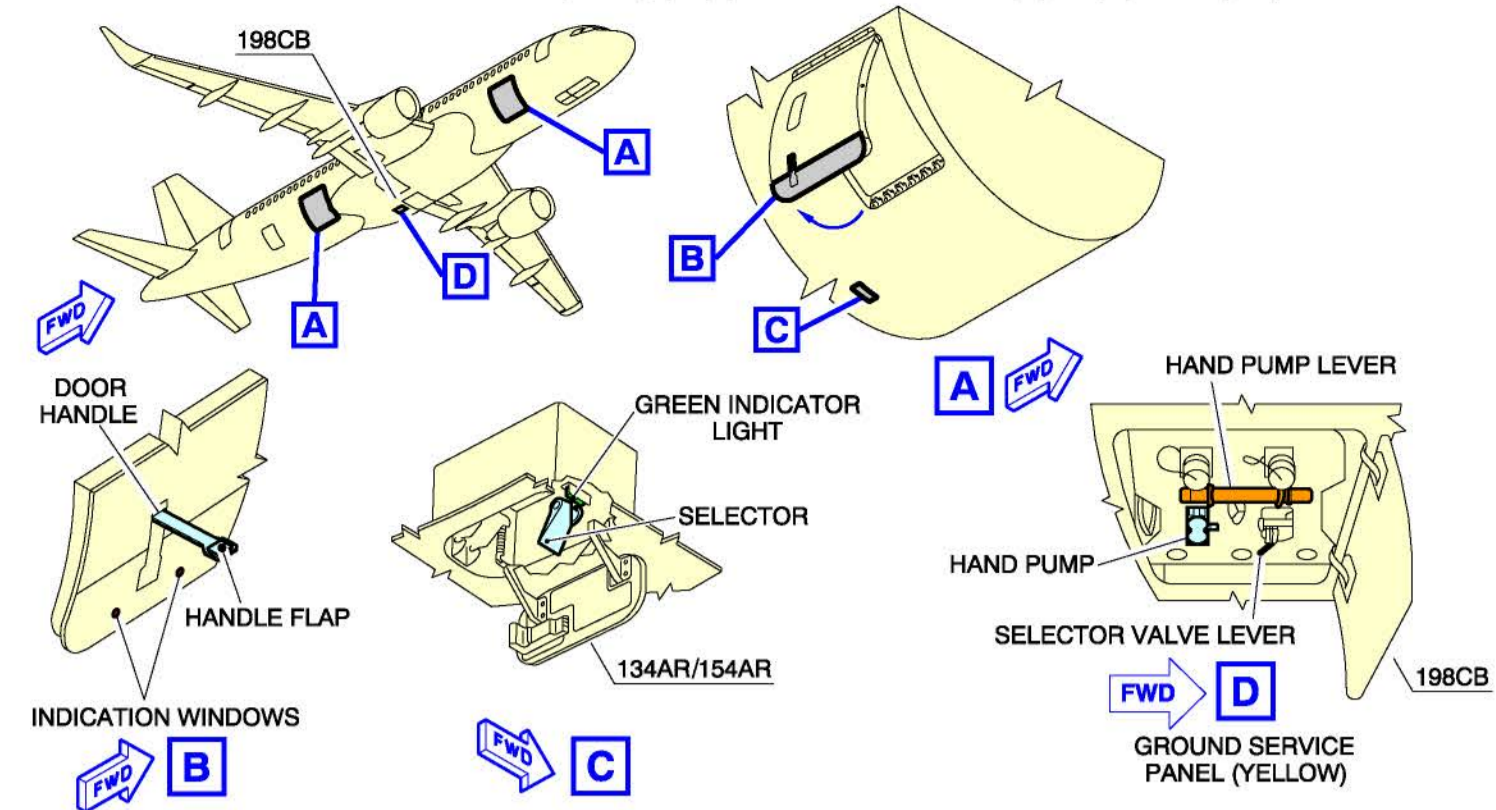


FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



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

NORMAL OPERATION:

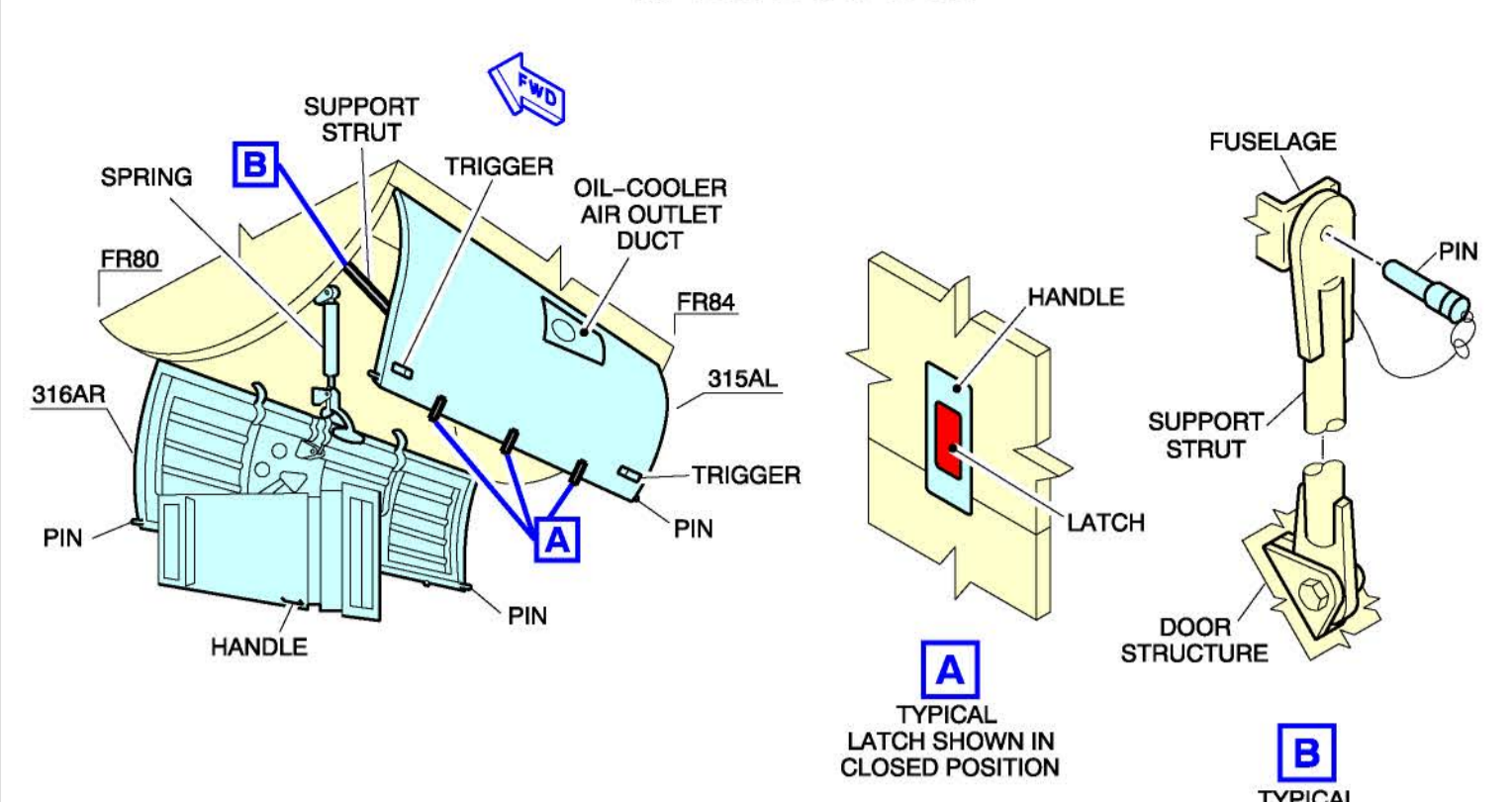
- 1 - PUSH THE HANDLE FLAP IN TO RELEASE THE DOOR HANDLE FROM THE CATCH OF THE DOOR STRUCTURE.
- 2 - PULL THE DOOR HANDLE AWAY AND UP FROM THE DOOR STRUCTURE TO THE FULLY "UNLOCKED" POSITION. YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
- 3 - OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
- 4 - MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED)
- 5 - RELEASE THE SELECTOR.

MANUAL OPERATION:

NOTE: TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.

- 1 - DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
- 2 - MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE ACCESS DOOR 198CB OF THE YELLOW GROUND SERVICE PANEL.
- 4 - SET THE LEVER OF THE ELECTRO-MANUAL SELECTOR VALVE TO THE HAND PUMP POSITION.
- 5 - INSTALL THE HAND PUMP LEVER ON THE HAND PUMP AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPENED (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER).

APU ACCESS DOOR



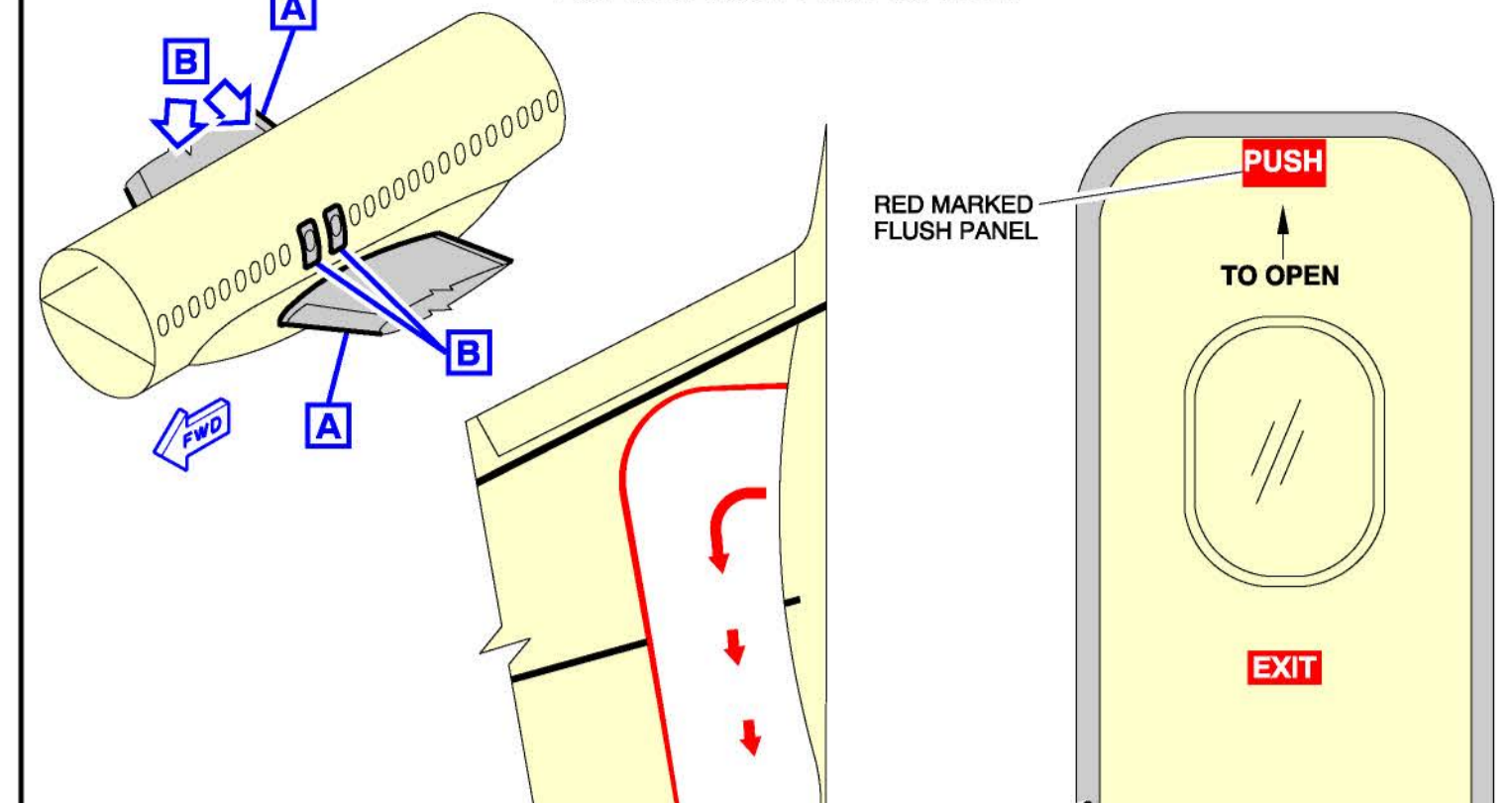
315AL OPERATION:

- 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 SUPPORT STRUT PIN.

316AR OPERATION:

- 1 - OPERATE THE TRIGGERS.
- 2 - PULL THE HANDLE TO MOVE THE ACCESS DOOR DOWN TO ITS VERTICAL POSITION.
- 3 - PUSH THE HANDLE OUTBOARD TO MOVE THE ACCESS DOOR TO ITS OVERCENTER POSITION.
- 4 - THE SPRING OF THE DOOR MECHANISM HOLDS THE DOOR IN THE FULLY OPEN POSITION.

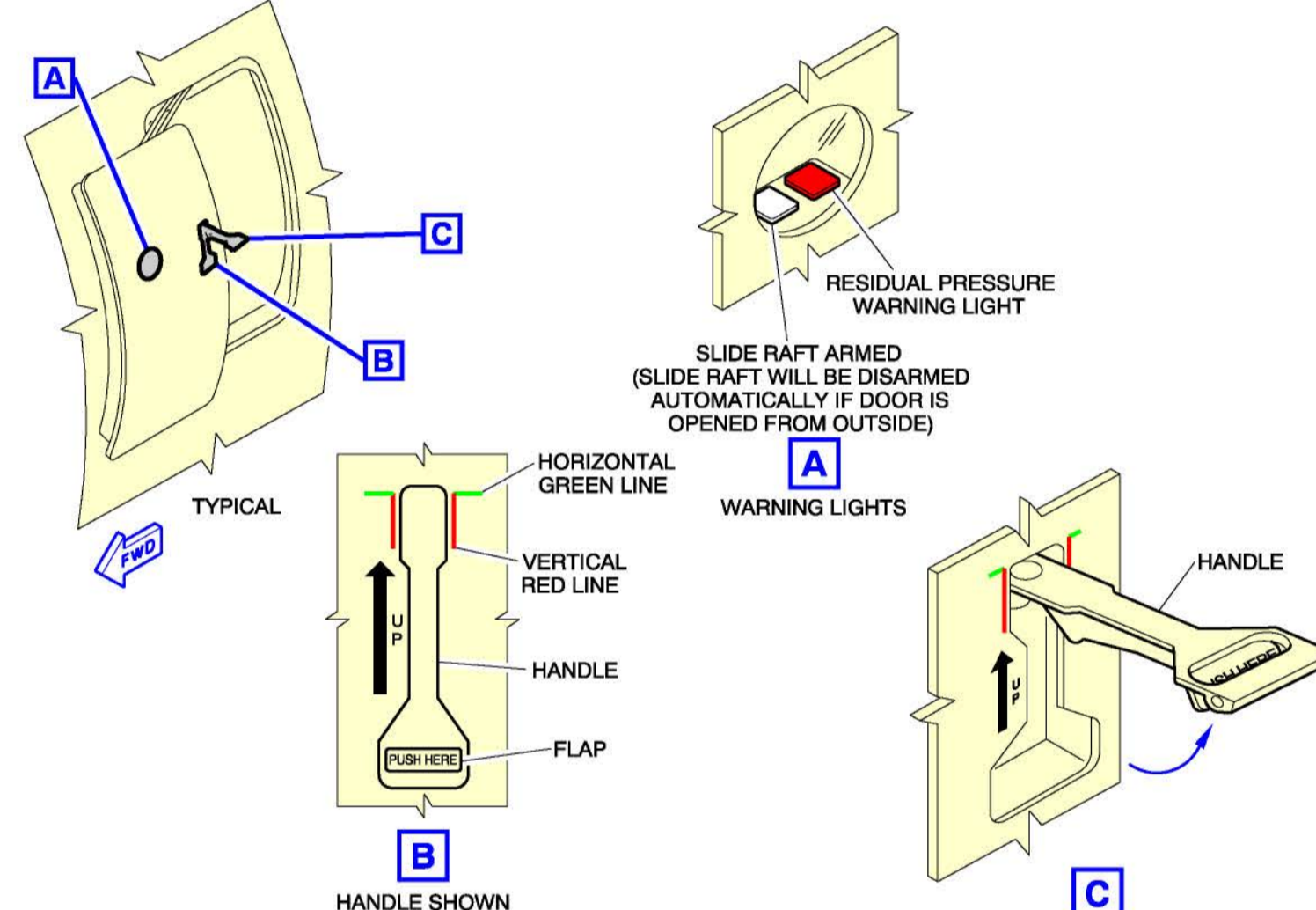
EMERGENCY EXIT HATCH



OPERATION:

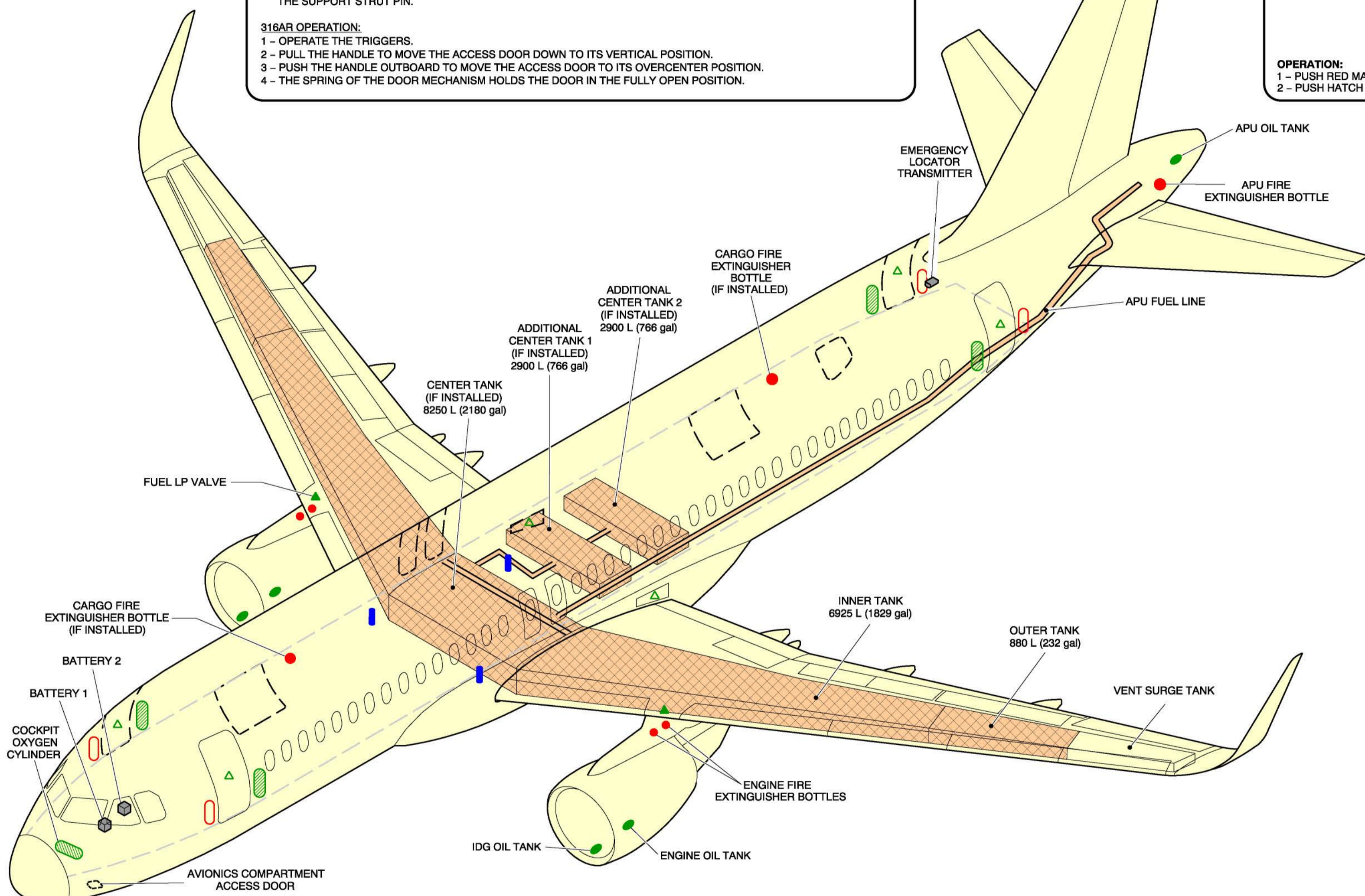
- 1 - PUSH RED MARKED FLUSH PANEL IN.
- 2 - PUSH HATCH IN AND REMOVE IT.

PASSENGER/CREW DOORS EXTERIOR CONTROL HANDLES



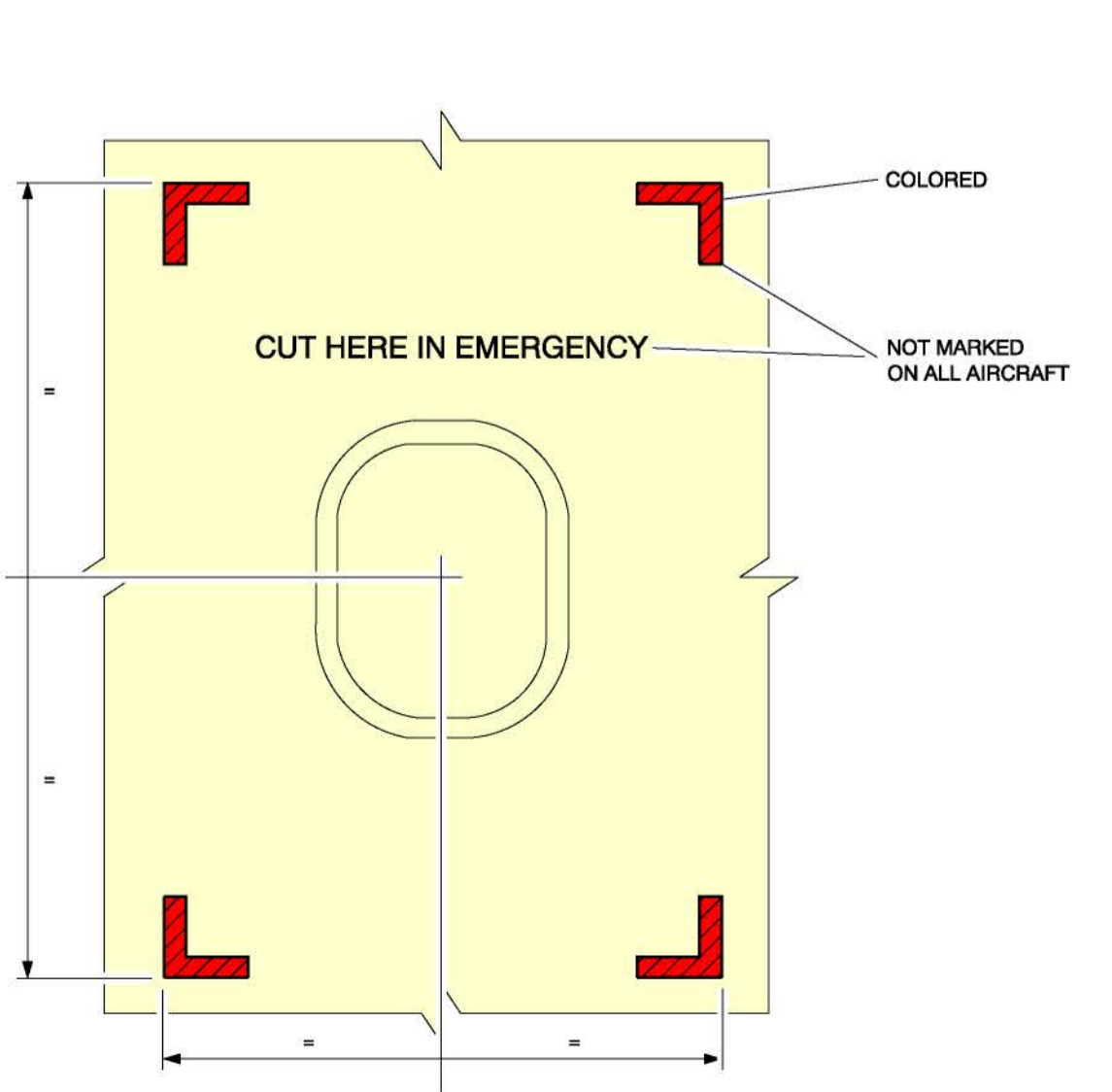
DOOR OPENING:

- 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.

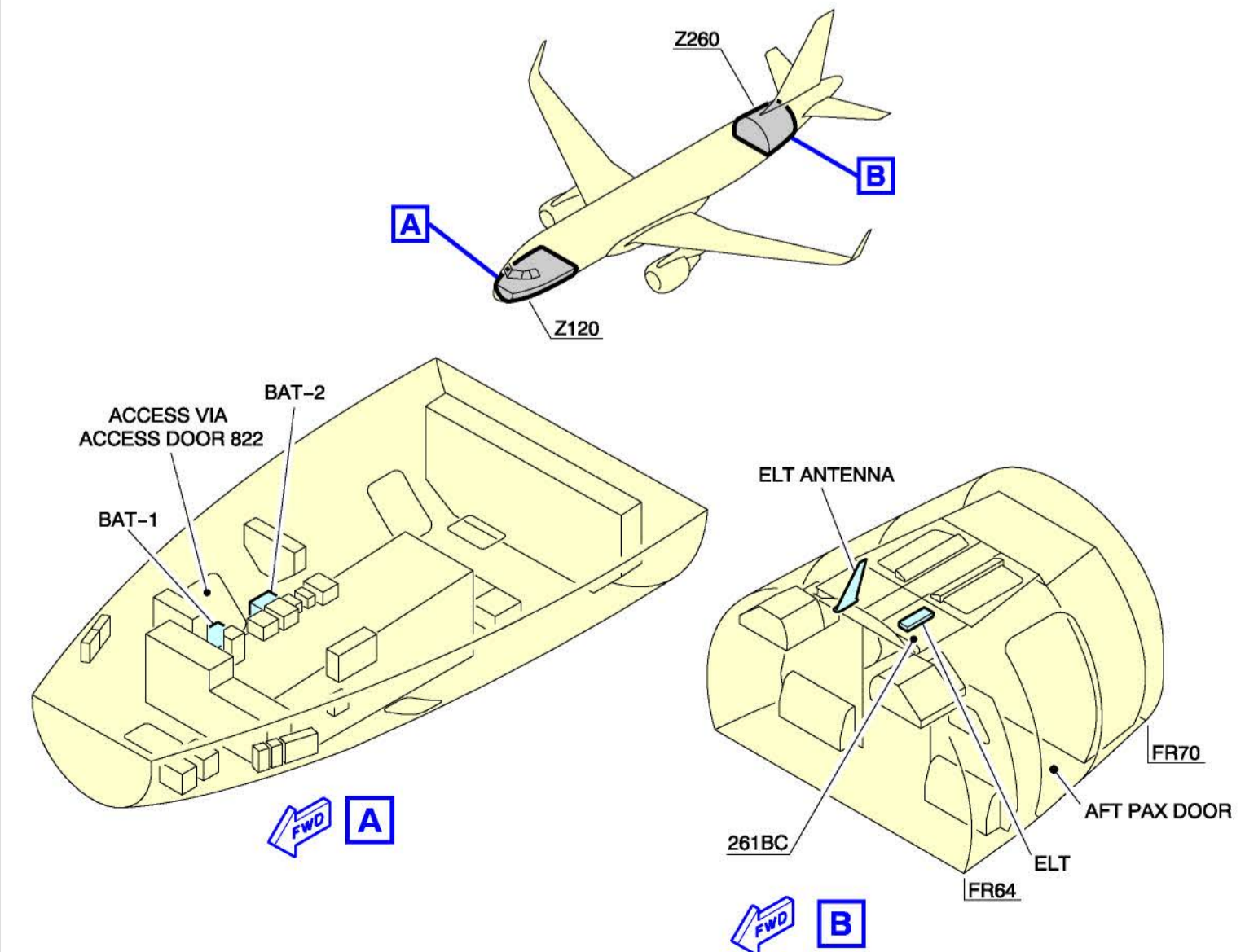


- FUEL
- PASSENGER AND CREW OXYGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLES
- NITROGEN BOTTLES
- HYDRAULIC RESERVOIRS

BREAK-IN POINT - PRINCIPLE



BATTERIES LOCATION AND ACCESS



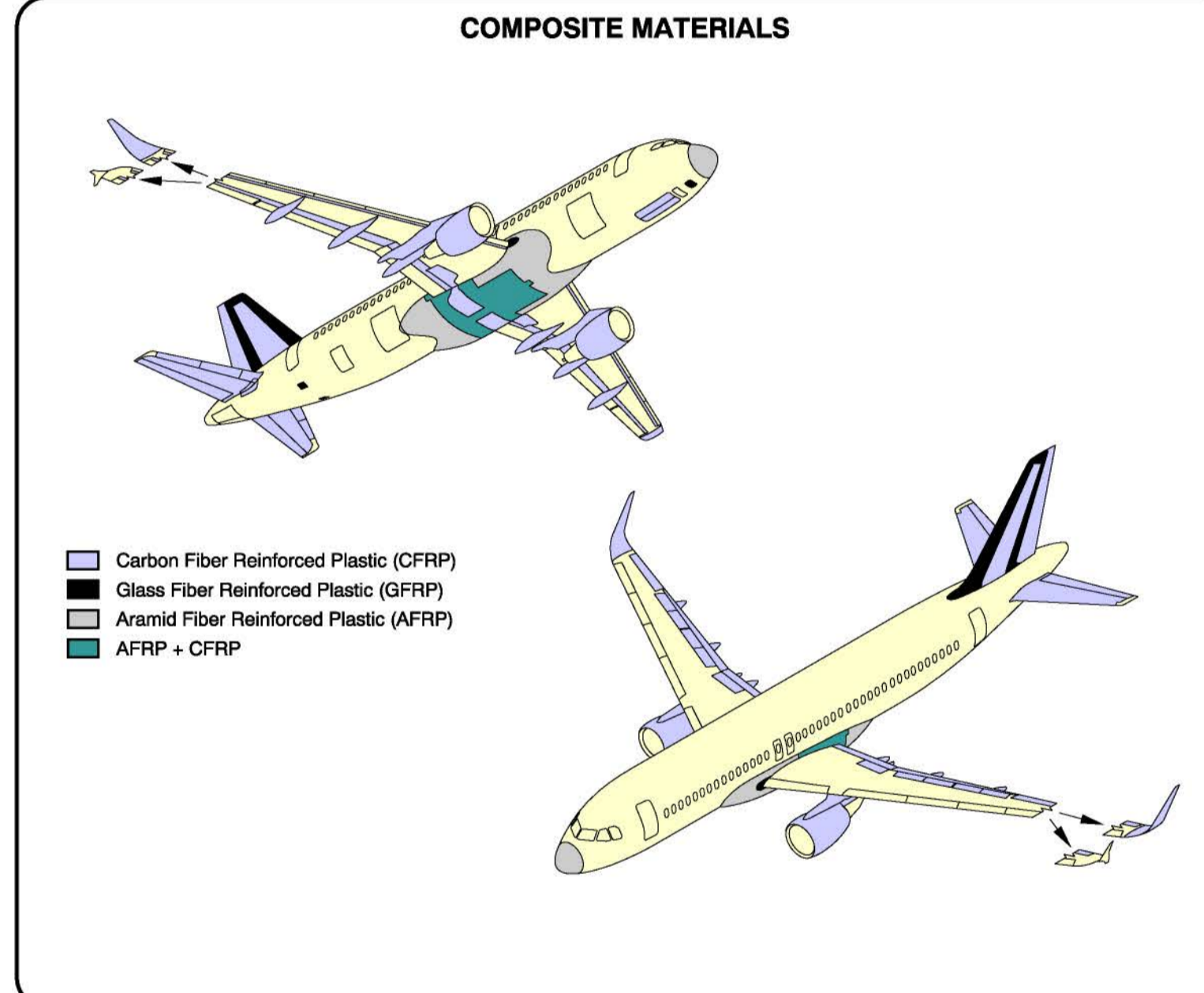
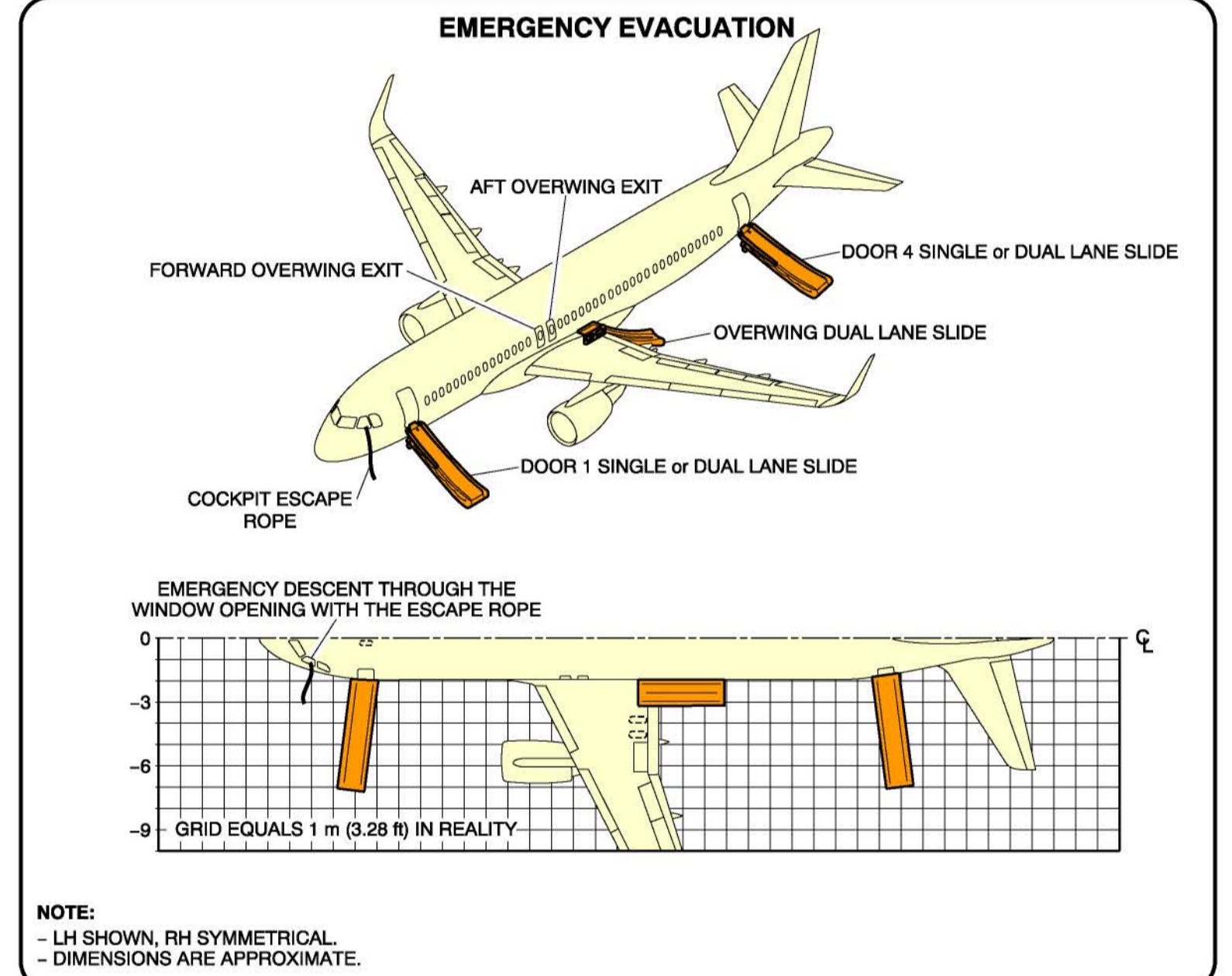
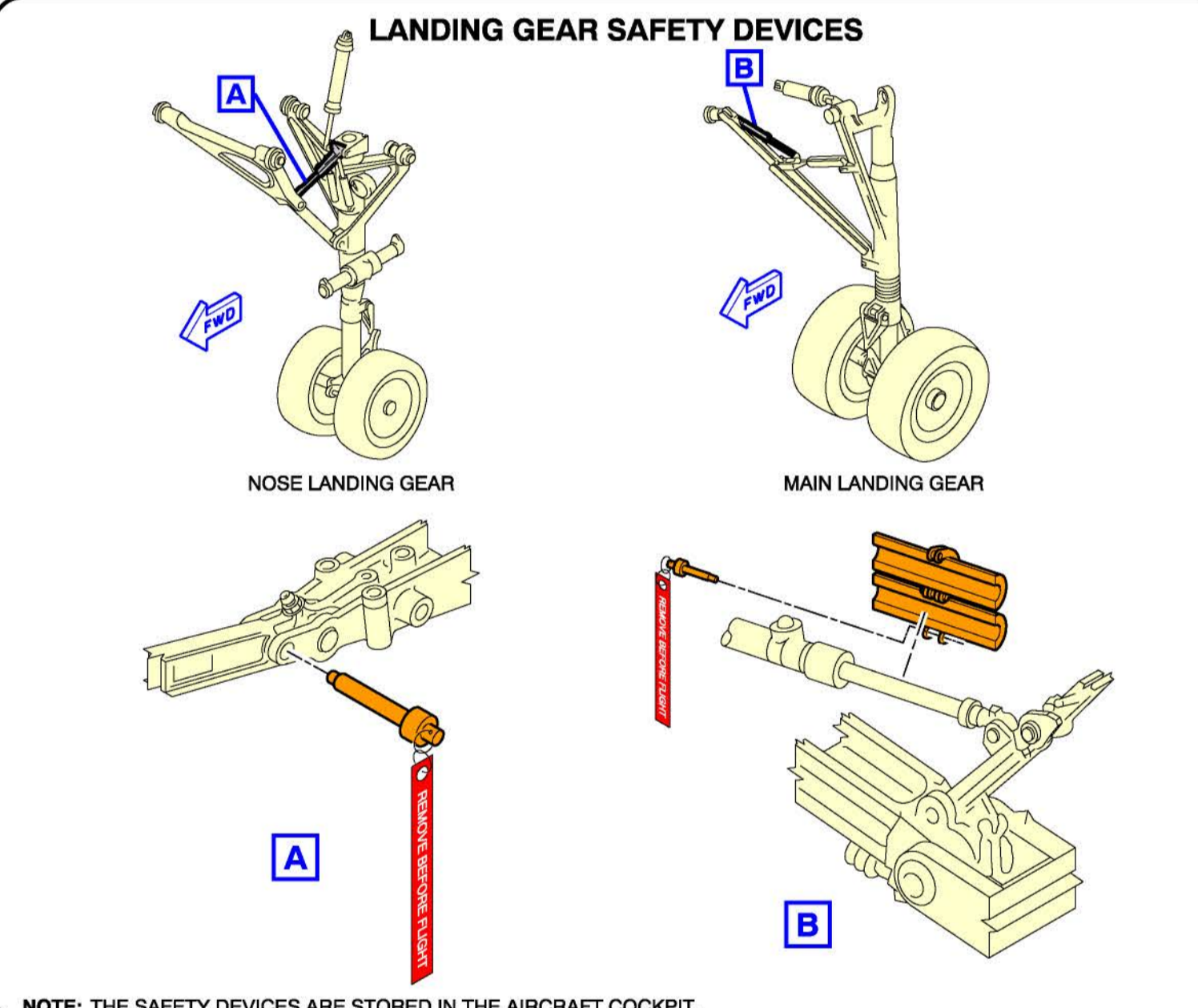
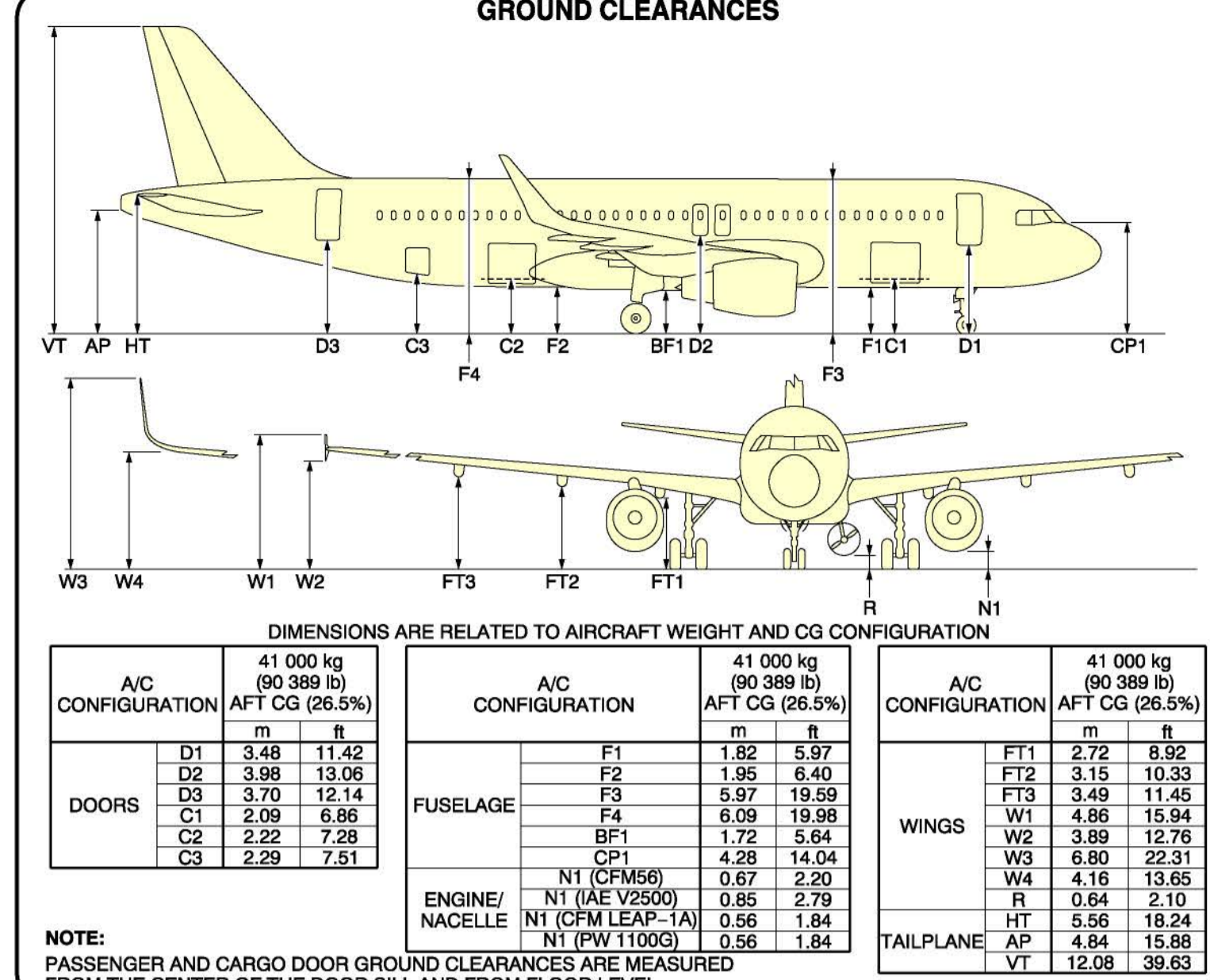
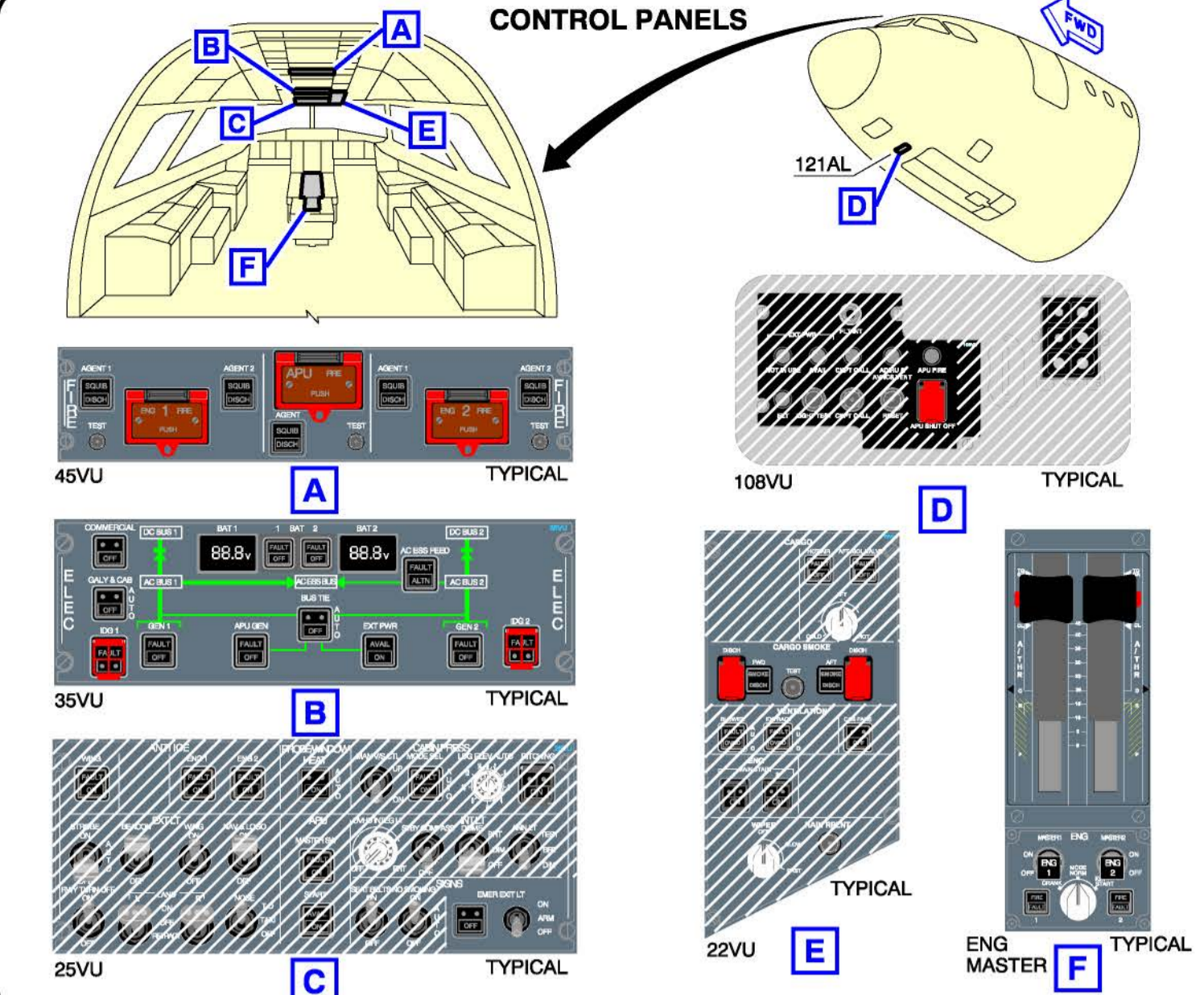
AIRBUS A320/A320neo

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A320 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:
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FRANCE

REVISION DATE: MAR 2019
REFERENCE : N_RF_000000_1_A320000
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.

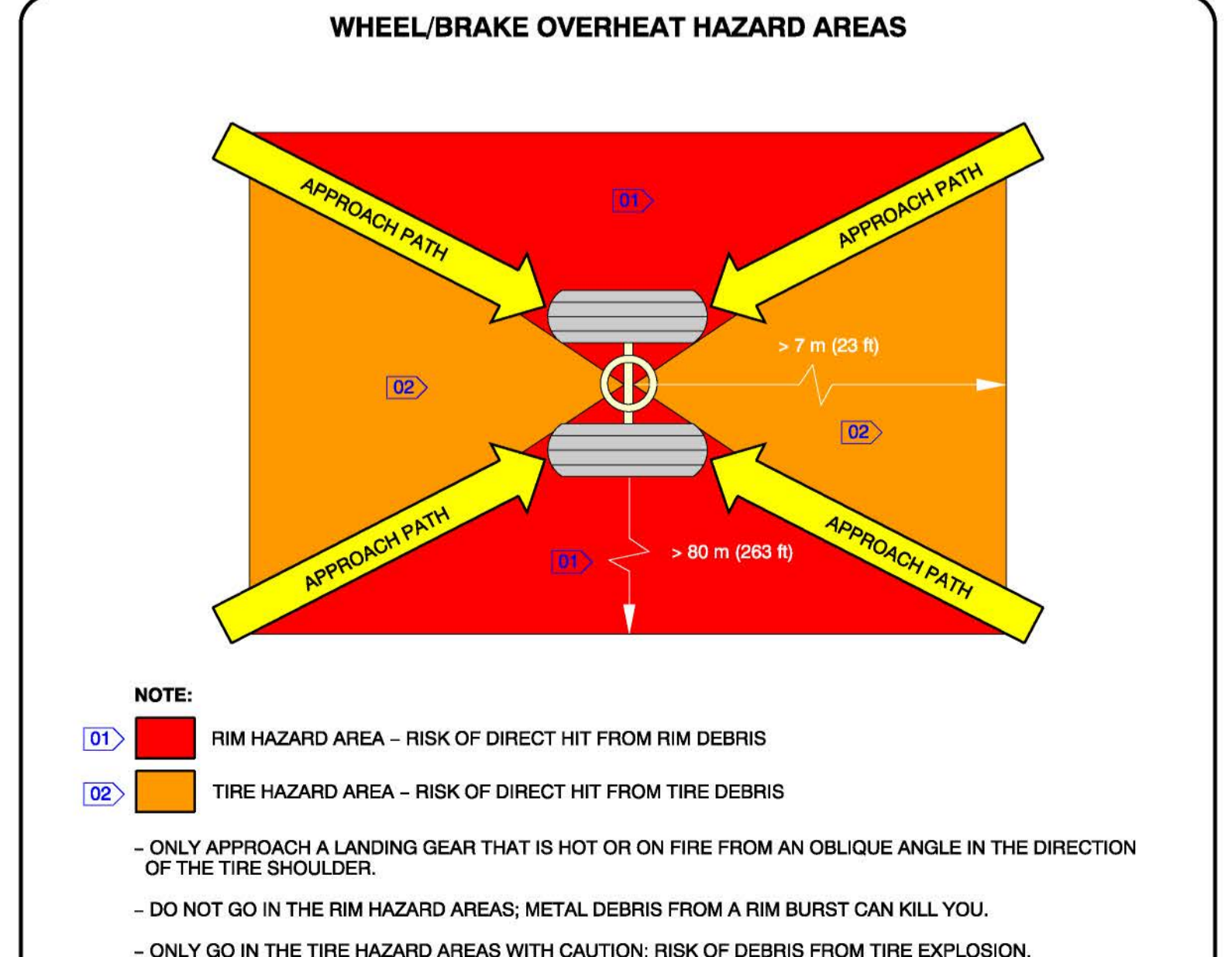
BRAKE OVERHEAT:

- 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 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 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. 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

A320 / A320neo

Aircraft Rescue and Fire Fighting Chart ARFC

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