EMERGENCY EQUIPMENT TRAINING

FIRE EXTINGUISHERS

Cockpit Fire Extinguishers (1) – Portable, 9lb Halon bottle, located aft of the left observer's seat.

- Check that the bottle pressure indicator is in the green band and that the safety pin is installed with its shear wire secure.

Dangerous Goods (DG) Fire Extinguishers (3) -14lb Halon bottles mounted forward of the Rigid Cargo Barrier/Cargo Net with hoses attached.

- Check each bottle for the condition of the hose, ensure that the bottle pressure indicator is in the green band, and that safety pin is installed with its shear wire secure.

Emergency Drills

Each crewmember must demonstrate:

- Pulling the safety pin
- Aiming the extinguisher at the base of the "flames" or
- Connecting the DG fire hose coupling to the DG container and
- Squeezing the handle to discharge the agent.

MEL Considerations

- Main Deck Cargo Compartment Bottles (DG) may be inoperative provided each affected DG Can remains empty or is not carried.
- Each DG can with revenue contents requires one (1) 14lb fire extinguisher with hose and attachment fittings properly connected.
- There is no MEL relief authorized for the 9lb halon cockpit fire extinguisher

EMERGENCY OXYGEN

Cockpit Portable Oxygen Cylinders (2) – Full face mask style with adjustable straps.

- Check that the oxygen pressure indicates a minimum of 1800 psi, that the hose and mask are in good condition and that the diluter lever is in the DEMAND position.

Crew Rest Area (CRA) Portable Oxygen Cylinders (2) - Small portable cylinders mounted to the forward wall of the Crew Rest Area.

- Check that the bottle pressure is in the full band.

Emergency Drills

Each crewmember must demonstrate:

- Opening the shutoff valve.
- Donning the O2 mask and adjusting for fit.

MEL Considerations

- One cockpit portable oxygen unit may be unserviceable provided that it is removed, replaced or rendered serviceable at the next available maintenance facility.
- There is no specific MEL guidance regarding the CRA oxygen cylinders.

FOM Considerations Chapter 9 (Emergency Procedures) -- Suspected Hazardous Odors/Fumes/Smoke:

- The preferred O2 equipment to be used outside the flight deck is the walk-around bottle with full face mask and regulator set to positive flow.

PROTECTIVE BREATHING EQUIPMENT (2)

- Two PBE's per aircraft, one in the cockpit and one in the courier area that provide 15 minutes of chemically generated oxygen.
- Check that the stowage case is undamaged, and the humidity indicator in the view glass is blue in color.

Emergency Drills

Each crewmember must demonstrate:

- Pulling the actuation ring
- For training purposes all trainees will be provided with a disposable face mask and are required to don the PBE.

MEL Considerations –

- The courier PBE may be inoperative or removed provided location placarding for the associated unit is removed or obscured.
- There is no relief authorized for the cockpit PBE.

FOM Considerations Chapter 9 (Emergency Procedures) Suspected Hazardous Odors/Fumes/Smoke:

- The preferred O2 equipment to be used outside the flight deck is the walk-around bottle with full face mask and the regulator set to positive flow.

Warning: The PBE oxygen generator develops intense heat which could ignite fumes.

LIFE VESTS

Two-cell life vests located at each pilot or passenger seat.

- Preflight action consists of checking that the life vest is stowed.

Emergency Drills

Each crewmember must demonstrate:

- Donning and inflating the life vest.

MEL Considerations

- No MEL relief is available.
- By regulation, each occupant must be provided with a life preserver or other approved flotation means.

EMERGENCY EXIT DOORS (L/R ENTRY DOORS)

- Forward cabin doors are the primary emergency exits.
- The sliding clearview windows are the secondary exits.
- The doors may be electrically, pneumatically or manually opened from the inside of the aircraft.

Slide Arming Lever

- 3 position lever controls automatic escape slide deployment when the door is opened.
- For preflight, this lever should be in the disarmed position with the lever latch locked.

With the Slide Arming Lever in the:

- **Armed Position**
  - Pneumatic operation of doors and slide deployment is possible.
  - Electrical door control switch function is inhibited.

- **Disarmed Position**
  - Only electrical function is possible using the door control switch.
  - Slide deployment is inhibited.
- **Interlock Override Position**
  - When slide arming lever is held in the override position, moving the emergency door control handle to the emergency exit open position will pneumatically open the door but not deploy the evacuation slide.

Emergency Door Control Handle – 3 position lever used to pneumatically open the door.

- **Neutral Position –**
  Normal "stowed" position with no input to door operation.

- **Positive Stop Position –**
  This position mechanically prevents the emergency door control handle from moving to the emergency exit open position unless the slide arming handle is in the armed position or in the interlock override position.

- **Emergency Exit Open Position –**
  This position allows pneumatic pressure to open the door provided the cabin differential pressure is less than approximately .55 PSID.

- **Reset lever (locking pawl) –**
  This lever is rotated and held in the up position to allow emergency door control handle to be reset to the neutral position.
- **Door Emergency Bottle Gauges –**
  Indicate the amount of pneumatic pressure available to open the door. Observe that the gauge reads in the green band.

Door Operation

- **Normal Operation**
  With slide arming lever in the disarmed position, the door can be opened and closed if electrical power is available using the door control toggle switch.

- **Emergency Operation**
  With the slide arming handle in the armed position, moving the emergency door control handle to the emergency exit open position pneumatically opens the door. Cabin differential pressure above approximately .55psi will prevent the door from being opened.

- **Manual Operation**
  The emergency door control handle must be in the emergency exit open position and with a cabin differential pressure of less than .55 psi. The door can be raised using the manual lift bar requiring approximately 350 pounds of lifting force.

- **Emergency Drills**
  Each crewmember must demonstrate:
  - Normal and Emergency Operation of the door.

- **Emergency Exit Precautions**
  - Cabin must be depressurized to less than .55 psi prior to operating emergency exits.
  - If an attempt is made to open the cabin door with the door emergency control handle when the cabin pressure is .55 psi or greater, the door will not open and its associated door emergency bottle will be expended.
  - To depressurize cabin:
    - Assure cabin pressure controller is in manual mode, then rotate cabin press manual rate selector to the climb position.
    - If only battery power is present, hold selector in climb position until any cabin exit is operable.

- **MEL Considerations-**
  - One main entry door/slide may be deferred.
  - Whenever door/slides 4L and 4R are activated (normally for live animal

charter), both must be fully functional.
- When deactivated for normal freighter operations, they are inoperative and no MEL relief is required.

EVACUATION SLIDE/RAFT LOCATIONS

- **Slide location**

  Slides are housed in both main cabin entry doors and automatically deploy when door is opened. (pneumatically or manually)

  - **Manual Inflation Handle**
    - If the evacuation slide raft does not automatically inflate, a Manual Inflation Handle is located above the fabric flap
    - The Manual Inflation Handle is the only handle visible before pulling back the fabric flap near the end of the raft
    - It is by the door entrance to the left of the flap hiding the slide/raft disengage handle
  - **Slide/raft disengage handle**
    - Used to disconnect slide/raft from aircraft
    - Located under fabric flap, just past the girt bar

- **Slide/Raft Contents**
  - One whistle
  - One bailing bucket
  - One sea dye marker
  - One dehydrated sponge
  - One emergency signaling mirror
  - Two raft repair kits
  - Two EF-5 flashlights
  - Two water canteens (1 pint capacity)
  - Three bandage packages (37 in. triangular, 1 per package)
  - Four bandage packages (1 in. x 3 in., 3 per package)
  - Four bandage packages (2 in. square, 3 per package)
  - Four bandage packages (4 in. square, 3 per package)

- **MEL Considerations-**
  - One main entry door/slide may be deferred.
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  - When deactivated for normal freighter operations, they are inoperative and no MEL relief is required.

LIFE RAFTS (if installed)

- Only required to be installed on non-RCB aircraft which have either a galley or a lavatory aft of Door 1R.
- These aircraft have raft storage or a locker just aft of the cockpit entry door.

Discuss 7/10 man rafts

- Either may be used on an MD11
- Each has multiple compartments for inflation purposes
- Cover the proper installation of the protective hood
- Discuss the use of the patching equipment available
- Discuss boarding

CLEARVIEW WINDOWS/ ESCAPE ROPES

- Operation using clearview window crank handles:
  - Push handle in to engage drive mechanism.
  - Rotate handle to the open position until window reaches the fully-open position.
- Operation and use:
  - Open escape rope access door
  - Deploy rope to full extension through clearview window
  - Verify rope is fully extended prior to use.
  - Grab rope, sit on window sill, and swing legs out of the aircraft.
  - Descend using hand over hand technique.
  - Wrapping the rope around a leg and on top of the foot, then using the instep of the opposite foot to apply sufficient pressure to the top of the rope, will help control descent.

LAVATORY OXYGEN MASKS

- Two masks in lavatory overhead bin
- Operated by oxygen generator

FIRST AID KIT

- Located in either the:
- Shelf above the Coat Closet, or
- Floor of the Coat Closet

RAPID DECOMPRESSION

- QRH – Pneumatics: Cabin Altitude (Review)