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FLIGHT DECK

The flight deck is equipped with:

- One oxygen bottle.
- Three oxygen masks.
- One smoke hood with an integral oxygen supply system.

Oxygen Bottle

The oxygen bottle is mounted aft of the first officer's side panel. A pressure regulator, a pressure indicator, and an ON/OFF knob are fitted on the top of the bottle. The pressure indicator will show the oxygen pressure irrespective of the position of the ON/OFF knob. The oxygen pressure is a nominal 1850 psi. When the pressure becomes excessive (approx 2800 psi), all oxygen will be relieved overboard.

Oxygen Masks

The three flight crew oxygen masks are of the quick-donning, inflatable harness type and are stowed in a container. The mask can be donned with one hand. Two containers are installed in the side consoles; the third is located at the observer's station. A pair of smoke goggles is installednext to each oxygen mask container in the side console. The smoke goggles for the observer are located behind the first officer's seat.
A regulator in each mask provides, by selection, three oxygen supply modes:

- The normal diluter demand mode.
- The 100 per cent oxygen on demand mode.
- The 100 per cent oxygen continuous flow/variable pressure mode.

When the cabin altitude is at 30 000 ft either flow will be 100 per cent and continuous. When stowed in the container, the oxygen flow through the regulator can be tested by moving the test lever downwards. Each mask is equipped with a microphone.

NOTE: When the system is activated, the mask microphone becomes 'hot' by an oxygen flow operated switch. After use the door of the container must be closed and the reset/test lever reset in order to regain communication via the boom mike.

Smoke Hood

A smoke hood is stowed, in a vacuum sealed bag, in a protective container on the wall behind the captain's seat. The smoke hood consists of a fire resistent hood, a clear visor, a rubber neck seal, two oxygen cylinders and a device to control carbon dioxide. After opening the vacuum sealed bag actuation is accomplished by snapping the oxygen cylinders apart. Oxygen supply will last at least 15 minutes. Communication through the hood is possible via the PA system or megaphone.

WARNING:
IF THE DONNING SEQUENCE TAKES MORE THAN 15 SECONDS AND/OR THE GREEN LIGHT DOES NOT FLASH; WHEN THE RED LIGHT BEGINS TO FLASH AND/OR THE HOOD COLLAPSES, THE HOOD MUST BE REMOVED. SUFFOCATION MAY OCCUR IF THE HOOD IS USED WITHOUT OXYGEN SUPPLY.

CABIN

Oxygen System

Above each row of seats two oxygen units are installed, one on each side of the aisle. The unit above the double seats contains three masks; the unit above the triple seats contains four masks. Additional units are located above each attendant station and in the toilet compartments. The units in the toilet compartments contain two masks. Each unit contains a generator which is provided with a heat shield. Controls and indicators at the flight deck are located at the PAX OXYGEN panel. At a cabin altitude of approx 14 000 ft, the mask drop-out system is automatically activated. The system can also be manually activated with the MAN OVRD push button. The SYS ACTV light comes on when the oxygen masks are released. In case of a drop-out, the no smoking signs will be automatically activated. Each panel can also be opened manually with a pointed object. Pulling any mask will start the supply of oxygen to all masks of that unit for 12 minutes minimum. Oxygen flow cannot be stopped once a mask has been pulled. The masks are provided with a flow indicator.

CAUTION:
WHEN, IN NORMAL CONDITIONS, A RED IN-DICATION IS SEEN IN THE DOOR OF THE UNIT IT WILL FAIL TO OPEN IN CASE OF DECOMPRESSION.

Portable Oxygen Bottles

Four portable oxygen bottles are provided in the cabin. Two bottles in the stowage above avionics rack 2 and two bottles in the aft stowage, above the crew closet. Each bottle is fitted with an ON/OFF knob, a pressure indicator, and three continuous flow masks which are attached to the bottle. Each bottle has a nominal pressure of 1800 psi. A mask can be plugged in either the HI or LO outlet

With a mask in the HI outlet the bottle can be used for approx 30 minutes; in the LO outlet for approx one hour. Without a mask plugged in, there will be no flow from the outlet. When the pressure becomes excessive (approx 2800 psi), all oxygen will be relieved.

WARNING:
USE OF A PORTABLE OXYGEN BOTTLE IN CASE OF SMOKE WILL NOT PREVENT THE USER FROM INHALING SMOKE.

Smoke Hoods

Two smoke hoods are provided in the cabin. One above the valet next to avionics rack 2 and one behind the last RH seat row.

EMERGENCY EQUIPMENT
OXYGEN
CONTROLS AND INDICATORS

OXYGEN MASK AND CONTAINER

LOCATION: LH/RH SIDE CONSOLES AND OBSERVER'S STATION

HARNESS INFLATION LEVERS

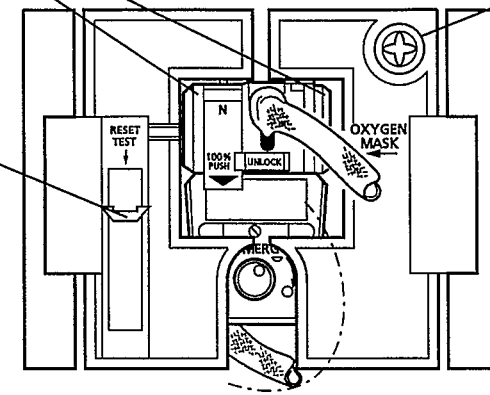
RESET / TEST LEVER
(springloaded to upward position)

Move downwards to:
- test oxygen flow to the mask, or
- reset (i.e. cut off) oxygen flow to the mask after use of the mask.

NOTE: Resetting the oxygen flow also restores communication via the hand and boom mikes.

FLOW INDICATOR

Shows a yellow cross when oxygen is flowing to the mask.



SMOKE GOGGLE VENT VALVE

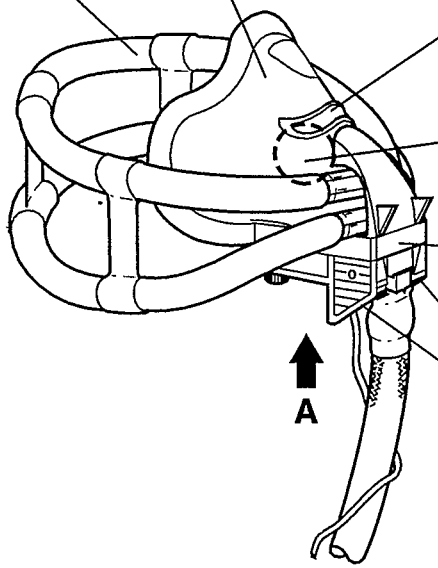
The vent valve can be opened by sliding it down.
When smoke goggles are in use and the emergency flow selector is set to EMERGENCY, the open vent valve allows oxygen to flow into the smoke goggles, thus clearing them of gas, smoke and fog.

MASK

HARNESS
(shown inflated)

MICROPHONE

REGULATOR



UNLOCK LEVER

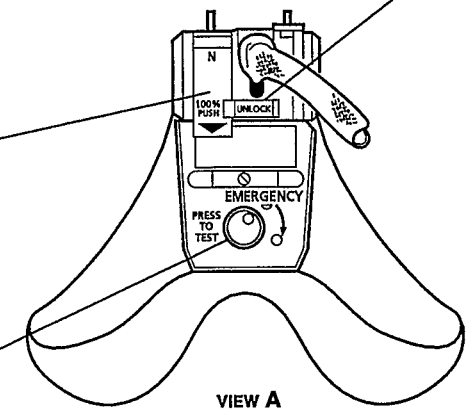
Depress to release N/100% lever from 100% position.

NORMAL / 100% LEVER

NORMAL
- Provides a mixture of ambient air with oxygen on demand.

100%
- Push to supply 100 per cent oxygen on demand.

NOTE: At 30 000 ft cabin altitude the flow in both modes will be 100 per cent.



VIEW A

EMERGENCY FLOW SELECTOR

EMERGENCY
- Rotate to supply 100 per cent oxygen continuous with overpressure, provided the NORMAL / 100% lever is set to 100%.

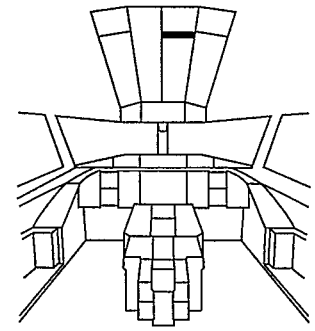
PRESS TO TEST
- Press to check oxygen flow.

HARNESS INFLATION LEVERS (red)

Squeeze and hold to inflate the harness, thus enabling donning of the mask. Squeezing the levers while the mask is stowed in the container, unlocks the container doors.

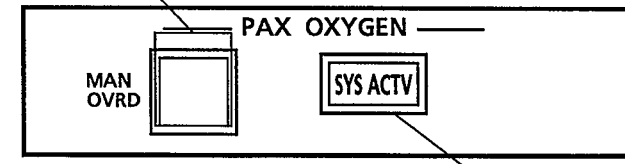
NOTE: The harness deflates when the levers are released.

VD/OP-02-102C



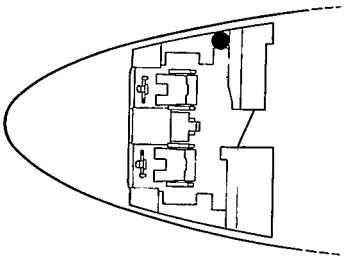
MANUAL OVERRIDE P/B (guarded)

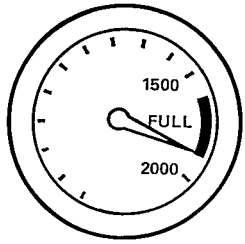
Depress to activate the passenger oxygen system manually.



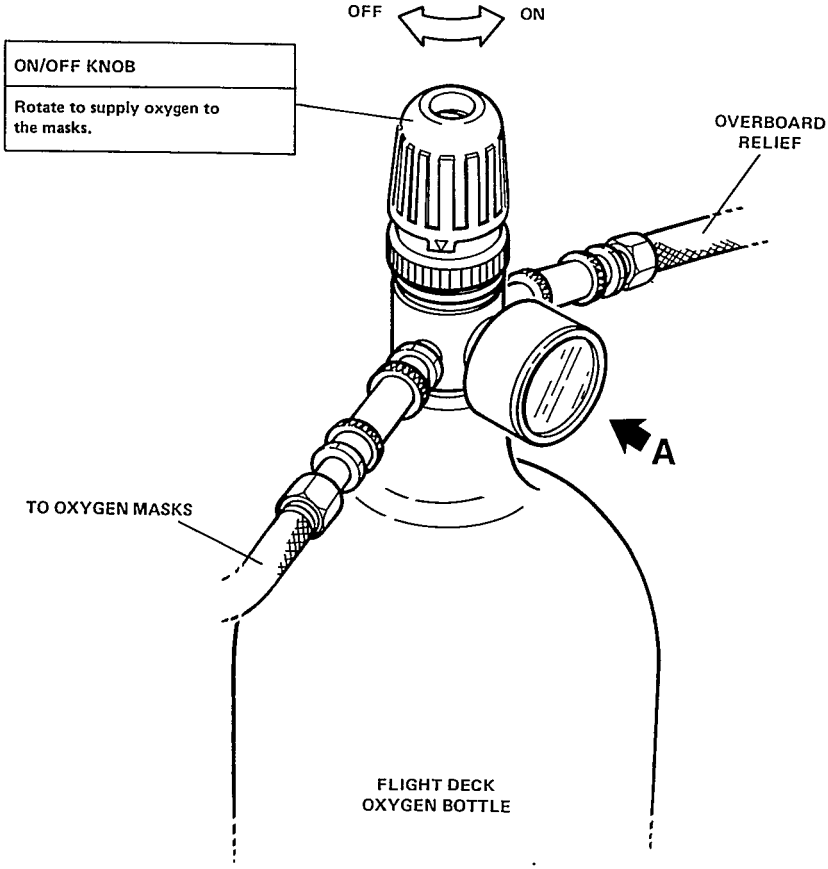
SYSTEM ACTIVATED LIGHT

Normal (blank)
– System not activated.
SYS ACTV (white)
– Passenger oxygen system activated automatically or manually.





VIEW A



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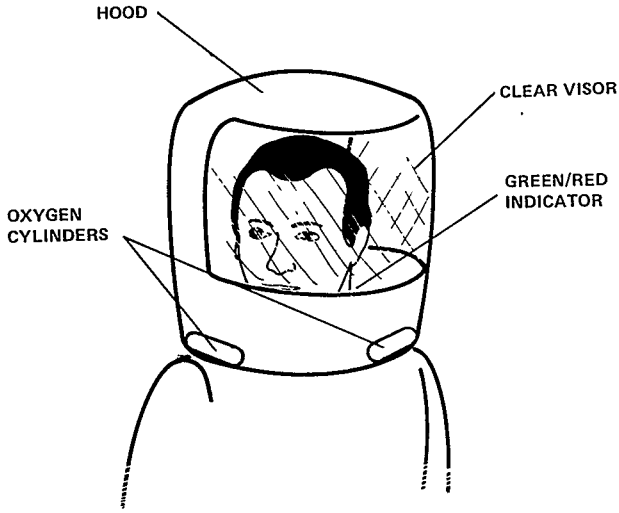

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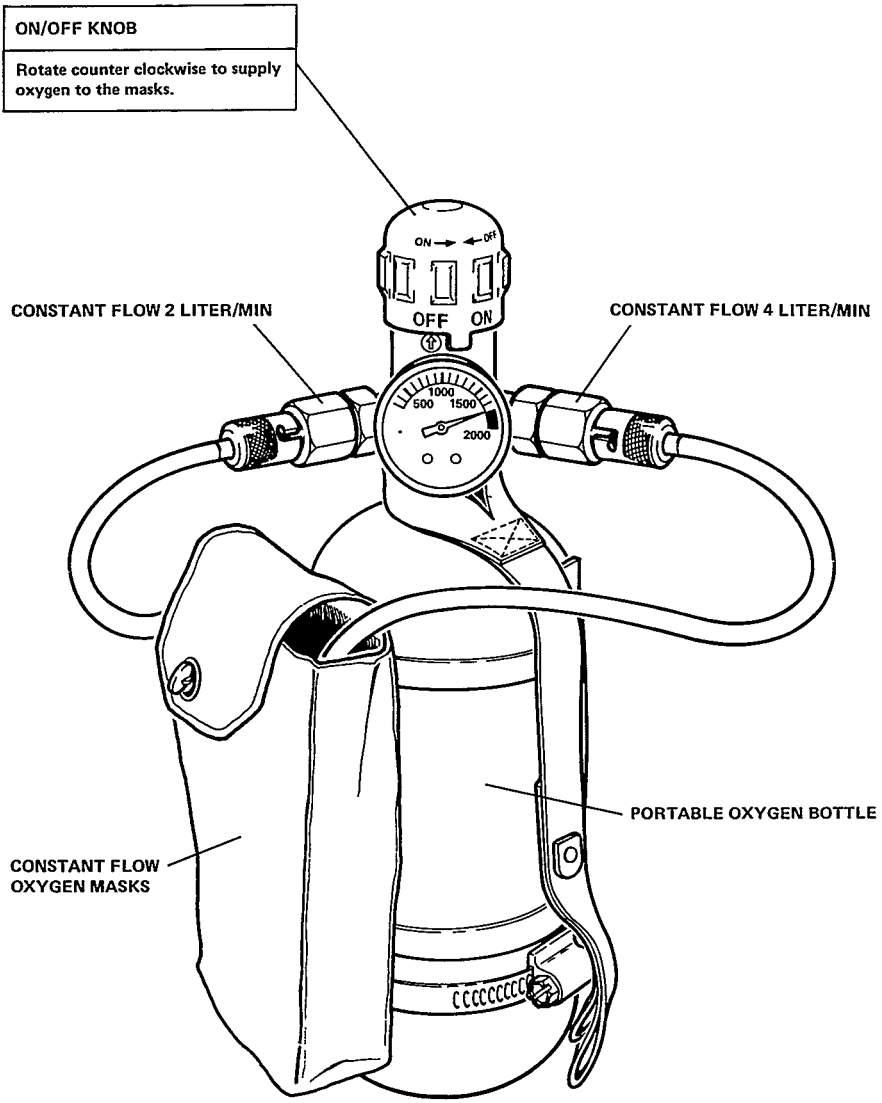

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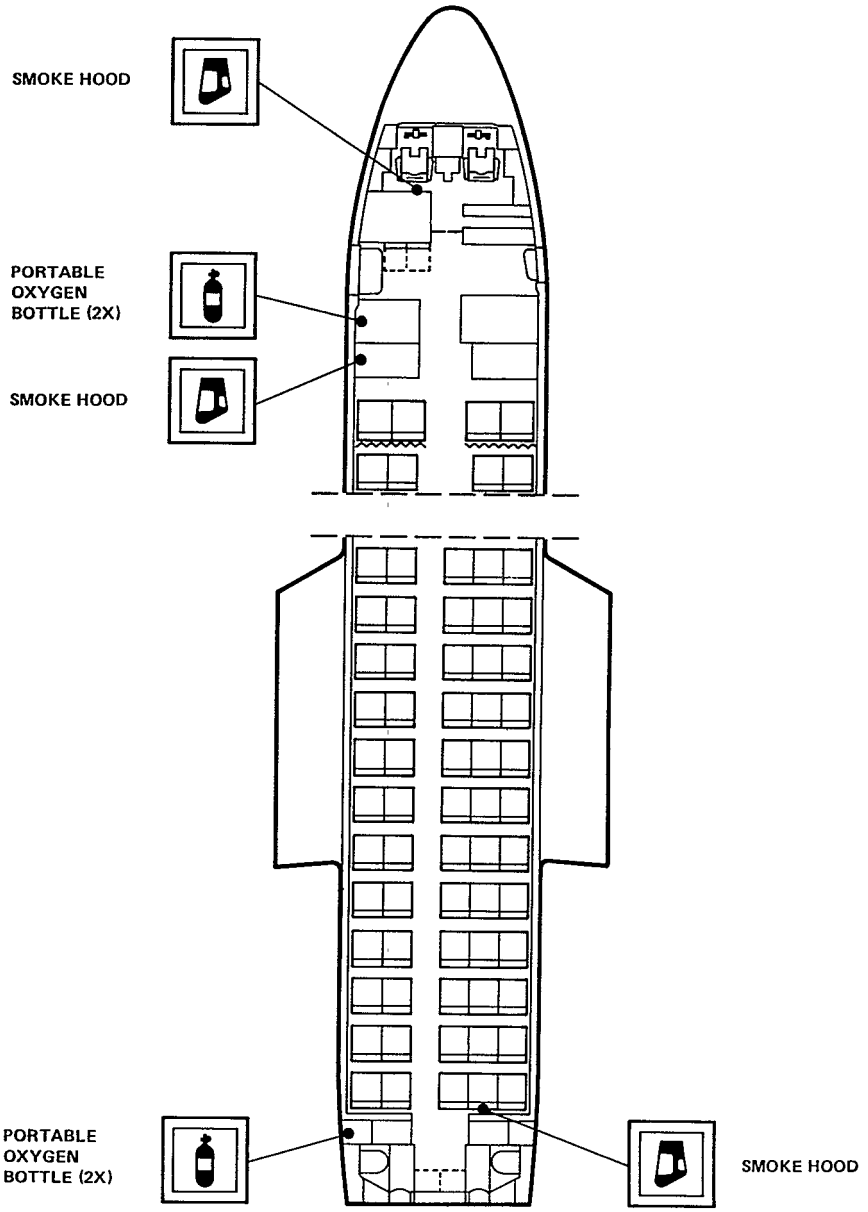

VD/OP–02–157

PORTABLE FIRE EXTINGUISHERS

Halon Fire Extinguisher

Three halon general fire extinguishers are installed in the aircraft. One on the back side of the first officer's seat, one in the valet next to avionics rack 2 and one aft the last LH seat row. The halon extinguisher contains a liquified gas. A safety pin prevents accidental activation. The extinguisher can be used on all types of fires.

CAUTION:

After use on solid materials, the object concerned has to be cooled with any kind of nonflammable liquid.

Water Fire Extinguisher

One water fire extinguisher is installed aft the last LH seat row. Before use the handle has to be turned fully to the right and to discharge, the lever on top pressed.

FIRST AID KIT

Two first aid kits are provided, one in the stowage above avionics rack 2 and one in the aft stowage, above crew closet. One medical kit is installed in a compartment in avionics rack 1. Access is only possible from the flight deck side and with a key only.

CRASH AXE

An axe is installed on the wall behind the first officer's seat.

FLASHLIGHTS

Flashlights are installed at the headrest of the attendant seats (two at each station). The flashlights are shielded with a breakaway cover, thus preventing unauthorized use. A flashing LED (Light Emitting Diode) indicates charging.

MEGAPHONE

Two megaphones are installed in the cabin. One in the stowage above avionics rack 2 and one in the aft stowage, above crew closet. They can be used in case of evacuation and when the PA-system is inoperative.

LIFE VESTS

Three life vests for the flight crew are provided in the seatback of the pilot seats. Four crew life vests are provided in the cabin. Two under the attendant seats at both stations.

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FLIGHT DECK

Flight Deck Sliding Windows

The two sliding windows serve as emergency exits for the pilots. An escape rope is stowed in a compartment in the flight deck ceiling.

Flight Deck Door

For description of the flight deck door see AIRCRAFT GENERAL, DOORS.

CABIN

Emergency Exits

The aircraft is fitted with the following emergency exits:

- One passenger door at the forward LH side equipped with an inflatable slide.
- One galley service door at the forward RH side equipped with an inflatable slide.
- Four overwing escape hatches.

For description see AIRCRAFT GENERAL, DOORS.

Inflatable Slide

The door selector, which is located under a cover on the door, has two positions: AUTOMATIC and MANUAL. In the AUTOMATIC position, deployment and inflation are automatic when the door is opened from the inside. In the MANUAL position the door can be opened without the slide being inflated. The slide is of the single-lane type. If it fails to inflate automatically, the red inflation handle on the RH side of the slide pack must be pulled. Upon deployment, the slide is illuminated by built-in lighting.

NOTE: When the door is opened from the outside and the door selector is in the AUTOMATIC position, the door selector will return automatically to the MANUAL position.

Escape Hatches

The escape hatches must be pulled in, turned diagonally and thrown out of the aircraft in case of an evacuation. The backrests of the passenger seats at the escape hatches cannot fold forward to prevent the exit from getting blocked.

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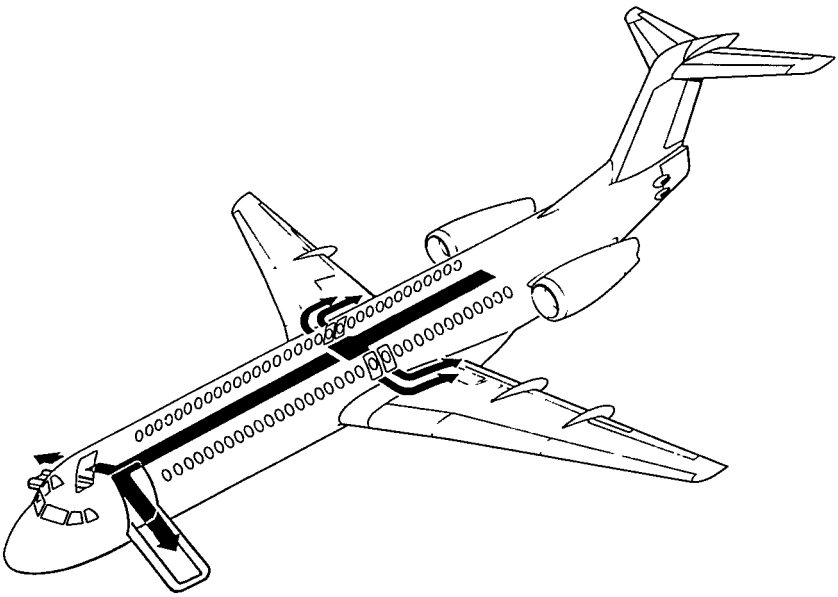

EMERGENCY EVACUATION ROUTES

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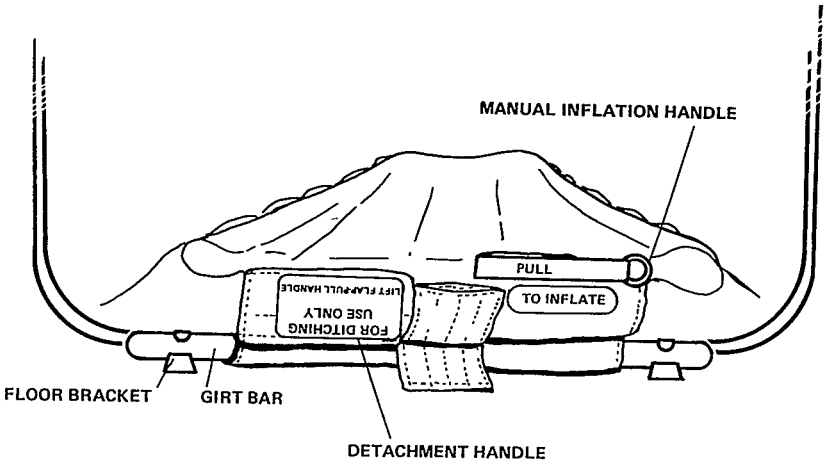
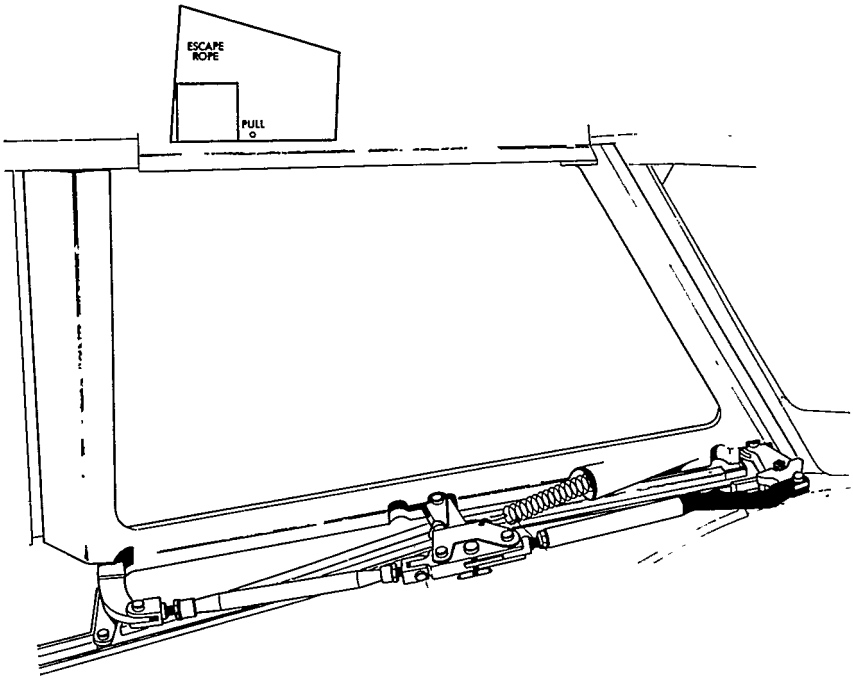


INFLATABLE SLIDE

VD/OP-02-109



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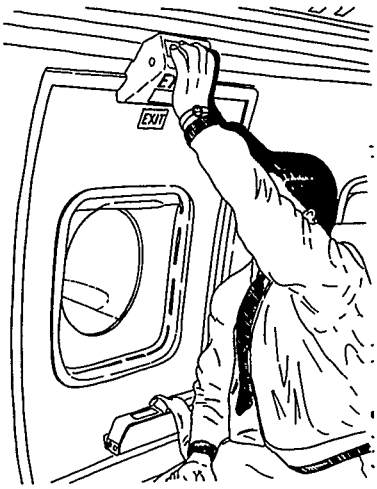

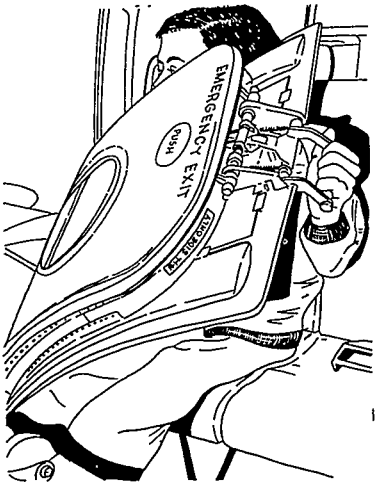

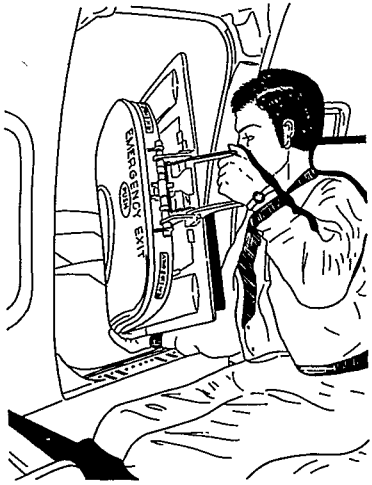

OVERWING ESCAPE HATCHES

VD/OR–02–111

NOT APPLICABLE

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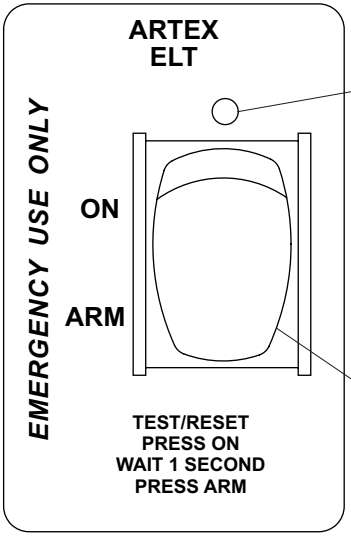
ELT SYSTEM

The Emergency Locator transmitter (ELT) is a radio beacon that is automatically activated by the deceleration forces encountered during a crash.
It can also be activated manually via the ELT switch located on the ELT panel.
When activated the ELT transmits on 121.5 Mhz, 243 Mhz and 406 Mhz simultaneously.
ELT transmission is indicated on the ELT panel.
The 406 Mhz transmitter will operate for 24 hours and then shuts down automatically.
The 121.5 and 243 Mhz transmitter will continue to operate at least 72 hours.
The ELT transmits during test.

NOTE: Activation of the ELT is restricted to aviation emergency only. Unlawful operation is penalized.

ELT PANEL
LOCATION: OVERHEAD PANEL



EMERGENCY LOCATOR TRANSMITTER LIGHT
Blank (normal) – ELT not transmitting. RED (flashing) – ELT is transmitting.

EMERGENCY LOCATOR TRANSMITTER SWITCH (red)
ON – ELT manually activated. ARM – ELT armed. NOTE: To test or reset the ELT: – Select ON; – Wait one second; – Select ARM.

JCOM–070