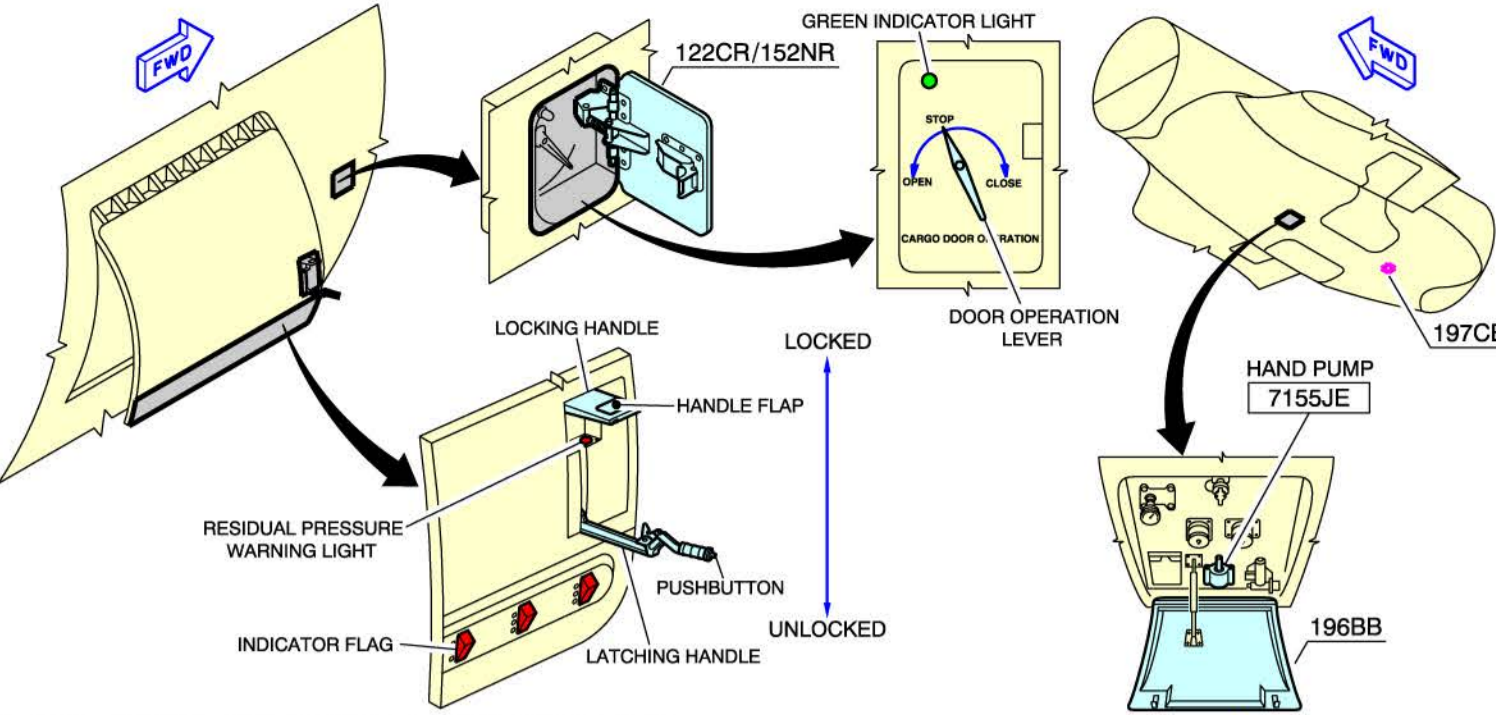


FWD AND AFT CARGO COMPARTMENT DOORS CONTROLS



WARNING: ENSURE THAT ALL PERSONNEL AND EQUIPMENT ARE CLEAR OF MAIN CARGO DOOR AREA.

WARNING: DO NOT OPEN THE CARGO DOOR IF THE RESIDUAL PRESSURE WARNING LIGHT IS FLASHING.

NORMAL OPERATION:

- 1 - PUSH THE HANDLE FLAP IN AND PULL THE LOCKING HANDLE TO THE 'UNLOCKED' POSITION. ALL INDICATOR FLAGS ARE OUT.
- 2 - PRESS THE PUSHBUTTON ON THE TOP OF THE LATCHING HANDLE AND PULL IT TO THE 'UNLOCKED' POSITION.
- 3 - OPEN THE DOOR OPERATION LEVER ACCESS DOOR 122CR/152NR.
- 4 - MOVE THE DOOR OPERATION LEVER TO THE 'OPEN' POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPENED AND LOCKED)
- 5 - RELEASE THE DOOR OPERATION LEVER.

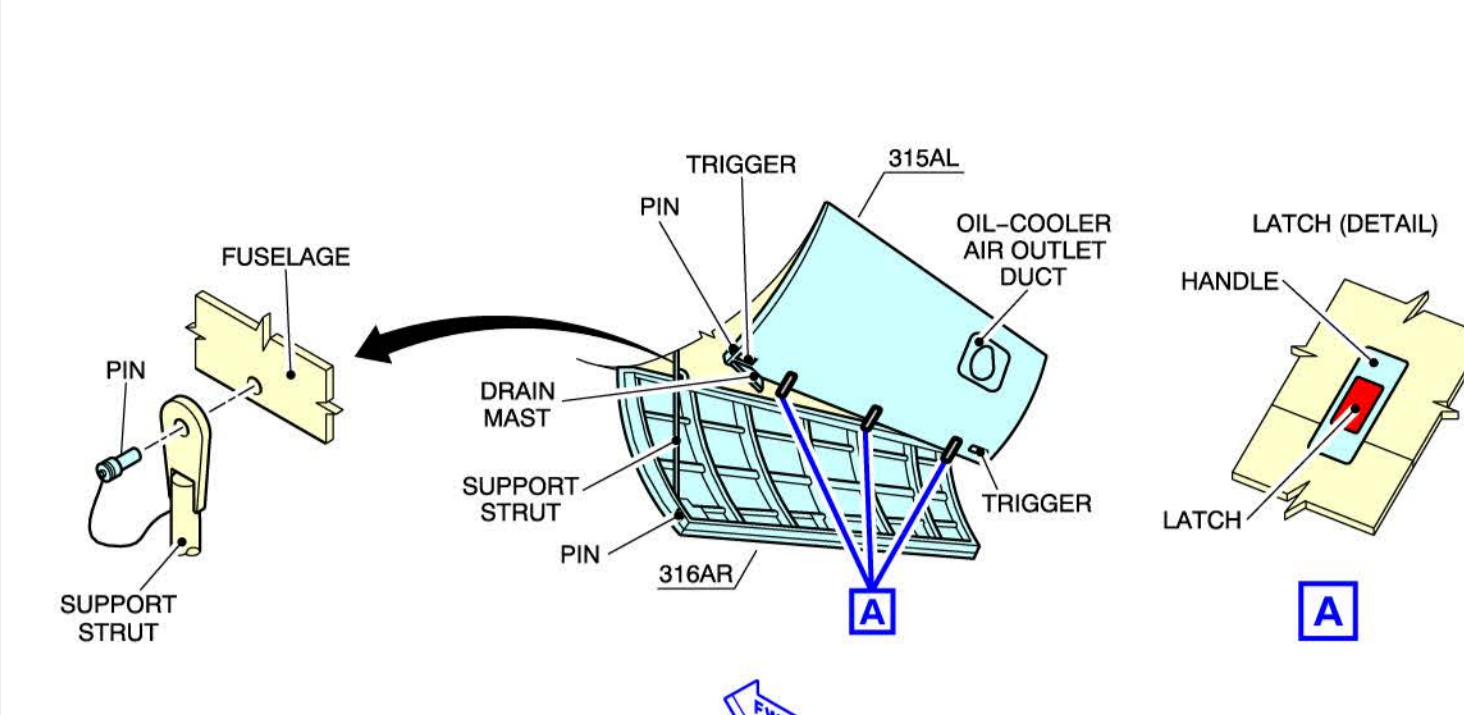
NOTE: THE LEVER GOES AUTOMATICALLY TO THE 'STOP' POSITION. IF NOT, MOVE IT MANUALLY.

MANUAL OPERATION:

NOTE: TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.

- 1 - DO THE OPERATIONS 1 TO 3 AS FOR 'NORMAL OPERATION'. 'UNLOCKED' POSITION. ALL INDICATOR FLAGS ARE OUT.
- 2 - MOVE THE DOOR OPERATION LEVER TO THE 'OPEN' POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE GREEN AND YELLOW GROUND SERVICE PANEL ACCESS DOORS 197CB AND 198BB.
- 4 - REMOVE THE HAND PUMP LEVER FROM GREEN GROUND SERVICE PANEL.
- 5 - ON THE YELLOW GROUND SERVICE PANEL, INSTALL THE HAND PUMP LEVER ON THE HAND PUMP 7155JE AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPEN. (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER).

APU ACCESS DOOR



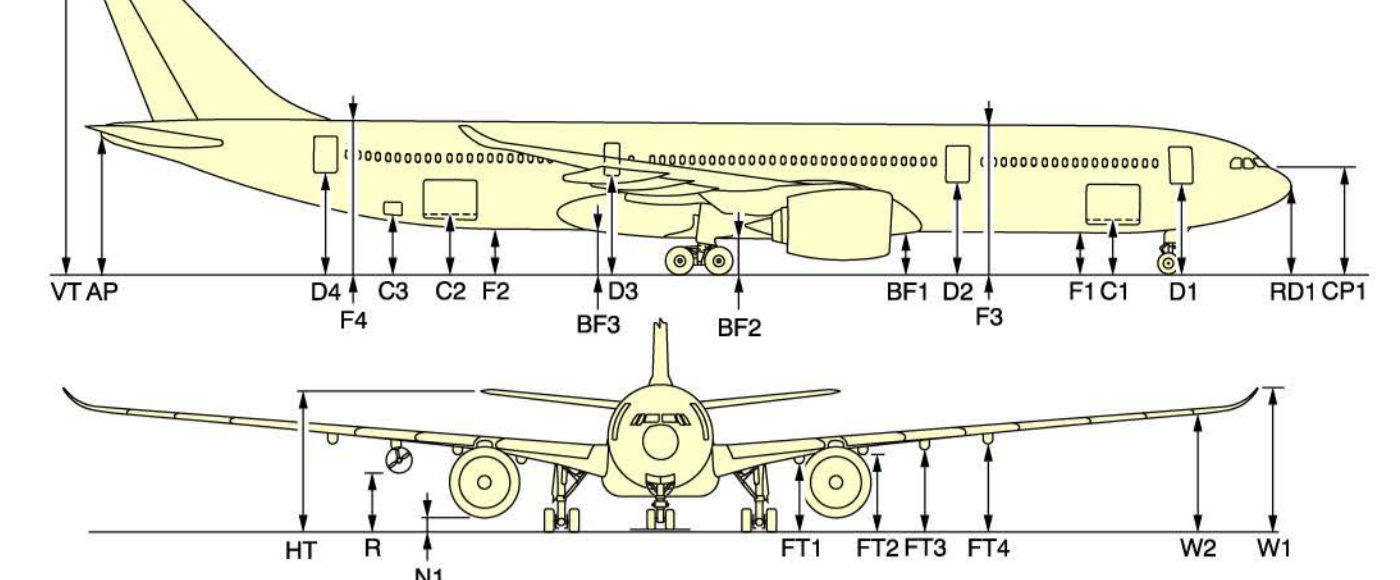
315AL OPERATION:

- 1 - OPERATE THE TRIGGERS.
- 2 - RELEASE THE LATCHES AND PULL THE HANDLES.
- 3 - REMOVE THE SUPPORT STRUT PIN.
- 4 - PUT THE SUPPORT STRUT AGAINST FUSELAGE AND LOCK THE DOOR IN THE OPEN POSITION WITH THE PIN.

316AR OPERATION:

- 1 - OPERATE THE TRIGGERS.
- 2 - LOCK THE DOOR IN OPEN POSITION WITH THE SUPPORT STRUT.

GROUND CLEARANCES



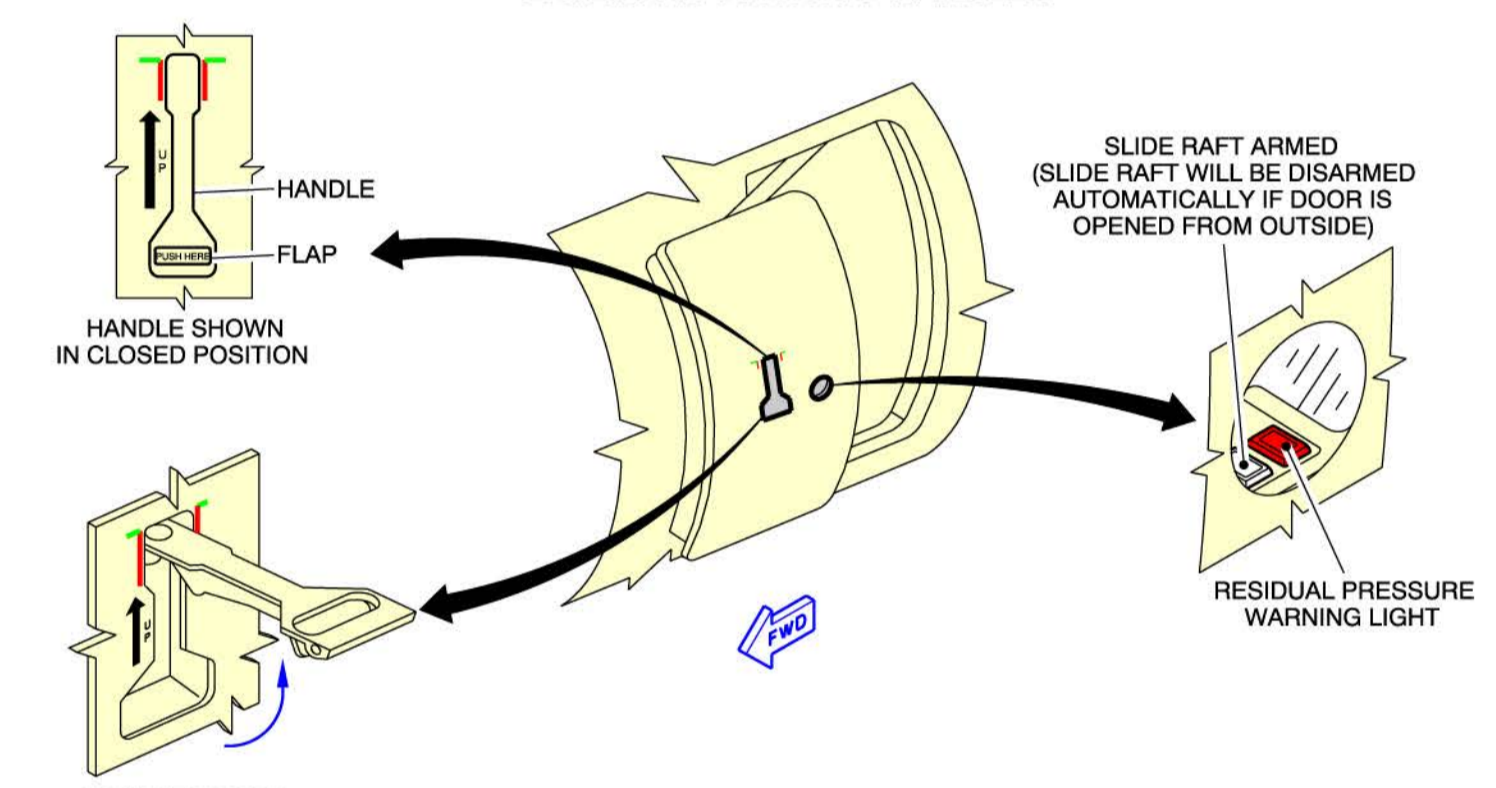
DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

A/C CONFIGURATION	140 000 kg (308 647 lb) AFT CG (40%)		
	m	ft	
DOORS	D1	4.73	15.52
	D2	4.92	16.16
	D3	5.22	17.12
	D4	5.67	18.62
ENGINE/NACELLE WITH DRAIN MAST	N1	0.85	2.78
	N1	0.82	2.69
	F1	2.16	7.08
	F2	2.66	8.72
FUSELAGE	F3	7.89	25.87
	F4	8.43	27.65
	BF1	2.30	7.56
	BF2	2.03	6.68
TAILPLANE	BF3	2.55	8.36
	CP1	5.56	18.25
	AP	7.64	25.06
	RD1	4.52	14.82

A/C CONFIGURATION	140 000 kg (308 647 lb) AFT CG (40%)		
	m	ft	
WINGS	FT1	3.91	12.82
	FT2	4.44	14.57
	FT3	4.76	15.60
	FT4	5.09	16.66
TAILPLANE	W1	7.66	25.12
	W2	6.31	20.69
TAILPLANE	R	3.57	11.71
	HT	8.22	26.97
TAILPLANE	VT	16.95	55.63

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

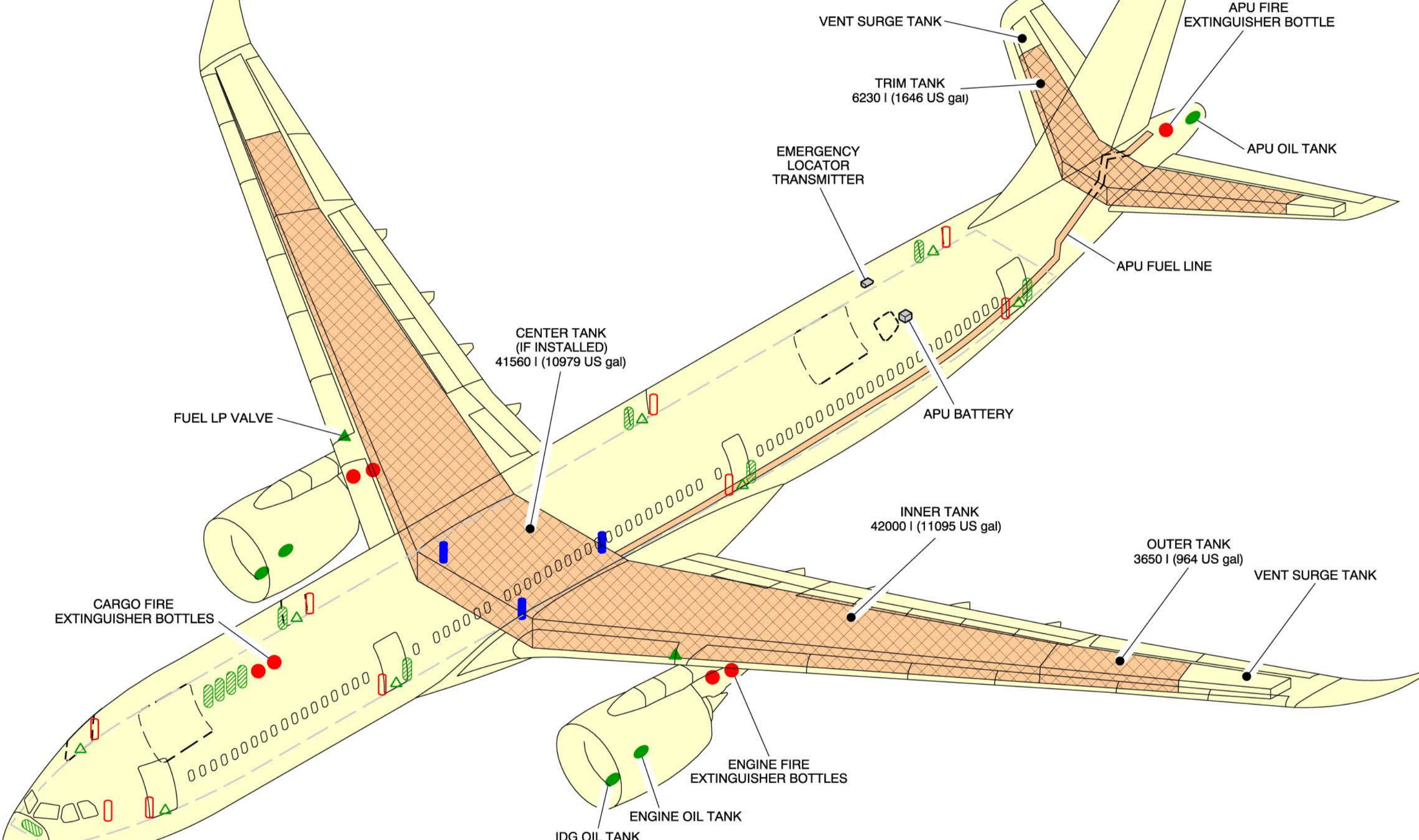
PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES



TO OPEN:

- 1 - MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHT IS OFF.
- 2 - PUSH FLAP TO HOLD HANDLE.
- 3 - LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE.
- 4 - PULL THE DOOR OUT AND MOVE IT FORWARD.

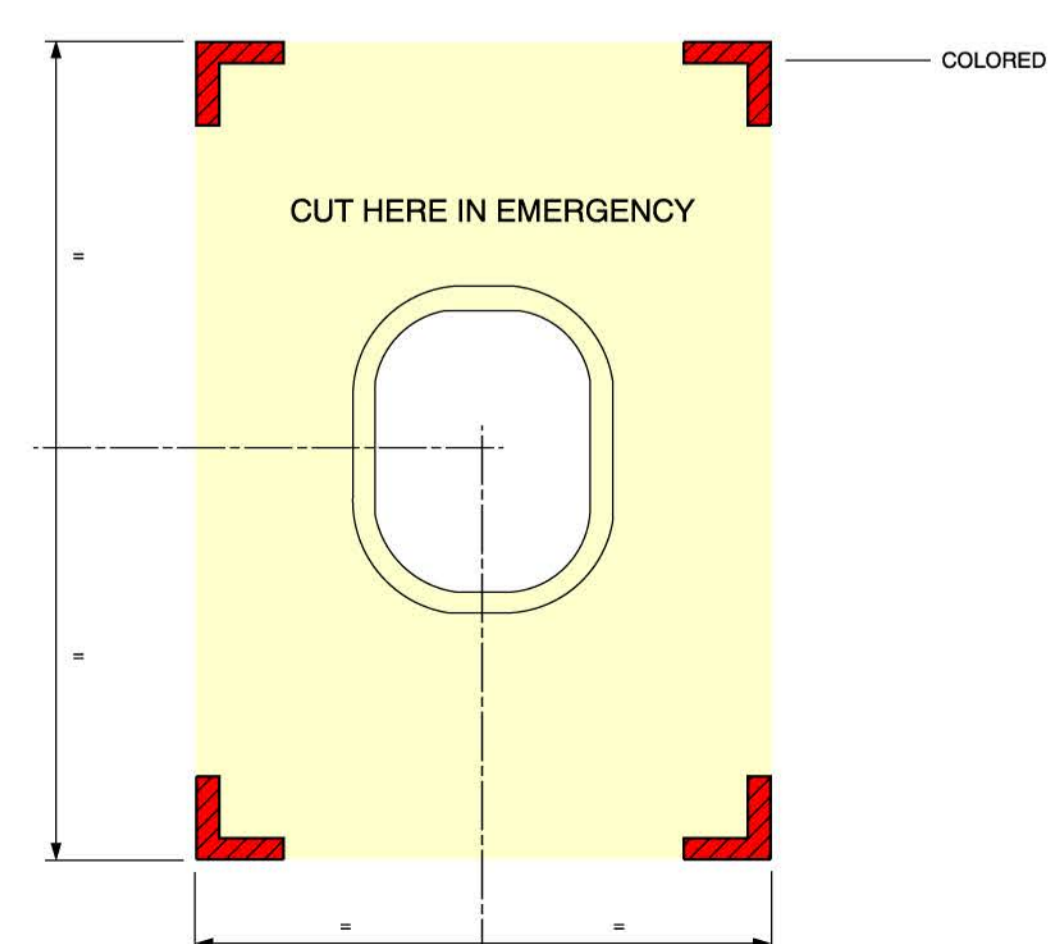
HAZARDOUS MATERIALS



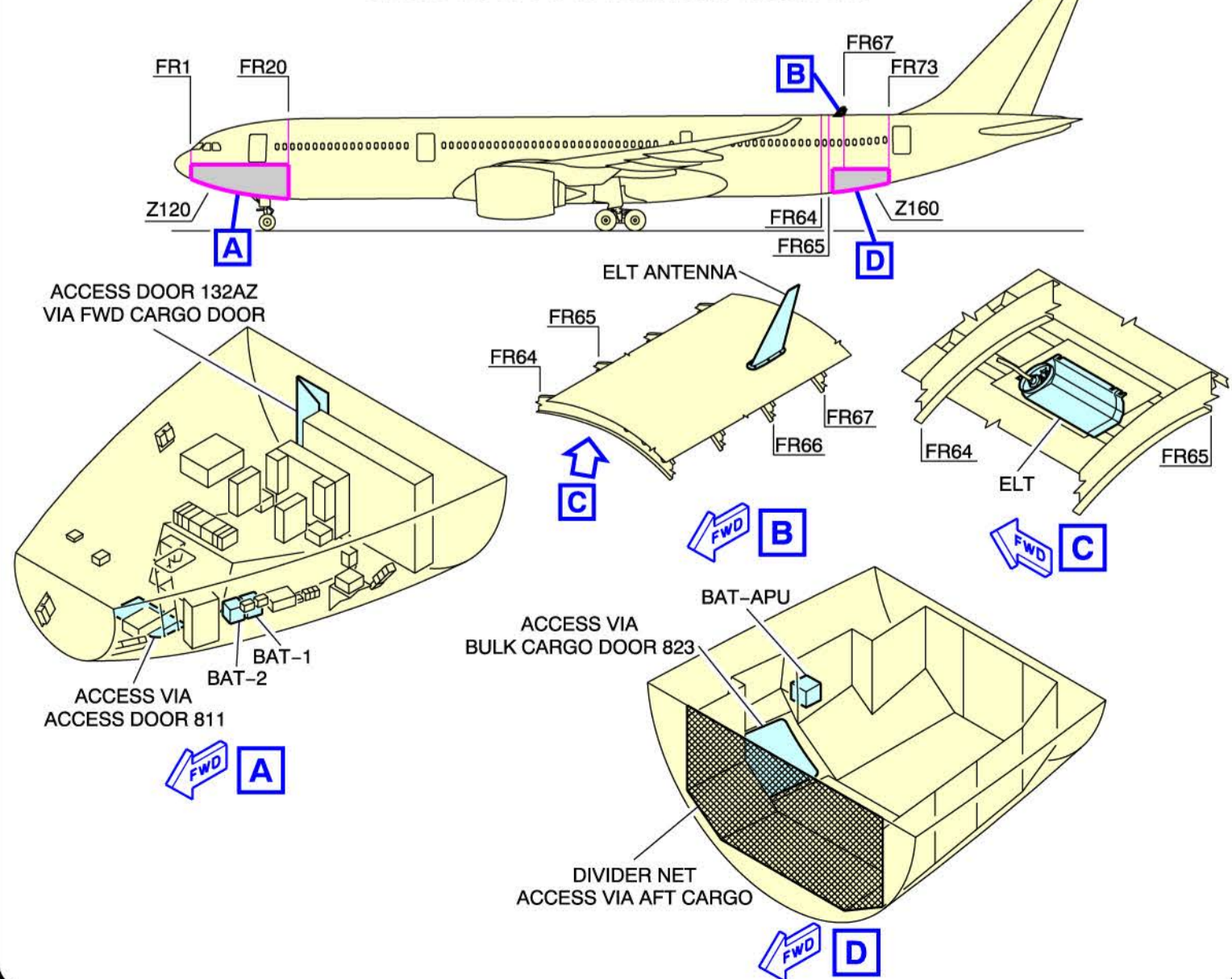
- FUEL
- PASSENGER AND CREW OXYGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLES
- NITROGEN BOTTLES
- HYDRAULIC RESERVOIRS

BREAK-IN POINT - PRINCIPLE

NOT MARKED ON ALL AIRCRAFT.



BATTERIES LOCATION AND ACCESS



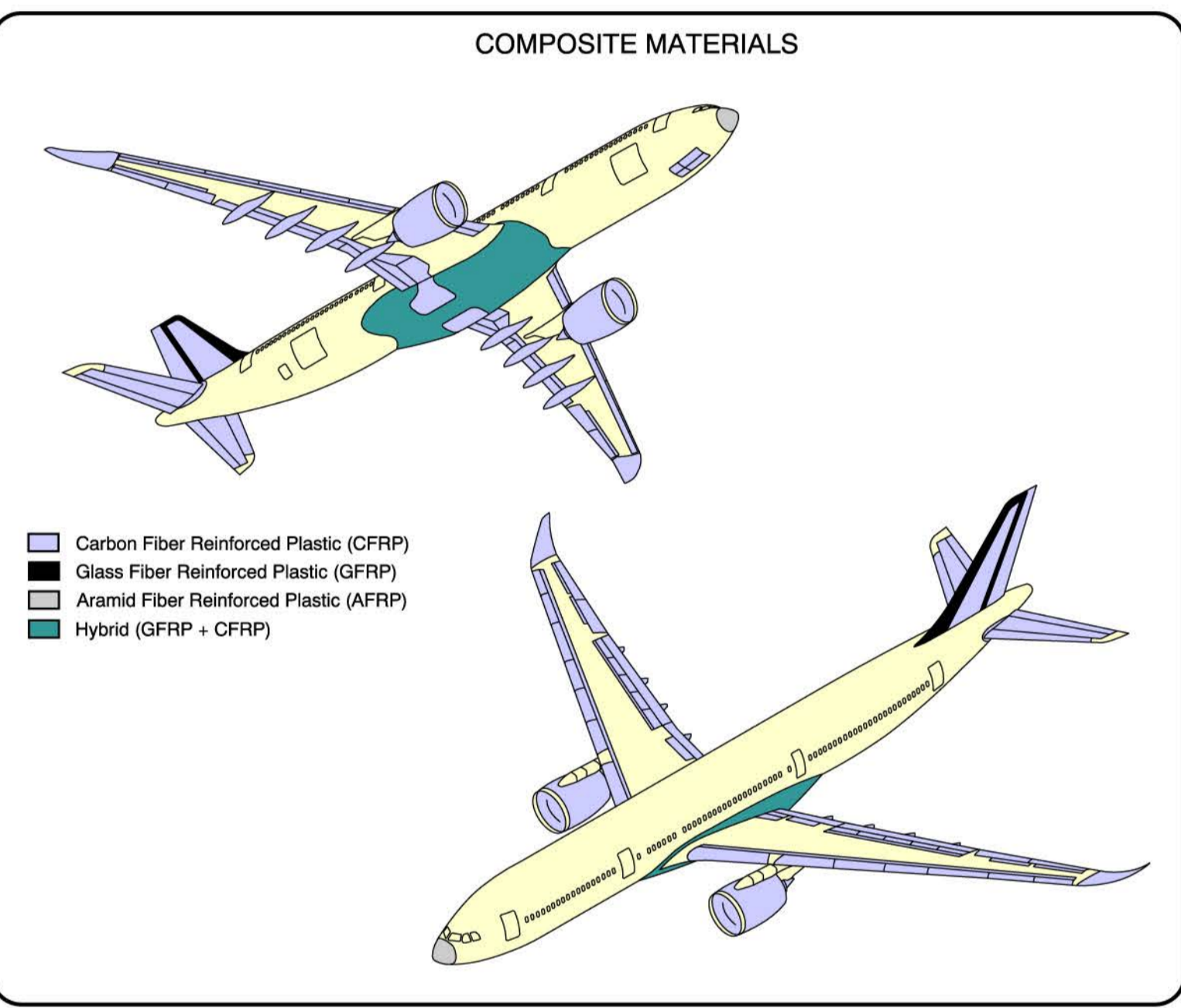
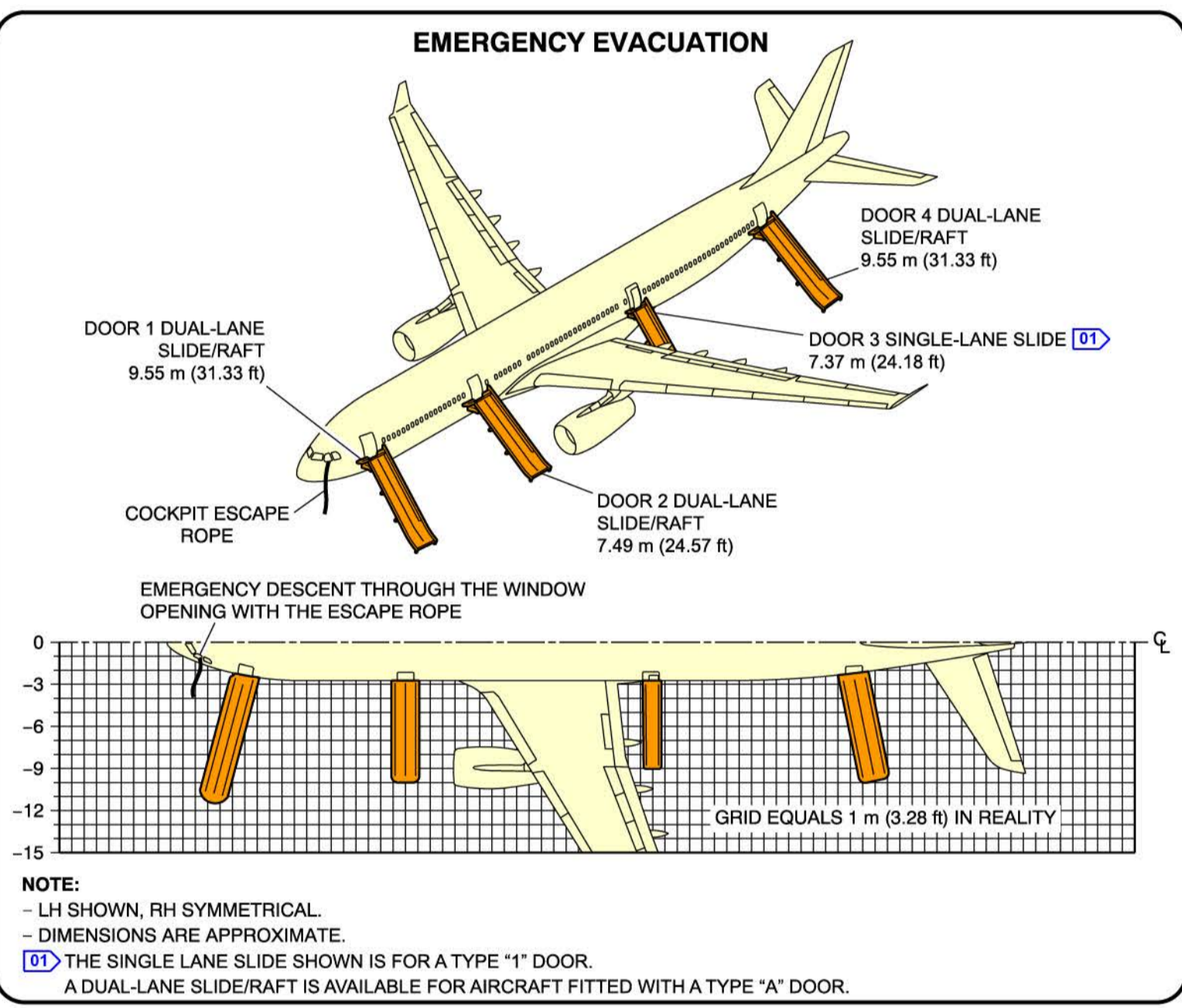
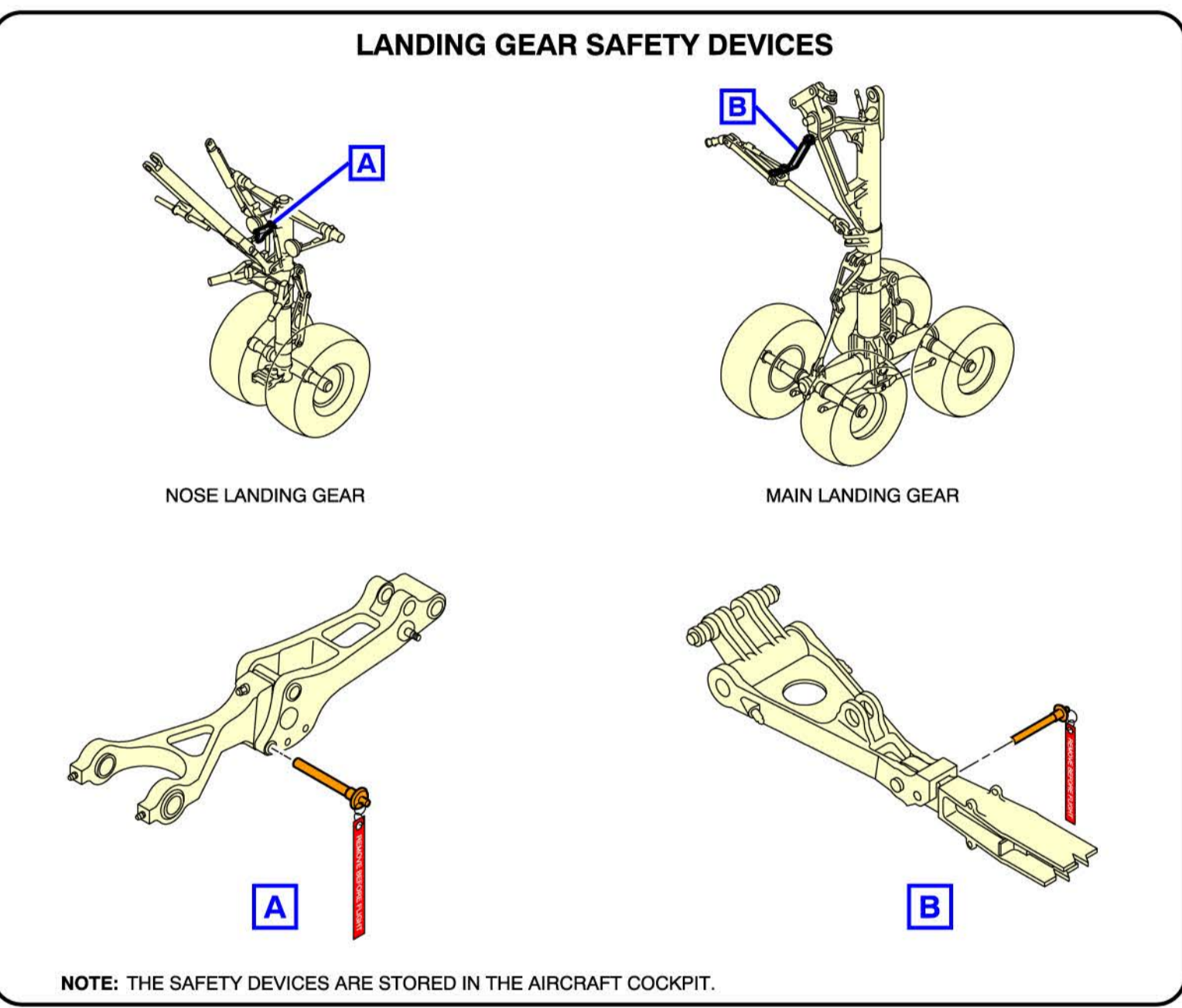
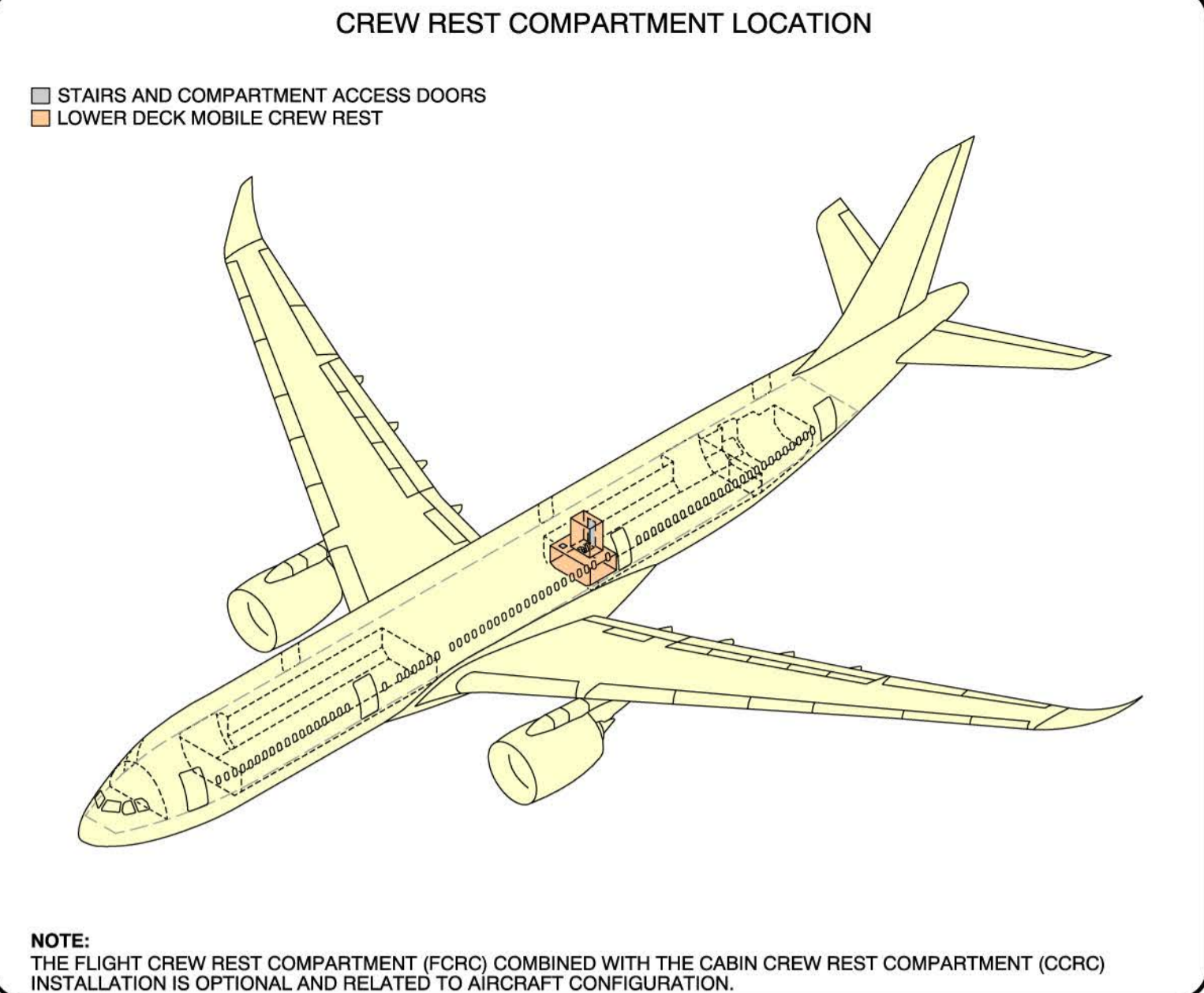
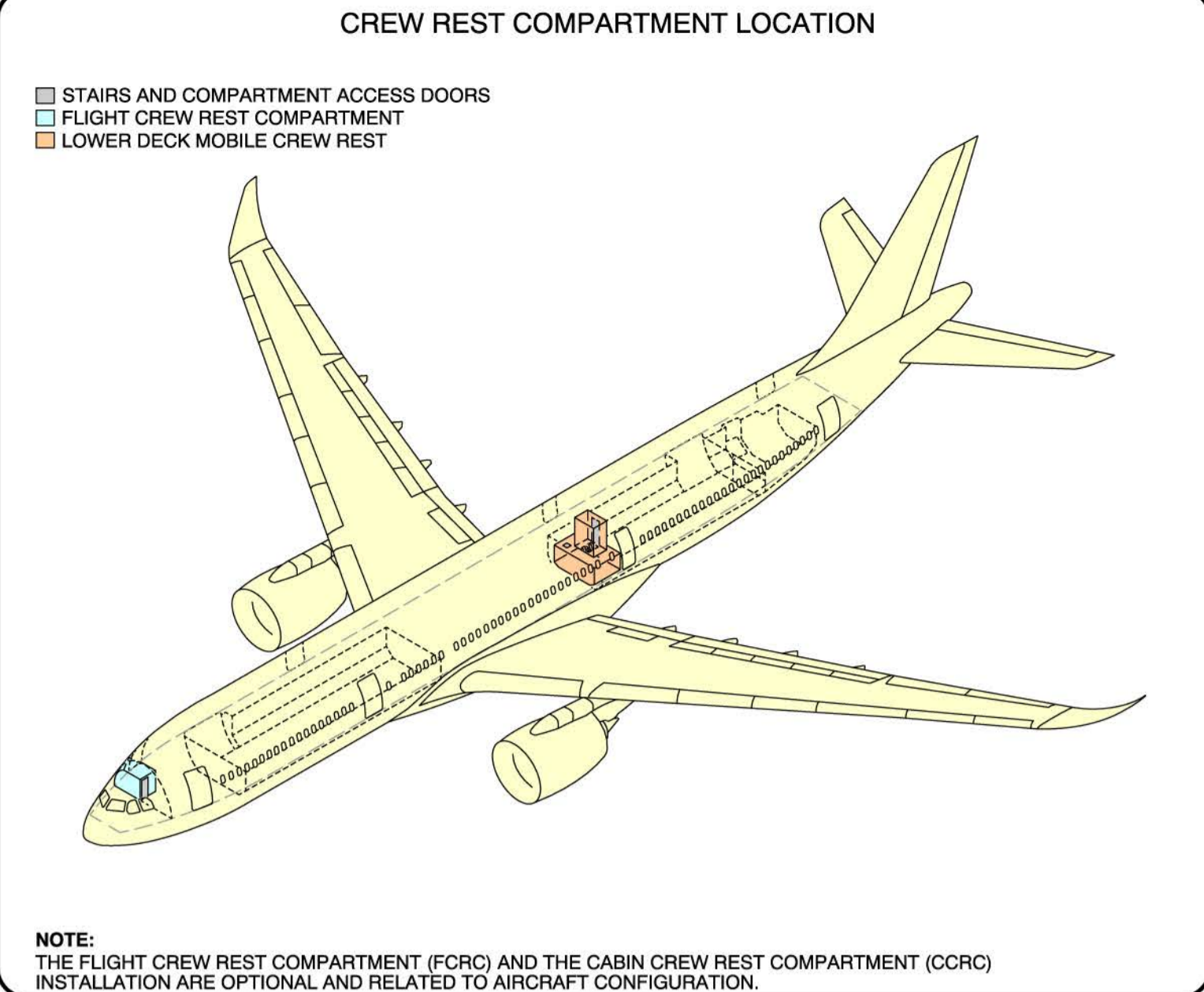
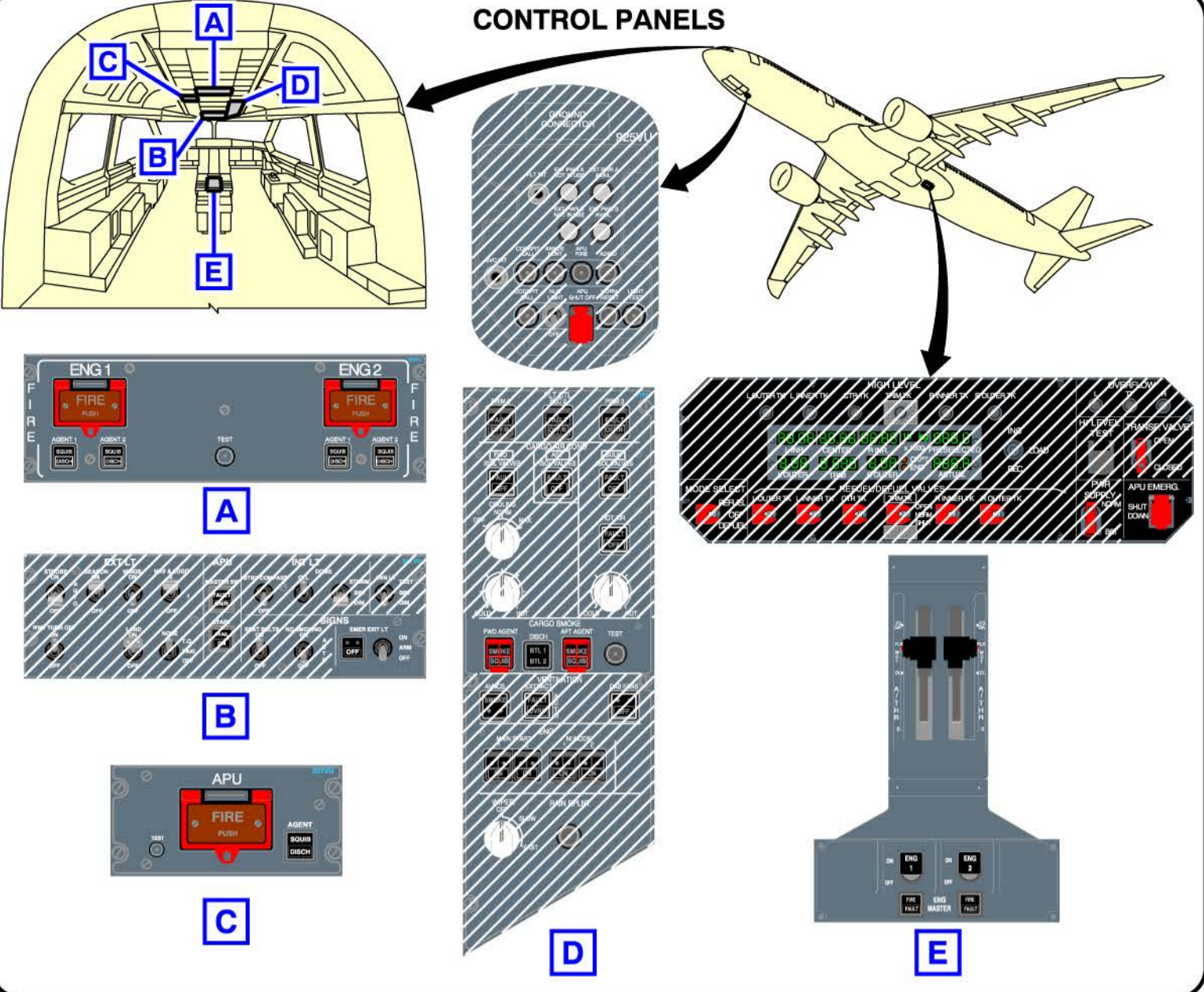
A330-800 /-900

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE: THIS CHART GIVES THE GENERAL LAYOUT OF THE A330-800 AND A330-900 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: JULY 2018
REFERENCE : F_RF_000000_1_A338090
SHEET 1/2



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.

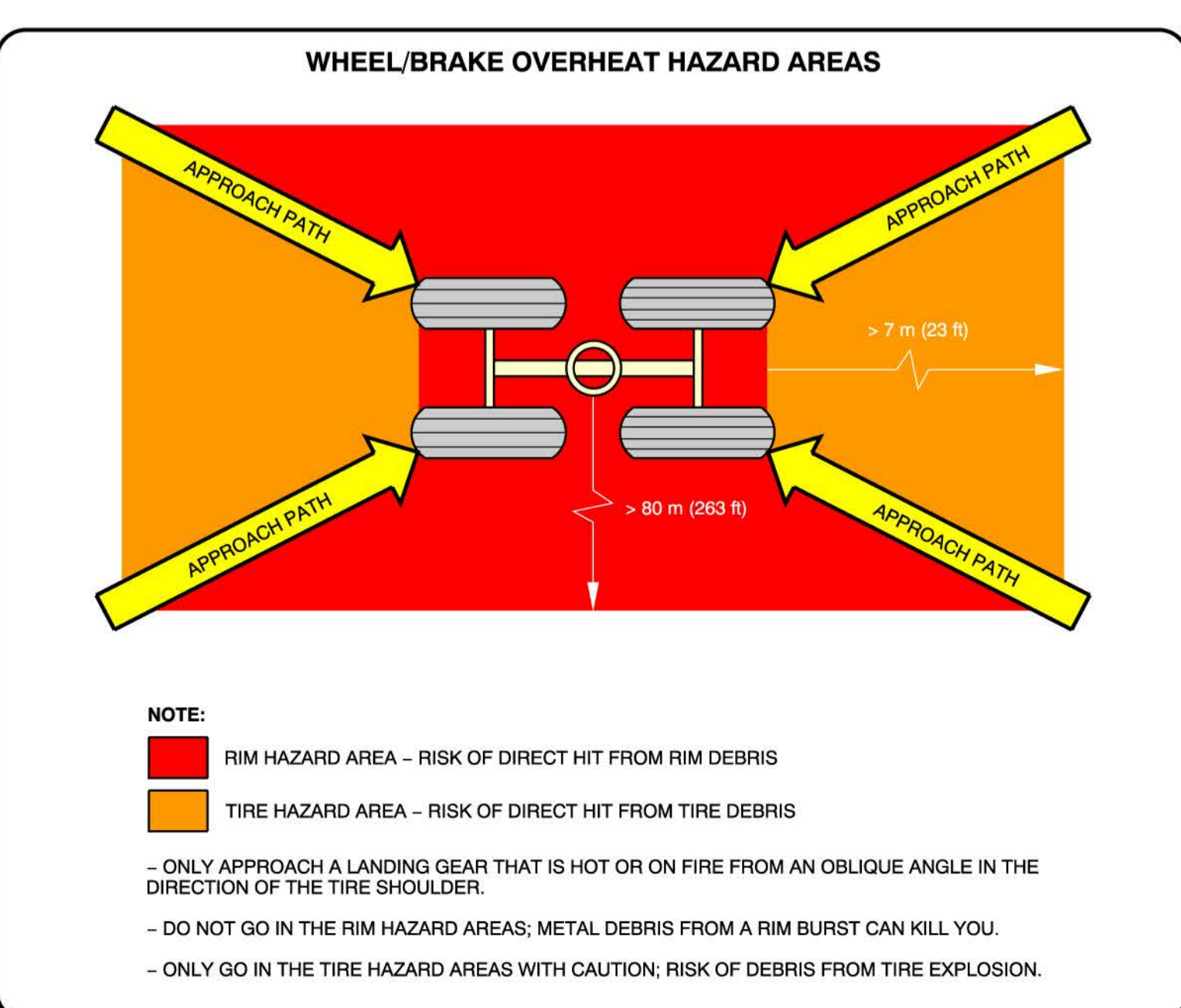
BRAKE OVERHEAT:

- 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

A330-800 /-900

Aircraft Rescue and Fire Fighting Chart ARFC

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