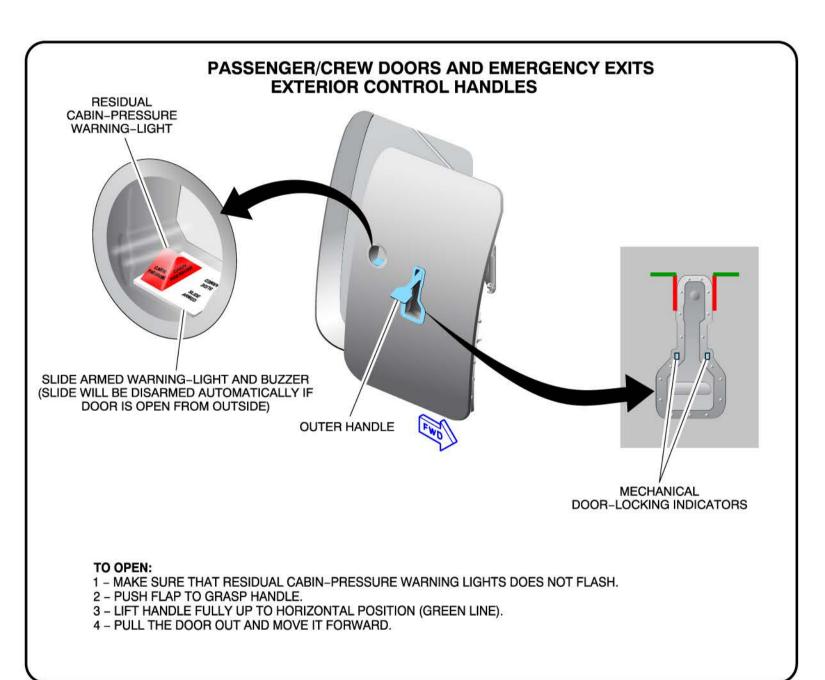


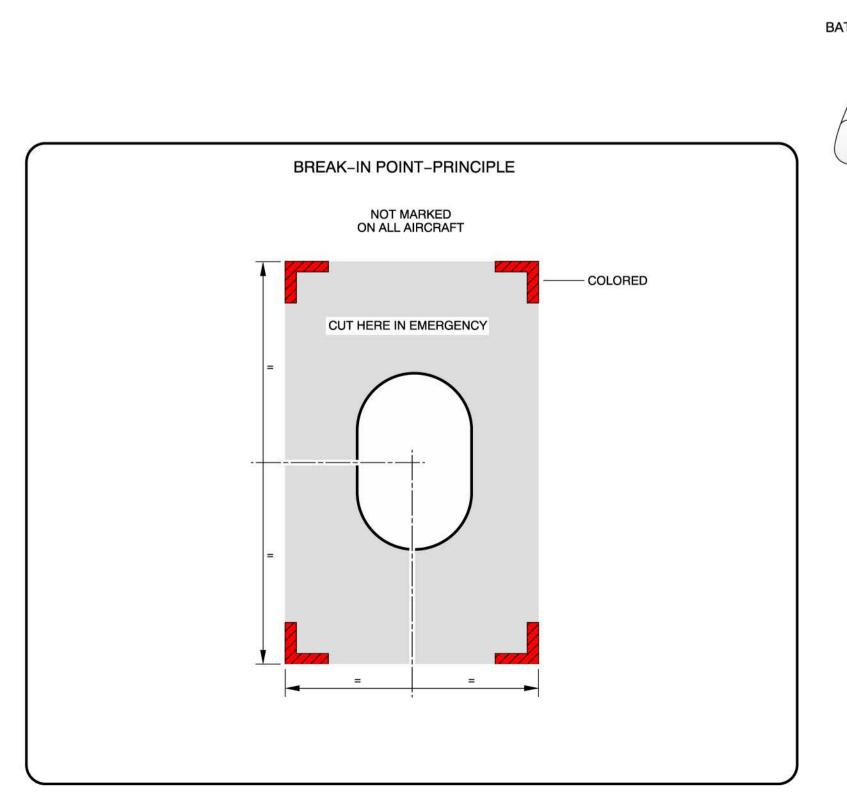
#### (B) ATTACH THE HYDRAULIC AUXILIARY-PUMP GEARBOX TO THE HYDRAULIC AUXILIARY PUMP. CONNECT THE HANDLE (STORED ON

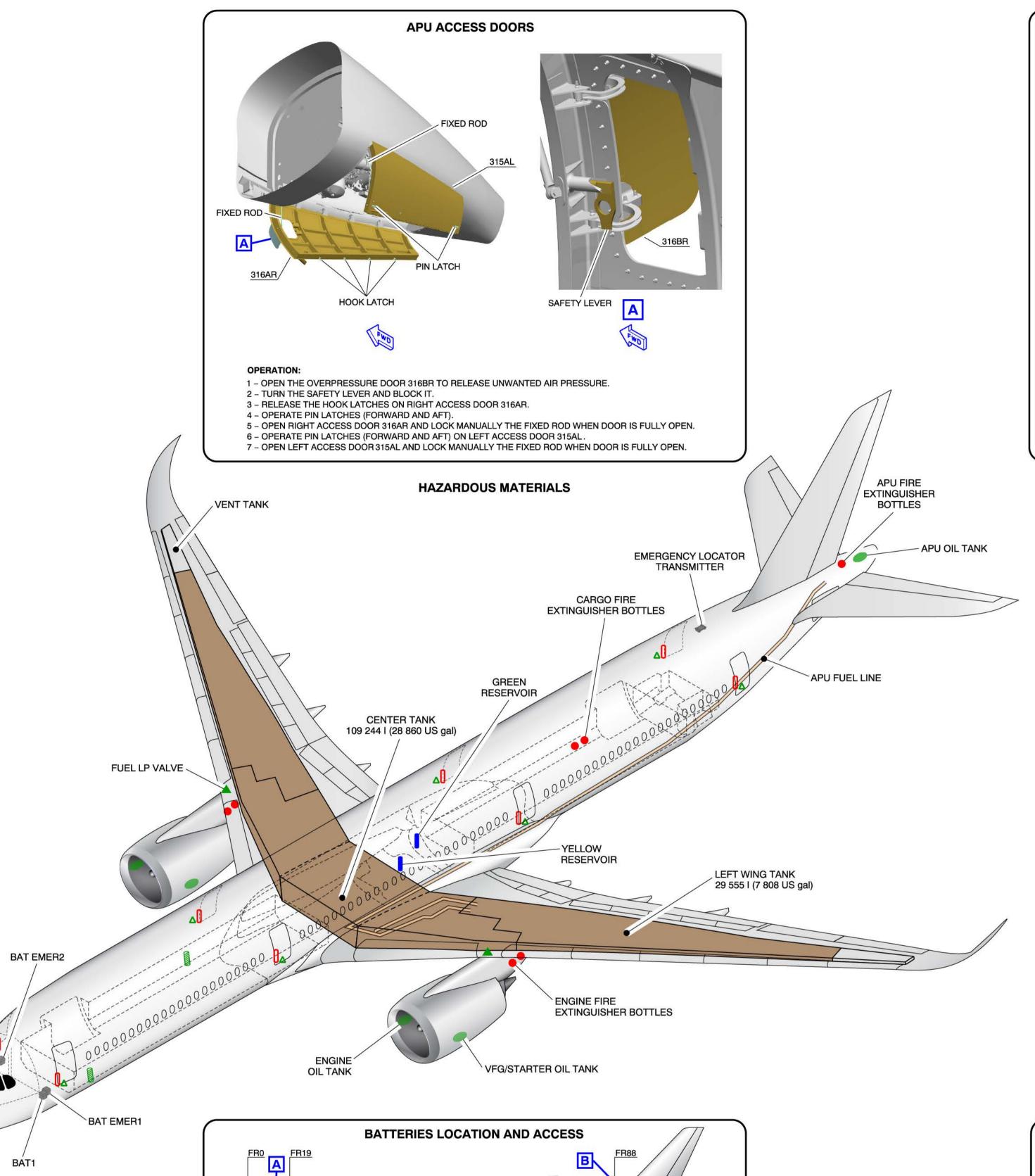
2 - ON THE YELLOW GROUND SERVICE-PANEL, DO STEP (A) OR (B):

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

- 194KB) AND THE EXTENSION HANDLE (STORED ON 197LB) WITH THE HYDRAULIC AUXILIARY-PUMP GEARBOX.
- (AT NOT MORE THAN 100 RPM).
- 5 RELEASE THE MANUAL OPERATING DEVICE. 6 - STOP THE OPERATION OF THE HYDRAULIC AUXILIARY PUMP.
- COMES ON (CARGO DOOR FULLY OPEN AND LOCKED).
- 3 OPERATE THE HYDRAULIC AUXILIARY-PUMP GEARBOX
- 4 TURN THE MANUAL OPERATING DEVICE TO THE "OPEN" POSITION (CLOCKWISE) AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT
- HANDLE TO THE "UNLOCKED" POSITION (OUT AND UP).
- 2 QUICKLY AND FULLY PULL THE LATCH HANDLE DOWN WITH A CONTINUOUS MOVEMENT (OUT AND DOWN).
- 3 MAKE SURE THAT THE INDICATOR FLAG COMES OUT AND YOU CAN SEE THE RED INDICATION THROUGH THE EIGHT INDICATOR WINDOWS.
- 4 PUSH THE TOGGLE SWITCH ON THE DOOR OPERATION PANEL TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON (CARGO DOOR
- FULLY OPEN AND LOCKED). 5 - RELEASE THE TOGGLE SWITCH.







ACCESS VIA FWD
CARGO COMPARTMENT DOOR

THE BATTERY CASE AND THE EXHAUST SYSTEM CAN CONTAIN AND ISOLATE AN INTERNAL BATTERY EVENT. IF THERE IS A BATTERY CELL VENTING EVENT, THE GASES WILL BE RELEASED OUT OF THE AIRCRAFT THROUGH A PIPE CONNECTED TO THE AIRCRAFT SKIN AND CLOSED BY A BURST DISK. WHEN A CELL VENTING EVENT OCCURS, THE GROUND PERSONNEL

MUST STAY AWAY FROM THE E/E BAY AND THE EXHAUSTED GASES. YOU MUST NOT DISCONNECT THE POWER CONNECTOR

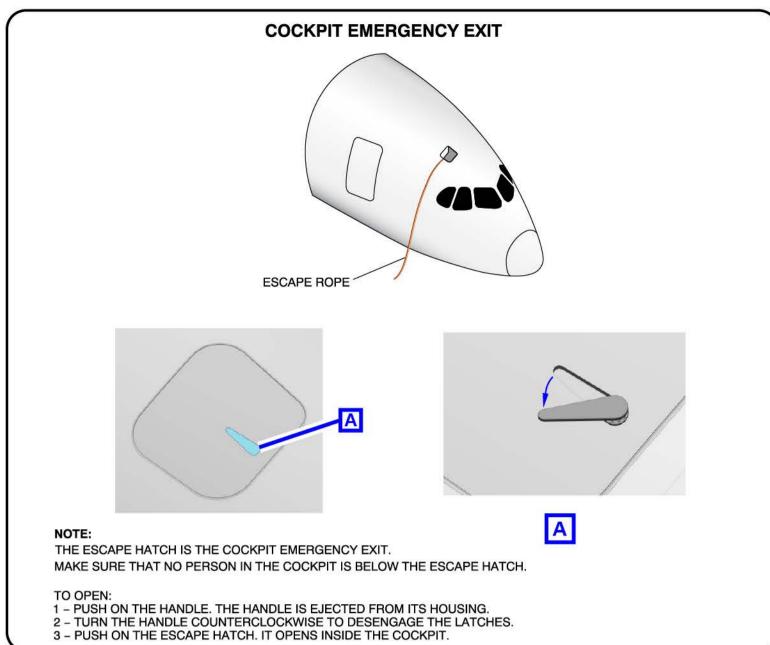
OR CUT OFF THE BATTERY POWER WIRES TO DISCONNECT THE BATTERIES FROM THE ELECTRICAL NETWORK.

ACCESS VIA

ACCESS DOOR 81

BAT EMER 2

**ELT ANTENNA** 



CREW OXYGEN BOTTLES

HYDRAULIC RESERVOIR

PORTABLE FIRE EXTINGUISHER BOTTLES

△ NITROGEN BOTTLES

- FUEL



# Aircraft Rescue and Fire Fighting Chart ARFC

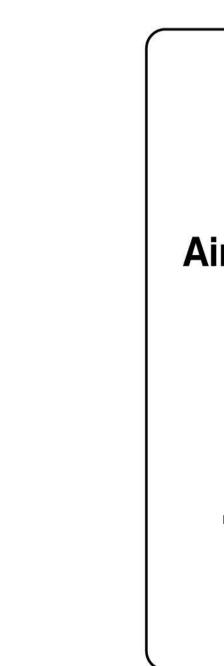
THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-1000 STANDARD VERSION.
THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS. FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE "AIRCRAFT CHARACTERISTICS - AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

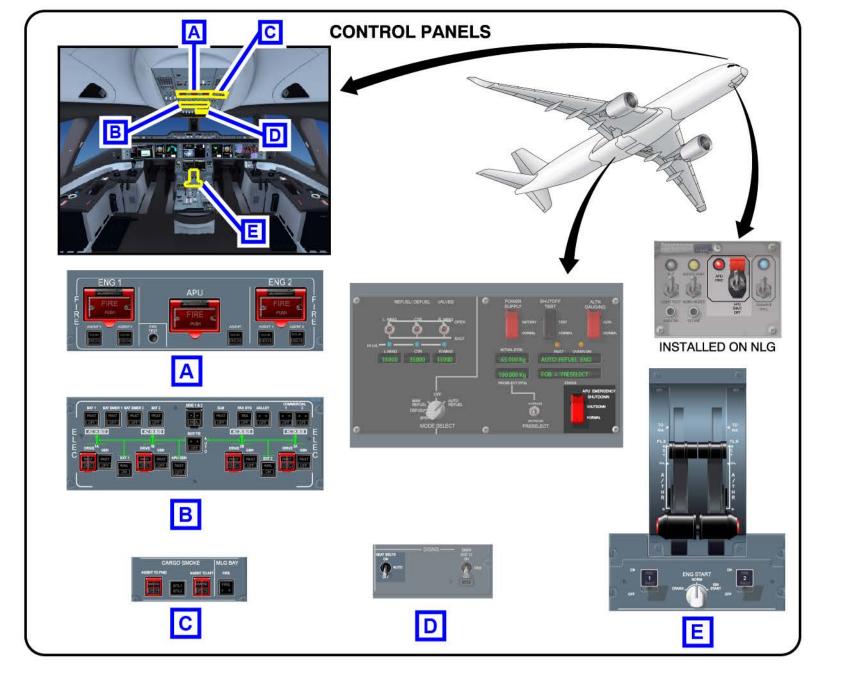
ISSUED BY:

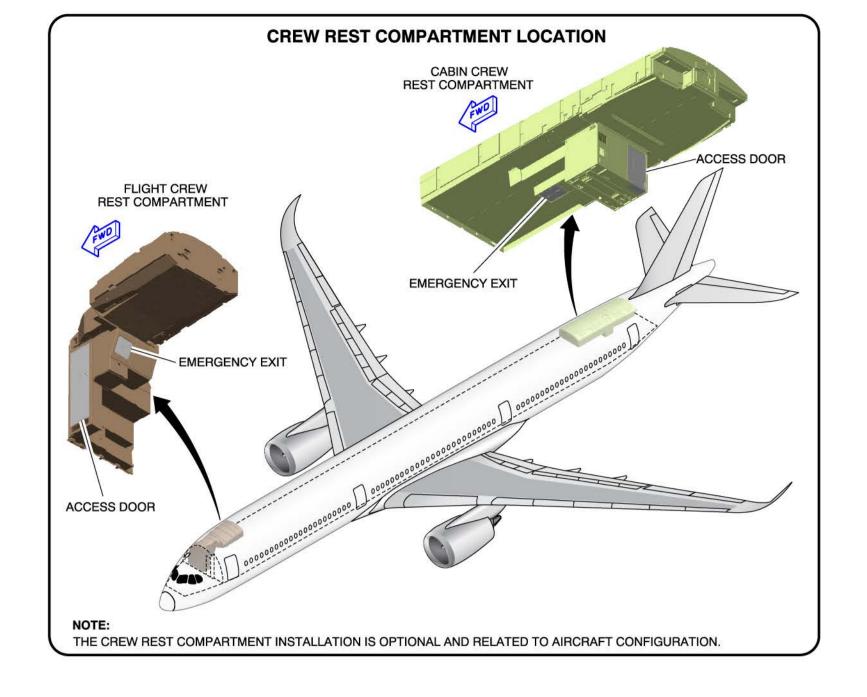
AIRBUS S.A.S CUSTOMER SERVICES TECHNICAL DATA SUPPORT AND SERVICES 31707 BLAGNAC CEDEX

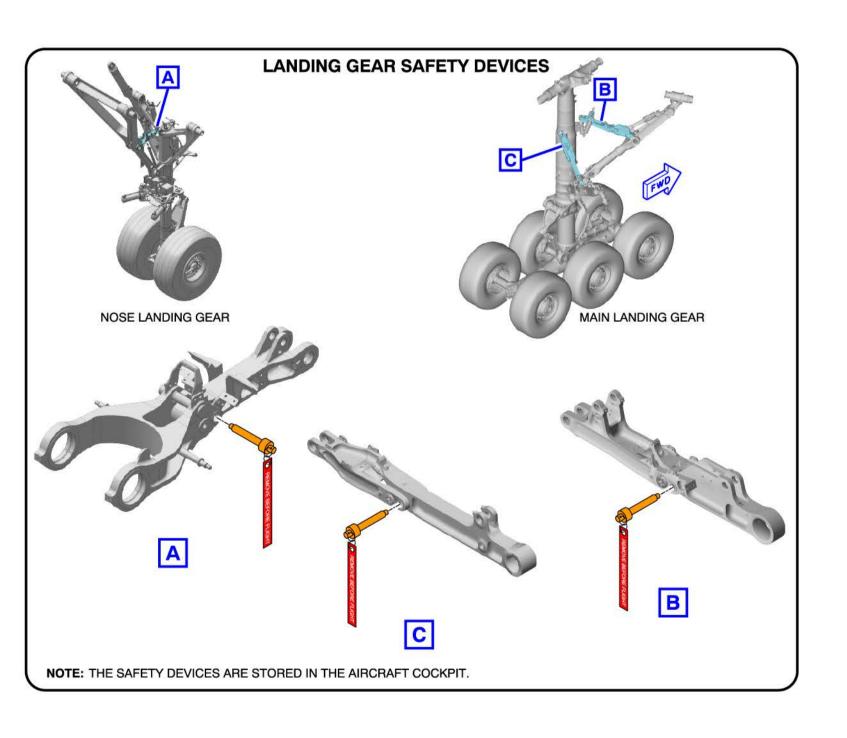
REVISION DATE: JUNE 2018 REFERENCE : P\_RF\_000000\_1\_A3501000

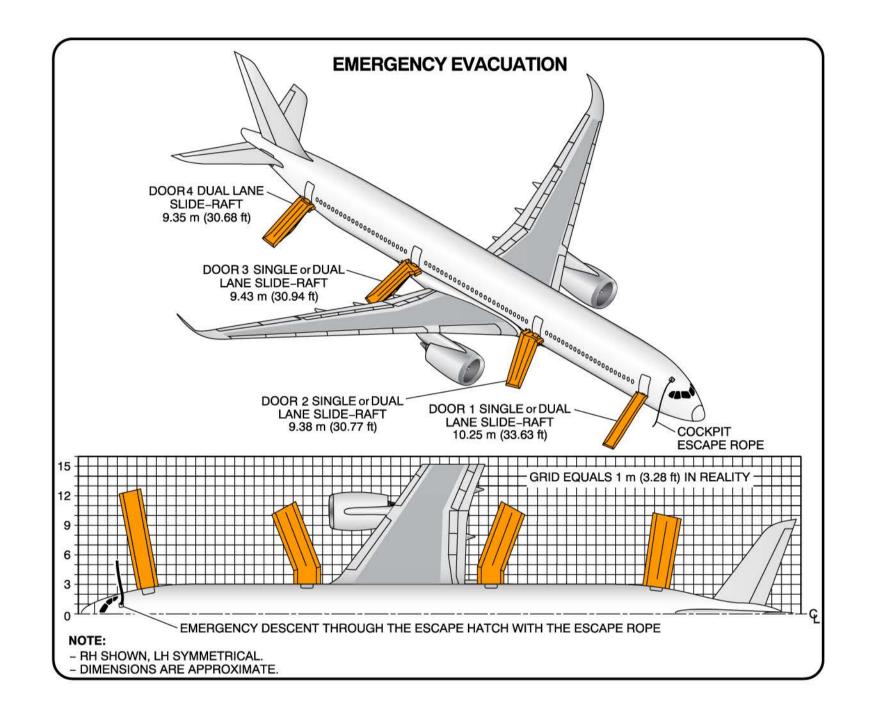
© AIRBUS S.A.S. 2012 . All rights reserved.

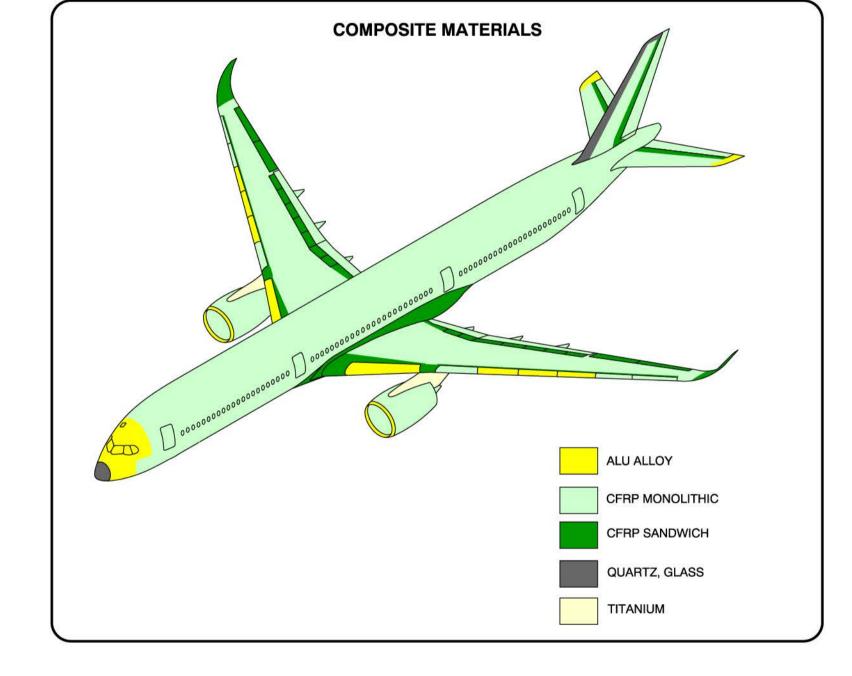












**GROUND CLEARANCES** 

DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

CONFIGURATION AFT CG (40%)

160 000 kg (352 739 lb)

NOTE: PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED

FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

CONFIGURATION AFT CG (40%)

160 000 kg

(352 739 lb)

160 000 kg

(352 739 lb)

CONFIGURATION AFT CG (40%)

# 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:

C) DO NOT USE FANS OR BLOWERS.

- 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.
- B) 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.

