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LOWER DECK MOBILE CREW REST COMPARTMENT

GENERAL

Since the crew rest compartment is buyer-furnished equipment, only the common features (as stated in the Airbus interface specifications), are described in this section. For a description of the systems inside the compartment, refer to the supplier documentation.

The Lower Deck Mobile Crew Rest (LDMCR) compartment is installed in the most forward section of the lower aft cargo compartment. It is accessible from the cabin via a staircase. Berths are provided to allow the crew to relax on long-range flights.

The LDMCR interfaces with the following aircraft systems :

DOORS

For normal operation, the LDMCR is accessible through the staircase door and a hatch in the cabin floor. The LDMCR is equipped with an additional emergency hatch to evacuate directly into the cabin.

AIR CONDITIONING

The air supplied to the LDMCR is a mixture of fresh and recirculated air, taken from the cabin air supply. An air supply isolation valve is installed in the supply duct, which is controlled by the ventilation controller. The valve is closed, when the access hatch is not fully open, or smoke is detected in the LDMCR or aft/bulk cargo compartment.

Note : *Pressing the TEST pushbutton on the CARGO SMOKE panel, or performing the LDMCR internal smoke detection system test, closes the air supply isolation valve.*

An independent electrical heating system is installed in the LDMCR. Temperature control inside the LDMCR allows the selection of a temperature within the range of +20°C to +25°C. The heating only operates in flight.

Note : *The LDMCR heating system is lost in case of LGCIU2 or GEN 4 failure.*

COMMUNICATION

The LDMCR is equipped with an interphone station, an attendant indication panel and additional attendant panels. Passenger address and audio entertainment systems are available.

ELECTRICAL SYSTEM

AC and DC power is provided to the LDMCR.

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FIRE PROTECTION

Refer to FCOM 1.26.57.

LIGHTS

General illumination is installed. The CIDS controls the general illumination via the two Additional Attendant Panels (AAP). An independent continuous staircase illumination is also installed. Reading lights and No Smoking/Fasten Seat Belt signs are provided. The aircraft emergency lighting system controls and supplies the emergency lights and emergency exit sign, installed in the LDMCR.

OXYGEN

Chemical oxygen generators are provided in the LDMCR. The aircraft system releases the masks.

NORMAL OPERATIONS

During taxi, takeoff, and landing the LDMCR must be unoccupied. In flight, if the LDMCR is occupied, the access hatch must stay fully open to ensure that the air supply isolation valve is open.

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ABNORMAL OPERATION

PRESSURE LOSS

In case of pressure loss a high-low chime alerts the occupants for 30 seconds and the oxygen masks drop down.

LOW AIR FLOW

If insufficient air flow can be provided to the LDMCR, an internal buzzer (minimum 30 seconds) alerts the occupants to evacuate. The heating system is automatically turned off.

Note : *Pressing the TEST pushbutton on the CARGO SMOKE panel closes the air supply isolation valve that triggers the LOW AIR FLOW warning in the LDMCR.*

SMOKE DETECTION

Refer to FCOM 1.26.57.

LDMCR ISOLATION VALVE FAILURE

If the LDMCR isolation valve is not closed, but both hatches are closed, the “DO NOT OPEN HATCH” sign comes on in the staircase.

If the air supply isolation valve fails in the open position, or if it does not close when commanded, the ECAM caution “COND CRG REST ISOL FAULT” is triggered.