CHAPTER

25

Equipment and Furnishings

CHAPTER 25
EQUIPMENT AND FURNISHINGS

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

25-EFFECTIVE PAGES

CHAPTER 25
EQUIPMENT AND FURNISHINGS

Subject/Page	Date	COC
25-20-00 (cont.)		
15	Sep 15/2021	
16	Sep 15/2021	
17	Sep 15/2021	
18	Sep 15/2021	
19	Sep 15/2021	
20	Sep 15/2021	
21	Sep 15/2021	
22	Sep 15/2021	
23	Sep 15/2021	
24	Sep 15/2021	
25	Sep 15/2021	
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4	Sep 15/2021	
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7	Sep 15/2021	
8	Jan 15/2023	
9	Sep 15/2021	
10	Sep 15/2021	
11	Sep 15/2021	
12	Sep 15/2021	
13	Sep 15/2021	
14	Sep 15/2021	
15	Sep 15/2021	
16	Jan 15/2022	

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25-EFFECTIVE PAGES

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EQUIPMENT AND FURNISHINGS

Subject/Page	Date	COC
25-60-00 (cont.)		
17	Jan 15/2022	
18	Sep 15/2021	
19	Sep 15/2021	
20	Sep 15/2021	
21	Sep 15/2021	
22	Sep 15/2021	
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25-EFFECTIVE PAGES

CHAPTER 25
EQUIPMENT AND FURNISHINGS

25-CONTENTS

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EQUIPMENT AND FURNISHINGS

25-CONTENTS

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EQUIPMENT AND FURNISHINGS

25-CONTENTS

CHAPTER 25
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25-CONTENTS

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EQUIPMENT/FURNISHINGS - INTRODUCTION

Purpose

This chapter gives information for the equipment and furnishings installed on the airplane for the flight crew, observers, attendants, and passengers.

General Description

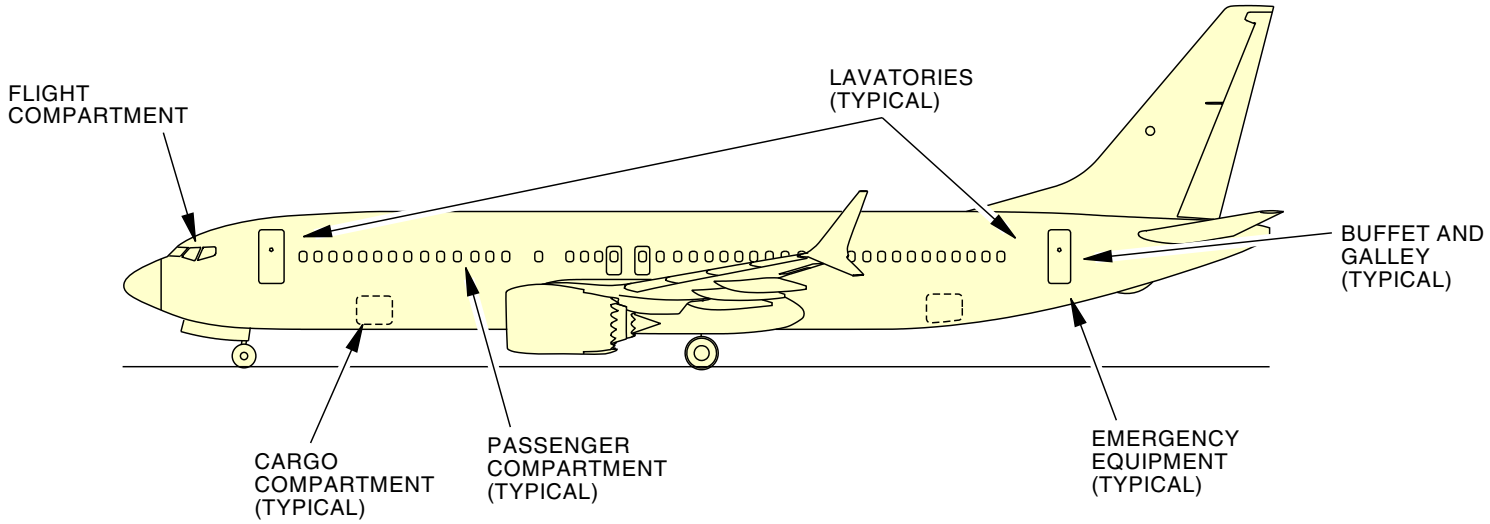
This chapter includes the equipment and furnishings as follows:

- Flight Compartment
- Passenger Compartment
- Buffet/Galley
- Lavatories
- Cargo Compartments
- Emergency Equipment.

Abbreviations and Acronyms

- AC - Alternating Current
- APU - Auxiliary Power Unit
- ASU - Attendant Service Unit
- ATA - Air Transport Association
- DC - Direct Current
- FWD- Forward
- LSU - Lavatory Service Unit
- PSIG - Pounds Per Square Inch Gage
- PSU - Passenger Service Unit
- RTV - Room Temperature Vulcanizing Rubber
- VHF - Very High Frequency

EQUIPMENT/FURNISHINGS - INTRODUCTION



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EQUIPMENT/FURNISHINGS - INTRODUCTION

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION

Purpose

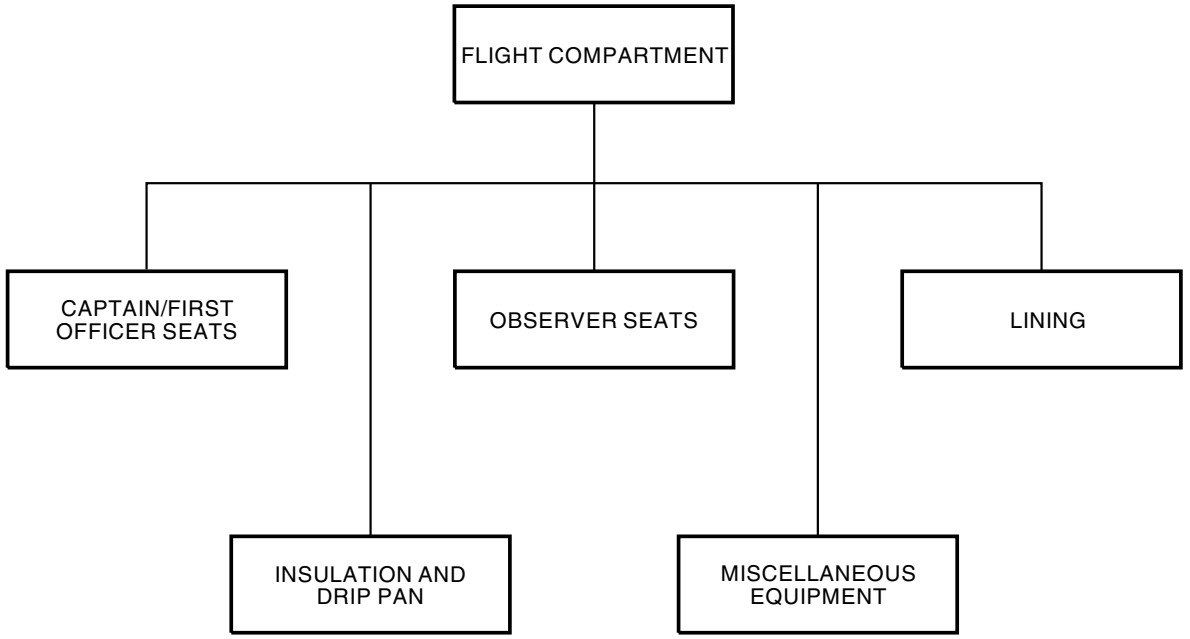
The flight compartment equipment/furnishings provide for the safety and comfort of the captain, first officer, and observers.

General Description

The flight compartment equipment/furnishings include these items:

- Captain and first officer crew seats
- Observer seats
- Instrument panels
- Glareshield
- Circuit breaker panels
- Emergency equipment
- Miscellaneous equipment.
- Flight bag stowage
- Flight compartment linings and insulation
- Drip pan

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION



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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - CAPTAIN/FIRST OFFICER SEATS

Purpose

The captain and first officer seats give comfort to the flight crew during flight. The seats are cushioned, upholstered-type seats that are adjustable and attached to floor-mounted tracks.

Physical Description

The captain and first officer's seats are opposite units. The main controls are located on the right side of the captains seat and the left side of the first officer's seat. The control mechanisms move the seat forward and aft, down and up. The upper section of the seat has these control mechanisms that adjust the seat for comfort and safety.

- Seat height
- Thigh pad position
- Seat recline
- Armrest height and stowage
- Lumbar support (back cushion) position
- Headrest position.

The bottom of the seat support has bogies that attach the seat to the floor-mounted tracks. The seat is adjusted in the aft/forward or the inboard/outboard direction by the shape of the floor-mounted tracks. A spring-loaded track lock safeties the seat in the necessary position.

Seat Height

The seat height lock lever controls the seat height. Pull the height lock lever to lower or lift the seat. Release the height lock lever to lock the seat in the correct position.

Seat Forward and Aft Positions

The track lock lever controls the seat forward and aft positions. Pull the track lock lever to unlock the track lock pin from the track. Move the seat forward or aft to the correct position. Release the track lock lever to lock the seat in its position.

Thigh Pad Position

The forward section of each seat bottom can be adjusted to lower or lift the thighs to give support. Turn the thigh pad adjustment hand wheel to lower or lift the thigh pads.

When the foot controls are used, the pressure on the thigh pad overrides the position of the thigh pad and lets the thigh pads move. When pressure is released on the foot controls, the thigh pads go back to their set position.

Seat Recline

To recline the seat, pull the recline lever up while you move your body back until the seat is in the correct position. To return the seat to the vertical position, lean forward and pull the recline lever up until the seat is in the correct position.

Armrest Height and Stowage

The outboard armrest has height adjustment knobs that are located under the left and right forward end of the armrests. To adjust the armrest, turn the knob and move the armrest up or down.

To stow the armrest, lift the front of the armrest until it stops. When the armrest is up as far as it will go, push the armrest to the center of the seat.

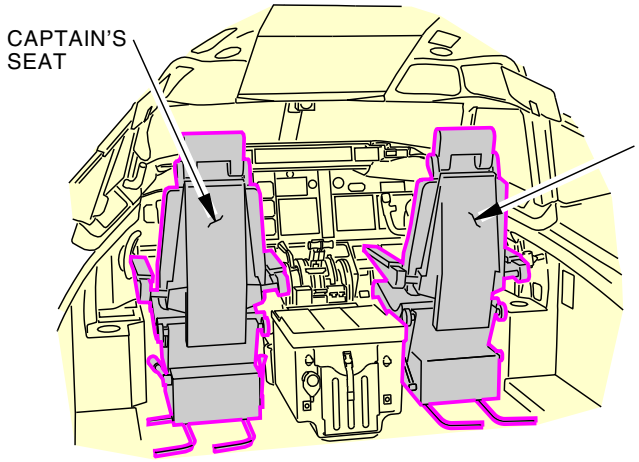
Lumbar Support (Back Cushion) Adjustment

The two lumbar support hand wheels are on the left and right side of the seat. The hand wheels adjust the position of the lumbar supports. The hand wheel on the left side of the seat lowers or lifts the lumbar support cushion. The hand wheel on the right side of the seat adjusts the seat cushion in the outer or inner direction.

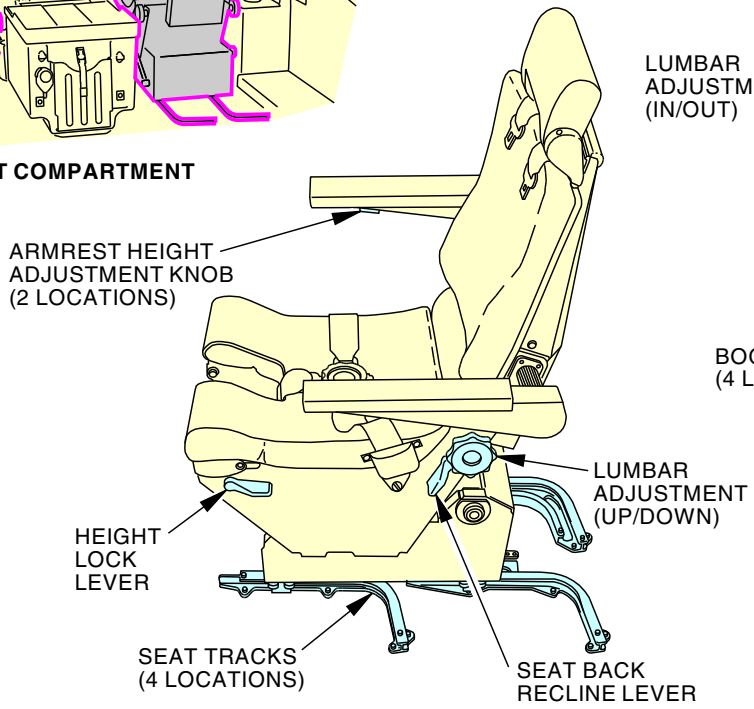
Headrest Position

To adjust the headrest, push and hold the lock mechanism on the right side of the headrest to unlock the mechanism. Move the headrest to the correct height. Release the lock mechanism to lock the headrest in its position.

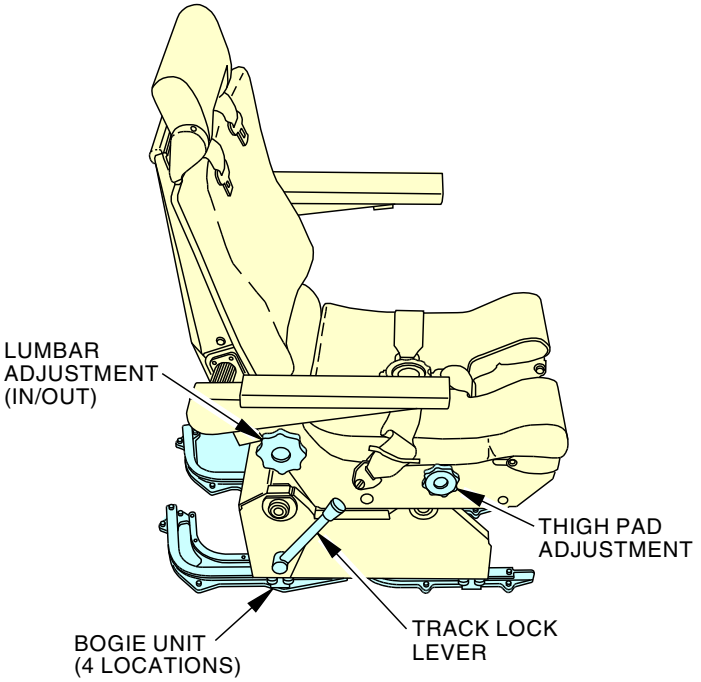
EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - CAPTAIN/FIRST OFFICER SEATS



FLIGHT COMPARTMENT



CAPTAIN'S SEAT - OUTBOARD SIDE



CAPTAIN'S SEAT - INBOARD SIDE

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - CAPTAIN/FIRST OFFICER SEATS

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS

Purpose

The observer's seats in the flight compartment let an observer, see, with a clear and unobstructed view, the aircraft instrument panels and to hear the flight crew communications. The seat is also used for additional crew members, as necessary.

General

The observer's seats are manually operated. The first observer's seat is stowed in the sidewall of the flight compartment. The seat is a folding non-adjustable type seat. The second observer's seat (if installed) is adjustable and attached to the flight compartment floor. The observer's seats have a quick-release safety harness system. The safety harness can be released without releasing the seat belt during flight. The observer will have the same oxygen mask, smoke goggles, and communication system as the other flight compartment crew members.

First Observer's Seat

The first observer's seat assembly is stowed has these components installed:

- Seat back.
- Safety harness
- Seat bottom cushion
- Retractable pins
- Metal frame
- Hinge

The seat assembly is made of a metal frame that holds a seat bottom cushion. The material used to make the seat cushion is lightweight and is approved to keep a person above water. A hinge on the right side of the frame attaches the seat bottom to the right wall of the flight compartment. There are two pins that retract on the left side of the seat bottom. The pins attach the seat to the adjacent wall when the seat is in operation.

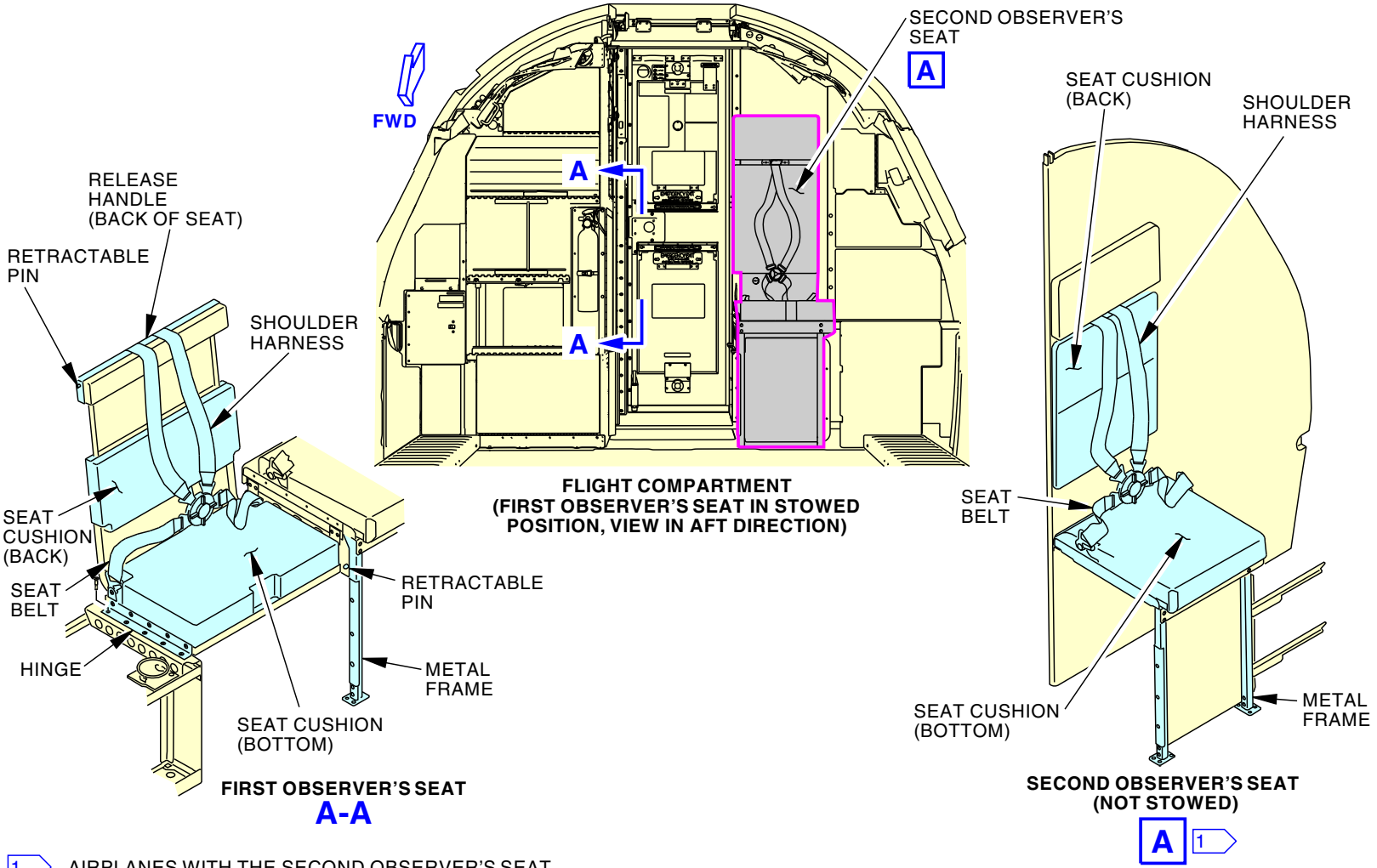
The seat has a five-point quick-release safety harness system (lap, crotch, and two shoulder belts). The safety harness keeps the observer safe when turbulences occur or during emergencies.

Operation

To release the seat from the stowed position, push the two release pins. Lower the seat to the correct position. Lift the back of the seat until it locks in position with the doorway sidewall brackets.

To stow the seat, push the locks on the back of the seat to release the back of the seat from the sidewall brackets. Lower the back of the seat. fold the seat bottom back to the stowed position in the flight compartment wall.

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS



EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - LINING

Purpose

The flight compartment linings cover the inner structure of the airplane to give a smooth surface that is decorative and easy to clean.

Description

The linings are crushed-core composite panels with a decorative stain-resistant covering. There are quick-release fasteners or screws that attach the linings to the flight compartment walls and ceiling.

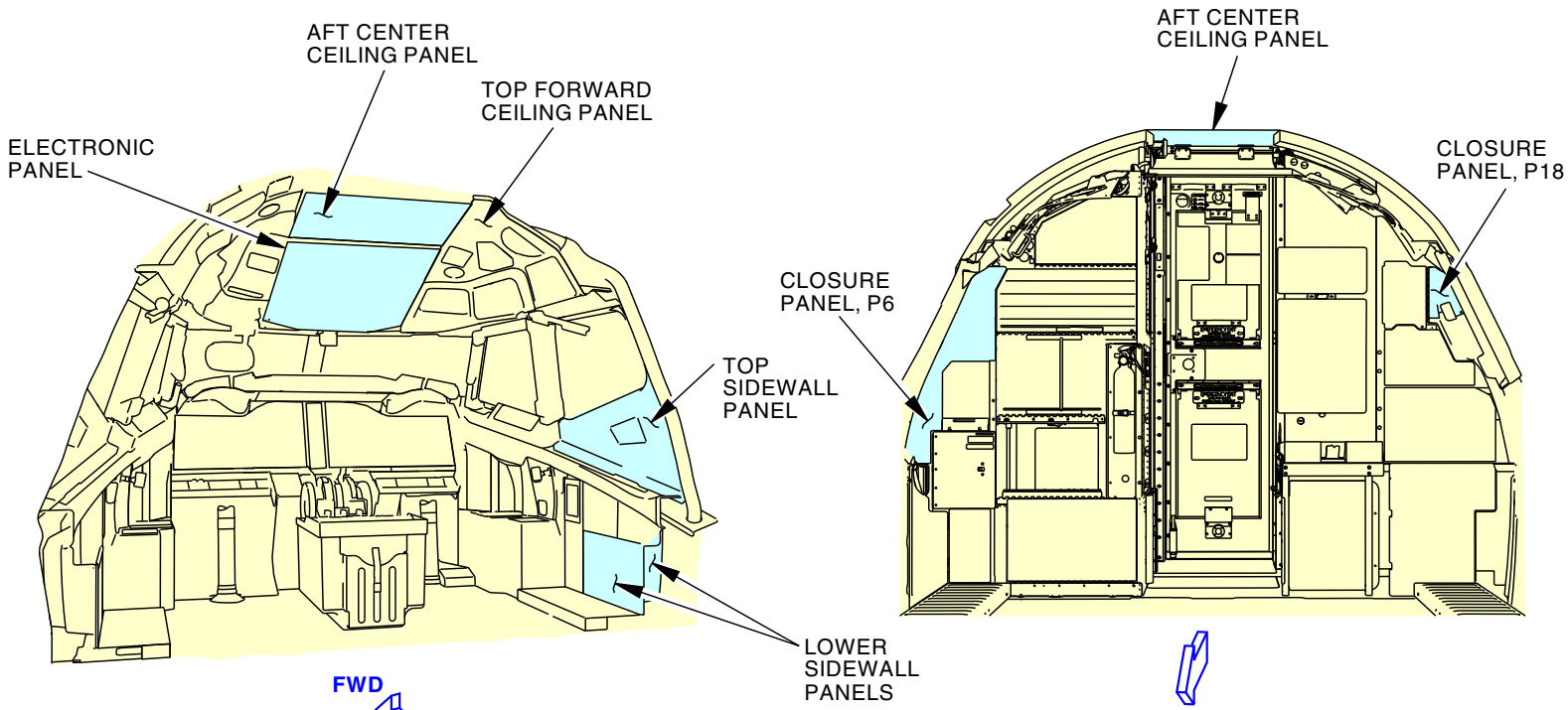
The linings are made to accommodate the openings for lights and other devices.

Location

The flight compartment linings are installed on the ceiling and inner wall structure. The components that follow do not have linings installed:

- Instrument panels
- Circuit breaker panels
- Flight compartment bulkhead.

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - LINING



FLIGHT COMPARTMENT LINING PANELS (VIEW IN THE FORWARD DIRECTION)

FLIGHT COMPARTMENT LINING PANELS (VIEW IN THE AFT DIRECTION)

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - LINING

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INSULATION AND DRIP PAN

Purpose

The insulation is installed to decrease the airplane noise and to limit the distribution of heat throughout the flight compartment walls.

The drip pan removes the condensation from the flight compartment ceilings and protects electrical equipment from water damage and corrosion.

Physical Description

The insulation blanket is made of fiberglass batts that are cemented between the trim fabric and the backing fabric. The insulation cutouts, slits, and edges are bound with trim fabric strips. The fabric strips are sewn and sealed with cement to keep out moisture and oil.

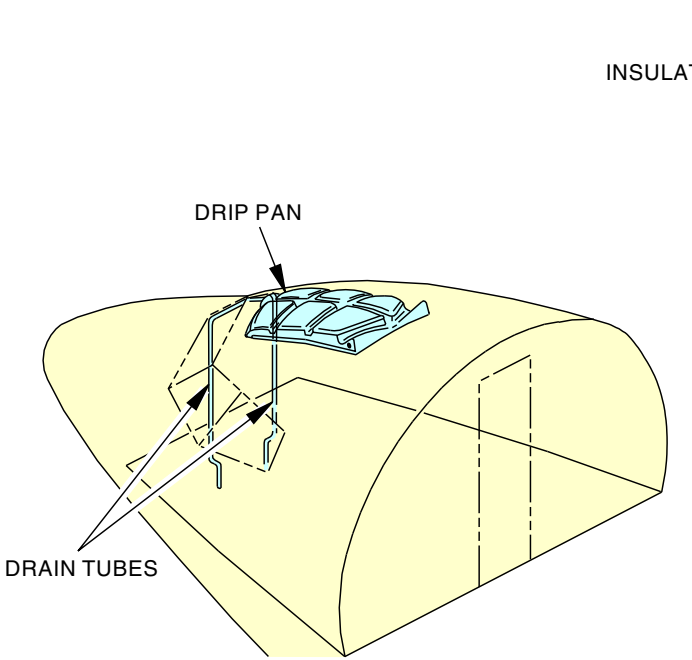
The drip pan is made of plastic and has insulation blankets. The condensation collects on the outboard side of the drip pan and drains through the installed tubing into the airplane's drain system.

Location

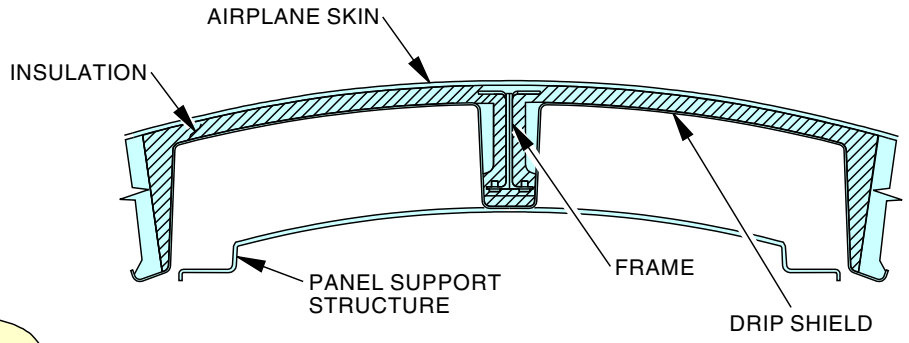
The insulation blankets are installed on some areas in the flight compartment.

The drip pan is attached to the structure above the overhead instrument panel in the flight compartment.

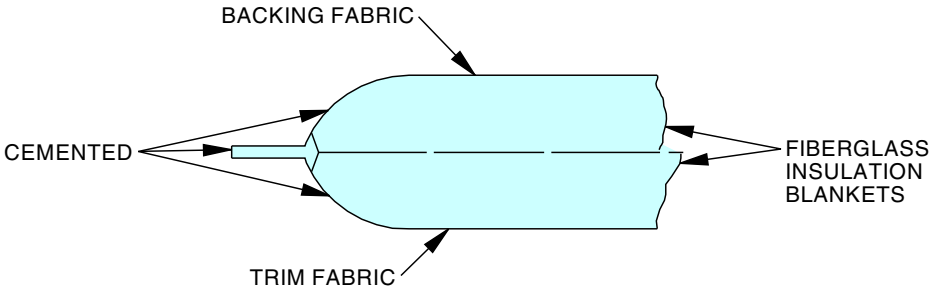
EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INSULATION AND DRIP PAN



DRIP PAN INSTALLATION



DRIP PAN SECTION



INSULATION BLANKET SECTION

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INSULATION AND DRIP PAN

General Description

The items that follow are miscellaneous equipment and furnishings installed in the flight compartment:

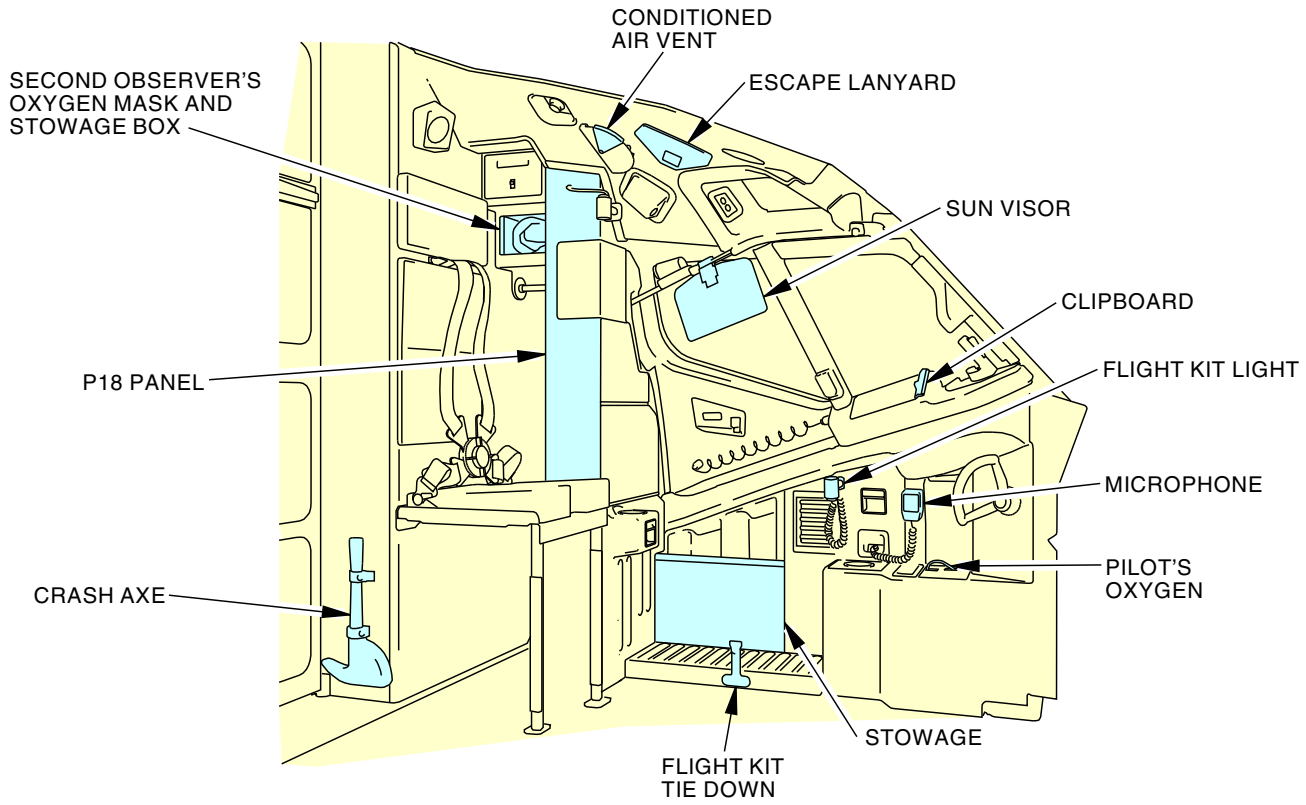
- Panels
- Emergency equipment
- Stowage provisions
- Other equipment.

The P18 panel is installed on the aft compartment wall behind the captain seat.

The emergency equipment installed in the flight compartment:

- Flight crew oxygen
- Escape lanyard
- Crash axe
- Protective breathing equipment

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - MISCELLANEOUS EQUIPMENT/FURNISHINGS - LEFT SIDE



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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - MISCELLANEOUS EQUIPMENT/FURNISHINGS - LEFT SIDE

Purpose

The miscellaneous equipment/furnishings in the center of the flight compartment include the main instrument panels, glareshield panel, two overhead panels, and the center aisle stand panels.

General Description

The flight compartment has three main panels and a glareshield panel below the windshield:

- P1 - Captain instrument panel
- P2 - Center instrument panel
- P3 - First officer panel

The P1 captain instrument panel has these components:

- Left outboard display unit
- Left inboard display unit
- Display select panel
- Autoflight status annunciator
- Conditioned air outlet controls
- Lighting controls
- System annunciator lights.

The P2 center instrument panel has these components:

- Integrated standby flight display
- Landing gear lever and position indicators.
- Alternate nose wheel steering switch.

The P3 first officer instrument panel has these components:

- Right outboard display unit
- Right inboard display unit
- Display select panel
- Autoflight status annunciator
- Conditioned air outlet controls
- Ground proximity module
- System annunciator lights.

The P7 Glaresheild panel has these components:

- Digital flight control system Mode Control Panel (MCP)
- EFIS control panels
- System annunication lights
- Master caution lights
- Fire warning lights
- Chronograph switches

The three center aisle stand panels consist of:

- P8 - Aft electronics panel
- P9 - Forward electronics panel
- Control stand

The P8 aft electronic panel has these components:

- VHF and HF radio controls
- Navigation control panels
- Audio control panels
- ADF control panel
- ATC control panel
- Cargo fire panel
- SELCAL control panel
- Aileron and rudder trim panel
- Lighting controls
- Weather radar control panel
- Flight compartment door panel

The P9 forward electronic panel has these components:

- Multifunction control display units
- Autobrake selector and annunciator
- Brake temperature annunciator
- Brake pressure indicator
- Tire pressure annunicator
- Fuel flow display switch
- MFD ENG/SYS switches
- Captain and first officer cursor controls.

The two overhead panels consist of:

- P5 - Forward overhead panel
- P5 - Aft overhead panel

The P5 aft overhead panel has these components:

- Emergency locator transmitter control panel
- Leading edge devices annunciator panel
- Inertial system display unit
- IRS mode selector unit
- Service interphone switch
- Dome light switch
- Observer's audio control panel
- Reverser fault lights
- Engine control lights
- Electronic Engine Control (EEC) alternate mode light/switches
- Passenger and crew oxygen system control panel
- Flight recorder test panel
- Auxiliary landing gear down and locked indicator lights
- Mach/airspeed warning panel
- Stall warning test panel

The P5 forward overhead panel is used by the captain and first officer and has these components:

- Flight controls
- Instrument switching
- Fuel
- Electrical
- Window and air data probe heat
- Engine and wing anti-ice
- Hydraulics
- Door warning
- Voice recorder
- Air condition
- Pressurization
- Emergency exit lights
- Passenger signs
- Rain removal
- Exterior lights
- Auxiliary power unit
- Engine start

The P6 (behind the first officer) and P18 (behind the caption) panels, have component load circuit breakers. The circuit breakers are organized by airplane systems.

The items that follow are the emergency equipment installed in the flight compartment.

- Fire extinguisher is installed on the P6 panel.
- Crash axe is installed on the P18 panel.
- Escape lanyards that are installed above the sliding windows.

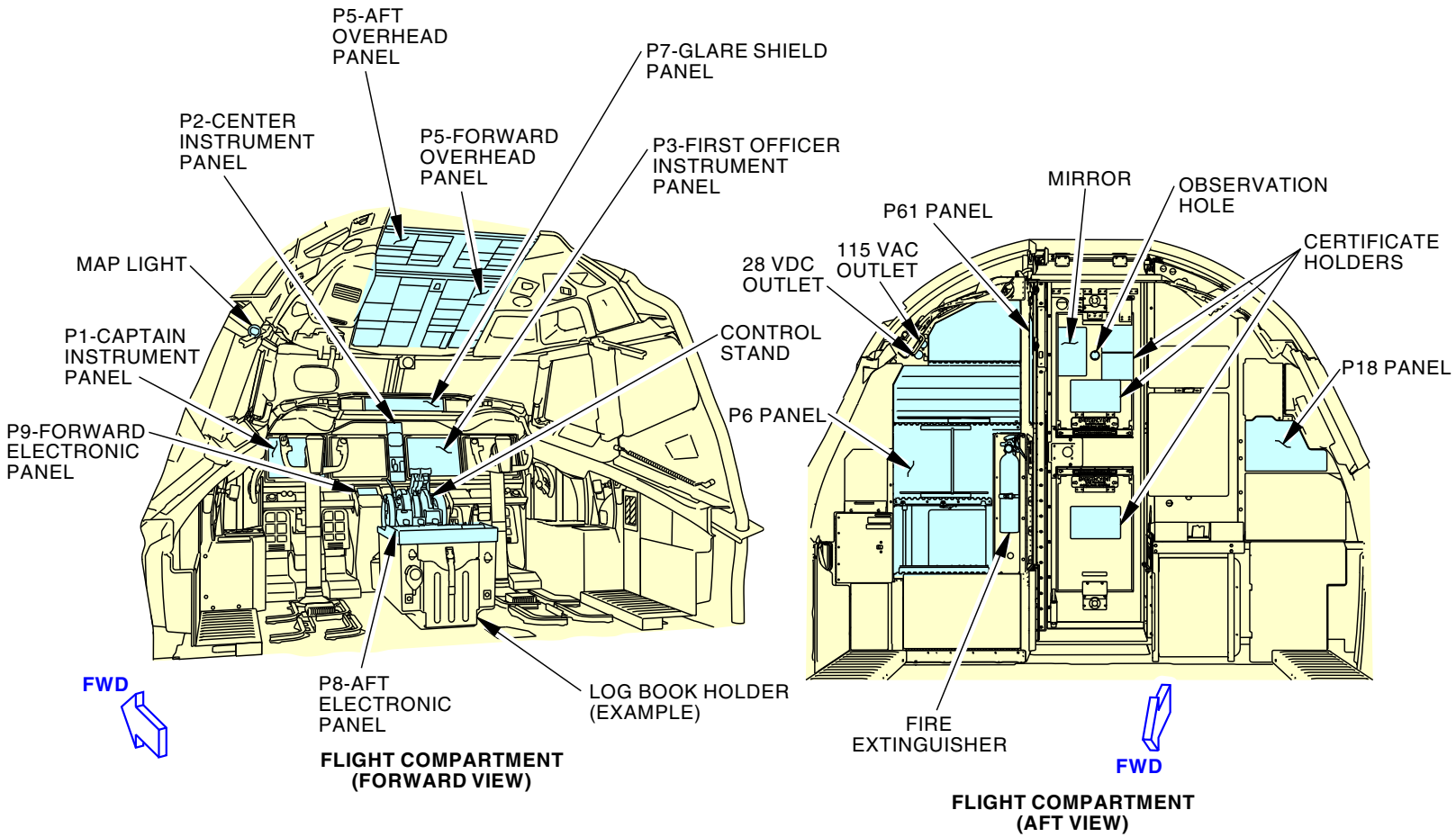
The P61 panel has these components:

- Maintenance/BITE panel

- Data loader control panel

Other equipment/furnishings includes these items:

- Map light
- Observation hole
- 115 VAC outlet
- 28 VDC outlet
- Mirror
- Certificate holders.
- Log Book Holder.



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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - MISCELLANEOUS EQUIPMENT/FURNISHINGS - RIGHT SIDE

General Description

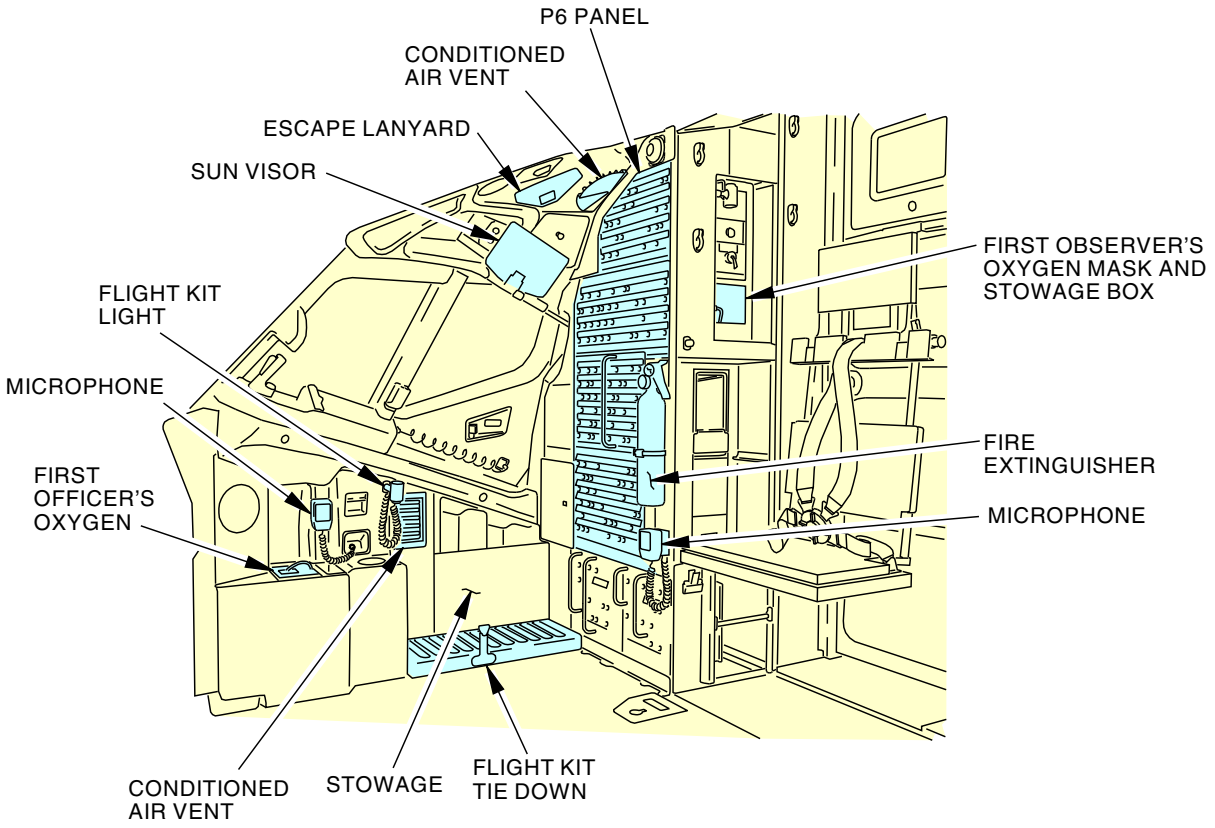
The miscellaneous equipment/furnishings on the right side of the flight compartment has these components:

- Panels
- Emergency equipment
- Stowage provisions
- Other equipment.

The P6 panel is on the aft compartment wall behind the first officer seat.

Emergency equipment includes these items:

- First crew oxygen
- Escape lanyard
- Life vest
- Fire extinguisher.



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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INTRODUCTION

Purpose

The equipment and furnishings installed in the passenger compartment that supply the passengers and cabin attendants an area that is safe and relaxing.

General Description

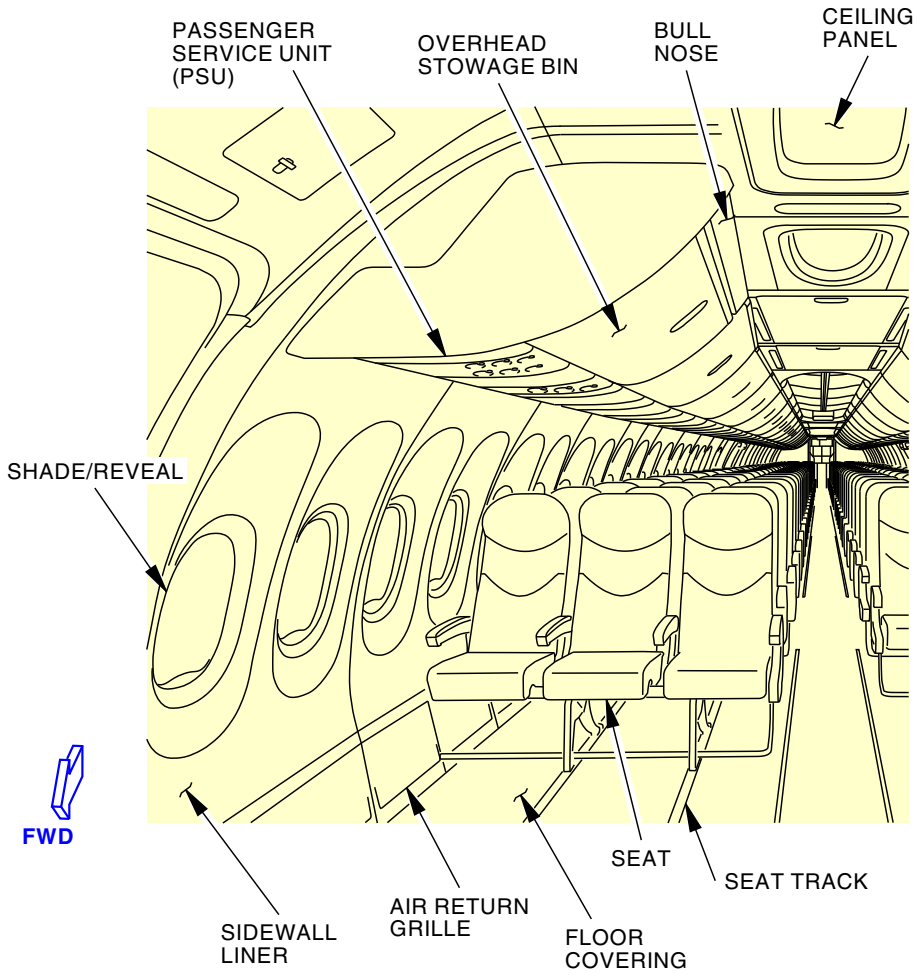
The passenger compartment has decorative panels installed that line the airplane sidewalls, ceilings, and doorways. There are service units installed at all seats, flight attendant panels, and in all lavatories. Seating is available for passengers and flight attendants.

Closets are used to store coats during flight. Full height stowage partitions store miscellaneous equipment. Overhead stowage bins store luggage and miscellaneous equipment. Service outlets provide 115 VAC power.

The passenger compartment equipment/furnishings installed are as follows:

- Lining and insulation
- Air return grilles
- Passenger seats
- Passenger service units
- Attendant/lavatory service units
- Windscreens
- Class dividers
- Overhead stowage bins
- Cabin attendant station

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INTRODUCTION



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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INTRODUCTION

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - LINING AND INSULATION

Purpose

The sidewall linings give a decorative finish to the passenger compartment. Insulation is installed behind the sidewall linings, which decreases noise and prevents heat loss from the compartments. Some of the ceiling and sidewall panels are sculptured. The ceiling and sidewall panels are removable.

General Description

Passenger compartment lining and insulation has these items:

- Sidewall panels
- Ceiling panels
- Insulation.

Sidewall Panels

The ceiling and sidewall lining is attached with hidden fasteners where possible. The lining is designed to control the flow of water condensation. The lining in the galley areas and lavatories is moisture resistant.

Sidewall panels extend from the air return grilles to the overhead stowage bins. The panels are made of crushed-core composite. The inboard surface of the panels have a decorative stain-resistant covering. The lining and the insulation can be removed to inspect the structure.

The fuselage has thermal and acoustical insulation adjacent to the external skin, sidewall, and ceiling.

The sidewall panels can have one or two window cutouts that are mounted near the middle of each panel. The shade/reveal is removable with the panel as installed.

The sidewall panels attach to the airplane structure with support brackets on the vertical edges. A trim strip fits between each panel to cover the fasteners. The upper edge of the panel slides in the air outlet extrusion.

Ceiling Panels

The ceiling panels cover the ceiling above the passenger compartment aisle. The ceiling panels are made of crushed-core composite with a decorative stain-resistant covering on the inboard surface.

There are two hinges that support the ceiling panel on the outboard edge. The inboard edge of the ceiling panel fits in a groove on the air outlet extrusion. A lanyard on the inboard edge of the ceiling panel prevents the panel from swinging fully open.

Lowered Ceiling Panels

There are lowered ceiling panels installed in the areas that follow:

- Entry areas
- Galleys
- Lavatories.

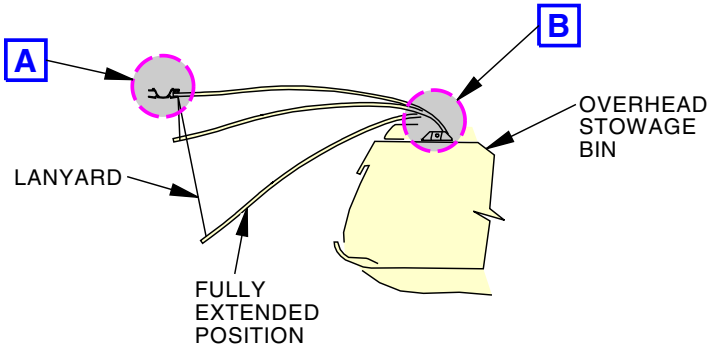
The lowered ceiling panels give space for lights, service units, and galley vents. Specific ceiling panels have hinges that create access to these furnishings.

There are curved ceiling panels and transition panels installed in the lowered ceiling areas that give room for contours to blend with ceiling panels.

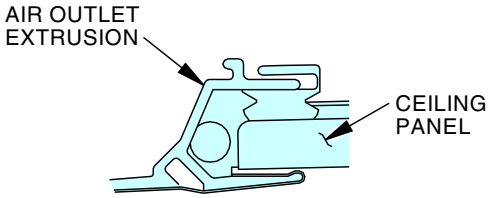
Insulation

The Fiberglass insulation blankets are installed between the linings and the fuselage skin throughout the passenger compartment. The insulation decreases noise and prevents heat loss from the passenger compartment. The blankets have a waterproof covering and are installed in a shingled configuration that prevents condensation from leaking in the compartment.

There are snaps, tape, and stitching that secure the blankets to the fuselage and attach overlapping blankets.



CEILING INSTALLATION



AIR OUTLET EXTRUSION

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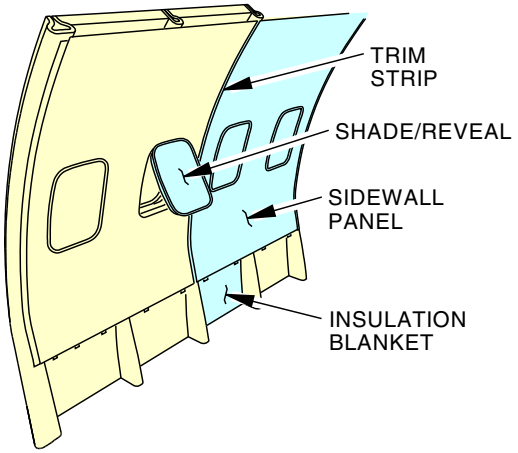
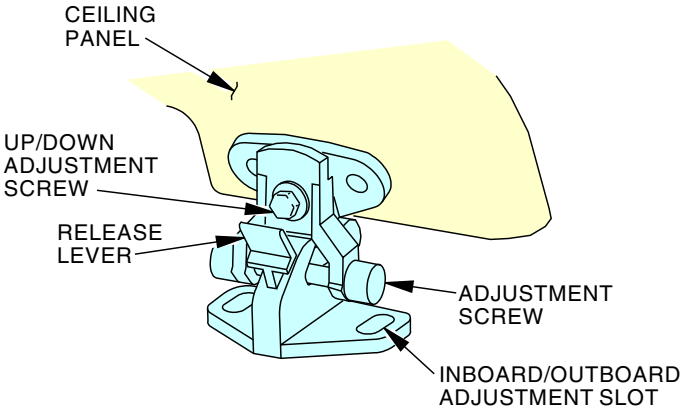


SIDEWALL PANEL



CEILING PANEL HINGE

B

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INNER WINDOWS

Purpose

The inner window protects the window from scratches and prevents window fogging.

Physical Description

The passenger compartment and emergency exit door windows are approximately 10 in. (254 mm) wide by 14 in. (356 mm) high.

Each window is made of two structural plastic panes and an inner protective plastic pane that is not structural.

Each passenger window has a shade. The windows in the emergency exit doors have rolling shades. The other passenger windows have sliding shades.

The inner window sidewall panel assembly has these components:

- Inner pane
- Trim ring
- Reveal
- Shade
- Rubber seal
- Bracket
- Latch.

The inner window assembly on the emergency exit door has these components:

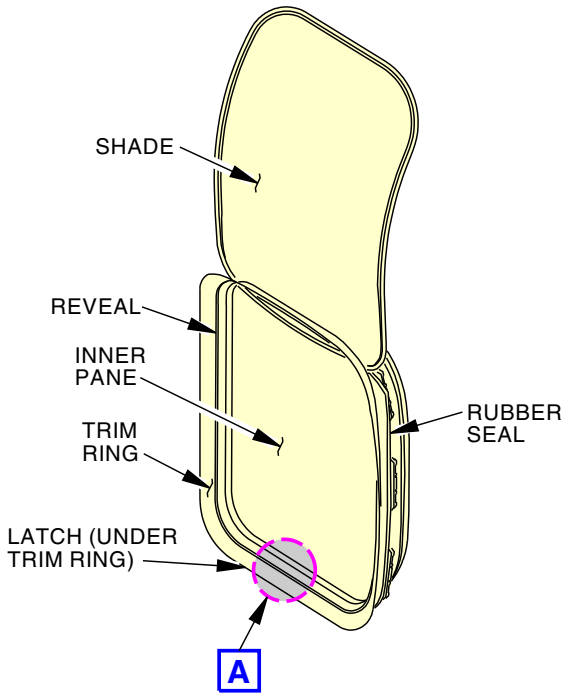
- Inner pane
- Trim ring
- Reveal
- Shade
- Spacer ring
- Handle.

The inner pane is made of clear plastic that is installed between the window reveal and a trim ring.

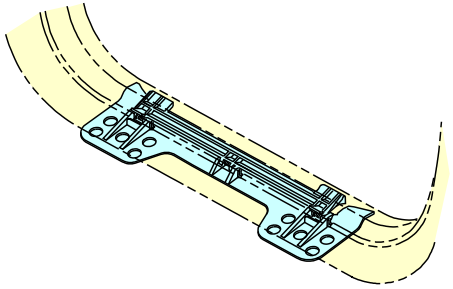
A rubber seal prevents dust from the window assembly.

The window brackets and latch secure the window assembly to the sidewall panel.

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INNER WINDOWS

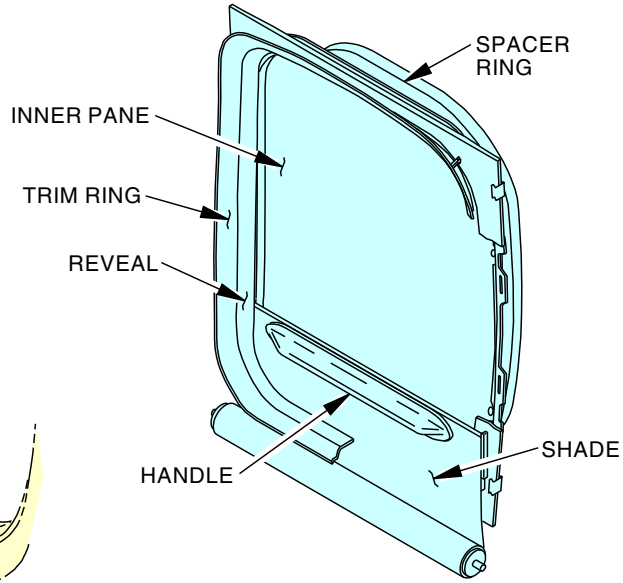


WINDOW WITH SLIDE SHADE 1



LATCH

A



WINDOW WITH ROLL SHADE 2

1 PASSENGER WINDOWS
2 EMERGENCY EXIT DOORS AND OTHER PASSENGER WINDOWS

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INNER WINDOWS

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - AIR RETURN GRILLES

Purpose

The air return grilles are part of the passenger cabin ventilation system. The air return grilles move the air from the upper lobe to the lower lobe to create a normal conditioned air circulation or during rapid decompression.

Physical Description

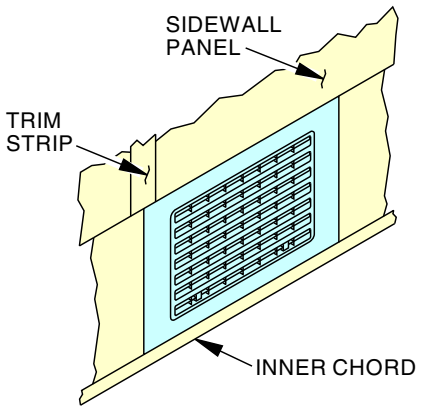
Air is exhausted from the passenger compartment through the air return grilles installed on the sidewall near the floor. The air then goes through a filtered recirculation system or goes overboard through the outflow valve. Galley air goes overboard through the fuselage vents.

The air return grilles have these components:

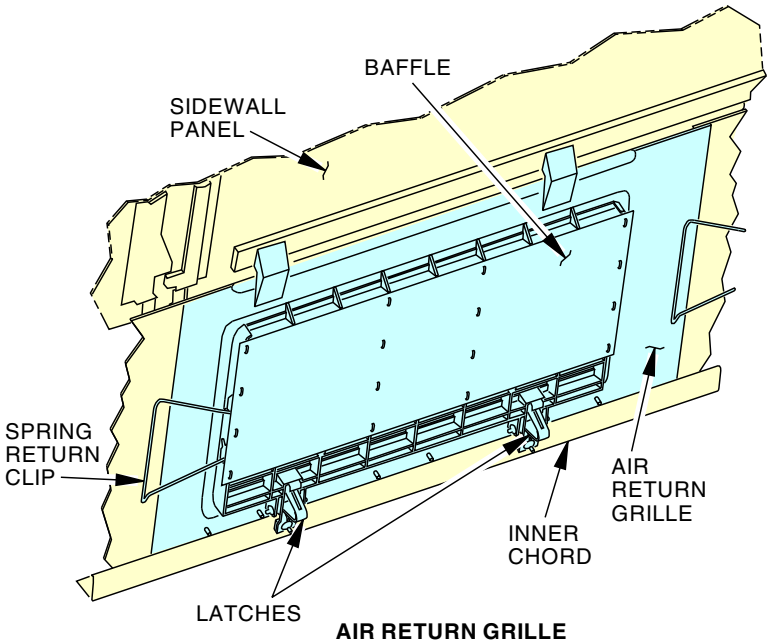
- Grille
- Latches
- Spring return clip
- Baffle.

The grille is a one-piece plastic panel, that has two latches that secure the bottom edge of the grille to the inner chord. The sidewall panel clips secure the top edge of the grille to the sidewall panels. A spring return clip secures the adjacent air return grilles to each other which prevents the vibration of the grilles.

A flexible baffle on the outboard side of the grille controls reverse air flow from the lower lobe in the event there is a lower lobe fire.



AIR RETURN GRILLE (INBOARD SIDE)



AIR RETURN GRILLE (OUTBOARD SIDE)

2368894 S00061518351_V1

General

The passenger seats give comfort to the passengers during the flight. The seats are usually installed in rows that go across the airplane's fuselage.

Physical Description

The passenger seat assembly usually has the items that follow:

- Arm and Back rest
- Bottom seat cushion/floating device
- Safety lap belts
- Recline button
- Trays (folding-type)
- Video display or telephone
- Audio output

The passenger seat has a reclining mechanism. To recline the seat, push the button on the forward arm rest while applying force to the back of the seat.

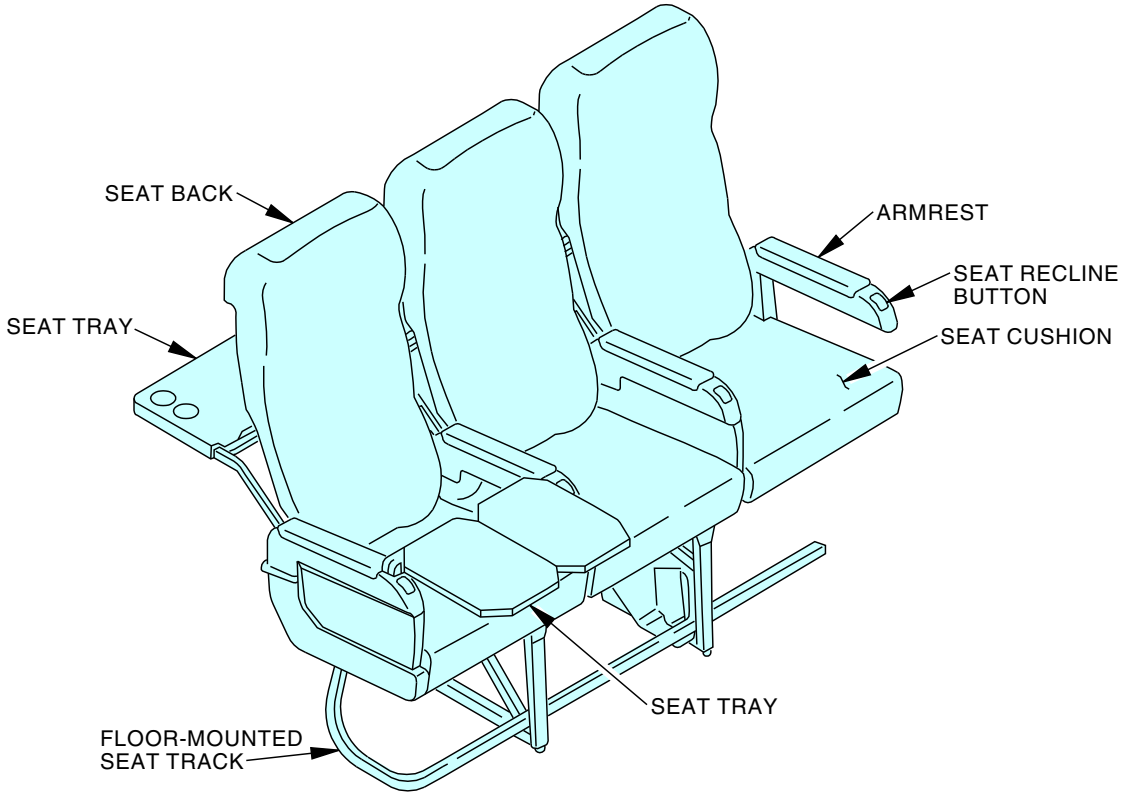
The passenger seats are attached to the seat tracks that are installed on the passenger compartment floor. The seats are adjustable in a aft or forward direction for different cabin configurations.

Each passenger seat has a safety belt installed.

The passenger seats that are adjacent to windscreens have trays below their arm rests.

The seats that are adjacent to the emergency exit/escape hatches, the arm rest attaches to the escape hatch and not the seat. This will make sure that the escape hatches can open quickly in an emergency.

There can be two- or three-passenger seat assemblies installed. The seat configurations can be four, five, or six side by side configurations.



THREE-PASSENGER SEAT (TYPICAL)

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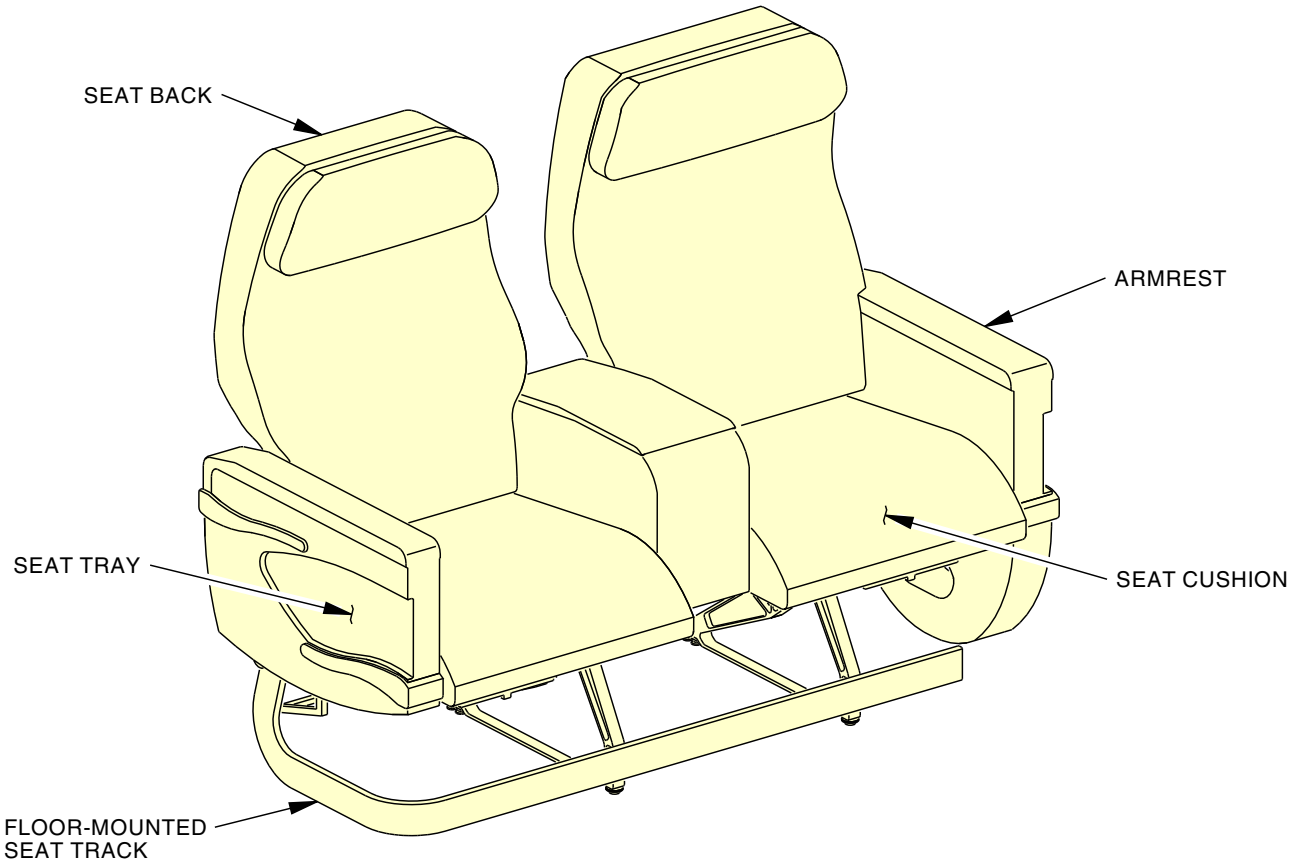

**TWO-PASSENGER SEAT
(TYPICAL)**

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - PASSENGER SERVICE UNITS

Purpose

The Passenger Service Unit (PSU) is within reach of each passenger, installed on the ceiling panel. There is usually a PSU for each set assembly that provides these functions for the passengers:

- Fasten seat belt and no smoking signs
- An air outlet for each seat
- A PA speaker
- An attendant call button and call light
- Oxygen generators
- Oxygen masks
- A white LED reading light and switch for each passenger

Physical Description

The passenger PSU has these components:

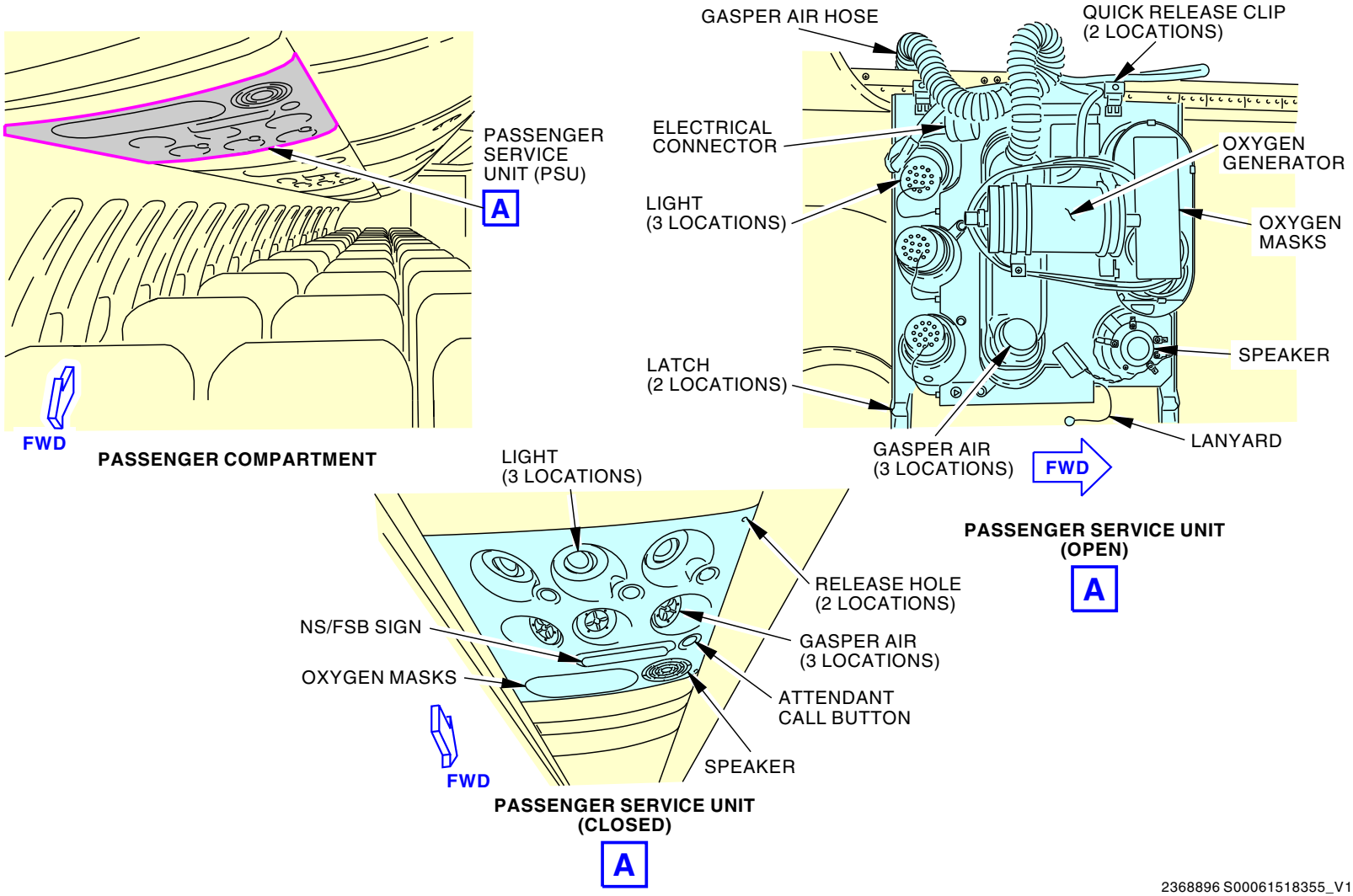
- Advisory information: FASTEN SEAT BELT and NO SMOKING signs
- Individual gasper air outlets
- Passenger address loudspeaker
- Attendant call switch and light
- Oxygen masks
- Oxygen generator
- Reading lights.

The passenger PSU is mounted to the inboard and outboard support rails in the overhead passenger compartment. The unit has hinges on the outboard side and latches on the inboard side. Small holes are provided on the face panel of the PSU to get access to the release latches. A lanyard installed on the inboard side limits the outboard movement as the unit opens.

Location

PSUs are installed above each row of seats.

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - PASSENGER SERVICE UNITS



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PASSENGER SERVICE UNITS - BOEING SKY INTERIOR

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - ATTENDANT/LAVATORY SERVICE UNITS

Purpose

The Attendant Service Units (ASU) and the Lavatory Service Units (LSU) are installed for emergency oxygen for the cabin attendants or passengers.

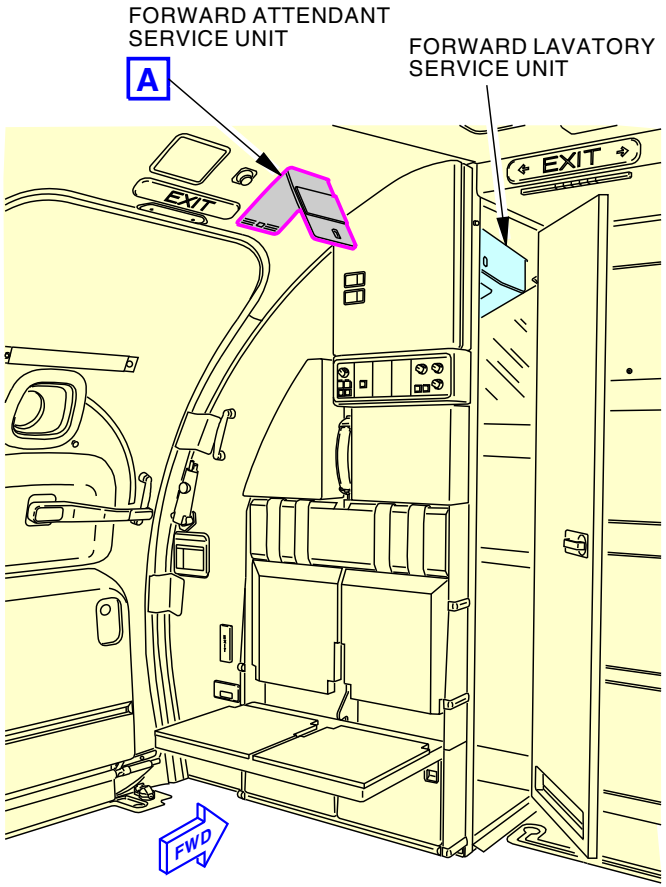
Physical Description

The ASU or LSU has these items:

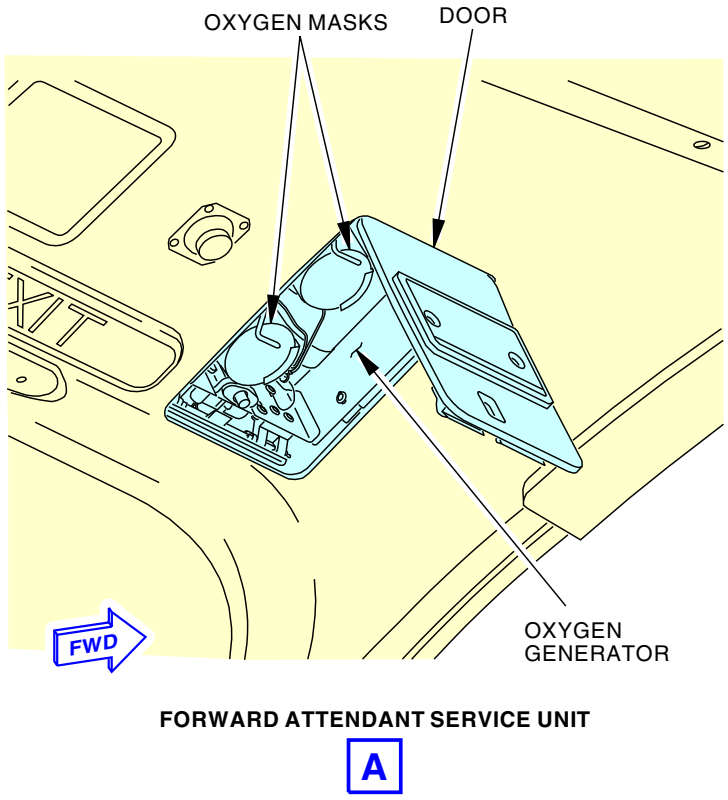
- Oxygen mask (2)
- Oxygen generator
- Door latch actuator
- Test stop button.

Location

An ASU is installed at each attendant station and an LSU is installed in each lavatory.



FORWARD LAVATORY AND ATTENDANT STATION (TYPICAL)



FORWARD ATTENDANT SERVICE UNIT

A

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - WINDSCREENS

Purpose

The passenger windscreens provide protection from the weather when the entry or service doors are open.

Physical Description

The windscreens are crushed-core composite panels with a decorative stain-resistant cover. The outboard edge of the windscreen matches the contour of the fuselage and the inboard edge is vertical to the compartment structure.

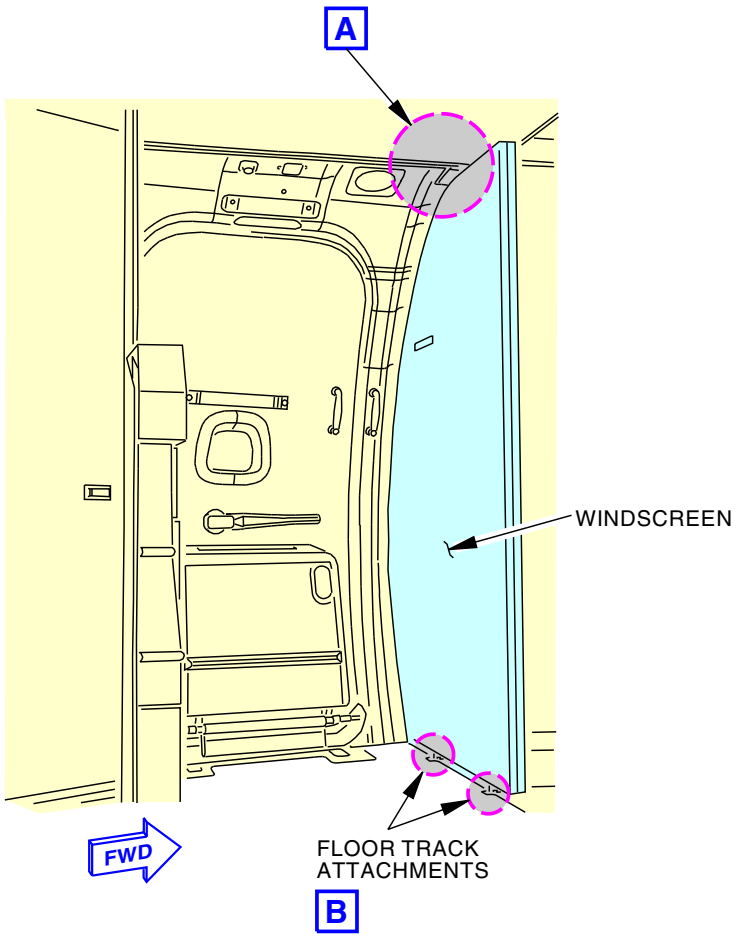
There are airplanes that have windscreens with stowage units/closets.

The floor mounts attach the bottom of the windscreen to the seat tracks. A tie rod and quick-disconnect fitting attaches the top of the windscreen to the airplane structure. The top of the tie rod has a moisture absorbing sponge installed to catch condensation.

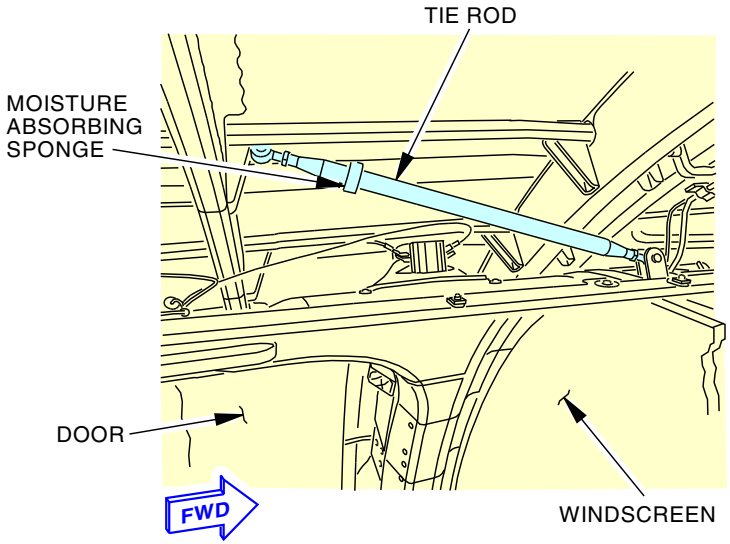
Location

The windscreens are installed aft of the forward service or entry door, or forward of the aft entry or service door.

EQUIPMENT/FURNISHINGS - PASSENGER COMPANYMENT - WINDSCREENS

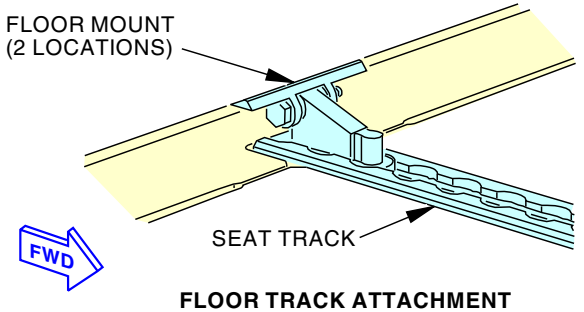


AFT PASSENGER ENTRY DOOR



CEILING SUPPORT ATTACHMENT

A



FLOOR TRACK ATTACHMENT

B

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - WINDSCREENS

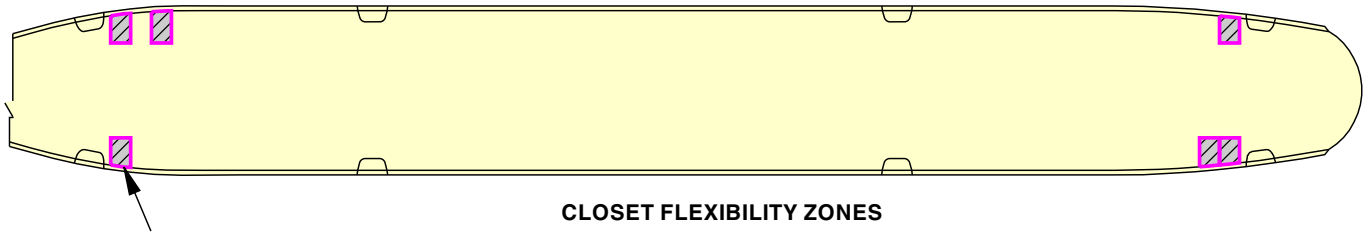
EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CLOSETS

Physical Description

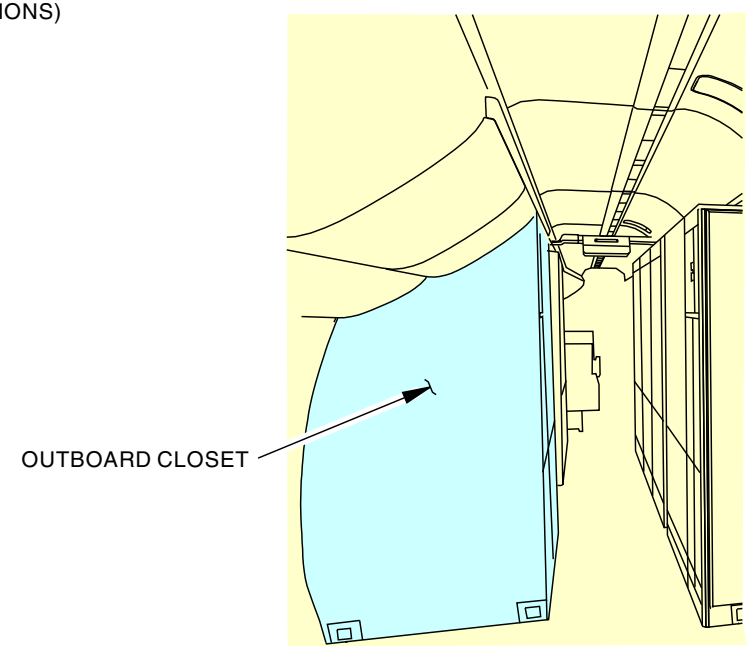
There are full-height and under-bin closets installed on the airplane that extend from the floor to the ceiling. The closets have a curved side that fits against the side of the passenger compartment. The closets have this equipment (not shown):

- Coat rods
- Lights
- Panel doors
- Magazine stowage compartments
- Emergency equipment.

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CLOSETS



CLOSET FLEXIBILITY ZONES



OUTBOARD CLOSET (EXAMPLE)

A

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PASSENGER COMPARTMENT - CLOSETS - INTRODUCTION

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - OVERHEAD STOWAGE BINS

Purpose

The overhead stowage bins are installed above the passenger seats to provide stowage for items that passengers carry onto the airplane and passenger service items such as blankets and pillows. The bins are pivot-type bins.

Physical Description

The overhead stowage bins are made of a honeycomb composite with a decorative stain-resistant cover. The stowage bins can have different lengths and widths and can be installed in different locations.

The stowage bins are secured to the airplane structure with turnbuckles.

The overhead stowage bins can have a bin assist mechanism installed. The bin assist mechanism decreases the force necessary to close the stowage bin bucket. The bin assist mechanism lever is installed on the aft end of the bucket which engages the bin assist mechanism.

Location

The overhead stowage bins extend the length of the passenger compartment above the passenger seats.

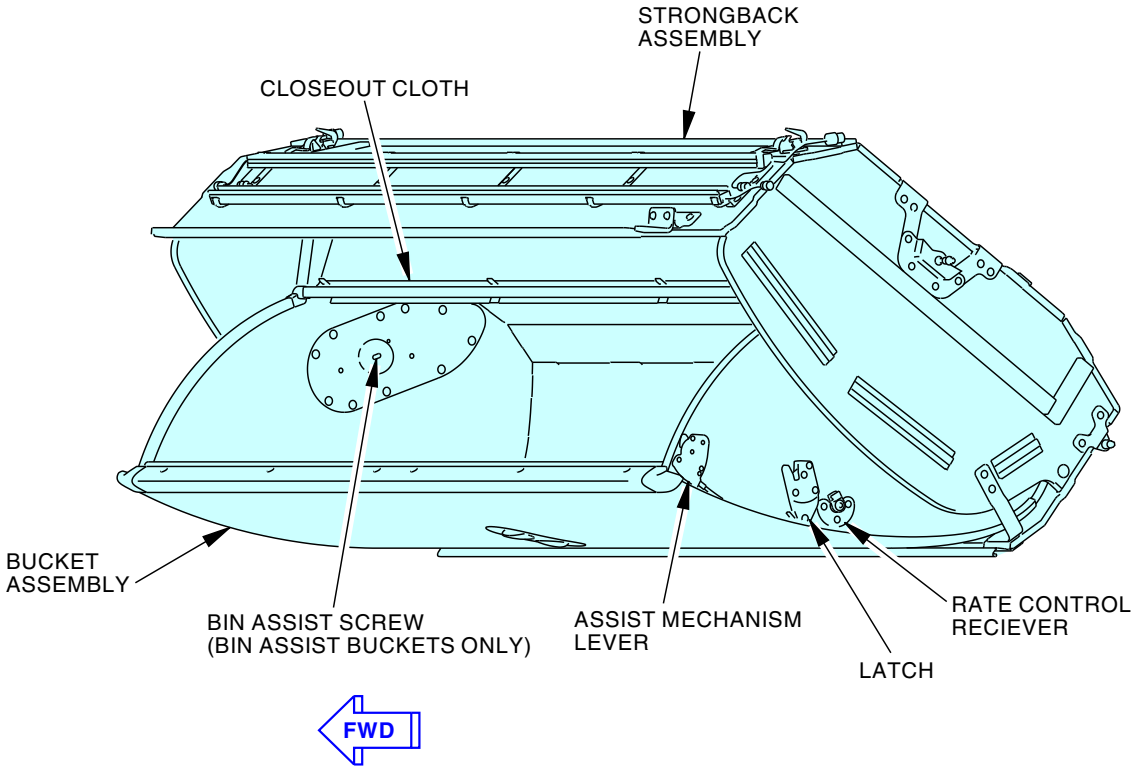
Operation

To open the stowage bin, push or pull the latch handle.

Each overhead stowage bin has a bucket assembly (door) that pivots downward. The mechanical actuator installed on each hinge assembly assists in the door operation and keeps the door in the open position.

Bin Assist Mechanism

- Use the bin assist mechanism when the stowage bin has a full load of 80 lb (36 kg) or more.
- To engage the bin assist mechanism, push the assist mechanism lever down.
- Close the stowage bin as usual.
- Do not pull down on the bucket assembly without a full load in the bucket when the bin assist mechanism lever is engaged. The bin will rapidly rotate towards the closed position.



OVERHEAD STOWAGE BIN
(TYPICAL)

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - OVERHEAD STOWAGE BINS

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CENTER OVERHEAD STOWAGE BOX

Purpose

This instruction is made for the installation of the center overhead stowage boxes.

Physical Description

The following modifications have been made to the aircraft to support this installation:

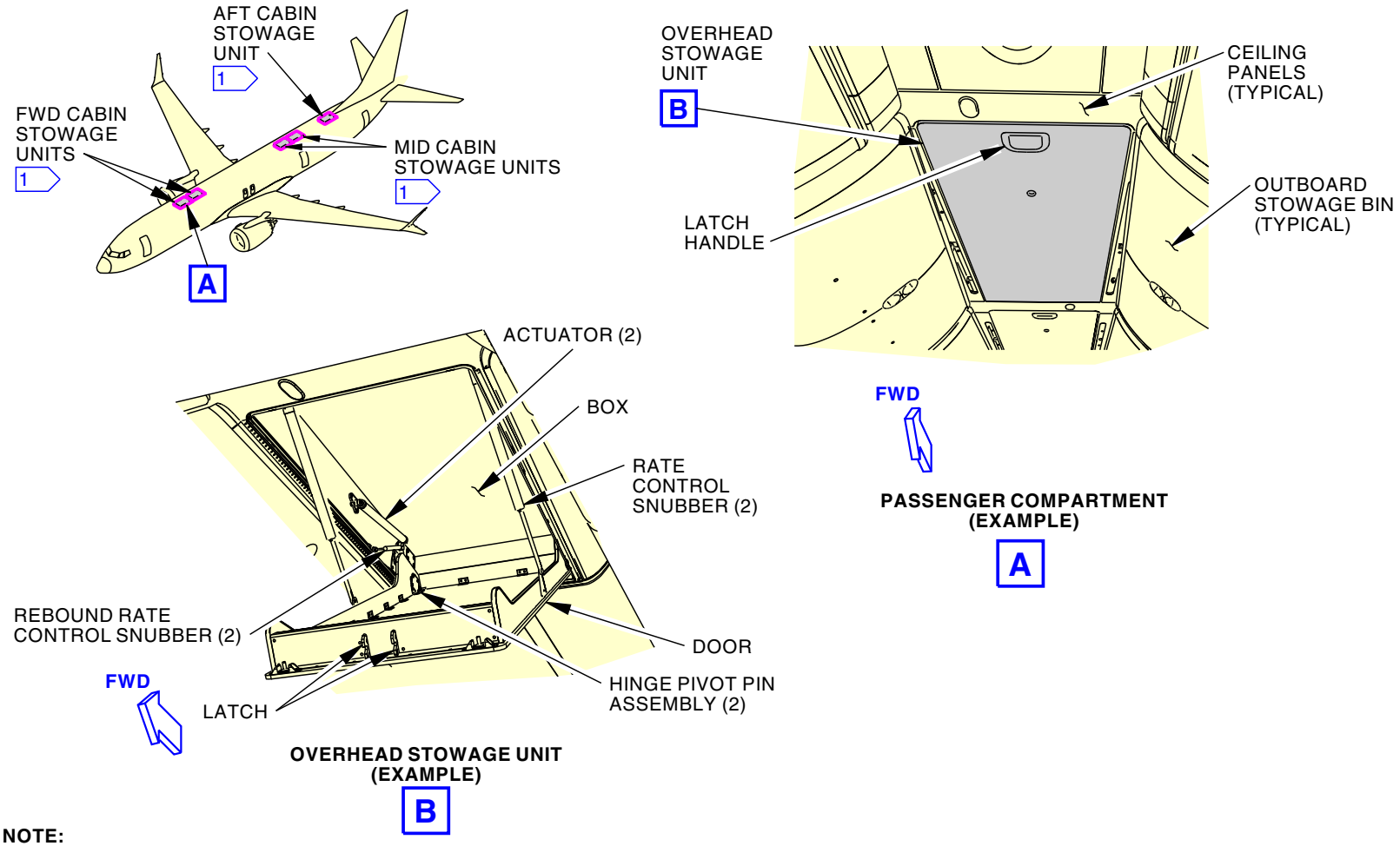
- Removal and replacement of overhead distribution ducts to accommodate installation of the new stowage boxes.
- Removal and replacement of sculptured ceiling panels in the vicinity of the new stowage compartments to accommodate the new installations.

Locations

The overhead stowage units are in the ceiling area of the passenger compartment at these locations:

- Forward cabin area (2x)
- Mid cabin area (2x).

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CENTER OVERHEAD STOWAGE BOX



NOTE:

FORWARD CABIN OVERHEAD STOWAGE UNIT IS SHOWN, MID AND AFT CABIN UNITS ARE EQUIVALENT.

1 IF INSTALLED

2789446 S0000634544_V2

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CENTER OVERHEAD STOWAGE BOX

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CABIN ATTENDANT STATIONS

Purpose

The cabin attendant stations/seats have a shoulder harness and seat belt that are used for takeoffs and landings.

Physical Description/Location

The cabin attendant stations are installed by the forward and aft entry doors. Each attendant station can hold two attendants and has these items:

- Double or single seats
- Stowage provisions
- Attendant handset
- Attendant panel
- Boarding light
- Service unit.

The attendant seat cushion, backrest, and headrest assemblies have fire retardant material that give fire blocking protection.

The attendant seats are spring-loaded to retract the seat to the stowed position when it is not occupied.

The attendant seat cushions attach to the seat assembly with hook-and-loop tape. The cushions are removable and can be used as a flotation device.

A stowage box above the forward attendant panel has the music announce panel and gives additional stowage space for miscellaneous and emergency equipment.

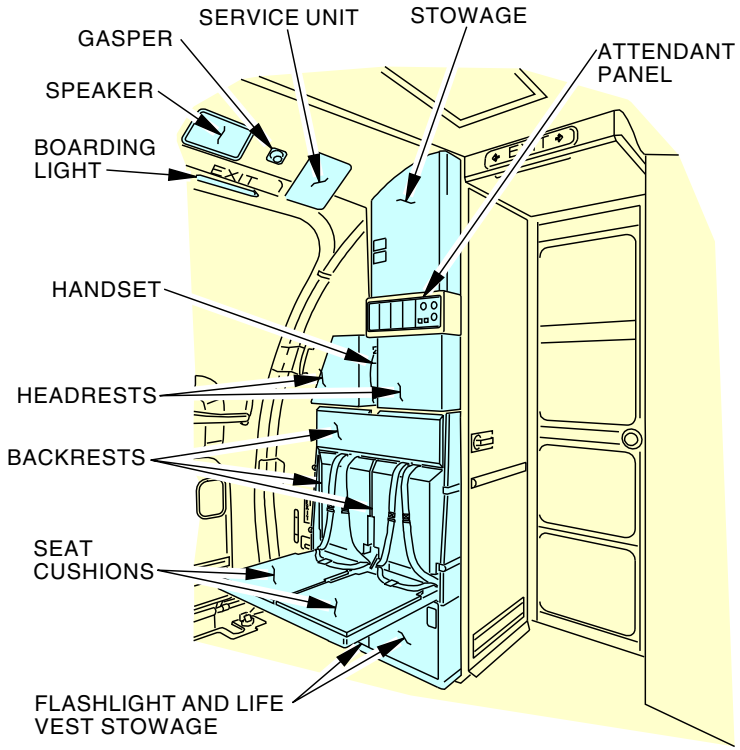
The compartments below the attendant seat are used to stow life vests and flashlights.

The attendant handset is installed between the headrests.

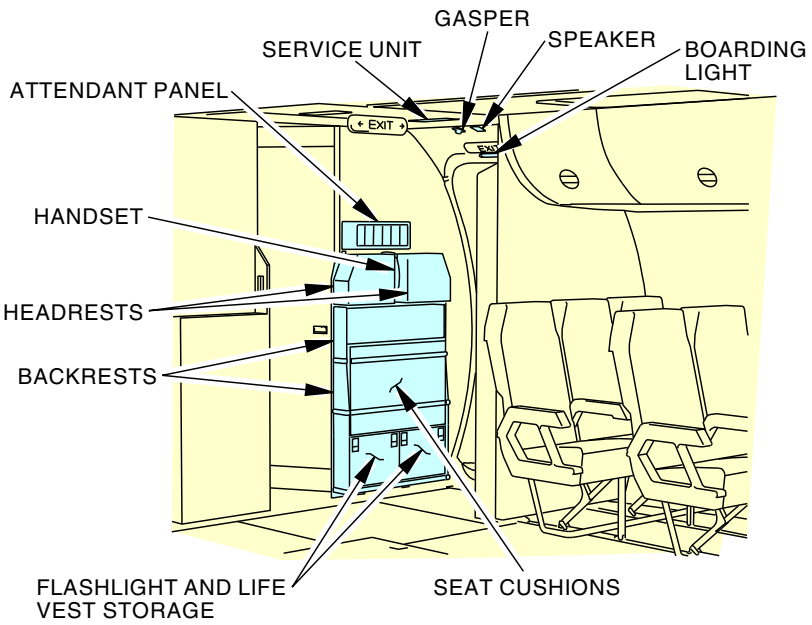
A boarding light is installed above each entry/service door.

Attendant service units are installed above each cabin attendant station and has two oxygen masks and an oxygen generator.

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CABIN ATTENDANT STATIONS



FORWARD ATTENDANT STATION (EXAMPLE)



AFT ATTENDANT STATION (EXAMPLE)

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EQUIPMENT/FURNISHING - PASSENGER COMPARTMENT - CABIN ATTENDANT STATION

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - FLOOR COVERING

Purpose

The carpets decrease the level of sound and make it easy to walk on. Mats are installed at the door entrances, galleys, and lavatories that are nonskid and water resistant.

Physical Description

The carpets are installed on the passenger compartment floor, but not the door entries, galley's or lavatories.

The carpet is attached to the floor with double-back tape, but not where the carpet material is adjacent to the vinyl mats. Where the carpet material is adjacent to the vinyl mat, thresholds and hook-and-loop tape will attach the carpet to the floor.

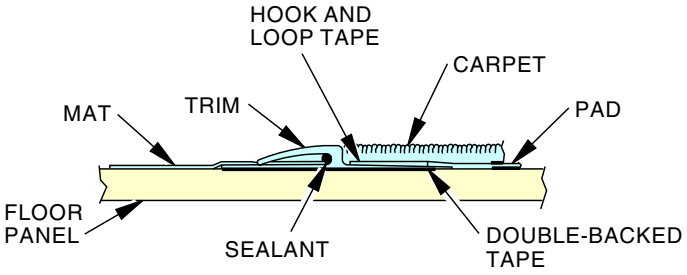
The seat track covers snap into all exposed seat tracks, but not at the seat leg structure attachments.

The moisture barriers prevent structural damage from corrosive fluid spills that can occur in the door entries, galleys, and lavatories. A sealant is installed on the edges will make sure that the moisture barrier and adjacent structure is completely sealed.

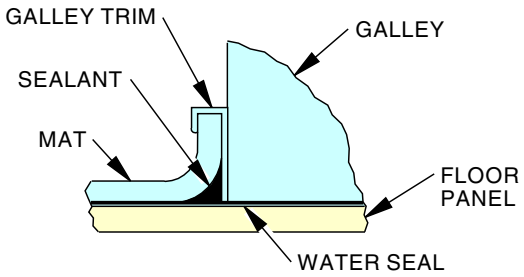
There are drains in the door entries and galley's that give drainage overboard for water and other liquids from weather or spillage.

the nonskid mats are bonded to the lavatory floors.

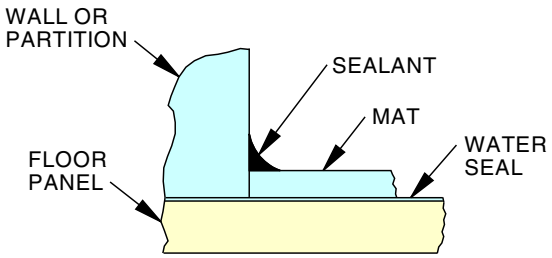
EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - FLOOR COVERING



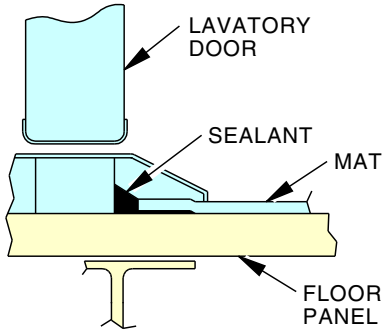
CARPET AND MAT INSTALLATION



GALLEY AREAS MAT INSTALLATION



ENTRY AND SERVICE AREAS MAT INSTALLATION



LAVATORY MAT INSTALLATION

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - FLOOR COVERING

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CLASS DIVIDERS

Purpose

Class dividers provide separation.

Location

Class dividers can be in the constant section of the airplane in one-inch increments, but not the areas that follow:

- Emergency exit areas
- Oxygen drop locations
- Some parts of the center overhead stowage compartments
- Lavatories
- Galley areas.

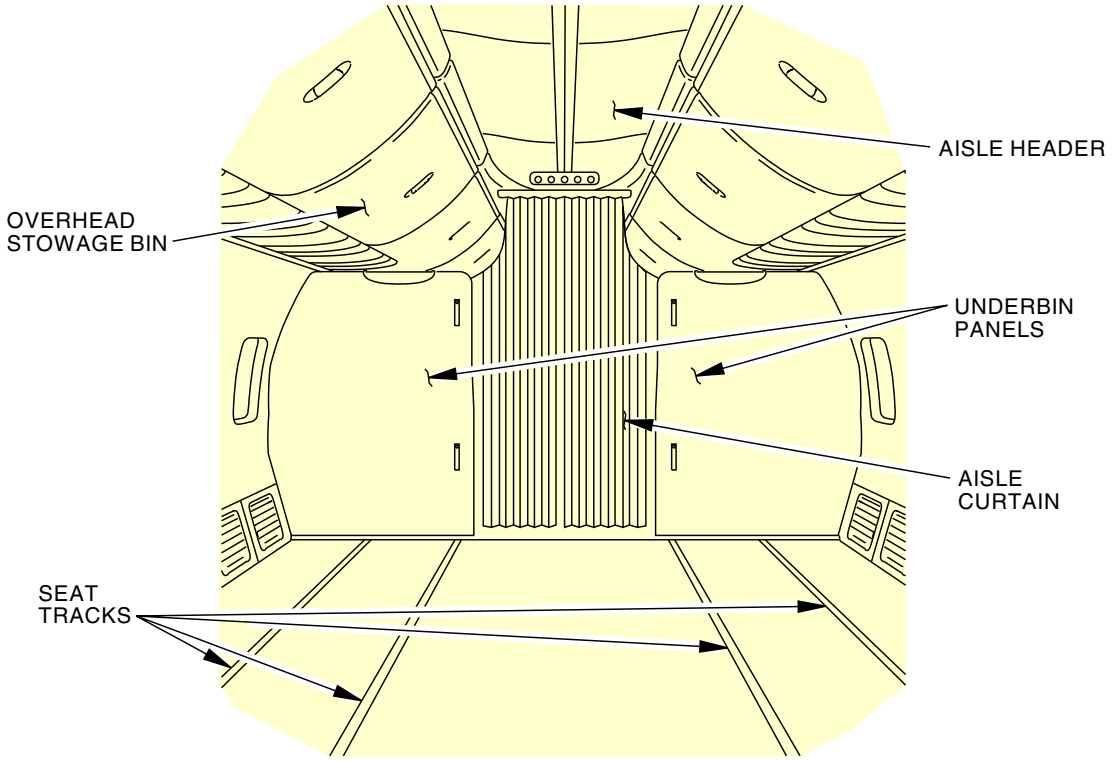
Physical Description

Class dividers have these parts:

- One-piece header
- Two underbin curtains
- Aisle curtain.

The header attaches to PSU rails on the bottom of the overhead stowage bins.

PSU rails have lock engagement holes with one-inch intervals. The class dividers lock into their positions by a lock pin in each roller carriage. The lock pin engages the pin to the spacing hole on top of the PSU rail.



CLASS DIVIDER
(EXAMPLE)

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - CLASS DIVIDERS

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EQUIPMENT/FURNISHINGS - BUFFET/GALLEY - INTRODUCTION

Purpose

The galley area is a non-passenger compartment that is used to store and prepare food and beverages for passengers.

Location

The airline will determine the amount and the location of the galleys. There are seven possible galley locations.

General Description

The galley's are structural assemblies that can transmit loads to the airplane structure through hardpoint tie-down fittings and overhead tie rods. Galley mats give protection to the airplane structure from moisture below the galley units and in the galley walkways. The galley has decorative laminates that cover the visible surfaces.

The galley has an electrical system that is connected to the airplane electrical system.

The airplane galleys can have different inserts. The items that follow are typical galley inserts:

- Chillers
- Oven (single, double, steam)
- Refrigerator, Refrigerator/Freezer
- Coffee maker, espresso/cappuccino maker, water boiler
- Waste Disposal System
- Sink
- Storage
- Trash compactor/Waste container
- Serving carts.

The airplane galley's have these electrical type connections:

- Structural support connections
- Electrical power connections
- Water and drain connections
- Ventilation connections.

Functional Description

The electrical system gives three-phase, 115 VAC power from the No. 1 and No. 2 generator buses to the galley's. The switch that controls the electrical power to the galley is installed on the P5 overhead panel.

The galley gets pressured potable water through a quick-disconnect fitting. Waste water drains into the airplane water waste system.

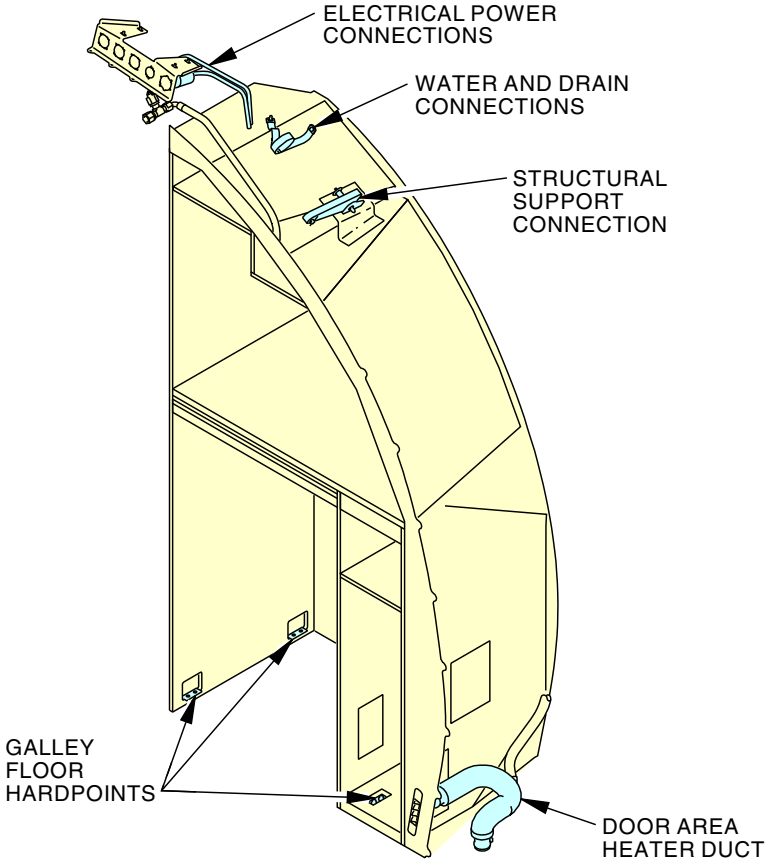
The galley has ventilation ducts that remove odors and fumes that collect in the galley.

The galley also has a communication system to brief passengers and emergency lighting, if a power failure occurs.

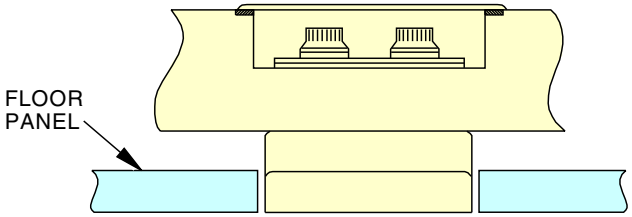
Installation

The airplane galley's are bolted to the airplane structure. The upper portion of the galley is attached with a tie rod with a quick-disconnect fitting that attaches to the airplane structure. The floor fittings attach to the bottom of the galley to the airplane structure.

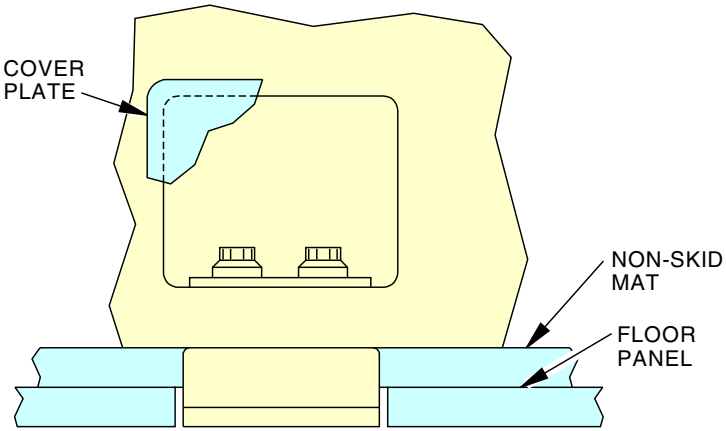
EQUIPMENT/FURNISHINGS - BUFFET/GALLEY - INTRODUCTION



GALLEY INSTALLATION



GALLEY FLOOR HARDPOINTS



GALLEY SIDEWALL HARDPOINTS

2519075 S0000591980_V1

EQUIPMENT/FURNISHING - GALLEY COMPARTMENT

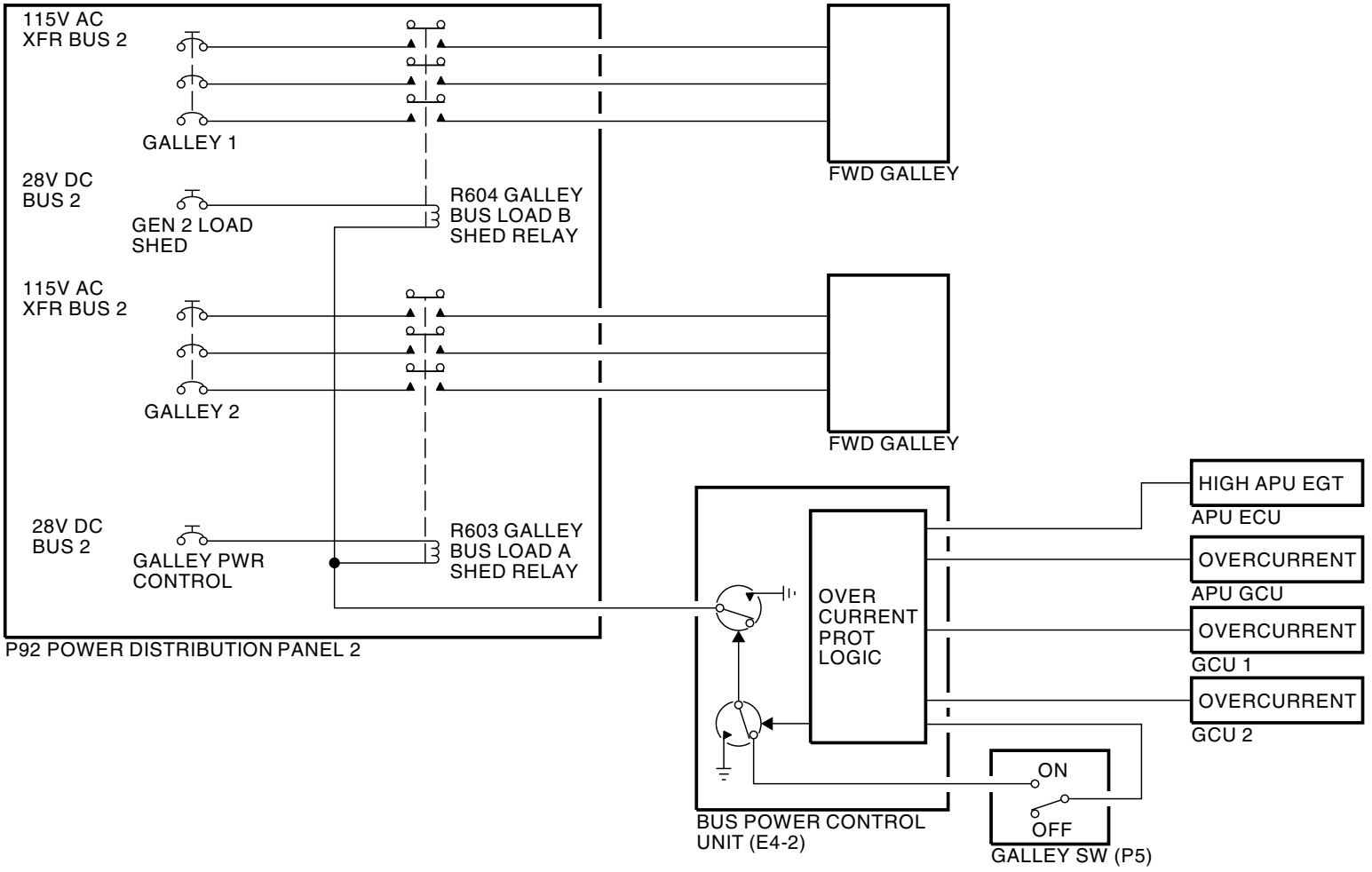
EQUIPMENT/FURNISHINGS - GALLEY POWER - FUNCTIONAL DESCRIPTION

Functional Description

The electrical meters, battery and galley power module (P5-13) is installed on the P5 overhead panel, supplies power to the galley. When the CAB/UTIL switch is in the ON position, the relays energize and give power to the galley.

Electrical load shedding occurs when the auxiliary power unit (APU) exhaust gas temperature exceeds the limits or a over-current condition is detected in the electrical supply system from APU or engine generators. The over-current protection logic de-energizes relays R603 and R604 and there is no power supply to the galleys.

EQUIPMENT/FURNISHINGS - GALLEY POWER - FUNCTIONAL DESCRIPTION



2368904 S00061518373_V1

EQUIPMENT/FURNISHINGS - GALLEY POWER - FUNCTIONAL DESCRIPTION

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EQUIPMENT/FURNISHINGS - LAVATORIES - INTRODUCTION

General Description

The airplane lavatories are modular and self-contained units. The lavatories have the following equipment:

- Air freshener (some installations)
- Air sickness bag and sanitary napkin dispenser
- Ashtray (interior and exterior)
- Assist handle
- Attendant call button and reset switch
- Coat hook
- Diaper changing table (some installations)
- Dual roll toilet paper holder
- Temperature adjustable, time delay faucet
- Facial tissue dispenser
- Fire extinguisher (in waste compartment)
- Flushing toilet, with toilet seat and cover
- Non-glass mirror (shatter resistant)
- Handicap assist rails (some installations)
- Information and instruction placards (including NO SMOKING sign)
- Light switches
- Oxygen masks (2)
- Paper cup dispenser
- Paper towel dispenser
- Public address system loudspeaker
- Removable waste container
- RETURN TO SEAT sign
- Shaver outlet, 115v ac, 60 Hz (some installations)
- Smoke detector (in the ceiling)
- Soap dispenser (some installations)
- Toilet seat cover dispenser
- Hybrid sink deck
- Metal waste flap door with polycarbonate symbolic placard.
- Wash basin with a stopper, faucet, and counter assembly
- Water heater.

A lock with a safety-release lever is installed in each lavatory door. When the lavatory is occupied and the door is locked, opposite side of the lavatory door shows OCCUPIED. The lavatory can be unlocked from the passenger compartment side of the door without the use of special tools.

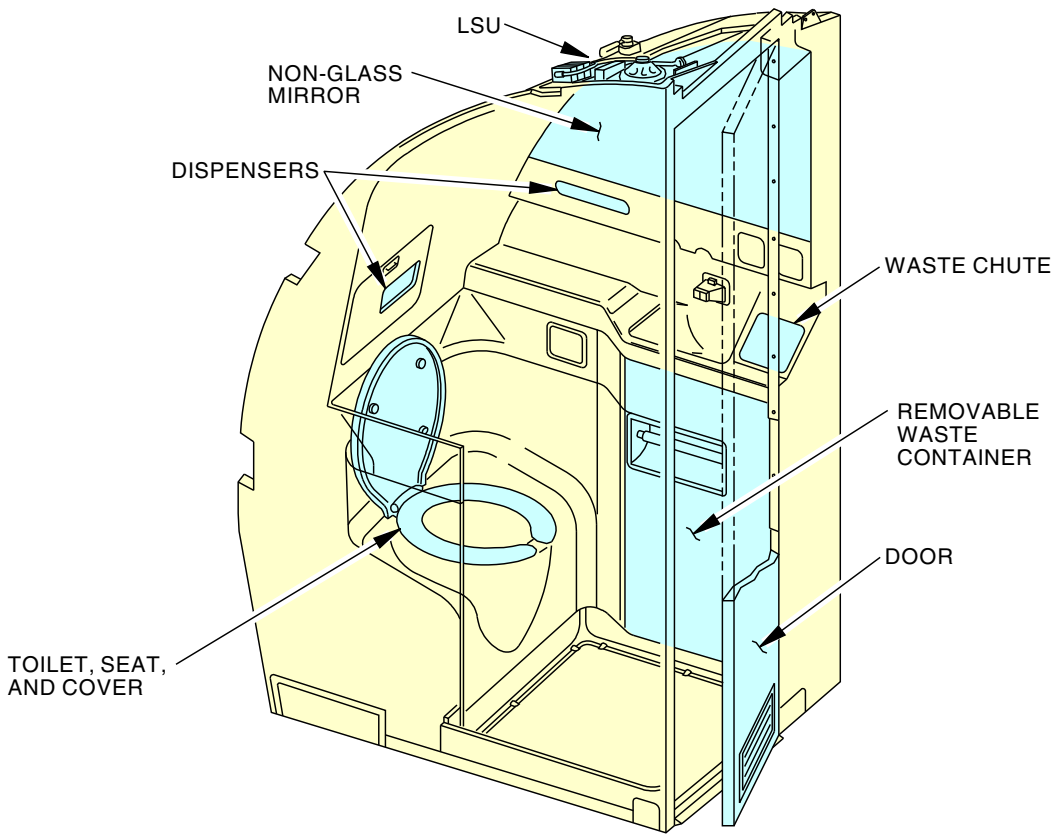
A service unit is installed in the lavatory for ventilation. The ventilated air exhausts through the overboard vents in each lavatory.

The airplane potable water system supplies water to the lavatories.

The lavatory floor is installed using a watertight fiberglass construction that prevents corrosion. A non-skid vinyl mat is installed in the lavatory and bonded to the floor.

Location

The airline determines the number and location of the lavatories. There are eight possible lavatory locations.



LAVATORY (EXAMPLE)

2368905 S00061518377_V1

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - INTRODUCTION

General Description

The emergency equipment installed on the airplane has these items:

- Overwing escape straps
- Escape lanyards
- Detachable emergency equipment
- Escape slides.

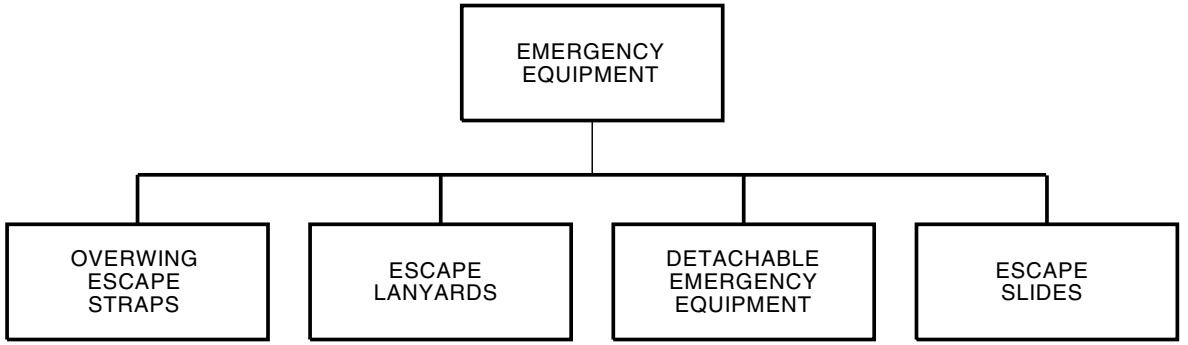
Emergency equipment requirements can be different on the airplane because of the flight path. The equipment installed on the airplane must agree with the specified requirements of the flight path. See your operation's manual and the applicable regulations to make sure that minimum emergency equipment is installed on the airplane.

Refer to the component operation instructions and placards to make sure that the correct equipment is installed on the airplane.

Location

An escape strap is stowed in a tube above each aft overwing exit door. One end of each strap is attached to the doorway structure.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - INTRODUCTION



2368911 S00061518393_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - INTRODUCTION

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS

Purpose

The overwing emergency escape strap helps the passengers onto the wing safely before ditching into a life raft or slide rate.

Physical Description

The escape strap has these items:

- Strap
- Hook
- Anchor fitting
- Stowage tube.

The overwing exits have a raised escape rope bracket that is installed a third of the way from the emergency exit door on the wing. The overwing exits have an escape rope installed in the frame of the emergency exit after opening the hatch.

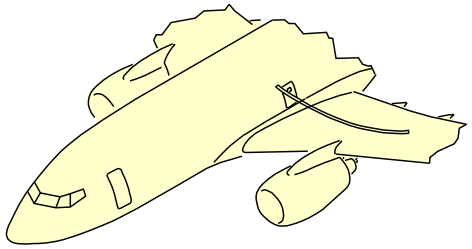
The escape strap is in installed in a stowage tube in the ceiling of the passenger compartment. One end of the strap attaches to the doorway structure of the emergency exit door.

In an emergency, the hook end of the strap is attached to the yellow bracket fitting on the wing.

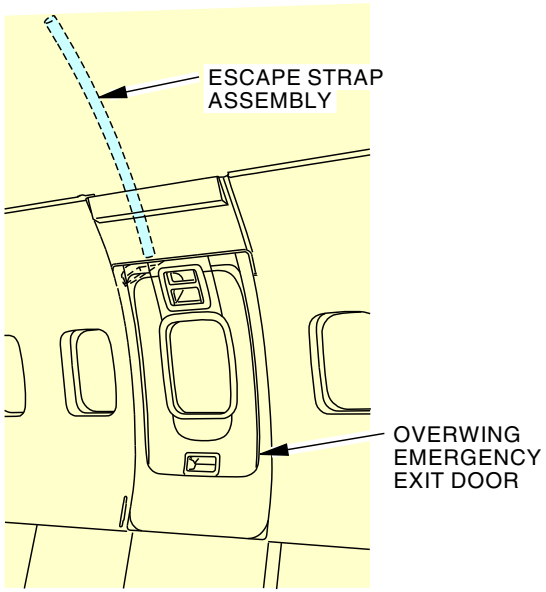
Location

An escape strap is stowed in a tube above each aft overwing exit door. One end of each strap is attached to the doorway structure.

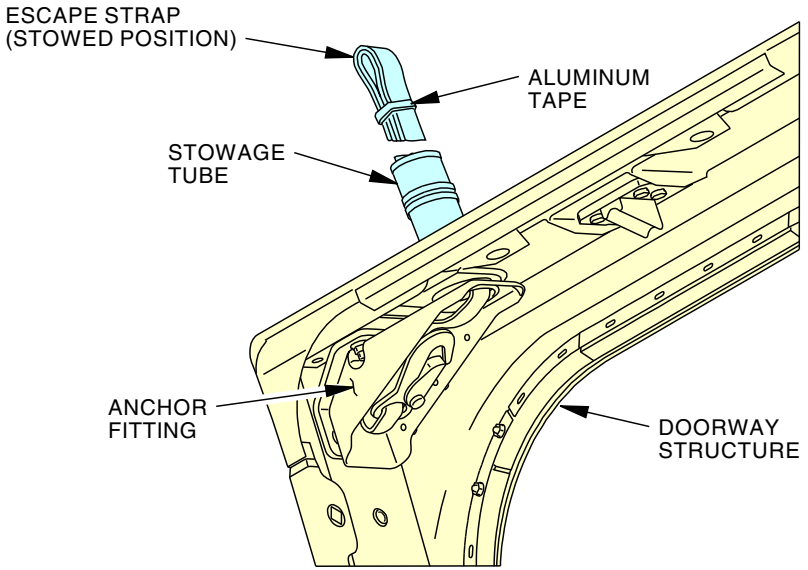
EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS



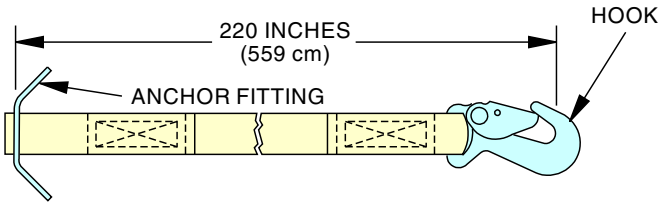
OVERWING EXCAPE STRAPS (DEPLOY POSITION)



ESCAPE STRAP ASSEMBLY (INSTALLED VIEW)



ESCAPE STRAP ASSEMBLY



ANCHOR FITTING AND HOOK

2368912 S00061518395_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE LANYARDS

Purpose

The flight compartment escape lanyards let the flight crew exit safely to the ground through the No. 2 windows.

Location

The escape lanyard and stowage bag are installed behind the doors in the flight compartment lining above the No. 2 windows.

Physical Description

The escape lanyards have these components:

- Fitting
- Core
- Links
- Hand holds
- Jacket.

An escape lanyard is stowed behind the door above the captain's and first officer's sliding windows. One end of each lanyard is attached to the airplane structure and the other end is coiled and stored in a stowage compartment.

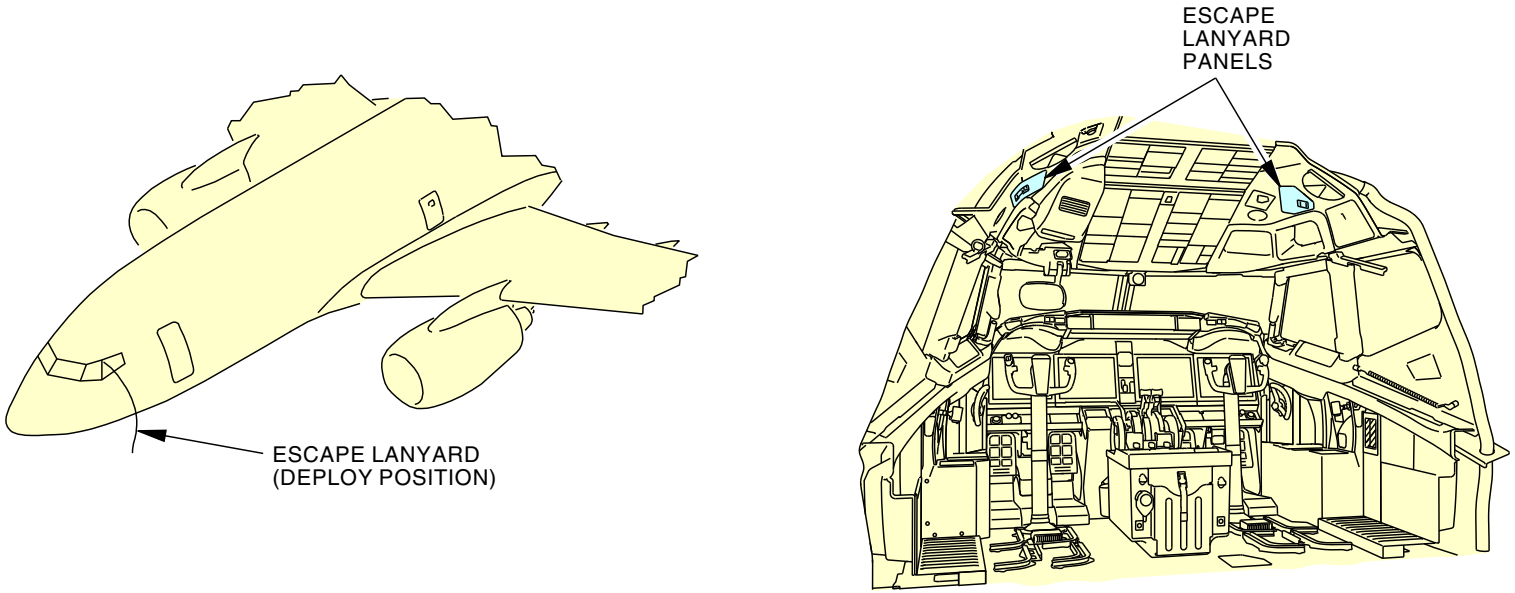
The rope core is made of Kevlar that is rated at 1500 pounds. The foam links on the rope have hand holds at regular intervals. A jacket of woven Kevlar covers the entire length of the lanyard.

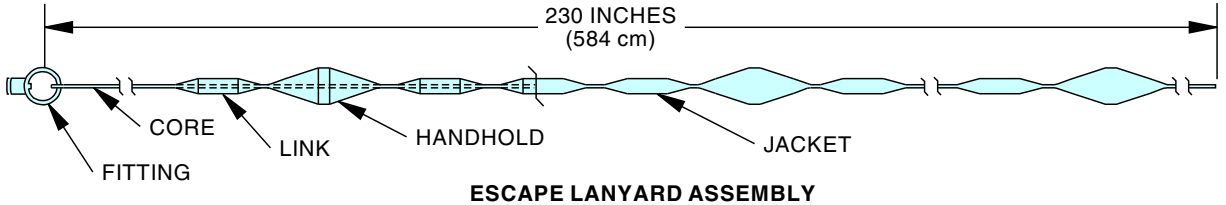
Location

The escape lanyard is stowed behind the door above the captain's and first officer's No. 2 sliding windows.

To get access to the escape lanyards, unlatch the compartment cover.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE LANYARDS





ESCAPE LANYARD ASSEMBLY

2368913 S00061518397_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE LANYARDS

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - PORTABLE ELT

Purpose

Emergency Locator Transmitters (ELT) help the rescue crews find airplanes forced to land but not at an airport or survivors. ELTs send radio signal to satellites, other airplanes, and air traffic control facilities. Rescue crews use the information from these sources to find the airplane or survivors. There are two types of ELTs, fixed mounted and portable. The fixed ELT is described in chapter 23.

Physical Description

The portable ELT is a compact and buoyant unit. It can be manually or automatically activated. ELTs have these parts:

- Transmitter
- Battery
- Antenna
- Lanyard.

The transmitter automatically provides a homing signal for civil and military search aircraft by transmitting a swept-tone-modulated signal simultaneously on both the civil and military international VHF aeronautical distress frequencies (121.5 and 243.0 MHz). Some ELTs can operate at 406 MHz.

Some ELTs are equipped with a silver chloride/magnesium primary cell or a non-rechargeable lithium battery. In the pre-activated state the electrolyte is dry and the battery is inert. The battery is activated when the electrolyte gets wet with water. Immersion in water (as a result of an aircraft ditching) automatically activates the battery.

The antenna pivots and folds along the length of the emergency locator transmitter for stowage. Some ELTs contain water-soluble tape that retains the antenna in the stowed position.

The emergency locator transmitters have a lanyard assembly and in some cases a yoke cable. The lanyard assembly has 60 ft (1829 cm) of braided nylon cord that attaches to a flexible stainless-steel yoke cable. The yoke cable attaches to the battery case and wraps around the battery case. The lanyard cord is bifilar-wound on a holder card and the yoke cable and holder card attach to the battery case with water-soluble tape. A lanyard guide and the stowed antenna hold the nylon cord approximately four feet from the free end of the lanyard.

For method of use, refer to the component operation instructions and placards.

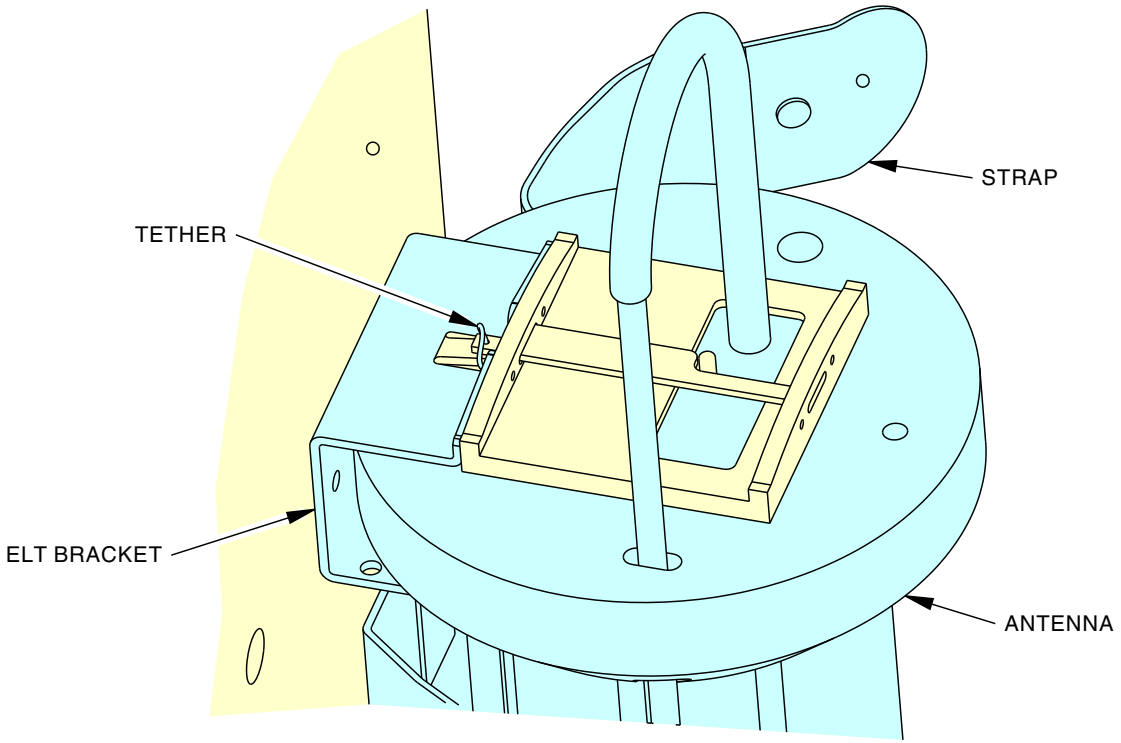
Location

Portable ELTs are stowed in these locations:

- Life rafts
- Overhead stowage bins
- Center ceiling compartments
- Other stowage locations throughout the airplane.

See your operations manual to determine the types, quantity, and locations of the emergency locator transmitters.

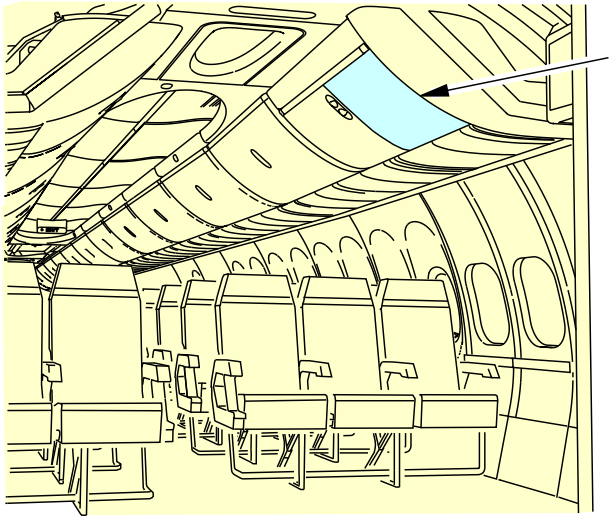
Placards on the airplane identify the locations of emergency equipment.



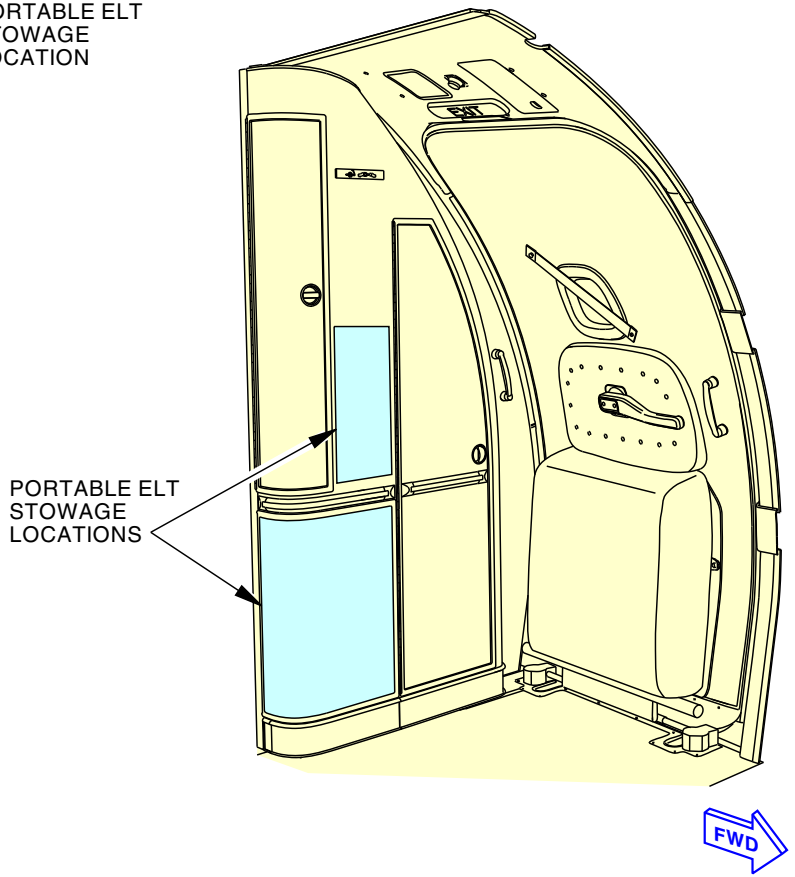
PORTABLE ELT (EXAMPLE)

2819540 S0000651353_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - PORTABLE ELT



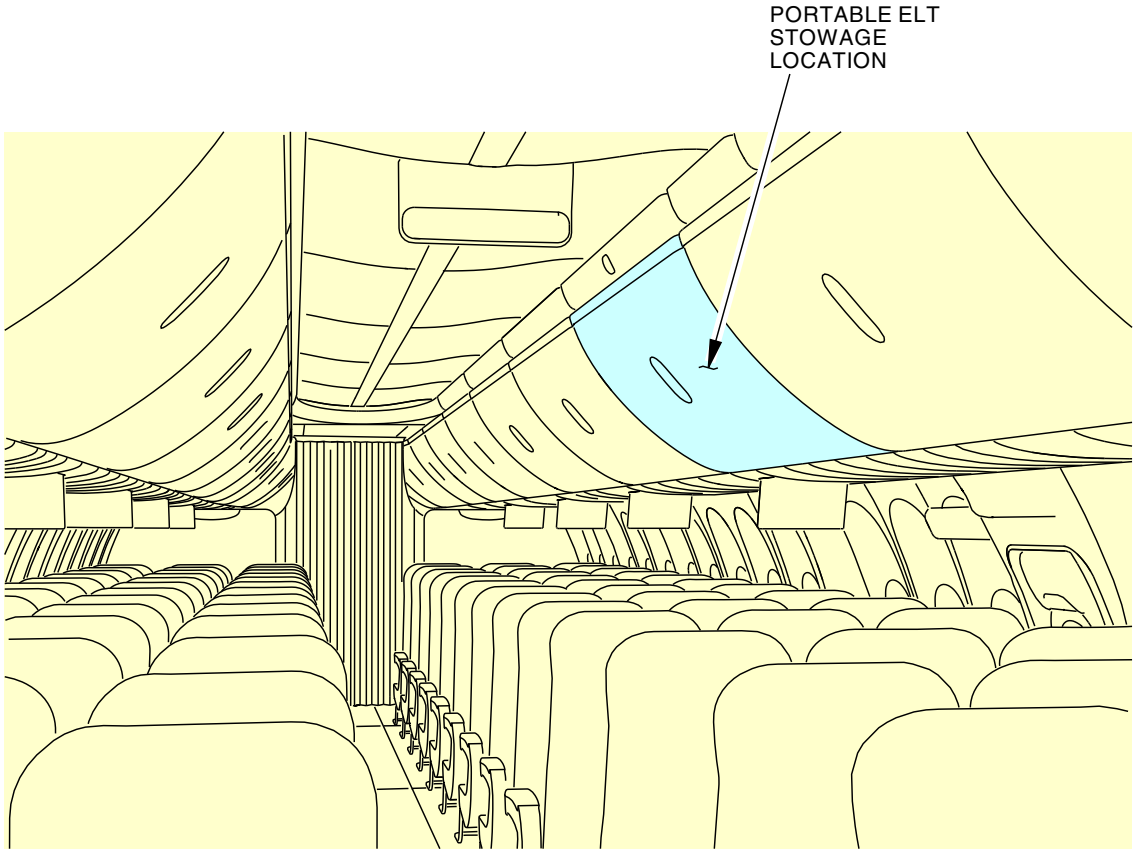
PORTABLE ELT STOWAGE LOCATION (EXAMPLE)



PORTABLE ELT STOWAGE LOCATIONS (EXAMPLE)

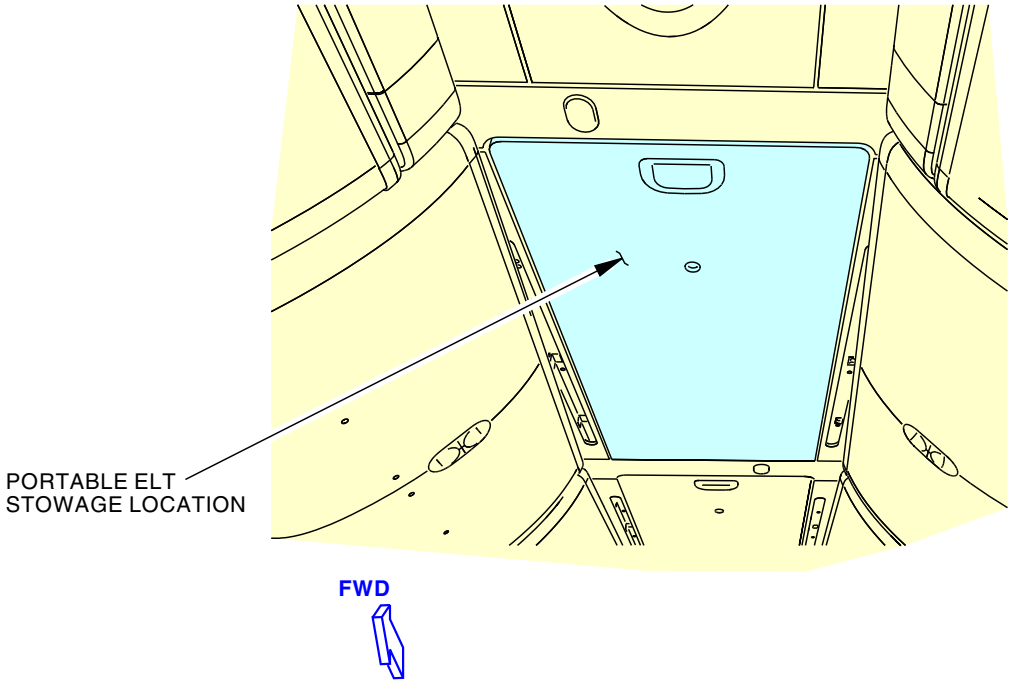
2368915 S00061518400_V3

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - PORTABLE ELT



PORTABLE ELT STOWAGE LOCATION
(EXAMPLE)

2819516 S0000651354_V1



PORTABLE ELT STOWAGE LOCATION (EXAMPLE)

2897341 S0000691189_V1

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERHEAD STOWAGE UNIT

Purpose

Overhead stowage unit provides stowage for life rafts, emergency equipment, or other equipment.

Locations

The overhead stowage units are in the ceiling area of the passenger compartment at these locations:

- Forward cabin area (2x)
- Mid cabin area (2x).

Physical Description

The overhead stowage unit is a crushed-core composite compartments. The surfaces that you see from the cabin, have a decorative stain-resistant covering which matches the ceiling panels.

The unit has these main components:

- Door
- Latch
- Latch handle
- Actuator (2) - spring actuator that offsets the weight of the door and the equipment stowed on it
- Box
- Trim panels
- Rate control snubber (2) - controls the rate that the door moves to the OPEN position
- Hinge pivot pin assembly (2)
- Rebound rate control snubber (2) - controls the rate that the door moves to the CLOSED position.

When the overhead stowage units have emergency equipment or other miscellaneous equipment, an insert provides the proper position for the equipment and prevents the equipment from movement during flight.

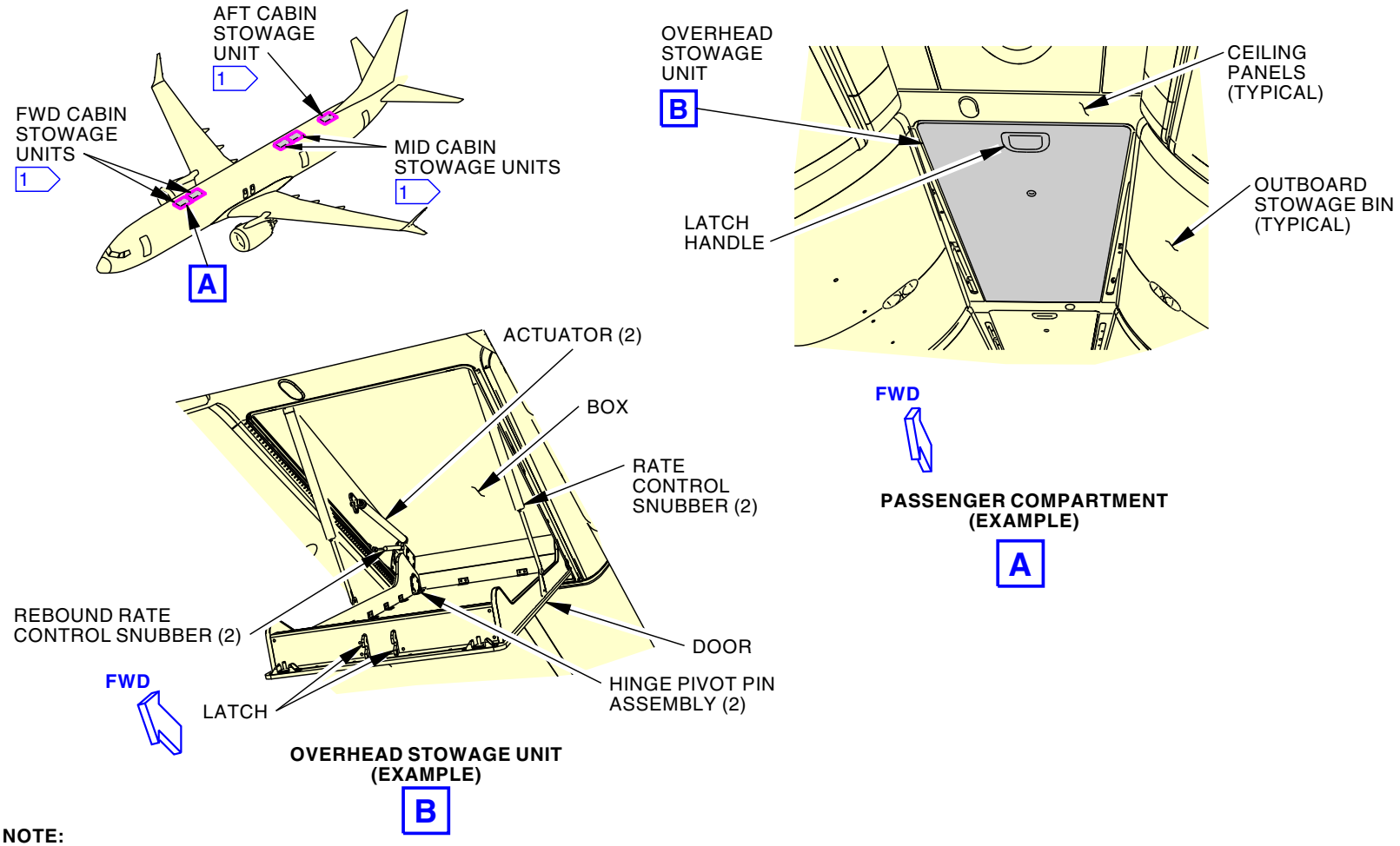
Operation

Pull the latch handle to release the latch and to move the door down. Move the door down until it locks in the open position. The rate control snubbers work together to make sure that the door does not open too fast. The door will stay in the open position until you move it towards the closed position.

Move the door towards the CLOSED position to release the lock, the actuators help you move the door to the CLOSED position. The rebound rate control snubbers work together to make sure that the door does not close too fast and cause damage to the door or the stowage box assembly.

NOTE: The door can be hard to close if it has a typical raft installed (approximately 145 lb (66 kg)). You will need to push the door to the CLOSED position with approximately 52 in-lb (6 N·m) of force near the latch handle. Empty, the door closes by itself in less than 2 seconds.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERHEAD STOWAGE UNIT



NOTE:

FORWARD CABIN OVERHEAD STOWAGE UNIT IS SHOWN, MID AND AFT CABIN UNITS ARE EQUIVALENT.

1 IF INSTALLED

2567183 S0000614650_V2

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERHEAD STOWAGE UNIT

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE

General Description

Detachable emergency equipment is located in the flight compartment and passenger compartment.

Flight Compartment

These are examples of the emergency equipment that can be found in the flight compartment.

- Crash axe
- Oxygen mask and smoke goggles (complete provisions)
- Gloves (fire) (stowage provisions)
- Life vest (complete provisions for four vests)
- Flashlights (provisions for two)
- Protective breathing equipment
- Medical kit
- Portable fire extinguisher

Passenger Compartment

These are examples of the emergency equipment that can be found in the passenger compartment.

- Medical/First-aid kits
- Megaphones
- Life vests (per requirements)
- Portable Breathing Equipment (PBE) (smoke hood)
- Flashlights
- Fire extinguisher
- Gloves (fire)
- Portable oxygen cylinders
- Life rafts

Life Rafts

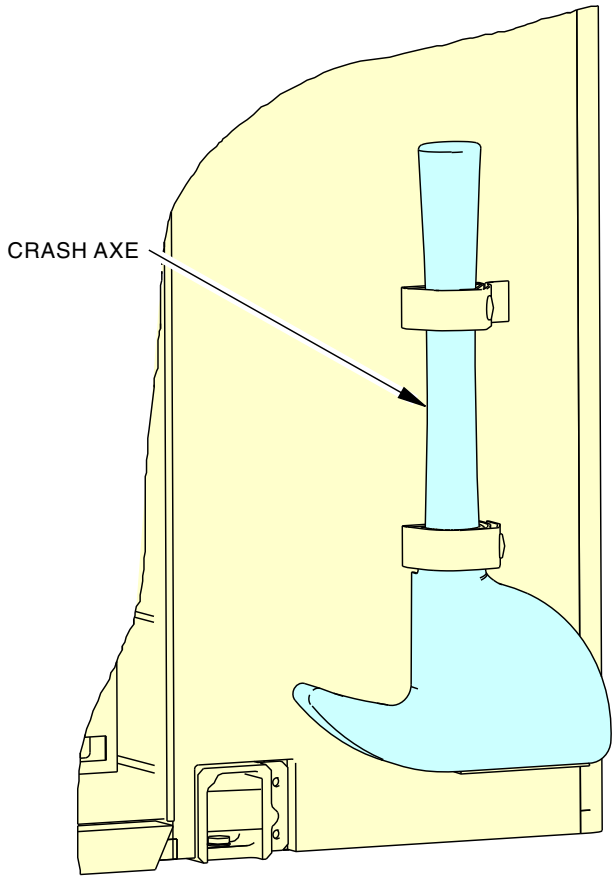
These are examples of the components and emergency equipment that can be found on the life raft.

- Aspirator
- Boarding ladder
- Deck float
- Heaving ring
- Inflate/deflate valve
- Locator light
- Mooring line assembly
- Sea anchor
- Survival kit

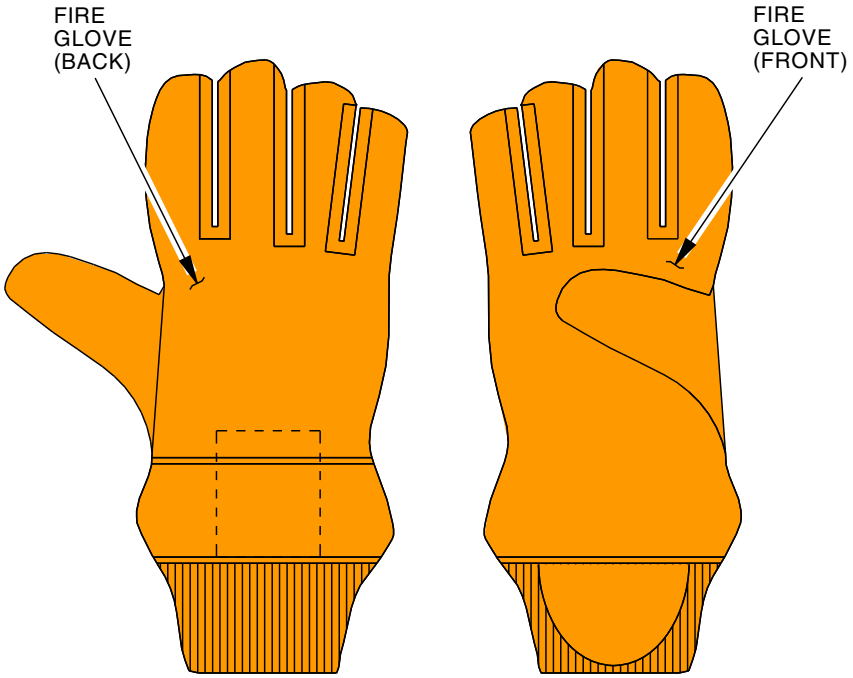
These are examples of the emergency equipment that can be found in the survival kit.

- Aerial flares
- Bailing bucket
- Blanket
- Canopy assembly
- First aid kit
- Flashlight
- Hand pump with adapter
- Sea dye marker
- Signaling mirror
- Survival book
- Utility knife
- Whistle

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE



42D8331
CRASH AXE
(EXAMPLE)



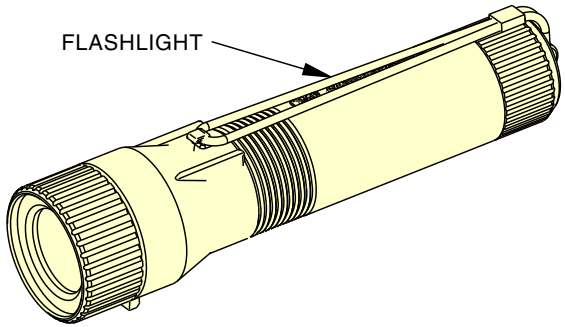
7500
FIRE GLOVES
(EXAMPLE)

NOTE:

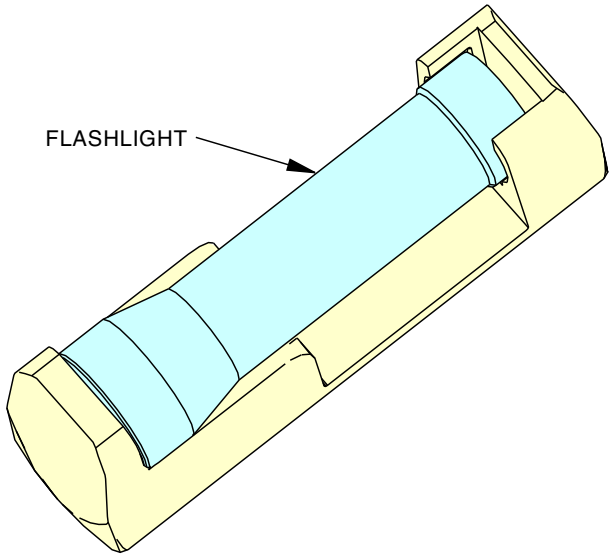
RIGHT GLOVE IS SHOWN, LEFT GLOVE IS EQUIVALENT.

2833848 S0000658420_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE

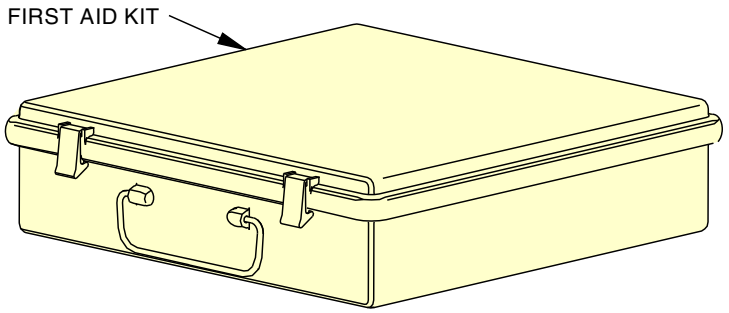


P2-07-0015
FLASHLIGHT
(EXAMPLE)

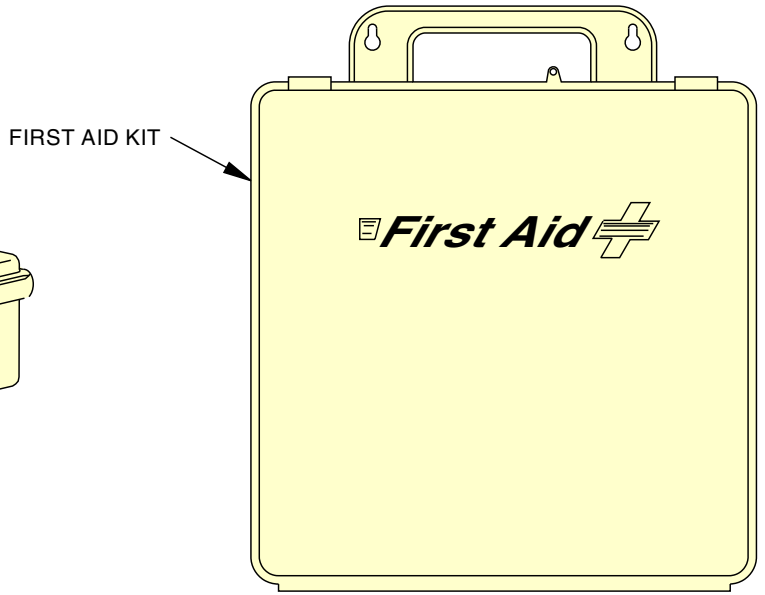


P2-07-0001
FLASHLIGHT
(EXAMPLE)

2833854 S0000658422_V1

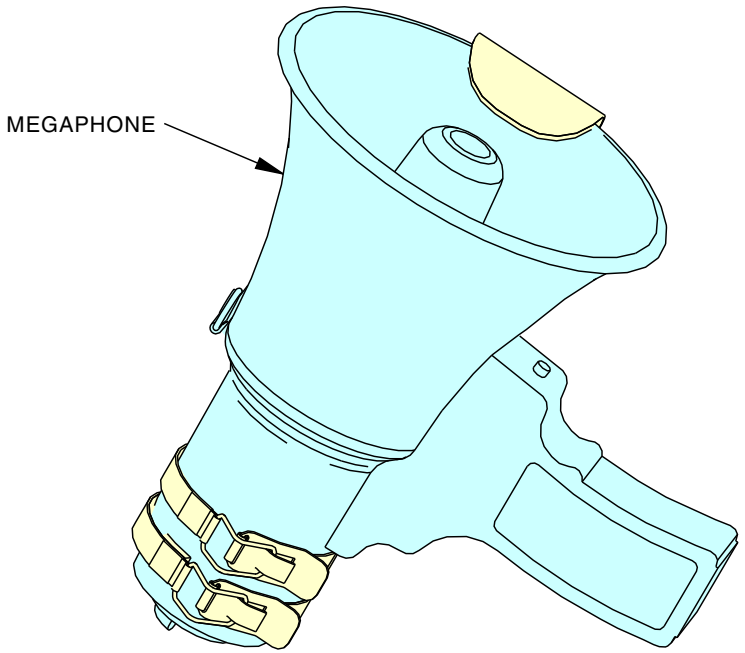


S6-01-0005
FIRST AID KIT
(EXAMPLE)

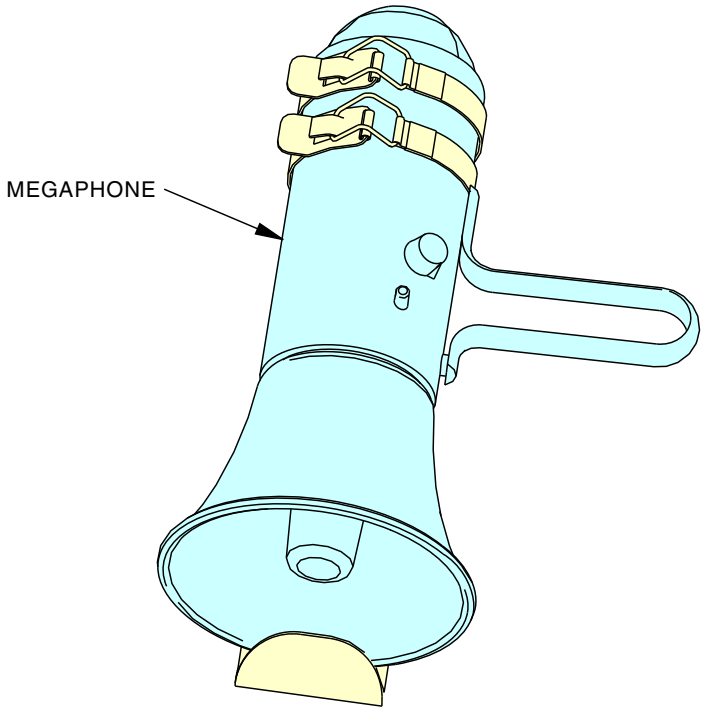


SWI6824PAA
FIRST AID KIT
(EXAMPLE)

2833856 S0000658423_V1



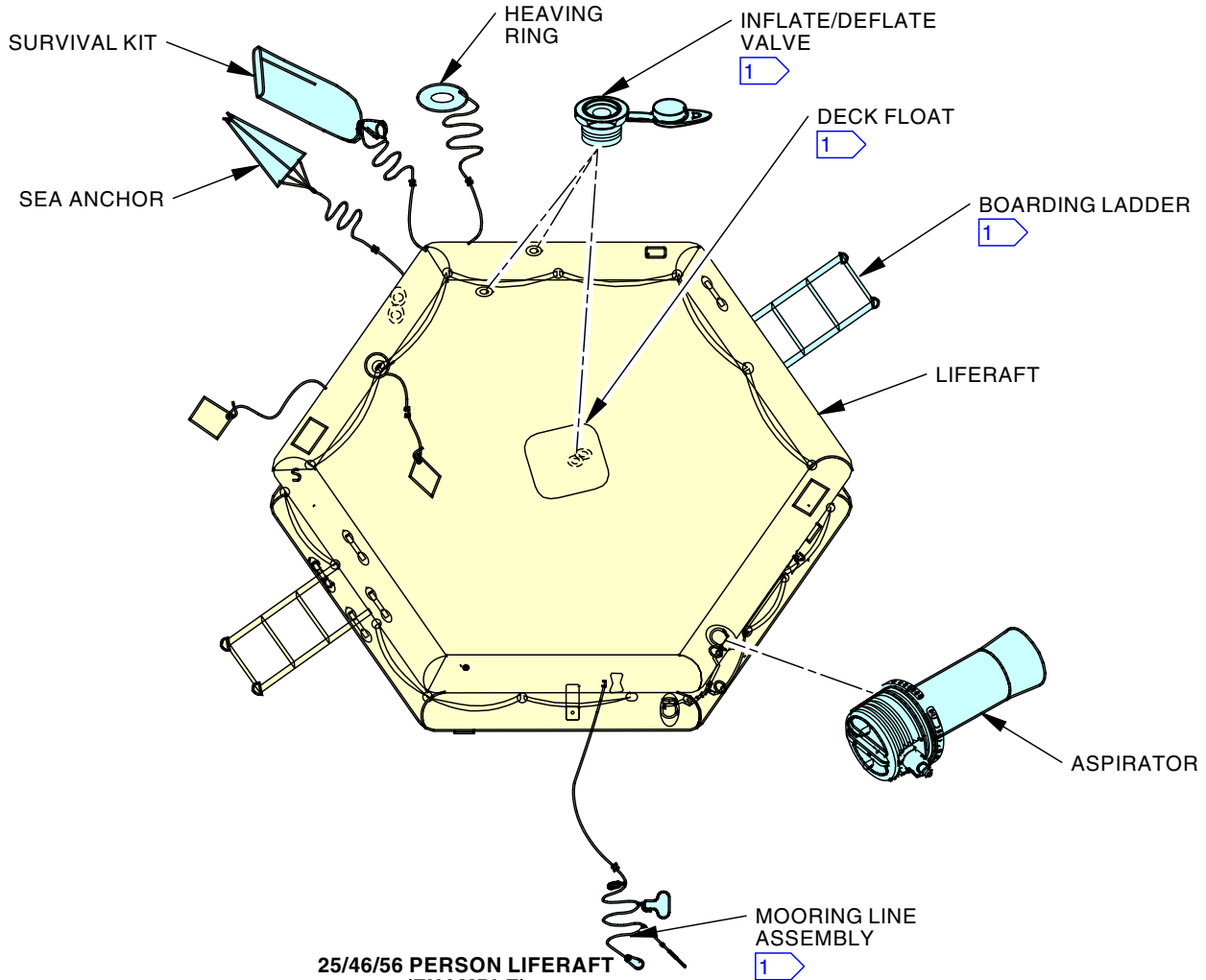
A12SA
MEGAPHONE
(EXAMPLE)



ACR/EM-1A
MEGAPHONE
(EXAMPLE)

2833852 S0000658426_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE

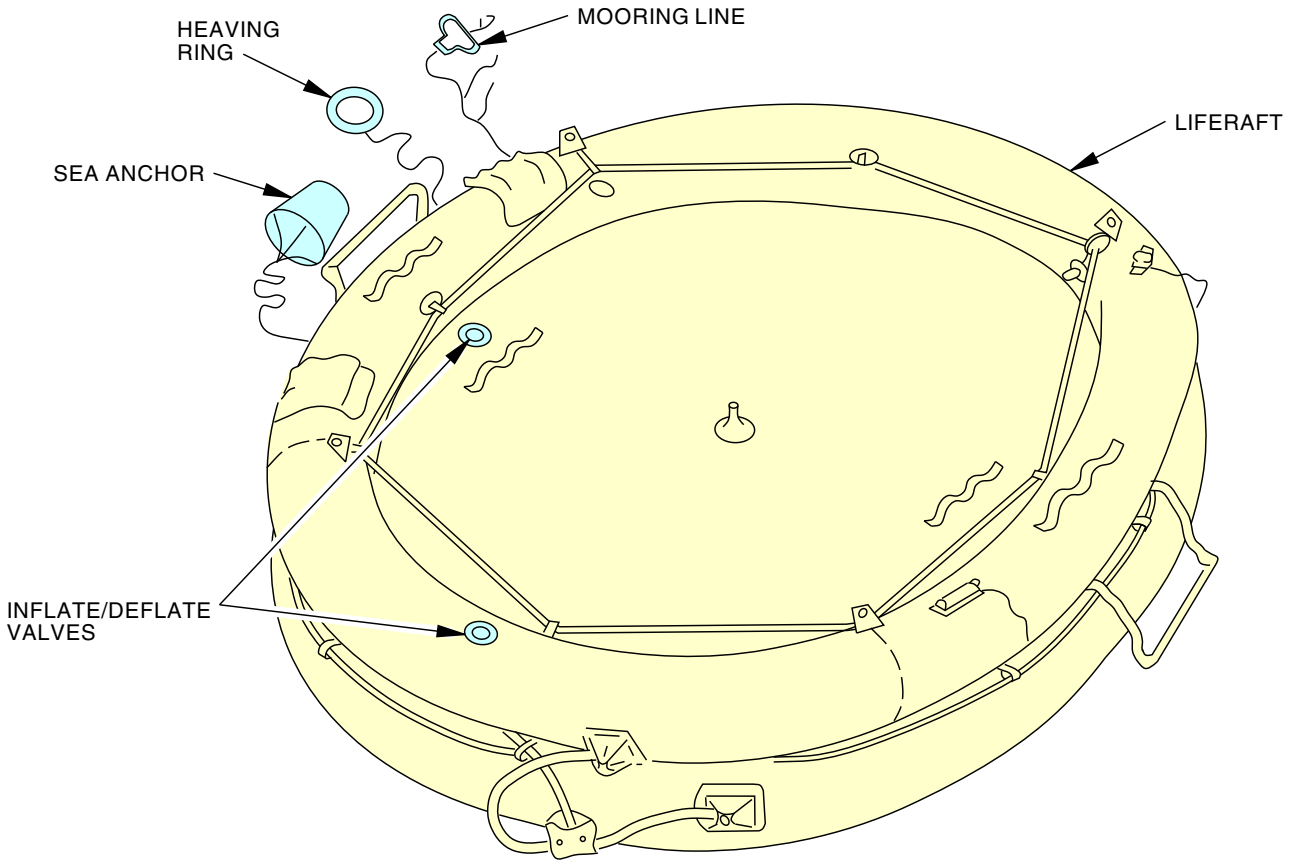


25/46/56 PERSON LIFERAFT (EXAMPLE)

1 MAY NOT BE AVAILABLE ON EVERY MODEL

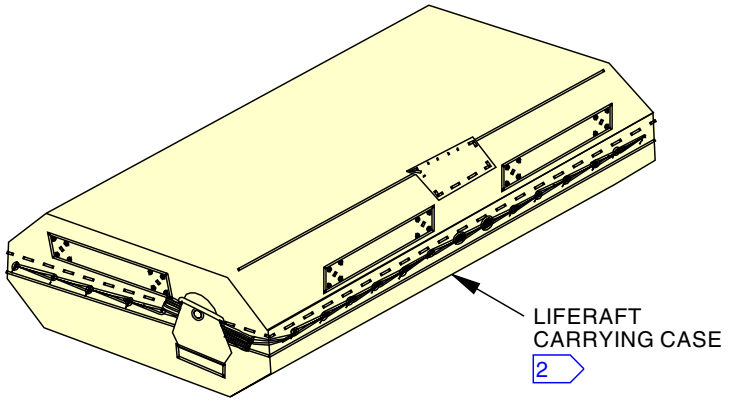
2833858 S0000658428_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE

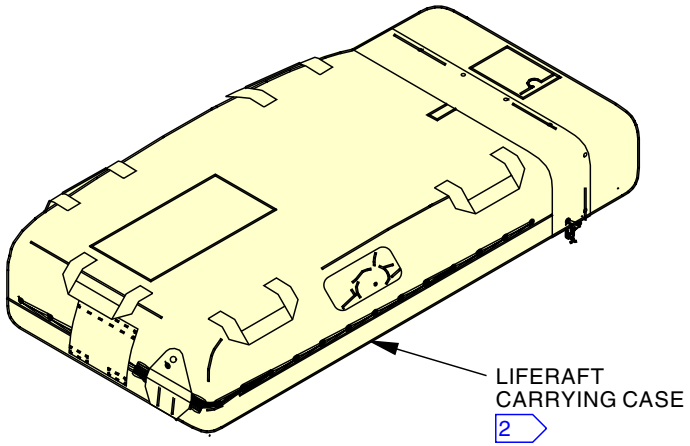


10 PERSON LIFERAFT
(EXAMPLE)

2833860 S0000658429_V1



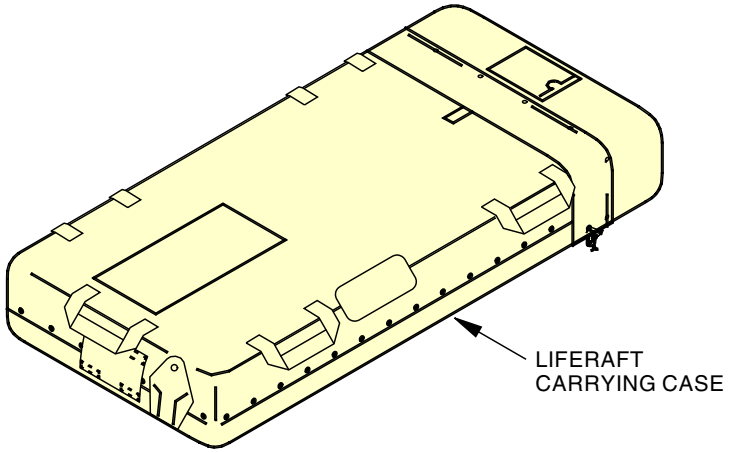
63800
LIFERAFT CARRYING CASE
(EXAMPLE)



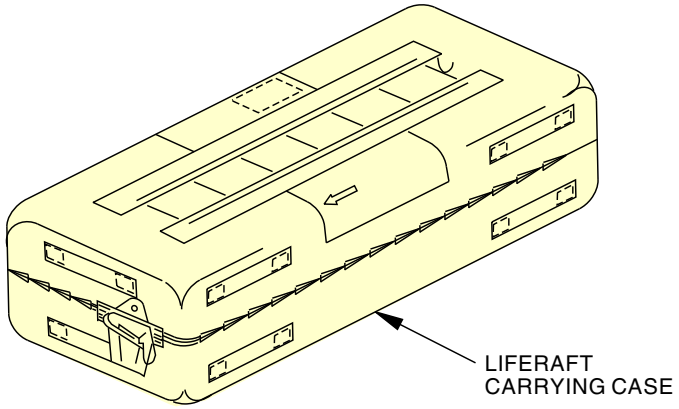
63800
LIFERAFT CARRYING CASE
(EXAMPLE)

2 CARRYING CASE DEPENDENT ON CONFIGURATION OF THE LIFERAFT

2833861 S0000658431_V1



64356
LIFERAFT CARRYING CASE
(EXAMPLE)



65025
LIFERAFT CARRYING CASE
(EXAMPLE)

2833862 S0000658433_V1

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, FLIGHT COMPARTMENT

Physical Description

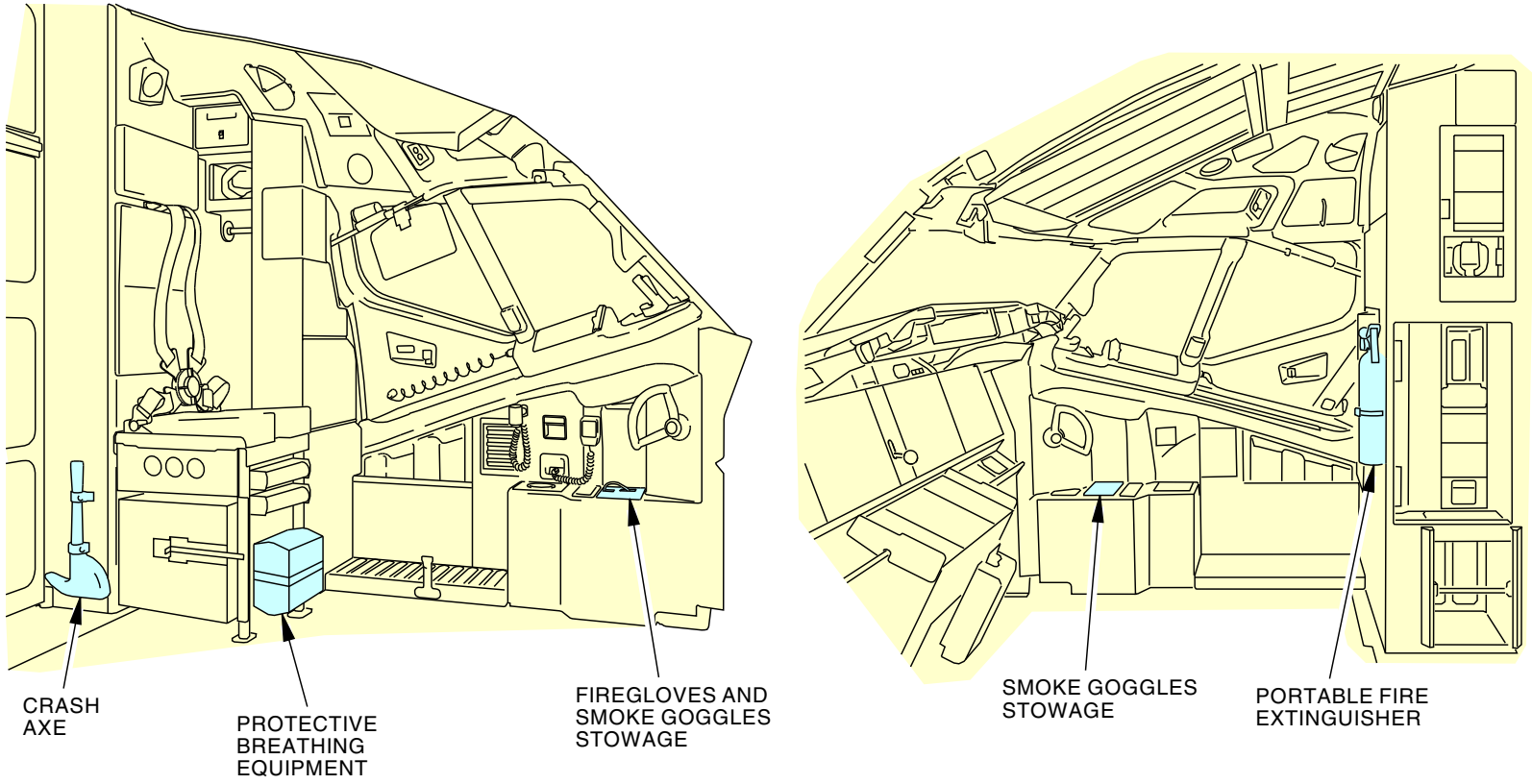
Detachable emergency equipment is located in the flight compartment and passenger compartment.

Flight Compartment

The detachable emergency equipment installed in the flight compartment are as follows:

- Crash axe
- Oxygen mask and smoke goggles (complete provisions)
- Gloves (fire) (stowage provisions)
- Life vests (complete provisions for four vests)
- Flashlights (provisions for two)
- Protective breathing equipment
- Medical Kit
- Portable fire extinguisher

The stanchion at the second observer station has space provisions for flashlights and protective breathing equipment. There is also space for protective breathing equipment in the flight deck closet. The airline will determine the emergency equipment installation requirements.



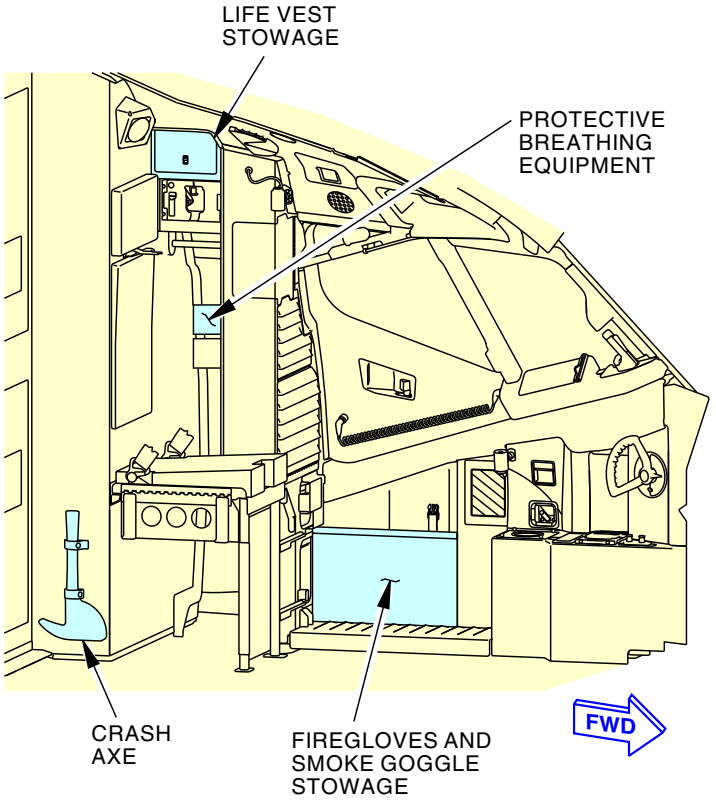
FLIGHT COMPARTMENT - LEFT SIDE (EXAMPLE)

FLIGHT COMPARTMENT - RIGHT SIDE (EXAMPLE)

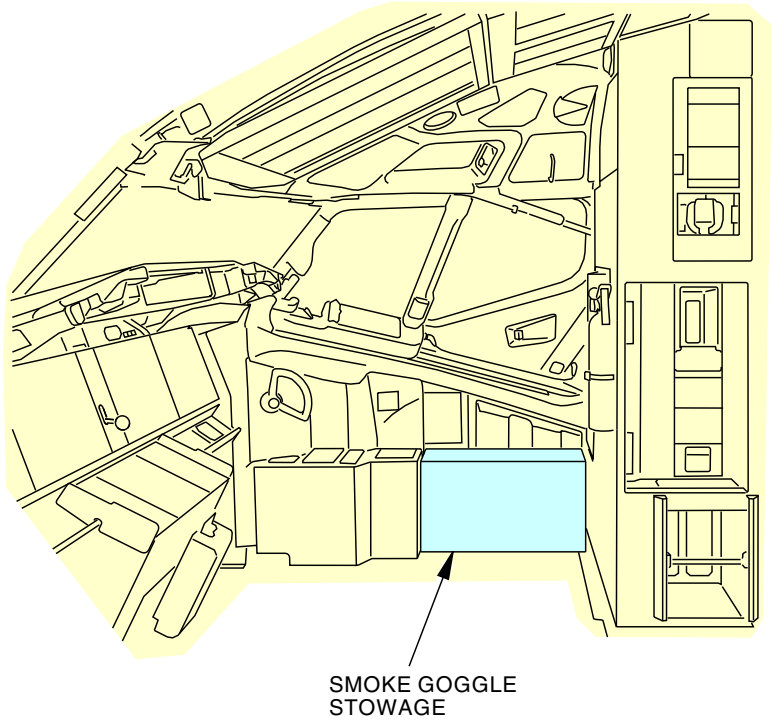
2368916 S00061518402_V3

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, FLIGHT COMPARTMENT

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, FLIGHT COMPARTMENT



FLIGHT COMPARTMENT - LEFT SIDE (EXAMPLE)



FLIGHT COMPARTMENT - RIGHT SIDE (EXAMPLE)

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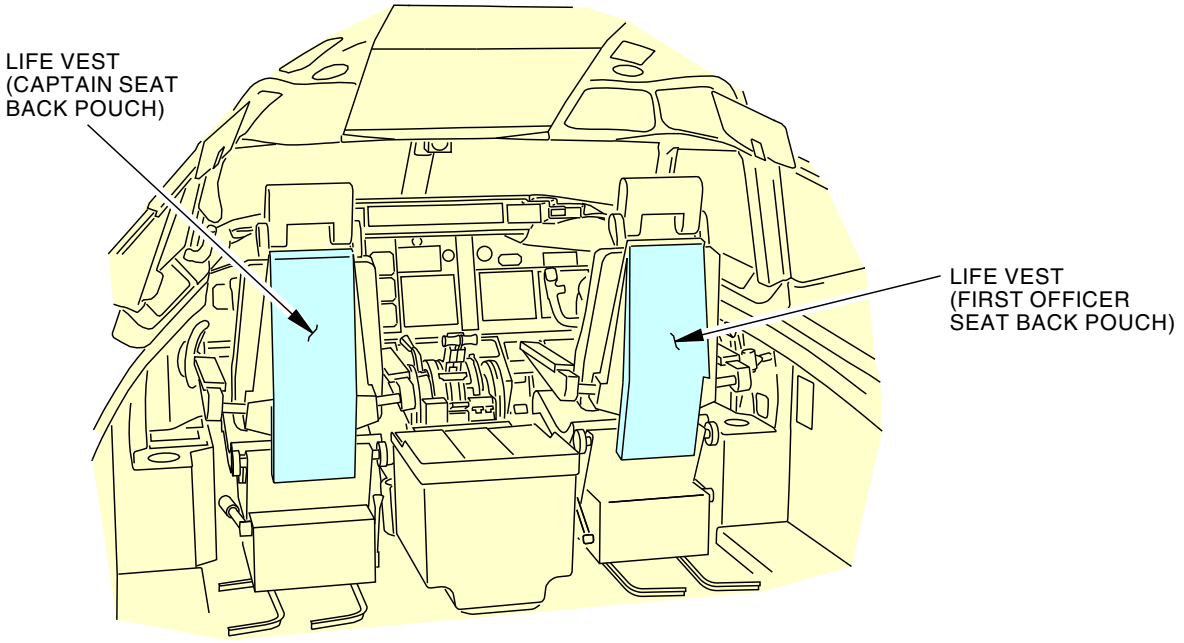
EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, FLIGHT COMPARTMENT



**FLIGHT COMPARTMENT
(EXAMPLE)**

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, FLIGHT COMPARTMENT

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, PASSENGER COMPARTMENT

Purpose

The emergency equipment installed in the passenger compartment will help the passengers in an emergency.

Passenger Compartment Emergency Equipment

The items, quantities and arrangement of the equipment will be in accordance with the customer's interior arrangement. Refer to your Operation's manual.

The detachable emergency equipment in the passenger compartment includes the items that follow:

- Medical/First aid kits
- Megaphones
- Portable ELT
- Life vests (per requirement)
- Flashlights
- Portable Breathing Equipment (PBE) (smoke hoods)
- Seat belt extensions
- Spare seat belts
- Fire extinguisher
- Life Rafts
- Gloves (fire)
- Portable oxygen cylinders.

There are two megaphones in the passenger compartment.

Stowage provisions are provided and life vests installed per requirement.

Provisions are provided for installation of flashlights with holders in the passenger compartment.

There are additional detachable emergency equipment that can be installed in the passenger compartment.

Portable ELT's are stowed in a closet stow unit or overhead stowage box.

The emergency equipment requirement depends on the route flown. Refer to your Operation's manual and regulations for the minimum amount of emergency equipment required.

Location

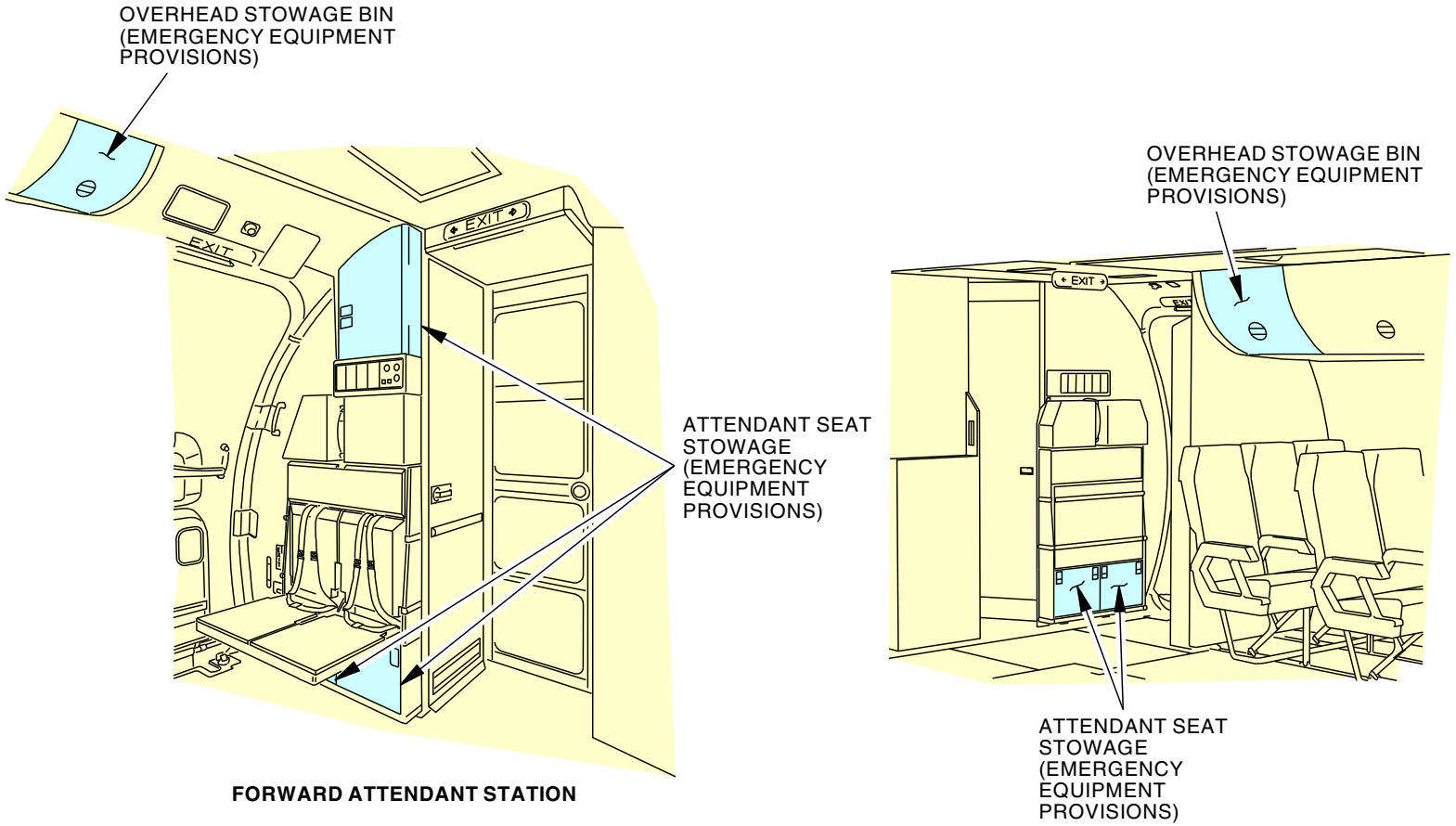
See your operations manual to determine the types, quantity, and locations of the emergency equipment.

Placards on the airplane identify the locations of emergency equipment.

The possible locations are:

- Under attendant seats
- Overhead stowage bins.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, PASSENGER COMPARTMENT



FORWARD ATTENDANT STATION

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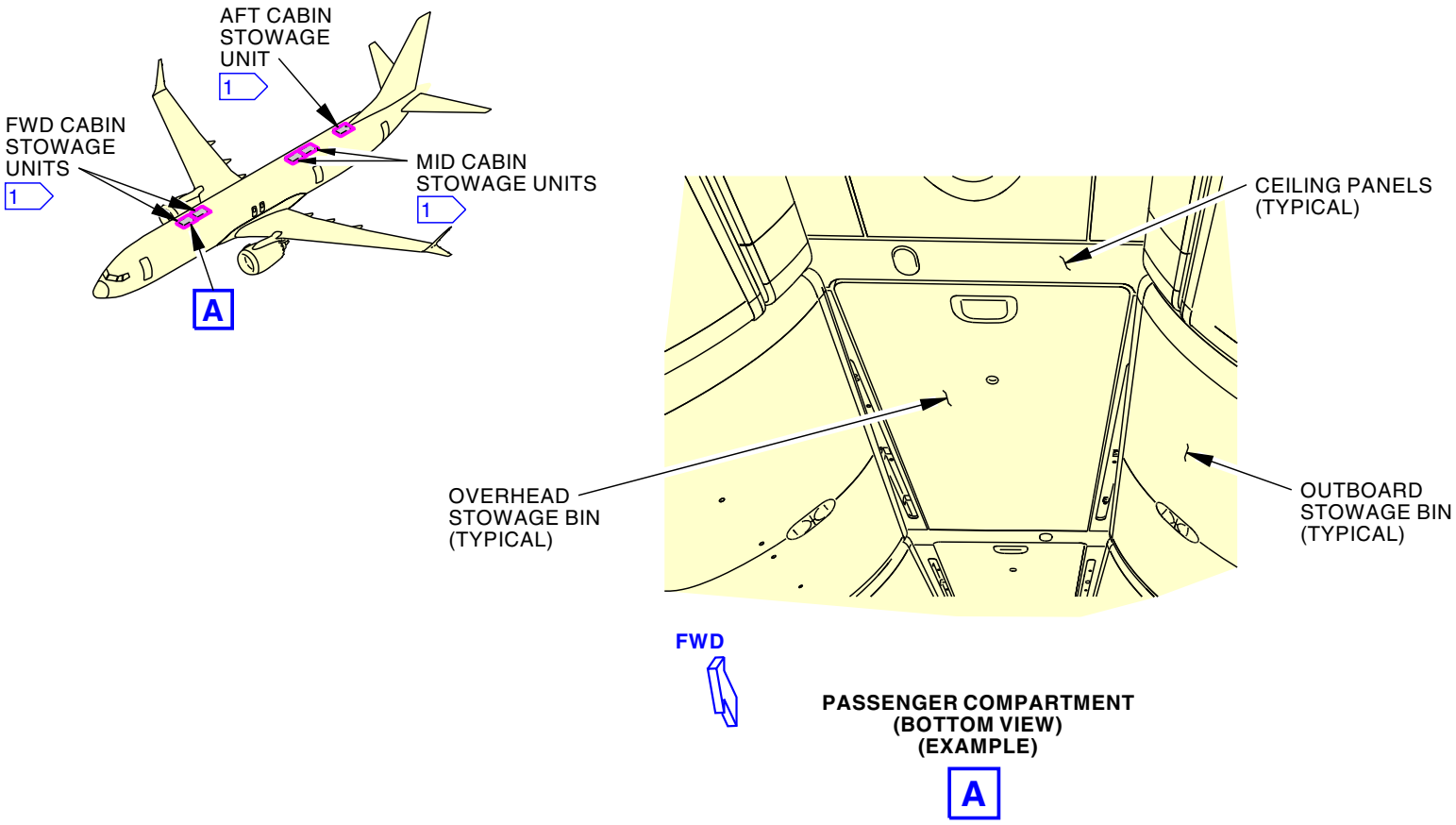
EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, PASSENGER COMPARTMENT

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, PASSENGER COMPARTMENT



NOTE:

FORWARD CABIN OVERHEAD STOWAGE UNIT IS SHOWN, MID AND AFT CABIN UNITS ARE EQUIVALENT.

1 IF INSTALLED

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - DETACHABLE, PASSENGER COMPARTMENT

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDES

Purpose

The escape slides help passengers and flight crew exit the airplane in an emergency. The escape slides can be disconnected from the airplane and used as flotation devices if the airplane lands on water.

Physical Description

An escape slide is installed on the lower inboard face of each entry and service door. The escape slides are automatically inflated when the slide is armed and the door is opened.

The escape slides are made of neoprene-coated nylon fabric with an aluminum coating that provides protection from the effects of radiant heat. The sliding surface is a high strength, urethane-coated, nylon fabric.

Each escape slide is packed in a valise and stowed in a compartment on the exit door.

The escape slide raft has a lighting system that puts light on the slide and the ground during night evacuation. The lighting system operates with battery power that has a series of lights installed on the end of the escape slide body.

The escape slides have quick-release girts that release the escape slide from the airplane. If the airplane lands on water the escape slide is released from the airplane and can be used as a flotation device.

Each escape slide assembly has these parts:

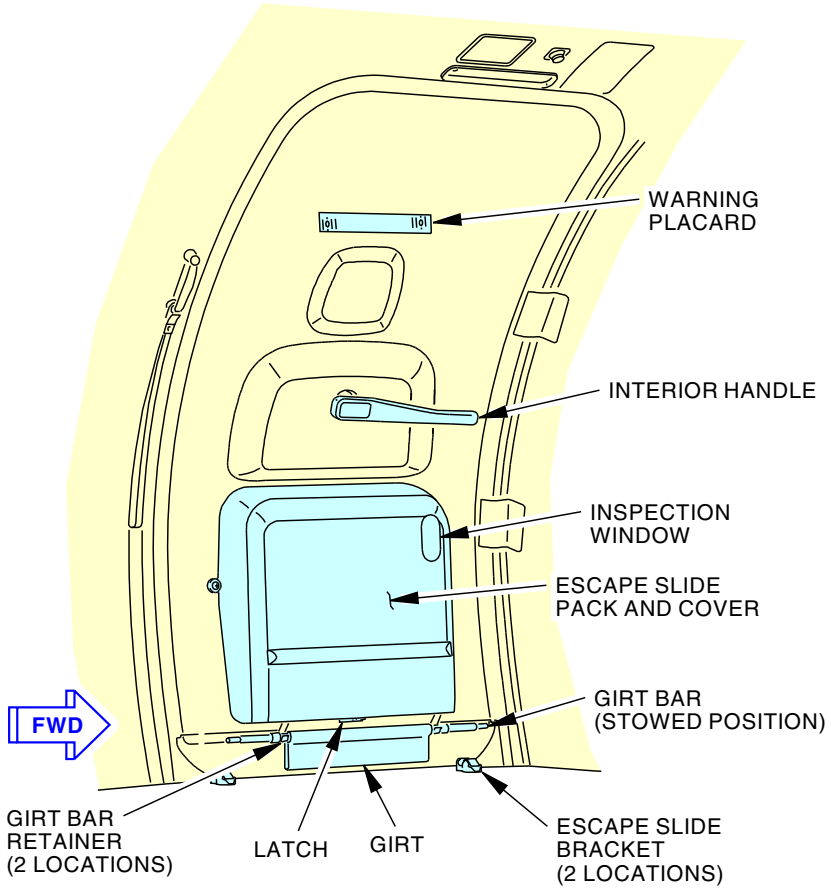
- Escape slide compartment
- Escape slide pack
- Floor brackets (two total).
- Mooring line with a frangible link
- Lifelines
- Red hand grips.

The escape slide compartment holds the slide pack in the stowed position and opens when the slide is armed and opened.

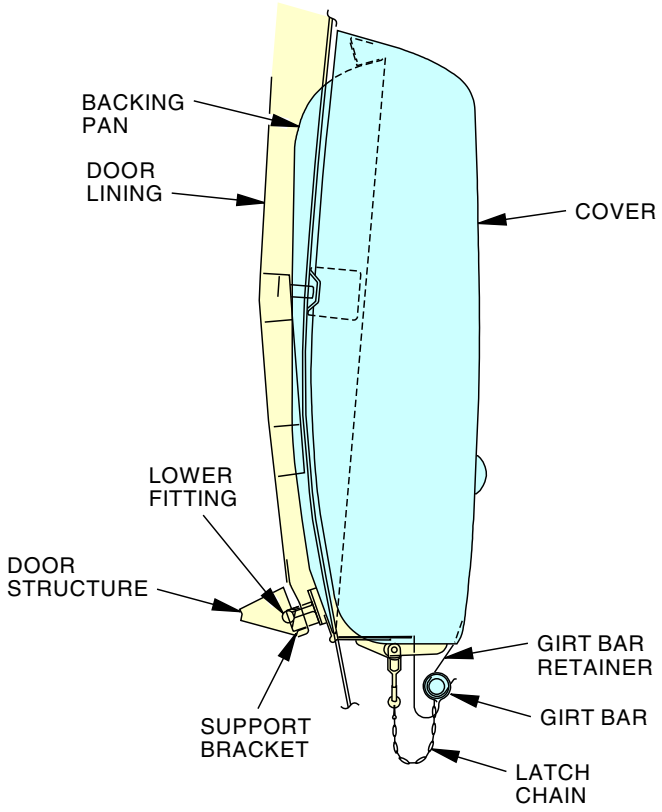
The floor brackets are installed at the forward and aft ends of the doorway, inboard of the door sill.

Location

An escape slide is installed on the lower inboard face of each entry and service door.



ENTRY/SERVICE DOOR (EXAMPLE)



ESCAPE SLIDE COMPARTMENT

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE OPERATION

Operation

For the entry and service doors, remove the girt bar from the stowage hooks on the door and install it in the floor brackets to arm the escape slide.

Open the door as usual but do not hesitate until it is fully open.

The girt strap will extend while you open the door.

As you open the door, the girt latch assembly will let the slide pack fall out of the slide cover.

As the slide pack falls, it will start the slide inflation.

The escape slide will fully inflate in approximately six seconds.

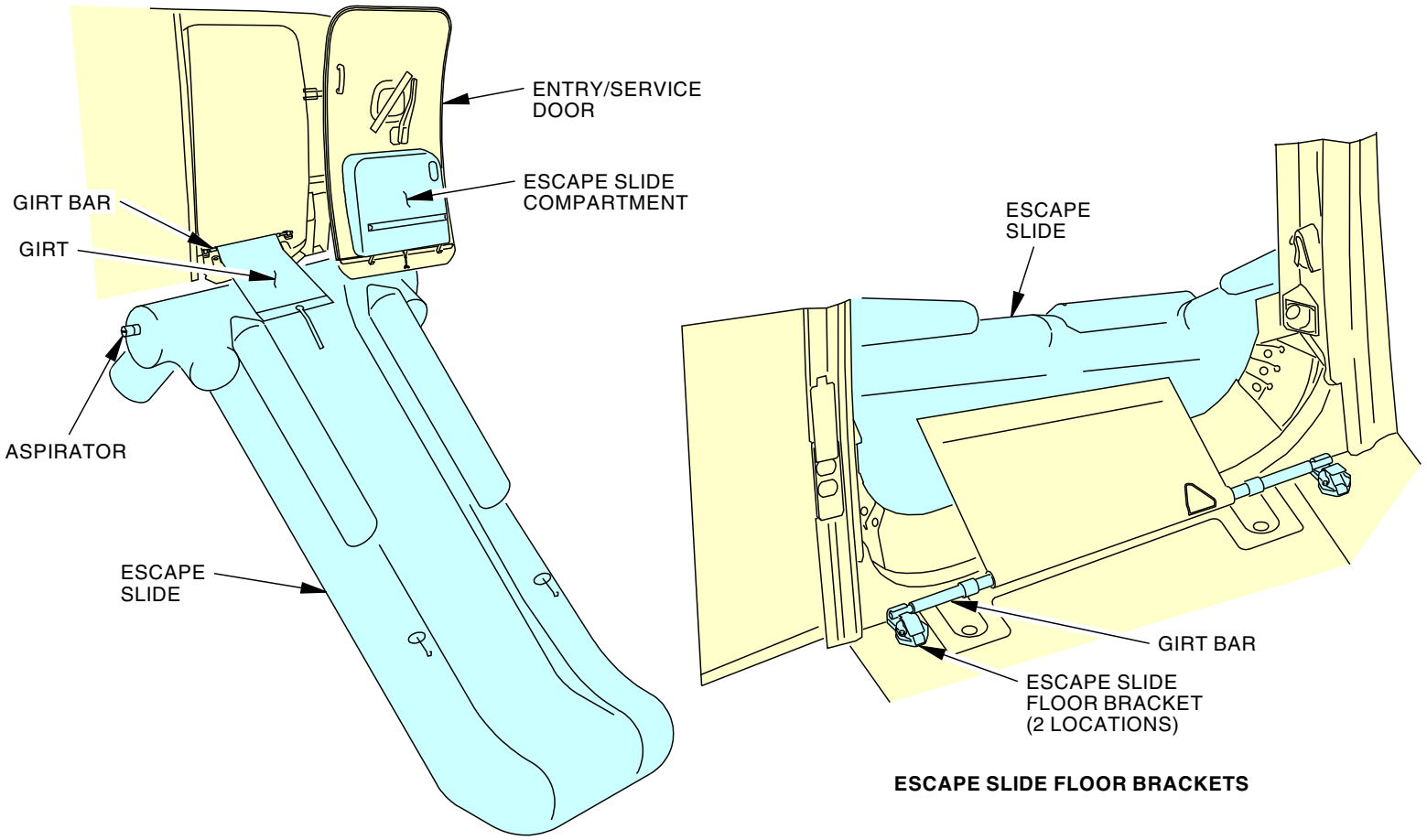
If the escape slide does not inflate automatically, pull the inflation handle sharply to inflate the escape slide manually.

To remove the escape slide from the airplane, lift the cover flap and pull the girt release handle.

The escape slide will remain connected to the airplane by the mooring line until the line is released, cut, or the frangible link breaks under load.

Activation of the lighting system is automatic during inflation of the slide.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE OPERATION



ESCAPE SLIDE (INFLATED VIEW) (EXAMPLE

ESCAPE SLIDE FLOOR BRACKETS

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE OPERATION

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE COMPARTMENT/PACK

Purpose

The escape slide compartment stores the escape slide pack and components. When deployed and inflated, the escape system extends from the threshold of the entry/service door to the ground or water. The mode selector lever installed on the inner side of the door controls the operation of the escape slide assembly.

Escape Slide Compartment

The escape slide compartment is made of a crushed-core composite with a decorative stain-resistant cover. The escape slide compartment has these components:

- Cover (with inspection window)
- Backing pan
- Rubstrip
- Latch assembly

The escape slide cover protects the escape slide and has an inspection window to view the inflation cylinder pressure gage.

The backing pan attaches the escape slide compartment to the entry/service door structure.

The rubstrip is installed on the front of the escape slide cover that protects the escape slide cover from damage.

The latch assembly and latch stop are attached to the slide pack at the top of the door The latch assembly keeps the escape slide compartment in the closed position when not in use.

Escape Slide Pack

The escape slide pack has these parts:

- Escape slide
- Escape slide valise
- Inflation cylinder with pressure gage
- Inflation cable
- Battery
- Girt
- Girt bar

The escape slide valise is a protective cover that keeps the escape slide in the stowed position. When the escape slide valise opens the escape slide deploys.

Tension on the inflation cable opens the inflation valve. When the inflation valve opens, high pressure air from the inflation cylinder and aspirator inflates the escape slide.

The battery powers the lighting system on the escape slide when the escape slide is deployed. The lighting system has three primary components, a LED harness, a battery pack, and a light activation lanyard.

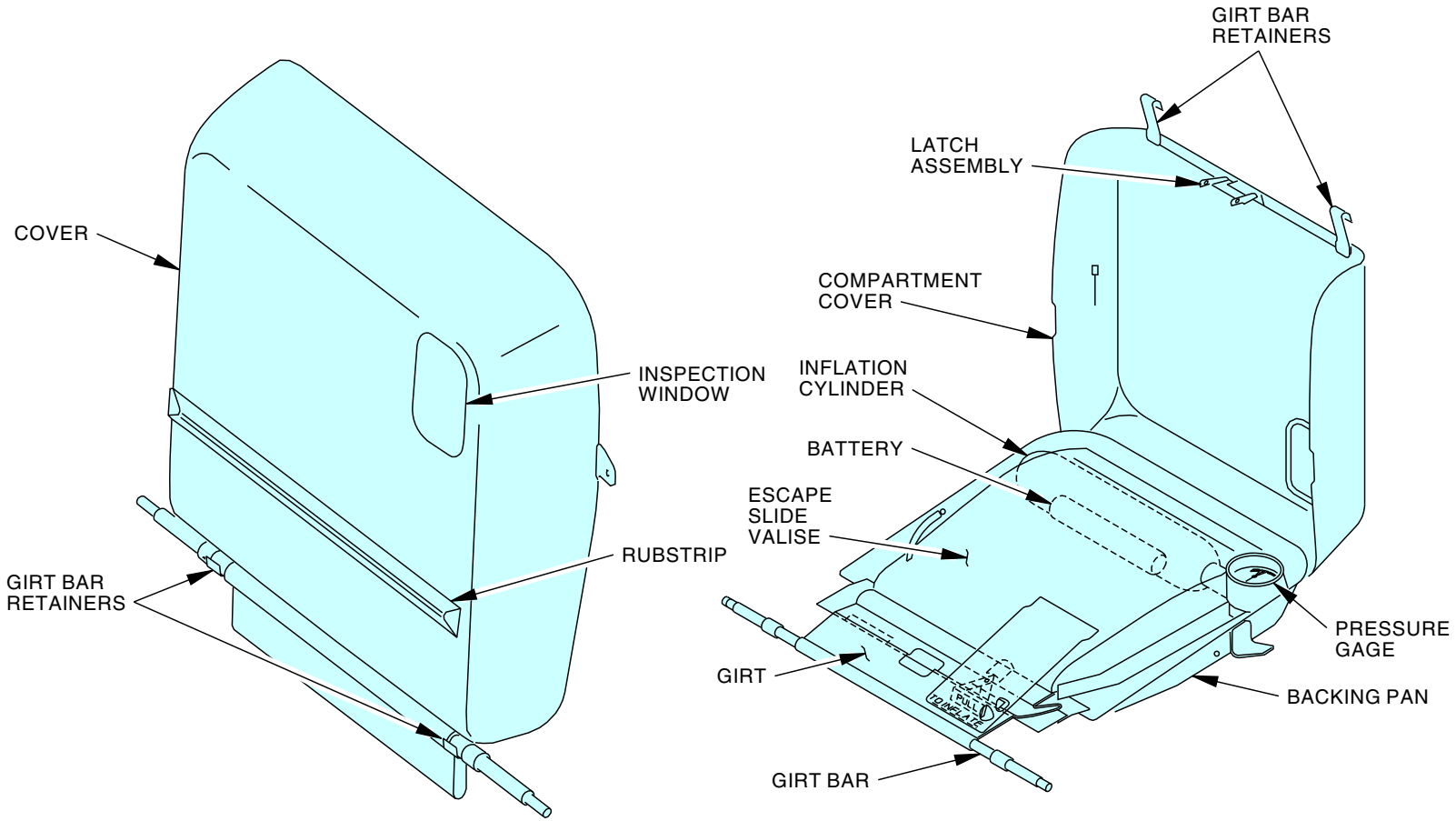
Girt Bar Mechanism

The girt bar is attached to the slide and holds the escape slide on the forward/service door exit sill during and after slide deployment. There are girt bar locks on each end of the girt bar that lock the girt bar to the floor brackets.

The mode selector lever engages the girt bar locks to the girt bar lift mechanism. When the mode selector lever is in the MANUAL position the door is unlatched, the lower gate lifts the girt bar from the airplane floor which prevents the escape slide from deploying (unarmed).

The girt bar attaches the girt to the girt bar mechanism that holds the escape slide to the airplane structure during and after deployment. The girt bar mechanism moves the girt bar locks to the MANUAL or AUTOMATIC positions through the mode selector switch installed on the door.. When the mode selector switch is in MANUAL position the girt bar mechanism moves the girt bar locks into the girt bar lifter (not armed). When the mode selector is in the AUTOMATIC position the girt bar mechanism moves the girt bar locks into the floor brackets (armed). When the mode selector lever is in the AUTOMATIC position and the door opens, the escape slide deploys.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE COMPARTMENT/PACK



ESCAPE SLIDE COMPARTMENT

ESCAPE SLIDE PACK

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE COMPARTMENT/PACK

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE INFLATION CYLINDER

Purpose

The inflation cylinder provides high-pressure air that inflates the escape slide. When the escape slide is deployed the inflation cylinder pressure inflates the escape slide in six seconds .The volume and pressure of the air is sufficient to inflate the escape slide within six seconds.

Functional Description

The escape slide automatically inflates when the pack is released. As the pack falls below the door, the inflation cable, which is connected to the inflation cylinder regulator, releases gas pressure from the inflation cylinder. Gas flows from the inflation cylinder, through hoses, to aspirators on the escape slide. The aspirators pull in ambient air to help inflate the escape slide, along with the gas from the inflation cylinder.

The inflation cylinder holds a mixture of carbon dioxide and nitrogen at 3000 psig (6108 in/Hg). An indicator shows the pressure in the cylinder. A pressure relief valve protects the cylinder from too much pressure. The relief valve opens at 4500 psig (9162 in/Hg). A fusible plug protects the inflation cylinder from high temperatures. The plug opens at a temperature of 174°F (79°C).

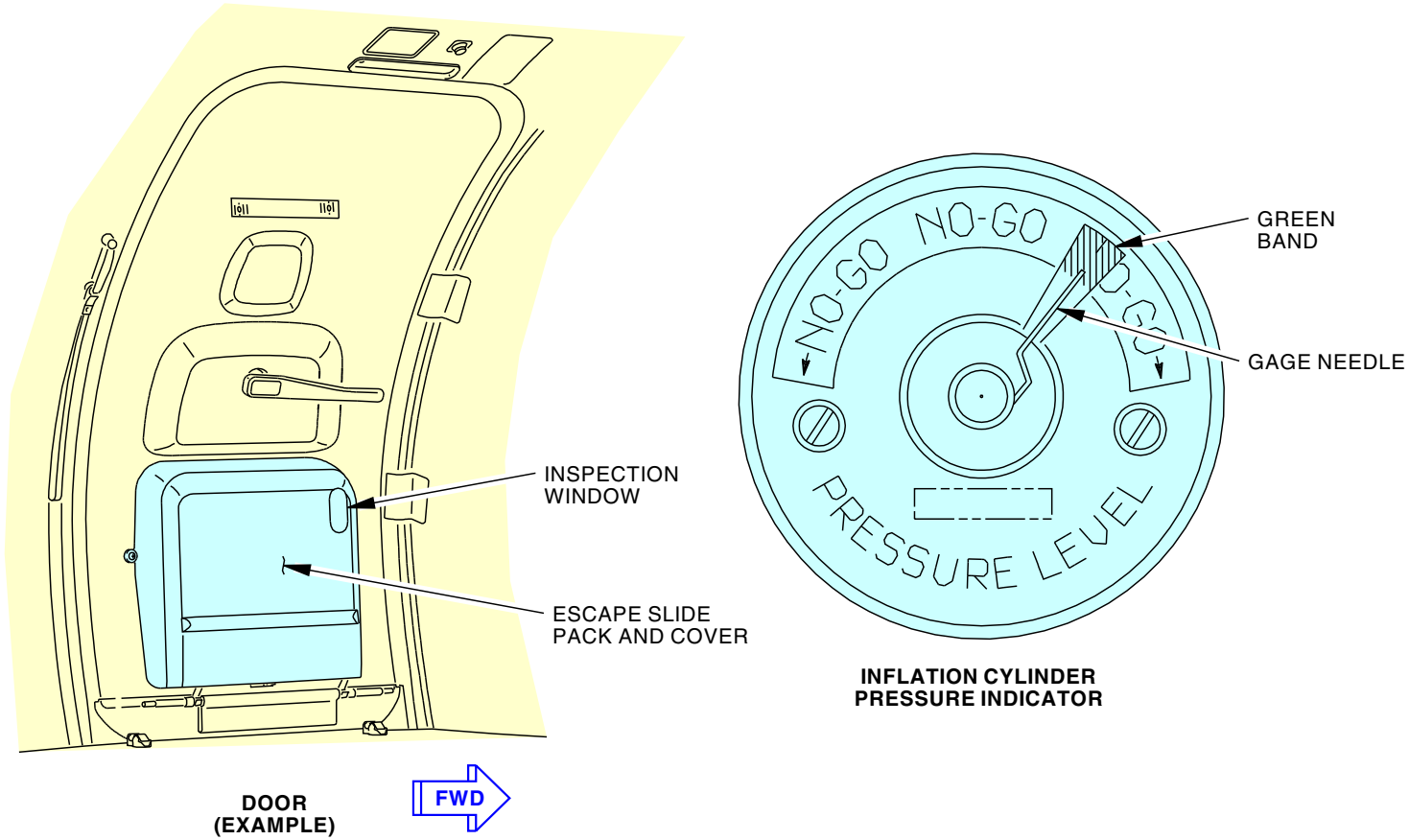
Tension on the inflation cable turns the inflation valve to the open position. An internal pressure regulator decreases the pressure to 550 psig (1120 in/Hg). Gas flows through the hose, check valve, and aspirator nozzle. It then goes into the slide air chambers.

The gas flow through the aspirator nozzle creates a Venturi effect in the aspirator. The flapper valve opens and ambient air flows through the aspirator to help inflate the slide.

When the pressure inside the slide is a specified value, the flapper valve closes. Gas continues to flow from the cylinder into the slide raft. When the slide is at the correct operating pressure (2.75 psig (5.60 in/Hg)), a relief valve opens to prevent over-pressurization.

If the escape system does not inflate automatically, pull the manual inflation handle on the girt to inflate the escape slide.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE INFLATION CYLINDER



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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE INFLATION CYLINDER

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE BATTERY

Purpose

The battery supplies power to the escape slide lighting system that puts a light source on the escape slide and the ground.

Physical Description

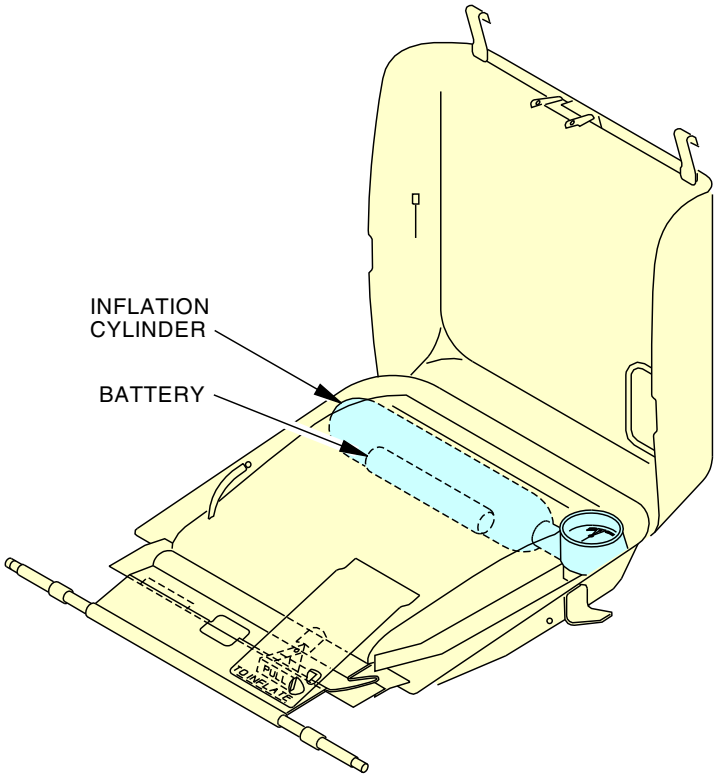
The escape slide lighting system has three primary components, a LED harness, a battery pack and a light activation lanyard harness. The battery pack has these components:

- Battery
- Lanyard
- Lanyard pin
- Battery leads
- Test connector.

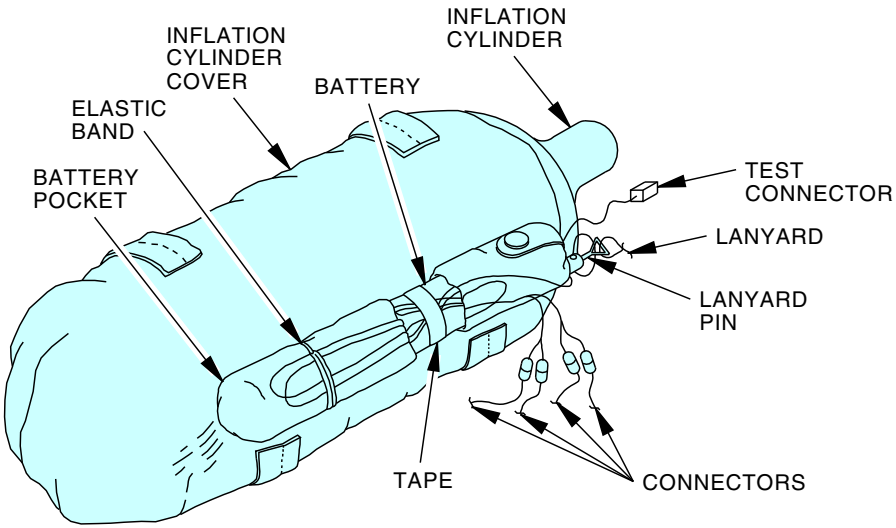
The escape slide battery pack is installed in a battery pocket near the inflation reservoir.

When the escape slide is deployed the light system automatically comes on. The lights are activated when the battery pack lanyard and lanyard pin are pulled from the battery pack during the inflation sequence.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE BATTERY



ESCAPE SLIDE PACK



ESCAPE SLIDE BATTERY

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE BATTERY

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PC POWER SYSTEM (FLIGHT COMPARTMENT) - INTRODUCTION

General

The PC Power System (Flight Compartment) provides 110 VAC/60Hz and 5VDC/2.1A combined electrical power for use by the flight crew. The interface to the PC Power System (Flight Compartment) is through three outlets installed in the flight compartment. A flight crew member connects a laptop or Personal Electronic Device (PED) to the outlet.

The PC Power System (Flight Compartment) receives 115VAC/400 Hz aircraft power and coverts it to 110 VAC/60 Hz and 5VDC/2.1A combined electrical power for flight crew use.

The PC Power System (Flight Compartment) has the following components:

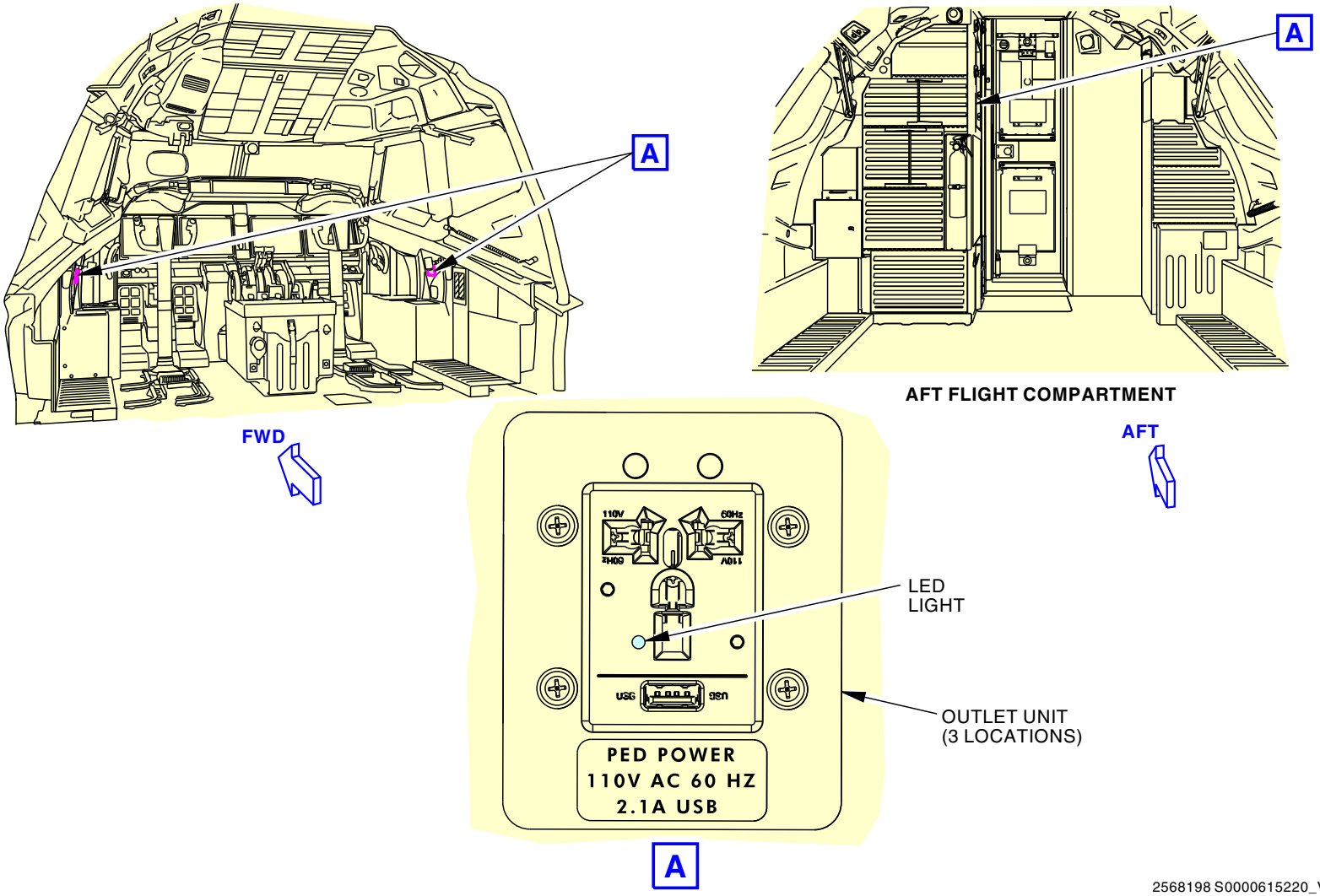
- In-Seat Power Supply (ISPS)
- Configuration Module (CM)
- AC/USB Outlet Unit

Component Location

Three AC/USB Outlet Unit is installed in the flight compartment. The AC/USB Outlet Unit is installed at the Captain's sidewall panel, First Officer's sidewall panel, and at the P61 Maintenance/BITE panel.

The ISPS is installed in the Electrical and Electronics (EE) compartment.

PC POWER SYSTEM (FLIGHT COMPARTMENT) - INTRODUCTION



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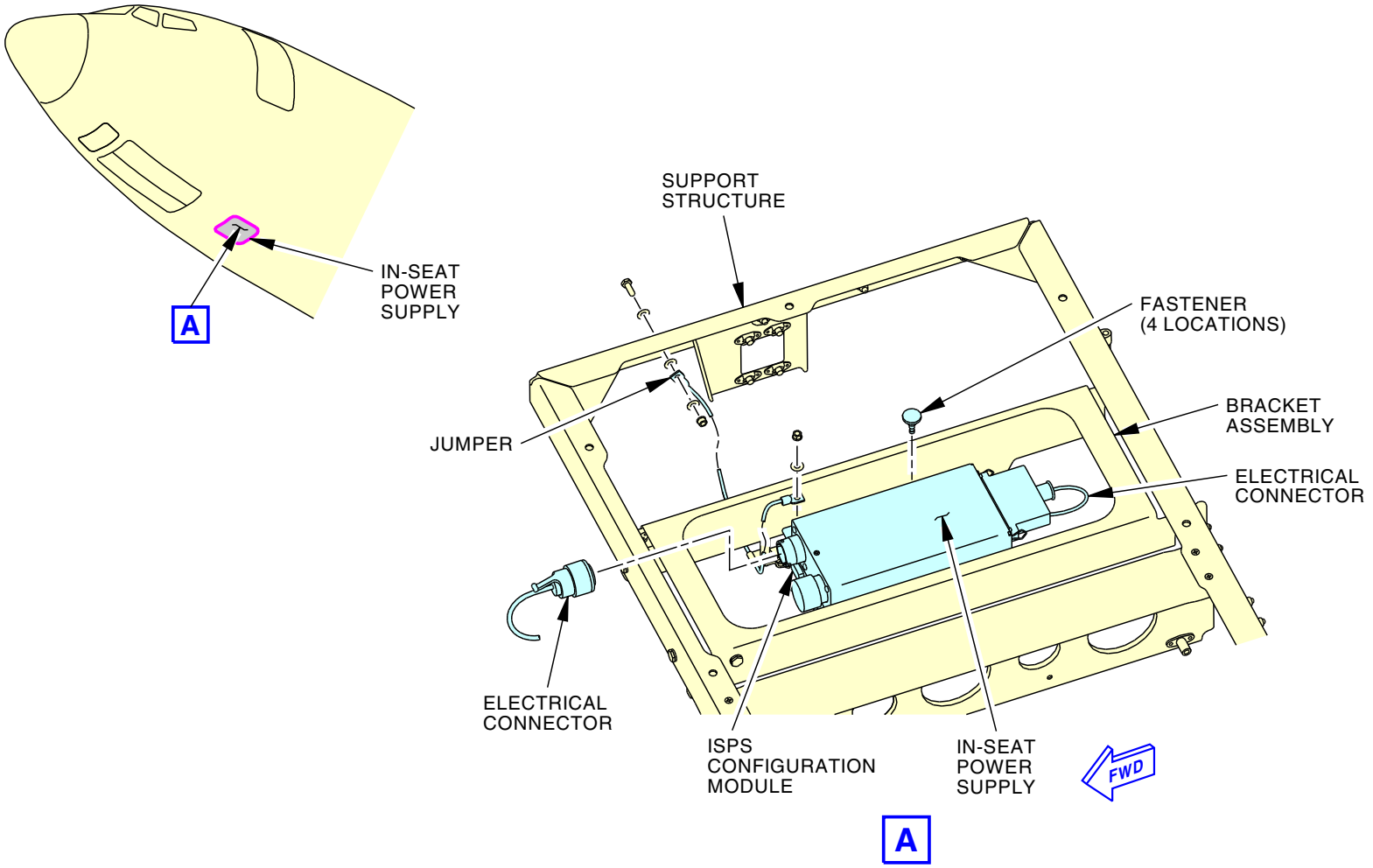
PC POWER SYSTEM (FLIGHT COMPARTMENT) - COMPONENT LOCATION

PC POWER SYSTEM (FLIGHT COMPARTMENT) - INTRODUCTION



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PC POWER SYSTEM (FLIGHT COMPARTMENT) - COMPONENT LOCATION

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PC POWER SYSTEM (FLIGHT COMPARTMENT) - IN-SEAT POWER SUPPLY - GENERAL DESCRIPTION

General

The In-Seat Power Supply (ISPS) supplies power to operate a laptop computer or Personal Electronic Device (PED) to recharge its battery.

The ISPS is a rectangular box with connectors for input and output power. The ISPS can provide power to the AC/USB Outlet Unit.

The ISPS is installed in the Electrical and Electronics (EE) compartment. There are four fasteners that hold the ISPS in place.

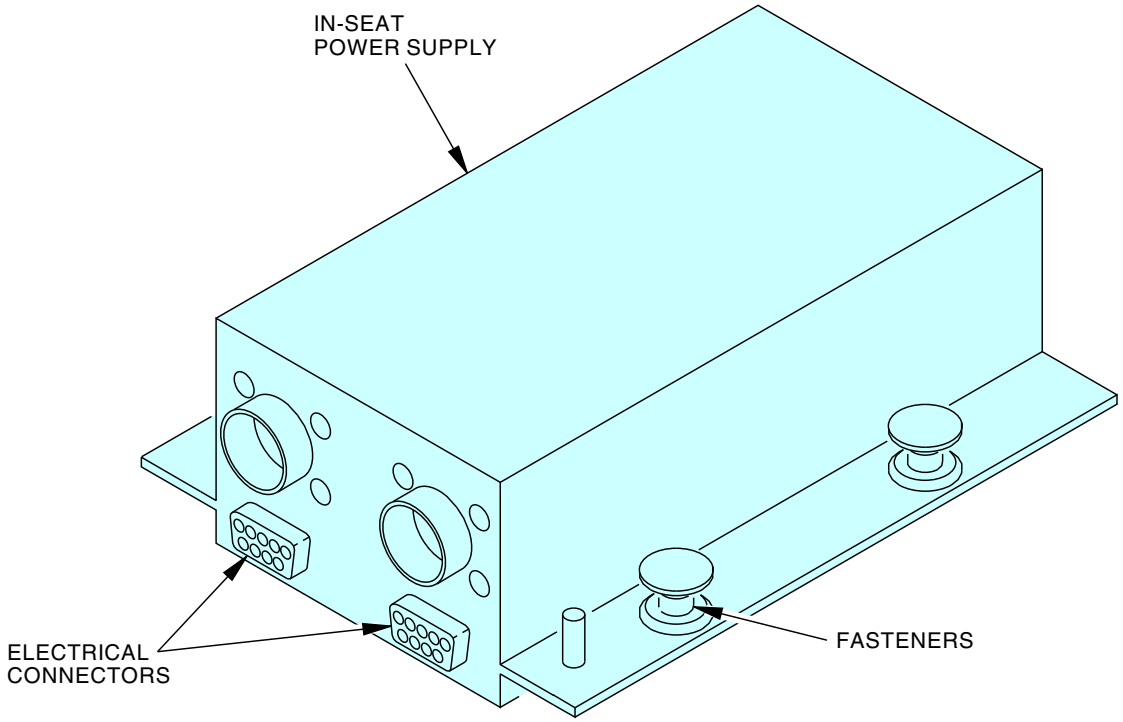
Functional Description

The ISPS monitors power output load and provides automatic shutoff in case of over-current, over-voltage, under-voltage, and Ground Fault Interrupt (GFI) fault.

The ISPS provides Electro-Magnetic Interference (EMI) filtering.

The ISPS provides system availability by using the Light Emitting Diode (LED) on the AC/USB Outlet Unit.

The ISPS provides Built-In-Test (BIT) at power-on. The internal housekeeping power supplies input control and GFI TRIP signals are monitored for status. If BIT senses a failure of internal voltages or if the GFI circuitry reports a fault, the outputs are latched off and the FAULT output is active until power is cycled.



IN-SEAT POWER SUPPLY
(EXAMPLE)

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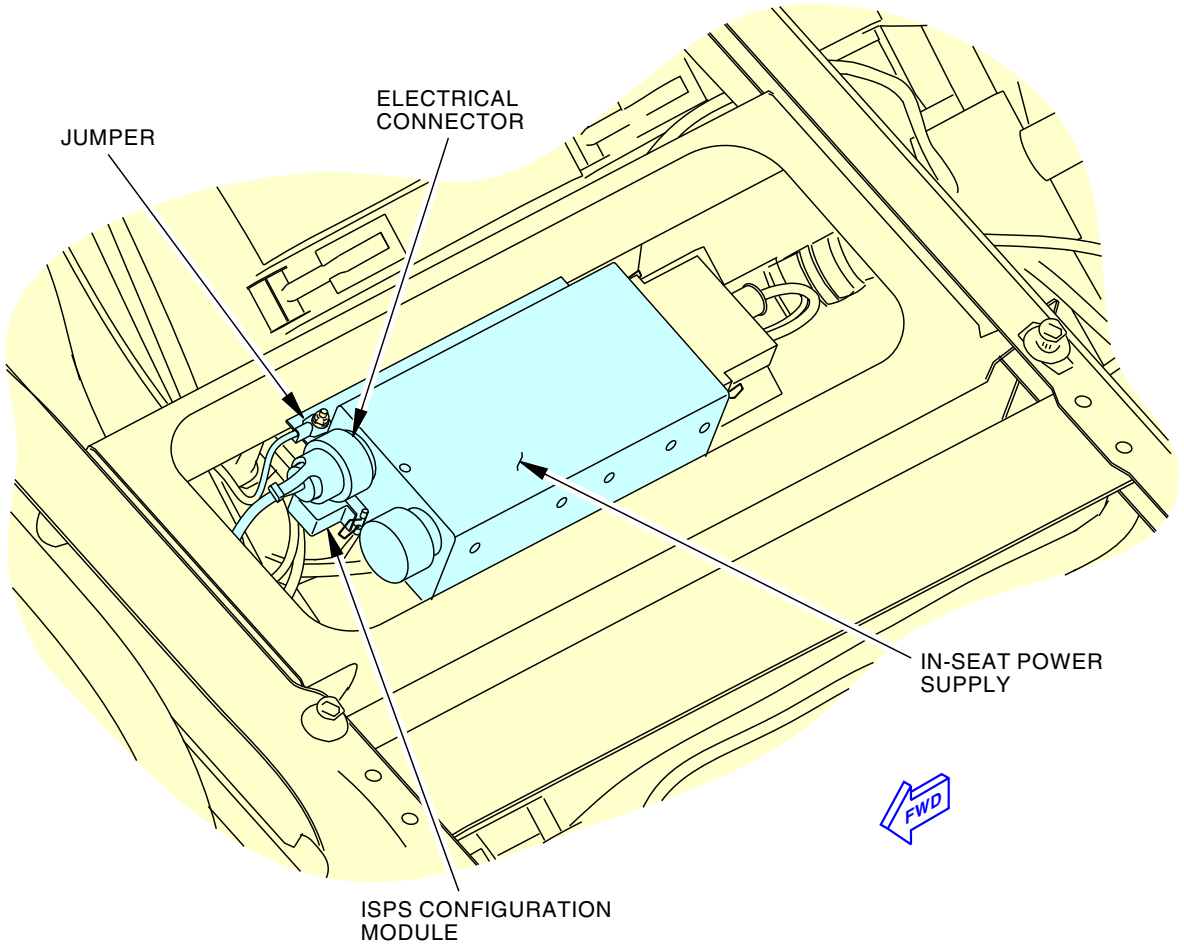
IN-SEAT POWER SUPPLY - GENERAL DESCRIPTION

PC POWER SYSTEM (FLIGHT COMPARTMENT) - IN-SEAT POWER SUPPLY CONFIGURATION MODULE - GENERAL DESCRIPTION

General

The Configuration Module (CM) connects to the J20 connector of the In-Seat Power Supply (ISPS).

The CM jumpers pins 1 and pins 2 of J20 to disable the outlet unit Light Emitting Diode (LED) and enables the auto-connect at power on function of the outlet unit.



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IN-SEAT POWER SUPPLY CONFIGURATION MODULE - GENERAL DESCRIPTION

PC POWER SYSTEM (FLIGHT COMPARTMENT) - OUTLET UNIT - GENERAL DESCRIPTION

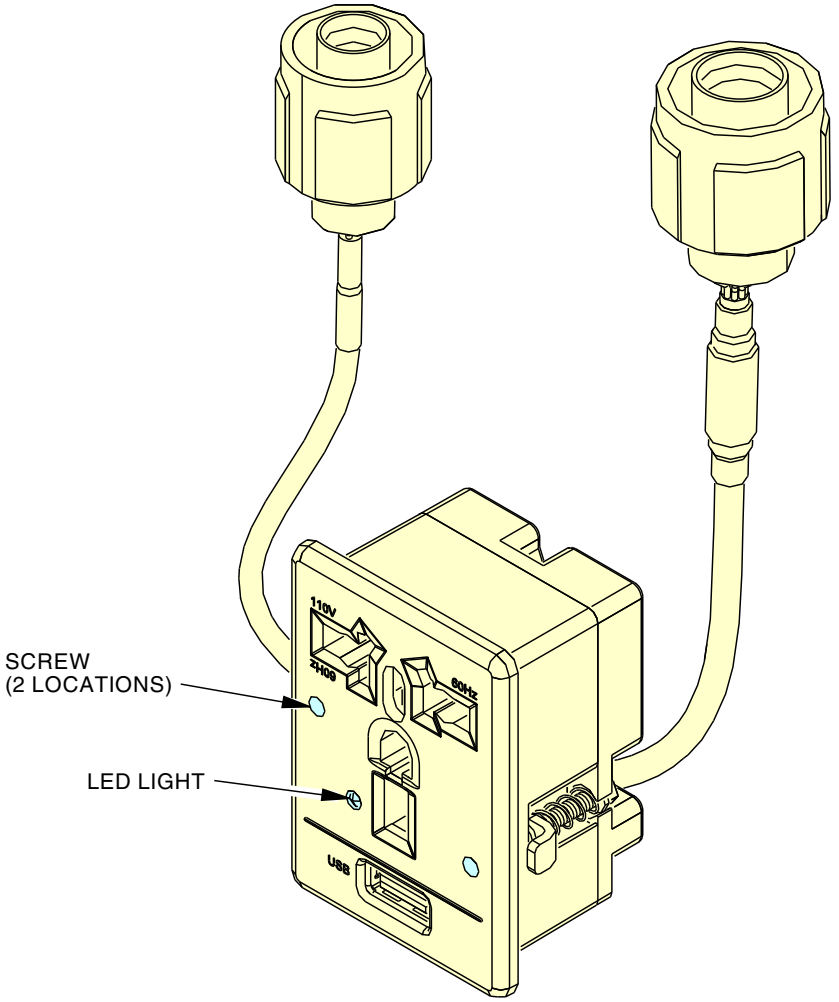
General

The AC/USB Outlet Unit connects to the In-Seat Power Supply (ISPS) output.

The AC/USB Outlet Unit supplies power to operate a laptop computer or a Personal Electronic Device (PED) to recharge its battery.

The AC/USB Outlet Unit is used to power 110VAC/60 Hz and 5VDC/2.1A combined electrical power systems.

The AC/USB Outlet Unit has a Light Emitting Diode (LED) and is disabled to prevent a glare during nighttime operations.



OUTLET UNIT (EXAMPLE)

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OUTLET UNIT - GENERAL DESCRIPTION