

A CONTINUOUS MOVEMENT (OUT AND DOWN).
3 - MAKE SURE THAT THE INDICATOR FLAG COMES OUT AND

INDICATOR WINDOWS.

FULLY OPEN AND LOCKED).

5 - RELEASE THE TOGGLE SWITCH.

YOU CAN SEE THE RED INDICATION THROUGH THE EIGHT

THE GREEN INDICATOR LIGHT COMES ON (CARGO DOOR

MECHANICAL DOOR-LOCKING INDICATORS

4 - PUSH THE TOGGLE SWITCH ON THE DOOR OPERATION

PANEL TO THE "OPEN" POSITION AND HOLD IT UNTIL

(A) CONNECT A DRILLING MACHINE (WITH SOCKET DIA 1/2 in (12.7 mm)).

4 - TURN THE MANUAL OPERATING DEVICE TO THE "OPEN" POSITION

(CLOCKWISE) AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT

HYDRAULIC AUXILIARY PUMP. CONNECT THE HANDLE (STORED ON 194KB) AND THE EXTENSION HANDLE (STORED ON 197LB) WITH

(B) ATTACH THE HYDRAULIC AUXILIARY-PUMP GEARBOX TO THE

THE HYDRAULIC AUXILIARY-PUMP GEARBOX.

5 - RELEASE THE MANUAL OPERATING DEVICE

(AT NOT MORE THAN 100 RPM).

3 - OPERATE THE HYDRAULIC AUXILIARY-PUMP GEARBOX

COMES ON (CARGO DOOR FULLY OPEN AND LOCKED).

2 - PUSH FLAP TO GRASP HANDLE.

4 - PULL THE DOOR OUT AND MOVE IT FORWARD.

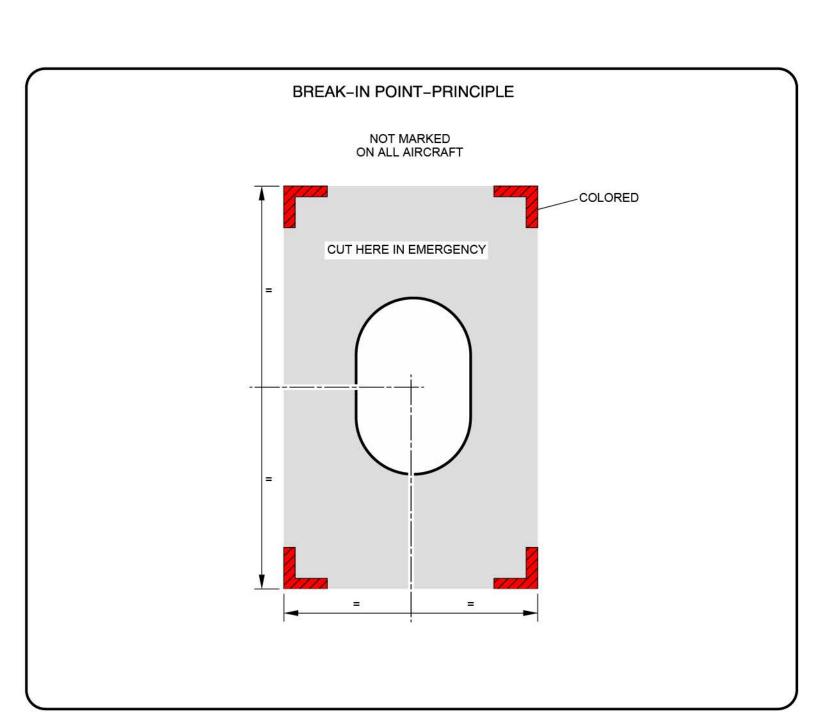
6 - STOP THE OPERATION OF THE HYDRAULIC AUXILIARY PUMP.

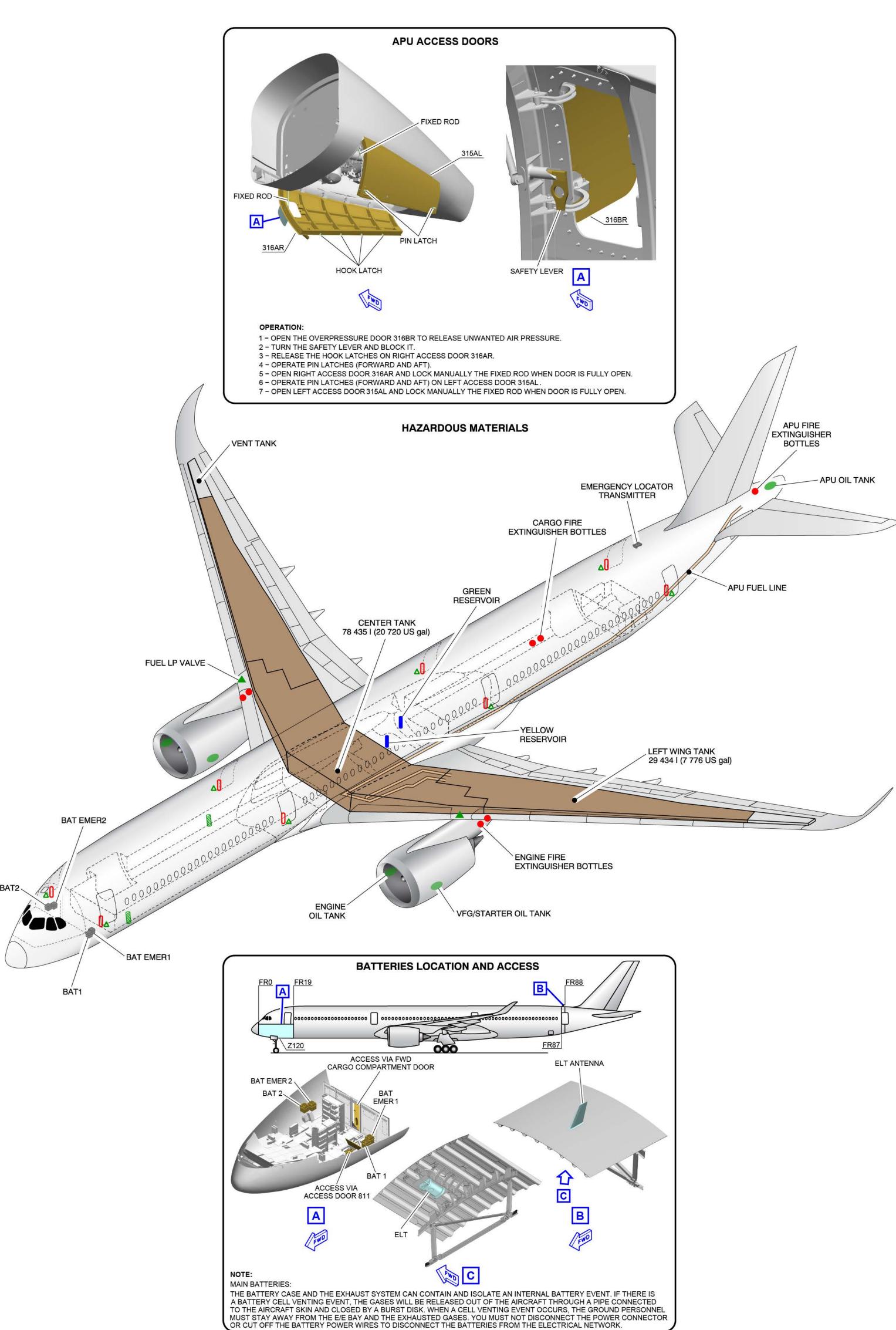
# PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES RESIDUAL CABIN-PRESSURE WARNING-LIGHT SLIDE ARMED WARNING-LIGHT AND BUZZER (SLIDE WILL BE DISARMED AUTOMATICALLY IF DOOR IS OPEN FROM OUTSIDE)

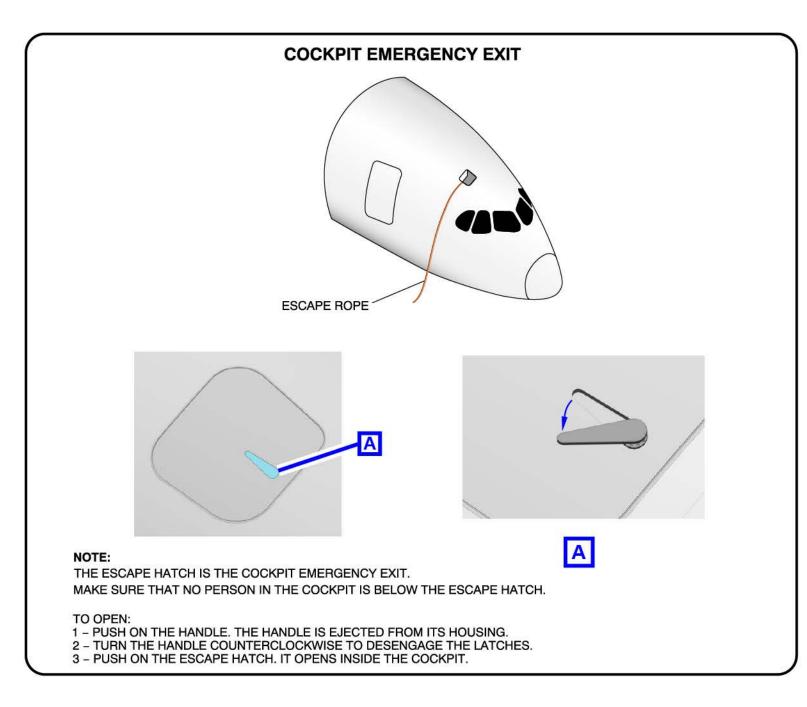
OUTER HANDLE

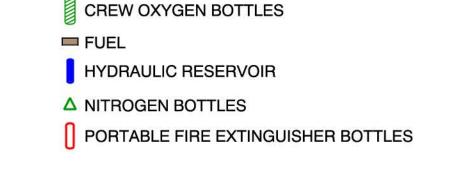
1 - MAKE SURE THAT RESIDUAL CABIN-PRESSURE WARNING LIGHTS DOES NOT FLASH.

3 - LIFT HANDLE FULLY UP TO HORIZONTAL POSITION (GREEN LINE).











# Aircraft Rescue and Fire Fighting Chart ARFC

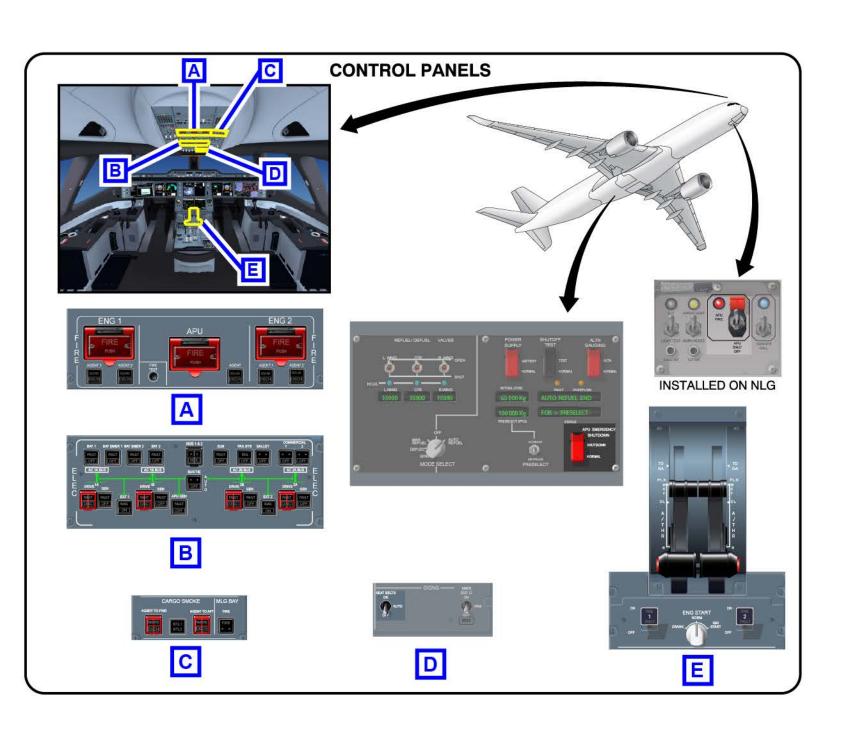
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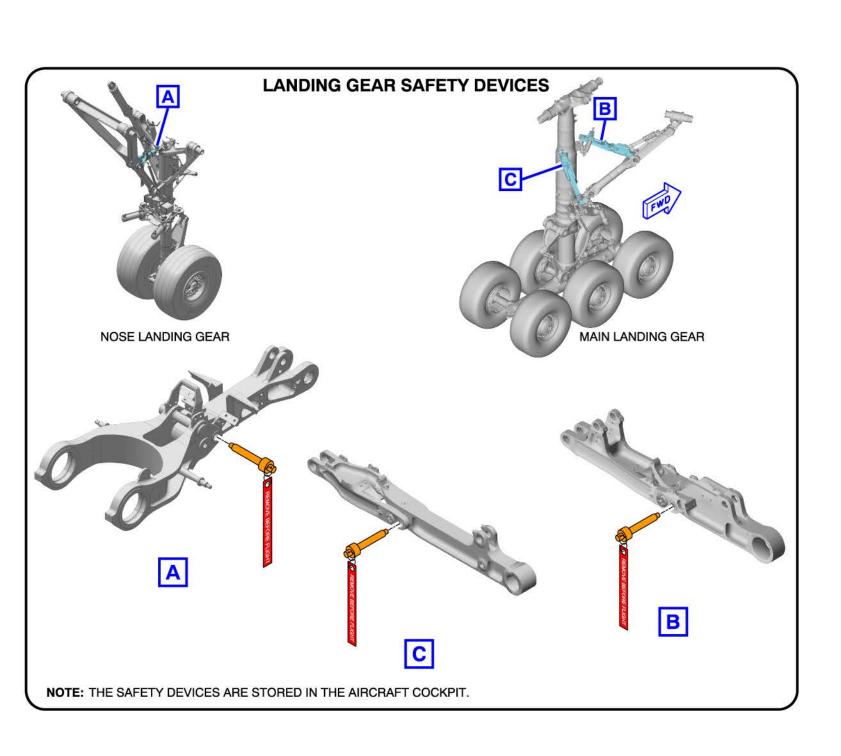
THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-1000 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.
FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE
"AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

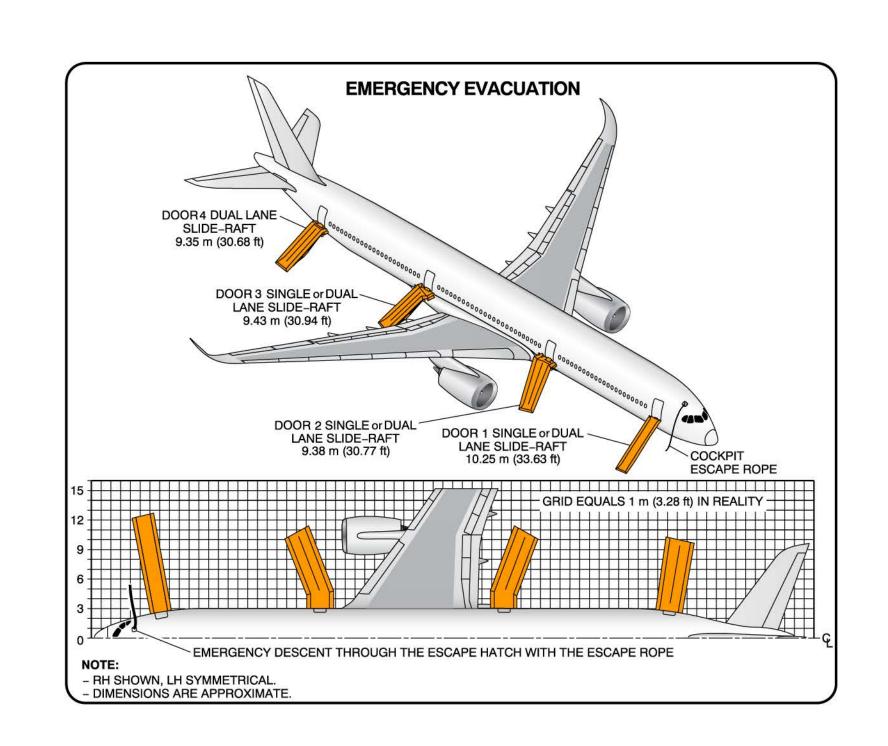
ISSUED BY:

AIRBUS S.A.S CUSTOMER SERVICES TECHNICAL DATA SUPPORT AND SERVICES 31707 BLAGNAC CEDEX REVISION DATE: MAY 2021 REFERENCE : P\_RF\_000000\_1\_A3501000 SHEET 1/2

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THE CREW REST COMPARTMENT INSTALLATION IS OPTIONAL AND RELATED TO AIRCRAFT CONFIGURATION.

**CREW REST COMPARTMENT LOCATION** 

FLIGHT CREW REST COMPARTMENT

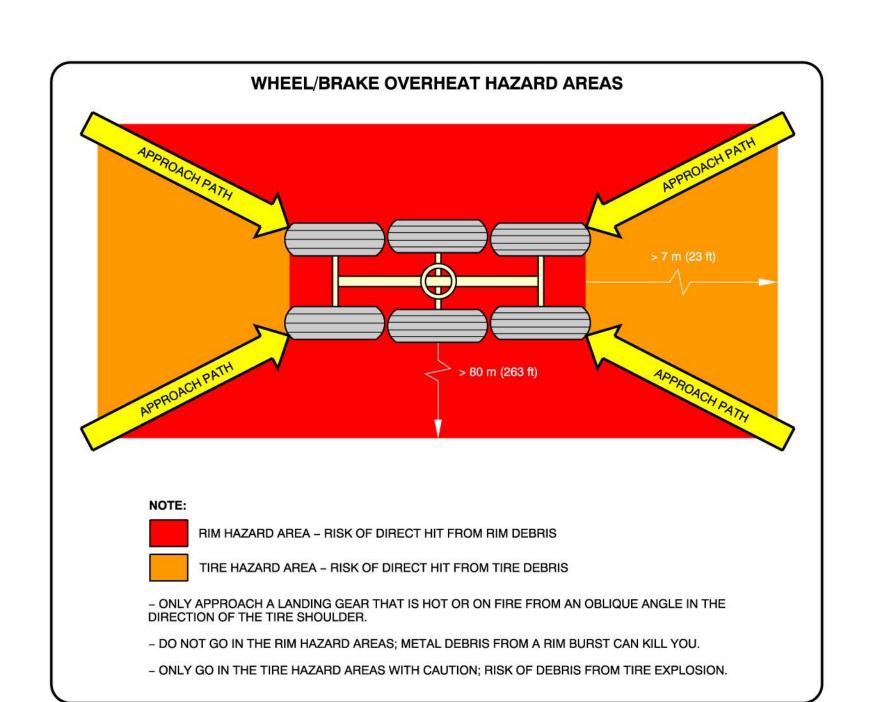
ACCESS DOOR

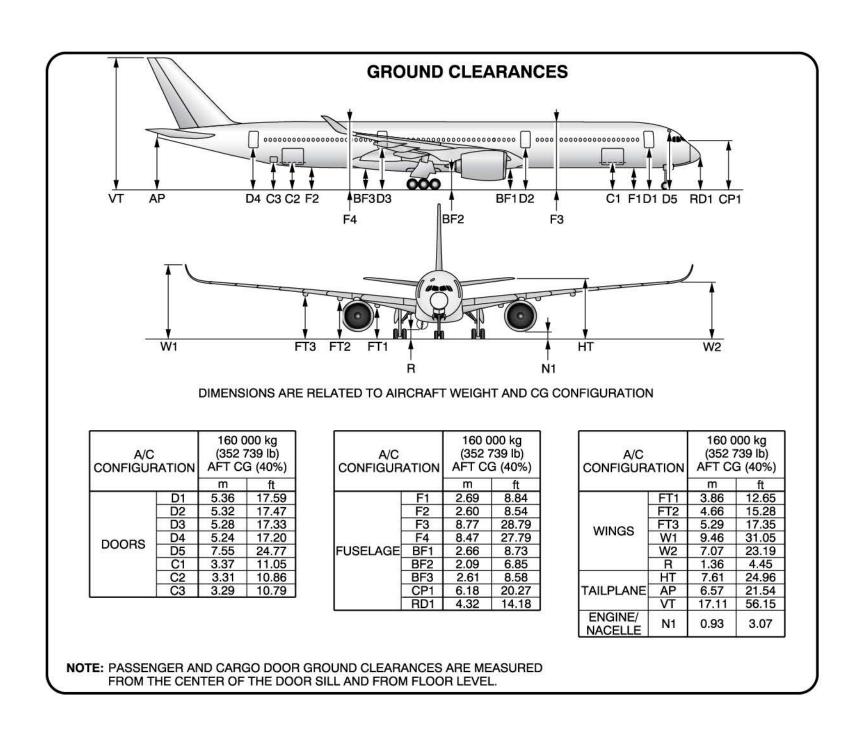
**EMERGENCY EXIT** 

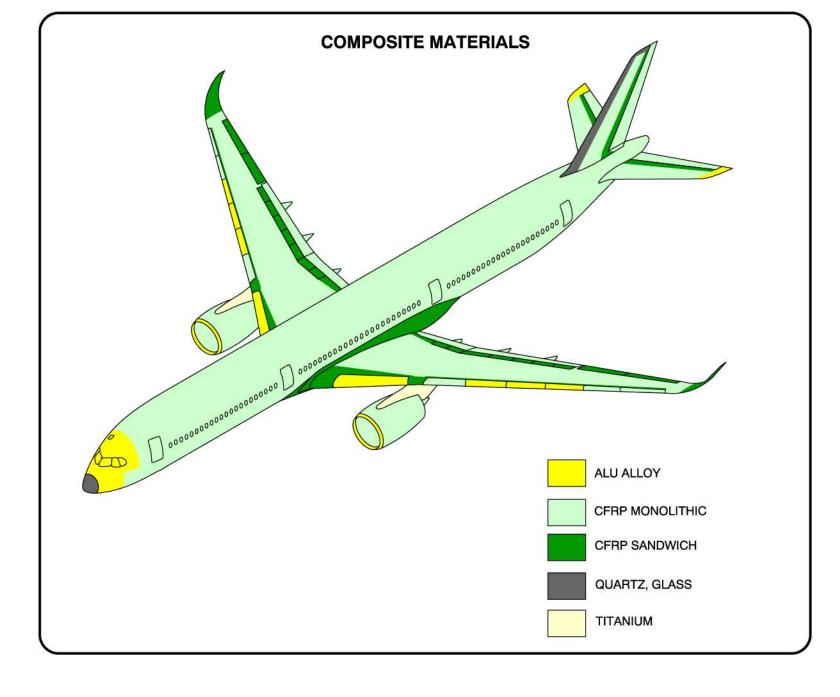
CABIN CREW REST COMPARTMENT

**EMERGENCY EXIT** 

ACCESS DOOR







# 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.

- 2 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.
- 3 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.

- 1 IMMEDIATELY STOP THE FIRE:
- A) 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.

