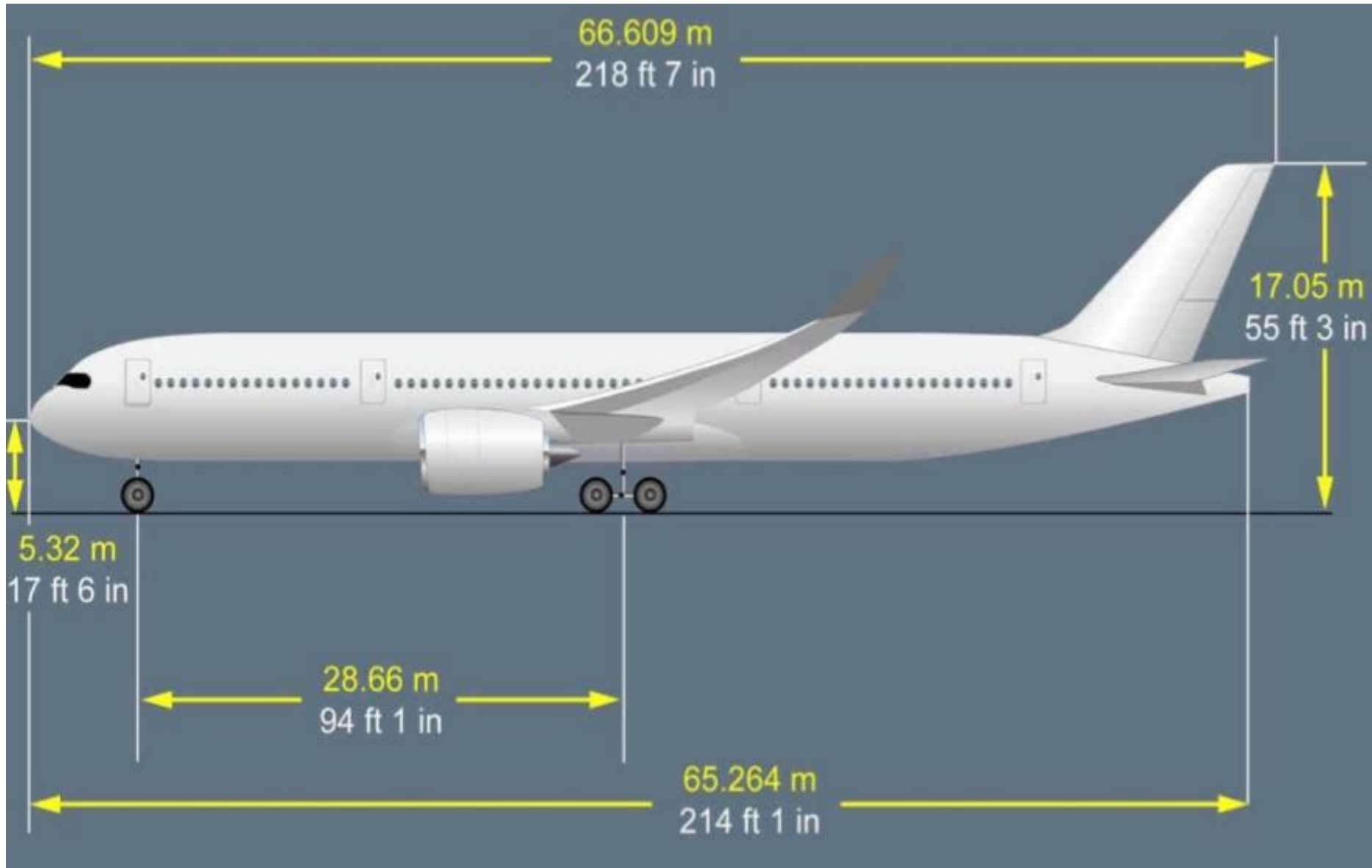


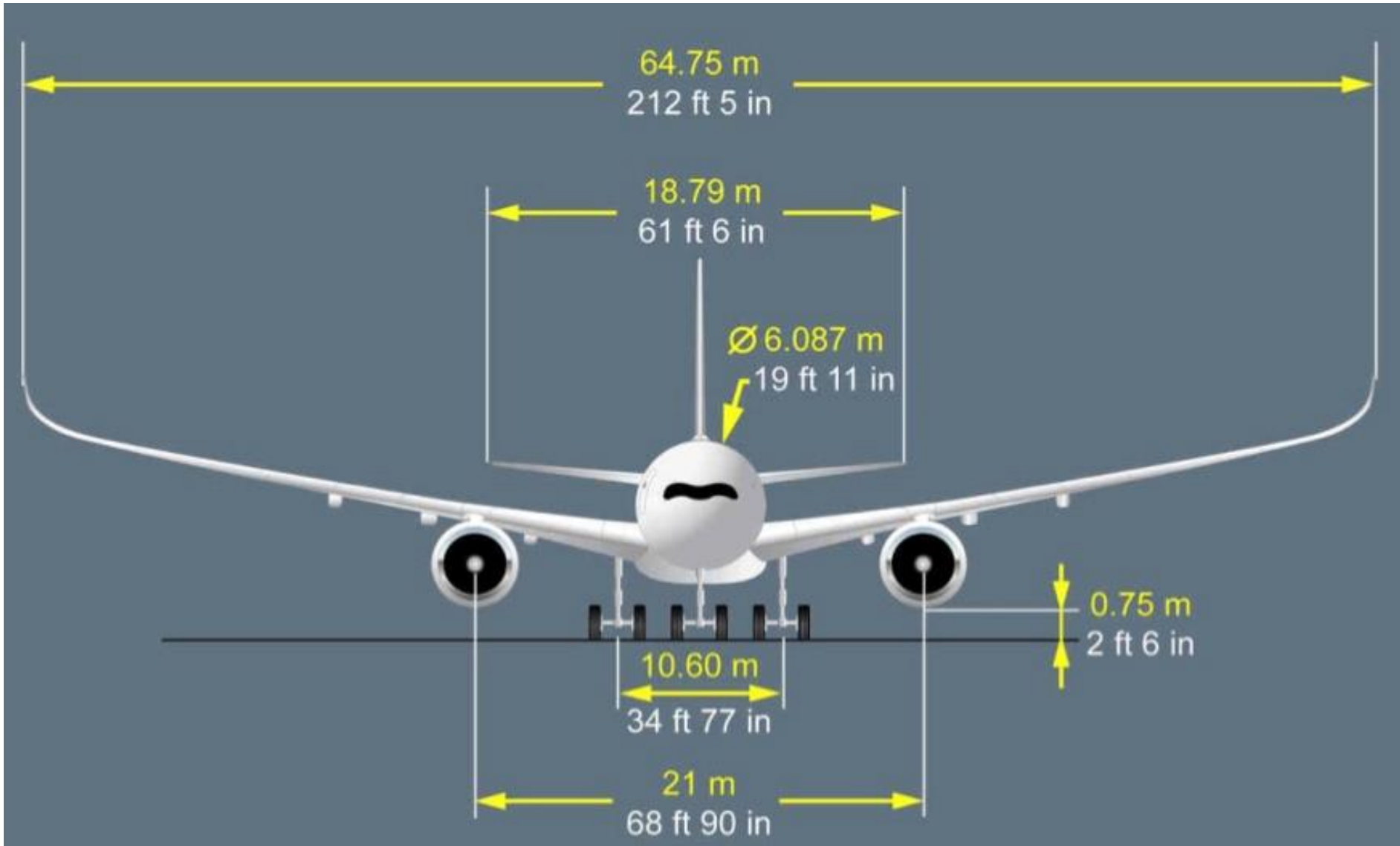
# FINNAIR A350

## - pelastustoiminnan kannalta

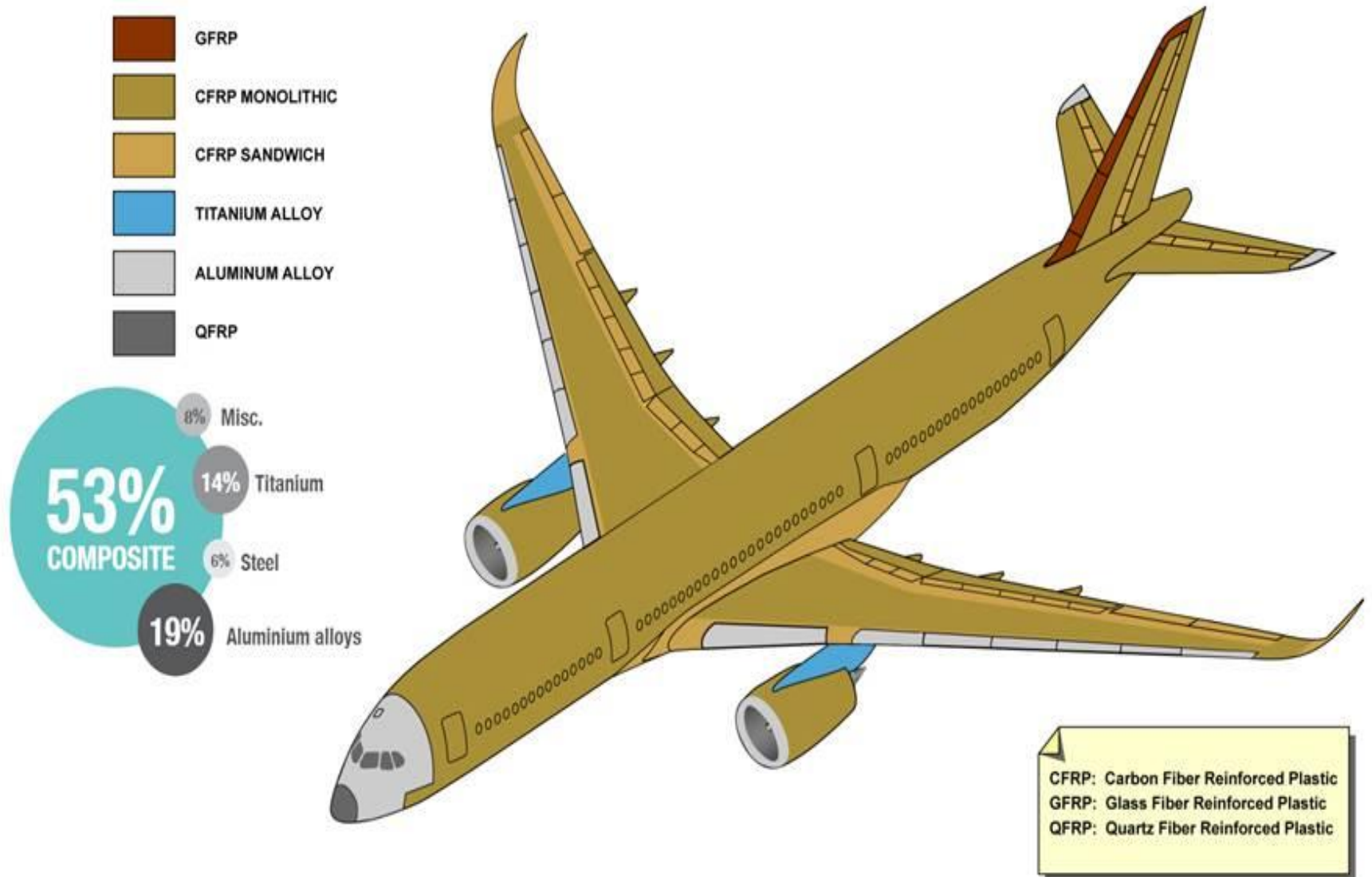








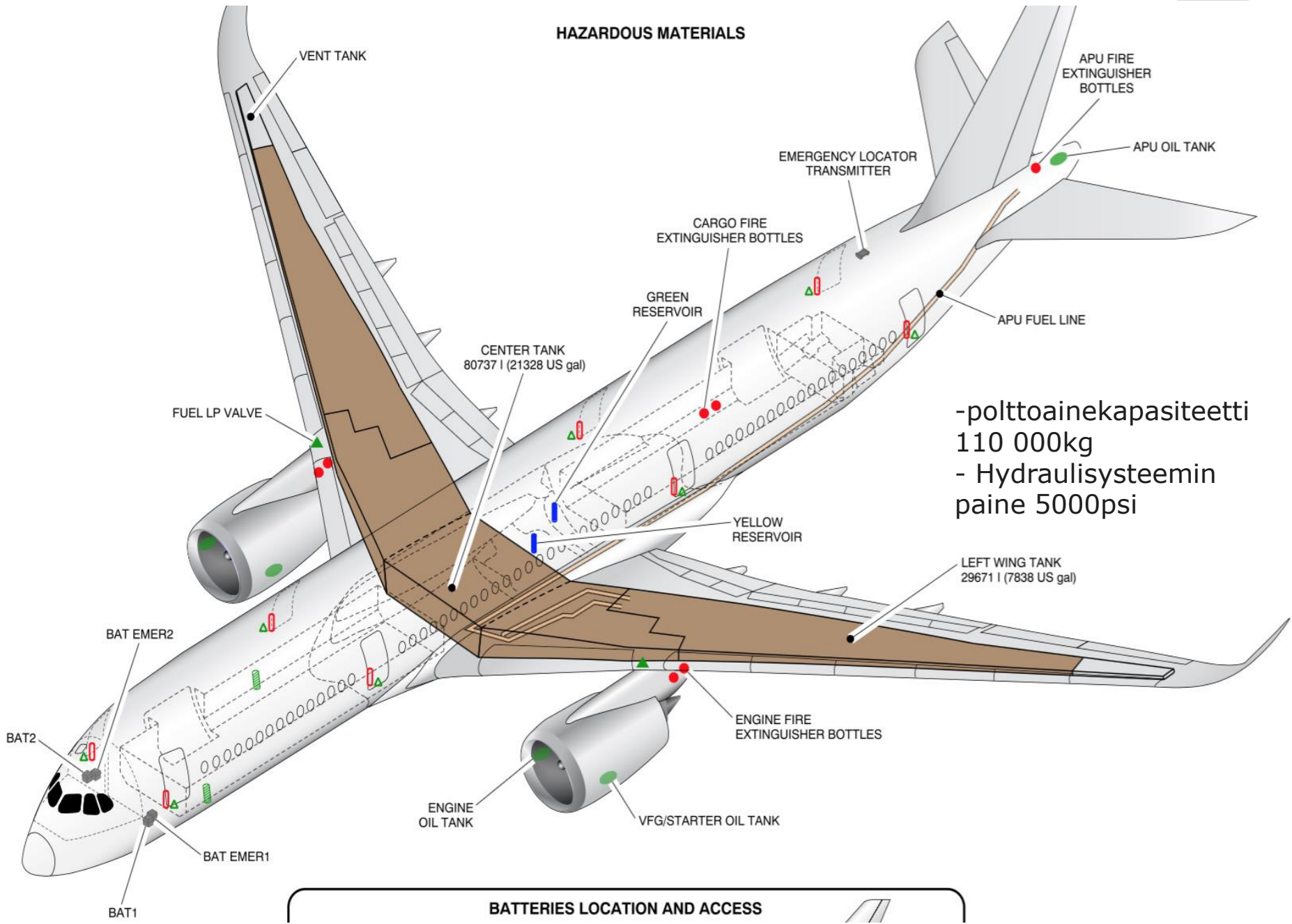
# A350 MATERIAALIT







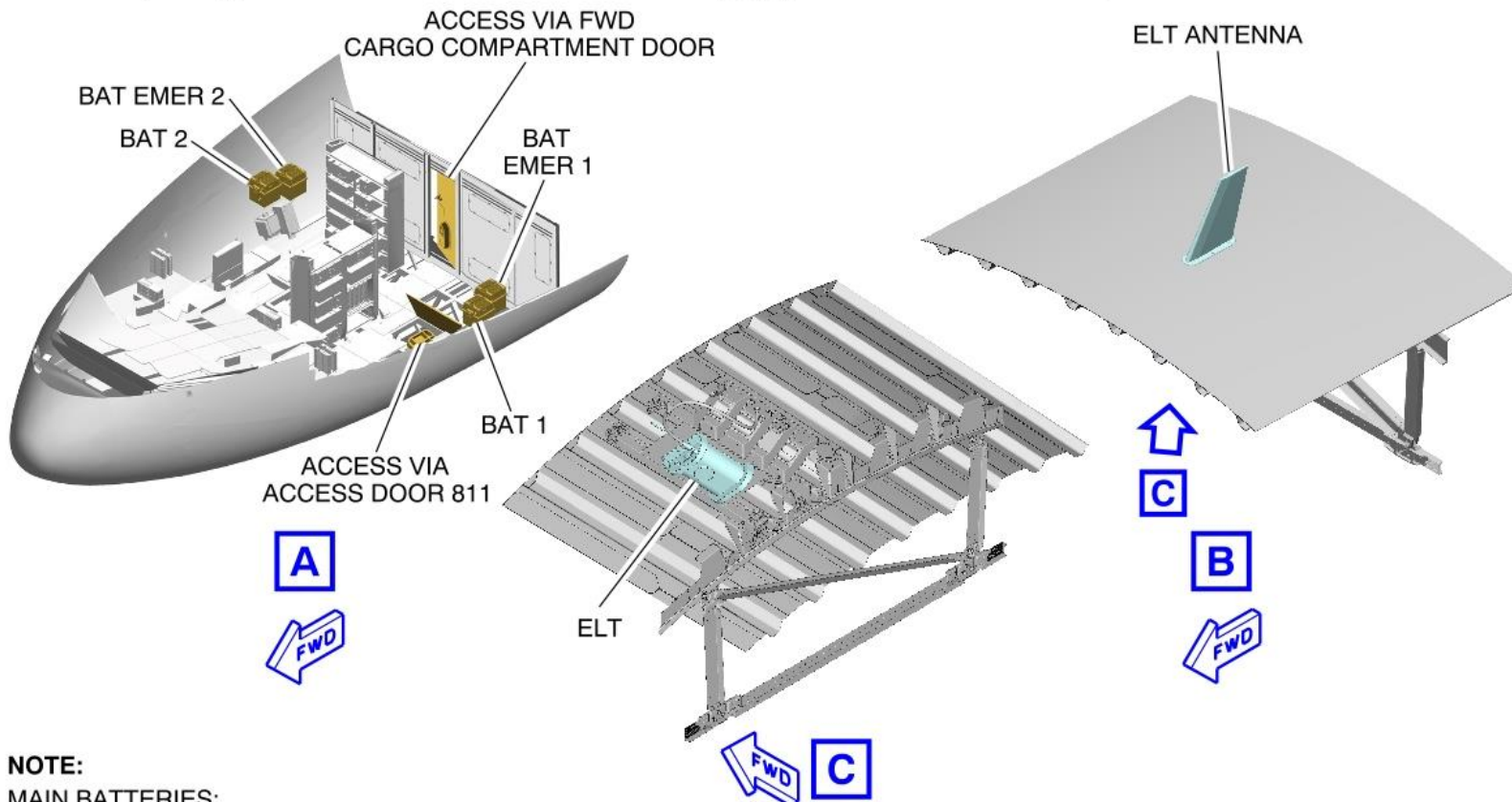
### HAZARDOUS MATERIALS



- polttoainekapasiteetti  
110 000kg  
- Hydraulisysteemin  
paine 5000psi

### BATTERIES LOCATION AND ACCESS

# BATTERIES LOCATION AND ACCESS



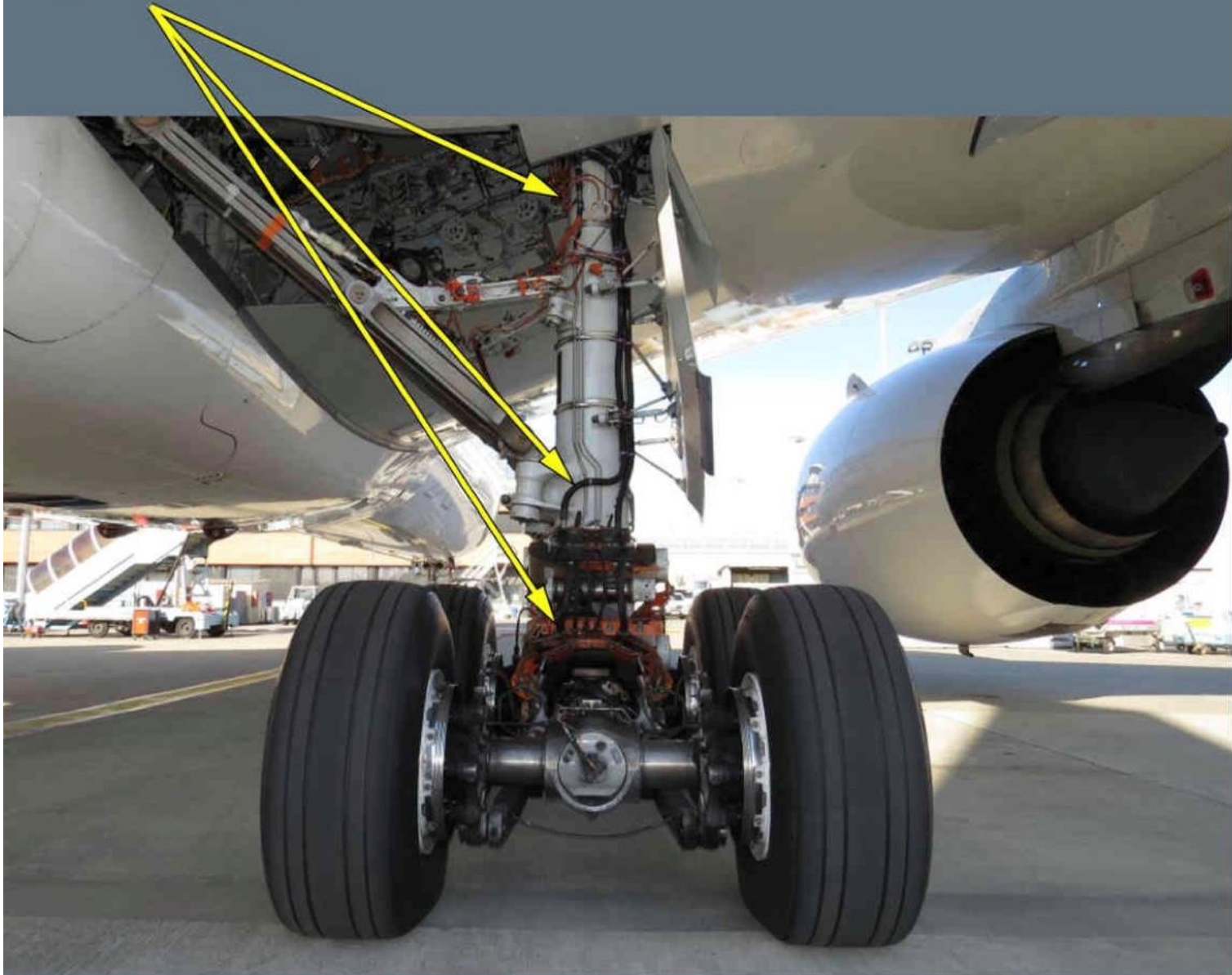
**NOTE:**

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

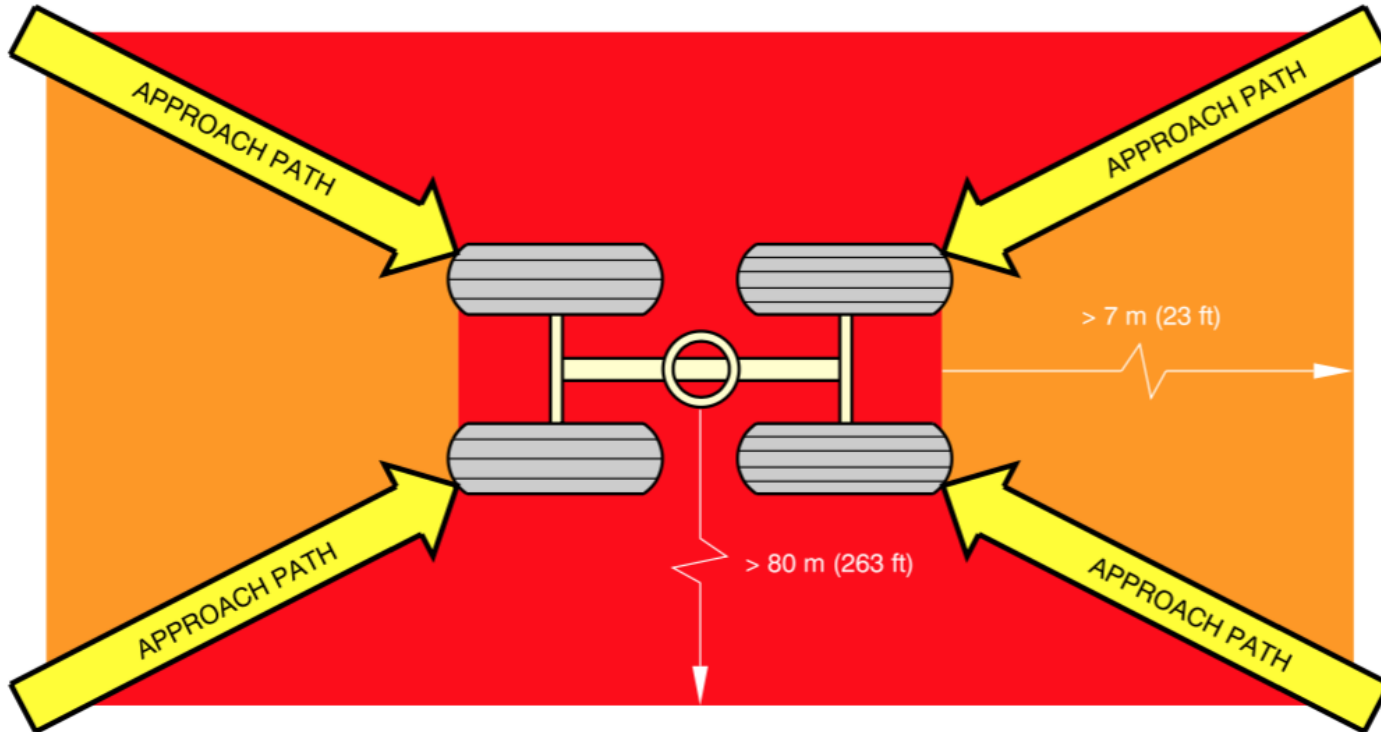


## Hydraulic Lines







# 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.

## 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 CO<sub>2</sub>. THESE COOLING AGENTS (AND ESPECIALLY CO<sub>2</sub>, WHICH HAS A VERY STRONG COOLING EFFECT) CAN CAUSE THERMAL SHOCKS AND BURST OF HOT PARTS.

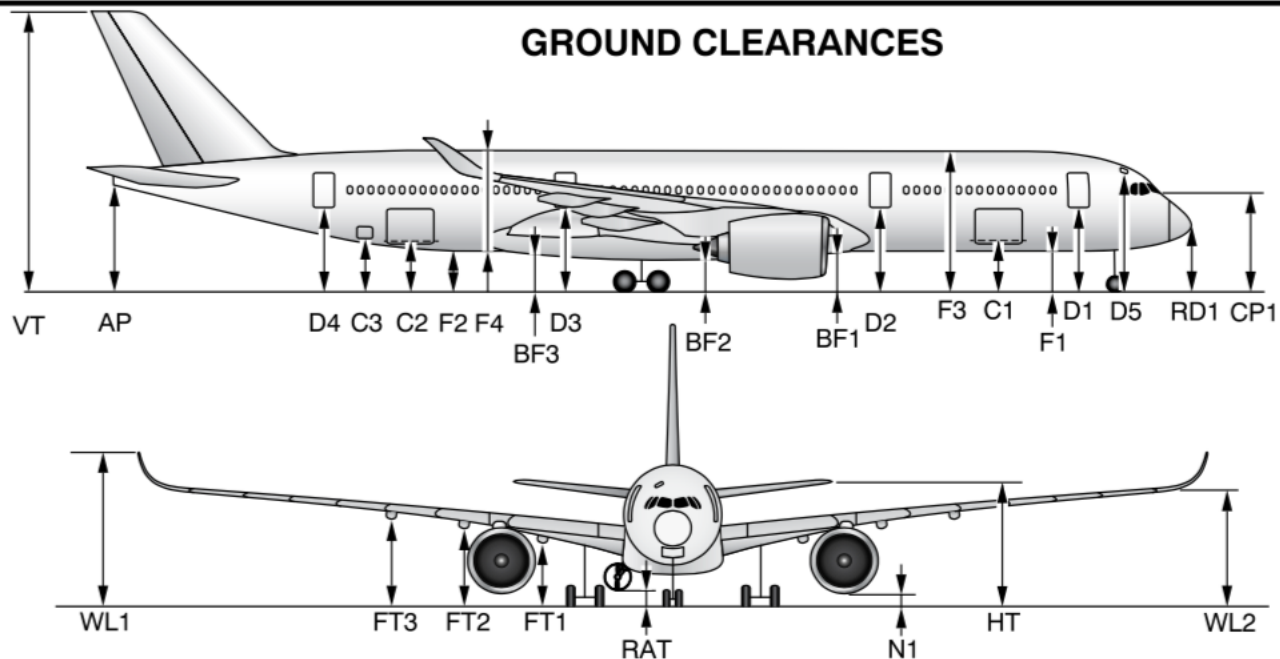
### LANDING GEAR FIRE:

**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.



## GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

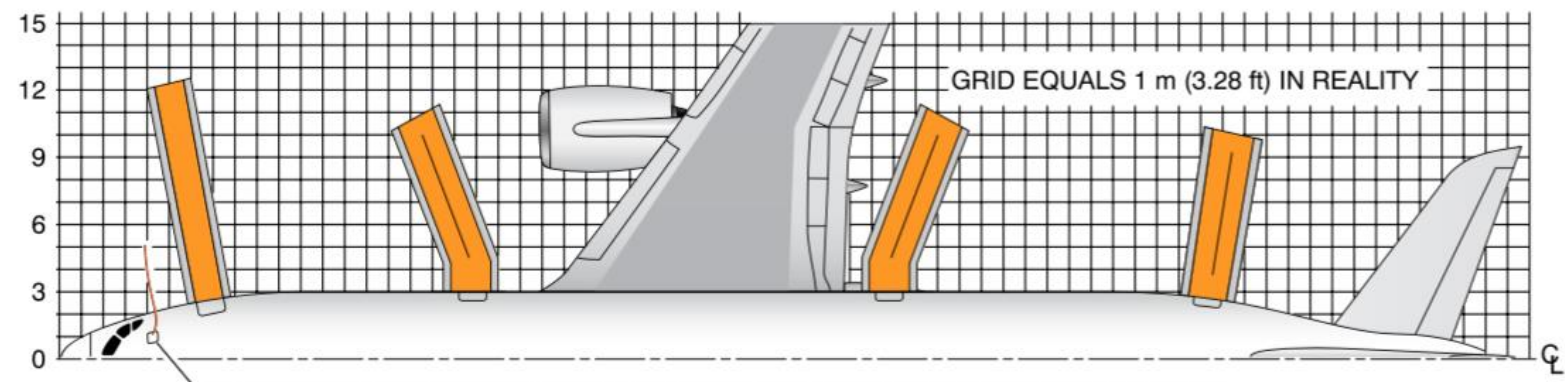
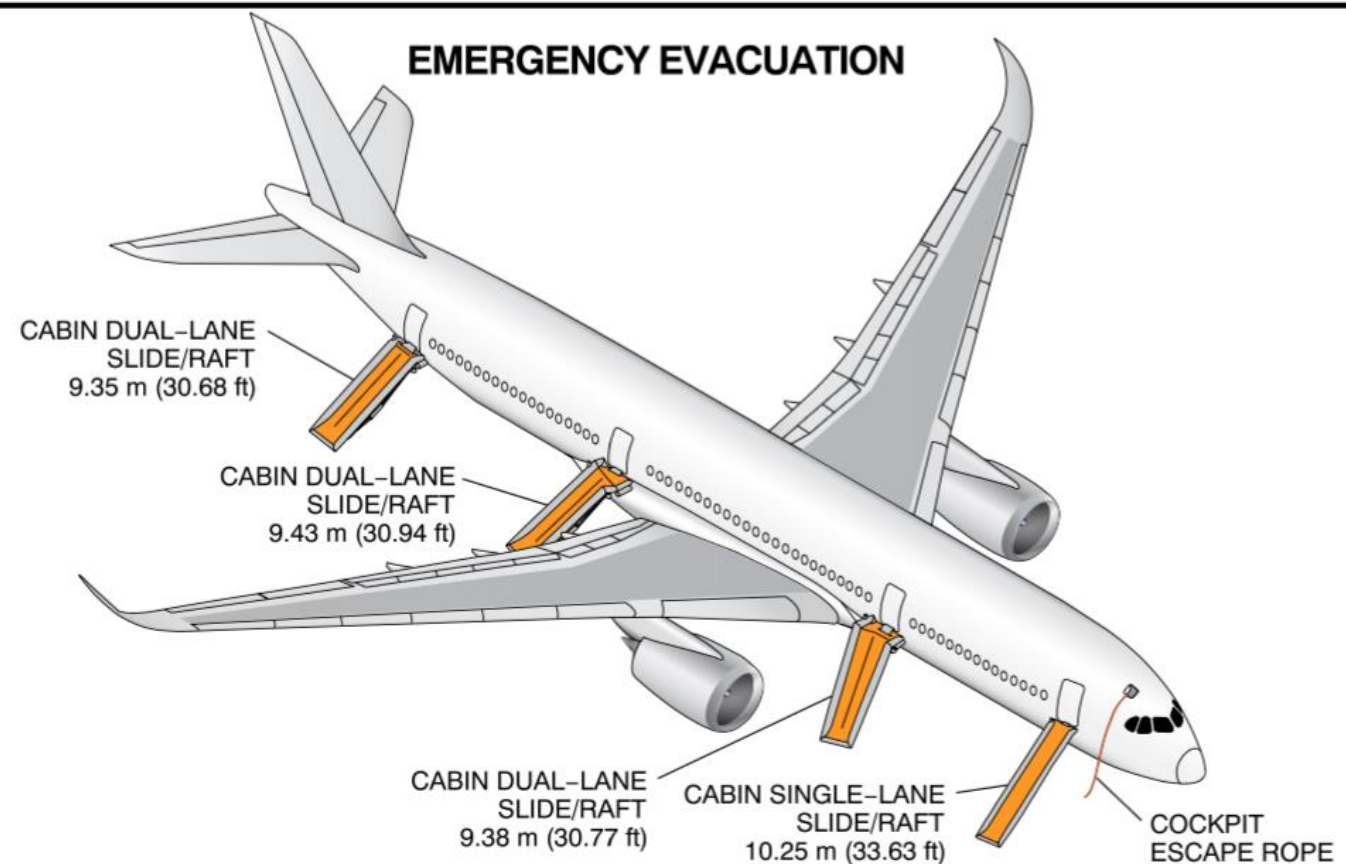
A/C CONFIGURATION	(142 000 kg) AFT CG (40%)	
	m	ft
AP	6.52	21.39
BF1	2.66	8.73
BF2	2.08	6.82
BF3	2.59	8.50
C1	3.37	11.06
C2	3.29	10.79
C3	3.26	10.70
CP1	6.20	20.34
D1	5.37	17.62
D2	5.33	17.49
D3	5.27	17.29
D4	5.21	17.09
D5	7.61	24.97

A/C CONFIGURATION	(142 000 kg) AFT CG (40%)	
	m	ft
F1	2.70	8.86
F2	2.58	8.46
F3	8.78	28.81
F4	8.45	27.72
FT1	3.84	12.60
FT2	4.64	15.22
FT3	5.27	17.29
HT	7.56	24.80
N1	0.93	3.05
RAT	1.25	4.10
RD1	4.34	14.24
VT	17.07	56.00
WL1	9.44	30.97
WL2	7.04	23.10

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

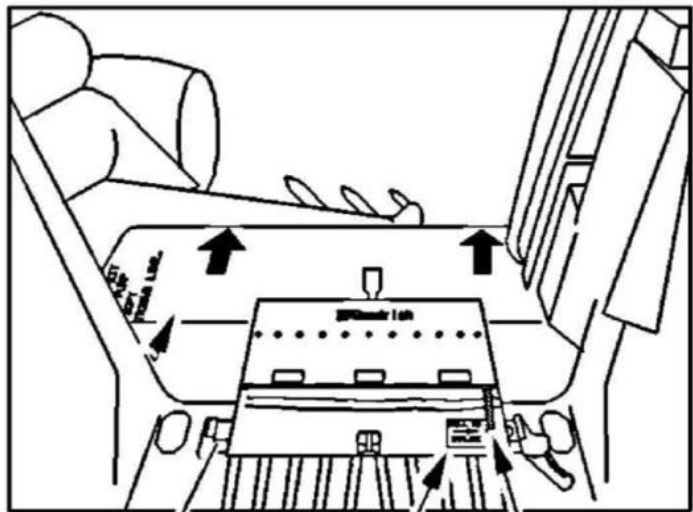


# EMERGENCY EVACUATION



**NOTE:**  
- RH SHOWN, LH SYMMETRICAL.  
- DIMENSIONS ARE APPROXIMATE.





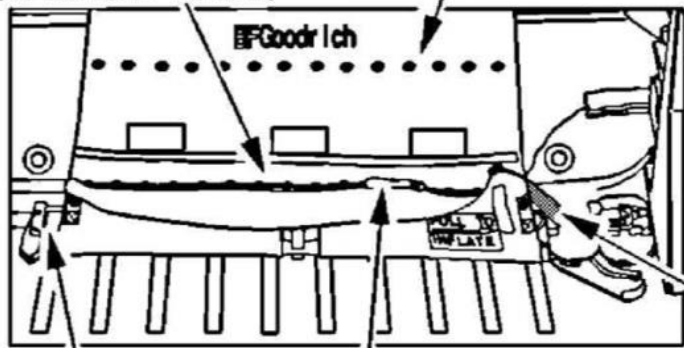
GIRT BAR

INSTRUCTION  
PLACARD

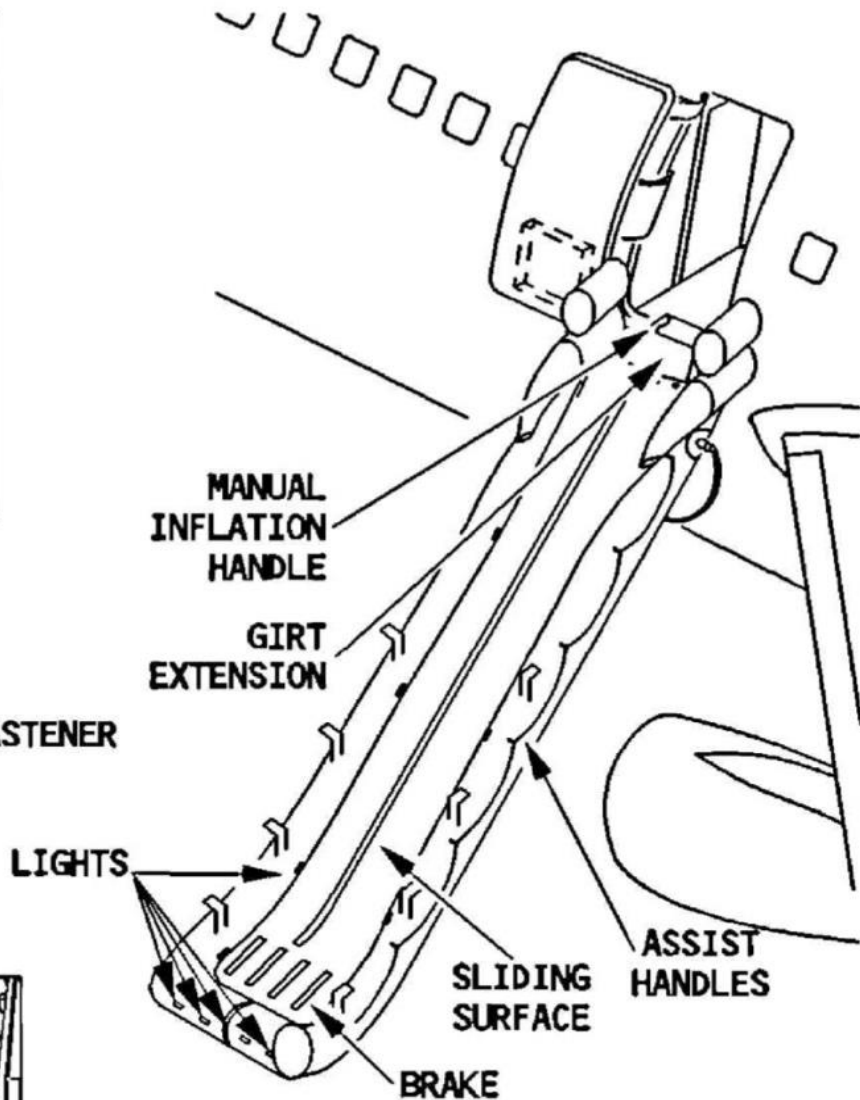
MANUAL INFLATION  
HANDLE (RED)  
ATTACHED WITH VELCRO FASTENER

DAISY CHAIN  
VISIBLE BY LIFT-ING  
THE VELCRO FASTENER  
ATTACHED COVER

GIRT  
EXTENSION



GIRT BAR DISCONNECT HANDLE



MANUAL  
INFLATION  
HANDLE

GIRT  
EXTENSION

LIGHTS

SLIDING  
SURFACE

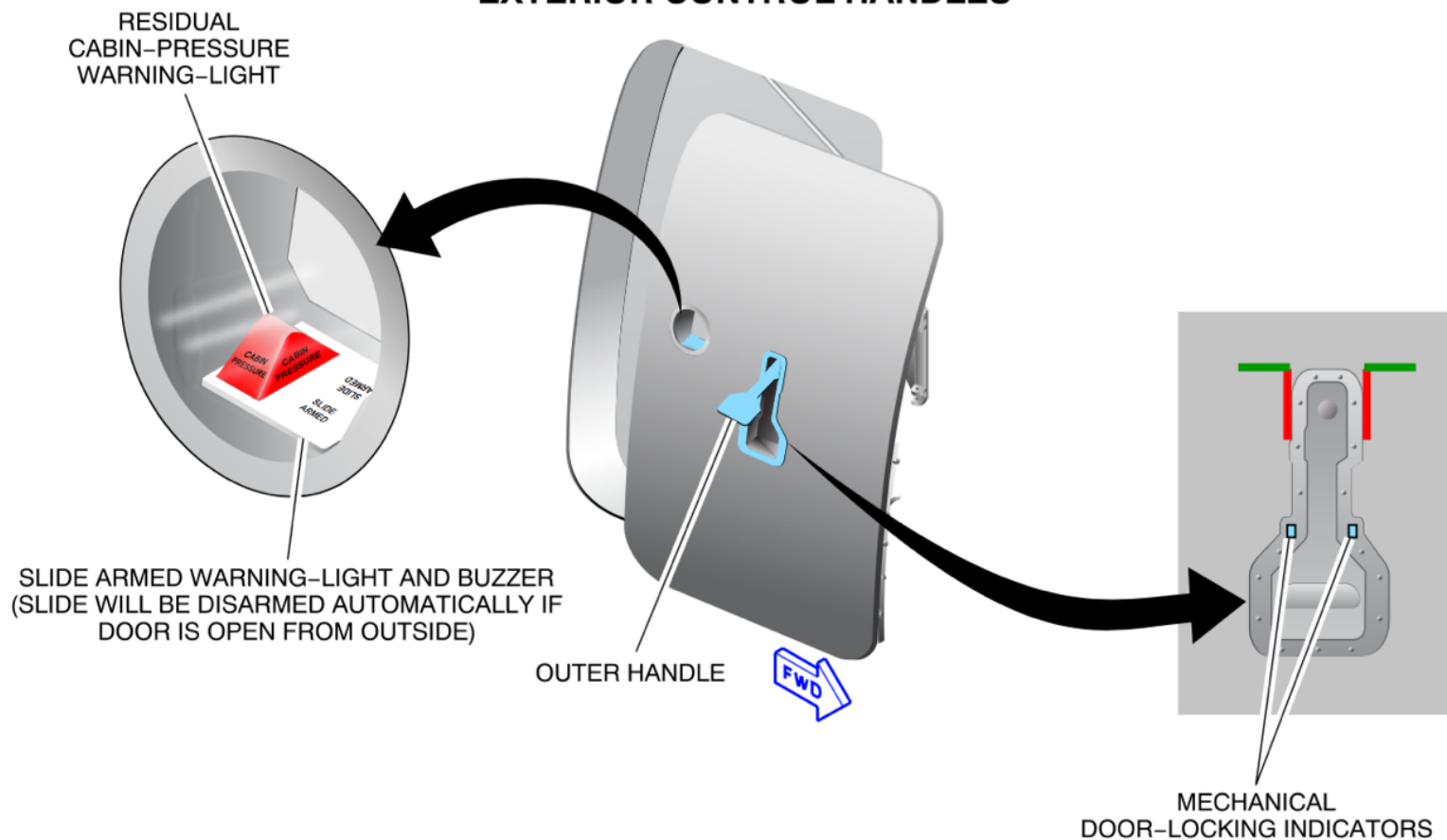
BRAKE

ASSIST  
HANDLES

MANUAL INFLATION HANDLE  
DETACHED FROM VELCRO FASTENER



## PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES

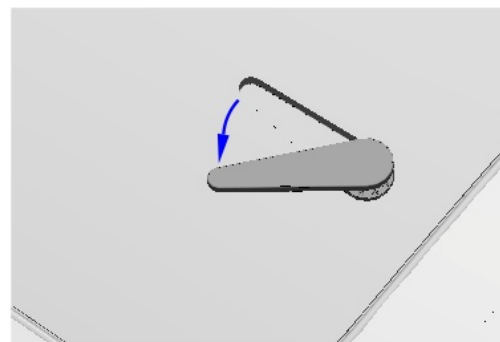
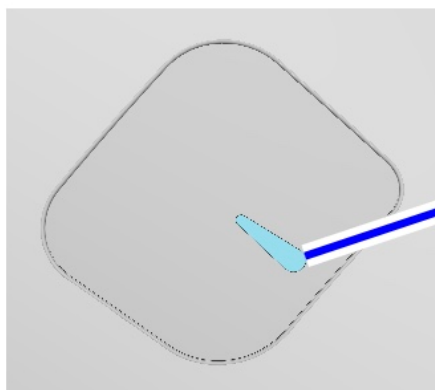
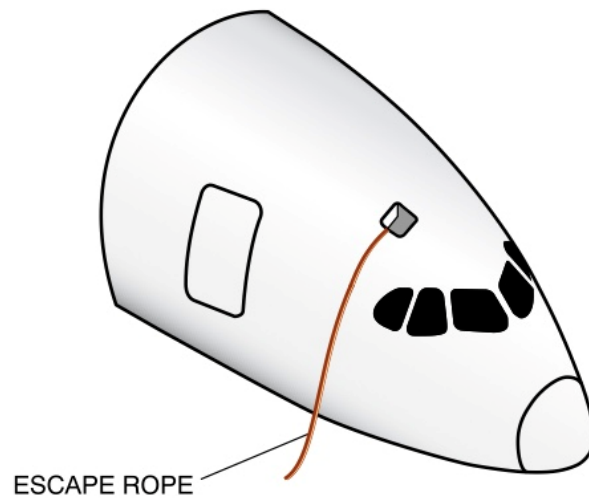


### TO OPEN:

- 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.



## 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 DEENGAGE THE LATCHES.
- 3 - PUSH ON THE ESCAPE HATCH. IT OPENS INSIDE THE COCKPIT.



**KIITOS!**

