BOEING 777-300ER

EMNİYET KARTI | SAFETY INSTRUCTION CARD

TURKISH AIRLINES

A STAR ALLIANCE MEMBER

Yasaklanan Elektronik Aletler / *Forbidden Electronic Devices*

Elektronik cihazların kullanımına ilişkin, kabin ekibi anons ve bilgilendirmelerine uyunuz.
Please follow the instructions and announcements from cabin crew about use of electronic devices.



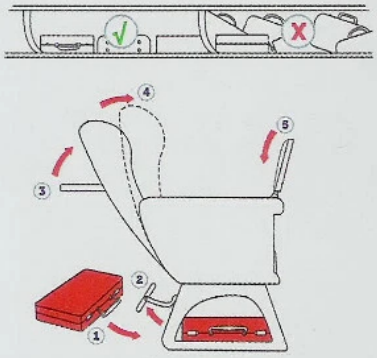
Sadece 'Uçuş Modu'nda Kullanılabilir.
Can only be used in 'Flight Mode'.

Sadece 'Uçuş Modu'nda Kullanılabilir.
Can only be used in 'Flight Mode'.

Kişisel elektronik cihazlarınıza bağlı kulaklıkları kullanmayınız.
Do not use any headphones connected to your personal electronic devices.

Kalkış ve İniş / *Take Off and Landing*

Bagaj *Lugaage*



Kemer Bağlayın *Fasten Seatbelt*



Bebek Kemeri *Infant Belt*



Karaya Acil İniş / *Emergency Landing*



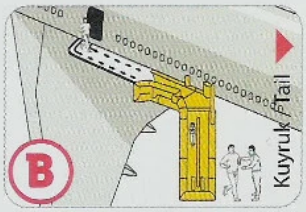
Karaya Acil İniş *Emergency Landing*

Sivri Topuklu Ayakkabıları Çıkarın *No High Heels*

El Bagajınızı Bırakın *Leave Your Hand Luggage*

Uçaktan Uzaklaşın *Escape from Aircraft*





Suya Acil İniş / *Ditching*



Suya Acil İniş *Ditching*

Sivri Topuklu Ayakkabıları Çıkarın *No High Heels*

El Bagajınızı Bırakın *Leave Your Hand Luggage*

Uçaktan Uzaklaşın *Escape from Aircraft*

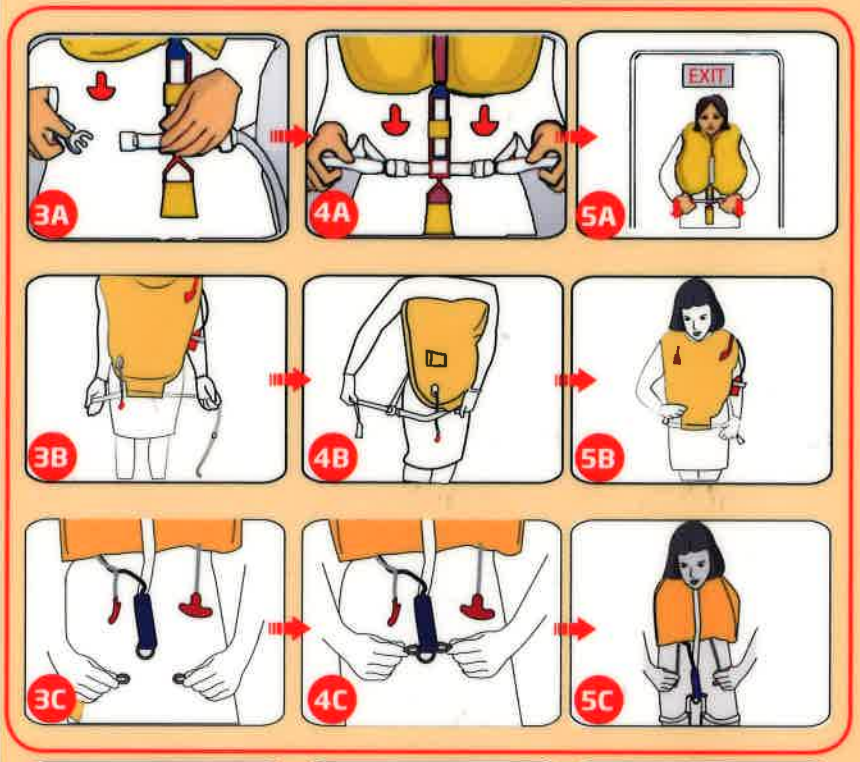




Can Yelekleri Life Vest

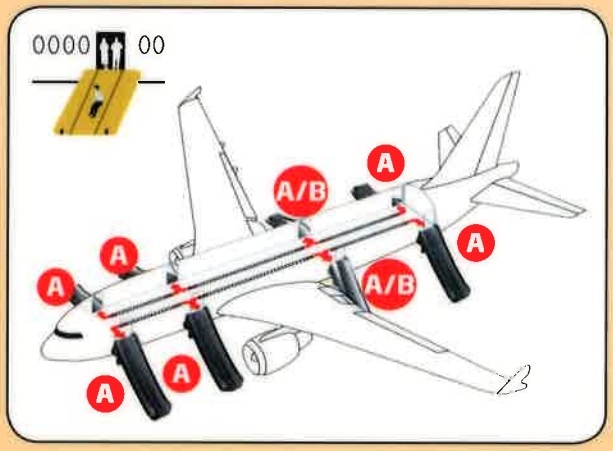
Can Yelekleri koltuğunuzun altındadır. / Life jackets are located under your seat.



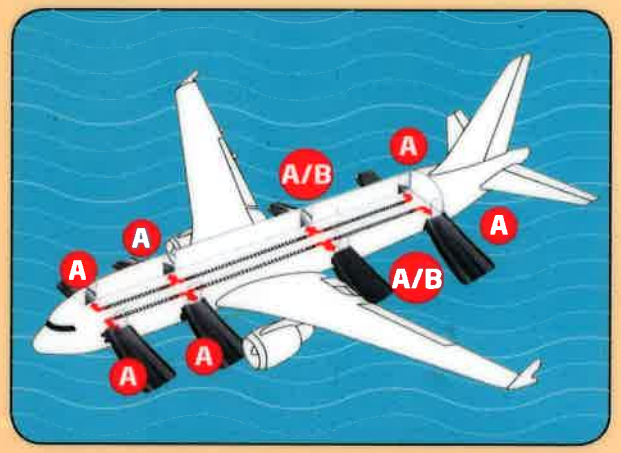




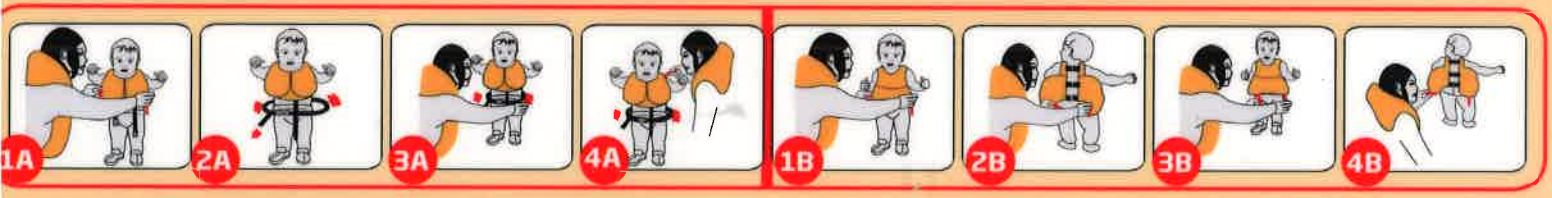
Karaya Acil İniş
Emergency Landing



Suya Acil İniş
Ditching



Bebek Can Yelekleri Infant Life Vest



Acil Çıkışlar ve Tahliye
Emergency Exits and Evacuation



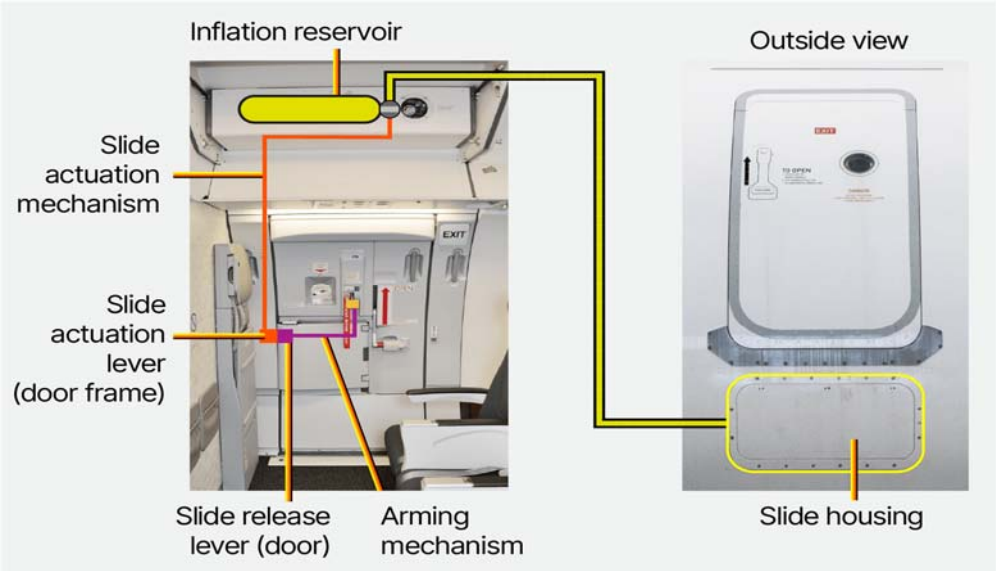


OC-095-Rev00-m

Fuselage-mounted slides

Fuselage-mounted slides are installed in a container that is flush with the fuselage below the door frame **(fig.3)**. The inflation reservoir is remotely installed, in the cabin, in the Overhead Stowage Compartment (OHSC) above or next to the door.

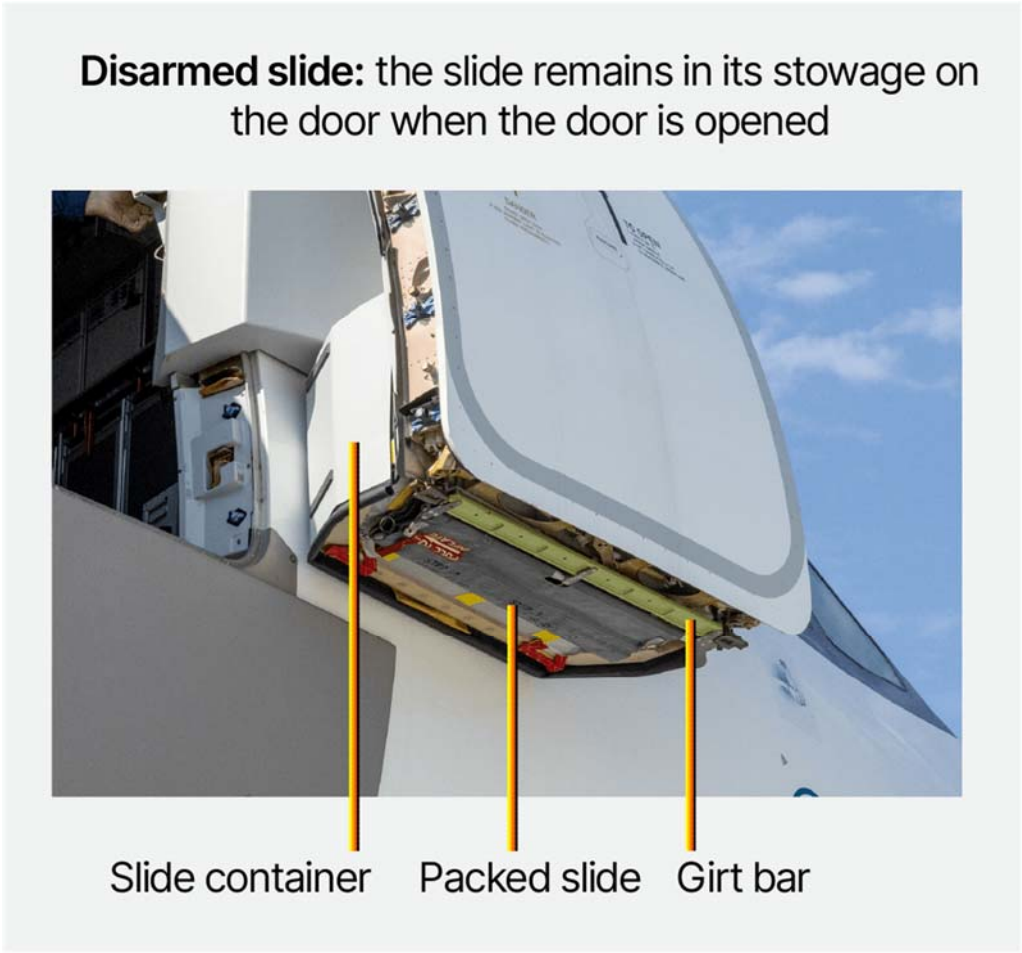
Arming a fuselage-mounted slide moves the slide release lever of the door in contact with a slide actuation lever on the door frame. When the door opens, the slide release lever moves the slide actuation lever that releases the gas of the inflation reservoir into the slide.



(fig.3) Principle of a fuselage-mounted slide of an A321 aircraft

Belly-fairing-mounted slides

Belly-fairing-mounted slides are used for overwing emergency exits. They are installed in a container that is flush with the aircraft's belly fairing, next to the wing trailing edge **(fig.4)**. On A321 aircraft, the inflation reservoir is remotely installed in the cargo compartment or an overhead stowage compartment. On A220 aircraft, the inflation reservoir is installed in the slide housing.



EMERGENCY SLIDES

Aircraft slides are designed to be fully deployed and inflated within a maximum of ten seconds. There are three types of slide installation on Airbus aircraft.

Door-mounted slides

Door-mounted slides and their inflation reservoir are installed in a container attached to the lower part of the door.

Arming a door-mounted slide attaches the girt bar of the slide to the fuselage so that when the door opens, the slide is pulled out of its container **(fig.2)**. When the slide falls, it pulls on an inflation activation device that releases the gas contained in its inflation reservoir.

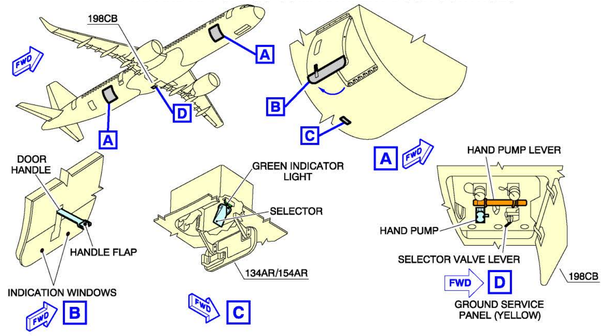


Fuselage-mounted slides are installed in a container that is flush with the fuselage below the door frame **(fig.3)**. The inflation reservoir is remotely installed, in the cabin, in the Overhead Stowage Compartment (OHSC) above or next to the door.

Arming a fuselage-mounted slide moves the slide release lever of the door in contact with a slide actuation lever on the door frame. When the door opens, the slide release lever moves the slide actuation lever that releases the gas of the inflation reservoir into the slide.

(fig.2) Door-mounted slide of an A330 aircraft

FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



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

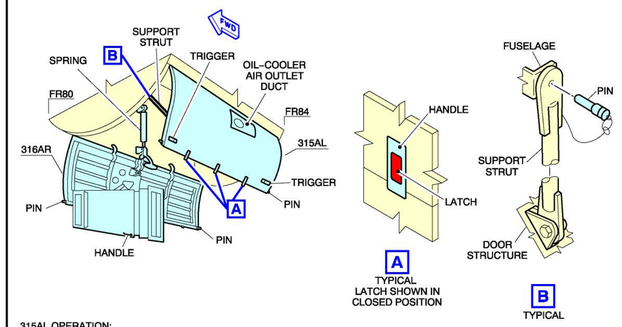
NORMAL OPERATION:

1 – PUSH THE HANDLE FLAP IN TO RELEASE THE DOOR HANDLE FROM THE CATCH OF THE DOOR STRUCTURE.
2 – PULL THE DOOR HANDLE AWAY AND UP FROM THE DOOR STRUCTURE. TO THE FULLY "UNLOCKED" POSITION. YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
3 – OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
4 – MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED)
5 – RELEASE THE SELECTOR.

MANUAL OPERATION:

NOTE: TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.
1 – DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
2 – MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
3 – IN THE BELLY FAIRING AREA, OPEN THE ACCESS DOOR 196CB OF THE YELLOW GROUND SERVICE PANEL
4 – SET THE LEVER OF THE ELECTRO–MANUAL SELECTOR VALVE TO THE HAND PUMP POSITION.
5 – INSTALL THE HAND PUMP LEVER ON THE HAND PUMP AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPENED (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER).

APU ACCESS DOOR



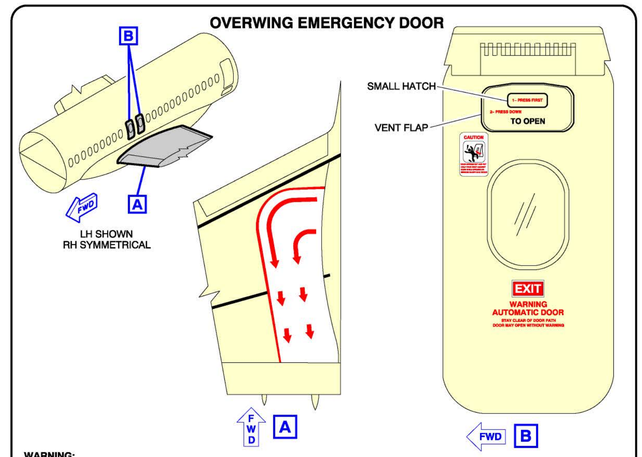
315AL OPERATION:

1 – OPERATE THE TRIGGERS.
2 – RELEASE THE LATCHES AND PULL THE HANDLES.
3 – REMOVE THE SUPPORT STRUT PIN.
4 – PUT THE SUPPORT STRUT AGAINST FUSELAGE AND LOCK THE DOOR IN THE OPEN POSITION WITH THE SUPPORT STRUT PIN.

316AR OPERATION:

1 – OPERATE THE TRIGGERS.
2 – PULL THE HANDLE TO MOVE THE ACCESS DOOR DOWN TO ITS VERTICAL POSITION.
3 – PUSH THE HANDLE OUTBOARD TO MOVE THE ACCESS DOOR TO ITS OVERCENTER POSITION.
4 – THE SPRING OF THE DOOR MECHANISM HOLDS THE DOOR IN THE FULLY OPEN POSITION.

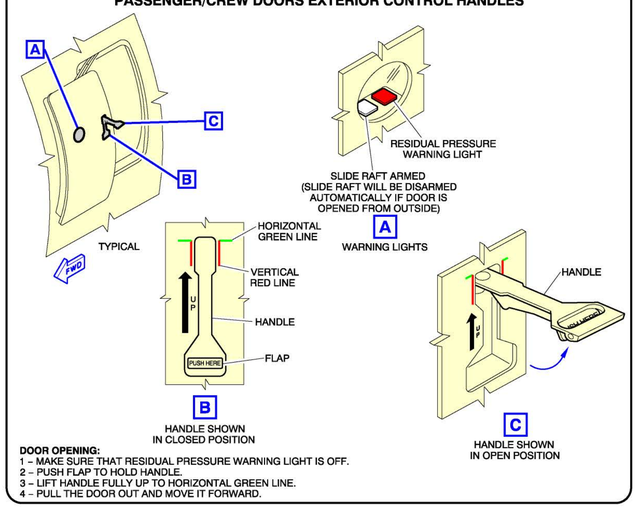
OVERWING EMERGENCY DOOR



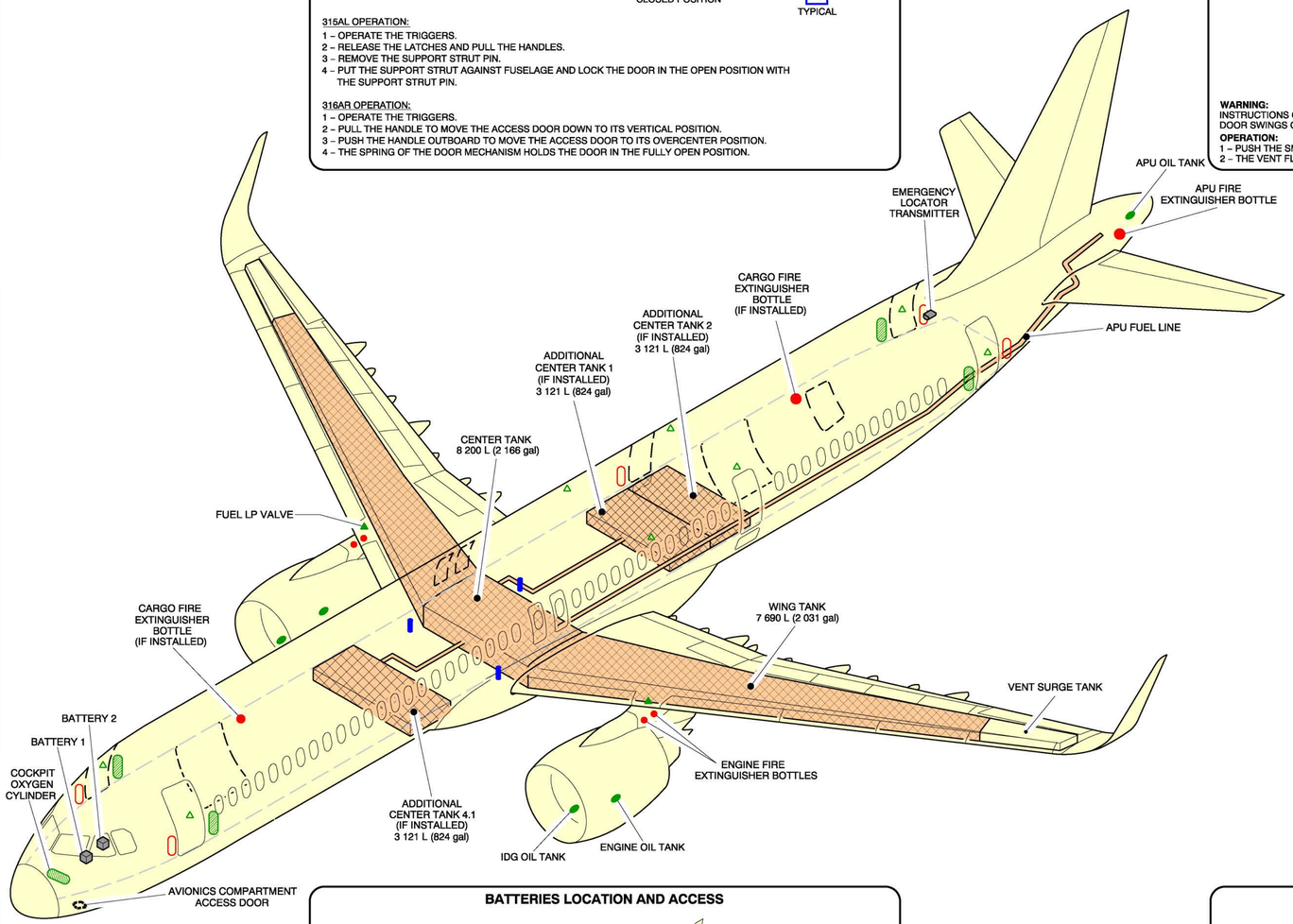
WARNING:
INSTRUCTIONS ON THE OUTSIDE EXPLAIN HOW TO OPERATE AND HOW TO PROTECT THE OPERATOR AGAINST INJURIES. DOOR SWINGS OUT AND PUT HOLD YOUR BODY AGAINST DOOR WHILE OPENING OR SERIOUS INJURY CAN OCCUR.

OPERATION:
1 – PUSH THE SMALL HATCH WHICH WILL UNLOCK THE VENT FLAP.
2 – THE VENT FLAP IS FREE TO BE ROTATED AND DRIVE THE MECHANISM IN THE SAME WAY AS THE INNER HANDLE.

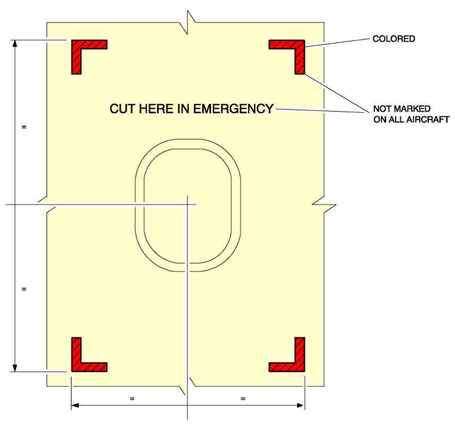
PASSENGER/CREW DOORS EXTERIOR CONTROL HANDLES



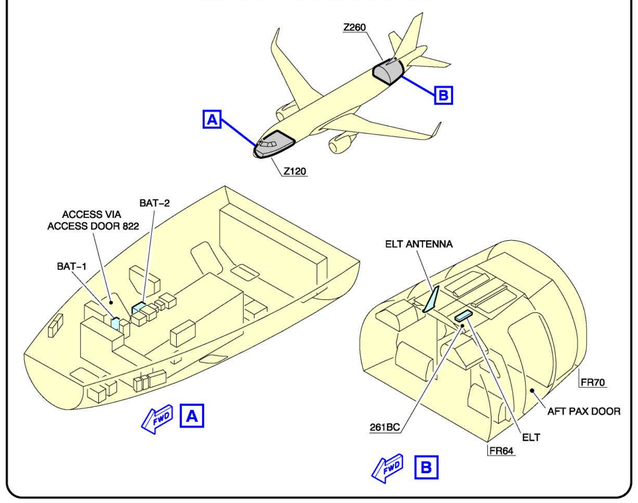
DOOR OPENING:
1 – MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHT IS OFF.
2 – PUSH FLAP TO HOLD HANDLE.
3 – LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE.
4 – PULL THE DOOR OUT AND MOVE IT FORWARD.



BREAK–IN POINT – PRINCIPLE



BATTERIES LOCATION AND ACCESS



AIRBUS

A321neo ACF

Aircraft Rescue and Firefighting Chart
ARFC

NOTE:

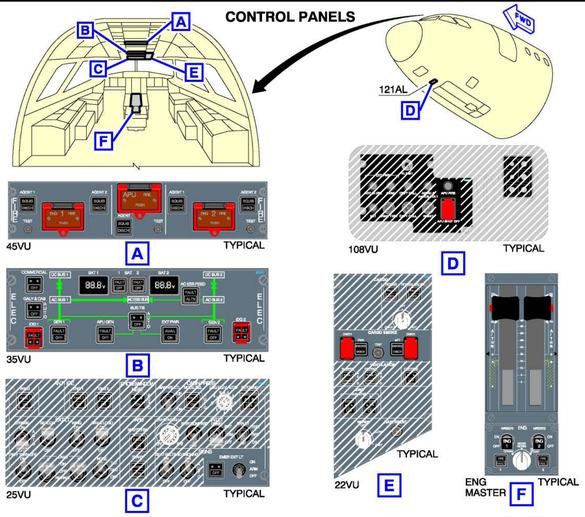
THIS CHART GIVES THE GENERAL LAYOUT OF THE A321NEO ACF STANDARD VERSION. THE NUMBER AND ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS. FIGURES CONTAINED IN THIS POSTER ARE AVAILABLE SEPARATELY IN THE CHAPTER 10 OF THE "AIRCRAFT CHARACTERISTICS – AIRPORT AND MAINTENANCE PLANNING" DOCUMENT.

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TECHNICAL DATA SUPPORT AND SERVICES
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FRANCE

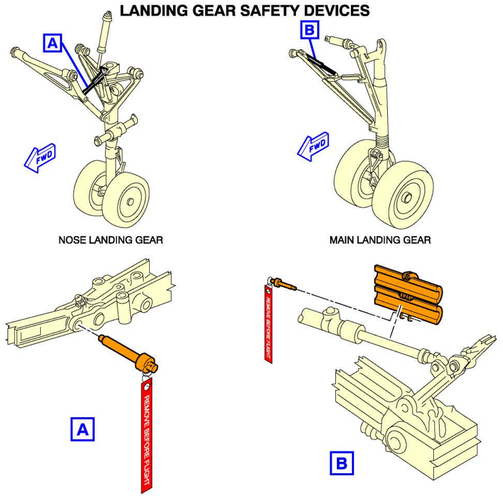
REVISION DATE: MAR 2019
REFERENCE : N_RF_000000_1_A321NX0
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CONTROL PANELS

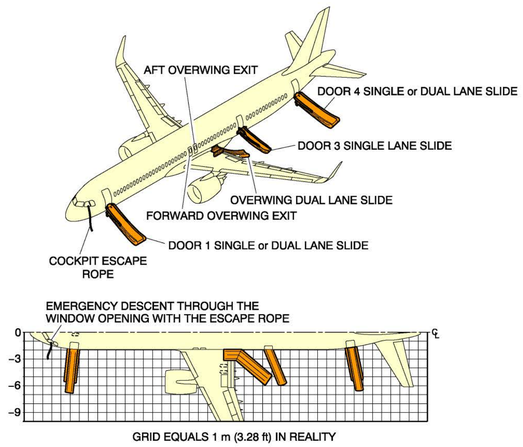


LANDING GEAR SAFETY DEVICES



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

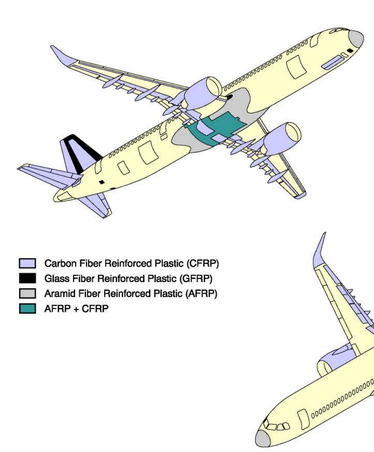
EMERGENCY EVACUATION



EMERGENCY DESCENT THROUGH THE WINDOW OPENING WITH THE ESCAPE ROPE

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

COMPOSITE MATERIALS



Carbon Fiber Reinforced Plastic (CFRP)
Glass Fiber Reinforced Plastic (GFRP)
Aramid Fiber Reinforced Plastic (AFRP)
AFRP + CFRP

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_2. THESE COOLING AGENTS (AND ESPECIALLY CO_2, 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 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.

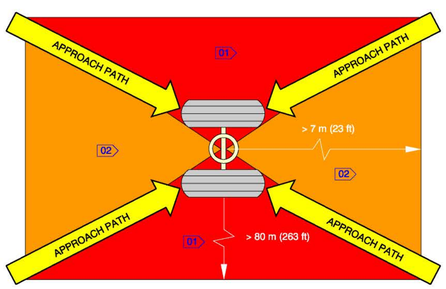
1 – IMMEDIATELY STOP THE FIRE:

A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION 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. 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:

01 RIM HAZARD AREA – RISK OF DIRECT HIT FROM RIM DEBRIS

02 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

A321neo ACF

Aircraft Rescue and Firefighting Chart
ARFC

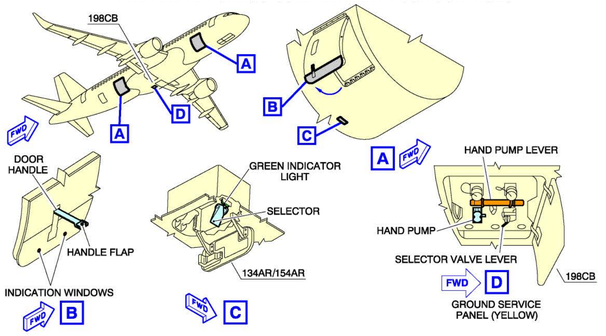
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TECHNICAL DATA SUPPORT AND SERVICES
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REVISION DATE: MAR 2019
REFERENCE : N_RF_000000_1_A321NX0
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FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



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

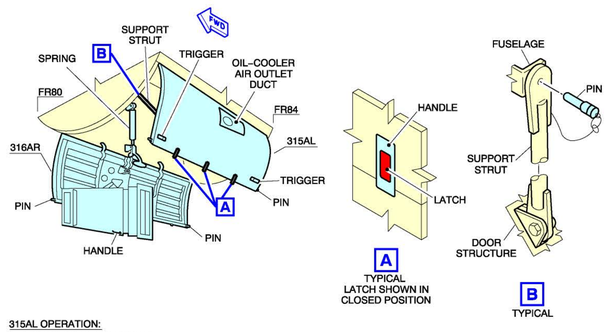
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2 – PULL THE DOOR HANDLE AWAY AND UP FROM THE DOOR STRUCTURE. TO THE FULLY "UNLOCKED" POSITION, YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
3 – OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
4 – MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED)
5 – RELEASE THE SELECTOR.

MANUAL OPERATION:

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APU ACCESS DOOR



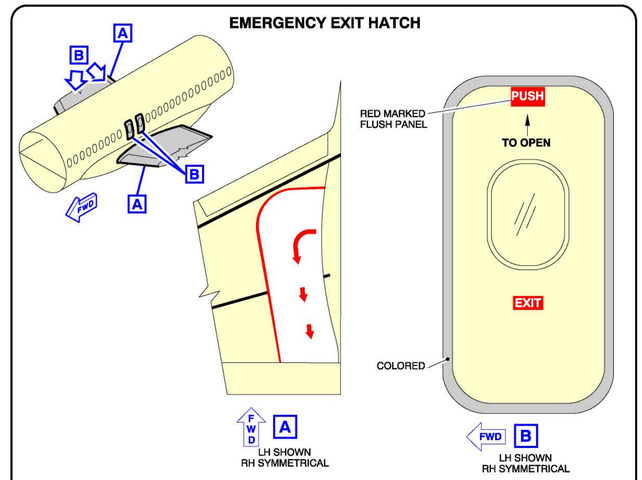
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316AR OPERATION:

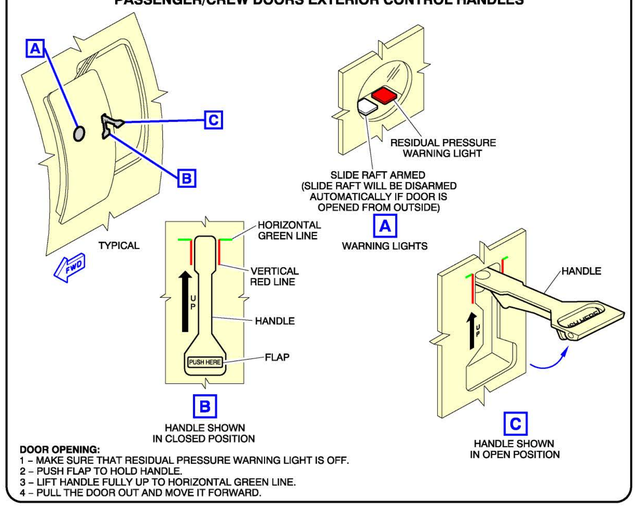
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2 – PULL THE HANDLE TO MOVE THE ACCESS DOOR DOWN TO ITS VERTICAL POSITION.
3 – PUSH THE HANDLE OUTBOARD TO MOVE THE ACCESS DOOR TO ITS OVERCENTER POSITION.
4 – THE SPRING OF THE DOOR MECHANISM HOLDS THE DOOR IN THE FULLY OPEN POSITION.

EMERGENCY EXIT HATCH

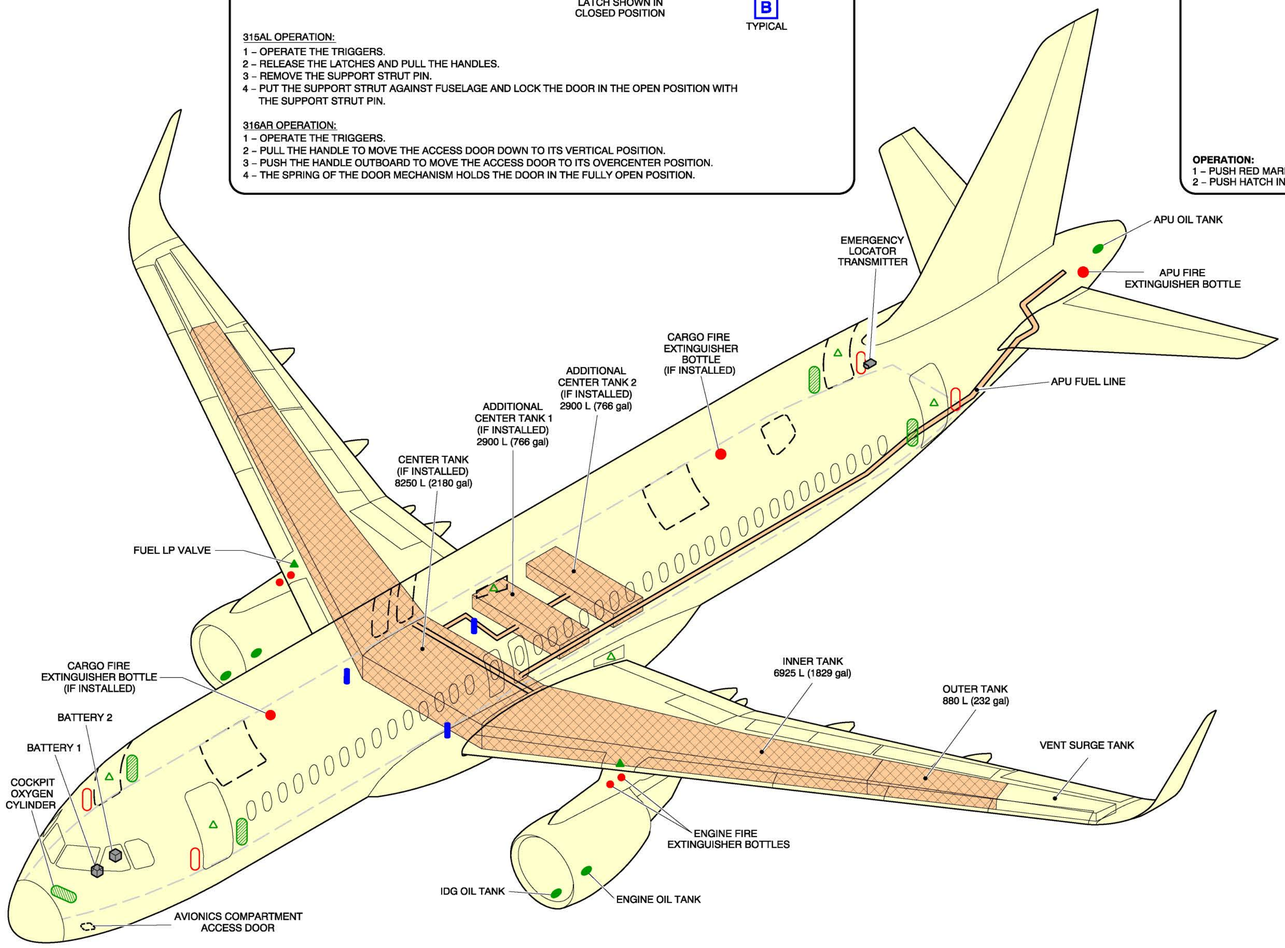


OPERATION:
1 – PUSH RED MARKED FLUSH PANEL IN.
2 – PUSH HATCH IN AND REMOVE IT.

PASSENGER/CREW DOORS EXTERIOR CONTROL HANDLES

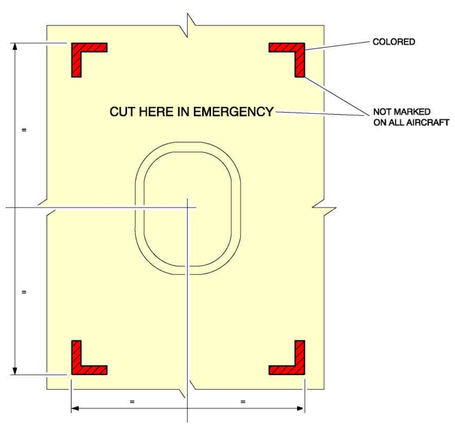


DOOR OPENING:
1 – MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHT IS OFF.
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3 – LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE.
4 – PULL THE DOOR OUT AND MOVE IT FORWARD.

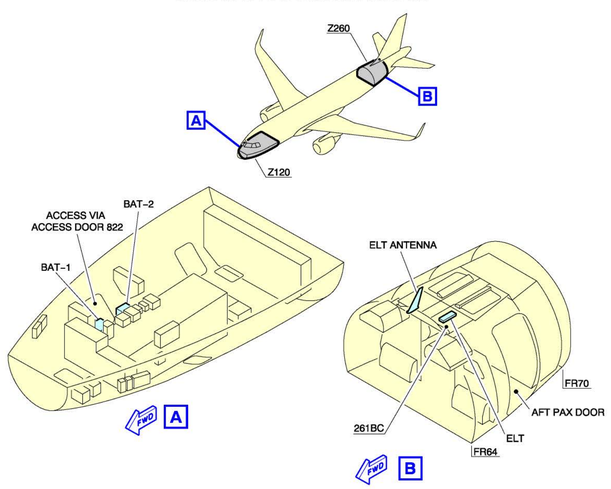


- FUEL
- PASSENGER AND CREW OXYGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLES
- NITROGEN BOTTLES
- HYDRAULIC RESERVOIRS

BREAK–IN POINT – PRINCIPLE



BATTERIES LOCATION AND ACCESS



AIRBUS

A320/A320neo

Aircraft Rescue and Fire Fighting Chart
ARFC

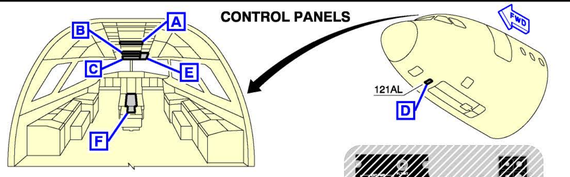
NOTE:
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ISSUED BY:
AIRBUS S.A.S
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

REVISION DATE: MAR 2019
REFERENCE : N_RF_000000_1_A320000
SHEET 1/2

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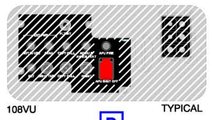
CONTROL PANELS





45VU TYPICAL

A



108VU TYPICAL

D



35VU TYPICAL

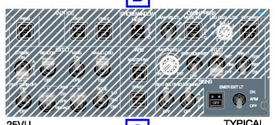
B



TYPICAL

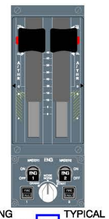
22VU

E



25VU TYPICAL

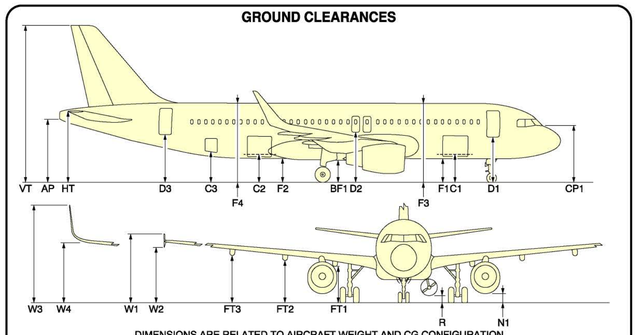
C



ENG MASTER TYPICAL

F

GROUND CLEARANCES



DIMENSIONS ARE RELATED TO AIRCRAFT WEIGHT AND CG CONFIGURATION

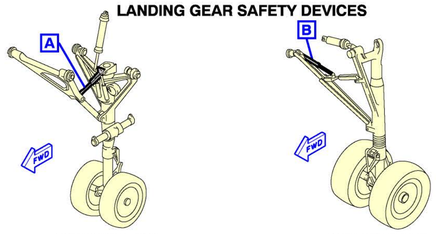
A/C CONFIGURATION		41 000 kg (90 389 lb) AFT CG (26.5%)	
		m	ft
DOORS	D1	3.48	11.42
	D2	3.98	13.06
	D3	3.70	12.14
	C1	2.09	6.86
	C2	2.22	7.28
	C3	2.29	7.51

A/C CONFIGURATION		41 000 kg (90 389 lb) AFT CG (26.5%)	
		m	ft
FUSELAGE	F1	1.82	5.97
	F2	1.95	6.40
	F3	5.97	19.59
	F4	6.09	19.98
	BF1	1.72	5.64
	CP1	4.28	14.04
ENGINE/ NACELLE	N1 (CFM56)	0.67	2.20
	N1 (IAE V2500)	0.85	2.79
	N1 (CFM LEAP-1A)	0.56	1.84
	N1 (PW 1100G)	0.56	1.84

A/C CONFIGURATION		41 000 kg (90 389 lb) AFT CG (26.5%)	
		m	ft
WINGS	FT1	2.72	8.92
	FT2	3.15	10.33
	FT3	3.49	11.45
	W1	4.86	15.94
	W2	3.89	12.76
	W3	6.80	22.31
	W4	4.16	13.65
	R	0.64	2.10
TAILPLANE	HT	5.56	18.24
	AP	4.84	15.88
	VT	12.08	39.63

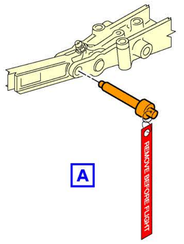
NOTE:
PASSENGER AND CARGO DOOR GROUND CLEARANCES ARE MEASURED FROM THE CENTER OF THE DOOR SILL AND FROM FLOOR LEVEL.

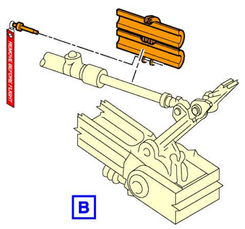
LANDING GEAR SAFETY DEVICES



NOSE LANDING GEAR

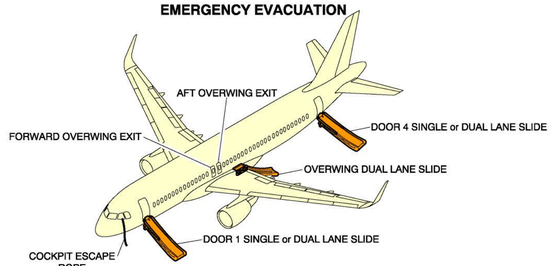
MAIN LANDING GEAR



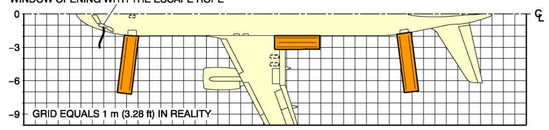


NOTE: THE SAFETY DEVICES ARE STORED IN THE AIRCRAFT COCKPIT.

EMERGENCY EVACUATION

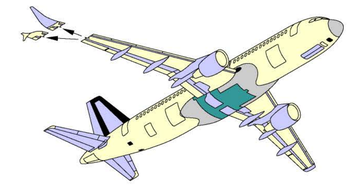


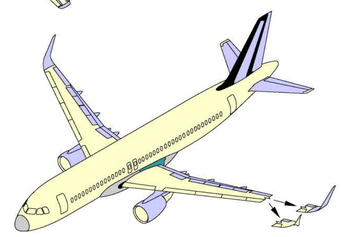
EMERGENCY DESCENT THROUGH THE WINDOW OPENING WITH THE ESCAPE ROPE



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

COMPOSITE MATERIALS





- Carbon Fiber Reinforced Plastic (CFRP)
- Glass Fiber Reinforced Plastic (GFRP)
- Aramid Fiber Reinforced Plastic (AFRP)
- AFRP + CFRP

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 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.

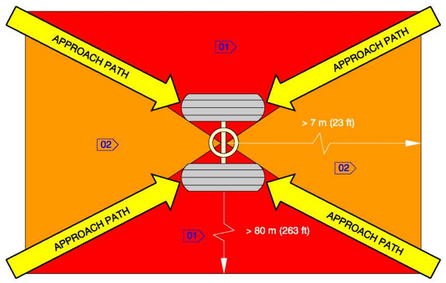
1 - IMMEDIATELY STOP THE FIRE:

A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION 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. 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:

01 RIM HAZARD AREA – RISK OF DIRECT HIT FROM RIM DEBRIS

02 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

A320/A320neo

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE:

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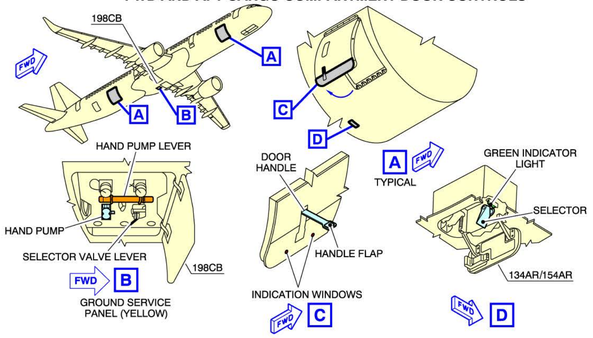
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FRANCE

REVISION DATE: MAR 2019
REFERENCE : N_RF_000000_1_A320000
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FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



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

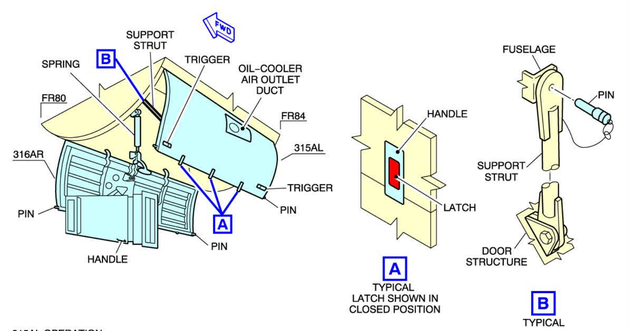
NORMAL OPERATION:

1 – PUSH THE HANDLE FLAP IN TO RELEASE THE DOOR HANDLE FROM THE CATCH OF THE DOOR STRUCTURE.
2 – PULL THE DOOR HANDLE AWAY AND UP FROM THE DOOR STRUCTURE. TO THE FULLY "UNLOCKED" POSITION. YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
3 – OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
4 – MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED).
5 – RELEASE THE SELECTOR.

MANUAL OPERATION:

NOTE: TWO OPERATORS ARE NECESSARY FOR THIS OPERATION.
1 – DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
2 – MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
3 – IN THE BELLY FAIRING AREA, OPEN THE ACCESS DOOR 198CB OF THE YELLOW GROUND SERVICE PANEL.
4 – SET THE LEVER OF THE ELECTRO–MANUAL SELECTOR VALVE TO THE HAND PUMP POSITION.
5 – INSTALL THE HAND PUMP LEVER ON THE HAND PUMP AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPENED (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER).

APU ACCESS DOOR



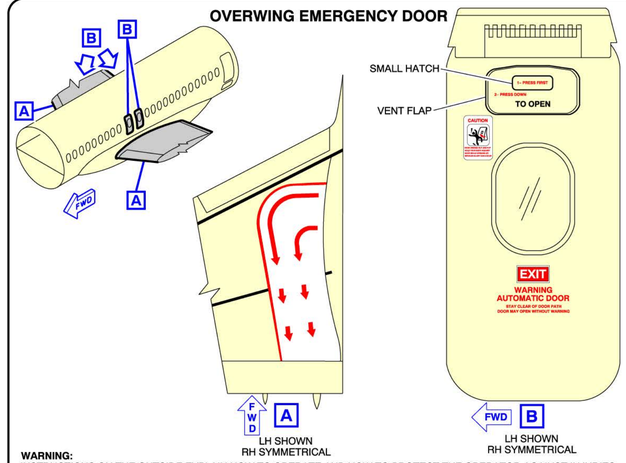
315AL OPERATION:

1 – OPERATE THE TRIGGERS.
2 – RELEASE THE LATCHES AND PULL THE HANDLES.
3 – REMOVE THE SUPPORT STRUT PIN.
4 – PUT THE SUPPORT STRUT AGAINST FUSELAGE AND LOCK THE DOOR IN THE OPEN POSITION WITH THE SUPPORT STRUT PIN.

316AR OPERATION:

1 – OPERATE THE TRIGGERS.
2 – PULL THE HANDLE TO MOVE THE ACCESS DOOR DOWN TO ITS VERTICAL POSITION.
3 – PUSH THE HANDLE OUTBOARD TO MOVE THE ACCESS DOOR TO ITS OVERCENTER POSITION.
4 – THE SPRING OF THE DOOR MECHANISM HOLDS THE DOOR IN THE FULLY OPEN POSITION.

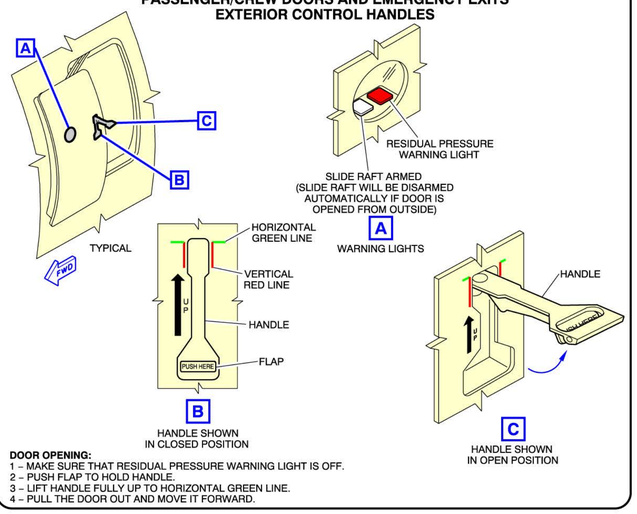
OVERWING EMERGENCY DOOR



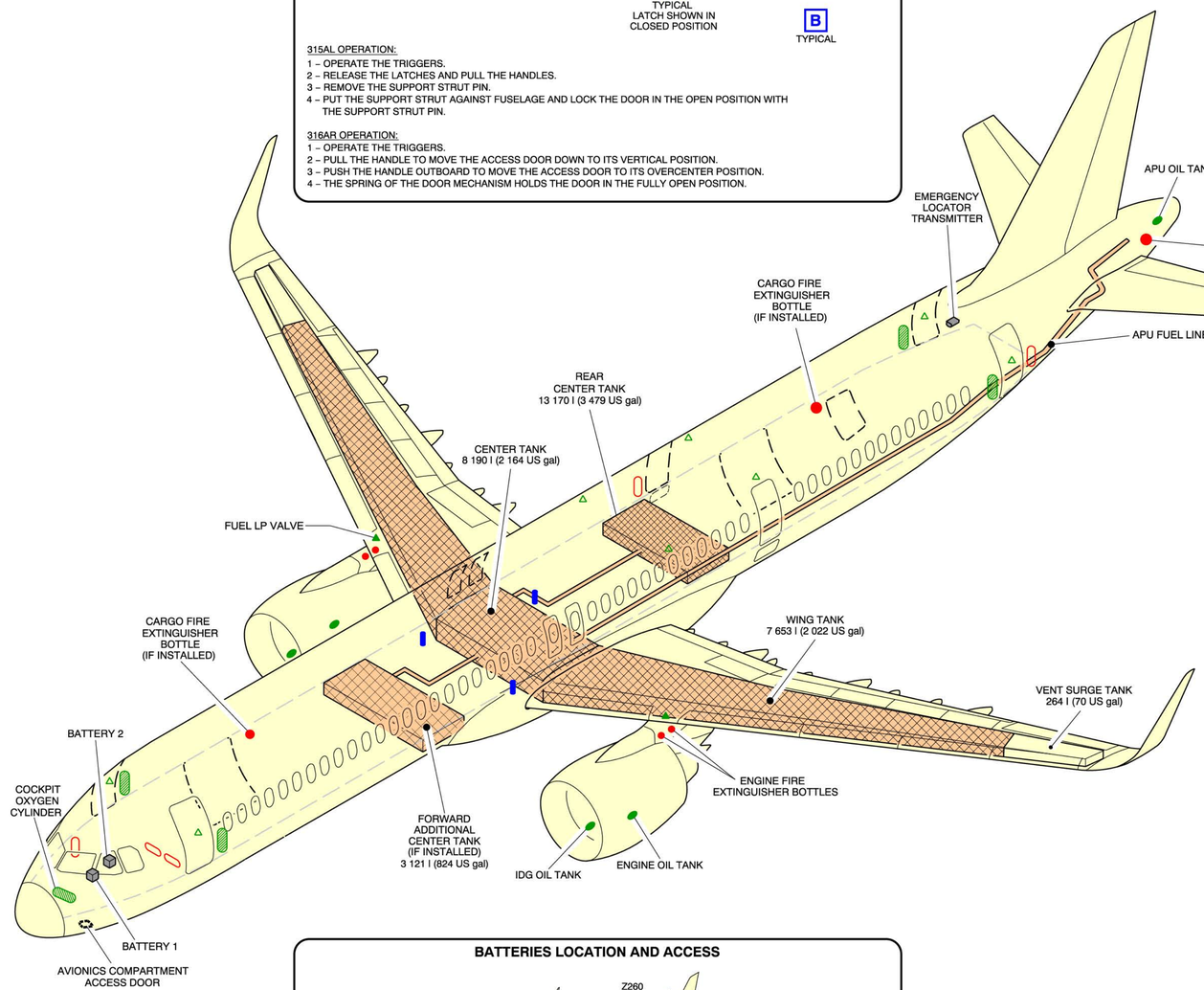
WARNING:
INSTRUCTIONS ON THE OUTSIDE EXPLAIN HOW TO OPERATE AND HOW TO PROTECT THE OPERATOR AGAINST INJURIES. DOOR SWINGS OUT AND PUT HOLD YOUR BODY AGAINST DOOR WHILE OPENING OR SERIOUS INJURY CAN OCCUR.

OPERATION:
1 – PUSH THE SMALL HATCH WHICH WILL UNLOCK THE VENT FLAP.
2 – THE VENT FLAP IS FREE TO BE ROTATED AND DRIVE THE MECHANISM IN THE SAME WAY AS THE INNER HANDLE.

PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES

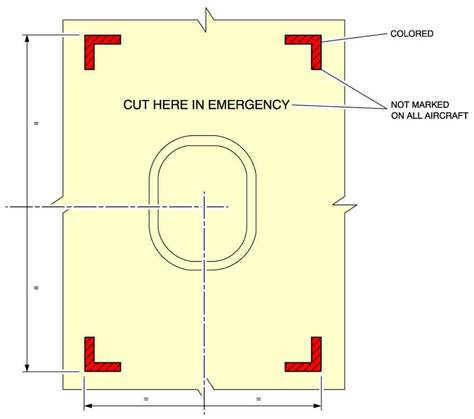


DOOR OPENING:
1 – MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHT IS OFF.
2 – PUSH FLAP TO HOLD HANDLE.
3 – LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE.
4 – PULL THE DOOR OUT AND MOVE IT FORWARD.

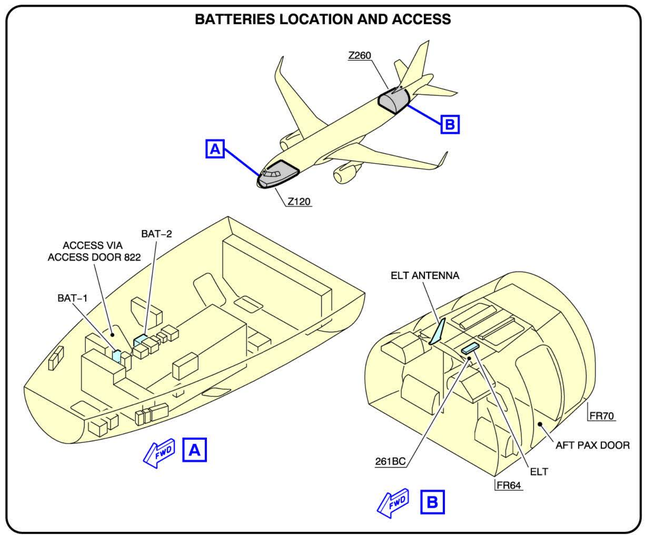


- FUEL
- PASSENGER AND CREW OXYGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLES
- NITROGEN BOTTLES
- HYDRAULIC RESERVOIRS

BREAK–IN POINT – PRINCIPLE



BATTERIES LOCATION AND ACCESS



AIRBUS

A321neo XLR

Aircraft Rescue and Fire Fighting Chart ARFC

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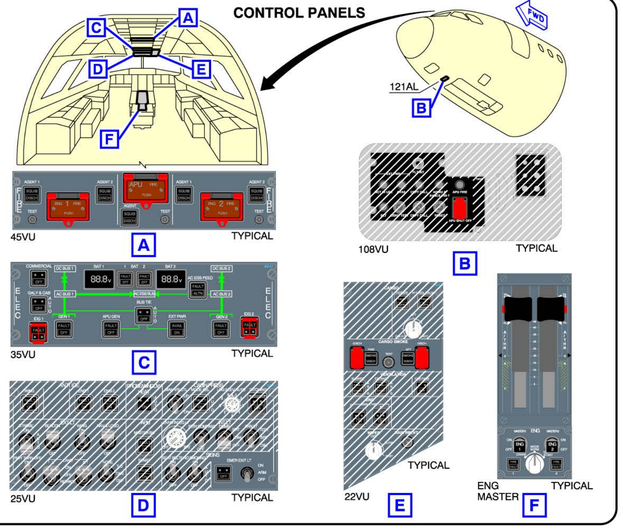
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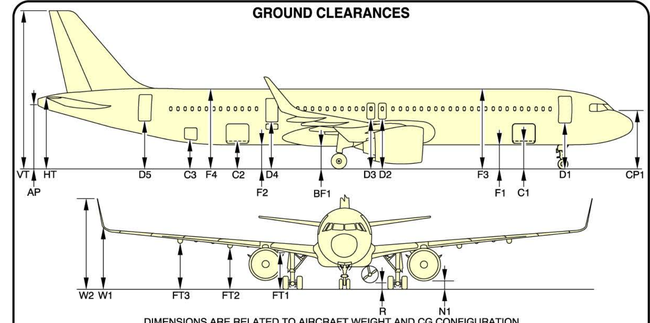
REVISION DATE: MAR 2022
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CONTROL PANELS



GROUND CLEARANCES



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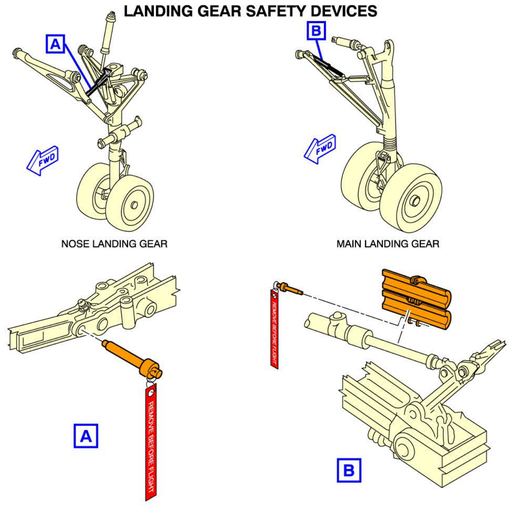
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		m	ft
DOORS	D1	3.487	11.480
	D2	3.949	11.710
	D3	3.953	13.160
	D4	4.033	12.240
	D5	3.624	11.890
	C1	2.100	6.890
	C2	2.260	7.410
	C3	2.330	7.640

A/C CONFIGURATION		47 000 kg (103 617 lb) CG (25%)	
		m	ft
FUSELAGE	F1	1.809	5.935
	F2	1.898	6.227
	F3	5.952	19.527
	F4	6.041	19.819
	BF1	1.687	5.535
	CP1	4.298	14.101
ENGINE/ NACELLE	N1 (PW)	0.741	2.431
	N1 (PW 1100)	0.532	1.745
	N1 (CFM)	0.706	2.316
	N1 (CFM LEAP)	0.532	1.745

A/C CONFIGURATION		47 000 kg (103 617 lb) CG (25%)	
		m	ft
WINGS	FT1	3.680	8.793
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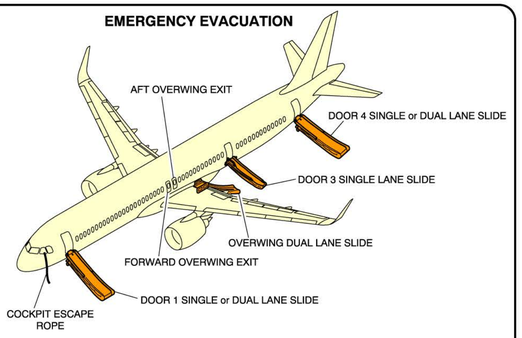
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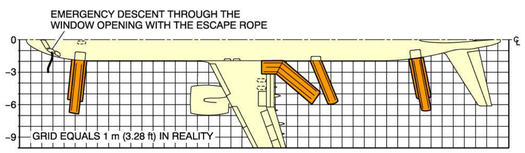
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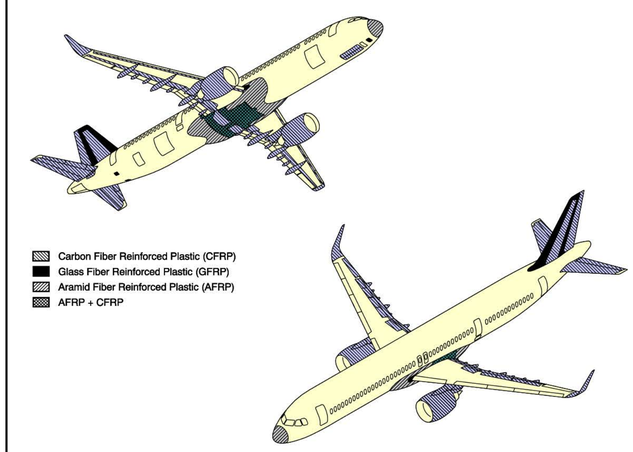
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IF THE TIRES ARE STILL INFLATED (FUSE PLUGS NOT MELTED), THERE IS A RISK OF TIRE EXPLOSION AND RIM BURST.
DO NOT USE COOLING FANS BECAUSE THEY CAN PREVENT OPERATION OF THE FUSE PLUGS.

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 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.

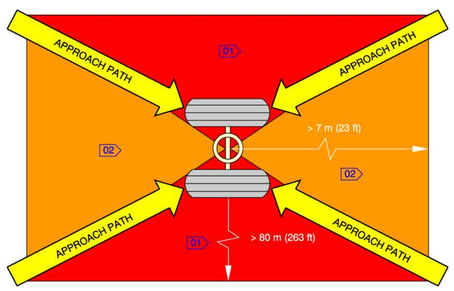
1 – IMMEDIATELY STOP THE FIRE:

A) APPROACH THE LANDING GEAR WITH EXTREME CAUTION 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. 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:

01 RIM HAZARD AREA – RISK OF DIRECT HIT FROM RIM DEBRIS

02 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

A321neo XLR

Aircraft Rescue and Fire Fighting Chart ARFC

NOTE:
THIS CHART GIVES THE GENERAL LAYOUT OF THE A321 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: MAR 2022
REFERENCE : N_RF_000000_1_A321000
SHEET 2/2

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SİVİL HAVACILIK GENEL MÜDÜRLÜĞÜ
KABİN YOLBOYU KONTROL LİSTESİ
DIRECTORATE GENERAL OF CIVIL AVIATION | CABIN ENROUTE CHECKLIST

DENETLEME BİLGİLERİ / INSPECTION INFORMATIONS

DENETİM TİPİ / TYPE OF INSPECTION	☐ HABERLİ / ANNOUNCED ☐ HABERSİZ / UNANNOUNCED
İŞLETİCİ / OPERATOR	
HAVA ARACI TİPİ / AIRCRAFT TYPE	
SORUMLU KAPTAN PİLOT PILOT IN COMMAND	
KABİN AMİRİ / PURSER	
DENETÇİNİN ADI & SOYADI INSPECTOR NAME & SURNAME	

UÇUŞ NUMARASI / FLIGHT NUMBER	
DENETLEME TARİHİ / DATE of INSPECTION	
TESCİL İŞARETİ / REGISTRATION	
KALKIŞ/VARIŞ MEYDANI DESTINATION / DEPARTURE	
KALKIŞ SAATİ / DEPARTURE TIME	
DENETÇİNİN İMZASI INSPECTOR SIGNATURE	

		C	R			C	R			C	R
A	UÇUŞ ÖNCESİ PREFLIGHT			3.2	Servis arabası emniyeti Trolleys tiedown			C	UÇUŞTA INFLIGHT		
1	ACİL DURUM TEÇHİZATI EMERGENCY EQUIPMENT			3.3	Asansör / Alt güverte ekipmanı Elevator / Lower deck equipment			6	KABİN EKİBİ GÖREV/DİNLENME YERİ CABIN CREW STATION		
1.1	Portatif yangın söndürücüler Portable fire extinguishers			3.4	Kabin içi iletişim Intercom			6.1	Koltuk yeri ve Emniyet kemeri Seat location and safety harness		
1.2	İlk yardım/Acil durum tıbbi yardım çantası First aid & Emergency medical kit			4	KABİN EKİBİ YETERLİLİĞİ CABIN CREW PROFICIENCY			6.2	Emniyet kemerinin kullanımı Use of safety harness		
1.3	Koruyucu solunum teçhizatı Portable breathing equipment			4.1	Kabin Ekibi Sayısı/Sertifika geçerliliği Cabin Crew number/Certificate validity			6.3	Kalkış/İnişlerde K/M konumu Cabin Crew position at take off/landing		
1.4	Megafon/El feneri/MRT Megaphone/Torch/MRT			4.2	Zorunlu kişisel teçhizat Required personal equipment			7	EMNİYETE ALMA RESTRAINT		
1.5	Acil çıkışlar/Aydınlatma & İşaretleme Emergency exits/Lighting & marking			4.3	Normal/Acil durum prosedür bilgisi Normal/Emergency Procedure Knowledge			7.1	Servis arabası & Mutfak ekipmanı Trolley & galley equipment		
1.6	Tahliye Kaydırağı/Tahliye botu/ELT Slide/Life raft/ELT			4.4	Uçuş görev sürelerine uygunluk/ Yolculu yakıt alımı Compliance with FDP/Refuelling with pax on board			7.2	Bebek & Yolcu kemerleri/Can yelekleri/İlave kemer/Elektronik cihazlar Use of child & pax restraint devices, seat belt, life vests, extension belt		
1.7	Can Yelekleri/Yüzdürücü Gereçler Life jackets/Flotation devices			4.5	İlk Yardım First aid			7.3	Kabin bagajının yerleştirilmesi Stowage of cabin baggage		
1.8	Duman gözlüğü/Balta/Eldiven Smoke goggle/Crash axe/Protective Glove			4.6	Tehlikeli Maddeler Dangerous goods			7.4	Türbülans Turbulence		
2	GENEL KABİN DURUMU GENERAL CABIN CONDITION			B	KALKIŞ ÖNCESİ BEFORE TAKE OFF			8	EKİBİN KOORDİNASYONU CREW COORDINATION		
2.1	Kabin ekibi koltuk ve kemerleri Cabin crew seats and harnesses			5	YOLCULARIN BİLGİLENDİRİLMESİ PASSENGER BRIEFING			8.1	Kokpit çağrılarına uyum Response to flight deck calls		
2.2	Yolcu koltukları,sayısı ve kemerleri Pax seats, capacity and belts			5.1	Gerekli bilgi Required information			8.2	Emniyet kemeri/sigara içilmez işaretinin takibi Monitor Seat Belt/ No Smoking sign		
2.3	Lavabo/Duman tespit sistemi Lavatory/Smoke detection system			5.2	Can yeleği kullanımı gösterimi Life vest demonstration			8.3	Kabin olayları / sorunları Cabin occurences / difficulties		
2.4	Emniyet kartı / Duman dedektörü Safety inst.card/Smoke detector			5.3	Acil durum çıkışlarının gösterimi Emergency exit instructions & demo			8.4	Acil durum uygulamaları Handling emergencies		
2.5	Oksijen Desteği Oxygen Supply			5.4	Oksijen gösterimi Oxygen demonstration			8.5	Tahliye kaydıraklarının arm/disarm edilmesi Arm/disarm of evacuation slides		
2.6	Acil Çıkışlara Erişim Access to Emergency Exits			5.5	Sigara İçilmez/Çıkış/Kemer İkaz Işıkları No Smoking/Exit/Seat Belt sign			9	DİĞER OTHER		
2.7	Kabin arızaları Cabin defects			5.6	Emniyet kemerinin kullanımı Seat belt demonstration			9.1	Yönetmeliklere uygunluk Compliance with CAA regulations		
3	MUTFAK GALLEY			5.7	Yolcu anonslarının anlaşılırlığı Clarity of passenger announcements			9.2	İşletme politika /uygulamalarına uygunluk Compliance with operator's policy / procedures		
3.1	Depolama bölümleri / engelleri Storage compartments / Restraints			5.8	Demo Kit/Video sistem kullanımı Use of demo kit/video system			9.3	Engelli kişilere verilen hizmetler Handling of disabled person		

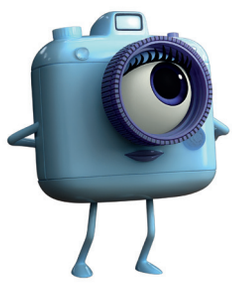
MADDE ITEM	SEVİYE CAT	BULGULAR / FINDINGS	KABİN EKİBİ BİLGİLERİ CABIN CREW INFORMATIONS			
				ADI SOYADI	GÖREVİ	İMZA
			1			
			2			
			3			
			4			
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			17			

*C Checked *R Remark

Travel Smart with Lithium Batteries



1. PACK LIGHT
Only bring the devices and batteries you really need.



2. STAY ALERT
If a device is hot, smoking, or damaged, tell the crew immediately.



3. CHECK BATTERY SIZE
Drones, and devices with larger batteries must be cleared with airlines before travel.



4. KEEP DEVICES WITH YOU
Always keep electronic devices in your hand baggage, not checked in with hold luggage.

5. GATE CHECK REMINDER
If your bag gets checked in at the gate, remove all devices first and take in your carry-on luggage.



6. PROTECT LOOSE BATTERIES
If you're carrying spare batteries, ensure the terminals are covered with tape, or keep them in the original packaging.

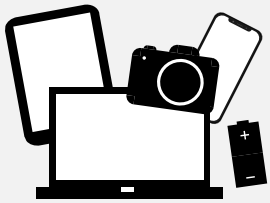
7. CHECK WITH YOUR AIRLINE
Every airline has different rules, so always check in advance of your travel.

IATA

Safety information for passengers

Electronic devices and lithium batteries.

THESE ITEMS CAN BE A FIRE RISK IF NOT PROPERLY PACKED OR USED SAFELY.
CHECK YOUR AIRLINE'S WEBSITE FOR ANY RESTRICTIONS ON WHAT CAN BE CARRIED.



Try to reduce the amount you carry and **only bring those that you need.**



We recommend that you only **pack them in carry-on baggage.**



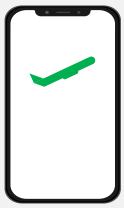
Switch them off completely when you are not using them.



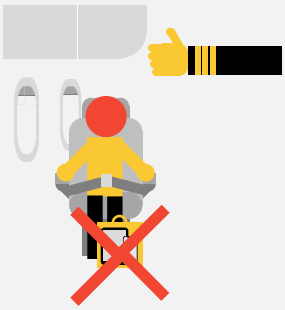
These items **MUST NOT be packed in your suitcase**:

- Power Banks
- Spare batteries
- Electronic cigarettes

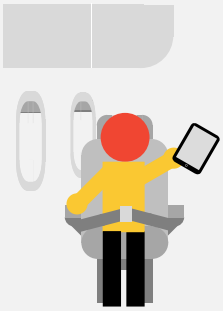
Using your electronic devices safely.



Always **activate Flight Mode** before departure.



Occasionally the Captain may require that ALL electronic devices are switched off.

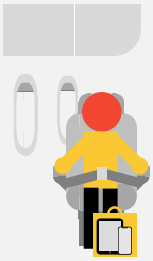


Small devices, like phones or tablets, can **usually be held** for taxi take-off and landing.

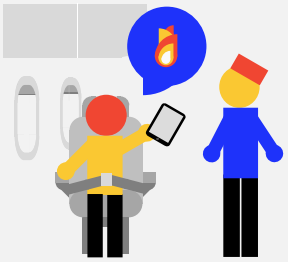


Larger devices like laptops must be safely **put away during taxi take-off and landing**.

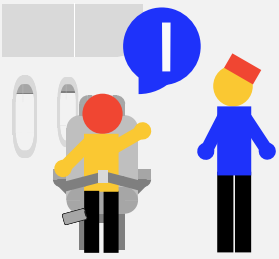
Keeping your electronic devices safe.



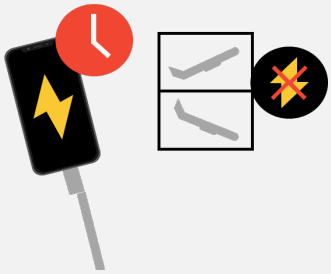
We recommend that you keep them near you, **i.e. not in your checked baggage.**



If they become unusually hot, call a cabin crew member immediately



If you drop them into your seat**, do not move the seat** and call a cabin crew member immediately.

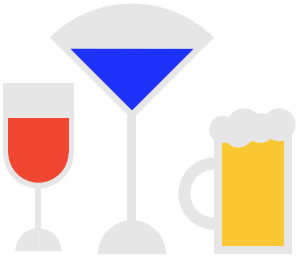


Do not leave anything to charge unattended, or while sleeping.

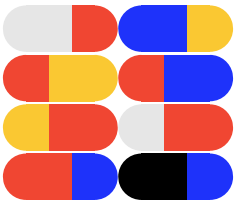
Charging is not usually permitted during take-off and landing.

Safety information for passengers

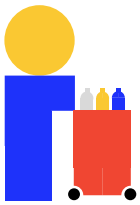
Alcohol and intoxication.



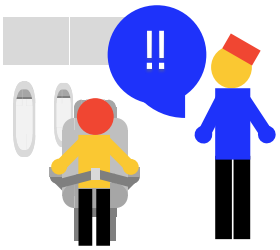
Only consume alcohol **in moderation.**



Avoid alcohol completely if you are taking medication for anxiety, or to help you sleep.

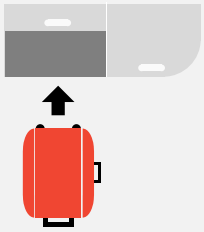


You are only permitted to consume alcohol **served to you onboard by cabin crew.**

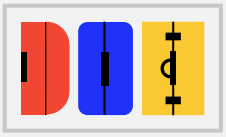


Cabin crew will refuse to serve alcohol to passengers who show signs of possible intoxication

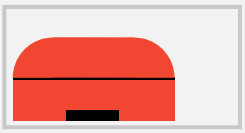
Storing your wheeled bag correctly.



Wheels go in first.



If possible, turn on its side.



If not possible, lay on its back.



Make sure the locker closes before taking your seat.

Essential safety information.



If told to evacuate, **DO NOT take any bags with you.**



Keep your **seatbelt fastened at all times** while in your seat.



Do **not smoke anything, anywhere** onboard the aircraft.



Disruptive, violent or **abusive behavior is not tolerated**. Please be patient, be calm and be kind.

AIRBUS 330

- Lütfen bu kartı uçaktan almayınız.
- Please do not remove this card from the aircraft.
- Perfavore non prendere la carta dal'aereo.

Sigara İçilmez
No Smoking
E Vietato Fumare

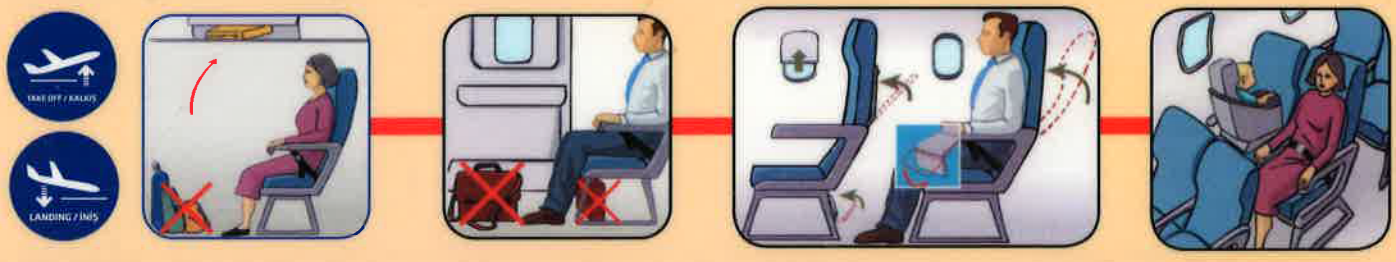
Emniyet Kartı / Safety Instruction / Carte de Securite´ / Sicherheitskarte / Carta di sicurezza
機内安全についてのご案内 / Инструкция по безопасности / 安全卡 / إرشادات السلامة / 기내 안전 책자

Yasaklanan Elektronik Aletler

Forbidden Electronic Devices



Kalkış ve İniş Take Off and Landing



Emniyetiniz için oturduğunuz sürece kemerlerinizi bağlı bulundurunuz.



For your own safety please keep your seat belt fastened while you remain seated.

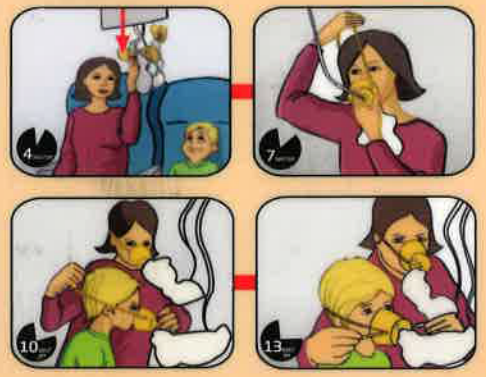
Acil Durum

In Case Of Emergency

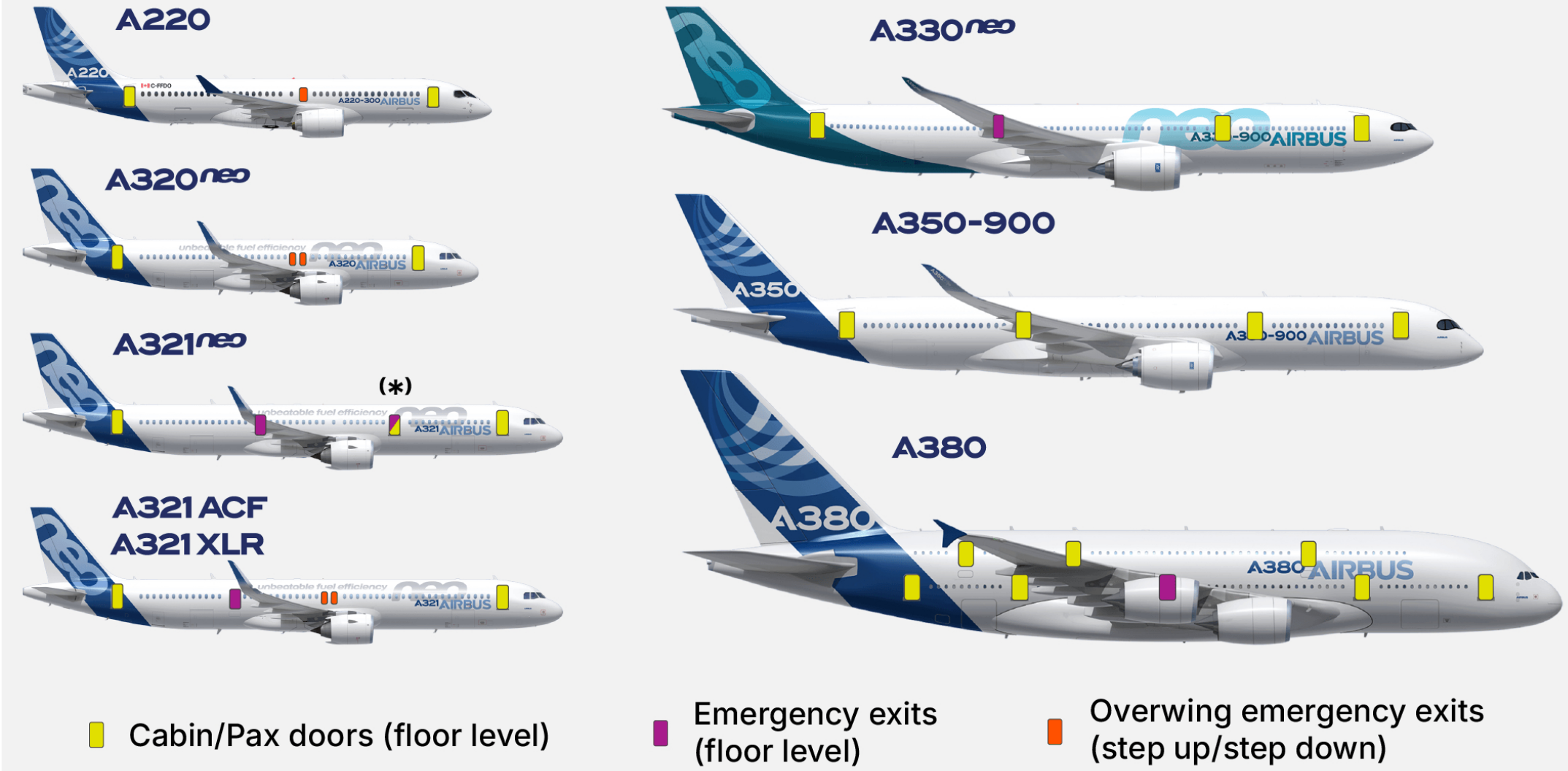


Oksijen

Oxygen

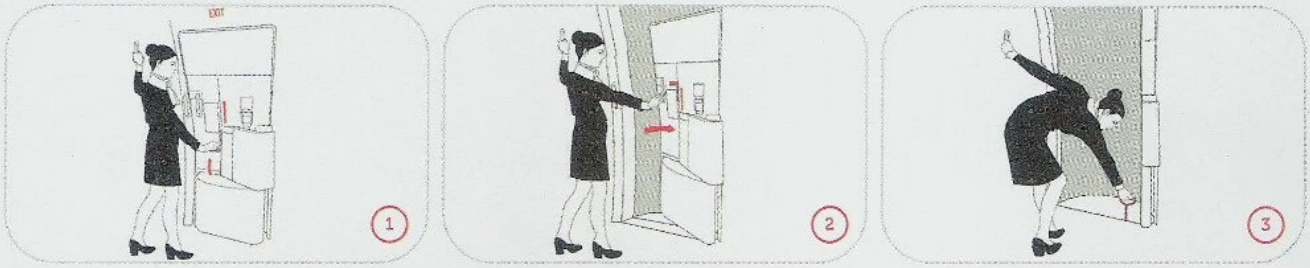


OC-095-Rev00-m



(*) Door 2 on A321 aircraft can be used as a cabin door or only as an emergency exit, depending on the airline's choice

Çıkış A-B / *Exit A-B*



Acil Durumda / *In Case of Emergency*

Çarpmaya Hazırlıklı Olun *Brace for Impact*
Kemer Bağlayın *Fasten Seatbelt*
Oksijen *Oxygen*
Acil Alçalma *Emergency Descent*



Acil Çıkışlar ve Tahliye *Emergency Exits and Evacuation*

Kaçış Yolu *Escape Paths*
Çıkış *Exit*



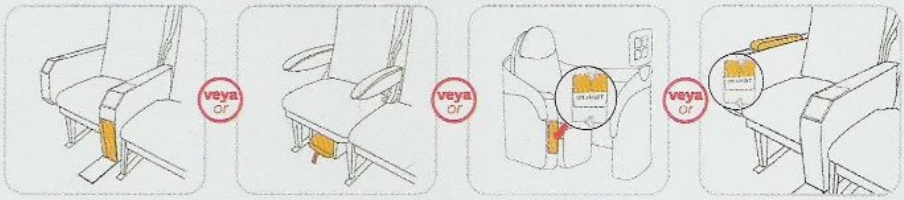
Acil Durum Kaçış Yolu İşaret Işığı
Emergency Escape Path Marking Light

Kaçış Yolu
Escape Path

Can Yelekleri / *Life Vests*

Yetişkin / Çocuk Can Yeleği
Adult / Child Life Vest

A1/A2





Bebek Can Yeleği
Infant Life Vest

B1/B2



Çocuk Can Yeleği
Minor Life Vest



Sigara ve benzeri tütün ürünleri ile elektronik sigara içmediğiniz için teşekkür ederiz.
Thank you for not smoking tobacco products and electronic cigarettes.

Lütfen bu kartı uçaktan almayınız.
Please do not remove this card from the aircraft.

TS-50000057 28.04.2017 Rev.05
Teslimat Tarihi / *Delivery Date* 2017.10