Attachment 3

to Operations Group Chairman's Factual Report

767 Operating Manual Excerpt

DCA08MA076

[767-SF]

MAIN DECK TEMP selector (if installed) ..... Set

Select Animal/Normal or Perishable position as required.

Smoke goggles ..... Check

Remove smoke goggles from protective container. Ensure goggles are not damaged. Fit goggles over head to assure proper fit. Keep goggles readily accessible for immediate donning. Upon completion of trip, return goggles to container and stow.

Flight deck window ..... Closed and locked

Verify that the lock lever is in the forward, locked position.

Verify that the WINDOW NOT CLOSED decal does not show.

Verify that the link arm is perpendicular to the window track.

Oxygen and mask microphone ..... Test and set

Audio selector panel – Set

Boom/Oxy switch – Oxy

Interphone microphone select switch – ON

Receiver and flight deck speaker volume controls - Adjust

Oxygen mask – Stowed and doors closed

Normal/100% selector – 100%

RESET/TEST switch – Push and hold

Verify that the yellow cross shows momentarily in the flow indicator.

EMERGENCY/TEST selector – Push and hold

Continue to hold the RESET/TEST switch and push the EMERGENCY/TEST selector for 10 seconds. Verify that the yellow cross shows continuously in the flow indicator.

Verify that the crew oxygen pressure does not decrease more than 100 psi.

If the oxygen cylinder is not in the full open position, pressure can:

- decrease rapidly,
- decrease more than 100 psi, or
- increase slowly back to normal.

Simultaneously push the push to talk switch and verify an oxygen flow sound over speaker.

Boom/Oxy switch – Boom

Crew oxygen pressure – Check EICAS status page

Verify that the pressure is sufficient for dispatch.

EMERGENCY EQUIPMENT

CREW OXYGEN TEST

MASK ..... STOWED

AUDIO SELECTOR PANEL ..... SET

Boom/Oxy Switch - OXY

Interphone Microphone Select Switch - ON

Receiver and Cockpit Speaker Volume Controls - ADJUST

NORMAL/100% SWITCH 100%

RESET TEST SLIDE LEVER ..... PUSH DOWN AND HOLD

Observe yellow cross appear momentarily in flow indicator.

EMERGENCY/TEST SELECTOR ..... PUSH AND HOLD

While holding reset test slide lever down, push emergency/test selector and observe yellow cross appear in flow indicator.

Oxygen Pressure - CHECK EICAS

Verify pressure is adequate for dispatch and that EICAS oxygen pressure does not decrease. See Crew Oxygen Requirements chart (next page).

PUSH-TO-TALK SWITCH ..... PUSH

While holding reset test slide lever down and pushing emergency/test selector, simultaneously push push-to-talk switch and check an oxygen flow sound through the cockpit loudspeaker. Then release all switches.

Captains Only:

Depress and hold CREW OXY/BTL2 switch on overhead panel.

Reset/Test Slide Lever - PUSH AND HOLD

Verify yellow cross appears momentarily in the flow indicator.

Oxygen Pressure - CHECK EICAS

Verify pressure is adequate for dispatch and that EICAS oxygen pressure does not decrease.

Release all switches.

BOOM/OXY SWITCH ..... BOOM

Note: This test procedure ensures that the oxygen cylinder shutoff valves are not inadvertently closed and that the EICAS indications are not trapped oxygen pressure.

TALKING (Sterile Cockpit): Talking is not allowed between ground level and 10,000 feet. This applies to all phases of flight between those altitudes. Remember these are critical phases of flight for crewmember communications.

TRASH: Place all trash in the trash bag located in the cockpit.

ELECTRONIC DEVICES: With the exception of calculators, the use of all electronic devices is prohibited, Example: Radios, tape player, CD players, cellular telephones, video games, and laptop computers.

FIREARMS, ETC.: Except as authorized by the Flight Operations Manual, the Federal Aviation Administration (FAA) prohibits anyone from carrying a firearm, knife, mace product, or electronic protection device in any aircraft.

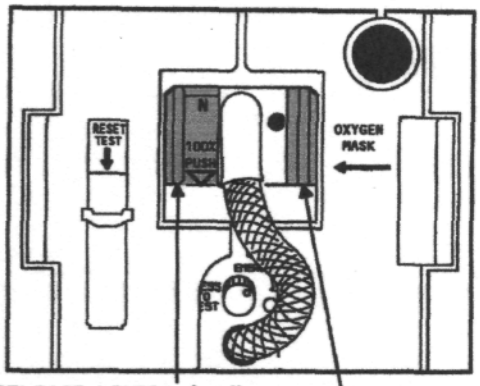
AIRCRAFT LOADING: For your own safety, avoid the cargo compartment during loading and unloading operations

SUPPLEMENTAL OXYGEN:

LOCATION: Adjacent to each seat.

USE:

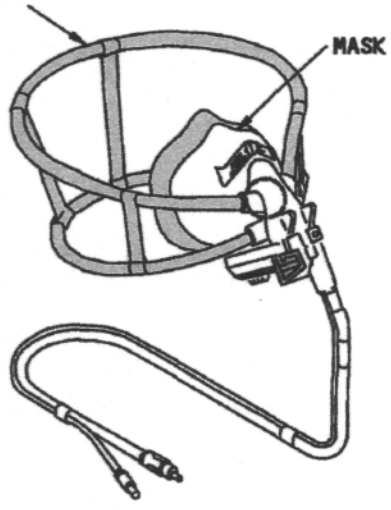
- Use the supplemental oxygen when directed by one of the pilots.
- Squeeze and pull the red release levers and mask from the stowage box (see diagram).
- Continue to squeeze and hold the red levers; place the inflated harness (see diagram) over your head.
- Release the red release levers and the harness will secure itself to your head.
- Place the mask over your nose and mouth and breathe normally.
- The oxygen is already on and will be available immediately.
- Keep the oxygen mask on until told to remove it by one of the pilots.



RELEASE LEVERS (red)

SQUEEZE AND PULL - releases mask from stowage box
- oxygen turns on when stowage box doors open
- inflates mask harness when right lever is squeezed

HARNESS (shown inflated)



PORTABLE OXYGEN BOTTLE:

LOCATION:

- The portable oxygen bottle is located in the lavatory. It is for emergency use only.

RTS/FSB (Return to Seat/Fasten Seat Belt) rotary switch (SF).

RETURN TO SEAT (RTS) (PC)

The RETURN TO SEAT sign in the lavatory is operated by a rotary RTS switch on the pilots overhead panel.

The RTS switch is a three position switch. The RTS switch in AUTO will cause the RETURN TO SEAT sign to operate automatically with reference to flap positions.

When AUTO is selected, the RETURN TO SEAT sign:

- Illuminates when the flaps are extended.
- Extinguishes when the flaps are up.

To manually operate the sign, the RTS switch is rotated to the desired position, OFF or ON.

RETURN TO SEAT/FASTEN SEAT BELT (RTS/FSB) (SF)

In addition to the RETURN TO SEAT sign in the lavatory, the SF has a FASTEN SEAT BELT sign located in the supernumerary compartment. An aural chime sounds in the supernumerary compartment and lavatory when the signs illuminate and extinguish.

MAIN DECK ALERT (PC)

The MN DK ALERT switch, when activated, causes an aural warning device in the lavatory to sound, the lavatory dome light to flash, and alternating sections of the main deck ceiling lights and two entry lights to flash. These indications are activated for 10 seconds, and cancel at the end of the 10 second cycle. The switch will annunciate ON during the 10-second cycle and extinguish at the end of the cycle. The lights flash if the associated lights are illuminated.

MAIN DECK ALERT (SF)

The main deck alert switch, when activated, causes the lavatory dome lights to flash, (no aural warning), alternating sections of the main deck ceiling lights to flash and door entry lights to flash. These indications are activated for 10 seconds, and cancel at the end of the 10-second cycle. The switch will annunciate ON during the 10-second cycle and extinguish at the end of the cycle. The lights flash if the associated lights are illuminated.

MAIN DECK ALERT (ANIMAL HANDLER SF)

The Main Deck Alert system on the SF aircraft, modified to carry animals, is controlled by a three position rotary switch.

In the AUTO position, the Main Deck Alert system is activated if the cabin altitude exceeds 10,000' or if the Main Deck Cargo Fire Depressurization switch is activated. When the system is activated, the cabin entry lights, lavatory dome light, and alternating main deck cargo lights flash. In addition to the flashing lights, an audible warning horn is activated. The Main Deck Alert system resets after 20 seconds.

If the switch is rotated to the RTS position, the lights flash for 20 seconds but the horn does not activate.

When the switch is placed in the USE OXY position, the entire Main Deck Alert system is activated for 20 seconds.

SUPERNUMERARY COMPARTMENT (SF)

The Supernumerary compartment is located behind the flight deck and contains seating for three passengers at the rear of the compartment.

The compartment contains a galley and baggage area, trash receptacle, lavatory, forward attendant panel and handset for communication with the flight deck.

A Passenger Service Unit (PSU), is located on the ceiling of the compartment above the seats. Quick donning oxygen masks, reading lights, illuminated instruction signs and air ventilation outlets are located on the PSU.

The forward attendant panel has controls for compartment lighting and heating, and has a quantity indicator for potable water.

A communication handset is mounted on the smoke barrier wall next to the passenger seats and is used for communication with the flight deck.

The forward entry doors L1 and R1 provide both normal and emergency egress. The flight deck security door provides access to the flight deck. The rear wall of the compartment divides the supernumerary compartment from the main deck cargo area and functions as a smoke barrier. The main deck cargo access door in the smoke barrier has a viewing window, security latches and provides access to the cargo compartment.

GALLEY/STORAGE AREA

A hot cup, potable water dispenser, storage, and trash receptacle are located in the galley area on the main deck. A microwave oven is installed in the SF aircraft galley. The hot cup and microwave oven (SF) are powered by the left utility bus.

Two (2), 8-man life rafts are located in the lower galley area when required for overwater operations on the SF aircraft.

The galley trash container for the SF is located below the galley and slides out of its stowed position on rails. If it is fully extended, (2) latch pins snap into place. To retract the latch pins (one on each rail) release the catch and allow the container to stow fully.

LAVATORY

The lavatory is located just forward of the L1 Entry Door. The lavatory contains a wash basin, mirror/vanity and a toilet.

The toilet in the PC aircraft has an internal holding tank that must be manually emptied.

The SF aircraft have a vacuum flush toilet installed. A waste storage tank in the lower aft pressurized section of the airplane stores waste matter from the lavatory. The storage tank is accessed via the waste service panel near the tail of the aircraft. Waste water from the sink is drained overboard through a heated drain mast.

MAIN DECK CARGO COMPARTMENT (SF)

The main deck cargo compartment is located aft of the supernumerary compartment. The compartment is classified as a FAR 25 Class E cargo compartment and is designed to carry standard containers or pallets or a combination of containers and pallets.

A fixed, rigid barrier is installed at the front of the cargo compartment and serves as a smoke barrier to prevent smoke migration toward the flight deck and supernumerary compartment. The main deck cargo access door permits access to the cargo area. A load planning station is located on the aft side of the smoke barrier. Blowout panels are installed in the smoke barrier wall to allow for pressure equalization in the event of a rapid depressurization.

A 9G net is installed aft of the smoke barrier and is attached to the aircraft fuselage. The net is designed to restrain cargo movement in the forward direction under critical deceleration conditions. Quick release fittings are installed on the net to permit access to the cargo area.

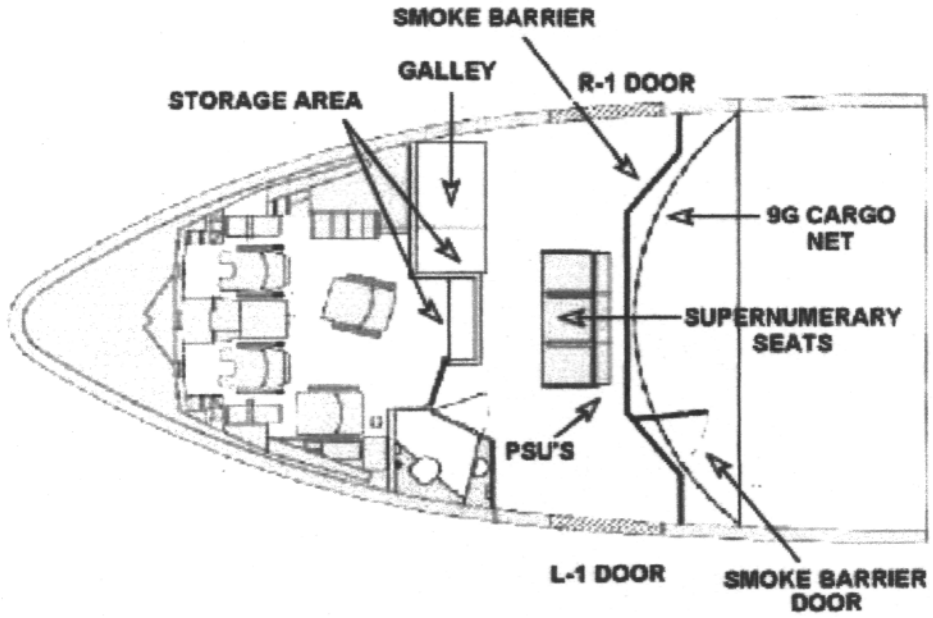
To disconnect the quick release fitting, bear any load that is pulling on the ball head fitting. Push back the outer collar on the receptacle; the ball-head fitting will now be ejected automatically. To connect the quick release fitting, insert and push the ball-head fitting into the opening of the receptacle. The outer collar on the receptacle will move back very slightly before returning, locking the ball-head fitting in place.

A cargo handling system is installed on the main deck. The cargo handling system is a low friction, non-powered, detachable system of conveyors and restraints mounted to the aircraft flooring. It is designed so that cargo can be loaded through the main cargo door and rolled to the desired positions in the main cabin.

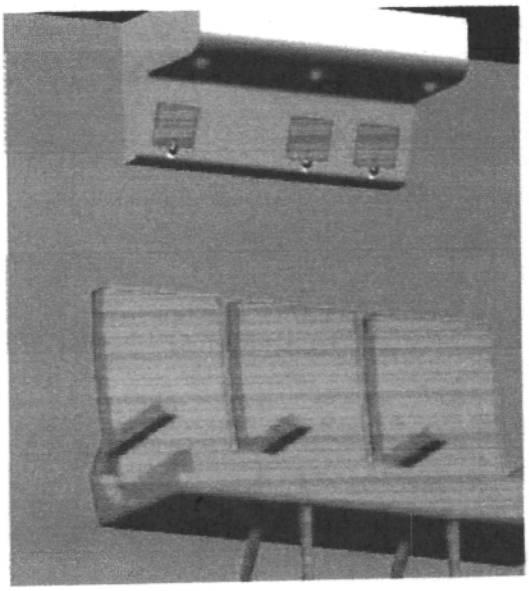
LOWER CARGO COMPARTMENT

Three compartments in the lower deck accommodate cargo: the forward, aft and bulk cargo compartments. A net or curtain separates the aft cargo compartment from the bulk cargo compartment.

FLIGHT DECK AND SUPERNUMERARY COMPARTMENT (SF)



PASSENGER SERVICE UNIT



PASSENGER SERVICE UNIT

The PSU contains stowage for oxygen, reading lights and gasper air vents.

CHAPTER 8: SYSTEMS

Section 35: Emergency Equipment

FLIGHT CREW OXYGEN

The PC flight station oxygen system uses 6 (six) quick-donning diluter demand mask/regulators with one at each seat location. Oxygen is supplied by dual cylinders.

The SF flight station oxygen system uses 4 (four) quick-donning diluter demand mask/regulators. Oxygen is supplied by dual cylinders.

The supernumerary compartment oxygen system uses 3 (three) quick-donning diluter demand oxygen masks. The masks are stored in the overhead passenger service unit (PSU). Oxygen masks are identical to flight crew masks except that the mask microphone does not function. Oxygen is supplied by a single cylinder.

A check valve prevents oxygen flow from the crew bottle (bottle 1) to the supernumerary oxygen masks. Bottle 1 is available only to the flight deck oxygen system while bottle 2 is shared and available to both the flight deck and supernumerary oxygen systems.

Pressure is read on the lower EICAS display when the STATUS mode is selected. The primary oxygen bottle is displayed and the second oxygen bottle may be observed by depressing and holding the Crew Oxygen/ Bottle 2 switch. The oxygen switch is a momentary action switch adjacent to the emergency exit light switch located on the overhead panel. See the Supplemental Normal Procedures for minimum dispatch requirements.

Each mask/regulator is stored in a box immediately adjacent to each seat location. To use the mask, squeeze the red release levers with the thumb and forefinger and remove from stowage. Squeezing the release levers inflates the mask harness and the flow indicator will show yellow momentarily as the harness inflates. Place the mask over the head and release the levers. The harness will contract fitting the mask to the head and face.

Oxygen flow is controlled by a regulator that is mounted on the oxygen mask. The regulator may be adjusted to supply 100% oxygen by pushing the Normal-100% Selector.

A Vent Valve Selector is mounted on the mask. The selector is pushed up to the closed position when smoke goggles are not required. With the selector pushed down, the vent valve opens allowing oxygen to flow from the mask to the goggle. Red indicators appear when the valve is open.

Oxygen is available for use during high altitude decompression, emergency descent and when smoke or harmful gasses are present.

"USE OXYGEN" ALERT LIGHT (SF)

A red alert light is installed on the supernumerary and lavatory ceilings along with a placard labeled "USE OXYGEN" to alert occupants of the need to don oxygen masks.

The light illuminates for the following conditions:

- Cabin Altitude above 10,000 MSL (extinguishes when cabin goes below 8500 MSL.)
- CARGO DEPR switch depressed.
- EMER/O2 Light Test switch depressed.

PORTABLE OXYGEN EQUIPMENT (PC)

A portable oxygen bottle located in the lavatory, galley, and at the loaders station consists of an oxygen cylinder, regulator, and a constant flow mask. Normal oxygen bottle pressure is 1800 psi. The oxygen bottle is for emergency use only. It will provide a constant flow of oxygen for 30 minutes duration at or above 23,000 feet.

PORTABLE OXYGEN EQUIPMENT (SF)

A portable oxygen bottle is located in the lavatory and consists of an oxygen cylinder, regulator, and a constant flow mask. Normal oxygen bottle pressure is 1800 psi. The oxygen bottle is for emergency use only. It will provide a constant flow of oxygen for 30 minutes duration at or above 23,000 feet.

An 11 cubic foot walkaround bottle, with demand type regulator and full face smoke mask is mounted in the supernumerary com-

partment on the bulkhead near the L1 entry door. The oxygen mask and cylinder will provide 100% oxygen and protection against heavy amounts of smoke and toxic gases. It will provide a demand flow of 100% oxygen for approximately 15 minutes at sea level.

Portable oxygen cylinder assemblies provide for protective breathing outside the cockpit and for supplemental breathing when required.

PELS PBE

DESCRIPTION AND OPERATION

One Personal Environmental Life Support (PELS) Protective Breathing Equipment (PBE) is stowed in the cockpit. The crewmember PBE is a self contained, portable, personal breathing devise designed to safeguard the wearer from the effects of smoke, carbon dioxide, harmful gases, and oxygen deficiency while managing in-flight fire, smoke or fume emergencies. The device is placed over the head and when activated by a red pull ring provides approximately 15 minutes of oxygen. Detailed operating instructions are placarded on the container.

COCKPIT SIDE (NO. 2) WINDOWS

Emergency evacuation can be accomplished through the side (No. 2) window. The side window lever locks or unlocks the window. When the window is unlocked, turning the crank on the sidewall opens and closes the window.

COCKPIT ESCAPE ROPES

Two escape ropes are located in the cockpit and are stowed in a compartment above each pilot seat. From the compartments, the ropes follow a covered recessed channel on the overhead panel then attach to the forward windshield center post structure. Prior to dropping the rope out of the window, ensure the rope is attached by pulling down to remove the trim panel covering the channel. The ropes may be used for egress if the forward entry door is inaccessible or unusable.

FORWARD ENTRY DOOR EVACUATION SLIDE (PC)

A dual lane pneumatic escape slide is located at the forward entry door. The slide is armed by first pressing the Arming lever Release and then positioning the Arming lever to the SLIDE ARMED position. Arming mechanically attaches the slide girt bar to the floor. Rotating the door handle up to the OPEN position unlocks the door and causes the slide to deploy. The slide falls approximately fifteen inches below floor level, before inflation occurs. Inflation is accomplished by a single pneumatic bottle. A pressure indicator shows in the "green band" if the bottle is filled to required capacity. The door retracts to the full open position automatically.

When the door is opened, with the slide armed, the exterior emergency lights illuminate. In addition, the foot of the slide will be illuminated by self-contained battery-powered lights which come on as the slide inflates.

In the event automatic inflation fails, a manual inflation handle at the top of the slide can be pulled to inflate the slide.

If the slide fails to inflate, it can be used as an apron slide. Climb down the slide using it as a rope.

The slide is disarmed by positioning the Arming lever to the SLIDE DISARMED position. The disarming action must be accomplished before moving the door handle to initiate door opening. The slide is disarmed automatically when the door is opened from outside.

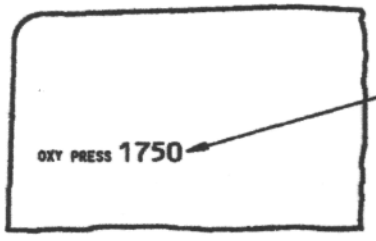
The slide can be completely separated from the airplane by pulling the Slide Detachment Handle, located in the area where the slide attaches to the airplane.

INERTIAL REELS (PC)

Six inertial reels are stowed on the flight deck against the aft bulkhead. The reel is an alternate method for exiting the airplane during cockpit evacuation. The reel is used by removing the handle from the holder and departing through the cockpit windows while holding the device handle. The inertial reel limits the speed of descent.

OXYGEN SYSTEM CONTROLS AND INDICATIONS

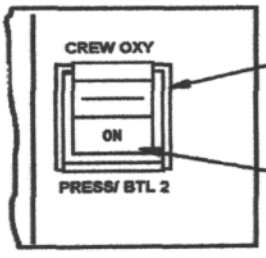
EICAS STATUS DISPLAY



OXYGEN PRESSURE

– pressure at the crew oxygen cylinders (2)

CENTER PANEL



OXYGEN SWITCH
(momentary action)

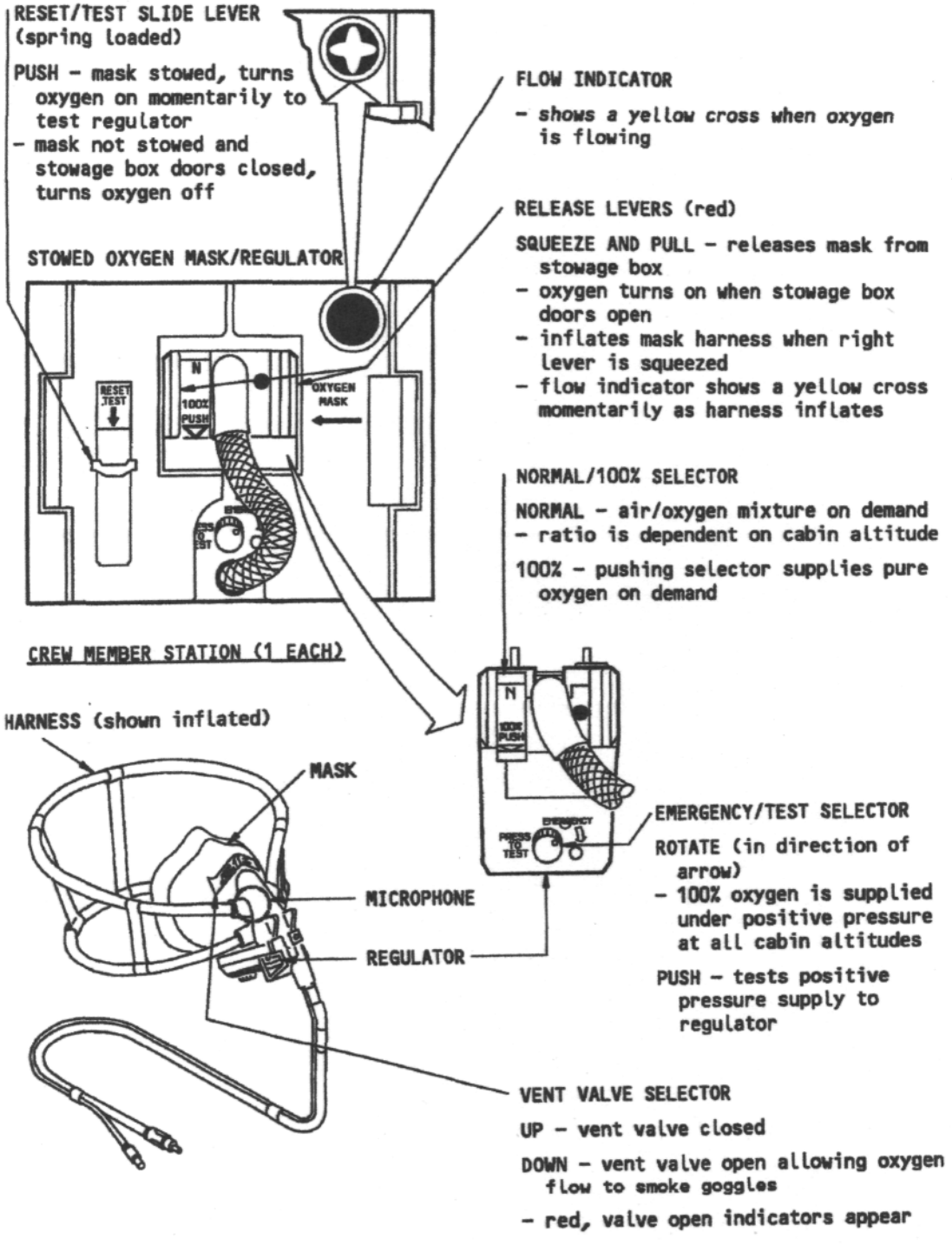
PUSH – allows oxygen cylinder #2 pressure to be read on EICAS status display
NOTE: Must depress and hold switch

CREW OXYGEN ON LIGHT (amber)
ILLUMINATED – crew oxygen bottle #2 selected

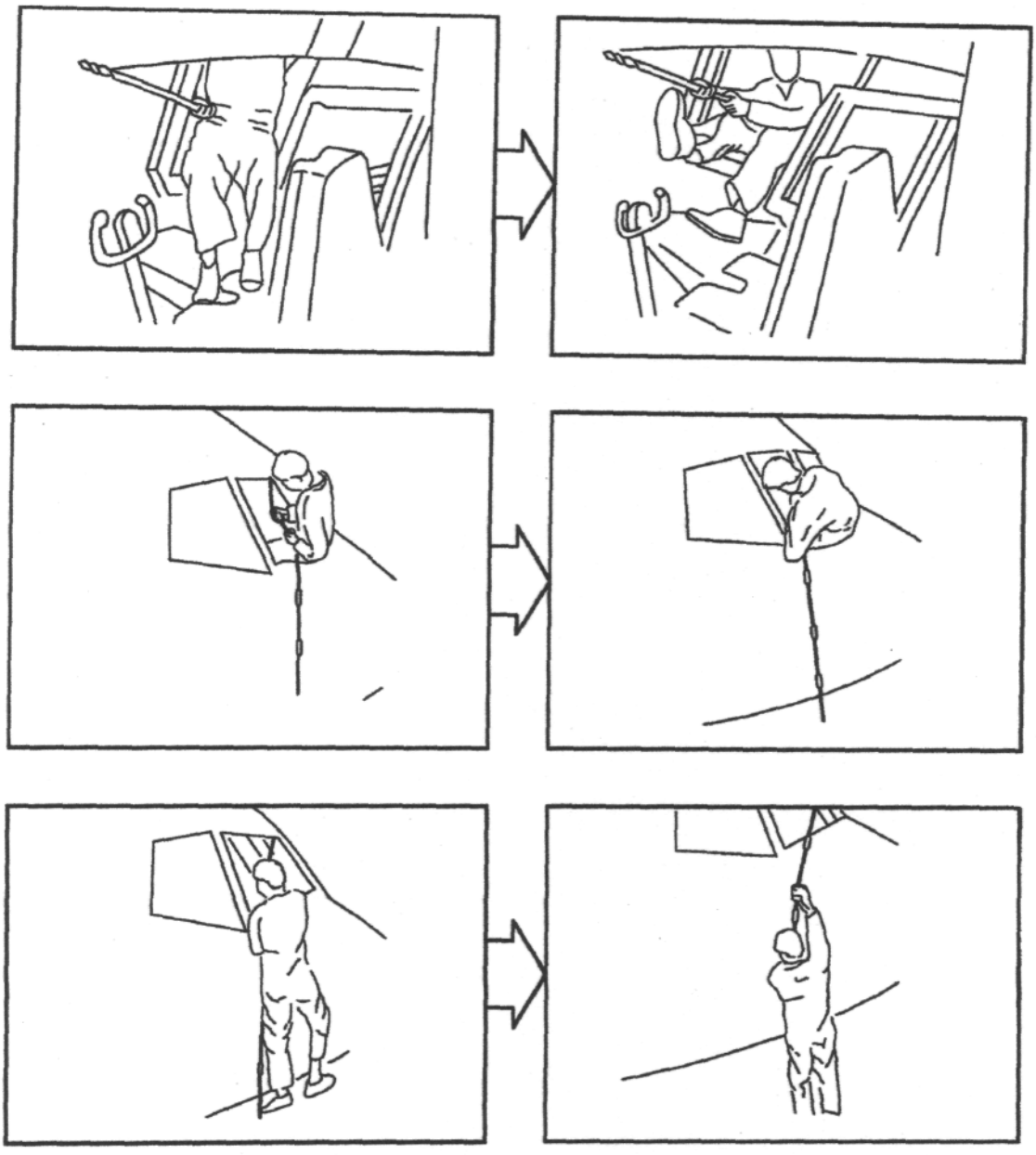
OVERHEAD PANEL

FLIGHT CREW/SUPERNUMERARY OXYGEN

Note: Supernumerary mask microphones are not functional.

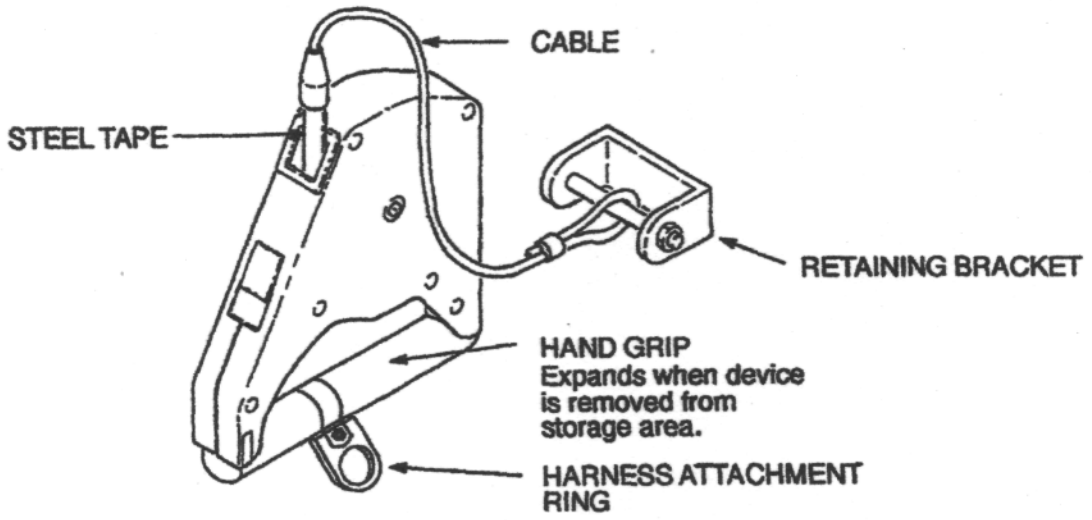


COCKPIT EVACUATION



CAUTION: CHECK THAT THE ESCAPE ROPE IS ANCHORED TO THE AIRPLANE STRUCTURE BEFORE DROPPING IT OUT THE WINDOW BY PULLING DOWNWARD TO REMOVE TRIM PANEL. THE ABOVE ILLUSTRATED METHOD OF DEPARTURE IS RECOMMENDED IF ESCAPE THROUGH ENTRY DOOR IS NOT POSSIBLE.

INERTIAL REEL



CREW/SUPERNUMERARIES OXYGEN SYSTEM (SF)