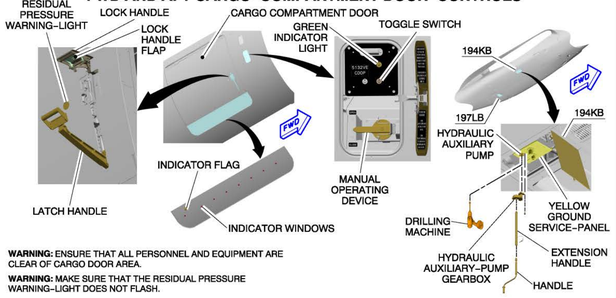
FWD AND AFT CARGO-COMPARTMENT DOOR-CONTROLS



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

WARNING: MAKE SURE THAT THE RESIDUAL PRESSURE WARNING-LIGHT DOES NOT FLASH.

MANUAL OPERATION

NOTE:

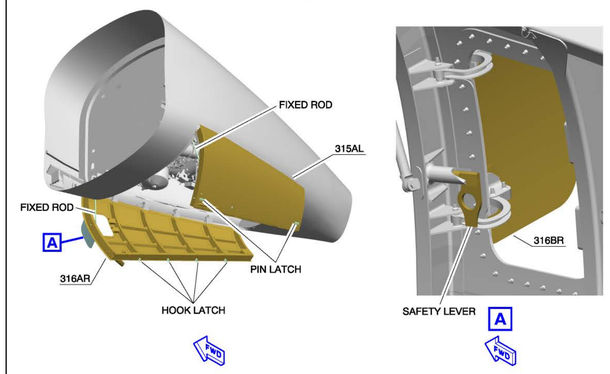
TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.

1 – DO OPERATIONS 1 AND 2 OF THE "NORMAL OPERATION" PROCEDURE.
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)).
(B) ATTACH THE HYDRAULIC AUXILIARY-PUMP GEARBOX TO THE HYDRAULIC AUXILIARY PUMP. CONNECT THE HANDLE (STORED ON 194KB) AND THE EXTENSION HANDLE (STORED ON 197LB) WITH THE HYDRAULIC AUXILIARY-PUMP GEARBOX.
3 – OPERATE THE HYDRAULIC AUXILIARY-PUMP GEARBOX (AT NOT MORE THAN 100 RPM).
4 – TURN THE MANUAL OPERATING DEVICE TO THE "OPEN" POSITION (CLOCKWISE) AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON (CARGO DOOR FULLY OPEN AND LOCKED).
5 – RELEASE THE MANUAL OPERATING DEVICE.
6 – STOP THE OPERATION OF THE HYDRAULIC AUXILIARY PUMP.

NORMAL OPERATION

1 – PUSH THE LOCK HANDLE FLAP IN AND PULL THE LOCK 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.

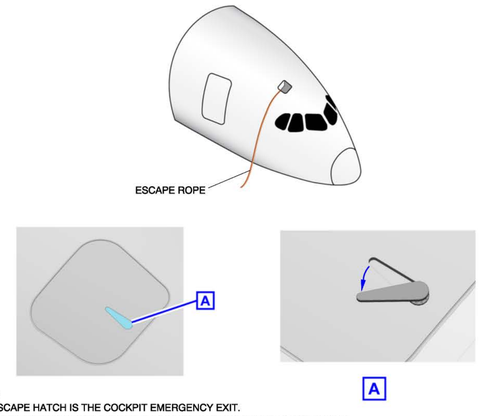
APU ACCESS DOORS



OPERATION:

1 – OPEN THE OVERPRESSURE DOOR 316BR TO RELEASE UNWANTED AIR PRESSURE.
2 – TURN THE SAFETY LEVER AND BLOCK IT.
3 – RELEASE THE HOOK LATCHES ON RIGHT ACCESS DOOR 316AR.
4 – OPERATE PIN LATCHES (FORWARD AND AFT).
5 – OPEN RIGHT ACCESS DOOR 316AR AND LOCK MANUALLY THE FIXED ROD WHEN DOOR IS FULLY OPEN.
6 – OPERATE PIN LATCHES (FORWARD AND AFT) ON LEFT ACCESS DOOR 315AL.
7 – OPEN LEFT ACCESS DOOR 315AL AND LOCK MANUALLY THE FIXED ROD WHEN DOOR IS FULLY OPEN.

COCKPIT EMERGENCY EXIT

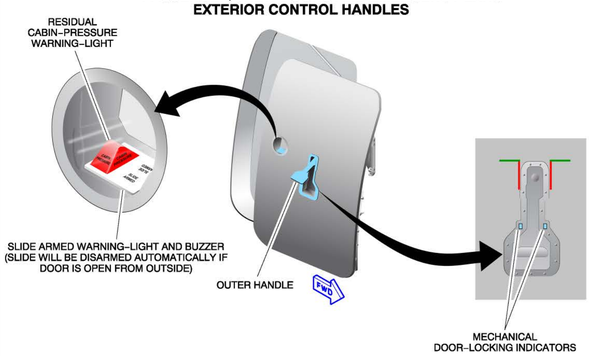


NOTE:

THE ESCAPE HATCH IS THE COCKPIT EMERGENCY EXIT.
MAKE SURE THAT NO PERSON IN THE COCKPIT IS BELOW THE ESCAPE HATCH.

TO OPEN:
1 – PUSH ON THE HANDLE. THE HANDLE IS EJECTED FROM ITS HOUSING.
2 – TURN THE HANDLE COUNTERCLOCKWISE TO DESENGAGE THE LATCHES.
3 – PUSH ON THE ESCAPE HATCH. IT OPENS INSIDE THE COCKPIT.

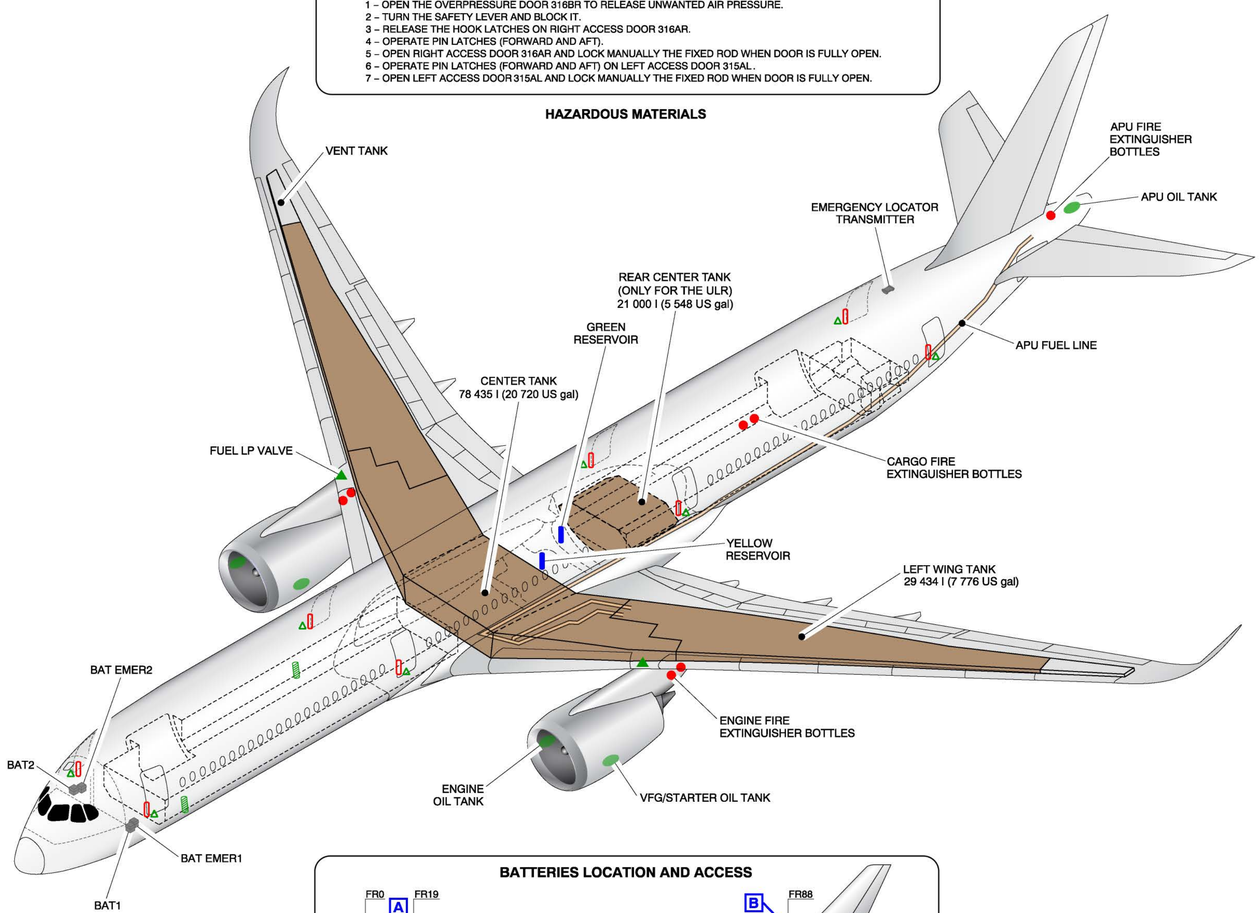
PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES



TO OPEN:

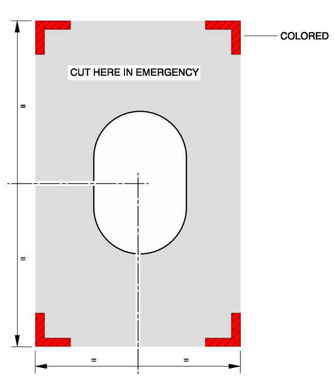
1 – MAKE SURE THAT RESIDUAL CABIN-PRESSURE WARNING LIGHTS DOES NOT FLASH.
2 – PUSH FLAP TO GRASP HANDLE.
3 – LIFT HANDLE FULLY UP TO HORIZONTAL POSITION (GREEN LINE).
4 – PULL THE DOOR OUT AND MOVE IT FORWARD.

HAZARDOUS MATERIALS

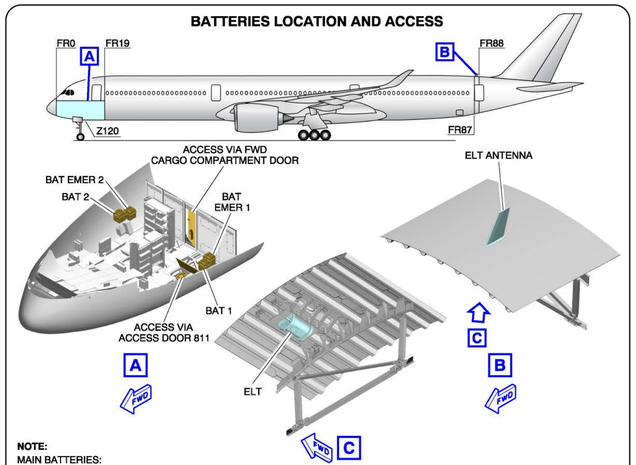


- CREW OXYGEN BOTTLES
- FUEL
- HYDRAULIC RESERVOIR
- NITROGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLES

BREAK-IN POINT-PRINCIPLE



BATTERIES LOCATION AND ACCESS



NOTE:

MAIN BATTERIES:

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 GASSES. YOU MUST NOT DISCONNECT THE POWER CONNECTOR OR CUT OFF THE BATTERY POWER WIRES TO DISCONNECT THE BATTERIES FROM THE ELECTRICAL NETWORK.

AIRBUS A350-1000 & A350-1000 ULR

Aircraft Rescue and Fire Fighting Chart

ARFC

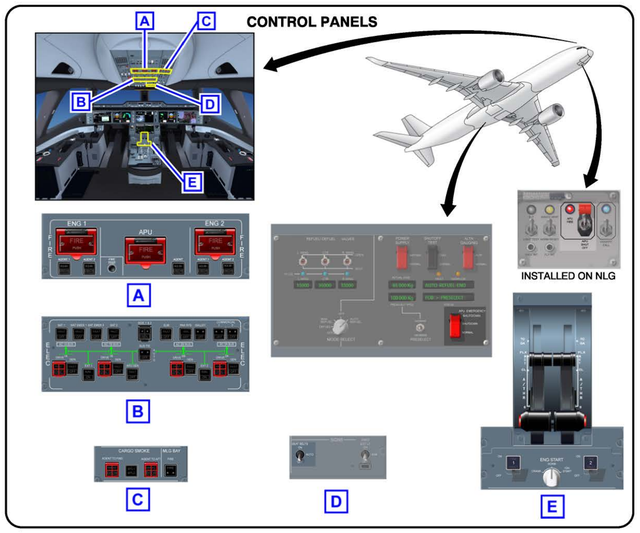
NOTE:

THIS CHART GIVES THE GENERAL LAYOUT OF THE A350-1000 & A350-1000 ULR 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.

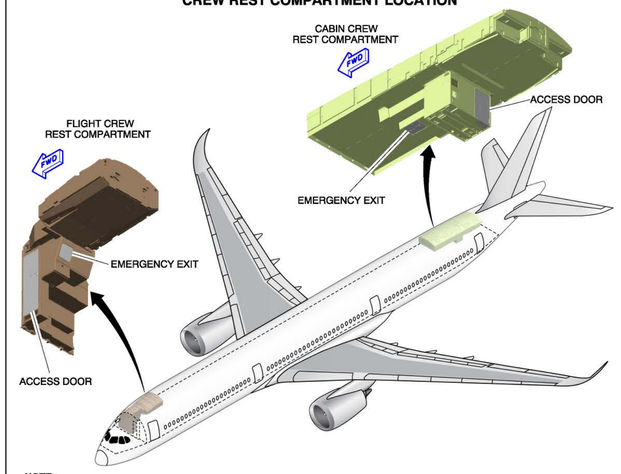
ISSUED BY:
AIRBUS S.A.S
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

REVISION DATE: FEBRUARY 2026
REFERENCE : P_RF_000000_1_A3501000
SHEET 1/2

CONTROL PANELS

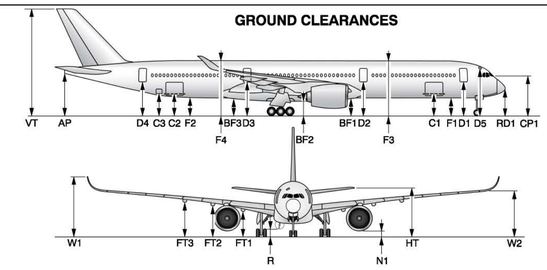


CREW REST COMPARTMENT LOCATION



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

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

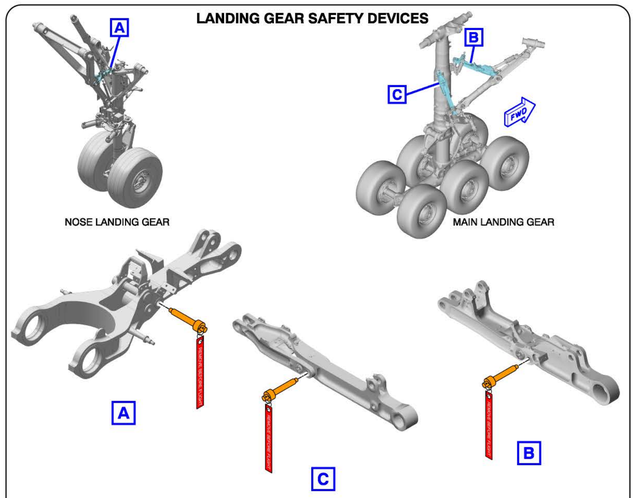
A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%)	
		m	ft
DOORS	D1	5.36	17.59
	D2	5.32	17.47
	D3	5.28	17.33
	D4	5.24	17.20
	D5	7.55	24.77
	C1	3.37	11.05
	C2	3.31	10.86
	C3	3.29	10.79

A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%)	
		m	ft
FUSELAGE	F1	2.69	8.84
	F2	2.60	8.54
	F3	8.77	28.79
	F4	8.47	27.79
	BF1	2.66	8.73
	BF2	2.09	6.85
	BF3	2.61	8.58
	CP1	6.18	20.27
	RD1	4.32	14.18

A/C CONFIGURATION		160 000 kg (352 739 lb) AFT CG (40%)	
		m	ft
WINGS	FT1	3.86	12.65
	FT2	4.66	15.28
	FT3	5.29	17.35
	W1	9.46	31.05
	W2	7.07	23.19
	R	1.36	4.45
	HT	7.61	24.96
TAILPLANE	AP	6.57	21.54
	VT	17.11	56.15
ENGINE/ NACELLE	N1	0.93	3.07

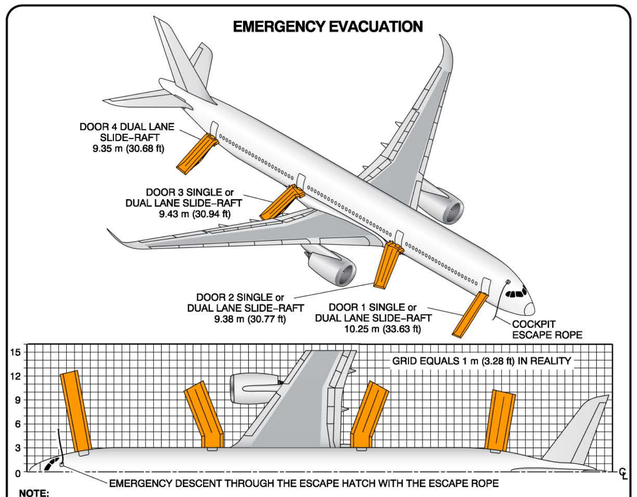
NOTE: PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

LANDING GEAR SAFETY DEVICES



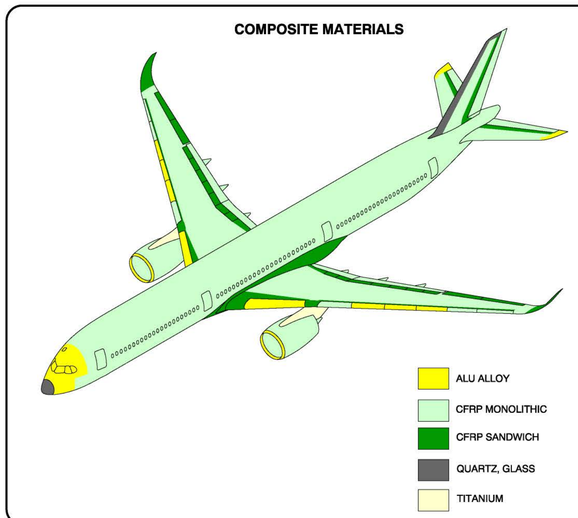
NOTE: THE SAFETY DEVICES ARE STORED IN THE AIRCRAFT COCKPIT.

EMERGENCY EVACUATION



NOTE:
– RH SHOWN, LH SYMMETRICAL.
– DIMENSIONS ARE APPROXIMATE.

COMPOSITE MATERIALS



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:

1 – 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.

4 – 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.

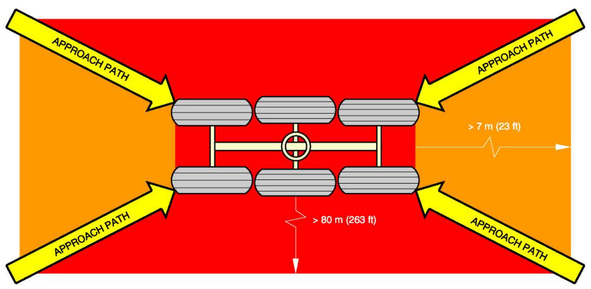
1 – IMMEDIATELY STOP THE FIRE:

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.

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.

C) DO NOT USE FANS OR BLOWERS.

WHEEL/BRAKE OVERHEAT HAZARD AREAS



NOTE:
RIM HAZARD AREA – RISK OF DIRECT HIT FROM RIM DEBRIS
TIRE HAZARD AREA – RISK OF DIRECT HIT FROM TIRE DEBRIS

– ONLY APPROACH A LANDING GEAR THAT IS HOT OR ON FIRE FROM AN OBLIQUE ANGLE IN THE DIRECTION OF THE TIRE SHOULDER.

– DO NOT GO IN THE RIM HAZARD AREAS; METAL DEBRIS FROM A RIM BURST CAN KILL YOU.

– ONLY GO IN THE TIRE HAZARD AREAS WITH CAUTION; RISK OF DEBRIS FROM TIRE EXPLOSION.

AIRBUS
A350-1000
&
A350-1000 ULR
Aircraft Rescue and Fire Fighting Chart
ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A350–1000 & A350–1000 ULR 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: FEBRUARY 2026
REFERENCE : P_RF_000000_1_A3501000
SHEET 2/2