

 <b>A330</b> <small>SIMULATOR</small> <b>FLIGHT CREW OPERATING MANUAL</b>	<b>DOORS</b>	1.52.00	P 1
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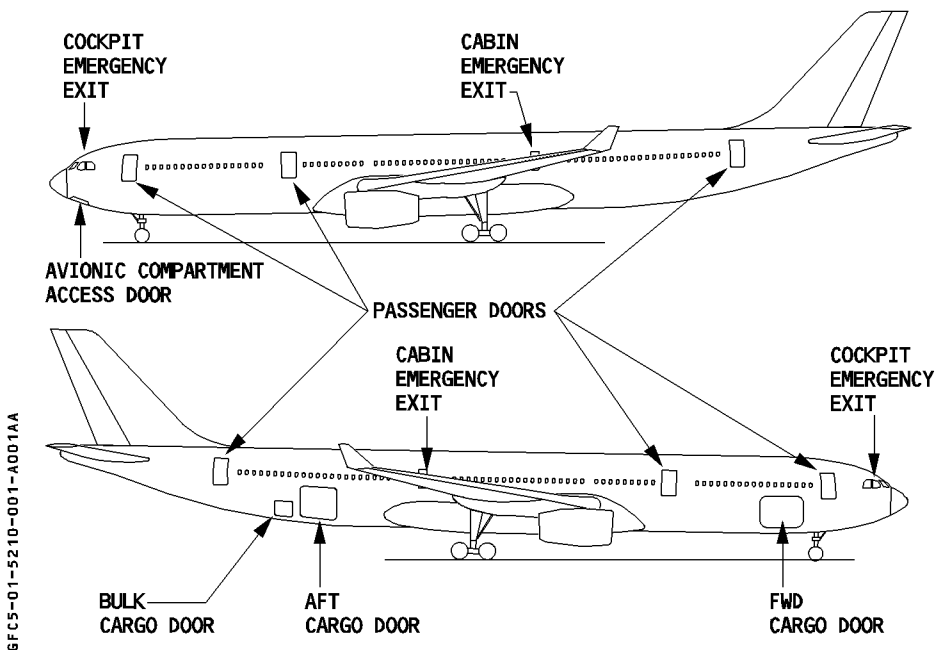


## GENERAL

The fuselage of A330 comprises:

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

All doors are monitored by the Door and Slide Control System (DSCS) which generates warnings on ECAM and on the doors themselves.



**DOORS**

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## DESCRIPTION

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**PASSENGER DOORS**

Six outward and forward opening plug type doors are provided three on each side of the fuselage (two forward, two mid, two aft).

They can be operated from inside or outside. Normal operation is manual with hydraulic damping and a gust lock mechanism.

An emergency opening system is installed on each door. The system comprises:

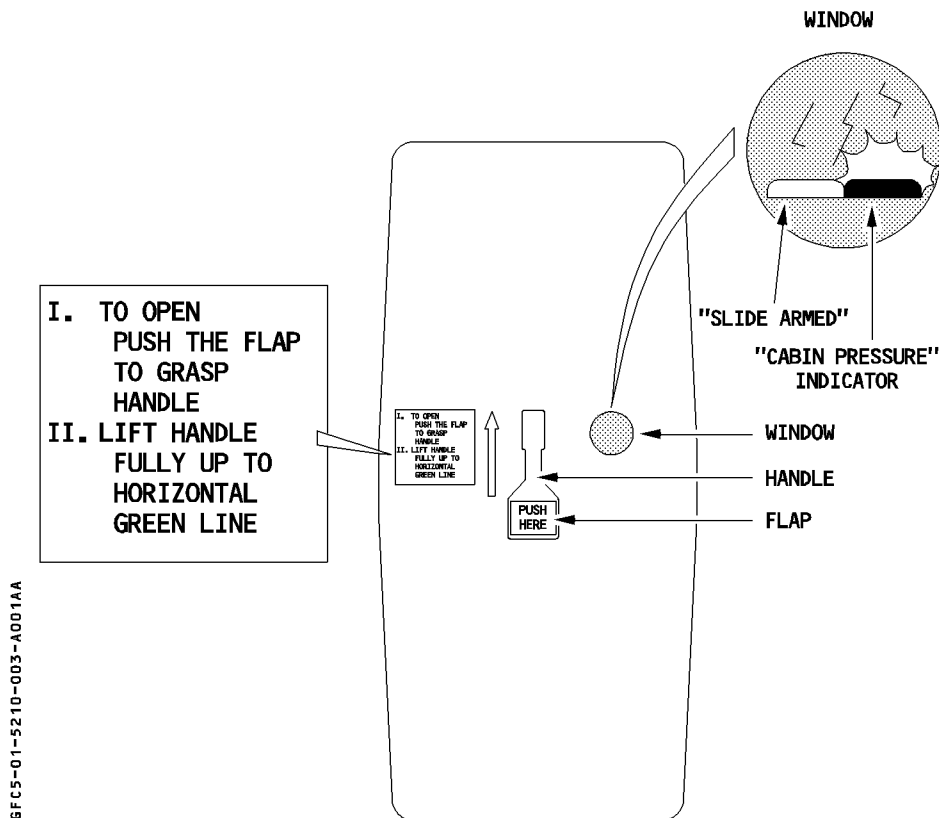
- an escape slide stowed in a container attached to the inboard lower side of the door.
- a damper actuator which limits the door travel in normal mode and in the event of emergency, it acts as an actuator for automatic door opening.
- a slide arming lever.

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, automatic inflation and deployment of the slide occurs. If the inflation bottle fails to discharge automatically, it can be activated manually.

Opening from the outside disarms the door and escape slide.

Each passenger door is fitted with:

- two mechanical locking indicators for visual check of lock/unlock position.
- one warning light to show the ARMED or DISARMED condition of the escape slide.
- one CABIN PRESSURE warning light to indicate a residual pressure in the cabin.

**CABIN DOORS****OUTSIDE**

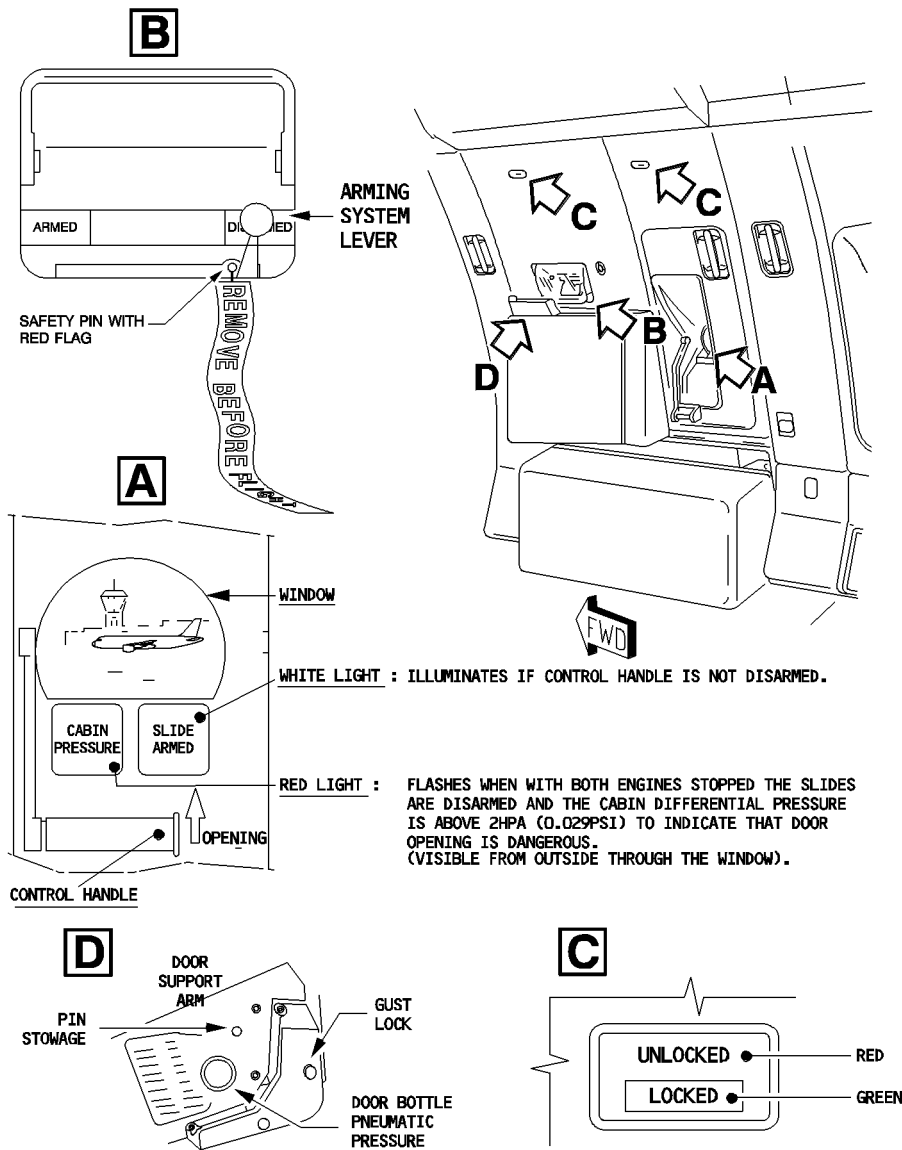
Each cabin door can be opened from the outside.  
Opening instructions are written next to the opening handle.

*Note* : If a cabin door is opened from the outside, the automatic disarming is activated.

**PASSENGERS DOORS**

**INSIDE**

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## EMERGENCY EXITS

### COCKPIT

The two sliding windows in the cockpit are flight crew emergency exits.

A small compartment, located above each window, contains an escape rope that reaches the ground, when lowered through the window on the other side of the cockpit.

- R The cockpit windows can only be opened from the inside.

### CABIN

One plug-type emergency exit is located on each side of the cabin.

They open outward and forward, and are each equipped with an escape slide, stowed in the compartment, below the cabin floor.

## CARGO DOORS

Three cargo compartment doors are located on the right side of the fuselage, below the cabin floor.

### FWD AND AFT CARGO DOORS

These outward and upward opening doors are mechanically-locked and hydraulically-operated by the yellow hydraulic system.

If the yellow system's electric pump fails, the system can be pressurized by using a hand pump, located on the hydraulic maintenance panel.

The FWD and AFT cargo doors can only be opened from the outside. A red light, fitted in the locking handle's housing area, indicates a residual cabin pressure.

- R The door open indicator light shows that the door is locked in the open position, allowing safe cargo loading operation.
- R Ten flag indicators ensure the operator that the door is fully locked. A pop out flag represents a not closed hook.

*Note : When the electric pump operates the FWD or AFT cargo doors, the only other yellow system device that can operate is Engine 2 reverse. The yellow hydraulic leak measurement valves close, and an SFCC inhibition prevents any flaps movement.*

### BULK CARGO DOOR

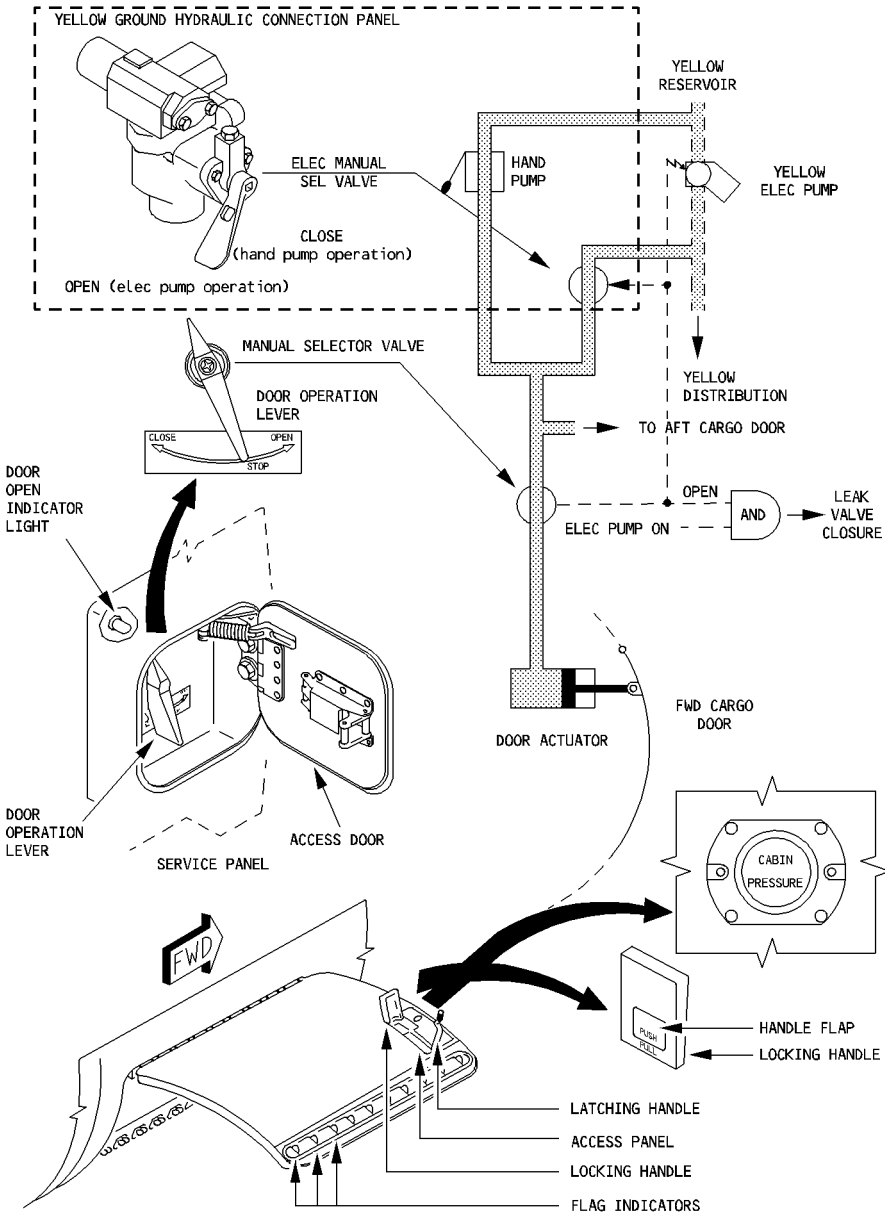
The BULK plug-type cargo door is mechanically-locked and manually-operated.

It opens inward then upward, and can either be opened from the inside or outside.

**CARGO DOORS**

**FOR INFO**

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### AVIONICS COMPARTMENT ACCESS DOOR

An inward-opening, manually-operated, hinged door gives access to the avionics compartment. This door is in the lower fuselage, forward of the nose landing gear bay. A ladder is stowed inside the compartment adjacent to this door, which may either be operated from the interior or exterior.

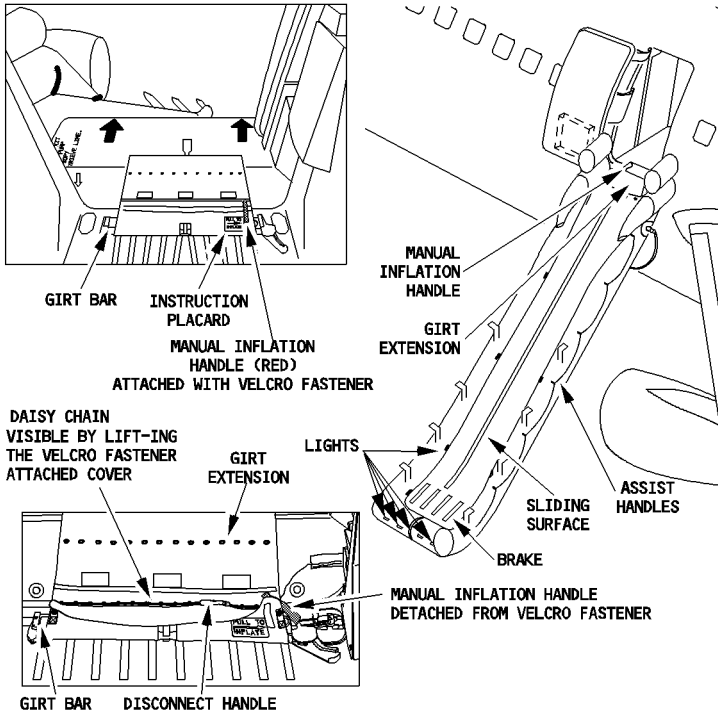
This compartment is also accessible from the cockpit, via a floor hatch located behind the Captain's seat. A fixed ladder is in the avionics compartment for access from the cockpit.

### COCKPIT DOOR

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

R The door is equipped with an eye-level viewing lens.



**ESCAPE SLIDES/RAFTS****PASSENGER DOOR SLIDES/RAFTS**

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**— SLIDE MODE**

Automatic operation : Normally automatic inflation when slide is armed and door opens

Manual operation : If the slide falls down from the door but does not inflate, inflation can be started manually by pulling the handle which is attached at the girt extension of the slide/raft.

**— RAFT MODE**

To disconnect the slide from the aircraft, pull the disconnect handle. The slide raft is moored to the aircraft by means of the ditching line which has to be cut to completely free the slide/raft from the aircraft.



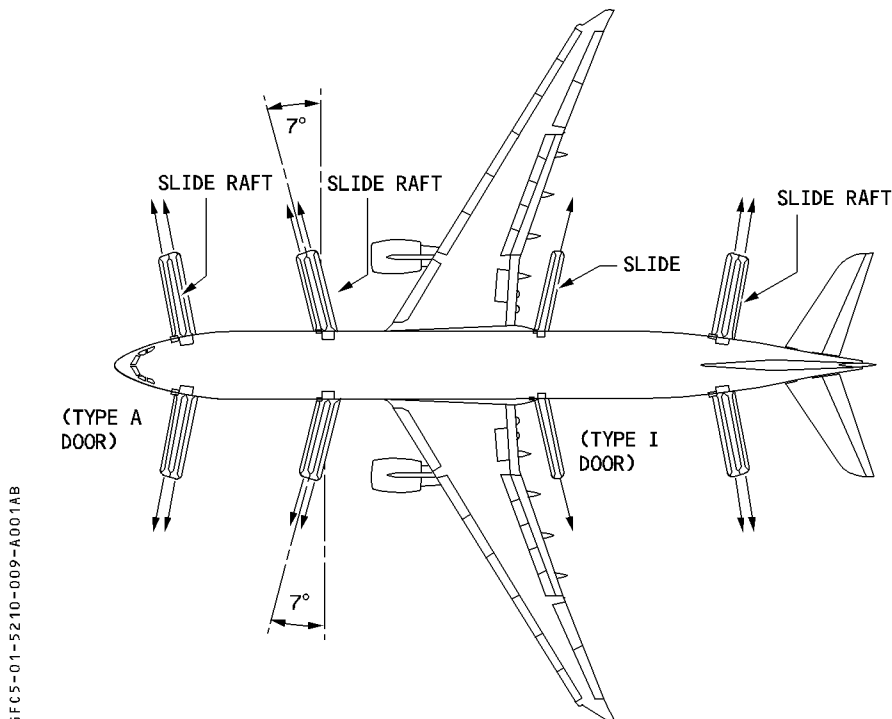
## EMERGENCY EXIT SLIDES

Operation is identical to passenger door slides/rafts operation. Only slide mode is available.

## ESCAPE SLIDE ARRANGEMENT

Passenger doors are equipped with dual lane escape slide rafts and emergency exits are equipped with single lane escape slides.

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## DOORS AND SLIDES CONTROL SYSTEM

The Doors and Slides Control System (DSCS) consists in :

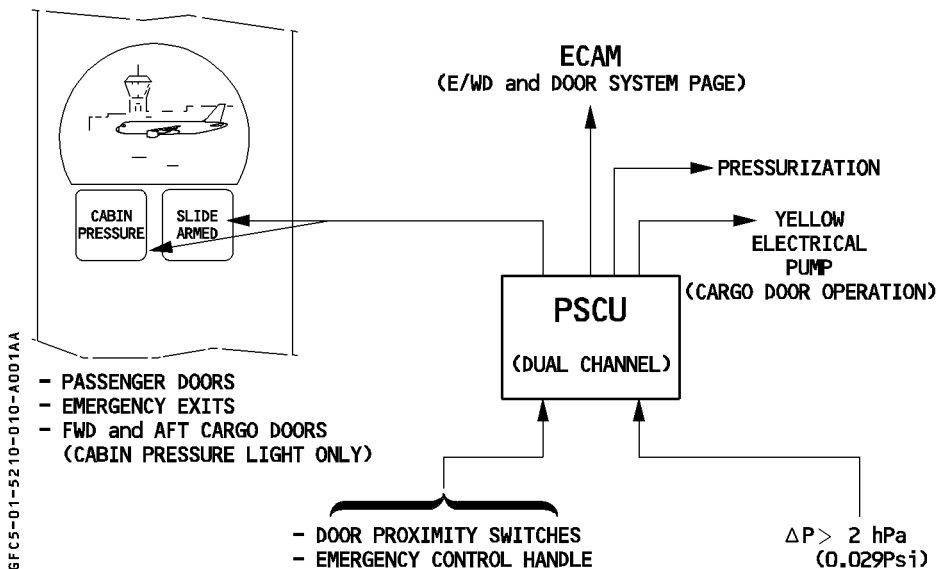
- proximity switches installed on each door
- the Proximity Switch Control Unit (PSCU)
- a pressure switch ( $\Delta P$  of the cabin)
- an autonomous standby power supply

The Doors and Slide Control system performs the following functions:

- Door warning system: to indicate on the ECAM the state (LOCKED/UNLOCKED) of each door
- Escape slide warning system: to indicate on the ECAM and on the slide warning light the state (ARMED / DISARMED) of the slide.
- Overpressure warning system: to indicate an excessive residual differential cabin pressure to the passenger doors, the emergency exits and the FWD and AFT cargo doors.
- Electrical control of the FWD and AFT cargo doors.

The DSCS also prevents the aircraft pressurization with one engine running when a door (CAB, CARGO, BULK) is not fully closed and locked or if a sensor is defective. In this case the DSCS sends a signal to the cabin pressure system to keep the outflow valves open and to the Zone Controller to close the pack flow control valves.

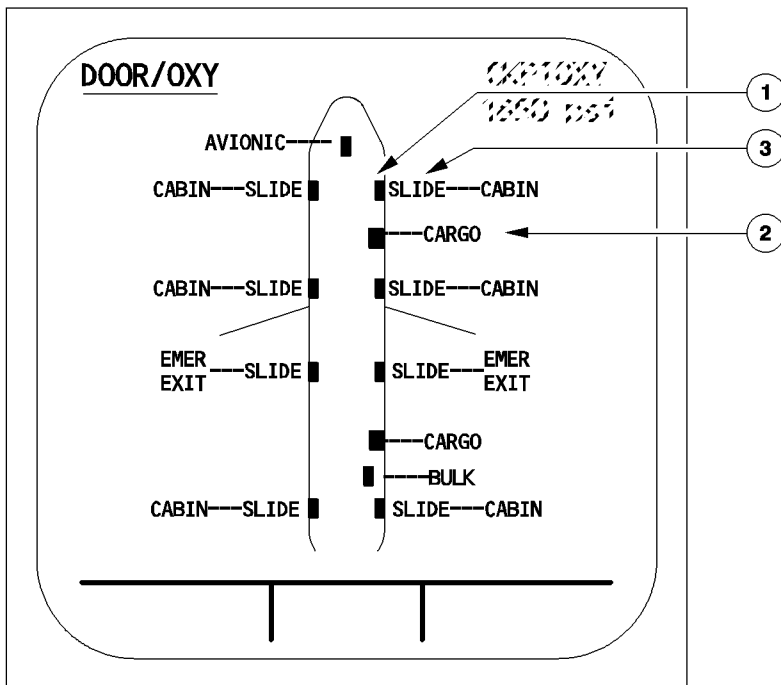
## ARCHITECTURE





## ECAM DOOR / OXY PAGE

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① DOOR symbol

- R Green (symbol outline) : the door is closed and locked.  
 R Amber (filled symbol) : the door is not locked

② DOOR indication

Appears amber when the door is not locked.  
 Appears white when the information is not valid.  
 Suppressed when the door is closed

③ SLIDE indication

- R SLIDE appears white when the slide is not disarmed.  
 - - - appears amber when the slide is disarmed and the door is open.  
 Both suppressed when the slide is disarmed and the door is closed.

**DOORS****CONTROLS AND INDICATORS**

1.52.20

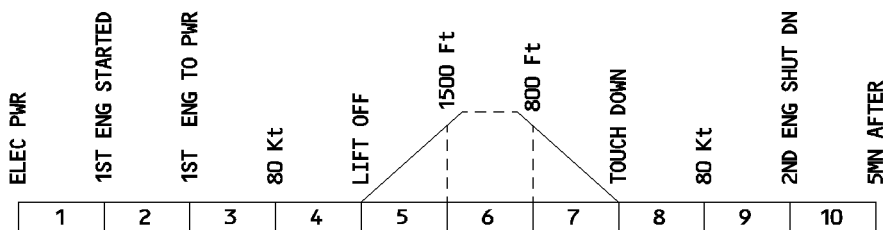
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**WARNINGS AND CAUTIONS**

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E/WD : FAILURE TITLE conditions	AURAL WARNING	MASTER LIGHT	SD PAGE CALLED	LOCAL WARNING	FLT PHASE INHIB
L (R) FWD CABIN L (R) MID CABIN L (R) AFT CABIN L (R) EMER EXIT FWD (AFT) (BULK) CARGO AVIONIC	SINGLE CHIME	MASTER CAUT	DOOR	NIL	1, 4, 5, 7, 8, 10
POS DET 1 (2) (1 + 2) PSCU FAILURE					3, 4, 5, 7, 8

<b>BUS EQUIPMENT LIST</b>
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**FOR INFO**

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		NORM			EMER ELEC		
		AC	DC	DC BAT	AC ESS	DC ESS	HOT
DOORS and SLIDES CTL	NORMAL		GND/FLT				
	STBY			X (1)			

*(1) If both busbars are inoperative, the system is supplied by an autonomous standby power supply (battery).*