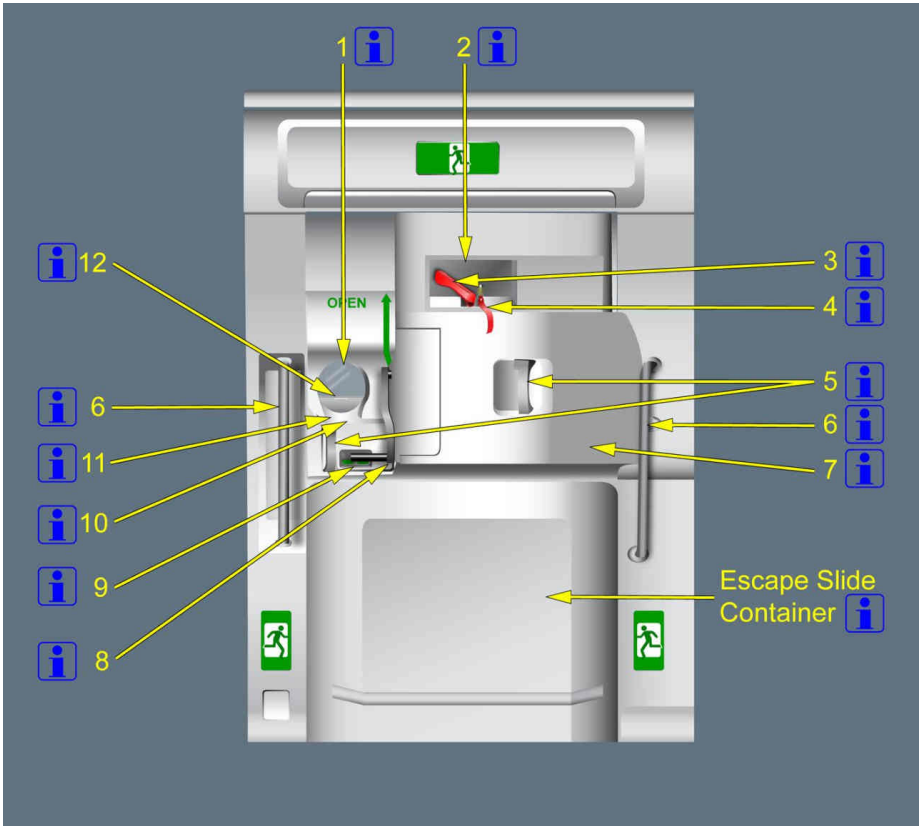


Example of a Passenger Door (Inside View)



- (1) **OBSERVATION WINDOW:** Refer to 09-10-30 Observation Window with Slide Armed and Cabin Pressure Indicators.
- (2) **COVER of the SLIDE ARMING LEVER:** Refer to 09-10-30 Cover of the Slide Arming Lever.
- (3) **SLIDE ARMING LEVER:** Refer to 09-10-30 Slide Arming Lever with Safety Pin.
- (4) **SAFETY PIN:** Refer to 09-10-30 Slide Arming Lever with Safety Pin.
- (5) **DOOR ASSIST HANDLES:** Refer to 09-10-30 Door Assist Handles and Hinge Arm.

Note: The **GUST LOCK RELEASE** pushbutton is part of the **DOOR ASSIST HANDLE** on the **HINGE ARM**.

DOORS AND SLIDES

CABIN DOORS

DESCRIPTION

- (6) FRAME ASSIST HANDLES: *Refer to 09-10-30 Frame Assist Handles.*
- (7) HINGE ARM: *Refer to 09-10-30 Door Assist Handles and Hinge Arm.*
- (8) DOOR CONTROL HANDLE: *Refer to 09-10-30 Door Control Handle.*
- (9) DOOR LOCKING INDICATORS: *Refer to 09-10-30 Door Locking Indicators.*
- (10) SLIDE ARMED Indicator: *Refer to 09-10-30 Observation Window with Slide Armed and Cabin Pressure Indicators.*
- (11) CABIN PRESSURE Indicator: *Refer to 09-10-30 Observation Window with Slide Armed and Cabin Pressure Indicators.*
- (12) OBSERVATION WINDOW with Lens: *Refer to 09-10-30 Observation Window with Slide Armed and Cabin Pressure Indicators.*

COMPONENTS OF A CABIN DOOR/EXIT

Applicable to: ALL

EASA OSD

OBSERVATION WINDOW WITH SLIDE ARMED AND CABIN PRESSURE INDICATORS

For information about the OBSERVATION WINDOW with SLIDE ARMED and CABIN PRESSURE indicators:

- See : Observation Window
- See : Fresnel Lens in the Observation Window
- See : Indicators in the Observation Window.

OBSERVATION WINDOW

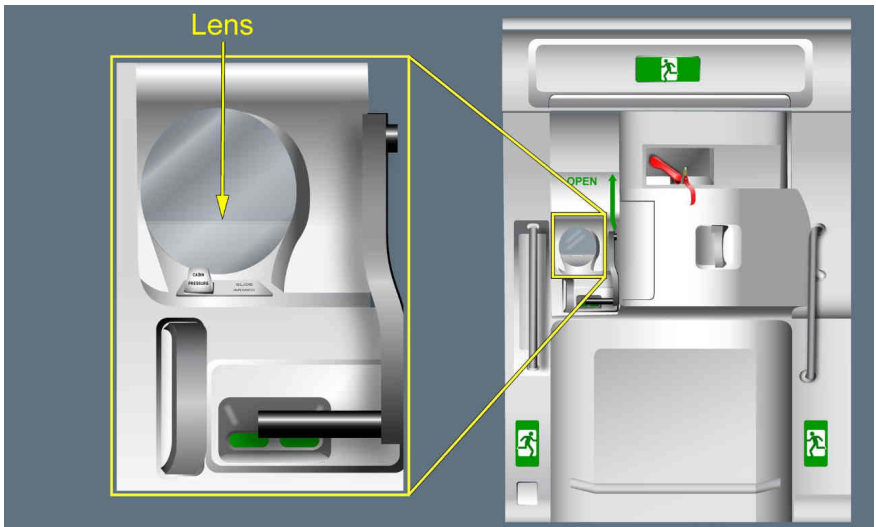
The cabin crew uses the OBSERVATION WINDOW to check the outside conditions before opening the door.

In order to open the door safely there is a:

- Fresnel lens
This lens enables the cabin crewmembers to have a better view of the outside conditions.
See : Lens in the Observation Window.
- SLIDE ARMED indicator
The SLIDE ARMED indicator indicates the status of the slide. See : SLIDE ARMED Indicator.
- CABIN PRESSURE indicator
The CABIN PRESSURE indicator displays an alert if there is a pressure differential from the inside to the outside of the cabin. See : CABIN PRESSURE Indicator.

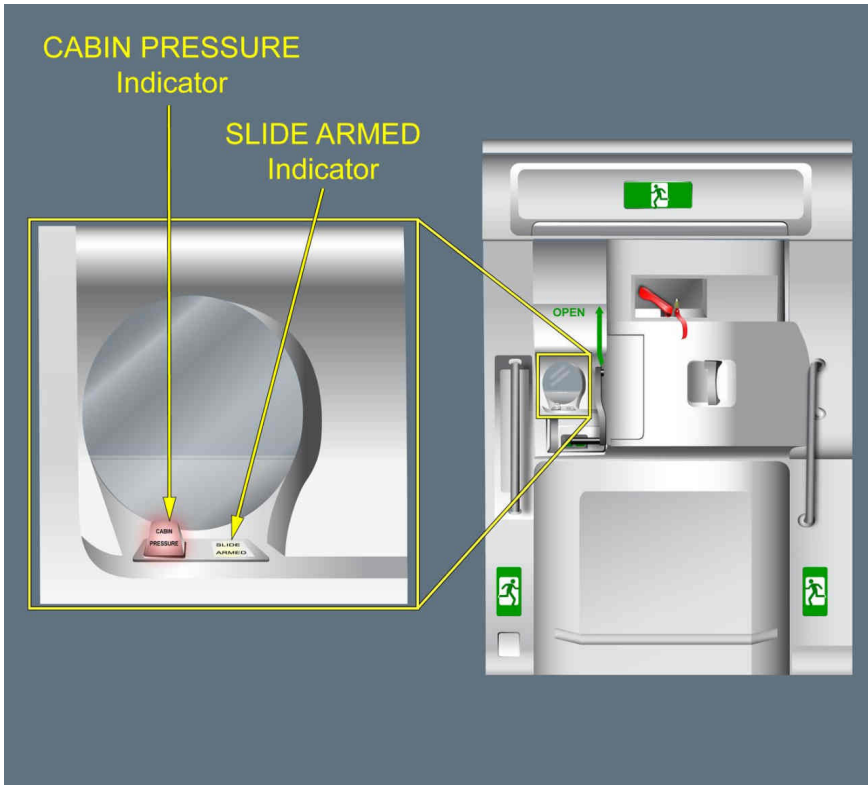
FRESNEL LENS IN THE OBSERVATION WINDOW

The OBSERVATION WINDOW has a Fresnel lens in the lower half of the window to increase the visible area outside the aircraft.

**INDICATORS IN THE OBSERVATION WINDOW**

The SLIDE ARMED indicator and the CABIN PRESSURE indicator are on the door lining beneath the observation window.


These indicators are visible from the inside and the outside of the aircraft.



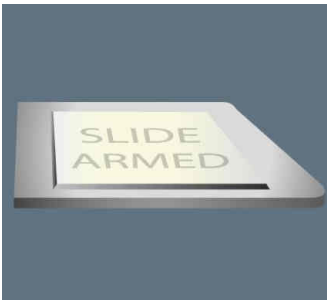
DOORS AND SLIDES**CABIN DOORS**

DESCRIPTION

SLIDE ARMED Indicator

When the SLIDE ARMING LEVER is in the **ARMED ►** position and somebody lifts the DOOR CONTROL HANDLE, the SLIDE ARMED indicator light comes ON steady **white** and the buzzer sounds  .

- Note:
- An activated EVAC command will inhibit the alerts (aural and visual).
 - If the aircraft is not powered, the indicator will not come ON.



When the SLIDE ARMING LEVER is in the **◄ DISARMED** position and somebody lifts the DOOR CONTROL HANDLE, the SLIDE ARMED indicator remains OFF and no buzzer sounds.

DOORS AND SLIDES

CABIN DOORS

DESCRIPTION

CABIN PRESSURE Indicator

L12



The CABIN PRESSURE indicator flashes **red** when:

- The cabin pressure differential is above 2.5 mbar
- The related slide is disarmed
- The aircraft is on ground.

Note: "Aircraft on ground" condition means:

- All engines are OFF
- Weight is on the wheels
- Ground speed is below 55 kt.

In addition, an aural alert sounds when there is an attempt to open the door: Somebody lifts the DOOR CONTROL HANDLE.

WARNING

Danger to be ejected out of the aircraft.
Do not open the passenger door if the CABIN PRESSURE indicator flashes **red**.



The CABIN PRESSURE indicator is OFF when the cabin pressure differential is normal (less than 2.5 mbar).

EASA OSD

COVER OF THE SLIDE ARMING LEVER

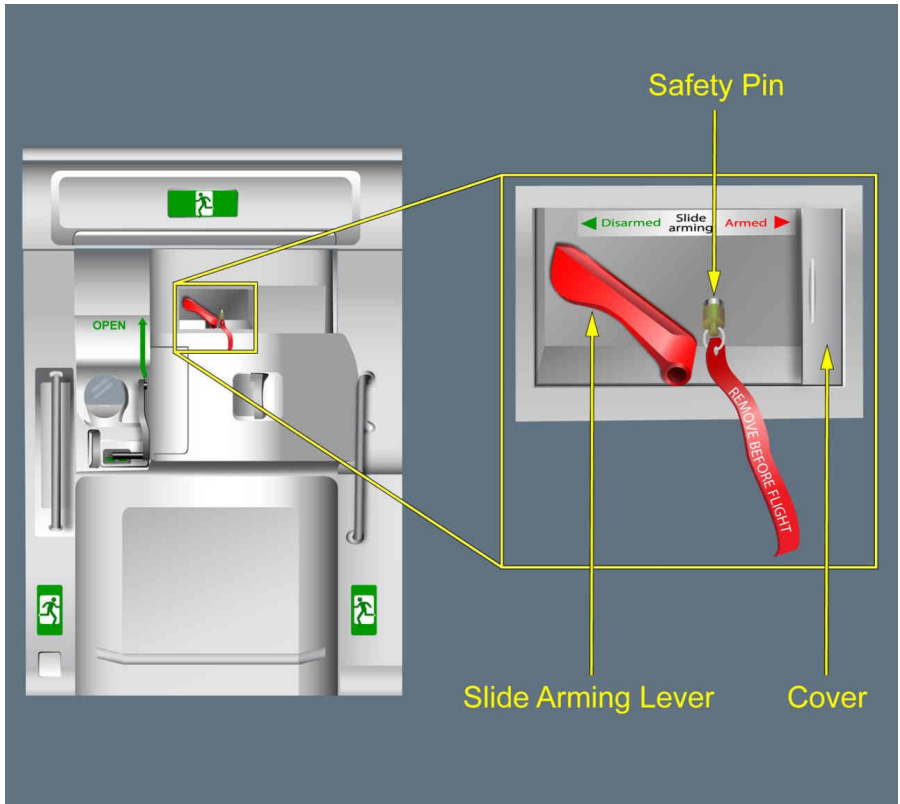
A transparent plastic cover protects the SLIDE ARMING LEVER against inadvertent movement. This cover must be closed during all phases of the flight.

To get access to the SLIDE ARMING LEVER, the cabin crew must manually open the plastic cover of the SLIDE ARMING LEVER.

EASA OSD

SLIDE ARMING LEVER

The cabin crew must use the SLIDE ARMING LEVER to arm and disarm the slideraft. The SLIDE ARMING LEVER is in the upper center of the door.



SAFETY PIN

The SAFETY PIN secures the SLIDE ARMING LEVER in the ◀ **DISARMED** position. When the SLIDE ARMING LEVER is in the **ARMED** ▶ position, the lever covers the SAFETY PIN hole preventing the re-installation of the SAFETY PIN. When the SAFETY PIN is not needed, it should be kept in a safe place.

Note: The cabin crew should stow the SAFETY PIN inside a wall-mounted Cabin Attendant Seat (CAS) next to the corresponding door.

EASA OSD

HINGE ARM AND DOOR ASSIST HANDLES

The HINGE ARM joins the door with the aircraft structure (door frame).

The DOOR ASSIST HANDLES are used to move the doors.

A GUST LOCK RELEASE pb is part of the DOOR ASSIST HANDLE on the HINGE ARM. For more information about the GUST LOCK RELEASE pb: *Refer to 09-10-30 Gust Lock and Gust Lock Release Pushbutton.*

EASA OSD

FRAME ASSIST HANDLES

FRAME ASSIST HANDLES are installed on each side of the door frame to secure the crew during door operation.

EASA OSD

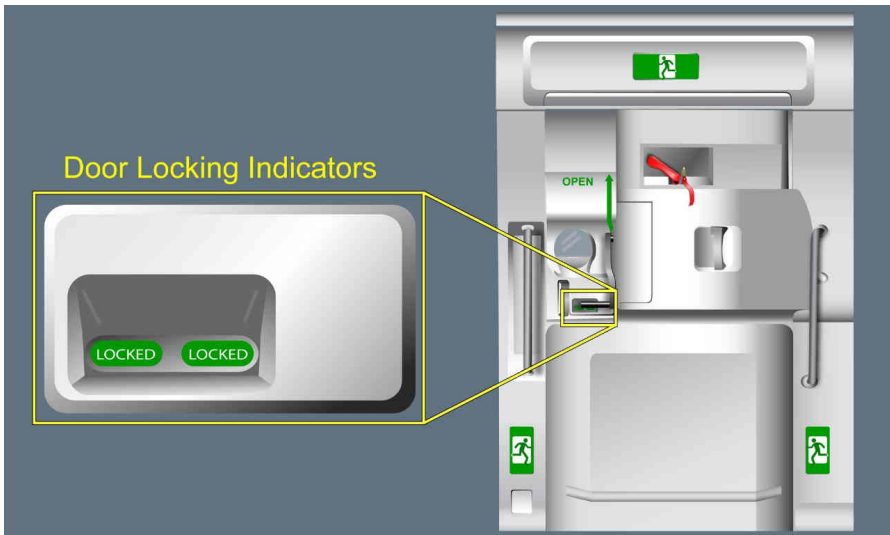
DOOR CONTROL HANDLES


The DOOR CONTROL HANDLES lock or unlock the doors from inside or outside of the aircraft.

EASA OSD

DOOR LOCKING INDICATORS

Two DOOR LOCKING INDICATORS indicate the current door status.



 <p>A350 MANUEL SECURITE SAUVETAGE</p>	<p>DOORS AND SLIDES</p> <p>CABIN DOORS</p> <p>DESCRIPTION</p>
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DOOR STATUS: LOCKED



Both DOOR LOCKING INDICATORS show LOCKED, when the DOOR CONTROL HANDLE is fully down (door is closed, locked and latched).

DOOR STATUS: UNLOCKED

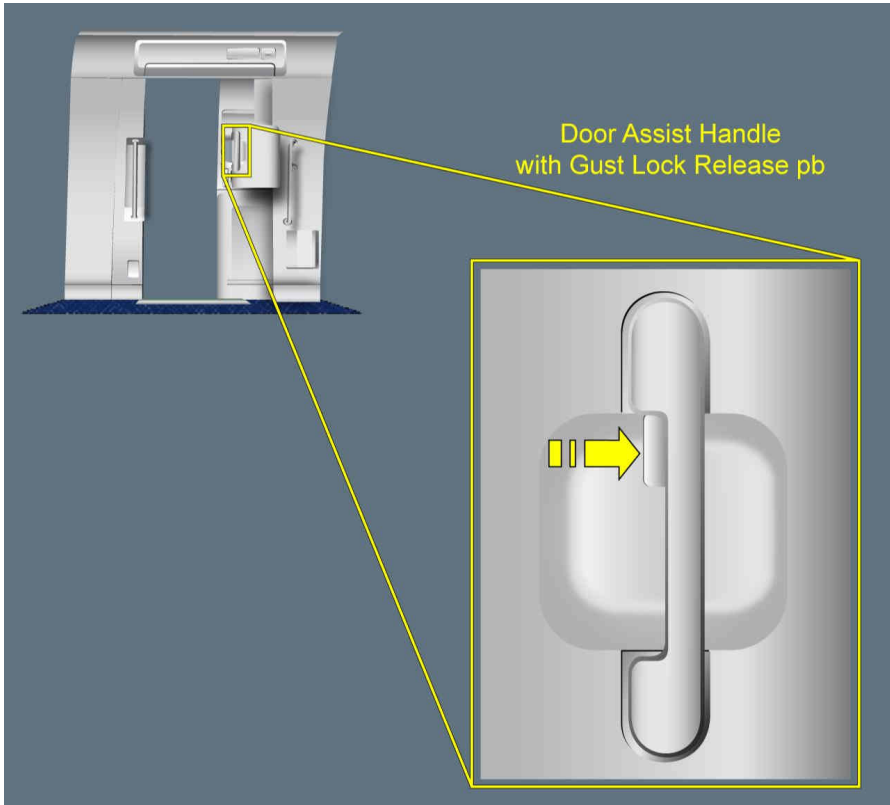


Both DOOR LOCKING INDICATORS show UNLOCKED as soon as the DOOR CONTROL HANDLE is lifted (door is unlocked).

EASA OSD

GUST LOCK

The GUST LOCK secures the passenger door in the fully open position.
The GUST LOCK RELEASE pb is part of the DOOR ASSIST HANDLE on the HINGE ARM.
The GUST LOCK RELEASE pb disengages the door from its fully open position.



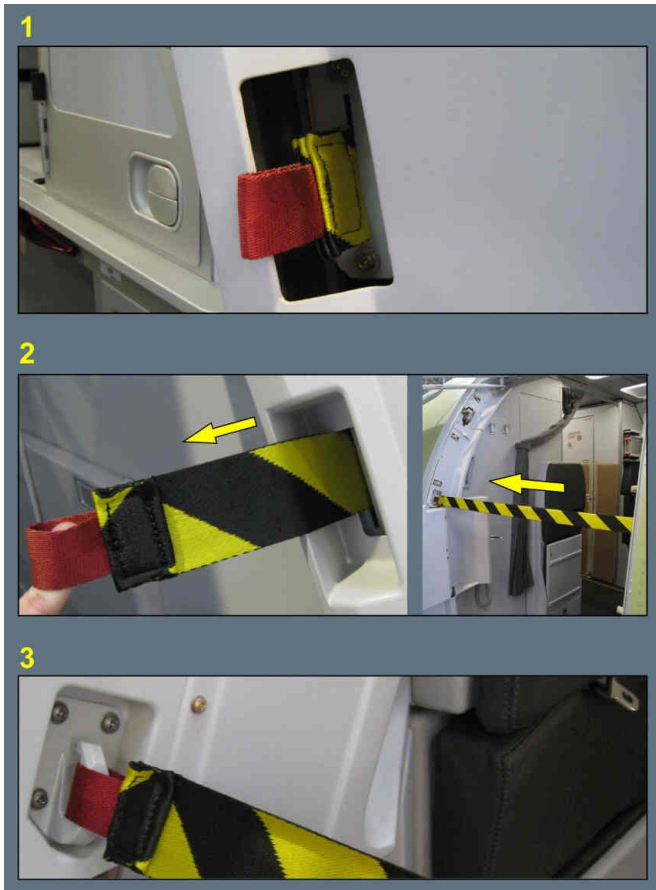
EASA OSD

SAFETY STRAP OF THE CABIN DOOR

Inside of each cabin door frame there is a safety strap. The cabin crew must install the safety strap whenever a cabin door is open with no stairs or no gateway in position. The safety strap is striped in **black** and **yellow** to indicate an open cabin door.

WARNING Do not leave an open cabin door unattended. A safety strap will NOT prevent passengers or crewmembers from falling out.

Installation of the Safety Strap



Note: The safety strap rolls up automatically during removal procedure. The cabin crew must ensure that the safety strap is fully retracted into its recess before closing the door.