

 AIRBUS TRAINING <b>A320</b> SIMULATOR FLIGHT CREW OPERATING MANUAL	<b>DOORS</b>	1.52.00	P 1
	CONTENTS	SEQ 001	REV 38

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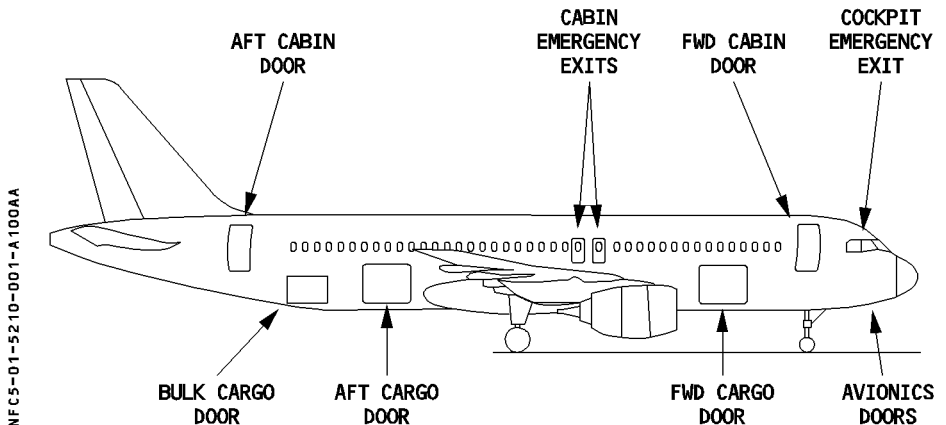
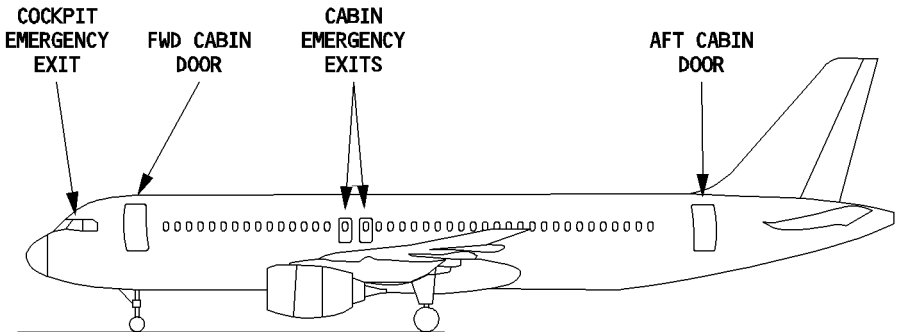
**52.40 ELECTRICAL SUPPLY**




## GENERAL

The fuselage of A320 has :

- four passenger doors
- four emergency exits in the cabin
- cockpit emergency exits (two sliding windows)
- three cargo compartment doors
- four avionic compartment access doors.



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## PASSENGER DOORS

The aircraft has four plug-type doors that open outward and forward. There are two of these on each side of the fuselage (two forward, two aft).

They can be operated from inside or outside the aircraft. Normal operation is manual, with hydraulic damping.

Each door has features that tailor it to emergency situations :

- an escape slide stowed in a container attached to the inboard lower side of the door.
- a damper actuator that limits door travel in normal mode, but in an emergency acts as an actuator for automatic door opening.
- a slide arming lever.

When the slide arming lever is in the ARMED position, the slide is connected to the floor brackets on both sides of the door. When the door is opened, the slide inflates and deploys automatically. If the inflation bottle fails to discharge automatically, a crew member can open its valve to make it perform its function.

Opening the door from the outside disarms the door and the escape slide.

Each passenger door has :

- a mechanical locking indicator that shows whether the door is locked or unlocked.
- one warning light to show whether the escape slide is ARMED or DISARMED.
- one CABIN PRESSURE warning light that warns of residual pressure in the cabin.



**PASSENGERS DOORS**

**OUTSIDE**

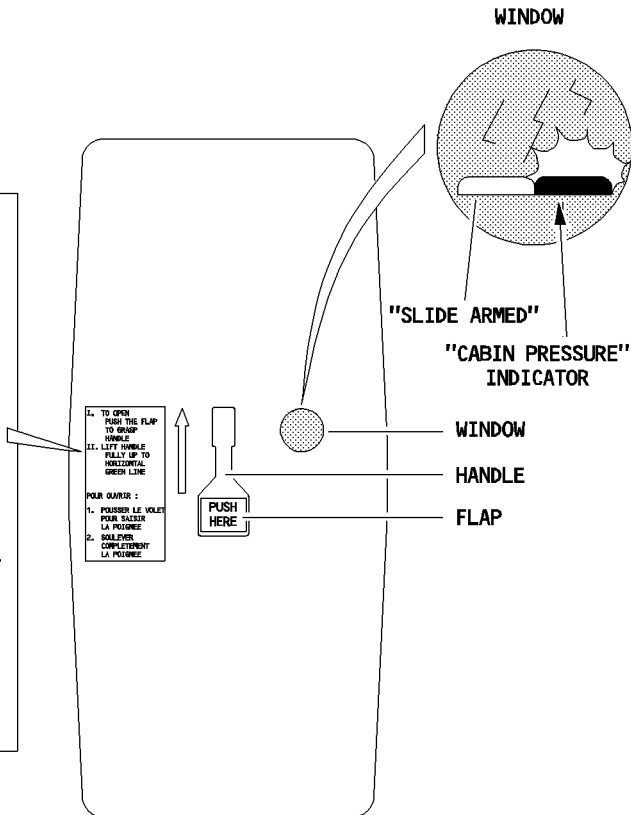
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- I. TO OPEN  
PUSH THE FLAP  
TO GRASP  
HANDLE
- II. LIFT HANDLE  
FULLY UP TO  
HORIZONTAL  
GREEN LINE

POUR OUVRIR :

- 1. POUSSER LE VOLET  
POUR SAISIR  
LA POIGNEE
- 2. SOULEVER  
COMPLETEMENT  
LA POIGNEE

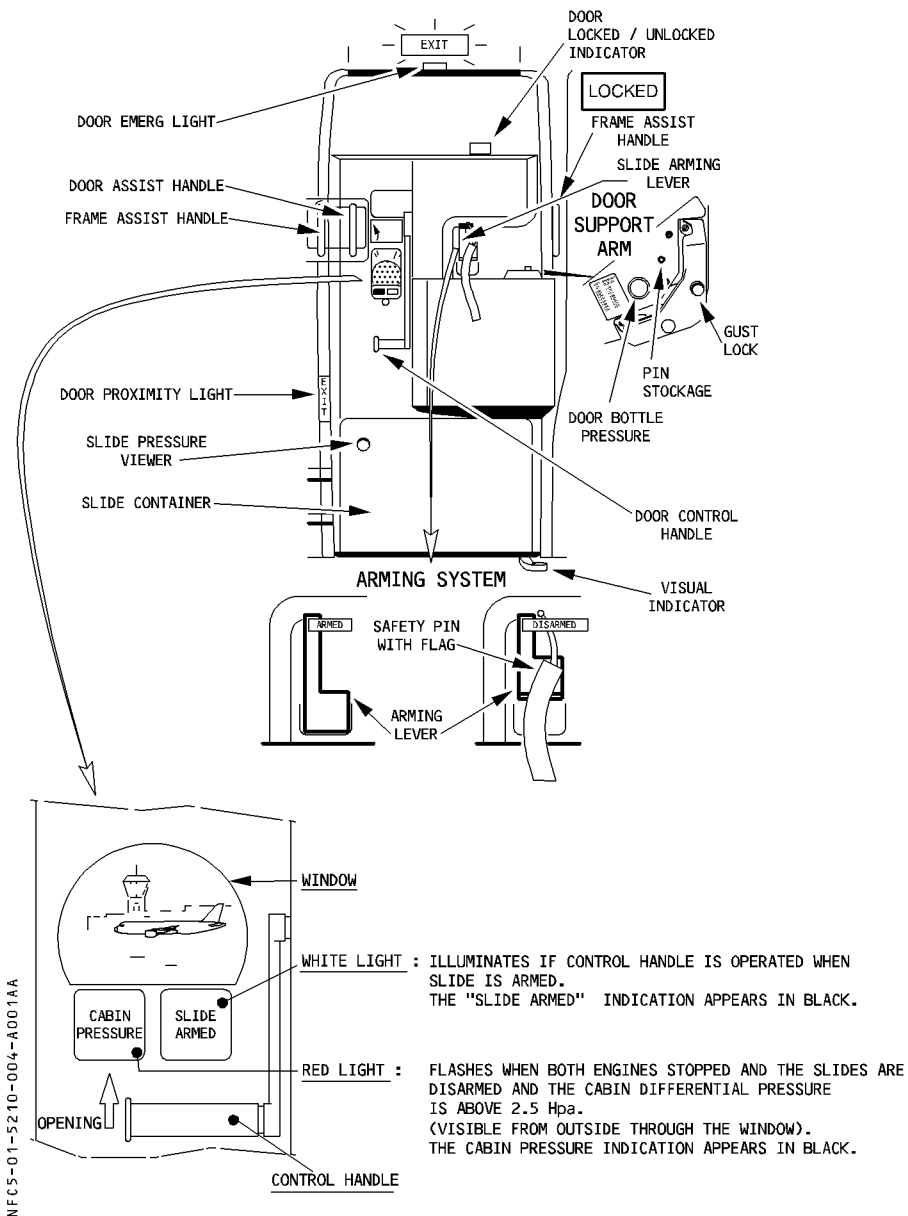
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**PASSENGERS DOORS**

**INSIDE**



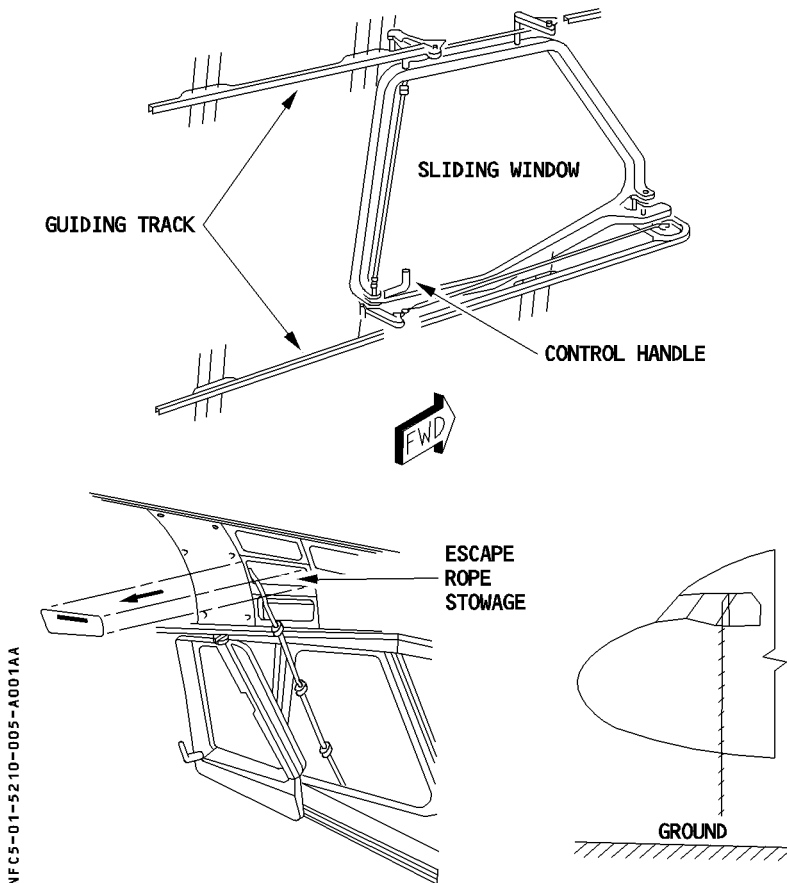
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## EMERGENCY EXITS

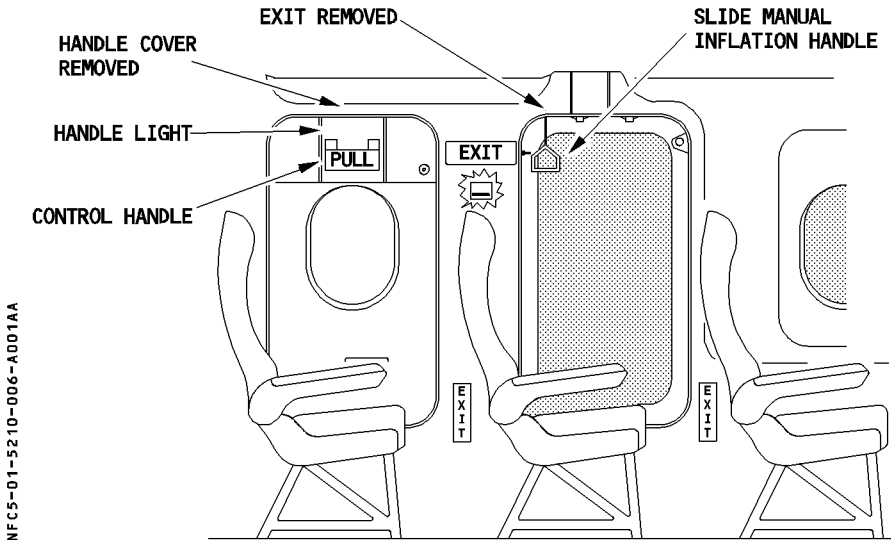
### COCKPIT

The two sliding windows in the cockpit are emergency exits for the flight crew. A small compartment above each window holds an escape rope that is long enough to reach the ground when lowered through either sliding window. The cockpit windows can be opened from inside only.



**CABIN**

- R In case of an emergency, two inward opening emergency exits are provided on each side of the cabin, in addition to the regular cabin doors. They are also equipped with escape slides.
- R



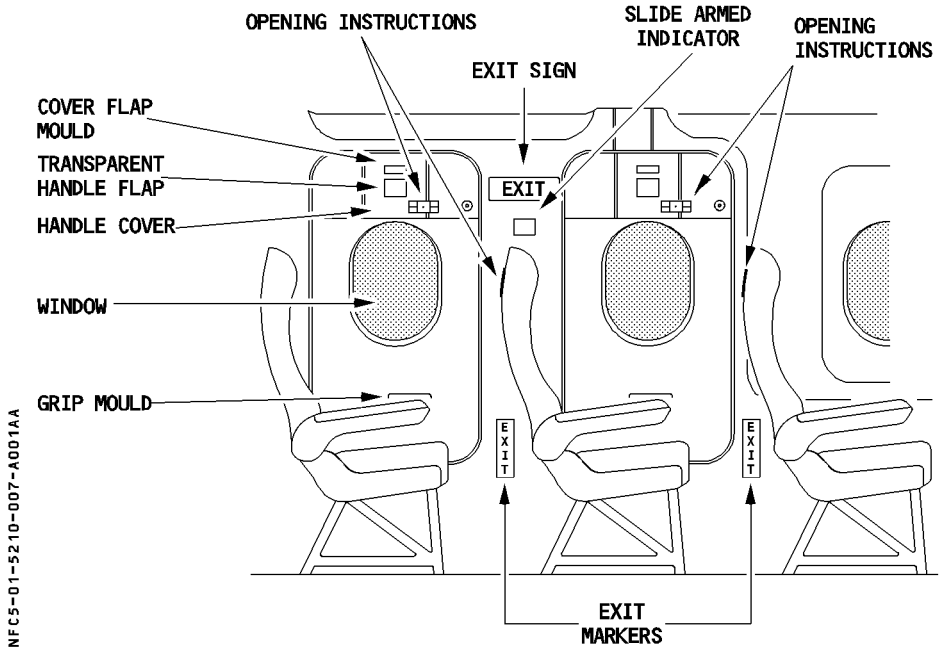
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The slides of the overwing emergency exits are always in armed configuration.

To open :

- Remove HANDLE COVER : The HANDLE LIGHT and SLIDE ARMED indicator illuminate.
- Pull CONTROL HANDLE : The EXIT moves inwards.
- Lift EXIT from frame by holding the GRIPMOULD.
- Throw EXIT out.





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## CARGO DOORS

The aircraft has two (three  $\triangleleft$ ) cargo doors on the right side of the fuselage below the cabin floor.

### FWD AND AFT CARGO DOORS

The yellow hydraulic system opens these doors outward and upward. They lock open or closed mechanically.

If the yellow system's electric pump fails, crewmen can use a hand pump to pressurize the system. This hand pump is on the hydraulic maintenance panel.

The FWD and AFT cargo doors can be opened from the outside only.

*Note : When the electric pump is operating the FWD or AFT cargo doors, the only other yellow system devices that can operate are braking and engine 2 reverse.*

### BULK CARGO DOOR $\triangleleft$

The bulk cargo door opens inward and upward. It is a plug-type door that is mechanically locked and manually operated.

This door can be opened from the outside or from the inside.

## AVIONICS COMPARTMENT ACCESS DOOR

Four inward opening, manually operated, hinged doors give external access to the avionics compartments. These doors are in the lower fuselage, around the nose landing gear bay.

## COCKPIT DOOR

A forward-opening hinged door separates the cockpit from the passenger compartment. In an emergency it can be forced open in either direction.

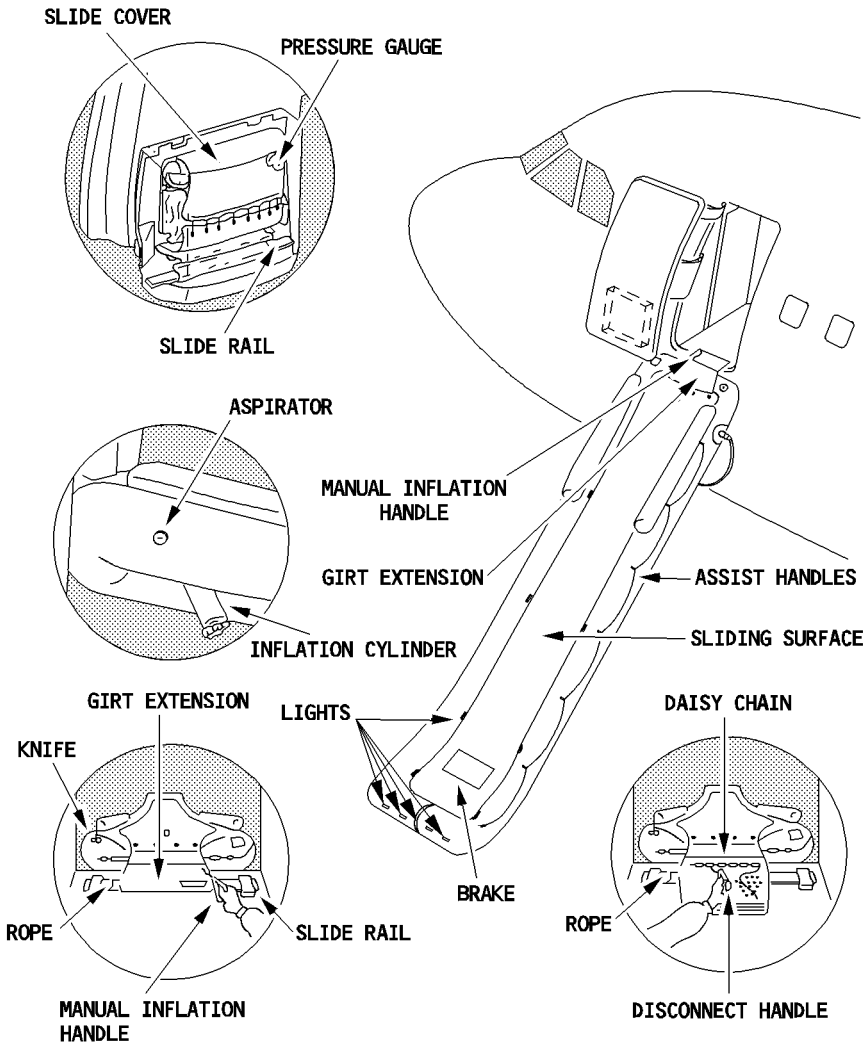
The door has an electric locking latch ( $\triangleleft$ ) controlled by the DOOR UNLOCK pushbutton on the pedestal. It also has an eye-level viewing lens.

To unlock the door, the pilot must press the pushbutton, and maintain it pressed, while the cabin attendant pushes the cockpit door open.



**ESCAPE SLIDES/RAFT**

**DOOR SLIDES**

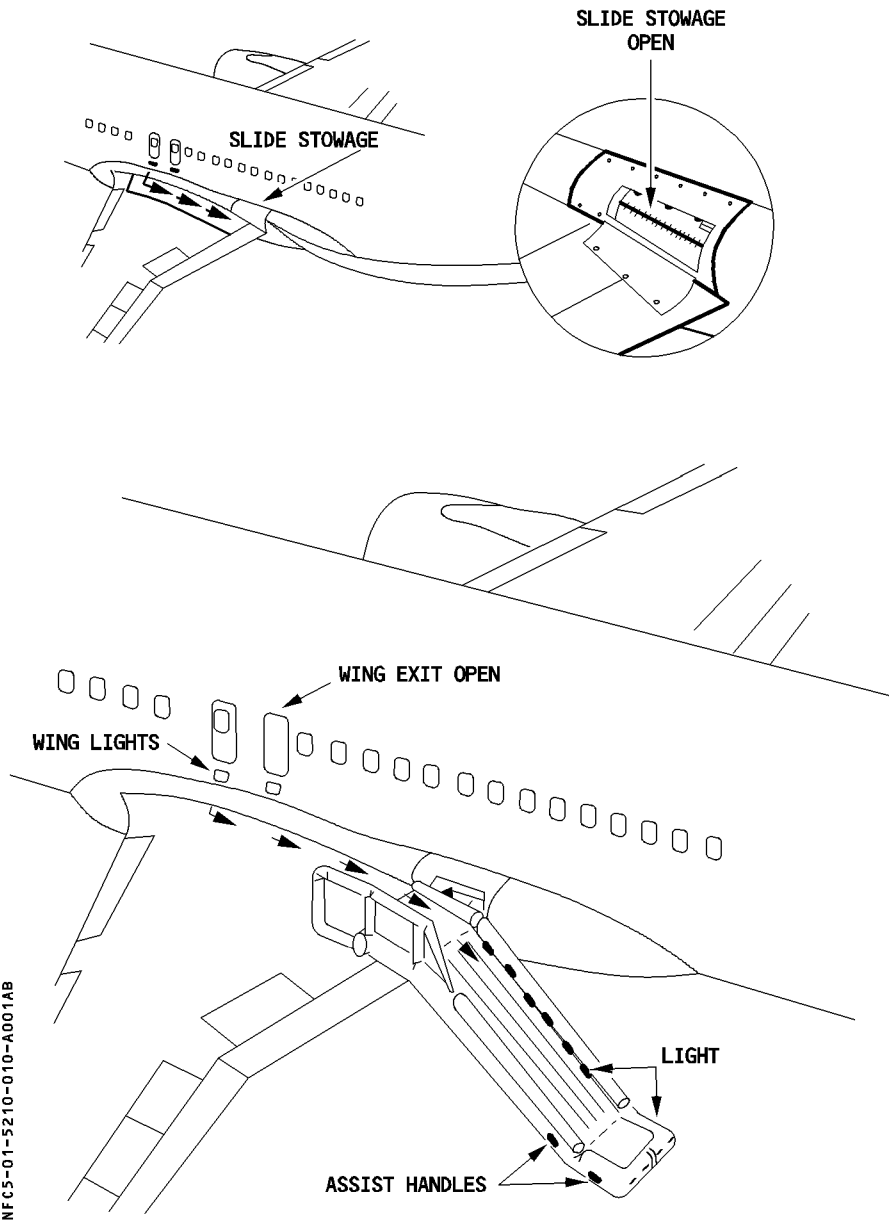


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**NOTE : THE ROPE MUST BE CUT AFTER DISCONNECTION**



**WING SLIDES**

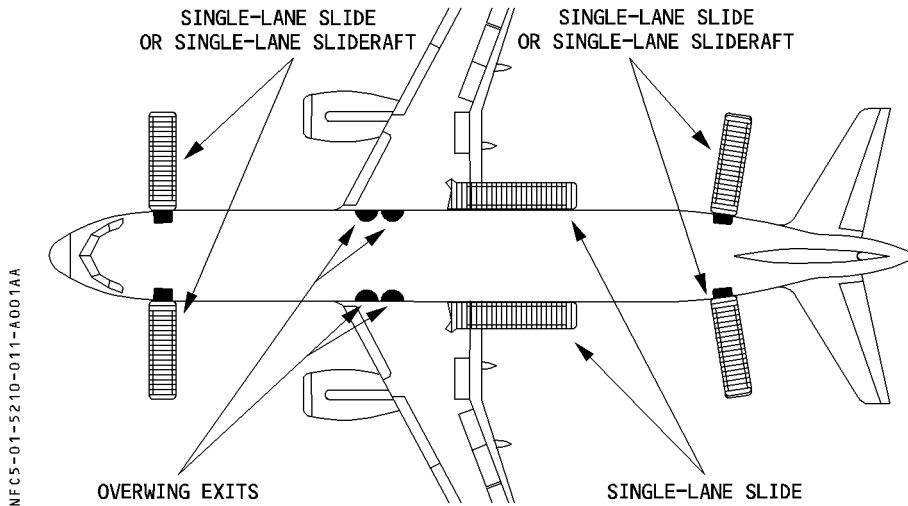


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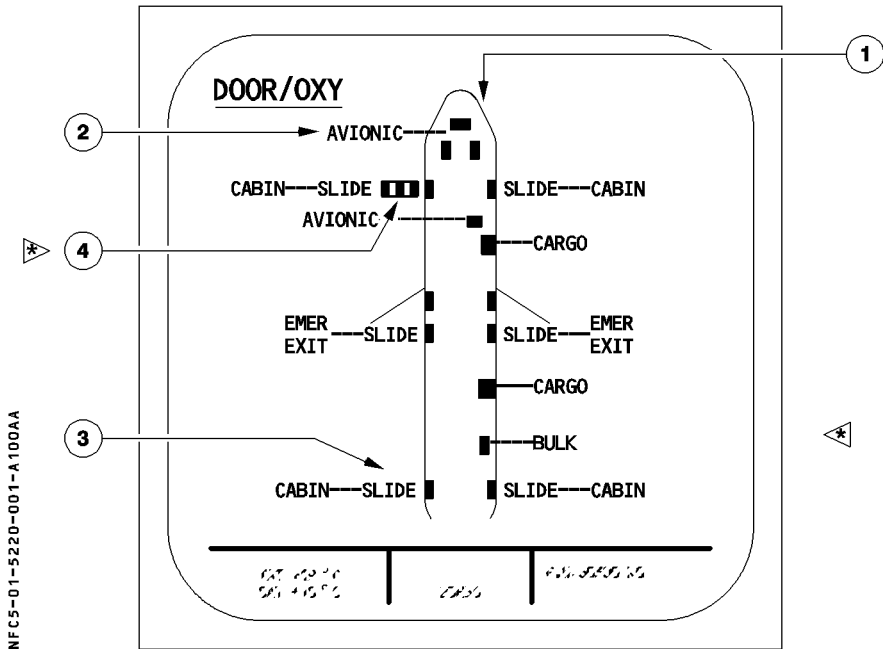
**ESCAPE SLIDE ARRANGEMENT**

R Each passenger door either has a single-lane escape slide, or a single-lane slideraft, and  
 R each emergency exit has a dual-lane escape slide.





## ECAM DOOR PAGE



### ① Door symbol

Green  : The door is closed and locked.  
 Amber  : The door is not locked.

### ② Door indication

This appears amber when the door is not locked.

### ③ SLIDE indication

This appears white when the slide is armed.

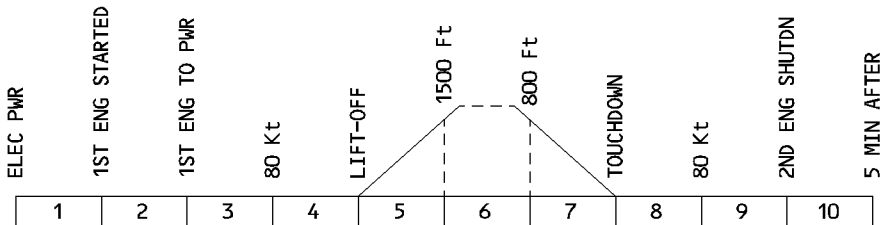
### ④ Stair symbol (<img alt="stair symbol" data-bbox="270 810 295 825"/>)

This appears in green when the stair door is not closed.



## WARNINGS AND CAUTIONS

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R

E/WD : FAILURE TITLE conditions	AURAL WARNING	MASTER LIGHT	SD PAGE CALLED	LOCAL WARNING	FLT PHASE INHIB
L(R) FWD (AFT) AVIONICS L(R) FWD CABIN L(R) AFT CABIN L(R) FWD EMER EXIT L(R) AFT EMER EXIT FWD CARGO AFT CARGO BULK CARGO ◀ STAIRS ◀ Affected door not closed (proximity detectors)	SINGLE CHIME	MASTER CAUT	DOOR	NIL	1, 4, 5 7, 8, 10

**BUS EQUIPMENT LIST**

	NORM		EMER ELEC		
	AC	DC	AC ESS	DC ESS	HOT
DOORS and SLIDES CTL		DC BAT (1)			HOT2 (1)
CARGO DOORS		DC GRND FLT			
AIR STAIRS ◀		DC2			HOT2 (2)

- (1) STBY supply (normally supplied by the EMER PWR SUPPLY UNIT)
- (2) STBY supply