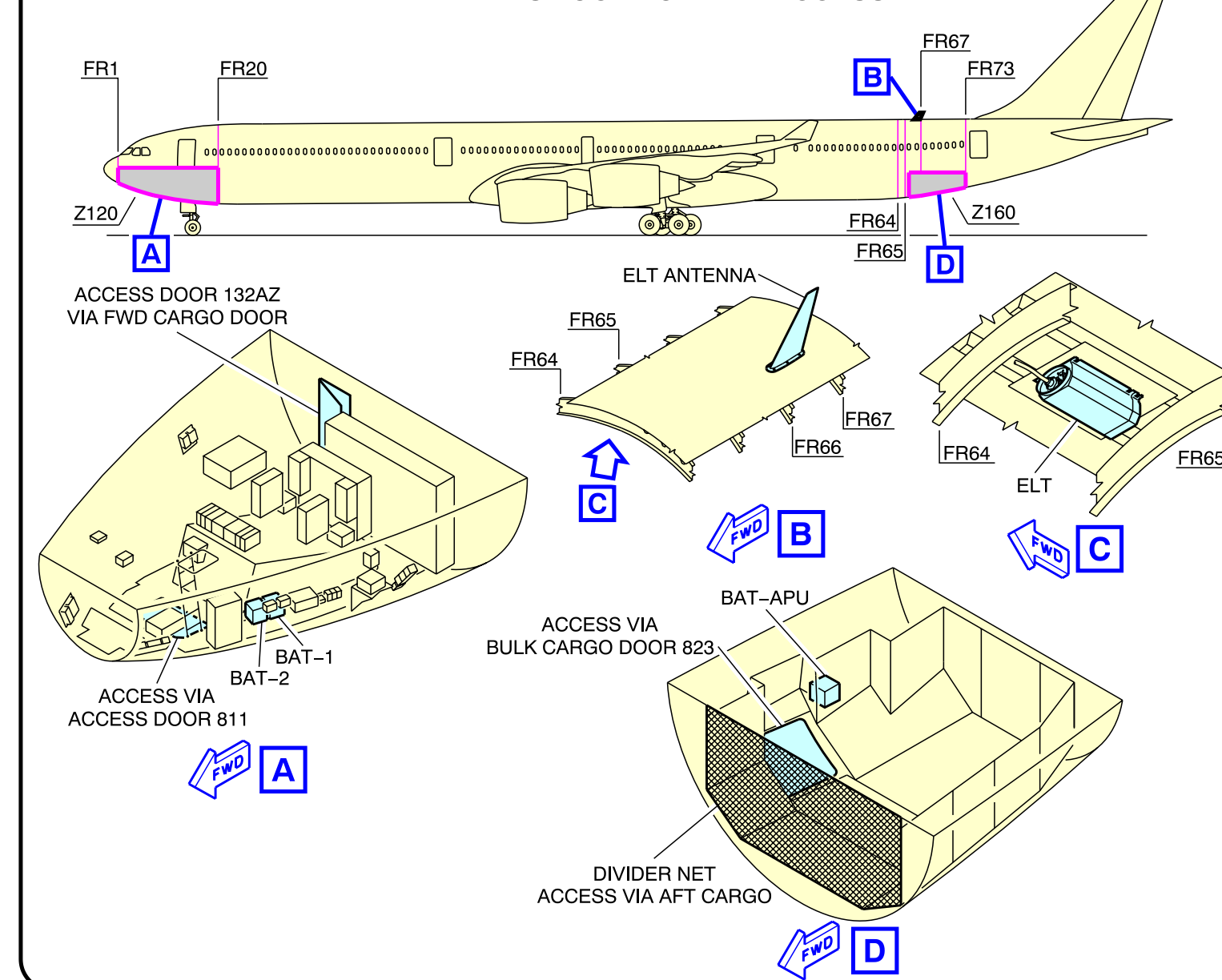


BREAK-IN POINT - PRINCIPLE

NOT MARKED ON ALL AIRCRAFT.



BATTERIES LOCATION AND ACCESS



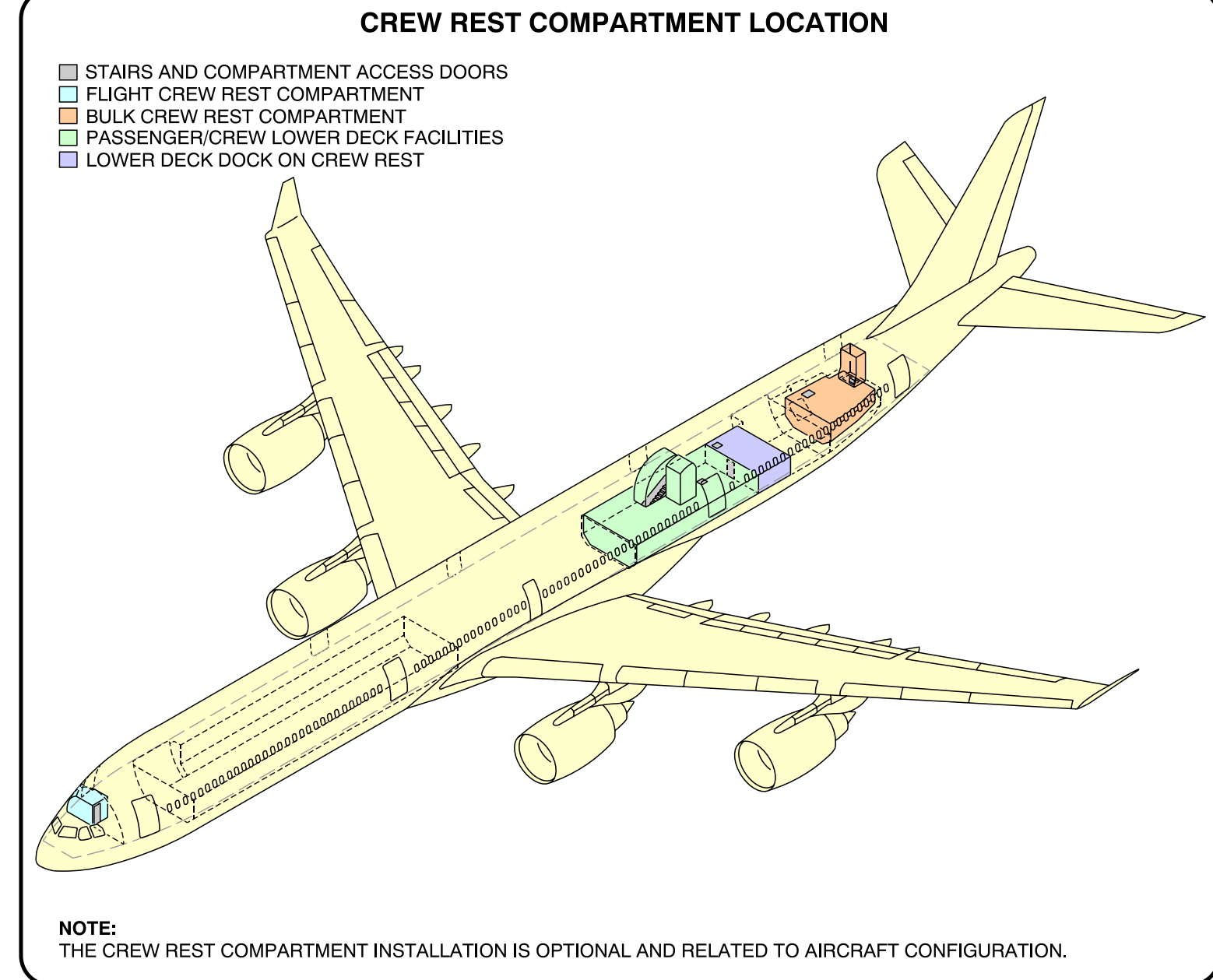
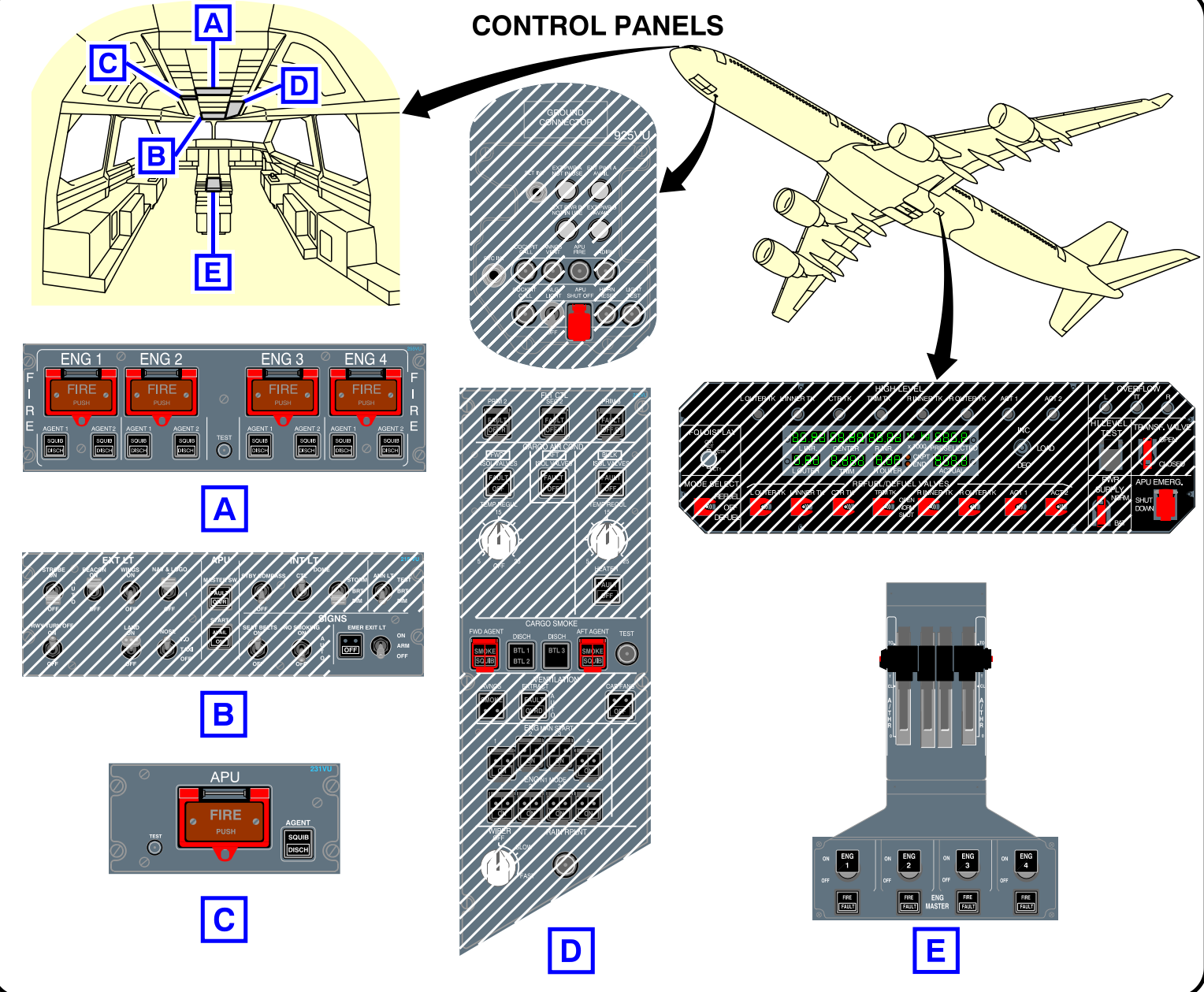
AIRBUS A340-600

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE: THIS CHART GIVES THE GENERAL LAYOUT OF THE A340-600 STANDARD VERSION. THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS. FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE "AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

ISSUED BY:
AIRBUS S.A.S
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

REVISION DATE: JANUARY 2017
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SHEET 1/2



GROUND CLEARANCES

VT AP D5 C3 C2 F3 D4 BF D3 F2 D2 F4 C1 F1 D1 CP

N2 HT R N1 G FT1 FT2 FT3 FT4 W2 W1

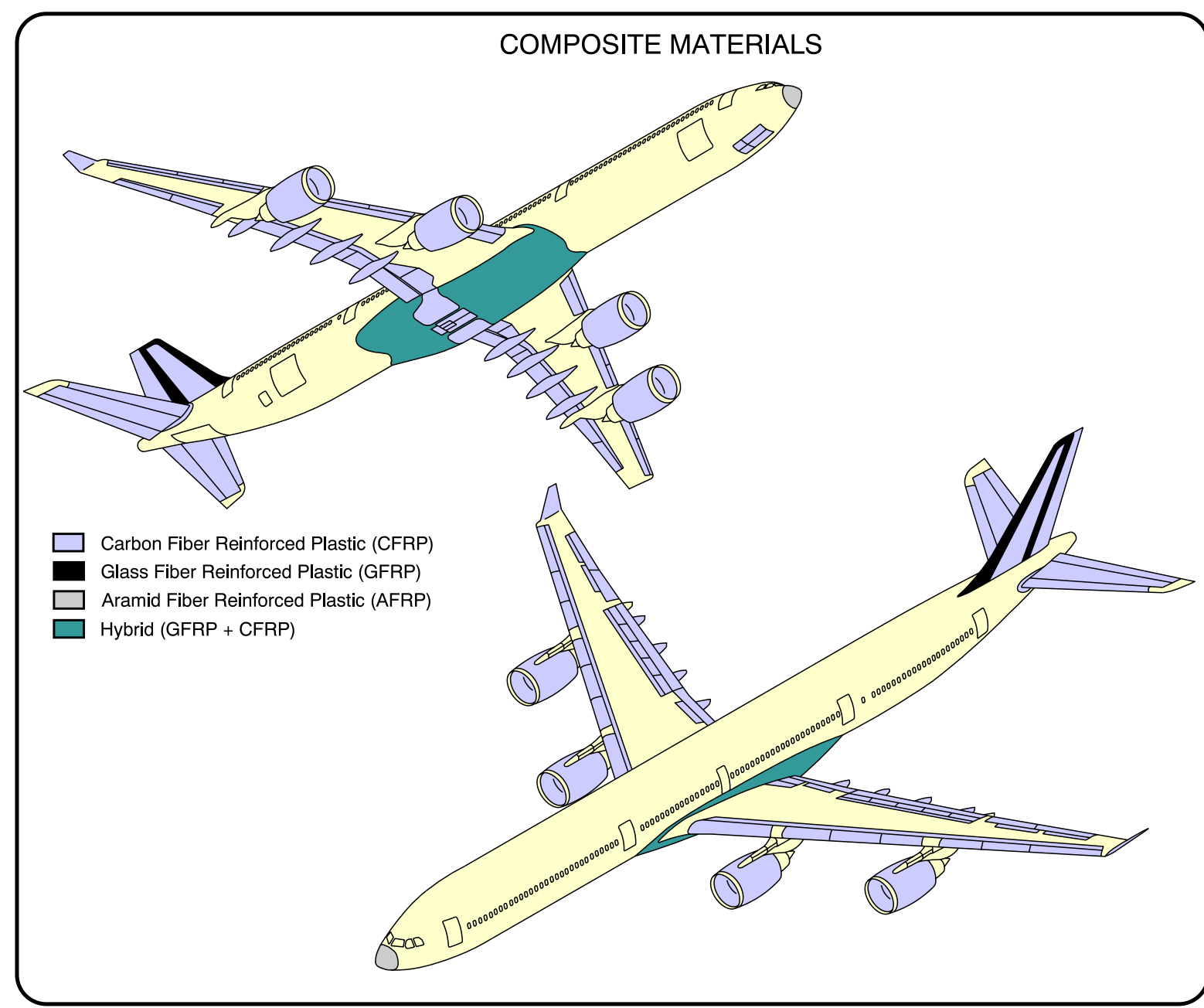
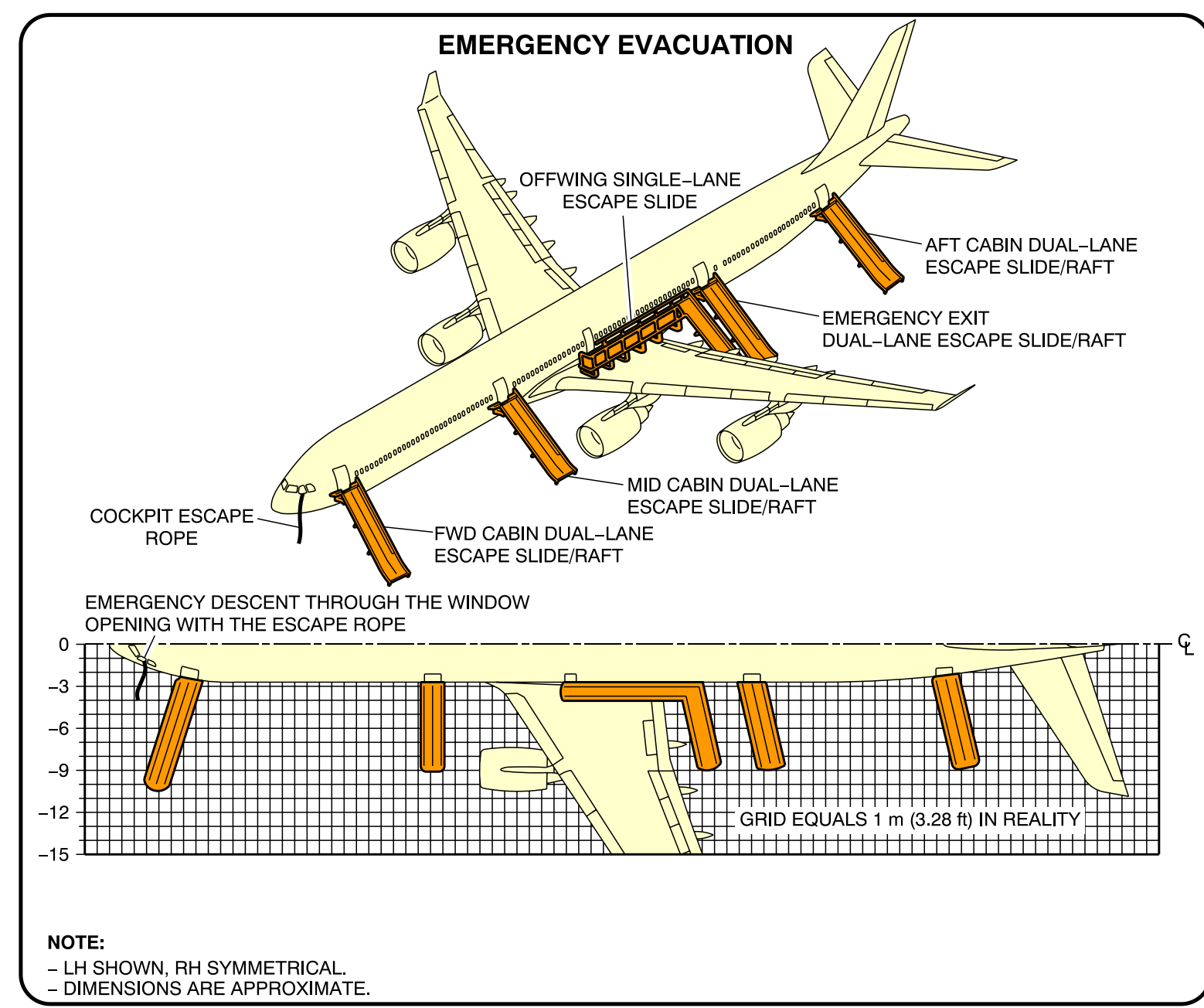
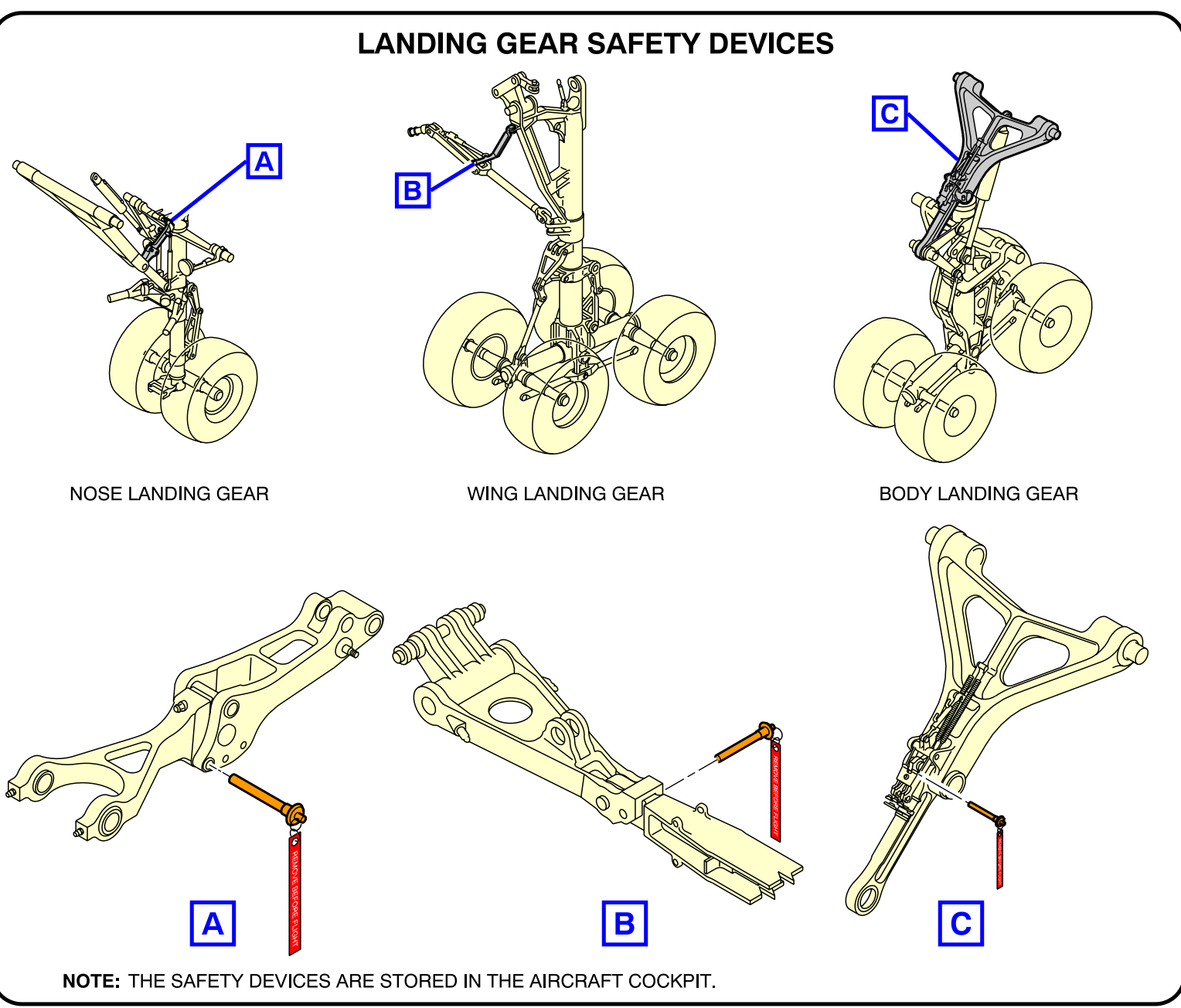
DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION	355 000 kg (782 640 lb) AFT CG (16%)	
	m	ft
DOORS	D1 4.53	14.86
	D2 4.80	15.75
	D3 4.96	16.27
	D4 5.16	16.93
	D5 5.58	18.31
	C1 2.85	9.38
	C2 3.37	11.06
	C3 3.47	11.38

A/C CONFIGURATION	355 000 kg (782 640 lb) AFT CG (16%)	
	m	ft
FUSELAGE	F1 1.94	6.36
	F2 2.15	7.05
	F3 2.51	8.23
	F4 7.79	25.56
	F5 8.35	27.39
	BF 1.67	5.48
	CP 5.65	18.54
ENGINE/	N1 0.52	1.71
NACELLE	N2 1.58	5.18

A/C CONFIGURATION	355 000 kg (782 640 lb) AFT CG (16%)	
	m	ft
WINGS	FT1 3.68	12.07
	FT2 4.15	13.62
	FT3 4.19	13.75
	FT4 4.61	15.12
	W1 7.61	24.97
	W2 6.00	19.68
	R 3.00	9.84
	G 4.46	14.63
TAILPLANE	VT 17.80	58.40
	HT 8.51	27.92
	AP 7.15	23.46

NOTE: PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.



BRAKE OVERHEAT AND LANDING GEAR FIRE

WARNING: BE VERY CAREFUL WHEN THERE IS A BRAKE OVERHEAT AND/OR LANDING GEAR FIRE. THERE IS A RISK OF TIRE EXPLOSION AND/OR WHEEL RIM BURST THAT CAN CAUSE DEATH OR INJURY. MAKE SURE THAT YOU OBEY THE SAFETY PRECAUTIONS THAT FOLLOW.

THE PROCEDURES THAT FOLLOW GIVE RECOMMENDATIONS AND SAFETY PRECAUTIONS FOR THE COOLING OF VERY HOT BRAKES AFTER ABNORMAL OPERATIONS SUCH AS A REJECTED TAKE-OFF OR OVERWEIGHT LANDING. FOR THE COOLING OF BRAKES AFTER NORMAL TAXI-IN, REFER TO YOUR COMPANY PROCEDURES.

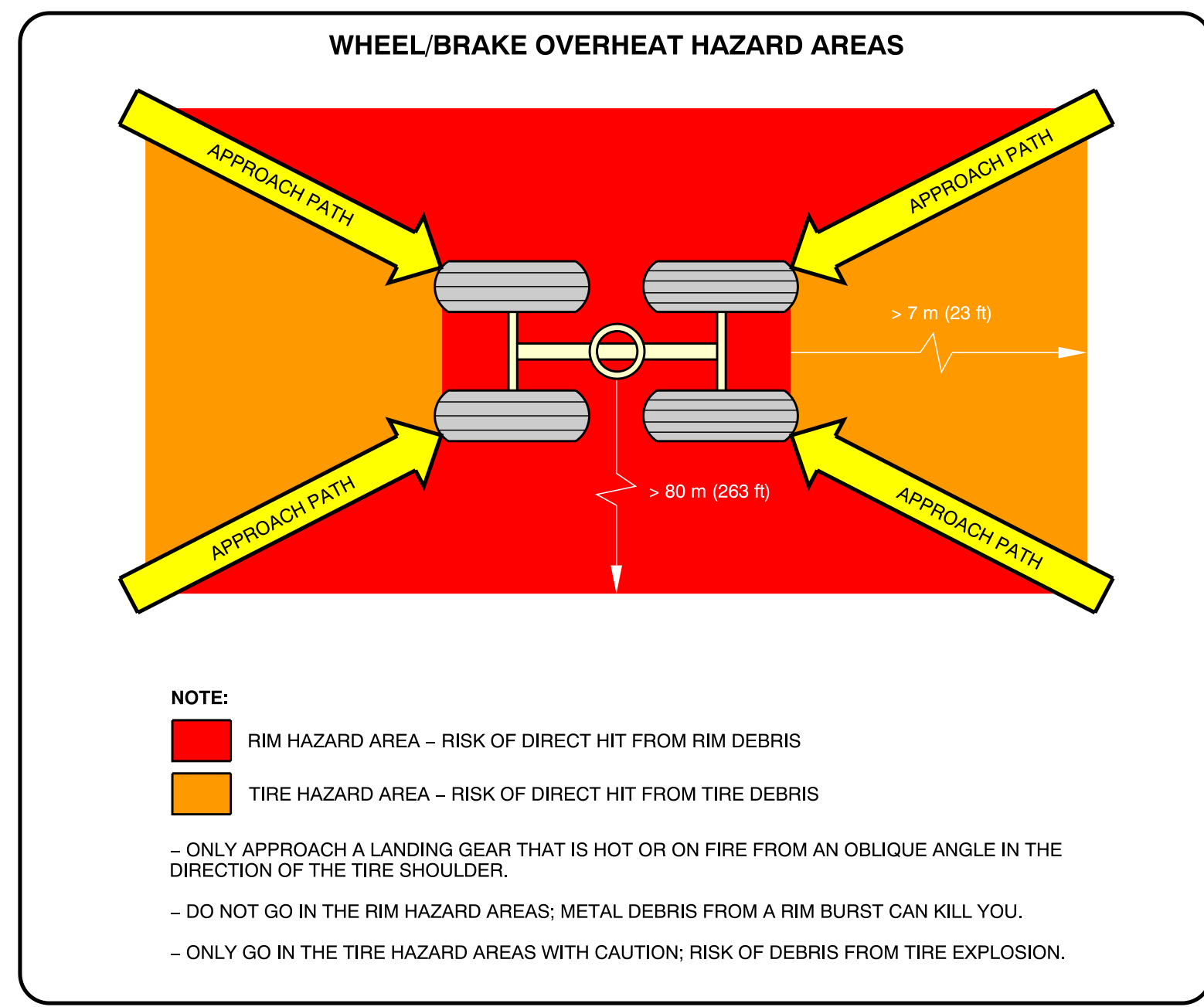
BRAKE OVERHEAT:

- GET THE BRAKE TEMPERATURE FROM THE COCKPIT OR USE A REMOTE MEASUREMENT TECHNIQUE. THE REAL TEMPERATURE OF THE BRAKES CAN BE MUCH HIGHER THAN THE TEMPERATURE SHOWN ON THE ECAM. NOTE: AT HIGH TEMPERATURES (>800°C), THERE IS A RISK OF WARPING OF THE LANDING GEAR STRUTS AND AXLES.
- APPROACH THE LANDING GEAR WITH EXTREME CAUTION AND FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. (REF FIG. WHEEL/BRAKE OVERHEAT HAZARD AREAS). IF POSSIBLE, STAY IN A VEHICLE.
- LOOK AT THE CONDITION OF THE TIRES: IF THE TIRES ARE STILL INFLATED (FUSE PLUGS NOT MELTED), THERE IS A RISK OF TIRE EXPLOSION AND RIM BURST. DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.
- USE WATER MIST TO DECREASE THE TEMPERATURE OF THE COMPLETE WHEEL AND BRAKE ASSEMBLY. USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST. DO NOT APPLY WATER, FOAM OR CO2. THESE COOLING AGENTS (AND ESPECIALLY CO2, WHICH HAS A VERY STRONG COOLING EFFECT) CAN CAUSE THERMAL SHOCKS AND BURST OF HOT PARTS.

LANDING GEAR FIRE:

CAUTION: AIRBUS RECOMMENDS THAT YOU DO NOT USE DRY POWDERS OR DRY CHEMICALS ON HOT BRAKES OR TO EXTINGUISH LANDING GEAR FIRES. THESE AGENTS CAN CHANGE INTO SOLID OR ENAMELED DEPOSITS. THEY CAN DECREASE THE SPEED OF HEAT DISSIPATION WITH A POSSIBLE RISK OF PERMANENT STRUCTURAL DAMAGE TO THE BRAKES, WHEELS OR WHEEL AXLES.

- IMMEDIATELY STOP THE FIRE:
 - APPROACH THE LANDING GEAR WITH EXTREME CAUTION FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER. DO NOT GO INTO THE RIM HAZARD AREA AND ONLY GO IN THE TIRE HAZARD AREA WITH CAUTION. IF POSSIBLE, STAY IN A VEHICLE.
 - USE LARGE AMOUNTS OF WATER, WATER MIST; IF THE FUEL TANKS ARE AT RISK, USE FOAM. USE A TECHNIQUE THAT PREVENTS SUDDEN COOLING. SUDDEN COOLING CAN CAUSE WHEEL CRACKS OR RIM BURST.
 - DO NOT USE FANS OR BLOWERS.



AIRBUS

A340-600

Aircraft Rescue and Fire Fighting Chart ARFC

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