

PART 2

CHAPTER 6 — EMERGENCY EQUIPMENT

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General

1. The emergency equipment carried includes lighting, oxygen, fire extinguishers and first-aid kits for use for in-flight or landing emergencies. Escape ropes, escape chutes and axes are provided to assist in rescue operations or abandoning the aircraft on the ground. Liferafts, survival packs and lifepreservers are provided for use after ditching.

Emergency Lighting

2. Emergency lights are provided in the cabin roof, on the flight deck, at all entrances and at the overwing emergency exits. The lights, which are normally automatic in operation, are under the control of an

ARM/OFF/ON switch on panel C at the engineer's station. (See Chapter 14, para 54 to 57A).

Emergency and Portable Oxygen Supplies

3. If the cabin altitude rises to 14,000 feet, the passenger masks (in the mask presentation unit located in the hat rack) are automatically presented for use, with a continuous flow of oxygen available (for further details see Chapter 16).

4. Six portable oxygen sets of 120 litres capacity each, complete with oxygen masks, are in the passenger cabin. Three are secured on the bulkhead forward of the forward passenger door and three are stowed behind the drop-down table at the aft ALM station.

5. A therapeutic supply, under the control of the engineer, can be made available to a therapeutic outlet at each three-mask unit stowage and to each stretcher manifold when operating in the Aeromedical Role (see Chapter 16).

6. Two portable breathing sets Mk 9 are provided. ◀ One is stowed at the forward end of the cabin roof and one in the miscellaneous stowage cabinet at the No 3 galley unit. ▶

First-Aid Kits

7. Seven first-aid kits are provided; three are stowed in a cupboard in the forward equipment stowage unit, three are stowed in the No 3 galley unit and one, a small daily-use kit, is stowed at the aft ALM station.

Hand-Operated Fire Extinguishers

8. Six BCF hand-operated fire extinguishers are carried. (For further details see Chapter 8).

Axes

9. Three axes are provided, one secured on the bulkhead forward of the forward passenger door, one on the escape chute stowage at the aft passenger entrance door and one on the side of the aft ALM station.

Emergency Exits

10. The following exits are available for use in emergency:

- ◀ a. The forward and rear passenger entrance doors and the forward and rear service doors. ▶
- b. Four emergency overwing exits which open inwards, two on each side. To enable the exits to be located in the dark, luminous 'Emergency Exit' signs are positioned above each exit. An exit is opened from the inside by pulling up the red handle at the top of the window. From the outside, an exit is released by pressing firmly on a yellow button located at the top of the window.
- c. The two direct-vision sliding windows on the flight deck.

Escape Ropes

11. Eight escape ropes are provided and are located ◀ in stowages above each main passenger entrance door and galley service door, and over each overwing emergency exit. Two webbing type ropes are also provided on the flight deck, one adjacent to each DV window. The overwing escape ropes may be ▶

connected to wing anchorage rings to serve as hand rails and/or liferaft static line attachment points.

Escape Chutes

12. Escape chutes are stowed at the forward passenger entrance door and at both galley service doors. Another escape chute is on the aircraft floor adjacent to the aft passenger entrance door. ▶◀

13. Sequence of operation:

- a. When the release handle of a chute stowage is turned and pulled down, the chute is lowered to the floor on a strap.
- b. Pulling the exposed red lanyard on the pack releases a spring-loaded telescopic bar, the ends of which, when the pack is pushed forward, engage with locating brackets on the cabin floor.
- c. A further pull on the lowering strap disengages it from the roof stowage, which automatically closes.
- d. Pushing the chute out of the door automatically causes it to inflate.

Smoke Goggles

14. Seven pairs of goggles are provided for use in smoke conditions. Four stowages are on the flight deck adjacent to each crew member. An additional pair for the supernumerary station is stowed under the engineer's table. Two pairs are stowed at the aft ALM station.

External 'Cut-in' Areas

- ◀ 15. Four external 'cut-in' areas are marked on the upper surface of the fuselage:
 - a. One forward, on the starboard side just to the rear of the forward galley service door. ▶
 - b. One amidships.
 - c. Two at the rear, approximately over the rear galley service door.

Lifepreservers

- ◀ 16. Lifepreservers are provided:
 - a. *Flight Deck*: One crew SARBE under each crew seat. One passenger lifepreserver under the supernumerary crew seat.
 - b. *Cabin Crew*: Three crew SARBE in No 3 galley stowage.
 - c. *Passengers*: One passenger lifepreserver under each passenger seat.

Note: Fourth cabin crew member uses a passenger lifepreserver. ▶

Flotation Cots

- ◀ 17. Up to 14 flotation cots are carried. ▶

Liferafts

18. Seven liferafts are carried in cabin roof stowages; three MS26 liferafts are in the forward roof stowages, and three MS26 and one MS9 are in the rear roof stowages.

Liferaft Restraining Harnesses

18A. Harnesses are provided to restrain the movement of liferafts when positioned on the cabin floor during ditching. One bag containing a harness is stowed in the forward equipment stowage unit. Another bag, containing four harnesses, is stowed in the No 3 galley stowage unit.

Survival Packs

- ◀ 19. A survival pack is stowed in the roof adjacent to each liferaft. Supplementary survival packs are also stowed in the forward equipment stowage unit, forward of seat row 1 (left) and in No 3 galley. Refer to PN—Flying, Part 2, Chapter 6 for details of pack contents. ▶

20. *Paragraph Not Used.*

Under-Floor Viewer

21. An under-floor viewer is stowed on the forward face of the bulkhead at the aft ALM station.

Periscopic Viewer

22. A periscopic viewer is provided at the bottom of the bulkhead stowage at the aft ALM station. (See Chapter 13, para 113A.)

23. *Paragraph Not Used.*

Asbestos Gloves

24. A pair of asbestos gloves is stowed under the engineer's work top.

E2B Compass

25. See Chapter 13, para 92.

Warning Horns and Klaxons

26. Three warning horns are fitted:
a. *No 1 Horn in the Nose Wheelbay.*

This horn has a dual function as follows:

- (1) It sounds continuously when the nosewheel steering limits (55°) are exceeded.
- (2) It can be operated from the crew call button on the starting panel on the flight deck to alert the ground crew.

b. *No 2 Horn on Panel A.*

This horn sounds continuously if V_{MO} or M_{MO} is exceeded by 6 knots or .01M respectively.

c. *No 3 Horn on Panel A.*

This horn operates on any of four separate warning systems:

- (1) It sounds continuously if V_{MO} or M_{MO} is exceeded by 6 knots or .01M respectively.
- (2) It sounds continuously when airspeed is below about 155 knots and two throttles, one ▶ on either side, are closed below 85% HP RPM when the undercarriage is not locked down.
- (3) It sounds intermittently when the cabin altitude exceeds 10,000 feet.
- (4) It sounds intermittently on the ground when all four throttles are between the half-open and 80% open setting approximately and when any one or more of the following conditions are not satisfied (take-off configuration warning):

Flaps at take-off setting

Slats out

Speed brakes in

Tailplane trim within take-off range

One aileron upset switch at ARM

Ailerons normal (nil upset applied)

All PCU functioning

Both feel units functioning

The warning horn can be cancelled by pressing the TOCW HORN button, on the centre console, provided the throttles are retracted to below the half-open setting or advanced beyond the 80% open setting.

d. Horns No 2 and No 3 may be tested by use of the MACH/IAS TEST-No 1/OFF/No 2 test switch on the forward roof panel.

27. *Klaxons.* Two klaxons, one in each stall identification system, are fitted at floor level forward of the centre console. When the No 1 stall warning and stall identification systems operate, the No 1 klaxon sounds and the control columns move forward. Similar action follows when the No 2 klaxon sounds. Both systems may operate at the same time, both klaxons sounding together.

27A. *Fire Warning Bell.* A fire warning bell on panel A sounds whenever an engine fire-warning system operates (see Chapter 8).

Safety Straps

28. Five safety straps are fitted, one at each

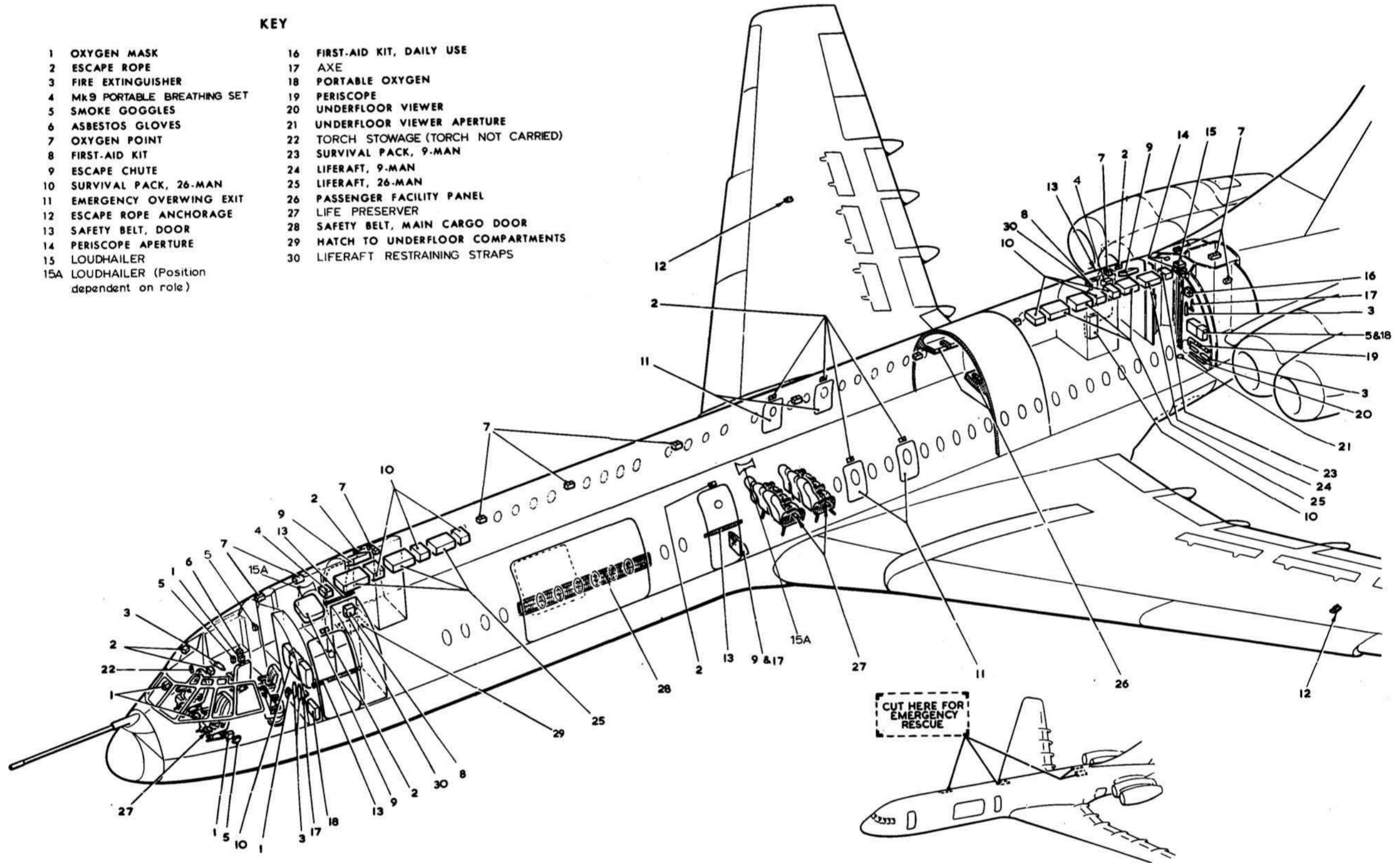
entrance door, one at each service door, and one at the cabin freight door. The straps engage with eye-bolts fitted to the opposite sides of the entrance.

Loud Hailers

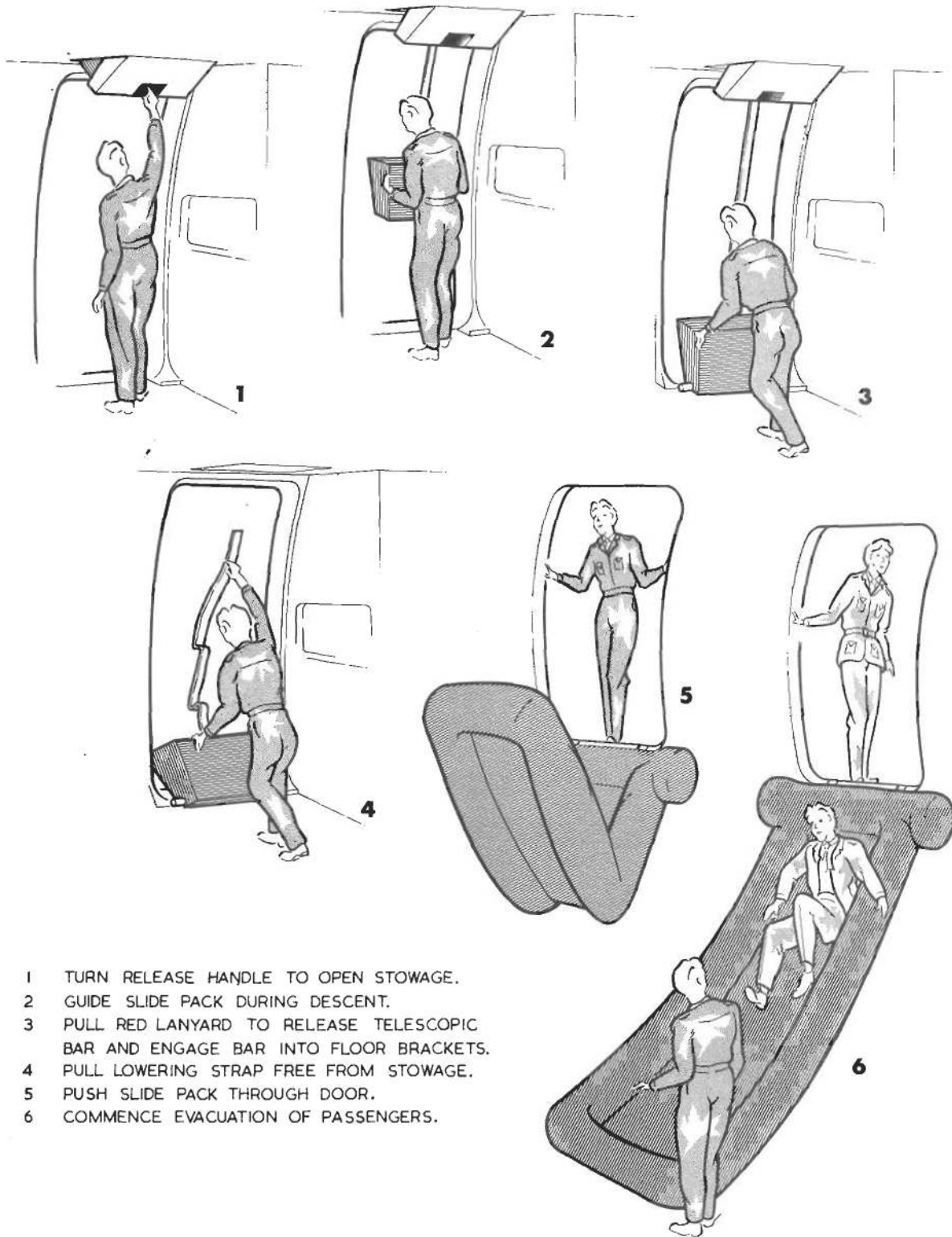
29. See Chapter 3, para 47.

KEY

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|---|--------------------------------------|
| 1 OXYGEN MASK | 16 FIRST-AID KIT, DAILY USE |
| 2 ESCAPE ROPE | 17 AXE |
| 3 FIRE EXTINGUISHER | 18 PORTABLE OXYGEN |
| 4 MK9 PORTABLE BREATHING SET | 19 PERISCOPE |
| 5 SMOKE GOGGLES | 20 UNDERFLOOR VIEWER |
| 6 ASBESTOS GLOVES | 21 UNDERFLOOR VIEWER APERTURE |
| 7 OXYGEN POINT | 22 TORCH STOWAGE (TORCH NOT CARRIED) |
| 8 FIRST-AID KIT | 23 SURVIVAL PACK, 9-MAN |
| 9 ESCAPE CHUTE | 24 LIFERAFT, 9-MAN |
| 10 SURVIVAL PACK, 26-MAN | 25 LIFERAFT, 26-MAN |
| 11 EMERGENCY OVERWING EXIT | 26 PASSENGER FACILITY PANEL |
| 12 ESCAPE ROPE ANCHORAGE | 27 LIFE PRESERVER |
| 13 SAFETY BELT, DOOR | 28 SAFETY BELT, MAIN CARGO DOOR |
| 14 PERISCOPE APERTURE | 29 HATCH TO UNDERFLOOR COMPARTMENTS |
| 15 LOUDHAILER | 30 LIFERAFT RESTRAINING STRAPS |
| 15A LOUDHAILER (Position dependent on role) | |



2-6 Fig 1 Emergency Equipment
◀ Illustration Updated ▶



- 1 TURN RELEASE HANDLE TO OPEN STOWAGE.
- 2 GUIDE SLIDE PACK DURING DESCENT.
- 3 PULL RED LANYARD TO RELEASE TELESCOPIC BAR AND ENGAGE BAR INTO FLOOR BRACKETS.
- 4 PULL LOWERING STRAP FREE FROM STOWAGE.
- 5 PUSH SLIDE PACK THROUGH DOOR.
- 6 COMMENCE EVACUATION OF PASSENGERS.



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