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

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25-EFFECTIVE PAGES

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EQUIPMENT AND FURNISHINGS

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EQUIPMENT AND FURNISHINGS

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EQUIPMENT/FURNISHINGS - INTRODUCTION

Purpose

The equipment and furnishings supply these things to the passengers and crew of an airplane:

- Comfort
- Convenience
- Safety
- Cargo storage.

General Description

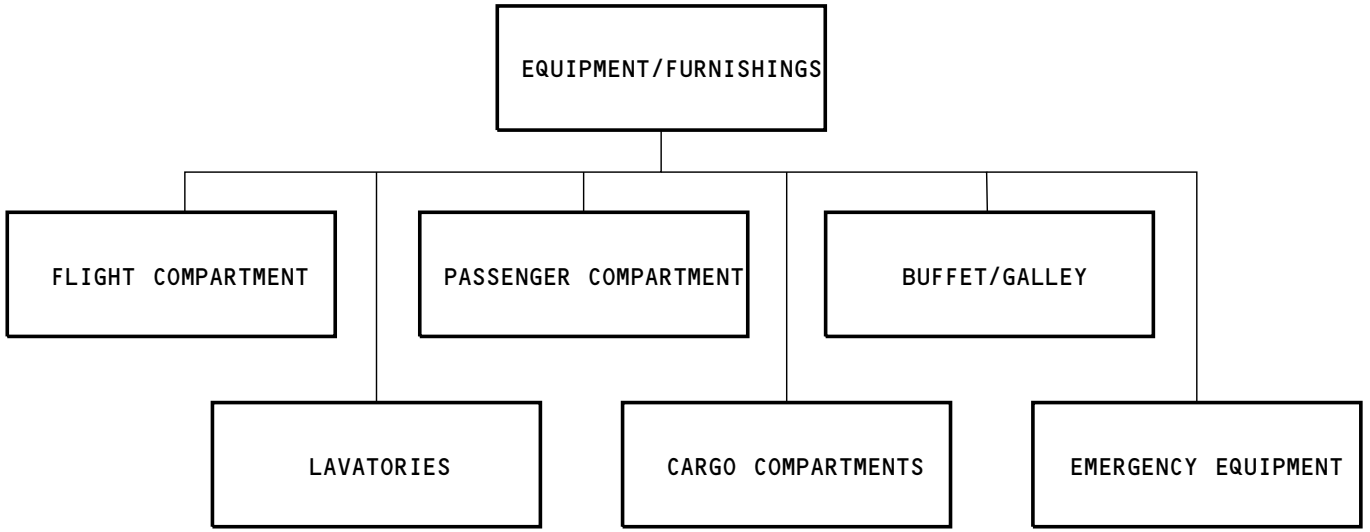
ATA chapter 25, Equipment and Furnishings, includes these sections:

- 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
- typ - typical
- VHF - very high frequency

EQUIPMENT/FURNISHINGS - INTRODUCTION



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EQUIPMENT/FURNISHINGS - INTRODUCTION

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION

Purpose

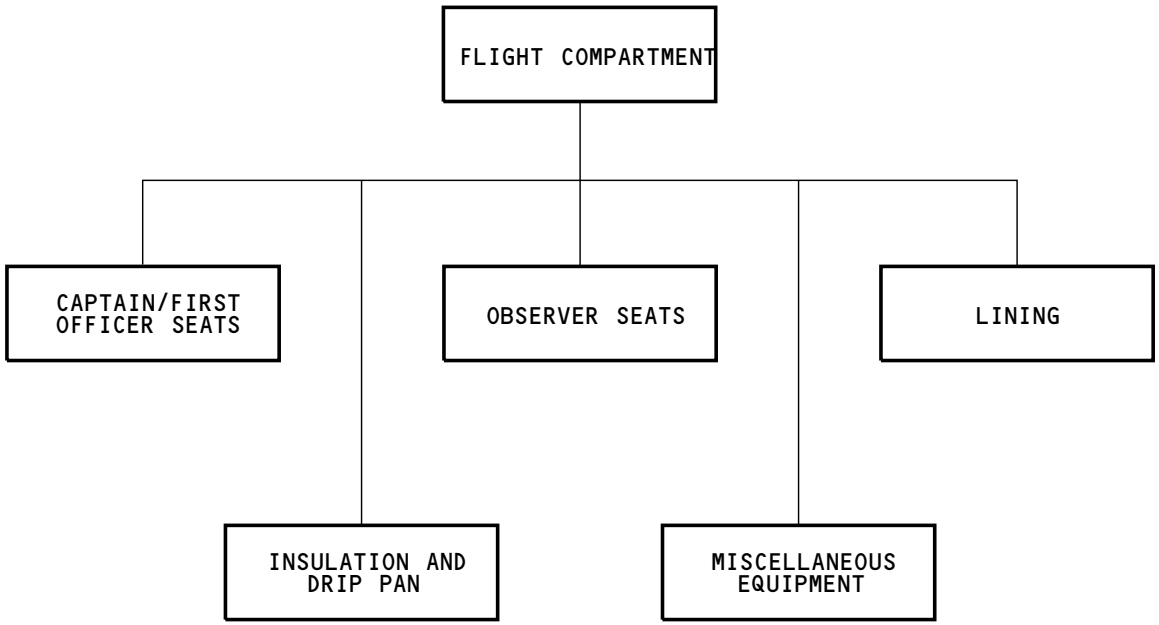
Flight compartment equipment/furnishings provide for the safety and comfort of the captain, first officer, and observers.

General Description

Flight compartment equipment/furnishings include these items:

- Flight crew seats
- Furnishings at each crew station
- Instrument panels
- Circuit breaker panels
- Glareshield
- Linings
- Insulation
- Drip pan
- Emergency equipment
- Miscellaneous equipment.

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION



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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - INTRODUCTION

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

Purpose

The captain and first officer seats provide adjustable seats for the flight crew.

Physical Description

The seats are left or right hand (captain or first officer) and operate the same.

The seat base has controls and mechanisms for seat fore/aft position. The controls are on the inboard side of each seat.

The upper seat has controls and mechanisms for these adjustments:

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

Four bogie units hold the base to the aircraft seat tracks. Rollers in each bogie unit make adjustment of the seat position easy. A spring-loaded track lock mechanism sets fore and aft movement on the seat tracks.

The aft end of each seat track curves outboard. This allows the seats to move outboard in the last five inches of travel.

Seat Height

The seat height lock mechanism controls seat height.

To raise the seat, pull the height lock lever to unlock the seat height lock mechanism. Then lift your body weight to raise the seat. Release the height lock lever to lock the seat in position.

To lower the seat, pull the height lock lever to unlock the seat height lock mechanism. Then lower your body weight into the seat. When the seat is at the desired level, release the height lock lever.

Seat Fore and Aft Position

The track lock mechanism controls seat fore and aft position. Pull the track lock lever towards the rear of the seat to unlock the track lock pin from the track. Then move the seat fore or aft as necessary. Release the track lock lever to lock the seat in position.

Thigh Pad Position

Turn the thigh pad adjustment handwheel to raise or lower the thigh pads.

NOTE: When you use the foot controls, pressure on the thigh pad overrides the position of the thigh pad and allows the thigh pads to move. When you release pressure on the foot controls, the thigh pads return to their pre-set position.

Seat Recline

To increase the recline angle, pull up and hold the seatback recline control lever then push aft on the seat back. Release the control lever to lock the seat back in the new position.

To decrease the recline angle, pull up and hold the seatback recline control lever, then lean forward so that no pressure is on the seat back. Release the control lever to lock the seat back in the new position.

Armrest Height and Stowage

Armrest height adjustment knobs are under the forward end of the armrests. Turn the knob to move the armrest up or down.

To store the armrest, lift up on the front of the armrest. When the armrest is up as far as it will go, you can push it in toward the center of the seat.

Back Cushion (Lumbar Support) Position

Two handwheels, one on each side of the seat, control the position of the back cushion. The handwheel on the left side controls the up/down movement, the right handwheel controls the in/out movement.

Headrest Position

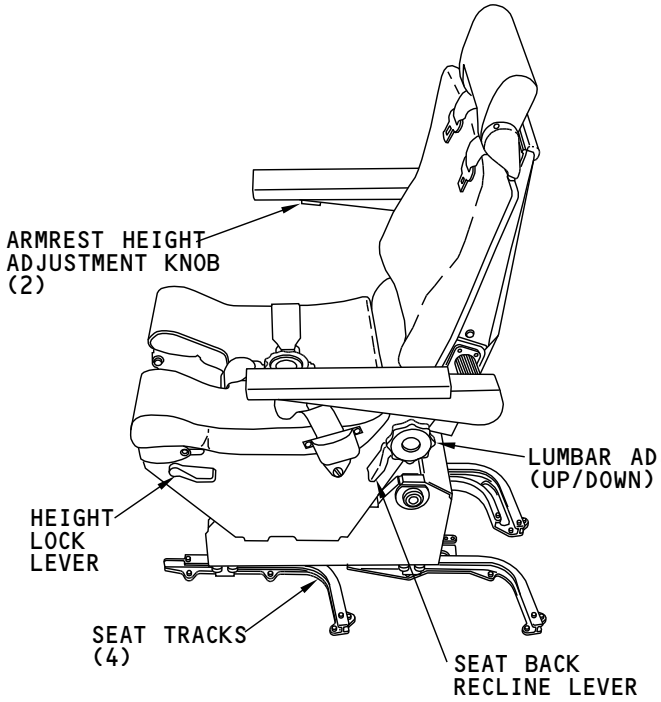
To adjust the headrest, move the headrest cushion to the right and turn it to select one of eight possible lock positions.

Training Information Point

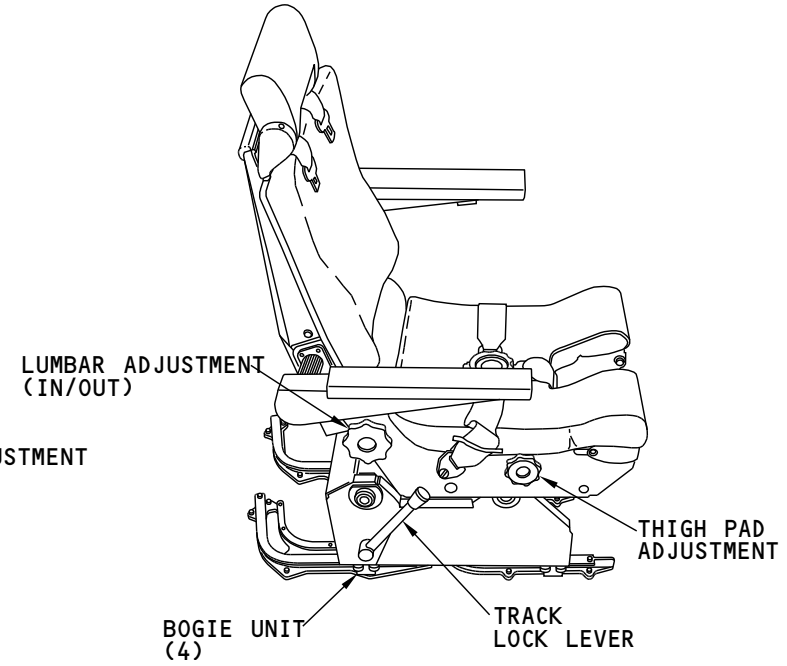
Flexible hook and loop fastener tape secures the seat covers to the seat. You can remove the seat covers to clean them.

Do operational checks with a person in the seat (170 pounds minimum weight).

To remove the flight crew seats, you must first remove stops on the inboard seat tracks. Then slide the seats forward off the tracks.



PILOT SEAT - OUTBOARD SIDE



PILOT SEAT - INBOARD SIDE

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS

Purpose

SIA 702

The observer seats supply crew stations for extra crew members.

SIA 703-714, 716-999

The observer seat supplies a crew station for an extra crew member.

SIA ALL

First Observer Seat

The first observer seat has these parts:

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

The metal frame holds the seat bottom cushion. The hinge on the right side attaches the seat bottom to the right wall of the flight compartment.

There are two retractable pins on the left side of the seat bottom. The pins secure the seat to the adjacent wall when in use.

The seat bottom cushion is a buoyant material and is an approved flotation device.

The seat has a shoulder harness, crotch strap, and lap belt.

Hinges attach the seat back to the seat bottom. When in use, pins on the seat back attach to the sides of the doorway for support.

Operation

The seat folds to the flight compartment wall when not in use. To use the seat, push the release catch. Then lower the seat into position. Raise the seat back to the detents in the doorway sidewall brackets. For seat storage, push the release on the seat back and reverse the procedure.

SIA 702

Second Observer Seat

The second observer seat attaches to a recess on the flight compartment wall behind the captain seat.

Straps on the seat back join the upper and lower sections of the seat. The seat back attaches to the back of the recess with hook-and-loop tape.

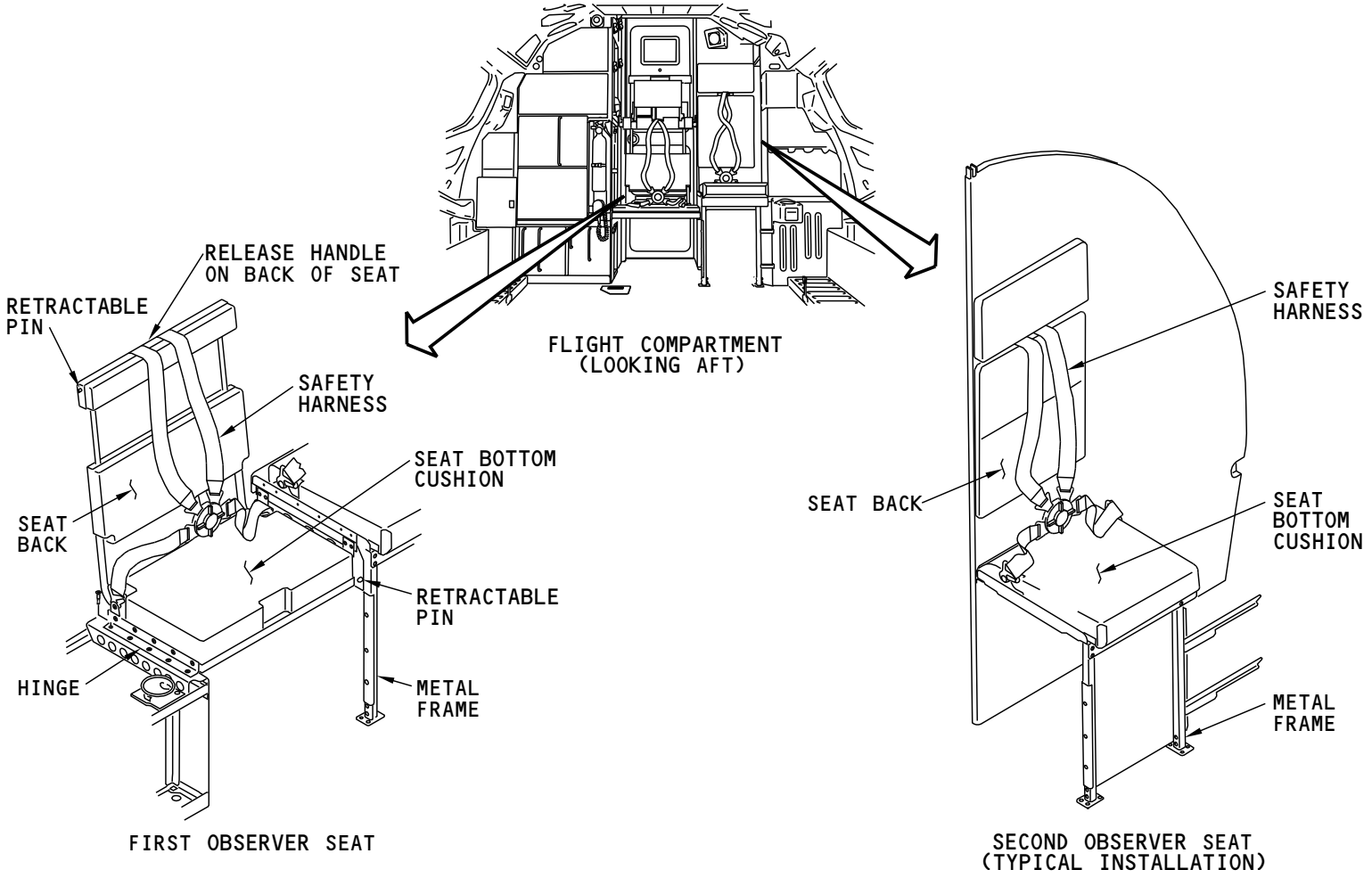
The seat has a shoulder harness and lap belt.

SIA ALL

Training Information Point

The first observer seat folds into the wall with very close tolerances. Be careful not to pinch your fingers when you stow the seat.

EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS



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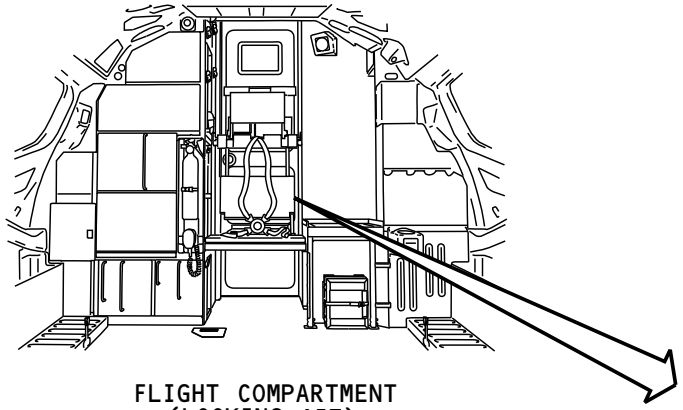
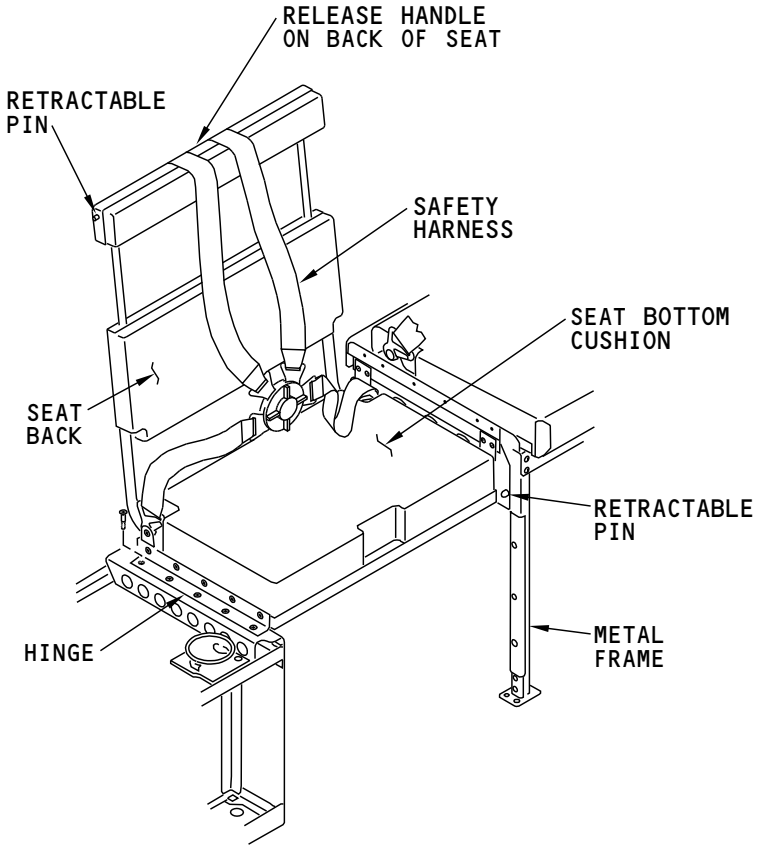
EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - OBSERVER SEATS



FLIGHT COMPARTMENT
(LOOKING AFT)



FIRST OBSERVER SEAT

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EQUIPMENT/FURNISHINGS - FLIGHT COMPARTMENT - LINING

Purpose

Linings cover the interior structure of the flight compartment and provide an attractive, smooth, easy-to-clean surface.

Physical Description

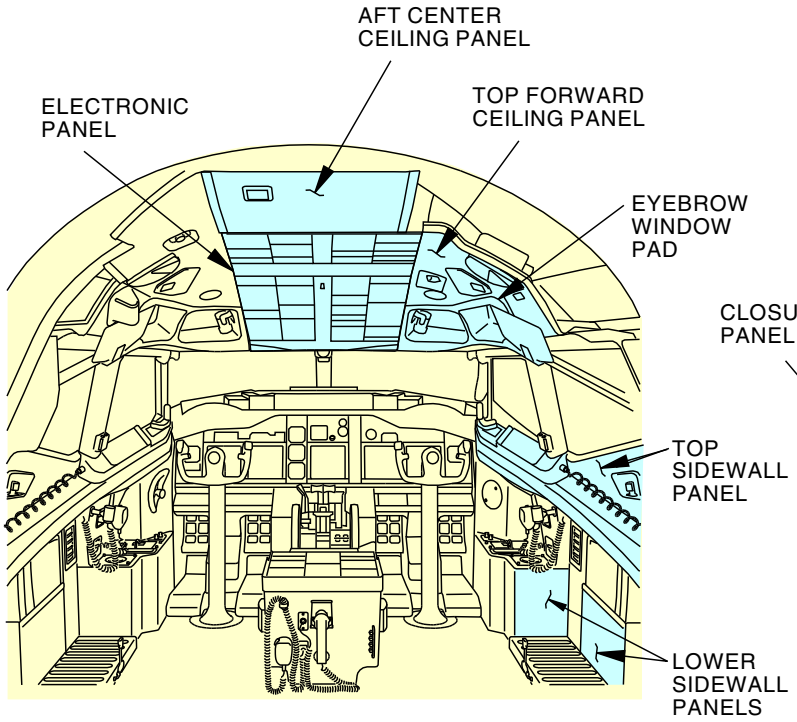
The linings are crushed-core composite panels with a decorative stain-resistant covering. Quick-release fasteners or screws attach the linings to the flight compartment walls and ceiling.

The linings have openings for lights and other devices.

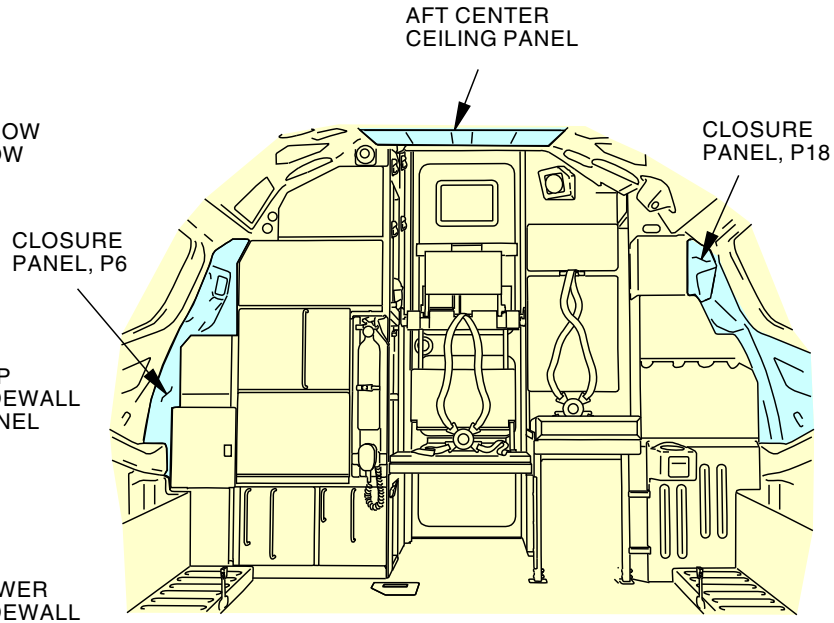
Physical Description/Location

Linings cover the wall and ceiling, except these areas:

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



FLIGHT COMPARTMENT LINING PANELS
(VIEW IN THE FORWARD DIRECTION)
(EXAMPLE)



FLIGHT COMPARTMENT LINING PANELS
(VIEW IN THE AFT DIRECTION)
(EXAMPLE)

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Purpose

Insulation reduces sound and heat transfer through the flight compartment walls.

The drip pan removes condensate from the flight compartment ceilings. Condensate removal protects electrical equipment from water damage.

Physical Description

A typical insulation blanket consists of fiberglass batts cemented between trim fabric and backing fabric.

Cutouts, slits, and edges are bound with trim fabric strips. They are sewn and sealed with cement to keep out moisture and oil.

The drip pan is a plastic pan with insulation blankets.

The drip pan mounts to the structure above the overhead instrument panel to insulate the area and make sure there is proper drainage.

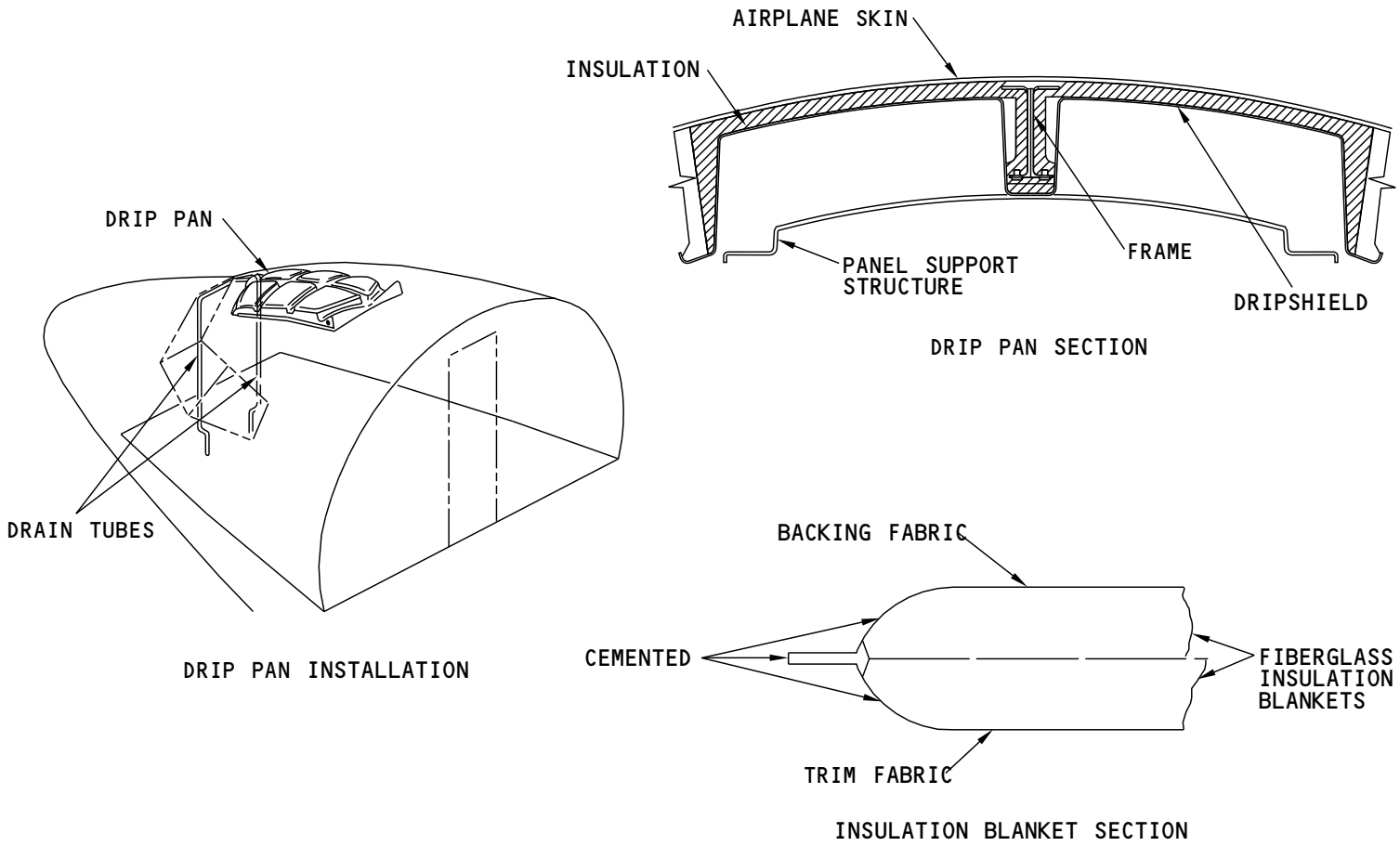
Condensation collects on the outboard side of the drip pan and drains through tubing into the airplane drain system.

Location

Insulation blankets cover some areas of the walls and ceiling of the flight compartment. Some insulation blankets are part of the drip pan assembly.

Training Information Point

Be careful not to damage the insulation blanket surfaces. Holes in the blanket will allow water into the fiber center. The water will reduce the blanket efficiency, increase weight, and can cause mold problems.



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General Description

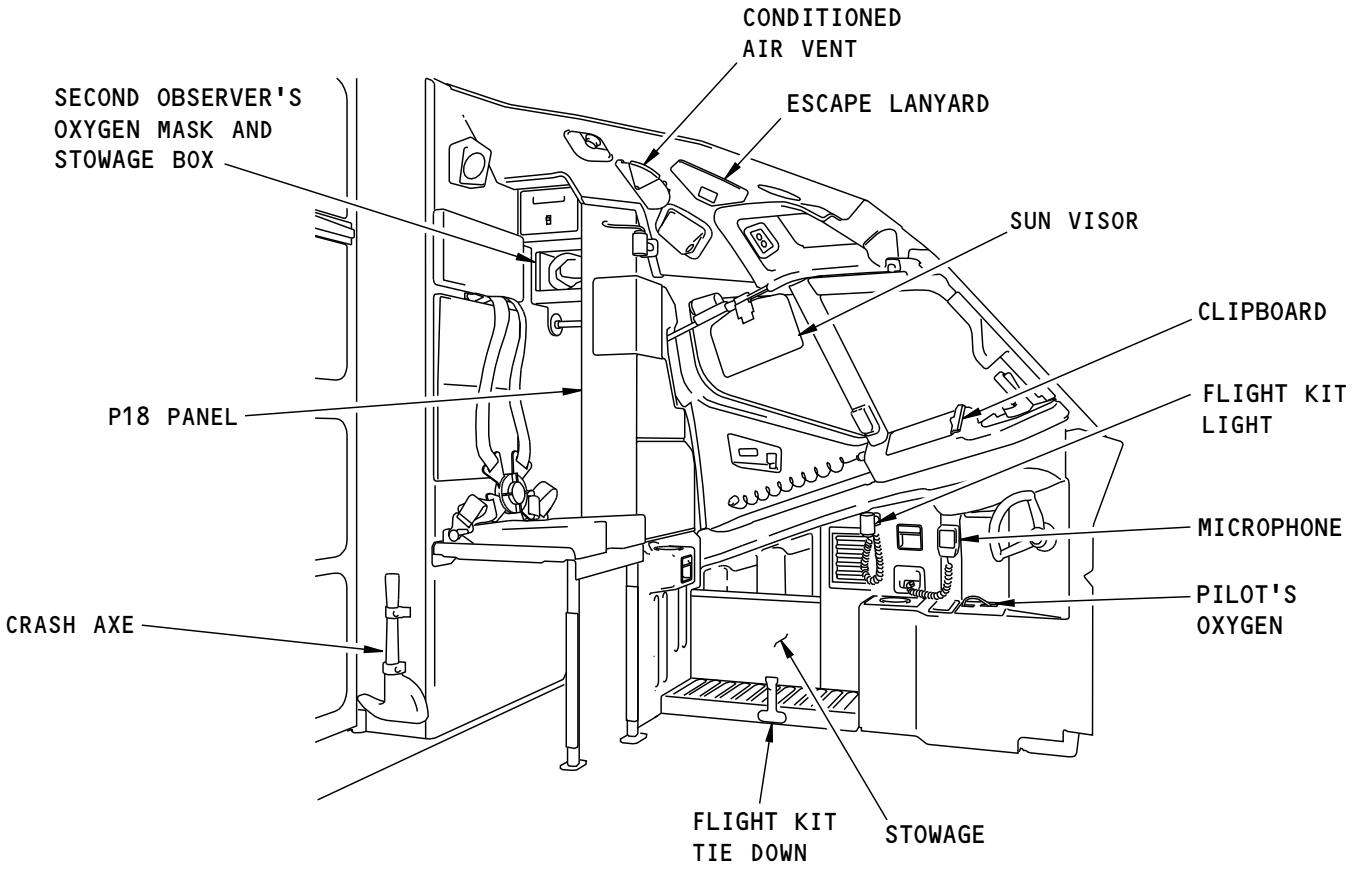
Miscellaneous equipment/furnishings in the flight compartment includes these items:

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

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

Emergency equipment includes these items:

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



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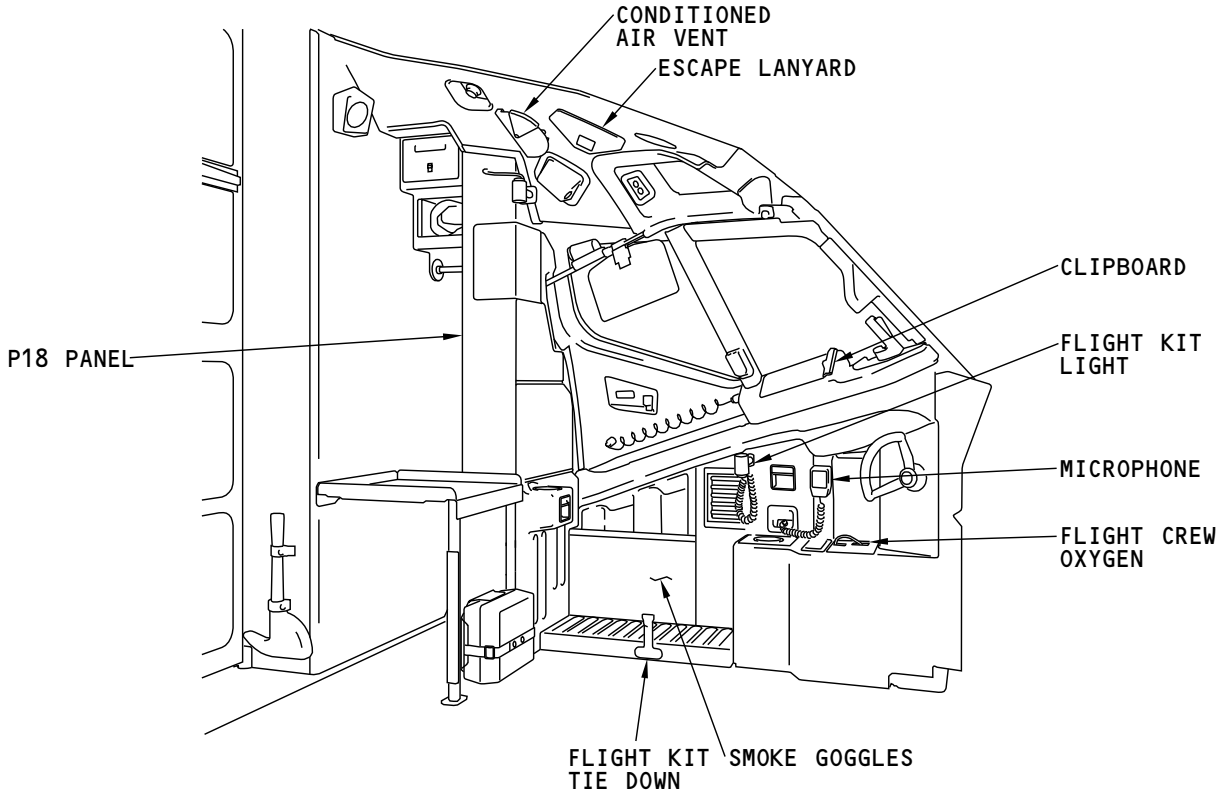

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Purpose

Miscellaneous equipment/furnishings in the flight compartment gives the flight crew these features:

- Panels for instruments and electronic components
- Structure for other equipment
- Emergency equipment
- Stowage provisions.

This section identifies the miscellaneous equipment/furnishings in the center of the flight compartment.

General Description

Miscellaneous equipment/furnishings in the flight compartment includes these items:

- Panels
- Other equipment.

These three main instrument panels are below the windshield:

- P1 captain instrument panel
- P2 center instrument panel
- P3 first officer instrument panel.

The P5 panel is on the top of the compartment between the captain and first officer seats. The P5 panel has these parts:

- Forward overhead panel
- Aft overhead panel.

There are two electronic control panels. The P9 panel is forward of the control stand and contains the weather radar indicator. The P8 panel is aft of the control stand.

The P7 glareshield panel is above the main instrument panel and is made from kevlar on a sheetmetal frame. The P7 glareshield panel has these parts:

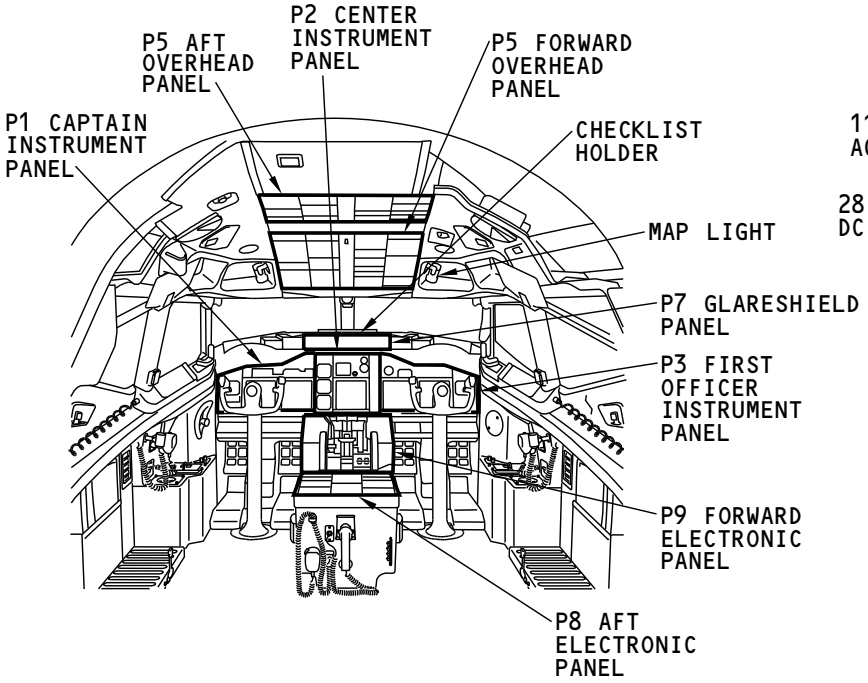
- Crash pad
- Automatic flight control system panel
- Checklist holder.

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

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

Other equipment/furnishings includes these items:

- Map light
- Interphone jacks
- Observation hole
- Checklist holder
- 115v ac outlet
- 28v dc outlet
- Mirror
- Radio station license holder
- Certificate holder.



FLIGHT COMPARTMENT
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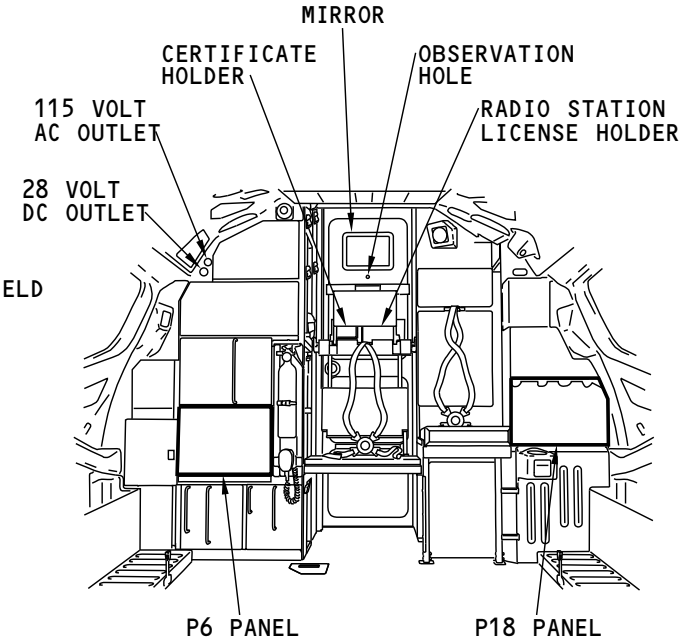

FLIGHT COMPARTMENT
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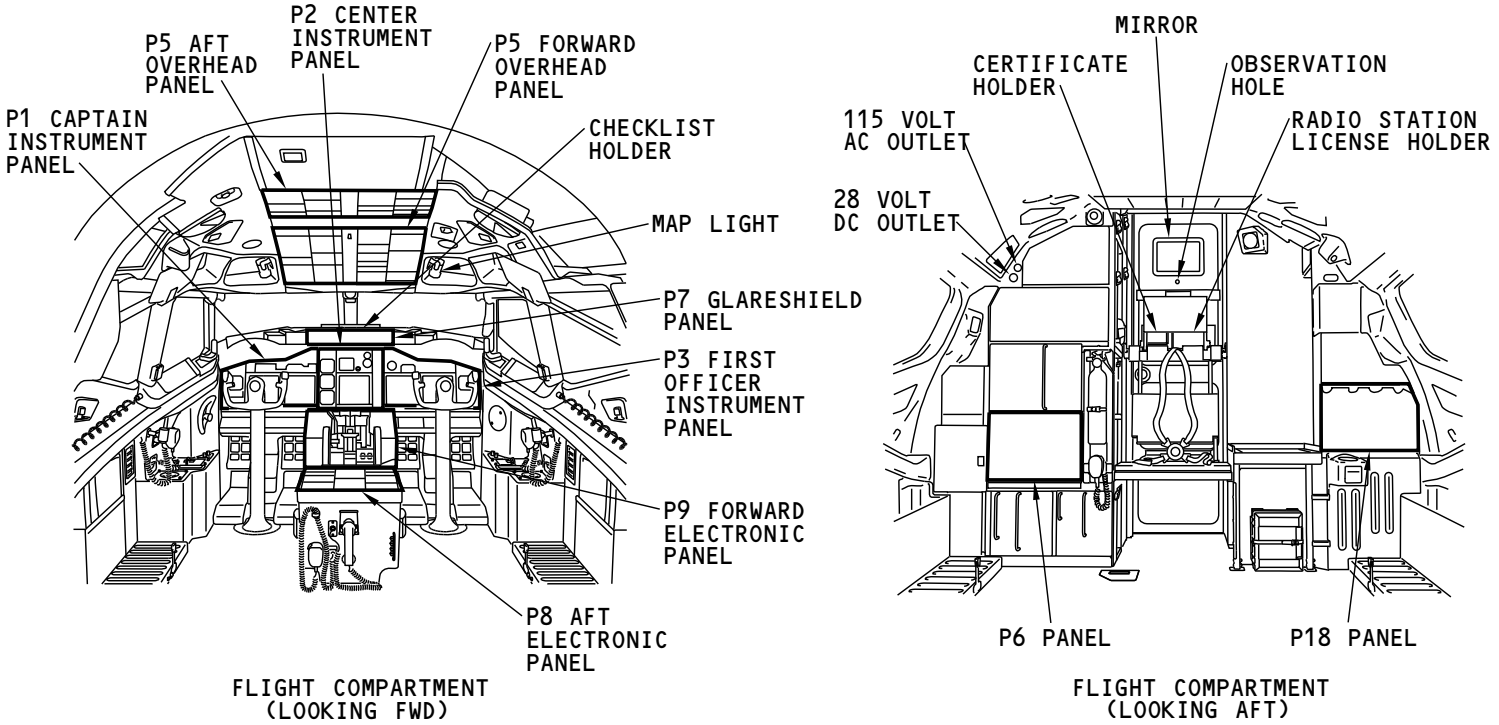

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General Description

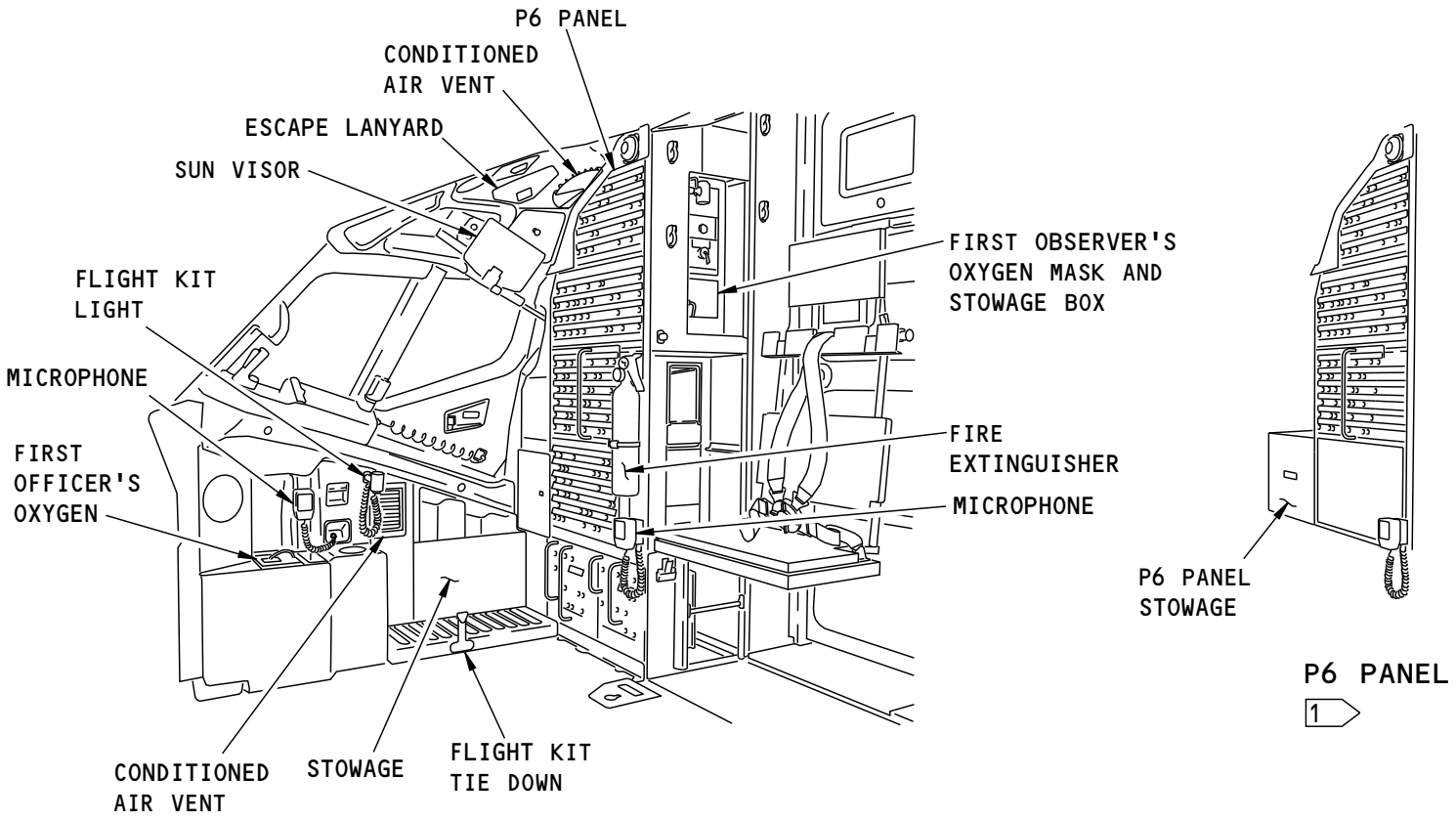
Miscellaneous equipment/furnishings in the flight compartment includes these items:

- 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.



1 ALTERNATE P6 PANEL LOCATION

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EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - INTRODUCTION

Purpose

Passenger compartment equipment/furnishings provide for the comfort, convenience, and safety of the passengers and cabin attendants.

General Description

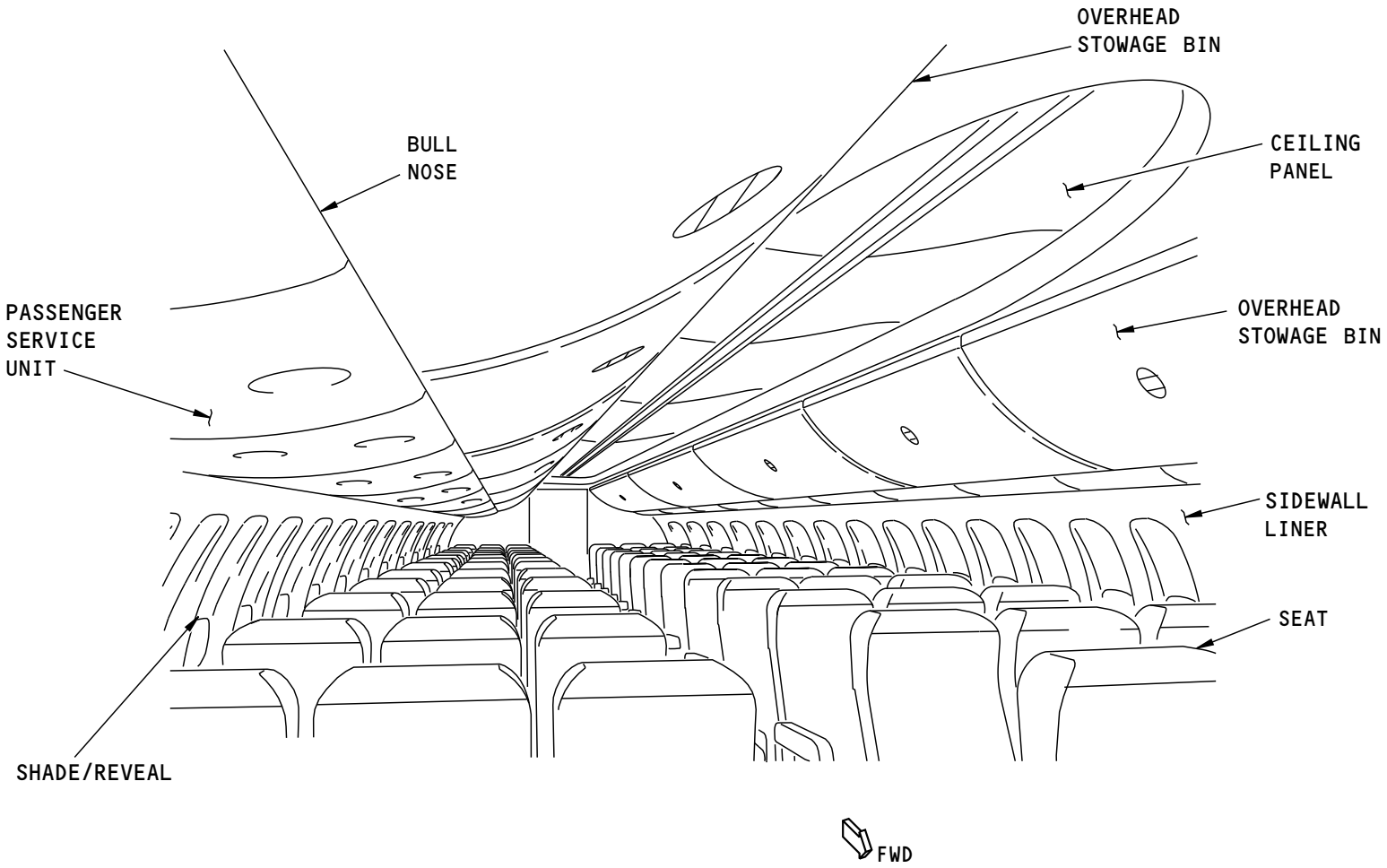
Sidewall panels line the sidewalls of the passenger compartment. Ceiling panels line the ceiling. Service units are at all seats, attendant panels, and in all lavatories.

Closets store coats during flight. There are seats for passengers and attendants. Full height stowage partitions store miscellaneous equipment. Overhead stowage bins store luggage and miscellaneous equipment. Service outlets provide 115V AC power.

The passenger compartment equipment/furnishings includes these items:

- 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

Purpose

The lining provides for the aesthetics of the passenger compartment. The insulation provides thermal and acoustical insulation.

General Description

Passenger cabin lining and insulation includes these items:

- Sidewall panels
- Ceilings
- Insulation.

Sidewall Panels

Sidewall panels extend from the air return grilles to the overhead stowage bins. The panels are crushed-core composite. The inboard surface has a decorative stain-resistant covering.

Sidewall panels have one or two window cutouts. The window mounts near the middle of each panel. The shade/reveal is removable with the panel in place.

Sidewall panels mount to the airplane structure by support brackets on the vertical edges. A trim strip fits between each panel to cover the fasteners. The upper edge slides into the air outlet extrusion.

Ceiling Panels

Ceiling panels line the ceiling over the passenger compartment aisle. The panels are crushed-core composite with a decorative stain-resistant covering on the inboard surface.

Two hinges support the panel on the outboard edge. The inboard edge fits in a groove on the air outlet extrusion. A lanyard on the inboard edge prevents the panel from swinging fully open.

Lowered Ceiling Panels

There are lowered ceiling in these areas:

- Entry areas
- Galleys
- Lavatories.

The lowered ceiling panels provide space for lights, service units, and galley vents. Some panels have hinges for access to these furnishings.

Curved ceiling panels and transition panels in lowered ceiling areas allow contours to blend with ceiling panels in the passenger seating area.

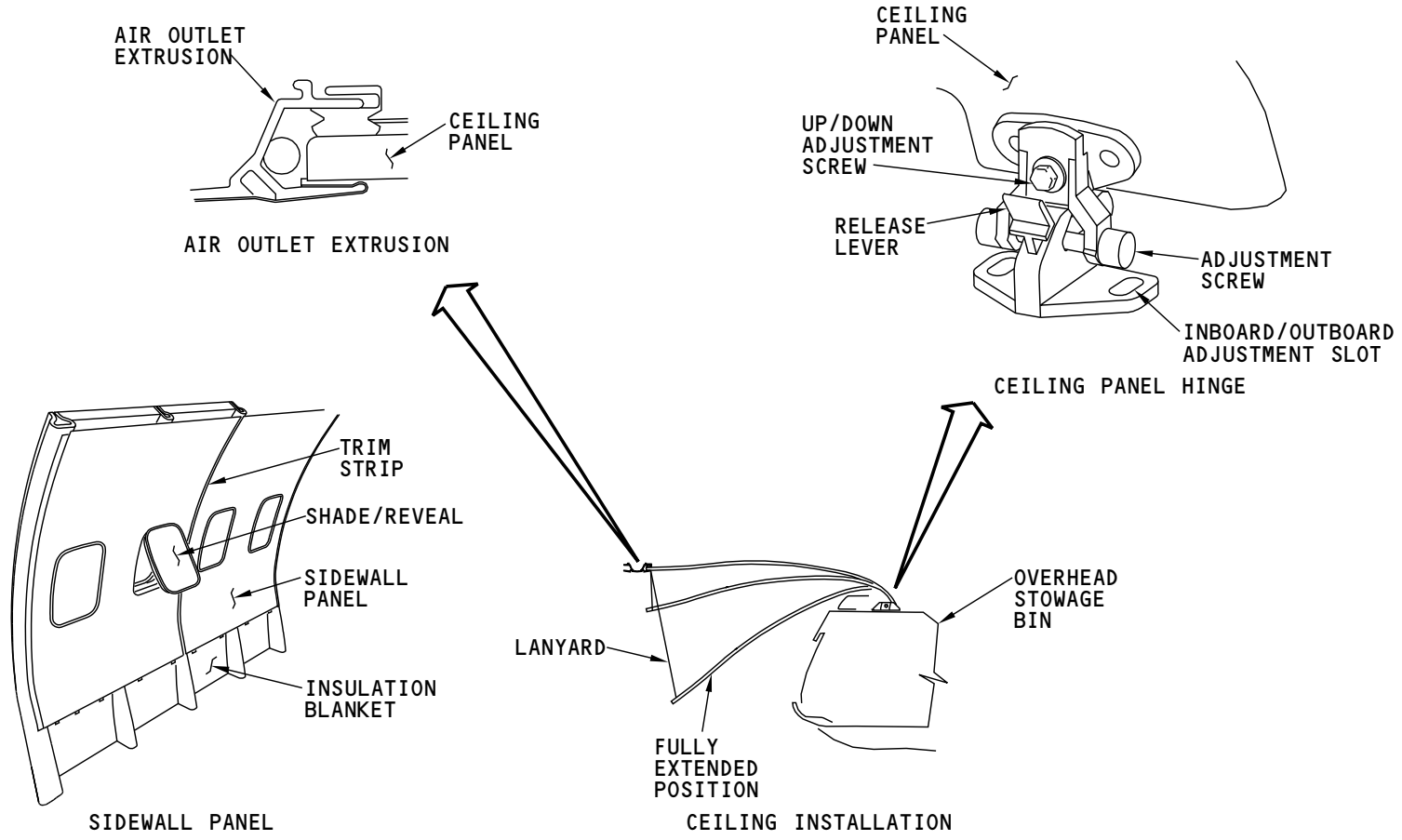
Insulation

Fiberglass insulation blankets are between the linings and fuselage skin throughout the passenger compartment. The insulation thermally and acoustically insulates the passenger compartment. The blankets have a waterproof covering and their installation in a shingled configuration prevents condensation from leaking into the compartment.

Snaps, tape, and stitching secure the blankets to the fuselage and attach overlapping blankets.

Training Information Point

Be careful not to damage the insulation blanket surfaces. Holes in the blanket will allow water into the fiber center. The water will reduce the blanket efficiency, increase weight, and can cause mold problems.



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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 inner window on the sidewall panels has these parts:

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

The inner window on the emergency exit door has these parts:

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

The inner pane is clear plastic. The inner pane is between the reveal and trim ring.

A shade is over each passenger window. Roll shades are over the windows in the emergency exit hatches. Slide shades are over the other windows.

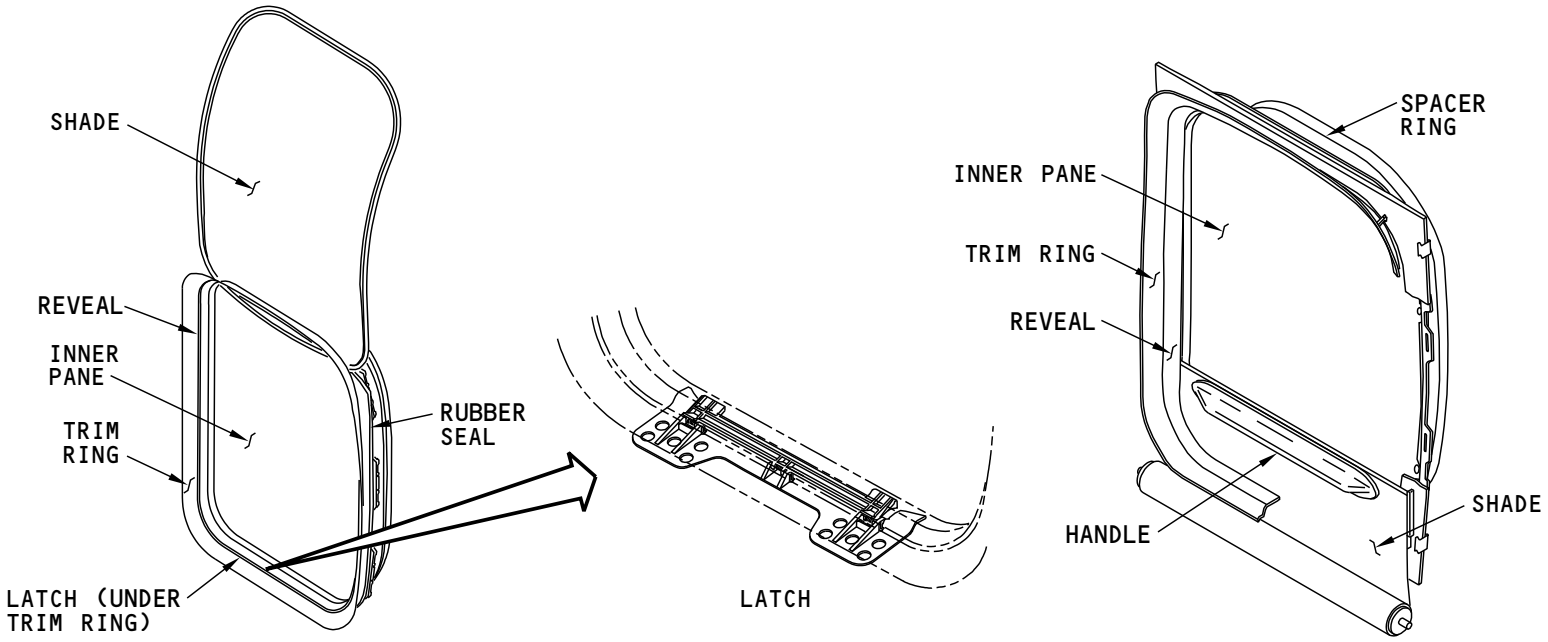
A rubber seal prevents dust from the window assembly.

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

Training Information Point

To remove the inner window on the sidewall panels, insert a skin wedge under the lower edge of the window in the corner.

NOTE: Be careful to not let the rubber seal catch on the latch when you remove the window assembly.



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Purpose

The air return grilles are part of the passenger cabin ventilation. The air return grilles let air move from the upper lobe to the lower lobe for these reasons:

- Normal conditioned air circulation
- Air circulation during rapid decompression.

Physical Description

Air return grilles have these main parts:

- Grille
- Latches
- Spring return clip
- Baffle.

The grille is a one-piece plastic panel.

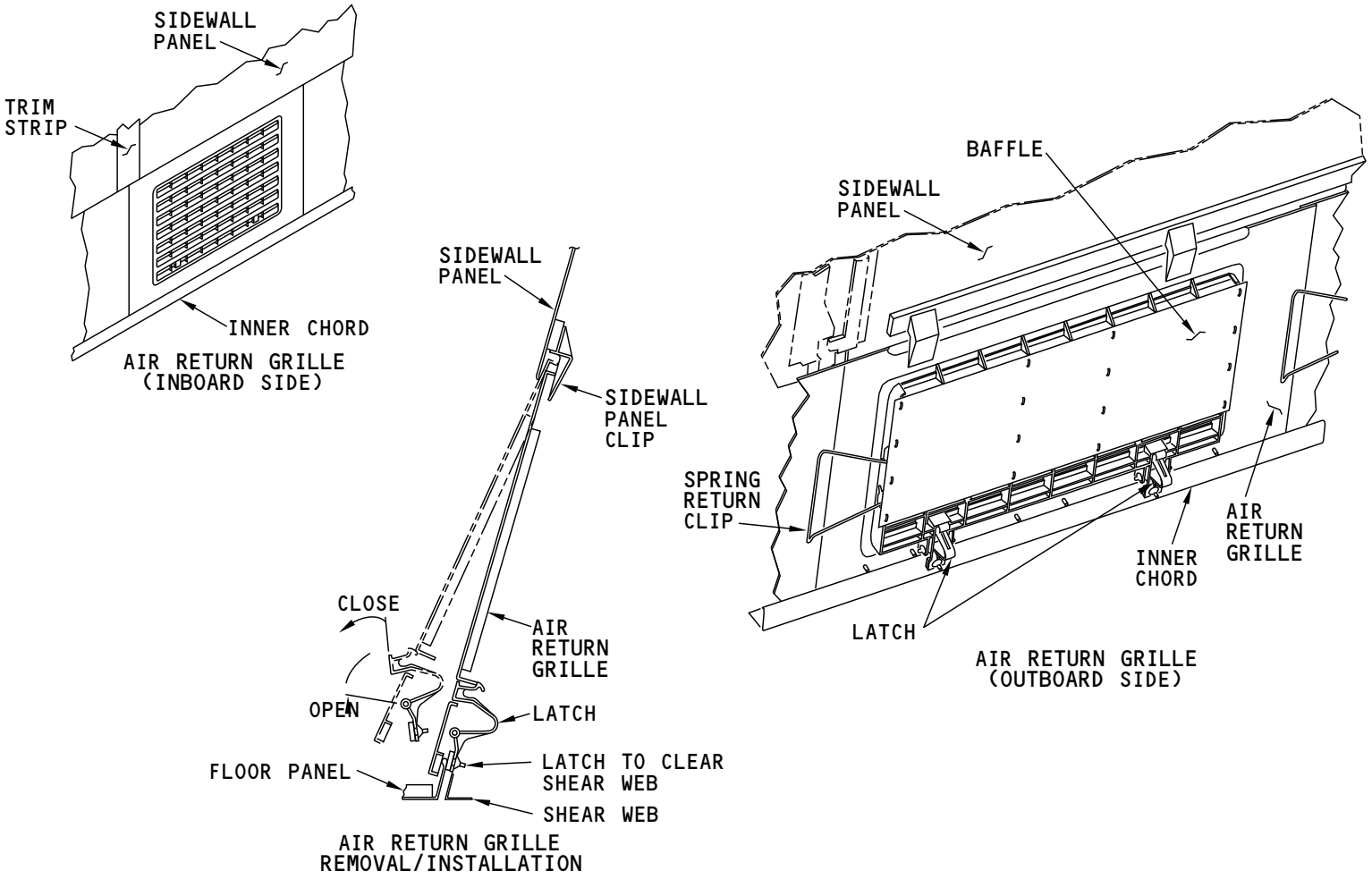
Two latches secure the bottom edge of the grille to the inner chord. Sidewall panel clips secure the top edge of the grille to the sidewall panels.

The spring return clip secures adjacent air return grilles to each other and prevents vibration of the grilles.

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

Training Information Point

NOTE: Exposure to direct sunlight may cause the air return grilles to have a color shift.



M82288 S0004625015_V1

Physical Description

The passenger seats attach to the seat tracks in the floor. You may move the seats forward or aft for different cabin configurations.

Each seat has a lap belt.

The back of each seat reclines. To recline the seatback, push the button on the armrest and apply force to the seatback.

Most seats have trays which fold down. Seats adjacent to windscreens have trays under their armrests.

For seats adjacent to escape hatches, the armrest attaches to the escape hatch (rather than the seat). This makes sure that the escape hatches can open quickly in an emergency.

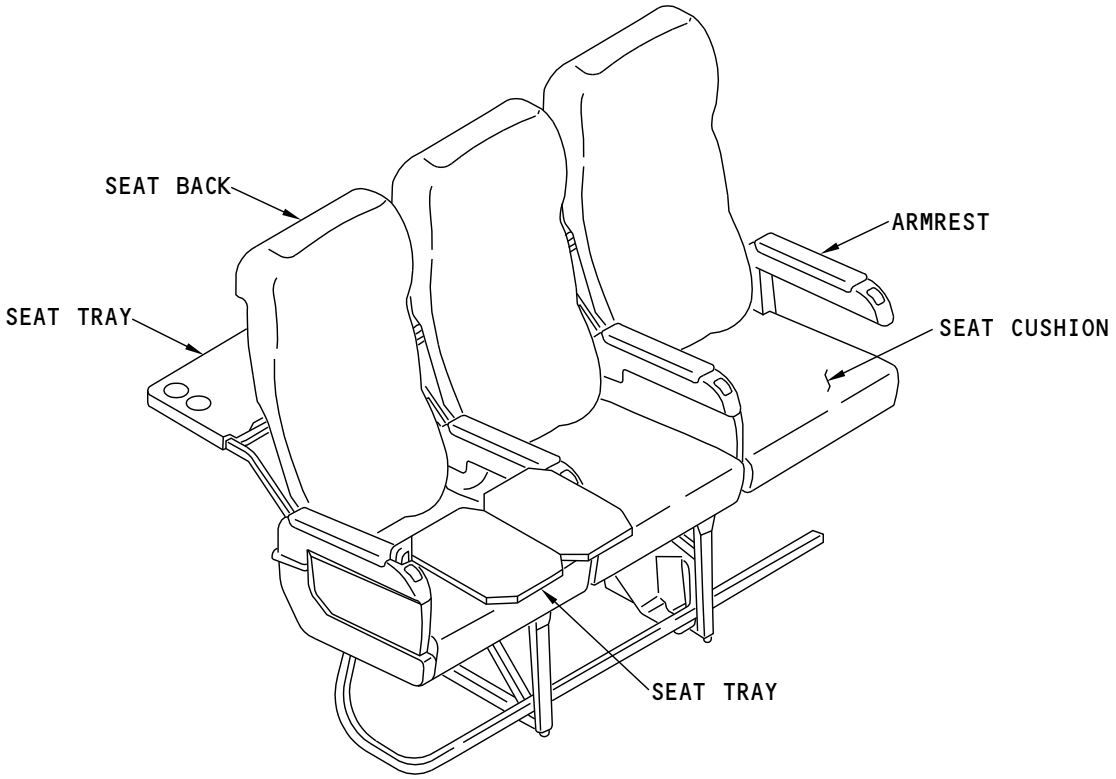
The seats are two- or three-passenger assemblies. Seat placement allows four, five, or six abreast configurations.

You can use the seat cushions as flotation devices.

You can stow life vests in the space under the seats.

Training Information Point

When you adjust the seats for class configuration, you must also move the PSUs to agree with seat position.



THREE-PASSENGER SEAT (TYPICAL)

M82289 S0004625019_V1

Purpose

Passenger service units (PSUs) provide these functions for passengers:

- Emergency oxygen
- Advisory information (NS / FSB light)
- Attendant call switch
- Lights
- Speaker
- Gasper air

Physical Description

The PSUs includes these components:

- FASTEN SEAT BELT and NO SMOKING signs (FSB / NS)
- Individual air outlets (gasper)
- Passenger address loudspeaker
- Attendant call switch and light
- Oxygen masks
- Oxygen generator
- Reading lights.

SIA 702-708 WITHOUT EXTRA PSU LANYARDS; PSU WITH SINGLE LANYARD

PSUs mount to inboard and outboard support rails. They have hinges on the outboard side and latches on the inboard side. Small holes in the PSU face panel give access to the release latches. A lanyard limits movement as the unit swings open.

SIA ALL

SIA 709-714, 716-999; SIA 702-708 WITH EXTRA PSU LANYARDS; PSU WITH EXTRA LANYARDS

PSUs mount to inboard and outboard support rails. They have hinges on the outboard side and latches on the inboard side. Small holes in the PSU face panel give access to the release latches. Lanyards limit movement as the unit swings open.

SIA ALL

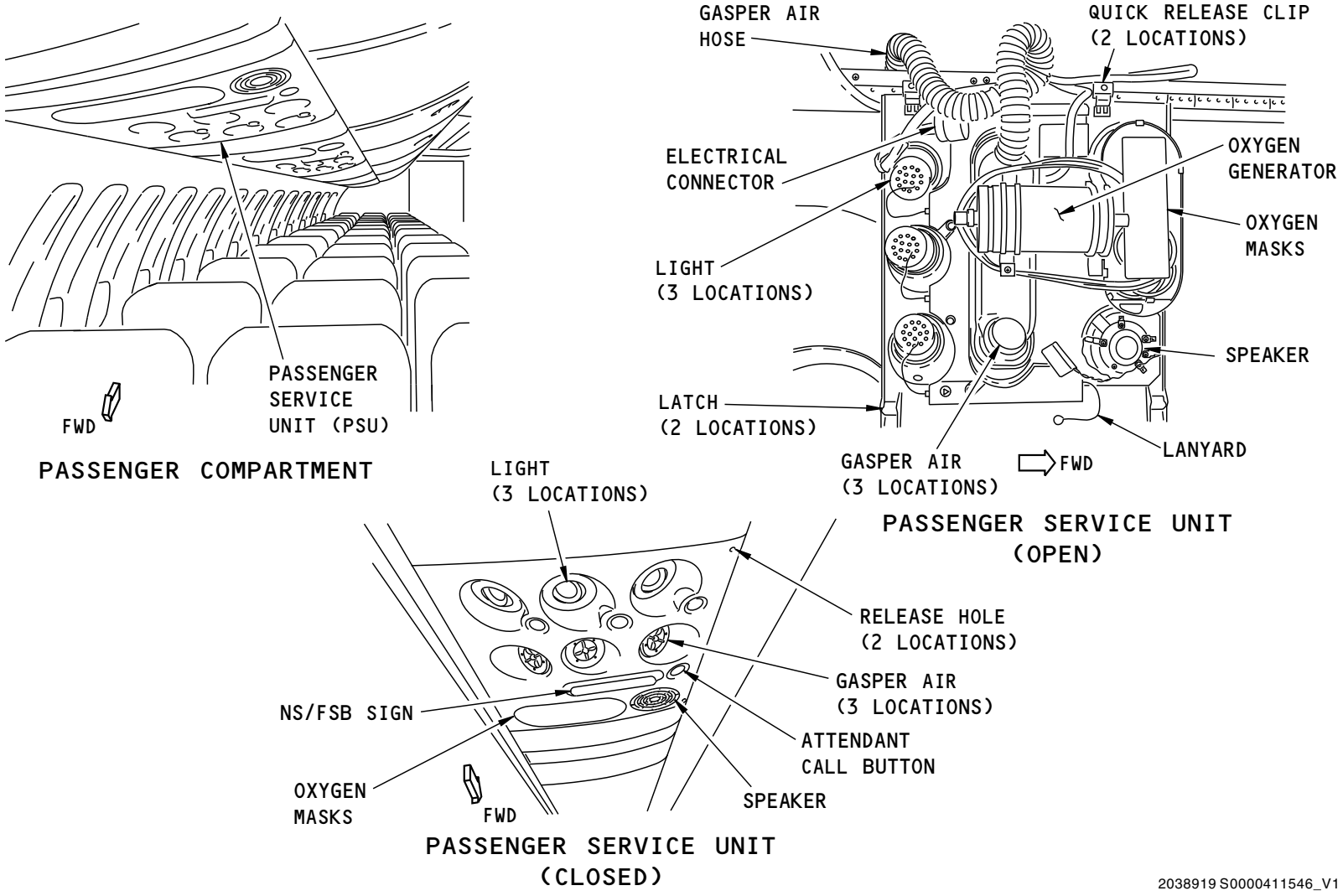
Location

PSUs are above each row of seats.

Training Information Point

NOTE: To open passenger service units, insert a small allen wrench or other applicable tool into the latch release holes. Lower the service unit.

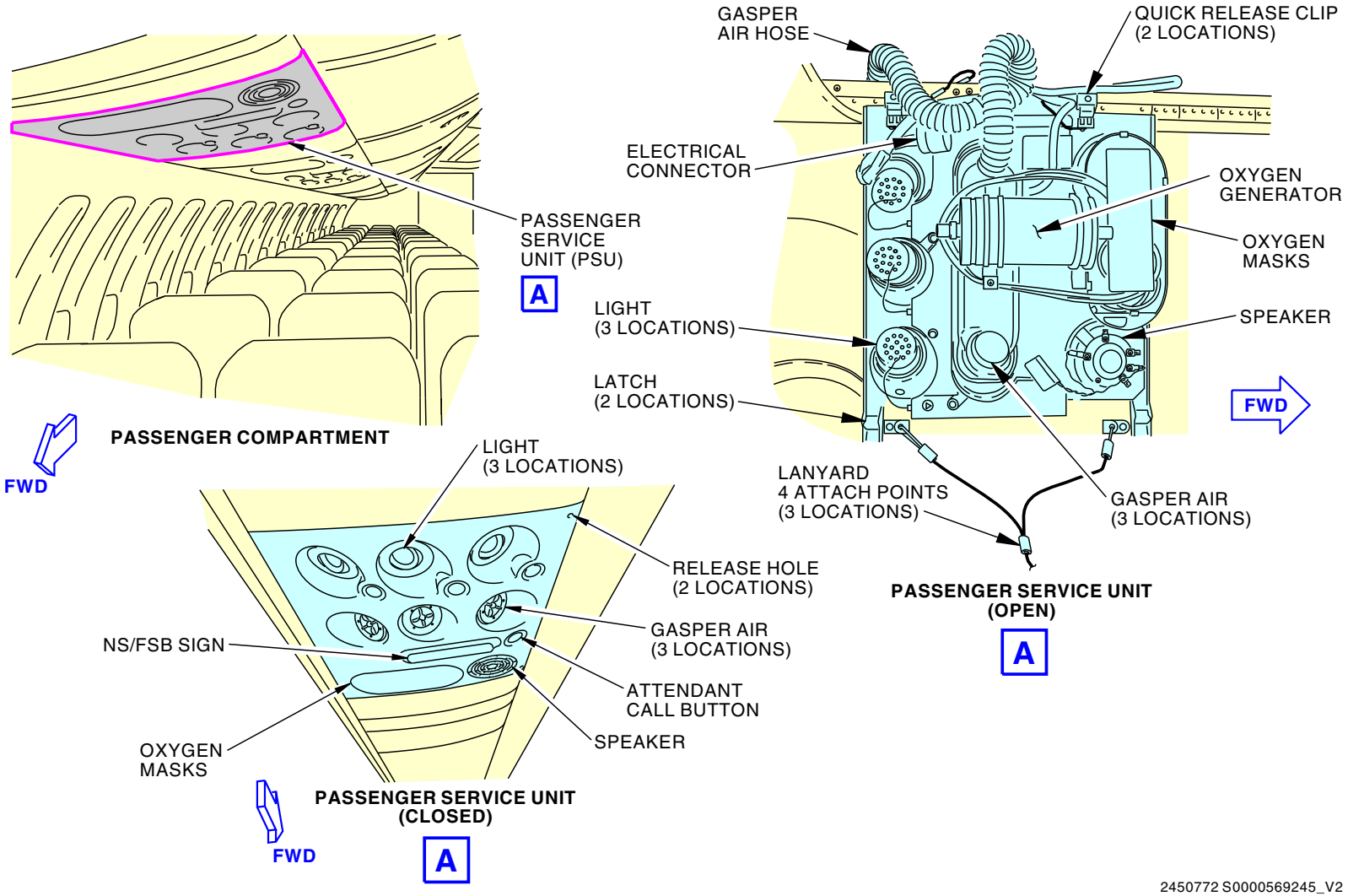
EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - PASSENGER SERVICE UNITS



2038919 S0000411546_V1

PASSENGER SERVICE UNITS - BOEING SKY INTERIOR

EQUIPMENT/FURNISHINGS - PASSENGER COMPARTMENT - PASSENGER SERVICE UNITS



2450772 S0000569245_V2

PASSENGER SERVICE UNITS - BOEING SKY INTERIOR

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Purpose

Attendant service units (ASUs) and lavatory service units (LSUs) provide emergency oxygen for attendants or passengers.

Physical Description

The ASU or LSU includes these components:

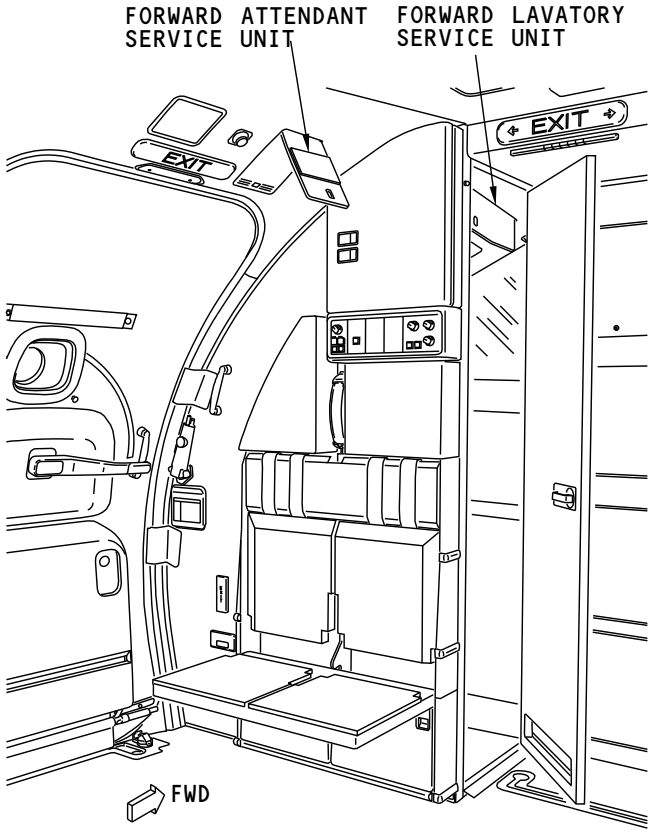
- Oxygen mask (2)
- Oxygen generator
- Door latch actuator
- Test stop button.

Location

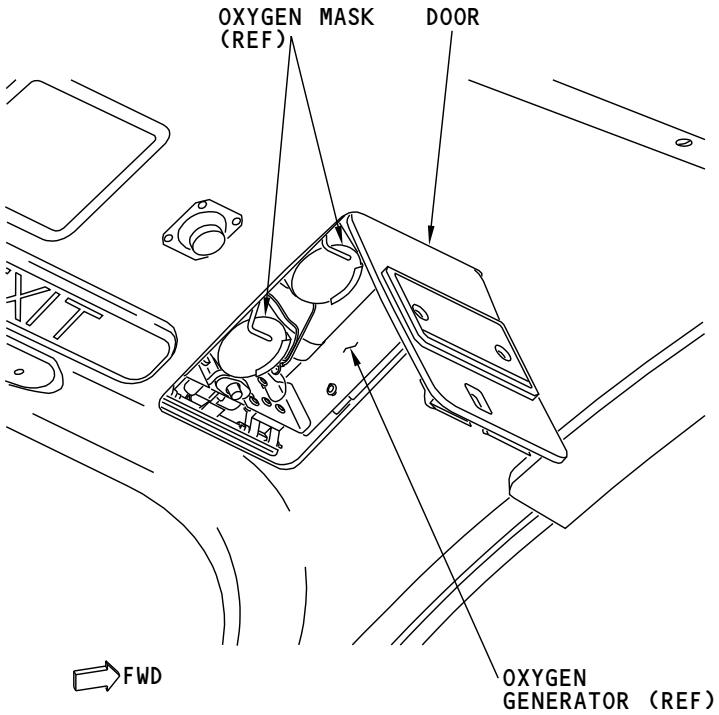
There is an ASU at each attendant station and a LSU in each lavatory.

Training Information Point

See the oxygen chapter for more information on the oxygen components. (SECTION 35-20)



FORWARD LAVATORY AND ATTENDANT STATION (TYPICAL)



FORWARD ATTENDANT SERVICE UNIT

M82292 S0004625024_V1

Purpose

Windscreens provide protection from the weather when the entry or service doors are open.

Physical Description

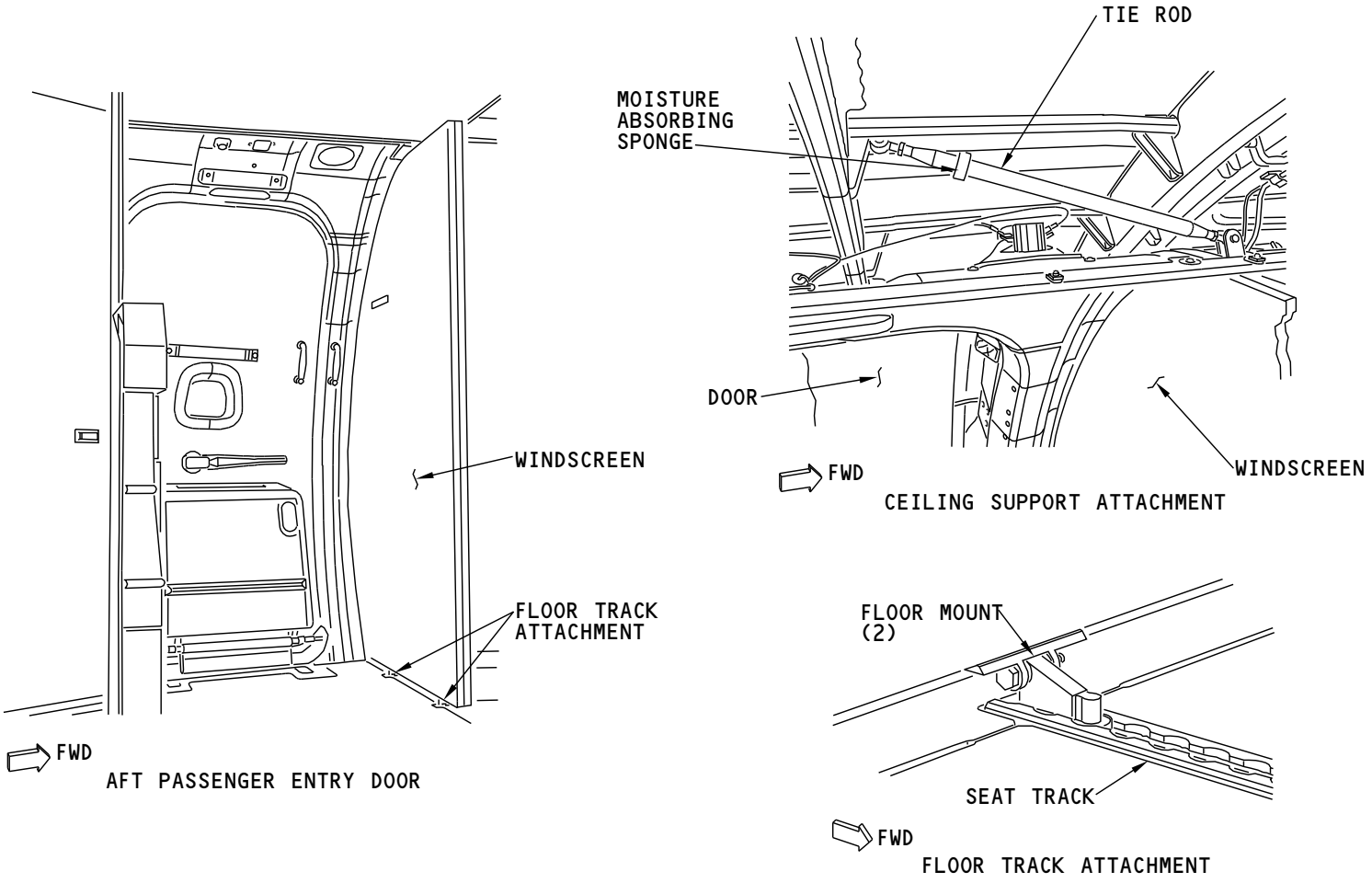
Windscreens are crushed-core composite panels with decorative stain-resistant covering. The outboard edge of the windscreen matches the contour of the fuselage. The inner edge is vertical.

Some windscreens have stowage units and/or closets.

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. On the tie rod is a moisture absorbing sponge to catch condensation.

Location

Windscreens are aft of the forward service or entry door or forward of the aft entry or service door.



M82293 S0004625026_V1

Purpose

Class dividers provide separation.

Location

Class dividers may be anywhere in the constant section of the airplane within one-inch increments except in emergency exit areas, oxygen drop locations, some portions of center overhead stowage compartments, and lavatory or galley areas.

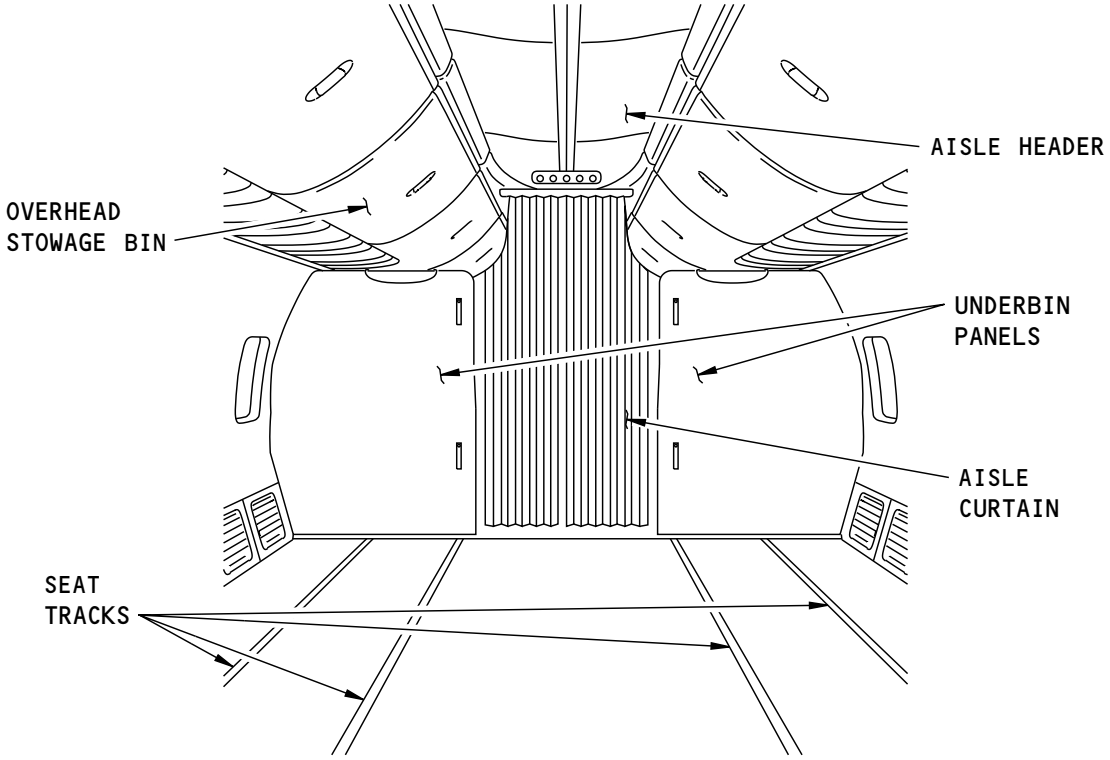
Physical Description

Class dividers have these parts:

- Aisle header
- Two underbin panels.
- Aisle curtain.

The header attaches to the top of the overhead stowage bins. The top of the underbin panels mount to PSU rails on the bottom of the overhead stowage bins. The bottom of the underbin panels attach to the seat tracks.

Class dividers have straight panels or panels shaped to provide additional passenger head clearance.



2038643 S0000411363_V1

EQUIPMENT/FURNISHING - PASSENGER COMPARTMENT - CLASS DIVIDERS

Physical Description

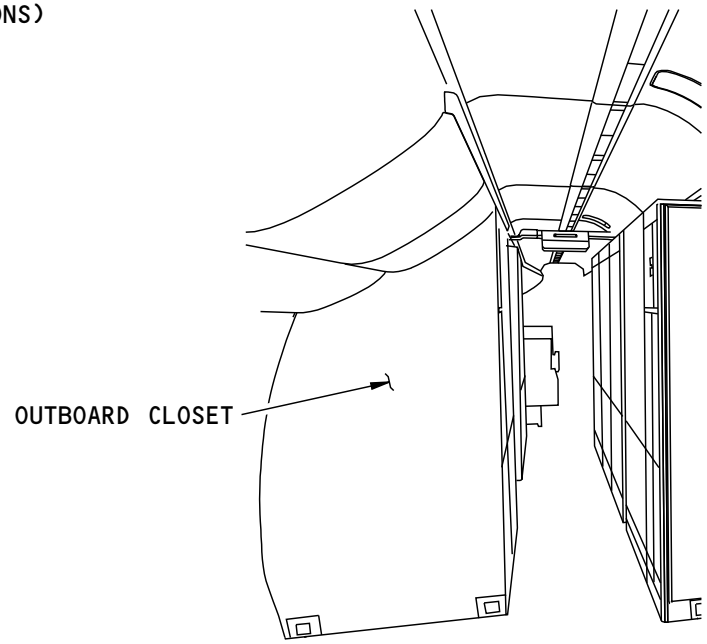
Full-height and underbin closets extend from the floor to the ceiling. They have a curved side to fit against the side of the passenger compartment. The closets have this equipment (not shown):

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

CLOSET FLEXIBILITY ZONES

OUTBOARD CLOSET
(6 LOCATIONS)

SEE (A)



OUTBOARD CLOSET
(EXAMPLE)

(A)

2188238 S0000485360_V1

Purpose

Overhead stowage bins provide stowage for coats and carry-on items.

Physical Description

Overhead stowage bins are a honeycomb composite with a decorative stain-resistant covering. They are different in length and width for different locations.

Turnbuckles secure the bins to the airplane structure.

Some overhead stowage bins have a Bin Assist Mechanism. The Bin Assist Mechanism decreases the force necessary to close the bin bucket. An Assist Mechanism Lever engages the Bin Assist Mechanism. The Assist Mechanism Lever is on the aft end of the bin bucket, inboard of the bin latch.

Location

Overhead stowage bins extend the length of the passenger compartment above the seats.

Operation

Each overhead stowage bin has a door that opens upward or pivots downward. To open the door, push or pull the latch handle (depending on which style bin). A mechanical actuator on each hinge assembly assists in door operation and keeps the door in the open position.

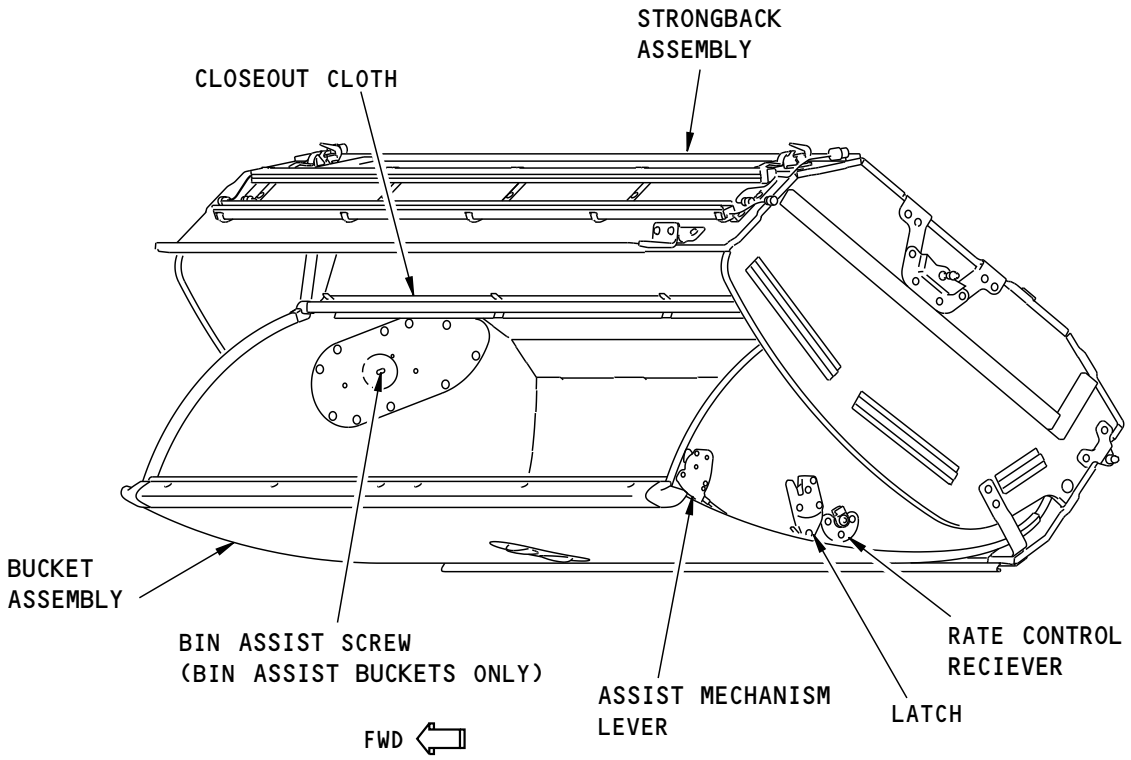
To engage the Bin Assist Mechanism, push the Assist Mechanism Lever down. Close the bin as usual.

NOTE: Do not use the Bin Assist Mechanism unless the bin has a full load (approximately 80 lbs or more). Do not pull down on a bucket without a full load if the Assist Mechanism Lever is in the engaged position. The bin will rapidly rotate towards the closed position.

Training Information Point

The two forward-most bins and the aft-most bin do not have Bin Assist Mechanisms.

If the bin does not open easily after using the Bin Assist Mechanism, then the mechanism did not automatically disengage. To manually disengage the mechanism, pull down on the latch handle until you can touch the edge of the bucket. Then pull down on the bucket edge until it is fully open. You will hear two clicks when the Bin Assist Mechanism disengages.



OVERHEAD STOWAGE BIN
(TYPICAL)

2036482 S0000410099_V2

Purpose

The Cabin attendant stations provide workstations and seats for the cabin attendants.

Physical Description/Location

Cabin attendant stations are near the forward and aft entry doors. Each station has accommodations for two attendants and include these items:

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

Each seat is spring-loaded to move to the stowed position when not in use.

The seat cushions attach to the seat assembly with hook-and-loop tape. The cushions are removable for use as flotation devices when necessary.

Each seat has a shoulder harness and seat belt restraint system.

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

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

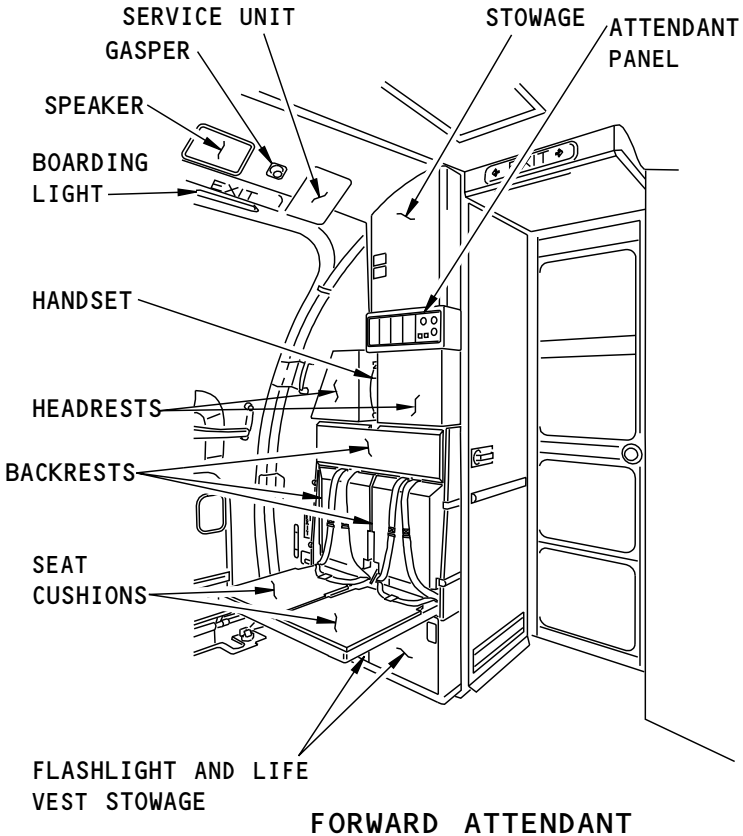
Compartments below the seat bottom provide stowage for life vests and flashlights.

The attendant handset is between the headrests.

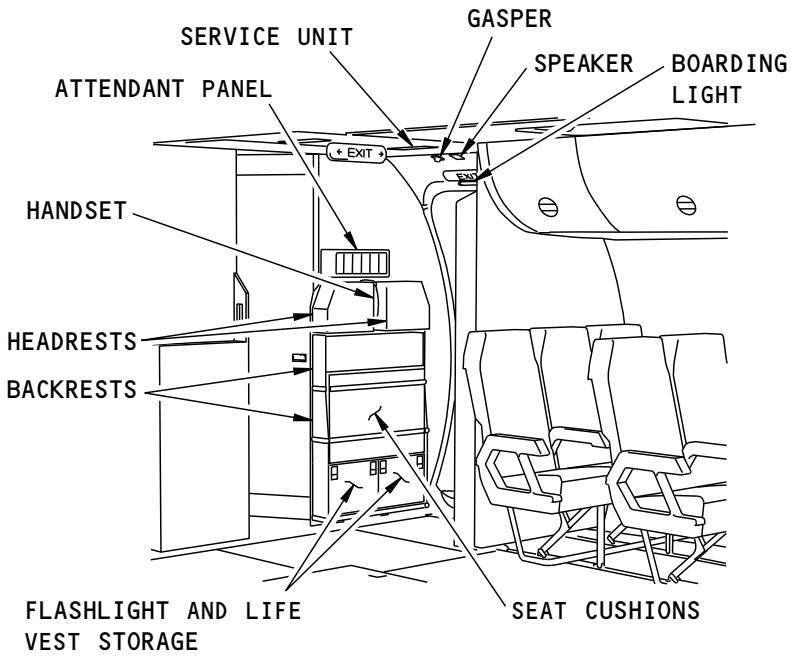
The attendant panels are above the headrests.

A boarding light is above each entry door.

Attendant service units are in the ceiling above each cabin attendant station. Each attendant service unit has two oxygen masks and an oxygen generator.



FORWARD ATTENDANT STATION



AFT ATTENDANT STATION (TYPICAL)

2039133 S0000411365_V1

EQUIPMENT/FURNISHING - PASSENGER COMPARTMENT - CABIN ATTENDANT STATION

Purpose

Carpets provide a comfortable, soundproof floor covering. Mats at the entryways, galleys, and lavatories provide nonskid waterproof surfaces.

Physical Description

Carpets cover the passenger compartment floor except at entryways, galleys, and lavatories.

Double-back tape attaches the carpet to the floor except where carpet material is adjacent to vinyl mats. There, thresholds and hook-and-loop tape attaches the carpet.

Seat track covers snap into all exposed seat tracks except at seat leg structure attachments.

Sealed, nonskid vinyl mats cover the floors in the entry and galley areas.

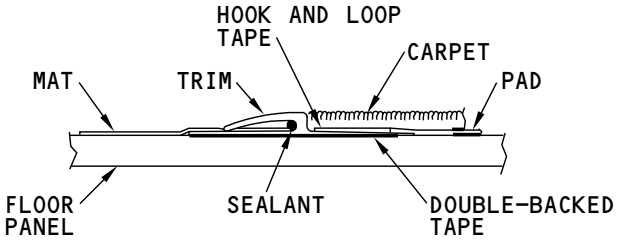
Moisture barriers prevent structural damage from corrosive fluid spills in the entryways, galleys, and lavatories. Sealant on the edges makes sure the moisture barrier and adjacent structure has a complete seal.

Drains in the entryways and galleys provide drainage overboard for water and other liquids from weather or spillage.

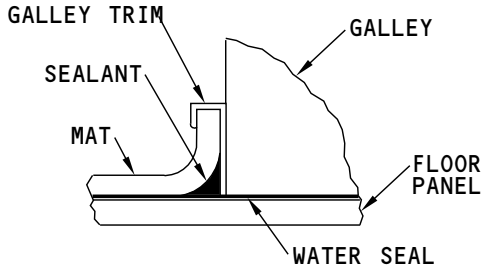
Nonskid mats are bonded to the lavatory floors.

Training Information Point

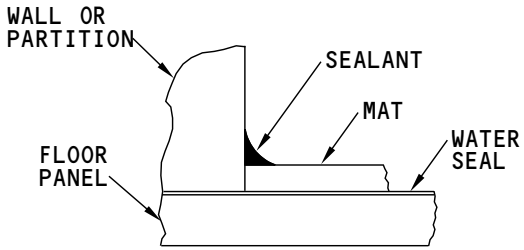
NOTE: You can roll the carpet for storage. When you roll the carpet, the pile must be out to prevent damage to the carpet.



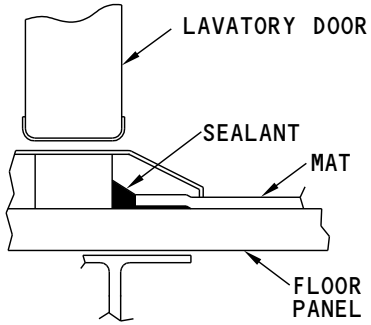
CARPET AND MAT INSTALLATION



GALLEY AREAS MAT INSTALLATION



ENTRY AND SERVICE AREAS MAT INSTALLATION



LAVATORY MAT INSTALLATION

M82300 S0004625037_V1

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EQUIPMENT/FURNISHINGS - BUFFET/GALLEY - INTRODUCTION

Purpose

Galleys provide food and beverage preparation facilities.

Location

The airline determines the number and location of the galleys. There are seven possible galley locations.

General Description

Galleys may have different inserts. These are the typical galley inserts:

- Chiller
- Oven
- Refrigerator
- Coffee maker
- Sink
- Storage
- Waste container
- Serving carts.

The galley has these connections:

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

Installation

Each galley bolts to the airplane structure. A tie rod with a quick-disconnect fitting attaches the top of the galley to the airplane structure. Floor fittings attach the bottom of the galley to the airplane structure.

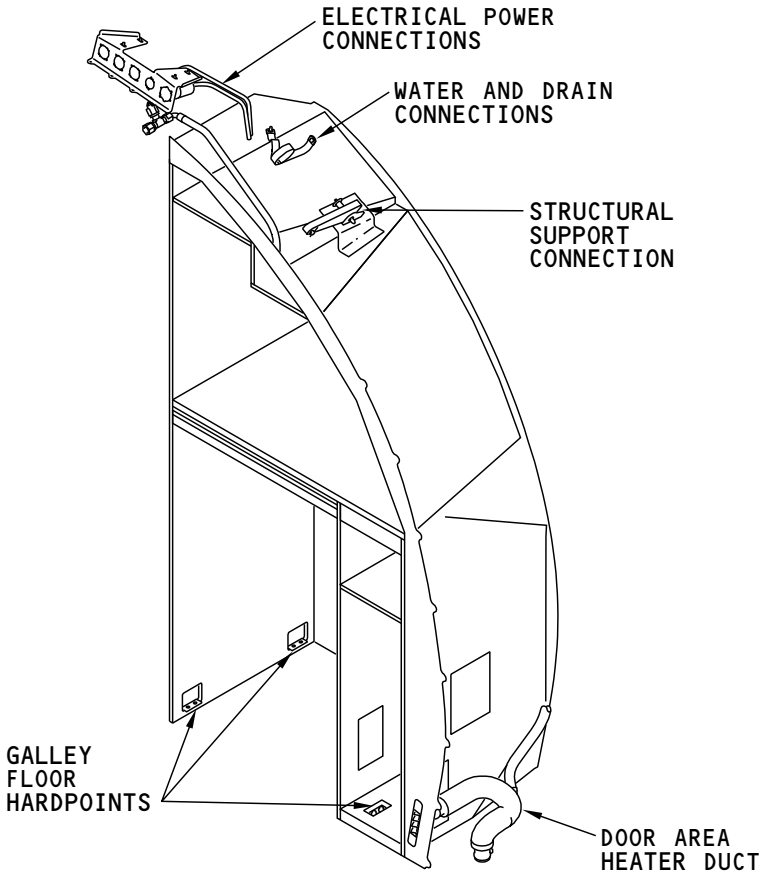
Floor Covering

Floor covering in the galley installation areas consists of vinyl mats. There is a liquid barrier under the vinyl mat to prevent floor structural damage.

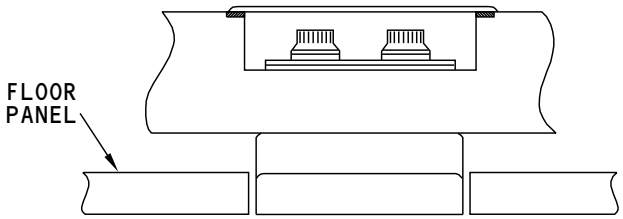
Power

Three-phase, 115V AC power from the number 1 and 2 generator buses energize the galleys. Engine-driven generators, the APU, or external power energizes the generator buses.

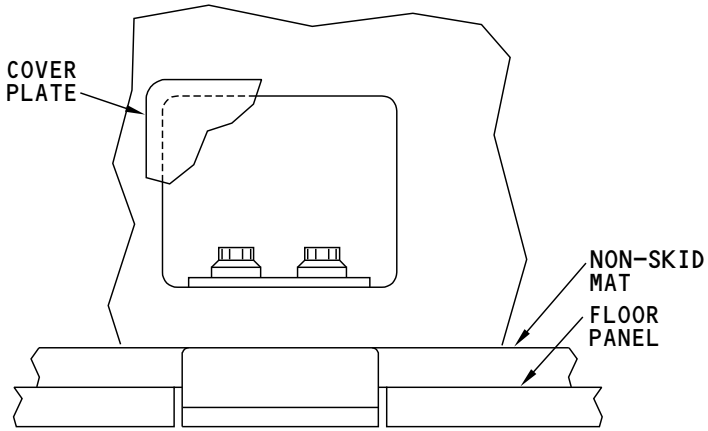
The galley switch on the P5 overhead panel controls electrical power to the galleys. In order to preserve power for critical systems, all galley power will be lost automatically if a generator bus loses power.



GALLEY INSTALLATION



GALLEY FLOOR HARDPOINTS



GALLEY SIDEWALL HARDPOINTS

M82308 S0004625050_V1

Functional Description

The galley power supply is controlled by the power switch on the P5 forward overhead panel. The following switch supplies power to the galley:

- CAB/UTL switch.

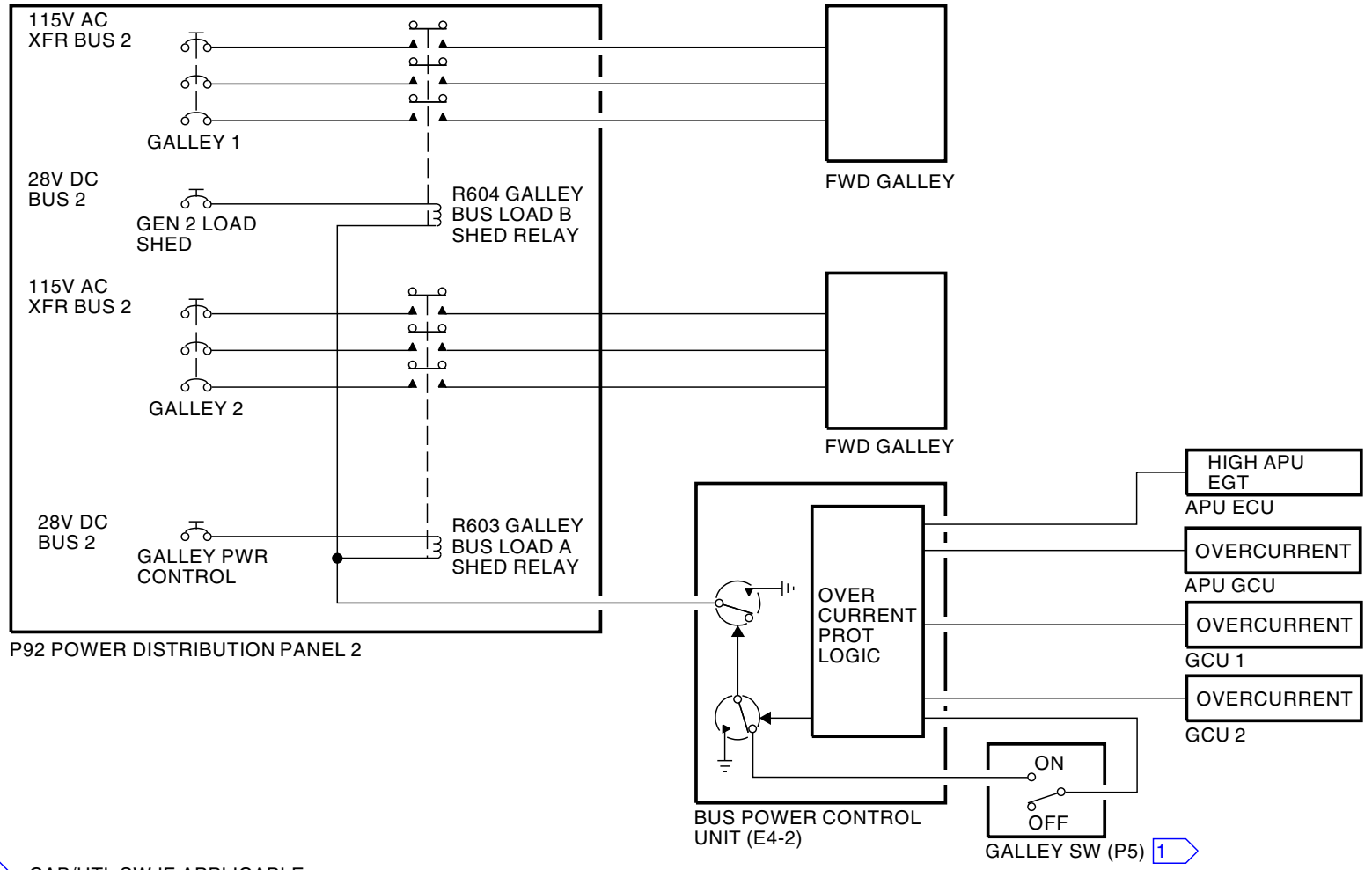
When the “GALLEY” or “CAB/UTL” switch is in the ON position, relays R603 and R604 energize. When the relays are energized, the galleys have power.

Electrical load shedding happens if APU has high EGT, or overcurrent condition is detected in the electrical supply system from APU or engine generators. The overcurrent protection logic deenergizes relays R603 and R604 and there is no power supply to the galleys.

Training Information Point

See the electrical power chapter for more information on electrical load shedding (CHAPTER 24).

EQUIPMENT/FURNISHINGS - GALLEY POWER - FUNCTIONAL DESCRIPTION



1 CAB/UTL SW IF APPLICABLE

M82310 S0004625052_V2

EQUIPMENT/FURNISHINGS - GALLEY POWER - FUNCTIONAL DESCRIPTION

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EQUIPMENT/FURNISHINGS - LAVATORIES - INTRODUCTION

General Description

The lavatories are modular, self contained units. Each lavatory has this equipment:

- 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 in each lavatory door. When a person in the lavatory locks the door, an OCCUPIED sign appears on an indicator on the passenger compartment side of the door. You may unlock this door from the passenger compartment side of the door without the use of special tools.

The service unit provides lavatory ventilation. Air exhausts through overboard vents in each lavatory.

The potable water system supplies water to the sink.

The lavatory floor is of watertight fiberglass construction to prevent corrosion. A non-skid vinyl mat is bonded to the floor.

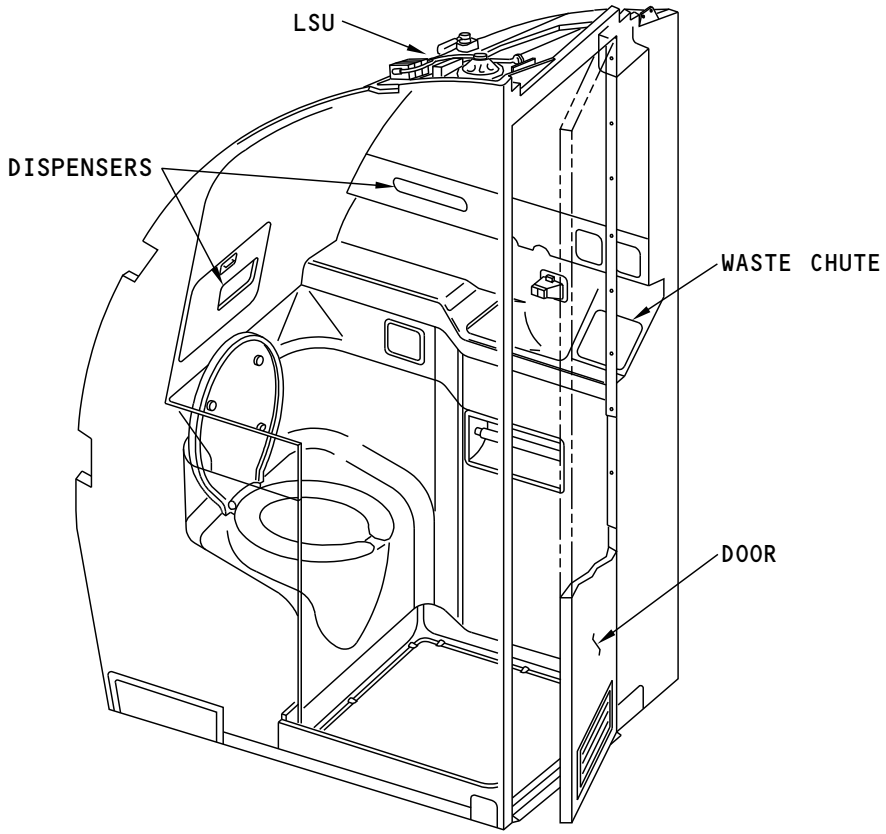
Location

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

Training Information Point

Lavatory modules bolt to floor brackets and attach to overhead structure with adjustable tie rods. When you install a lavatory, adjust the length of the tie rod to fit without preload.

EQUIPMENT/FURNISHINGS - LAVATORIES - INTRODUCTION



LAVATORY
(EXAMPLE)

M82313 S0004625059_V1

EQUIPMENT/FURNISHINGS - LAVATORIES - INTRODUCTION

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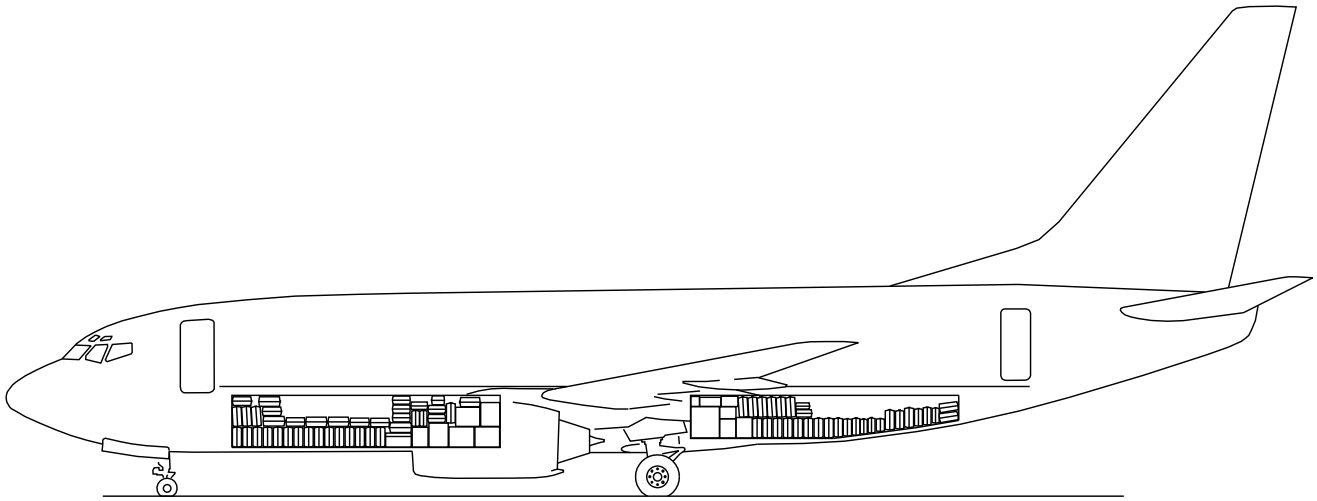
EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - INTRODUCTION

Purpose

The cargo compartments provide space to carry luggage and freight.

Abbreviations and Acronyms

- fwd - forward
- mid - middle
- typ - typical
- ref - reference



M82315 S0004625063_V1

EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - INTRODUCTION

General Description

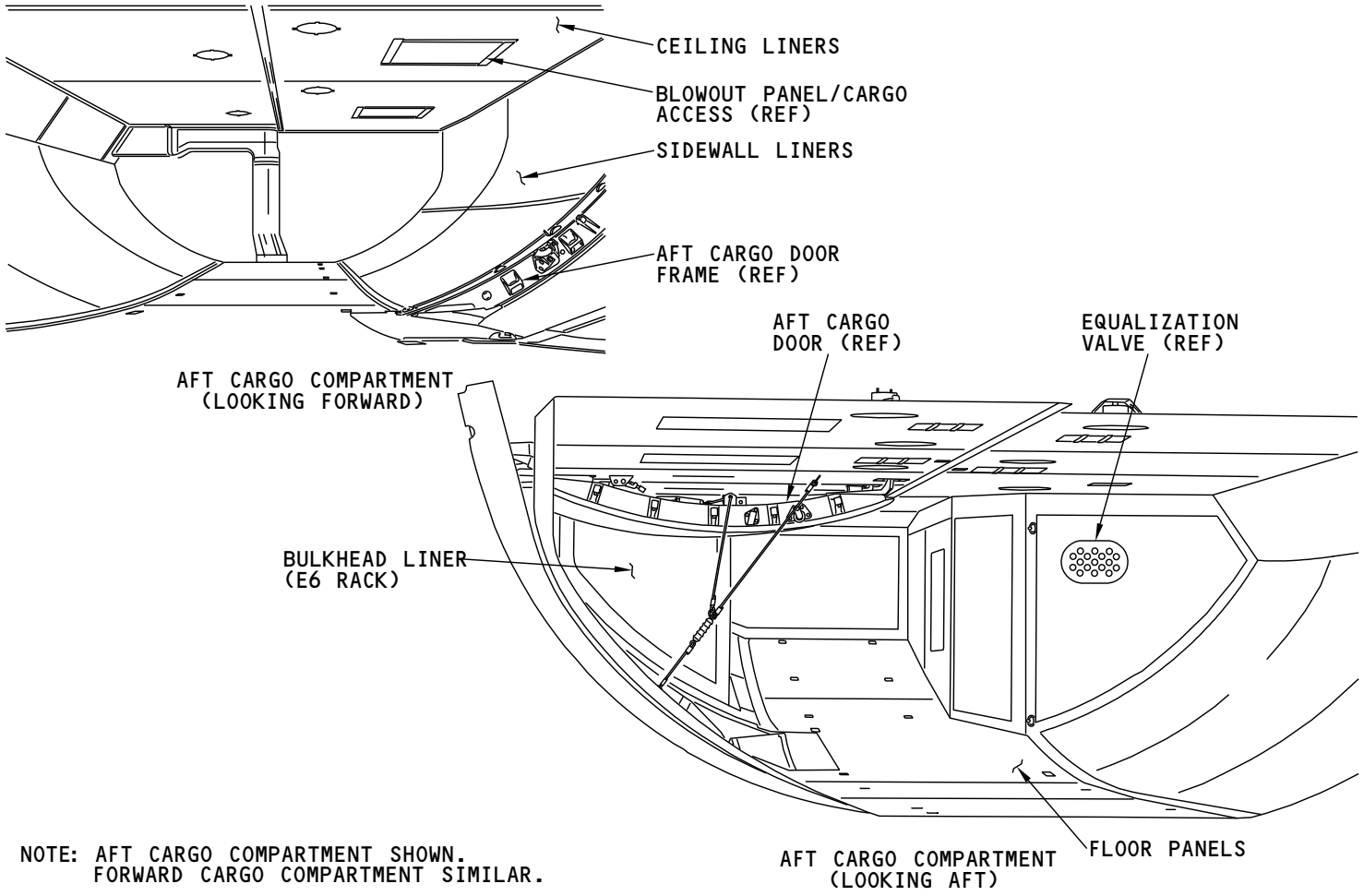
These are the cargo compartment furnishings:

- Ceiling liners
- Sidewall liners
- Bulkhead liners
- Floor panels.

Training Information Point

See the pressurization chapter for more information on the equalization valve or blowout panel (SECTION 21-30).

EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - LOWER LOBE - FURNISHINGS



NOTE: AFT CARGO COMPARTMENT SHOWN.
FORWARD CARGO COMPARTMENT SIMILAR.

M82324 S0004625068_V1

EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - LOWER LOBE - FURNISHINGS

Purpose

Lining provides an attractive, impermeable, fire-barrier for the cargo compartments.

Insulation keeps the contents of the cargo compartments warmer when the airplane is in flight.

Location

Lining covers the ceilings, walls, and floors of the forward and aft cargo compartments.

Insulation is outboard of the cargo liners and below the passenger compartment floor.

Lining

Fire resistant panels line the ceiling. Screws and capstrips attach the panels to the airplane structure. Silicone rubber tape is between the panels and the airplane structure. Fire resistant tape covers all fasteners, seams, and panel joints.

Fire resistant panels line the sidewalls. Screws attach the panels to the airplane structure. Hook-and-loop tape secures the middle of the panels to the airplane structure. Silicone rubber tape is between the ends of the panels and the airplane structure. Fire resistant tape covers all screws, seams, and panel joints.

Fiberglass/aluminum panel assemblies line the bulkheads. The panel assemblies are fiberglass/aluminum honeycomb-core panels with aluminum frames. Fasteners attach the panel assemblies to the airplane structure. Silicone rubber tape is between the frames and the airplane structure.

Floor panels are glass reinforced phenolic or aluminum. Bolts and capstrips attach the floor panels to the airplane structure. Sealant is between all panel seams and between panels and the airplane structure.

The silicon rubber tape seals the space between the panels and the supporting structure. Fire resistant tape seals panel seams, fastener holes, and joints. Sealing the panels makes the cargo compartments air tight and is a requirement for Class C (smother type) fire suppression.

Insulation

Insulation blankets are outboard of the sidewall lining and below the passenger compartment floor. Most blankets fasten to the structure with plastic studs and clips. Nylon lacing holds the larger sidewall blankets in place. This lacing runs across the inboard surfaces of the blankets and between adjacent body frames. Hook-and-loop tape also fastens some parts of certain blankets.

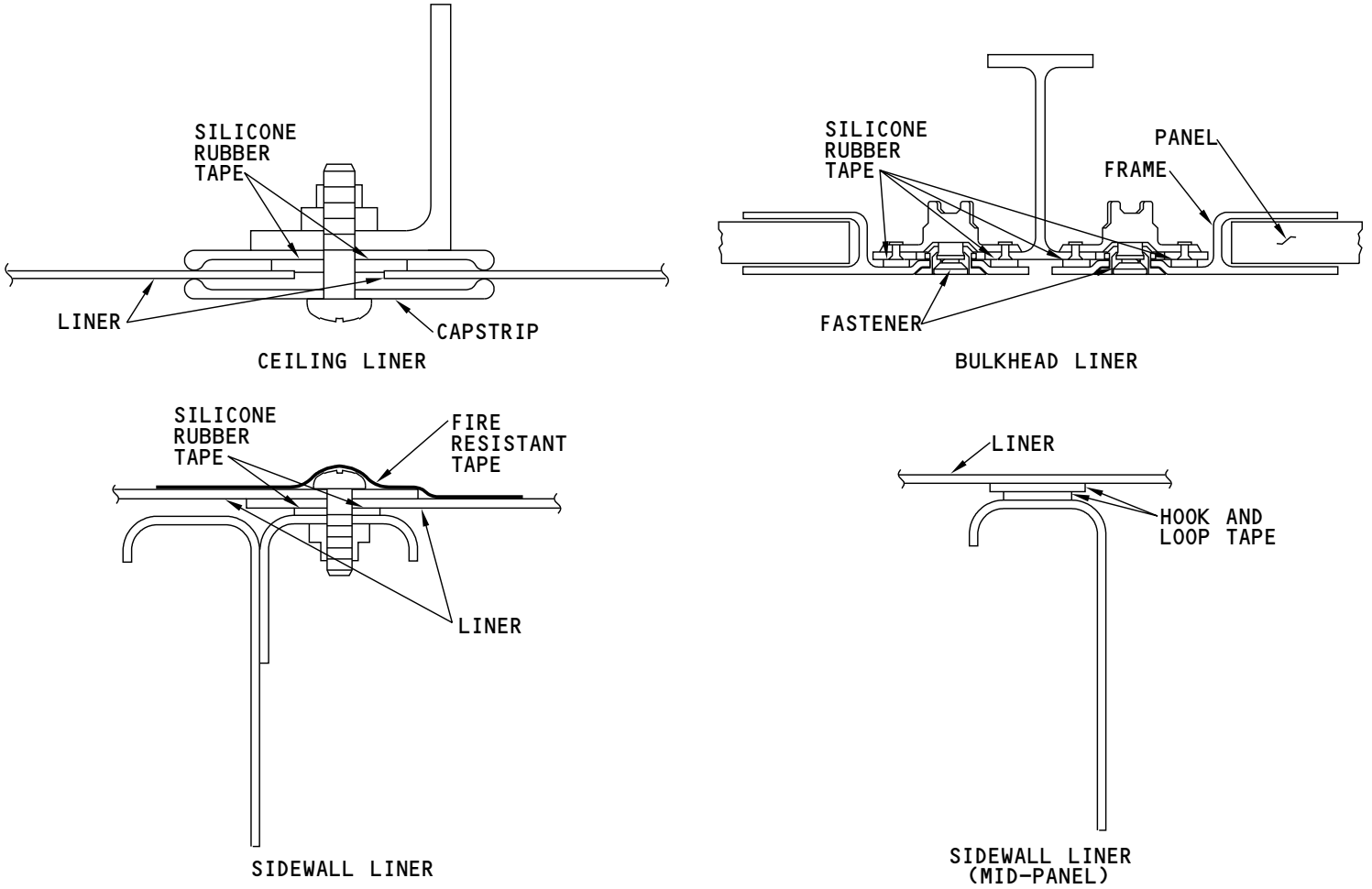
A typical blanket has a layer of fiberglass wool, an inboard cover, and an outboard cover. The two covers are stitched or cemented together at the blanket edges. There may be a trim strip and fastener tabs along the edges. The blankets vary widely in size and shape, each is tailored to fit its surroundings. Blankets that cover body frame intercostal webs have holes that match the holes in the intercostal webs. The holes allow air to circulate between the inboard side of the blanket and the sidewall lining.

Plastic waffle mats are between the insulation blankets and the lower lobe. The mats allow moisture to drain into the bilge drain valves.

Training Information Point

Install insulation blankets with the open edge towards the floor to allow for drainage.

Be careful not to damage the insulation blanket surfaces. Holes in the blanket will allow water into the fiber center. The water will reduce the blanket efficiency, increase weight, and can cause mold problems.



M82316 S0004625070_V1

Purpose

The access panel lets you enter the forward cargo compartment from the passenger compartment.

Physical Description

The panel is 20 inches long and 20 inches wide (508 mm by 508 mm). There is a handle on the top side of the panel. The panel is attached with quick-release fasteners.

Location

The panel is on the right side of the passenger compartment. It is below a floor panel (near the tenth window cutout from the front) that is covered by a section of carpet with a serge around the edges.

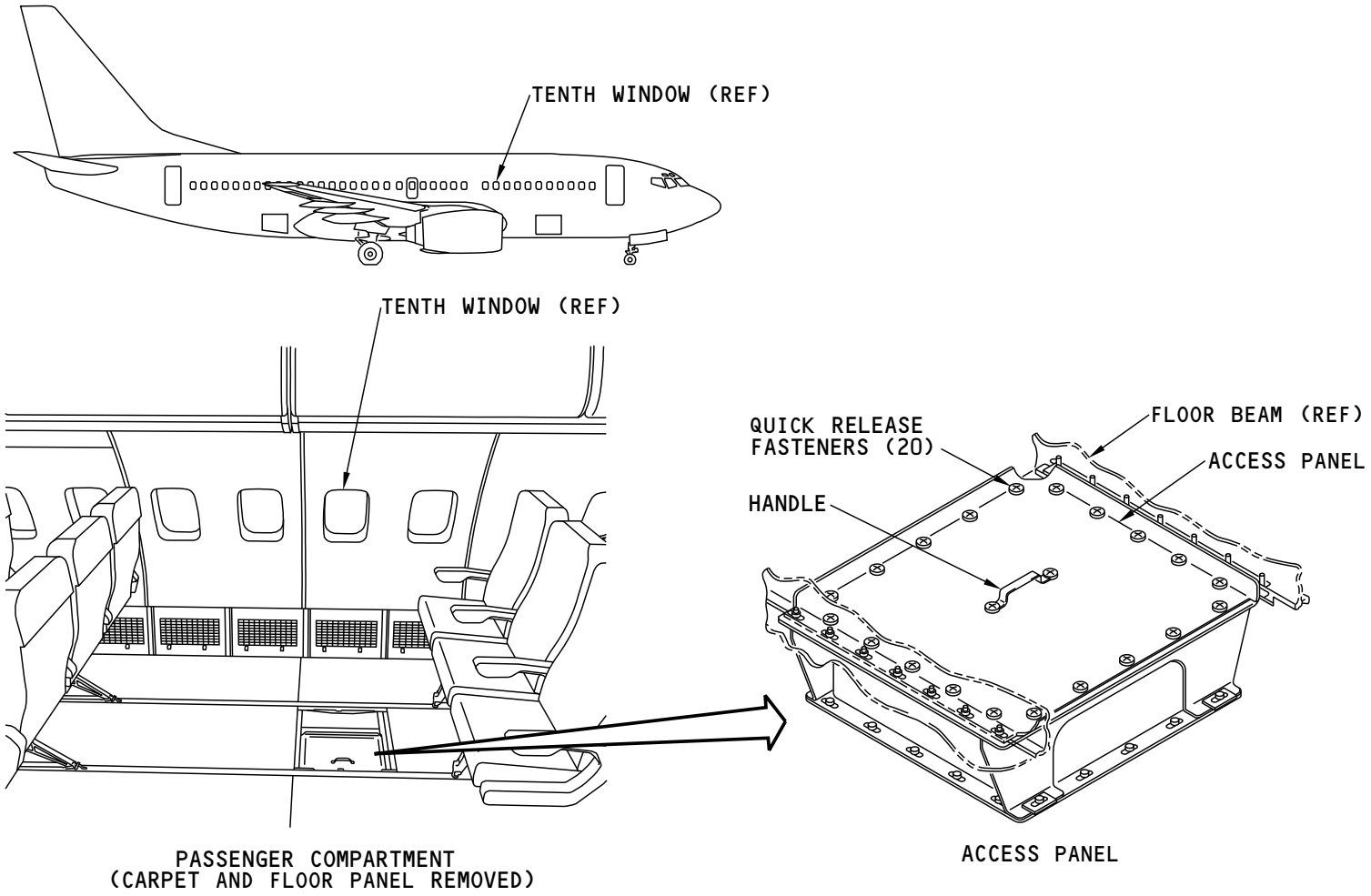
Training Information Point

You use the access panel when the forward cargo door is difficult to unlatch. This could be caused by blockage of the inner handle latch mechanism.

If the aft cargo door is difficult to unlatch, use the aft ceiling blowout panel. This panel is on the right side of the passenger compartment floor. It is near the eight window cutout from the rear.

See the pressurization chapter for more information on the aft cargo compartment blowout panel. (SECTION 21-30)

EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - FORWARD CARGO - ACCESS PANEL



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EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - FORWARD CARGO - ACCESS PANEL

Purpose

The lower cargo net prevents cargo movement in flight. If the cargo moves, it can block the door.

Location

The cargo nets are in the lower cargo compartments, forward and aft of the lower cargo compartment doors.

Cargo Nets

The cargo nets attach to anchorplates just forward and aft of the cargo door on the floor, sidewalls, and ceiling.

If you use only the two full-width cargo nets, cargo may be forward and aft of the cargo door, but may not be inboard of the cargo door. If you install a centerline cargo net, additional cargo may then be outboard of the centerline net between the two full-width cargo nets.

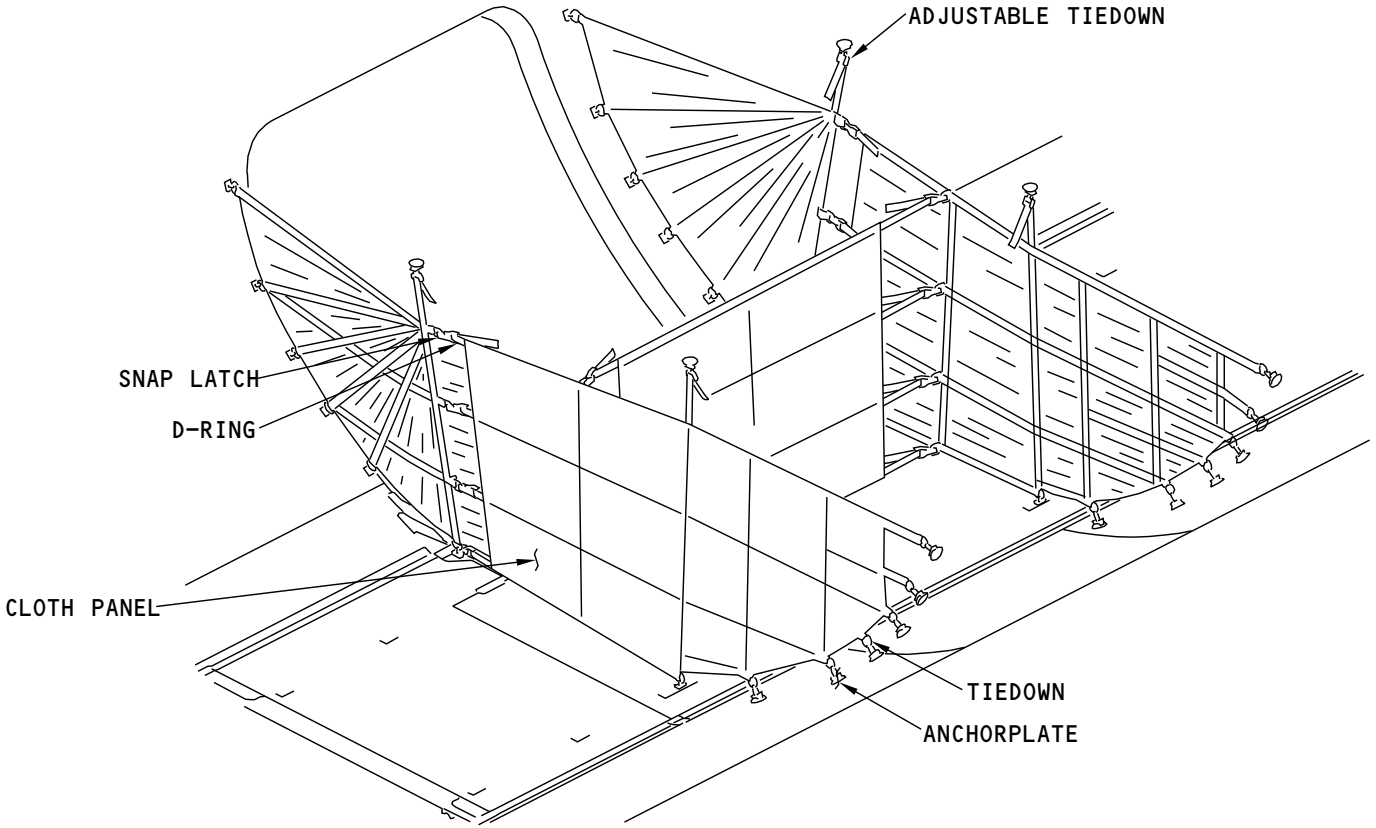
The cargo nets are made of one-inch wide fabric straps sewn together to make a web. Solid cloth panels are sewn to the straps in some areas to fill the openings between the straps. Some strap ends have quick-release tiedowns. Other strap ends have snap latches or D-rings.

Anchorplates

The anchorplates are on the floors, sidewalls, and ceilings of both cargo compartments. The anchorplates hold tiedown fasteners on the outboard edges of the cargo nets. The upper surfaces of the anchorplates are almost flush with the cargo panels.

Tiedowns

The tiedowns are quick-release fasteners which connect the outboard edges of the cargo nets to anchorplates in the cargo compartment.



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EQUIPMENT/FURNISHINGS - CARGO COMPARTMENTS - LOWER CARGO NET

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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - INTRODUCTION

General Description

Emergency equipment typically includes these items:

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

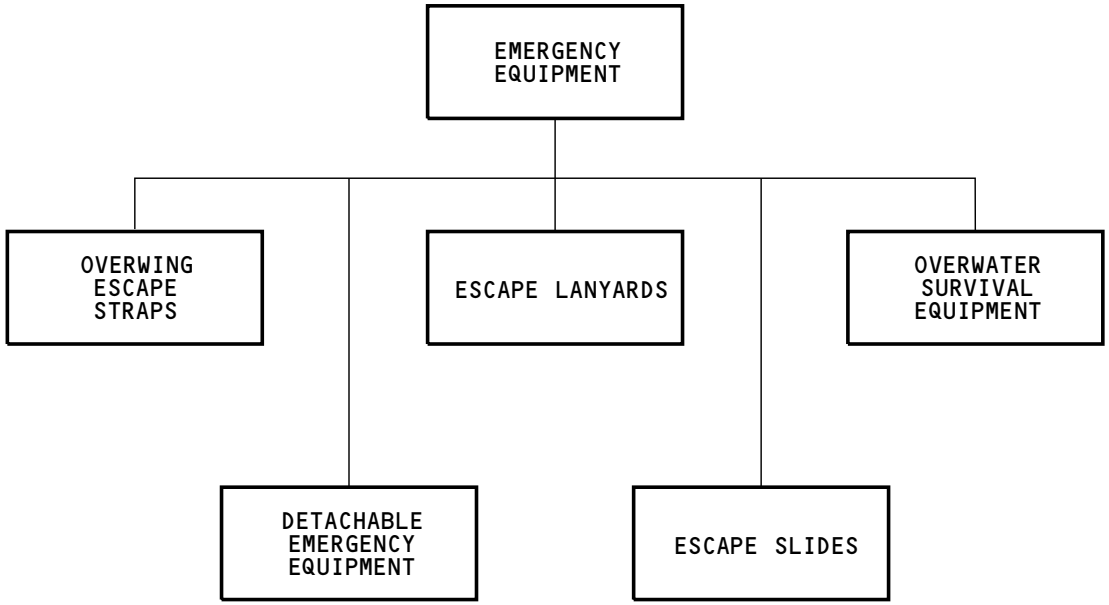
Emergency equipment requirements depend on the airplane mission profile. The equipment put on the airplane matches the specific requirements of the mission. See your operations manual and applicable regulations to determine the minimum emergency equipment.

Refer to the component operation instructions and placards for method of use.

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.



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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - INTRODUCTION

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS

Purpose

Overwing escape straps permit passengers to move safely over the wing, and to maintain stability on the wing after ditching. While waiting for rescue or prior to getting into a life raft or slide raft, the escape straps help passengers keep their balance on the wing.

Physical Description

The escape strap has these items:

- Strap
- Hook
- Anchor fitting
- Stowage tube.

The escape strap is 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.

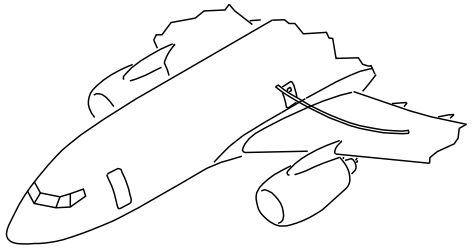
You remove the emergency exit door to gain access to the strap.

In an emergency, attach the hook end of the strap to a fitting on the wing.

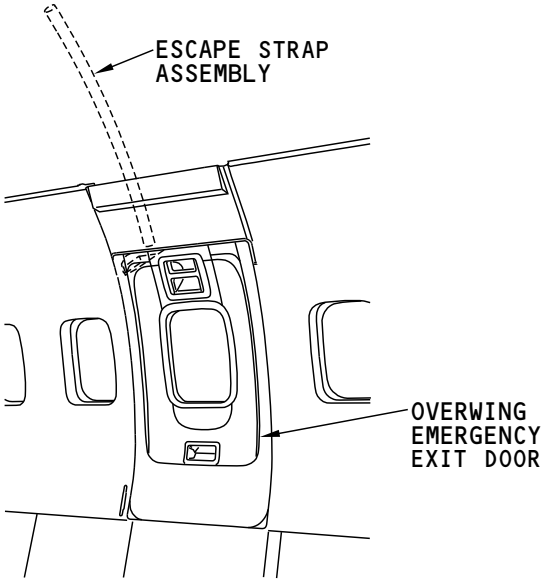
Location

Overwing escape straps are in stowage tubes above each aft emergency exit door.

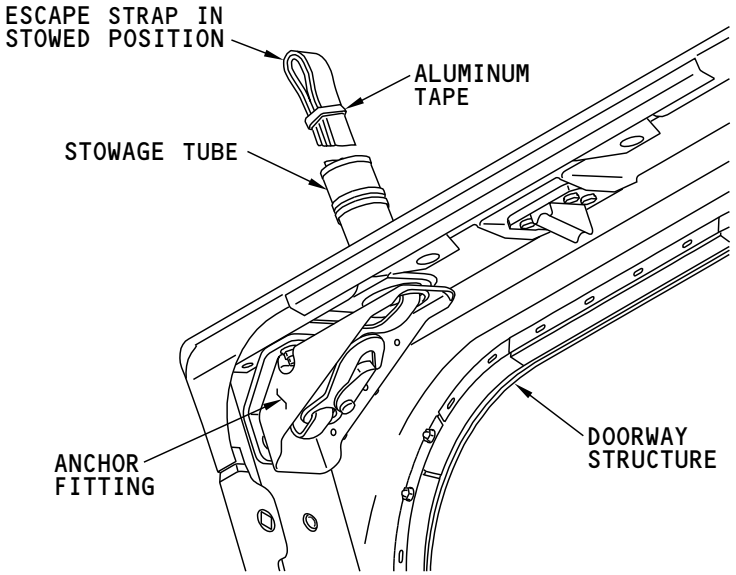
EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS



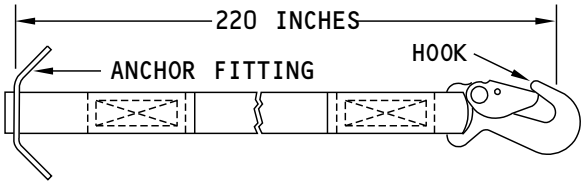
ESCAPE STRAPS



ESCAPE STRAP INSTALLATION



ESCAPE STRAP ASSEMBLY



ESCAPE STRAP

M82364 S0004625156_V1

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERWING ESCAPE STRAPS

Purpose

Escape lanyards let the flight crew move safely to the ground through the number 2 windows.

Location

The rope and stowage bag are behind doors in the flight compartment lining above the number 2 windows.

Physical Description

The escape lanyards have these components:

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

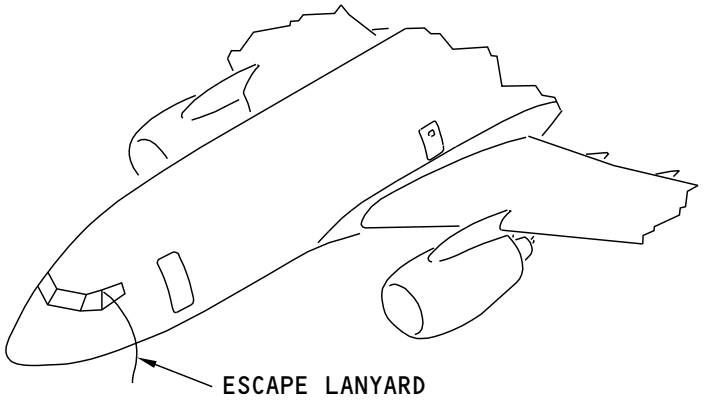
The core is a kevlar cord rated at 1500 pounds. Foam links space hand holds at regular intervals. A jacket of woven kevlar covers the entire length of the lanyard.

One end of the escape lanyard attaches to the airplane structure. The other end is coiled and stored in a stowage compartment.

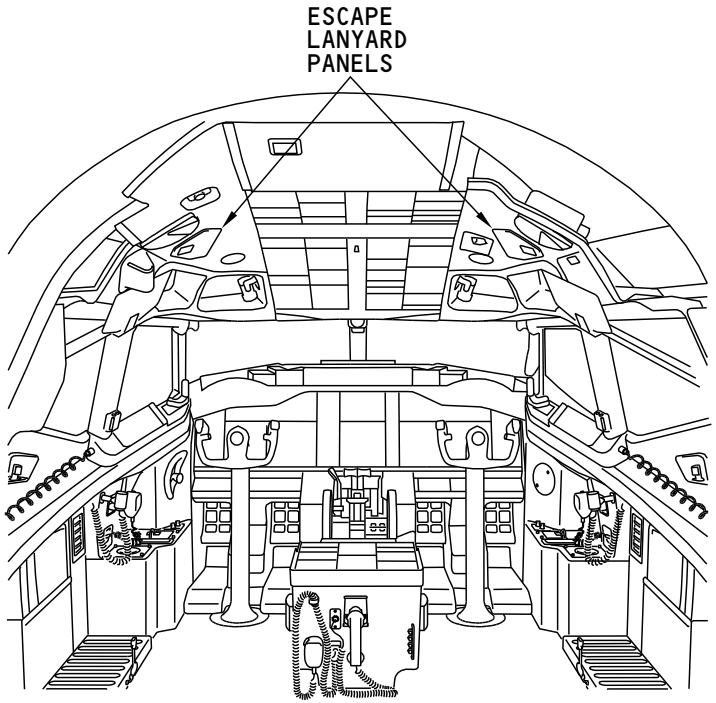
To gain access to the escape lanyards, unlatch the compartment cover.

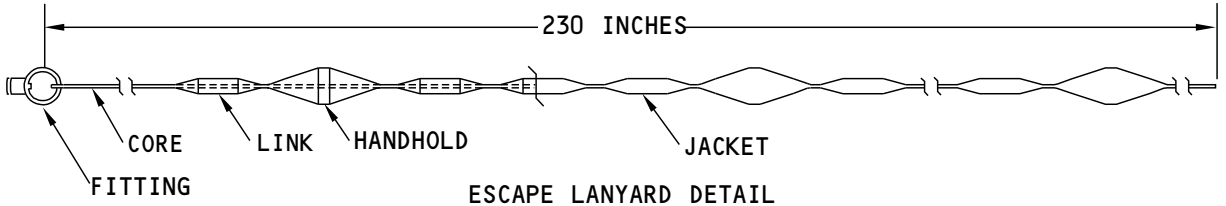
Location

The rope and stowage compartment are behind doors in the flight compartment lining above the number 2 windows.



ESCAPE LANYARD IN USE





ESCAPE LANYARD DETAIL

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Purpose

Emergency Locator Transmitter (ELT) helps the rescue crews find airplanes which land away from an airport. The transmitters send a radio signal to satellites, other airplanes, and air traffic control facilities. Rescue crews use information from these sources to find the airplane. There are two types of ELTs, fixed mounted and portable. The fixed ELT is described in chapter 23.

RESCU 406SE Physical Description

The ELT is a compact, buoyant, automatic unit. ELTs have these parts:

- Transmitter
- Battery
- Antenna
- Lanyard.

The transmitter provides a homing signal for civil and military search aircraft by automatically transmitting a swept-tone-modulated signal simultaneously on both the civil and military international Very High Frequency (VHF) aeronautical distress frequencies (121.5 and 243.0 MHz). Some ELTs can also operate at the frequency of 406.025MHz, 406.040MHz.

Some ELTs are equipped with a silver chloride/magnesium primary cell. In the preactivated 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.

ELTs have a lanyard assembly and in some cases, a yoke cable. The lanyard assembly has 60 feet of braided nylon cord and 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.

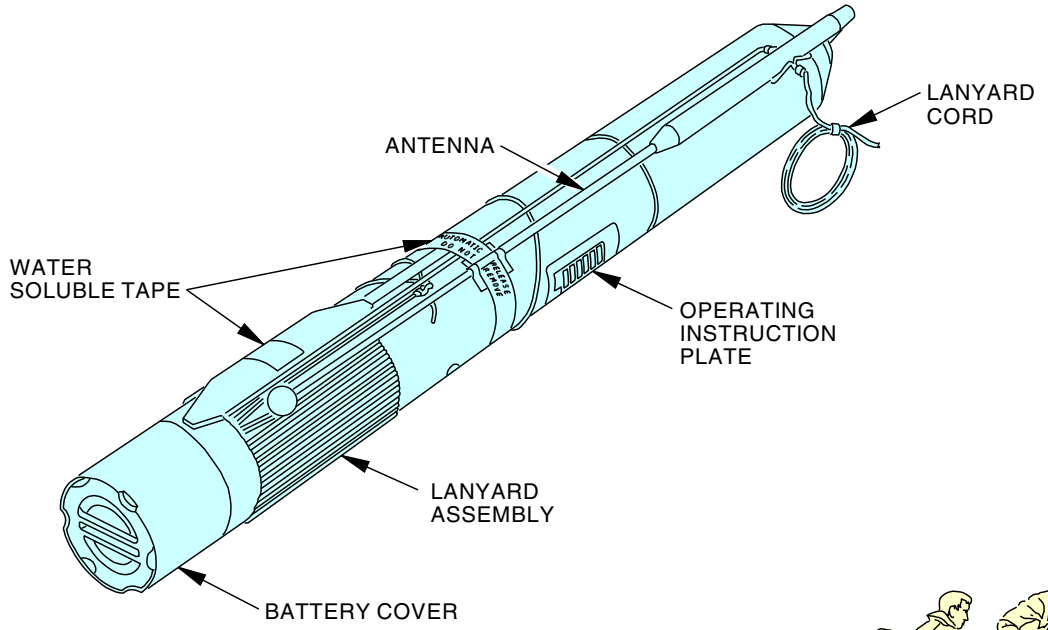
Location

ELTs can be in these general locations:

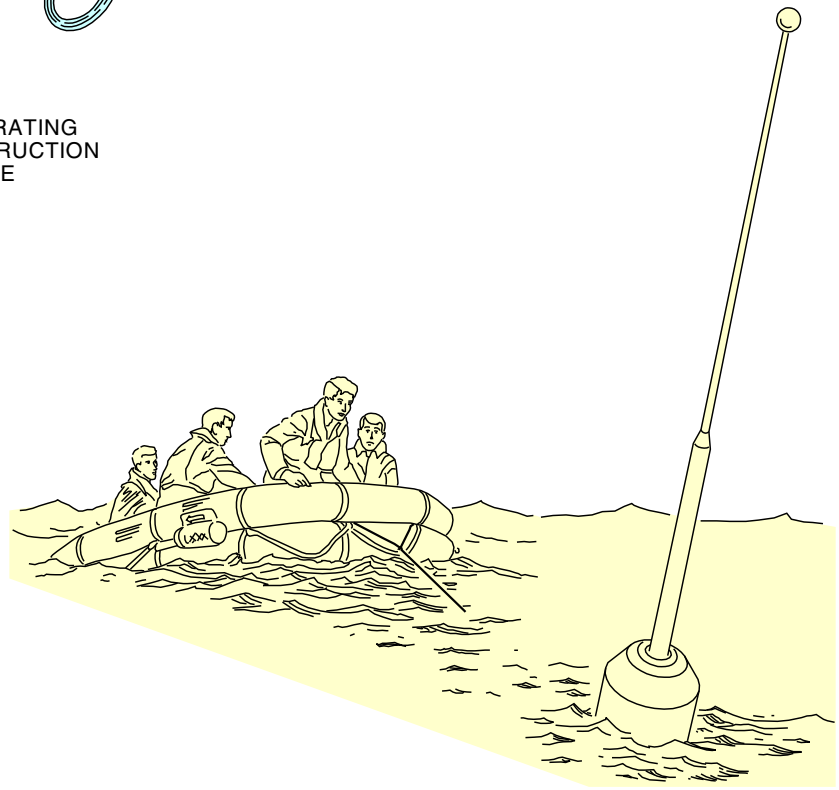
- Life rafts
- Overhead stowage bins
- Center ceiling compartments
- Other stowage locations throughout the airplane.

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

Placards on the airplane identify the locations of emergency equipment.



EMERGENCY LOCATOR TRANSMITTER (TYPICAL)



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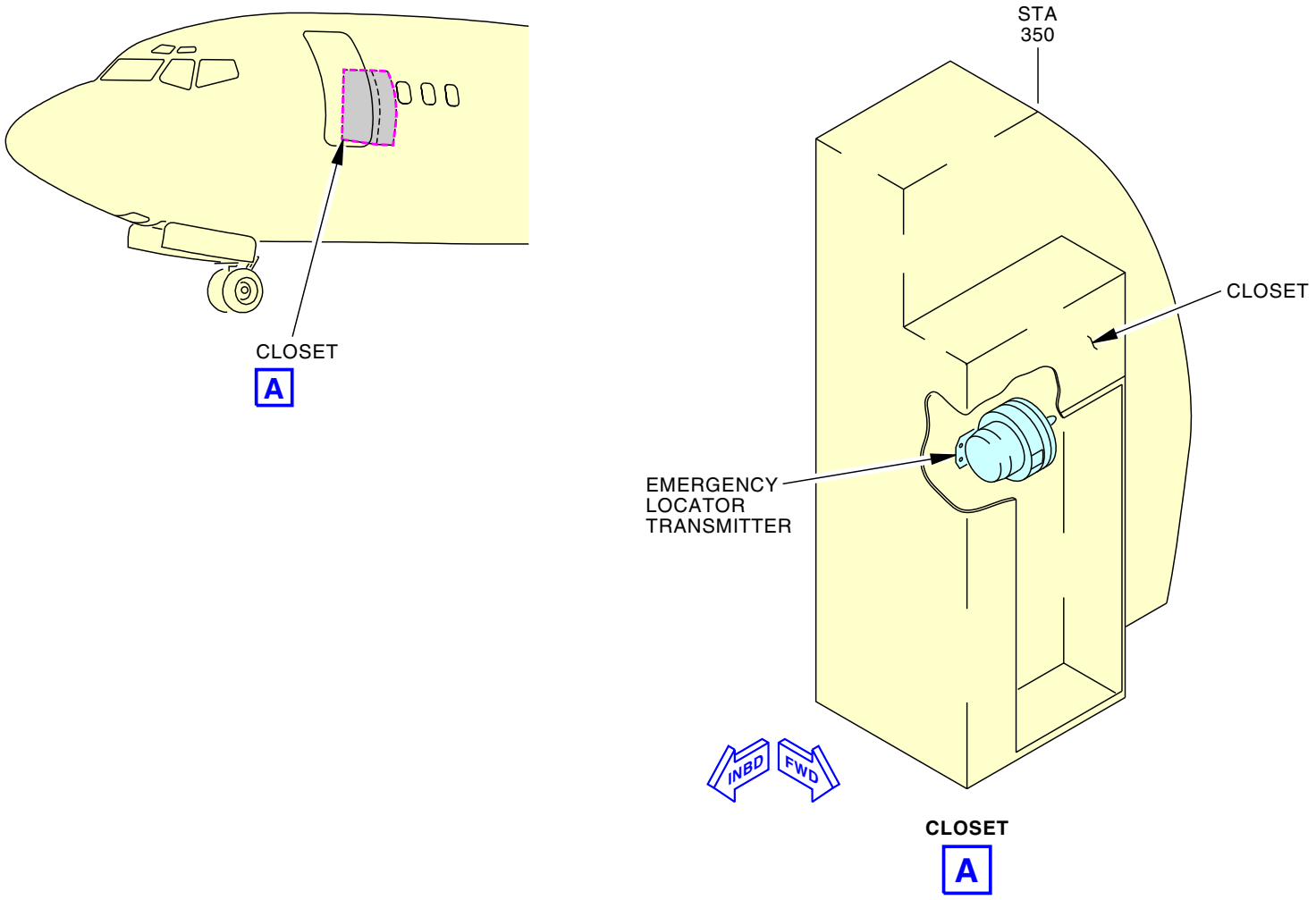

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EMERGENCY LOCATOR TRANSMITTER

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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.

Location

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

- Forward cabin.
- Mid cabin (2).

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

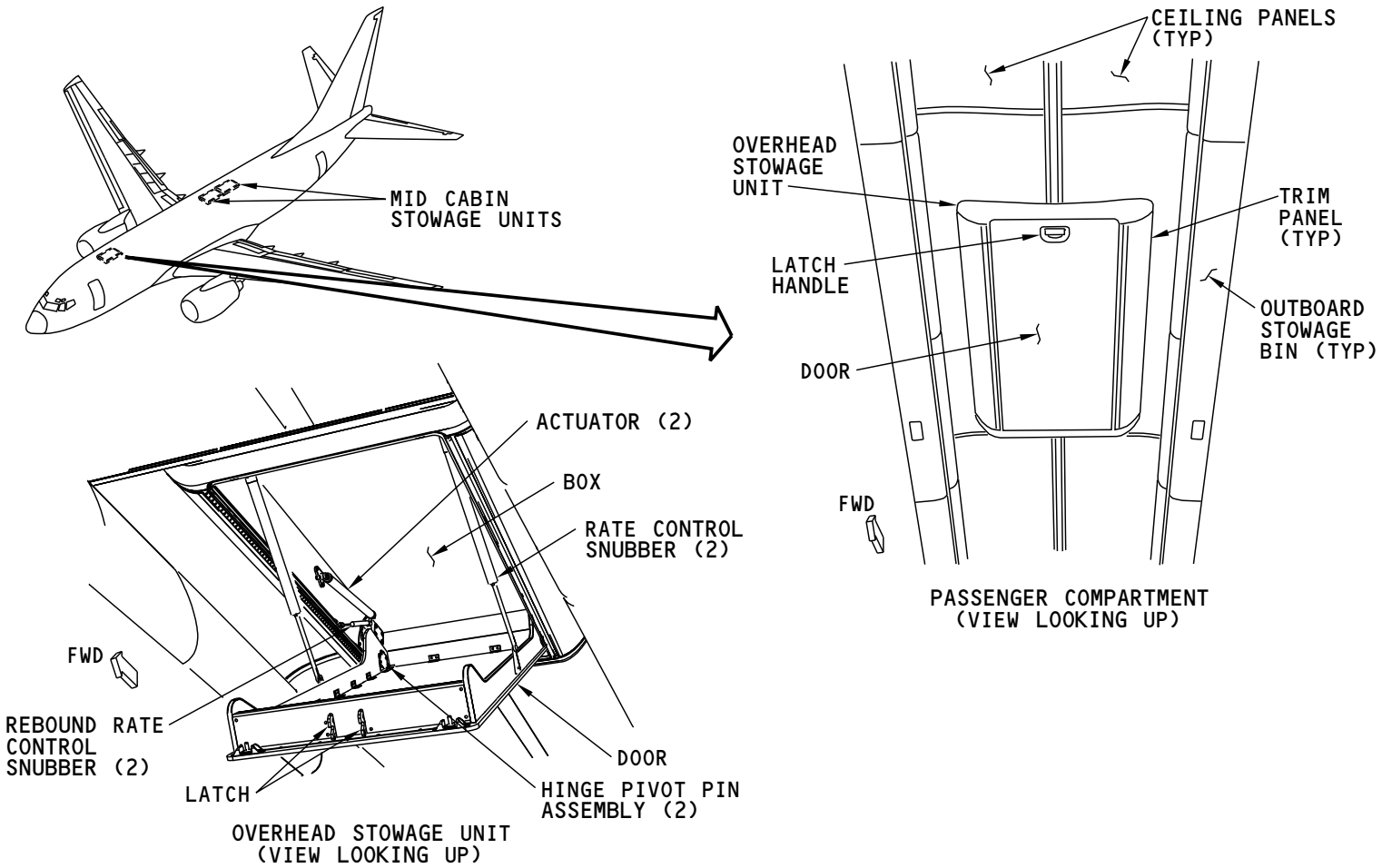
You pull the latch handle to release the latch and to move the door down. Move the door down until it locks in the open position. The rate control snubbers work together to make sure the door does not open too fast. The door will stay in the OPEN position until you move it towards the CLOSE position.

WARNING WHEN THE OVERHEAD STOWAGE BIN DOOR DOES NOT HAVE EQUIPMENT ON IT AND YOU MOVE IT FROM THE LOCKED OPEN POSITION TOWARDS CLOSE, THE DOOR MOVES QUICKLY TO THE CLOSED POSITION. STAY CLEAR OF THE AREA THAT THE DOOR MOVES THROUGH AS IT CLOSES.

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 the door does not close to 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 lbs). You will need to push the door to the CLOSED position with approximately 52 lbs of force near the latch handle. Empty, the door closes by itself in less than two seconds.

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERHEAD STOWAGE UNIT



NOTE: FORWARD CABIN OVERHEAD STOWAGE UNIT SHOWN, MID CABIN UNITS ARE SIMILAR.

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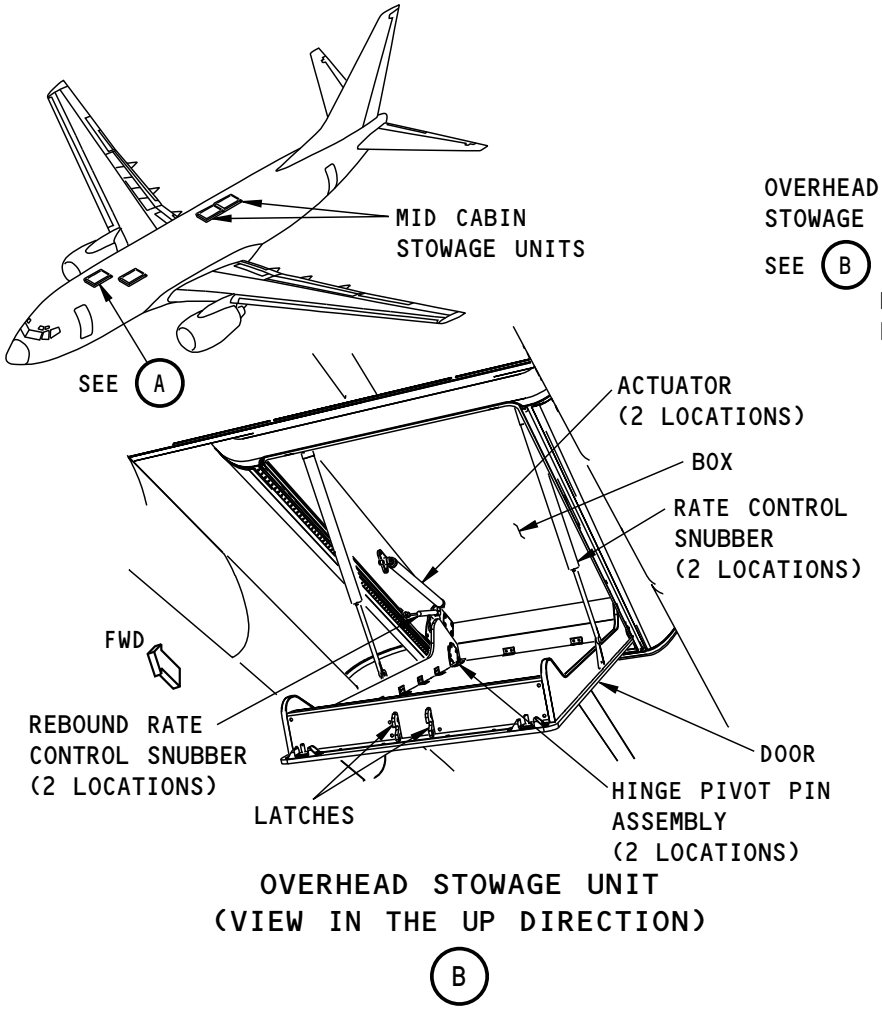
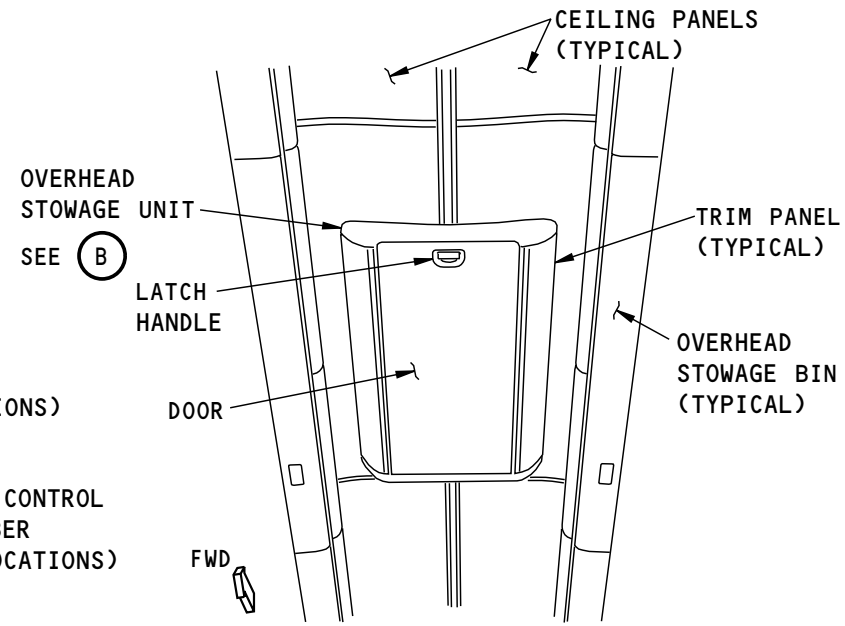
EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - OVERHEAD STOWAGE UNIT



OVERHEAD STOWAGE UNIT
(VIEW IN THE UP DIRECTION)

B



PASSENGER COMPARTMENT
(VIEW IN THE UP DIRECTION)

A

NOTE: FORWARD CABIN OVERHEAD STOWAGE UNIT IS SHOWN, MID CABIN UNITS ARE EQUIVALENT.

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Physical Description

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

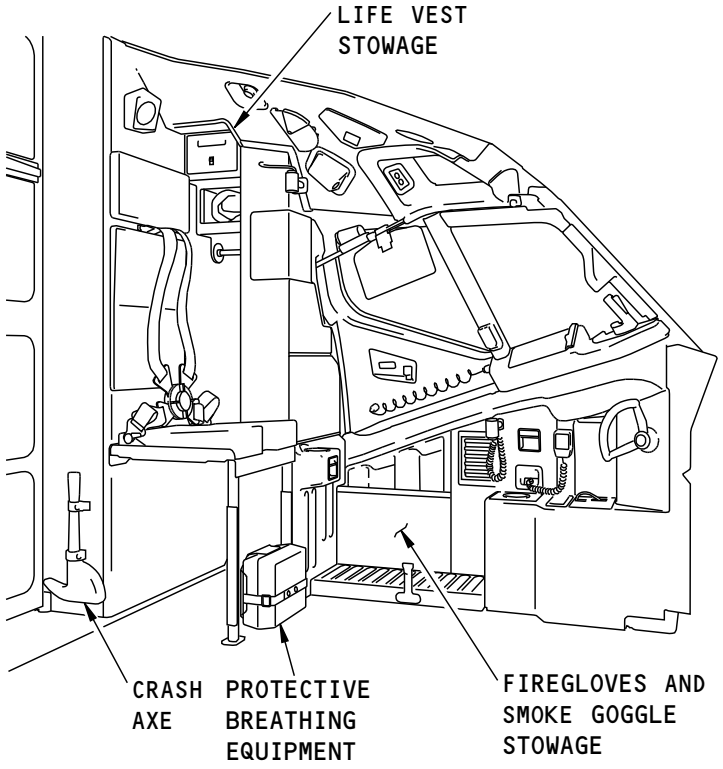
Flight Compartment

These possible items of detachable emergency equipment are in the flight compartment:

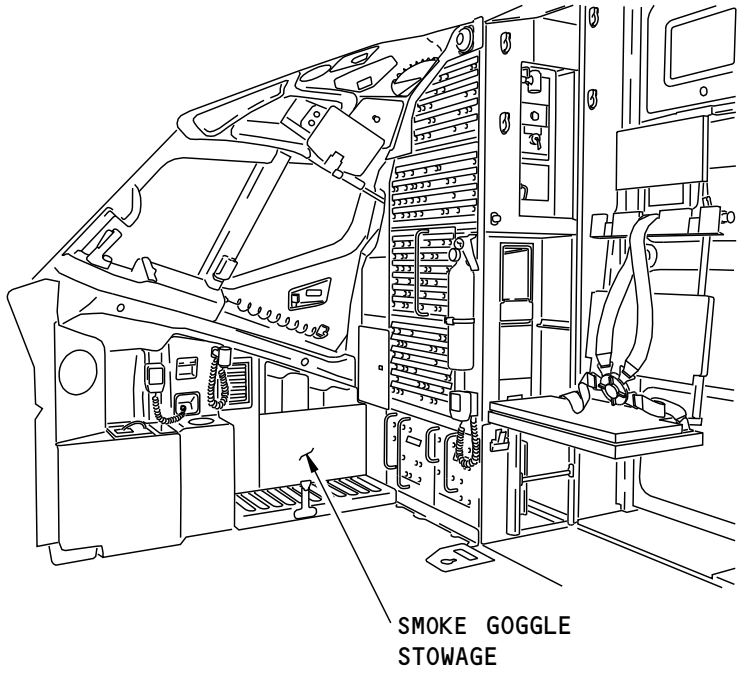
- Crash axe
- Smoke goggles
- Firegloves (stowage provisions)
- Life vests (stowage provisions)
- Flashlights
- Protective breathing equipment
- Medical Kit
- Portable fire extinguisher

There are stowage provisions for firegloves and life vests.

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. Installation depends on the airline requirements.



FLIGHT COMPARTMENT - LEFT SIDE



FLIGHT COMPARTMENT - RIGHT SIDE

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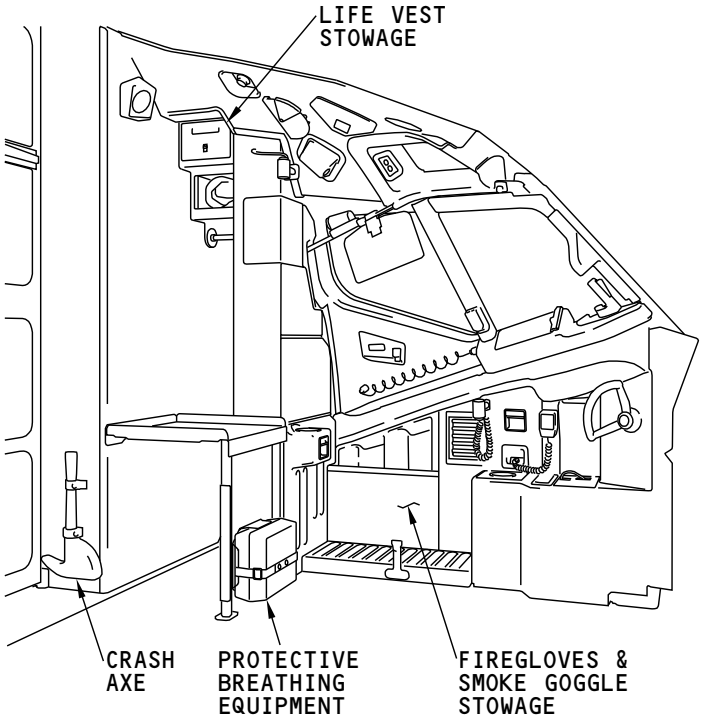
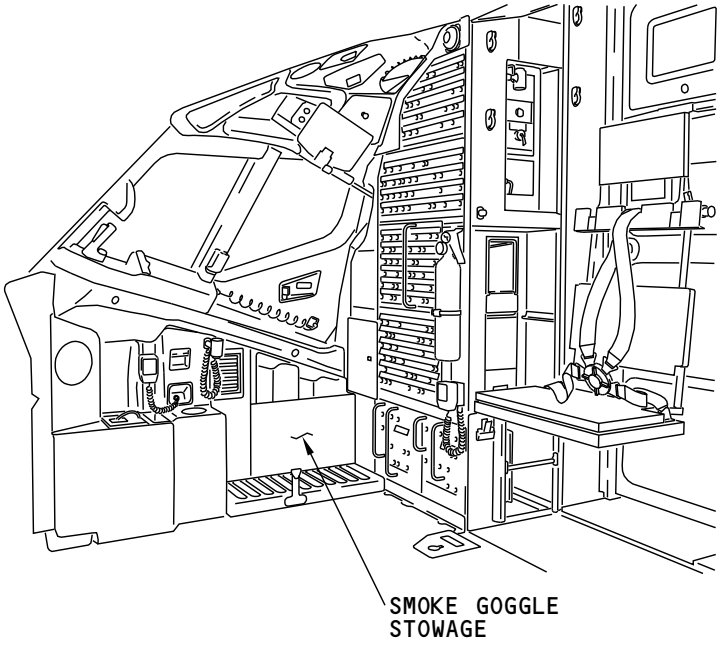


FLIGHT COMPARTMENT - LEFT SIDE



FLIGHT COMPARTMENT - RIGHT SIDE

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Passenger Compartment

These are the possible detachable emergency equipments in the passenger compartment:

- First aid kits
- Medical kits
- Megaphones
- Life vests (stowage provisions)
- Flashlights
- Protective breathing equipment
- Portable oxygen masks
- Extension seat belts
- Over-water survival kits
- Portable fire extinguisher
- Life rafts
- Fire gloves
- Oxygen bottles

The quantity and types of first aid kits on the airplane depend on the airline requirements. See your operations manual to determine the quantity and locations of the first aid kits.

There are two power megaphones in the passenger compartment.

Stowage provisions are provided for life vests.

Provisions are provided for installation of flashlights with holders in the passenger compartment. Installation depends on the airline requirements.

Additional detachable emergency equipment may be in the passenger compartment of the airplane.

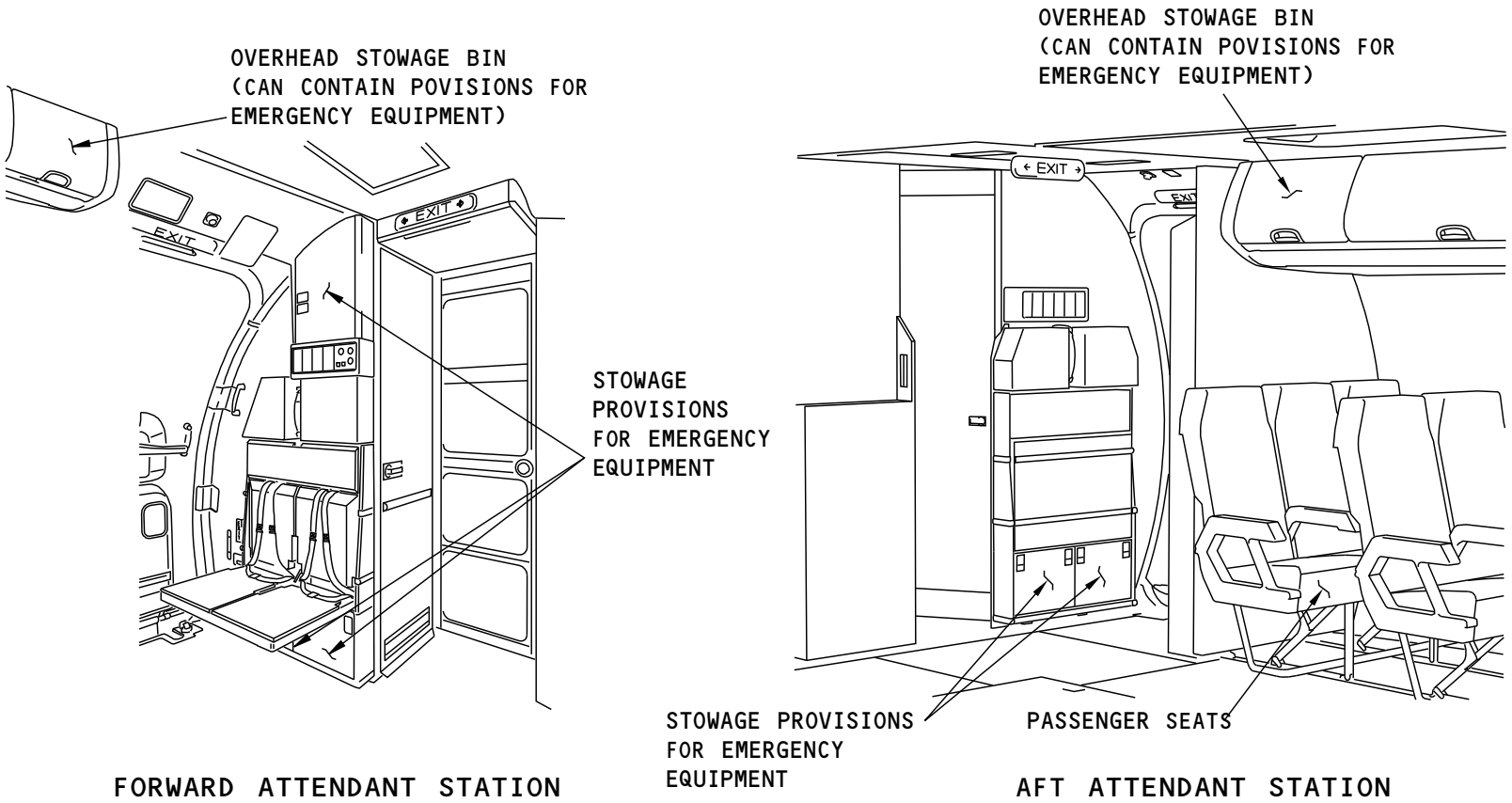
Emergency equipment requirements depend on the airplane mission profile. The equipment put on the airplane matches the specific requirements of the mission. See your operations manual and applicable regulations to determine the minimum emergency equipment.

See the component operation instructions and placards for method of use.

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.



M82380 S0004625177_V2

EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDES

Purpose

Escape slides help passengers and crew evacuate the airplane in an emergency. If the airplane lands in water, disconnect the escape slides from the airplane and use them as flotation devices.

Physical Description

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

Each escape slide packs in a valise and stows inside a compartment on the aircraft exit door.

A lighting system provides illumination of the ground during a night evacuation. Batteries operate the lighting system. The lighting system is a series of lights on the end of the escape slide body.

Escape slides have quick-release detachable girts. This feature allows the escape slides to separate easily from the aircraft so they can be used as flotation devices in the event of a ditching. It also provides for simple girt replacement.

Each escape slide installation has these parts:

- Escape slide compartment
- Escape slide pack
- Two floor brackets.

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

The escape slide pack is inside the escape slide compartment.

The entire assembly attaches to the lower inboard face of the applicable doors.

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

Each slide has these additional features:

- Mooring line with a frangible link
- Red handgrips.

Location

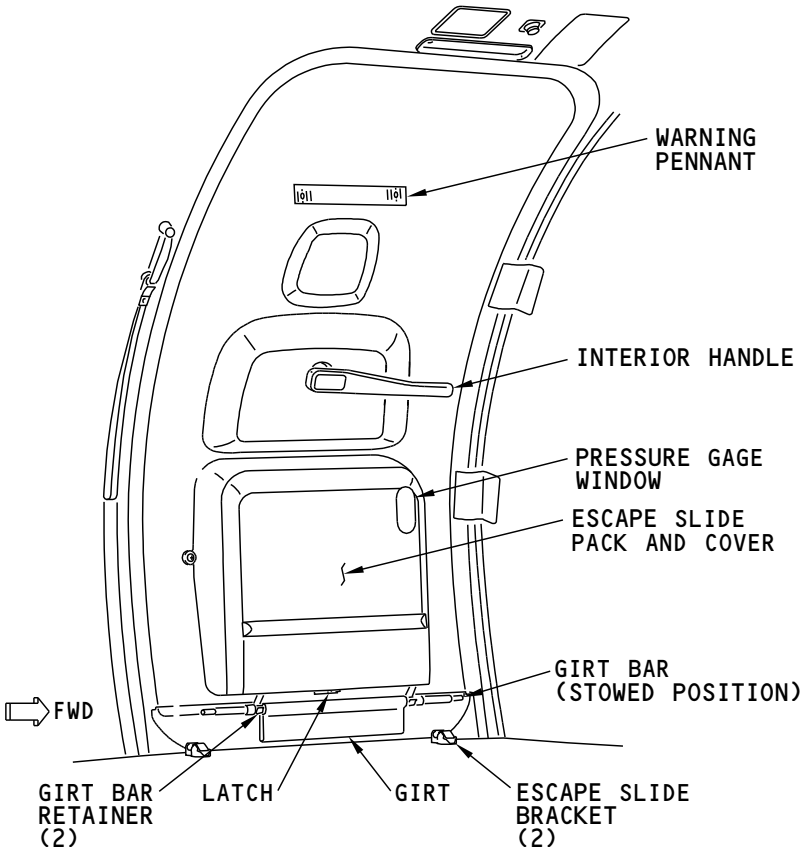
An escape slide is on the lower inboard face of each entry and service door.

Training Information Point

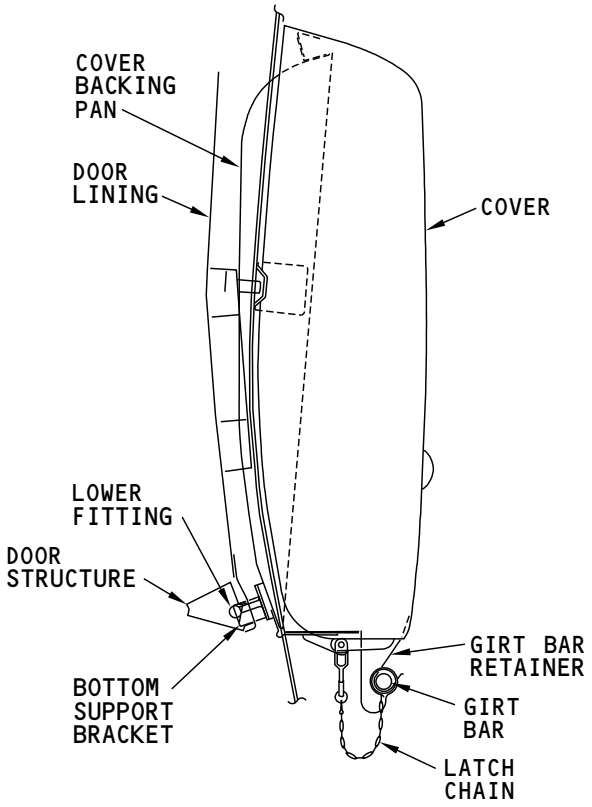
Arm and disarm the escape slide manually. When the escape slide is armed, the grit bar is secure in the escape slide floor brackets. When the escape slide is stowed (not armed), the girt bar is in the girt bar retainer hooks.

Make sure that the slide is not armed before opening the door. If the door is opened when the slide is armed, the slide will deploy.

Put the slide warning pennant across the door window when the slide is armed. The slide warning pennant will warn people outside the airplane that the door is armed.



FORWARD PASSENGER ENTRY DOOR



ESCAPE SLIDE COMPARTMENT

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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.

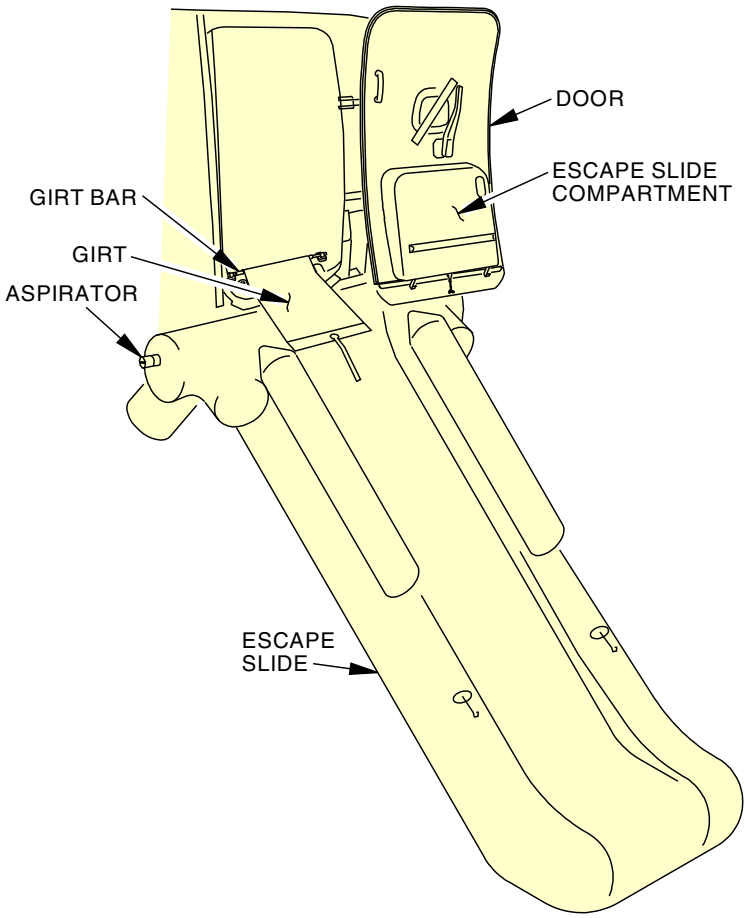
The escape slide will fully inflate in approximately six seconds.

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

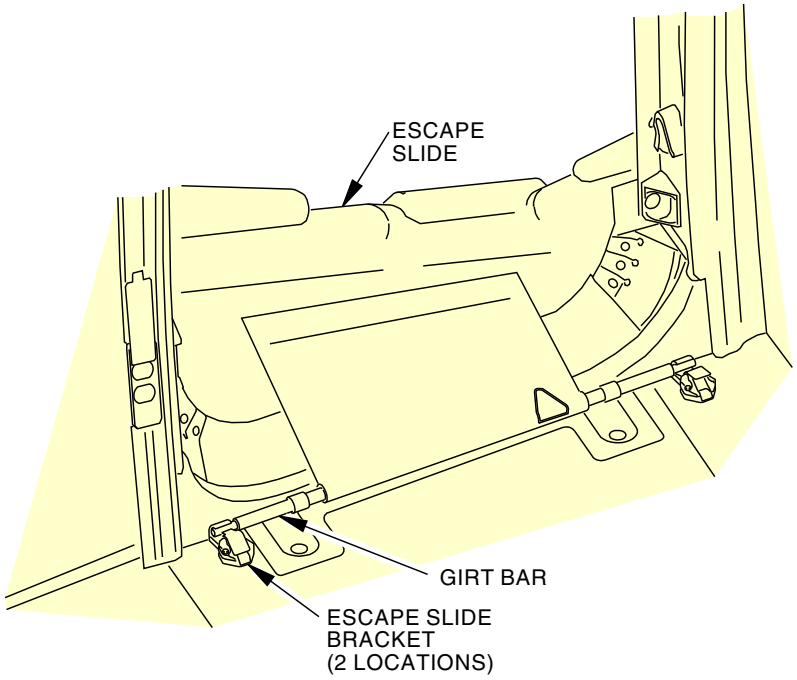
To remove the escape slide from the airplane, lift the cover flap and pull the girt release handle.

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.



ESCAPE SLIDE (EXAMPLE)



ESCAPE SLIDE FLOOR BRACKETS

M82382 S0004625181_V2

Purpose

The escape slide compartment holds the escape slide pack. The escape slide pack contains the escape slide and its components.

Escape Slide Compartment

The escape slide compartment is a crushed-core composite with a decorative stain-resistant covering. The escape slide compartment has these parts:

- Cover with pressure gage inspection window
- Backing pan
- Rubstrip
- Girt bar retainers
- Latch
- Latch chain.

The cover contains the escape slide pack, protects the escape slide, and provides a window for inspection of the inflation cylinder pressure gage.

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

The rubstrip protects the escape slide compartment from galley carts.

The girt bar retainers hold the girt bar in a safe configuration when the escape slide is not armed.

The latch holds the escape slide compartment closed when not in use.

Escape Slide Pack

The escape slide pack has these parts:

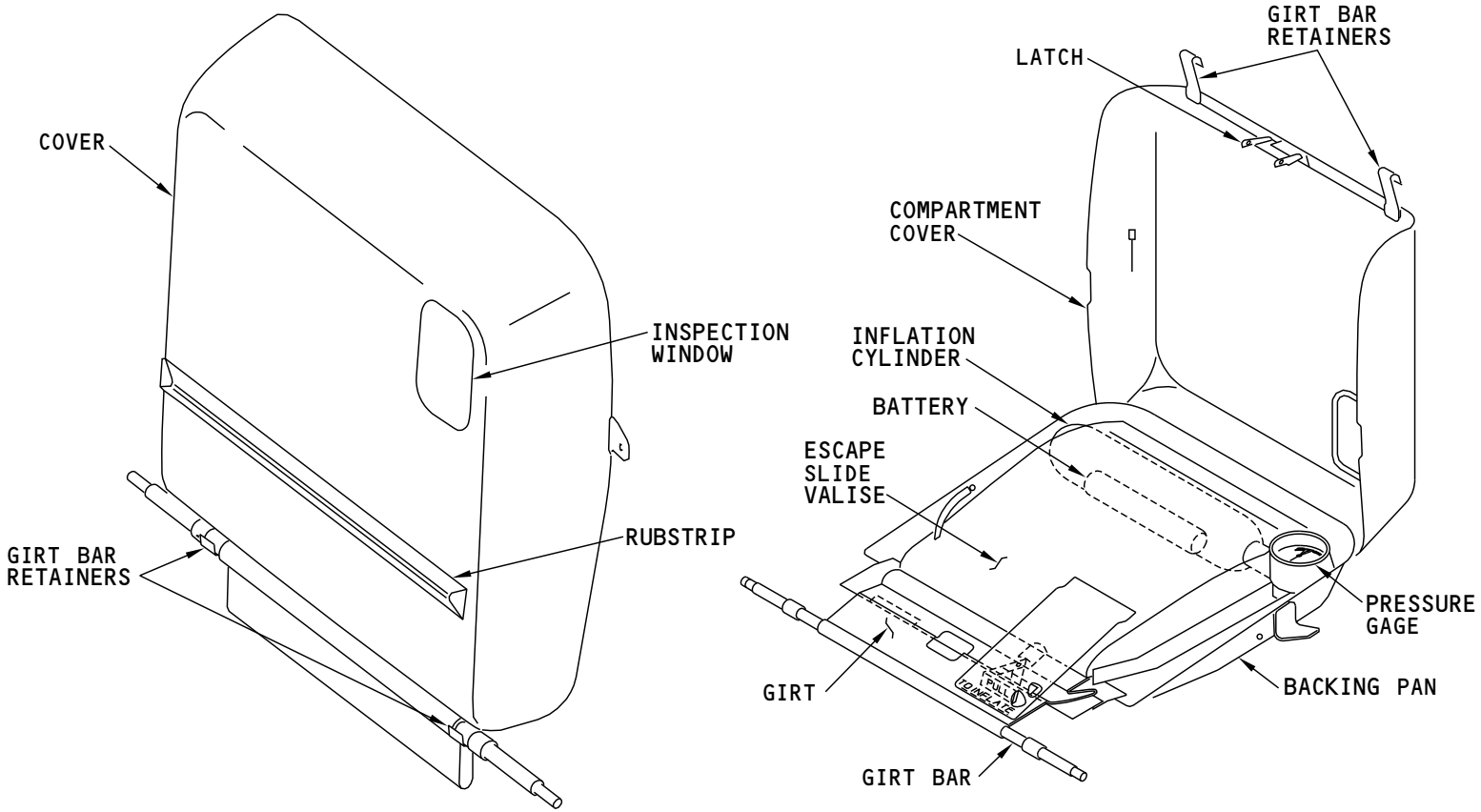
- Escape slide
- Escape slide valise
- Girt
- Girt bar
- Inflation cylinder with pressure gage
- Inflation cable
- Battery.

The valise is a protective cover which holds the slide in the packed position. The valise opens to deploy the slide.

Tension on the girt and girt bar opens the cover latch and valise, and deploys the slide. An inflation cable attaches the girt to the inflation valve.

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

The battery provides power for the lighting system.



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EQUIPMENT/FURNISHINGS - EMERGENCY EQUIPMENT - ESCAPE SLIDE INFLATION CYLINDER

Purpose

The inflation cylinder provides high pressure air to inflate the escape slide. The volume and pressure of the air is sufficient to inflate the escape slide within six seconds.

Functional Description

The inflation cylinder holds a mixture of carbon dioxide and nitrogen at 3000 psig. 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. A fusible plug protects the inflation cylinder from high temperatures. The plug opens at a temperature of 174F.

Tension on the inflation cable turns the inflation valve to the open position. An internal pressure regulator decreases the pressure to 550 psig. 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), a relief valve opens to prevent overpressurization.

Training Information Point

To make sure that the slide is ready for use, monitor the pressure indicator at regular intervals as necessary by airline procedures.

The pressure indicator makes allowance for temperature changes. The pointer and green band move with pressure changes. If the pointer is within the green band, the cylinder pressure is correct for the cylinder temperature.

You must install the safety pin to lock the inflation valve during removal or installation of the escape slide pack. When you return the airplane to its usual condition, be sure to remove the pin from the valve. The slide valise has a pocket for the safety pin.

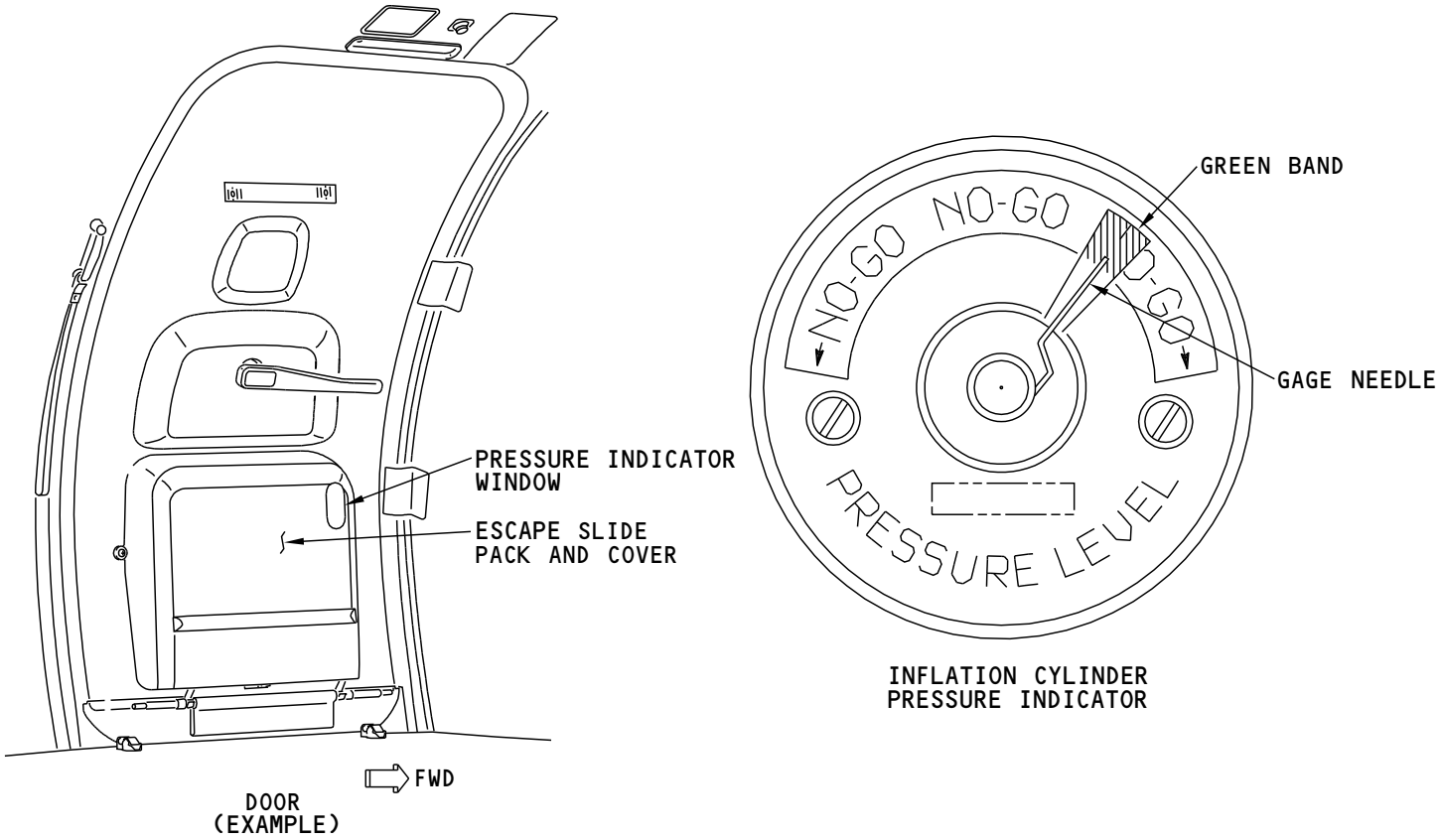
WARNING TO PREVENT ACCIDENTAL INFLATION OF ESCAPE SLIDE AND POSSIBLE INJURY TO PERSONNEL, SAFETY PIN MUST BE INSTALLED WHENEVER SLIDE IS NOT INSTALLED IN THE AIRPLANE.

CAUTION PIN MUST BE REMOVED WHEN ESCAPE SLIDE IS INSTALLED, SO SLIDE WILL BE OPERATIVE IN EMERGENCY.

To deflate the slide after an inflation test, hold the aspirator flapper valve open.

EFFECTIVITY

SIA ALL



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Purpose

The battery provides power for the escape slide light system. The light system provides illumination of the ground.

Physical Description

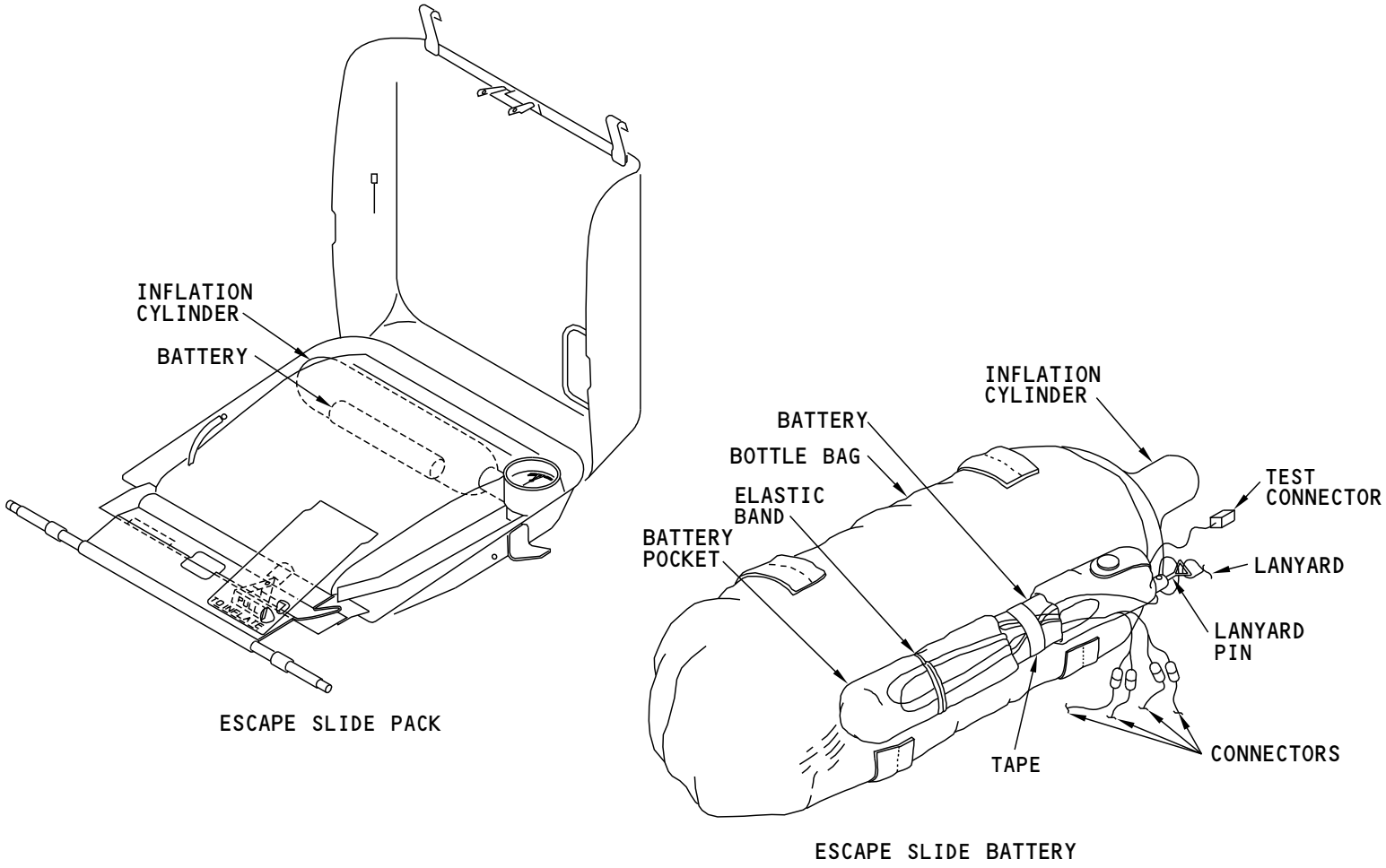
The escape slide battery is in a battery pocket which attaches to the inflation cylinder bag.

The escape slide battery has these parts:

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

Training Information Point

The escape slide battery requires periodic inspection and test. The inspection and test make sure the battery and lighting system are in proper order.



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EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - FLIGHT DECK PANEL

Purpose

This system lets the flight crew send a signal to all stations in the passenger cabin for emergency evacuation. This system also lets the attendants tell the flight crew when the attendants are ready to evacuate the airplane.

Location

The emergency evacuation signal system panel is located in the flight compartment on the P5 panel.

General Description

The flight deck panel has these emergency evacuation signal controls and indicators:

- Evacuation command switch (ON, ARM, OFF) guarded in the OFF and ARM position
- Evacuation light
- Evacuation horn shutoff switch
- Evacuation signal horn.

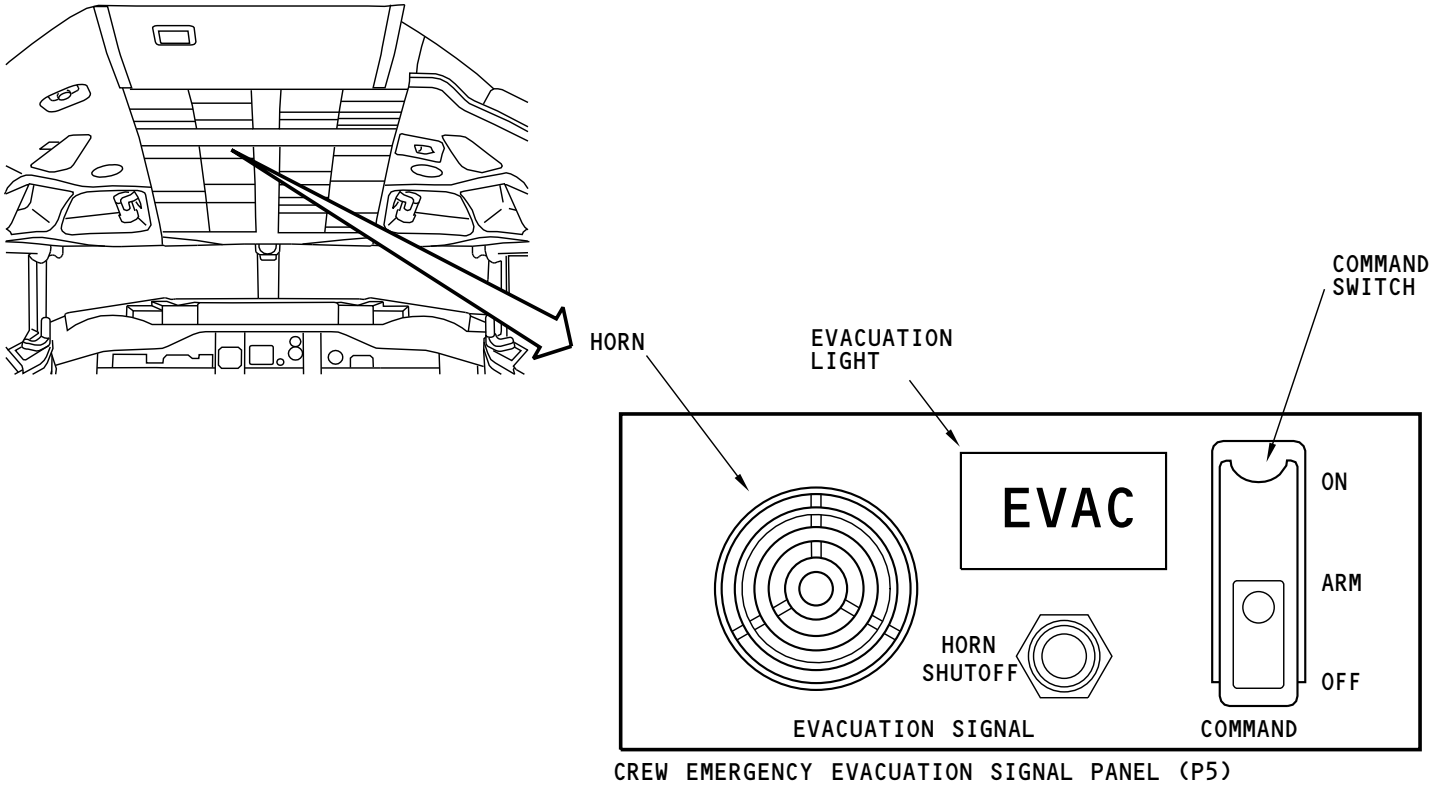
The command switch has a guard to prevent accidental movement to ON.

To operate the system from the flight deck, lift the guard and put the command switch ON. To operate the system from an attendant panel, put the flight deck command switch to ARM. This enables the attendant switch panel controls.

When the system operates, the horn operates and the evacuation light comes on. Use the horn shutoff switch to cancel the horn.

To make the signal stop, set the flight deck command switch to OFF. The flight deck command switch removes power from all control panels when it is set to OFF.

EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - FLIGHT DECK PANEL



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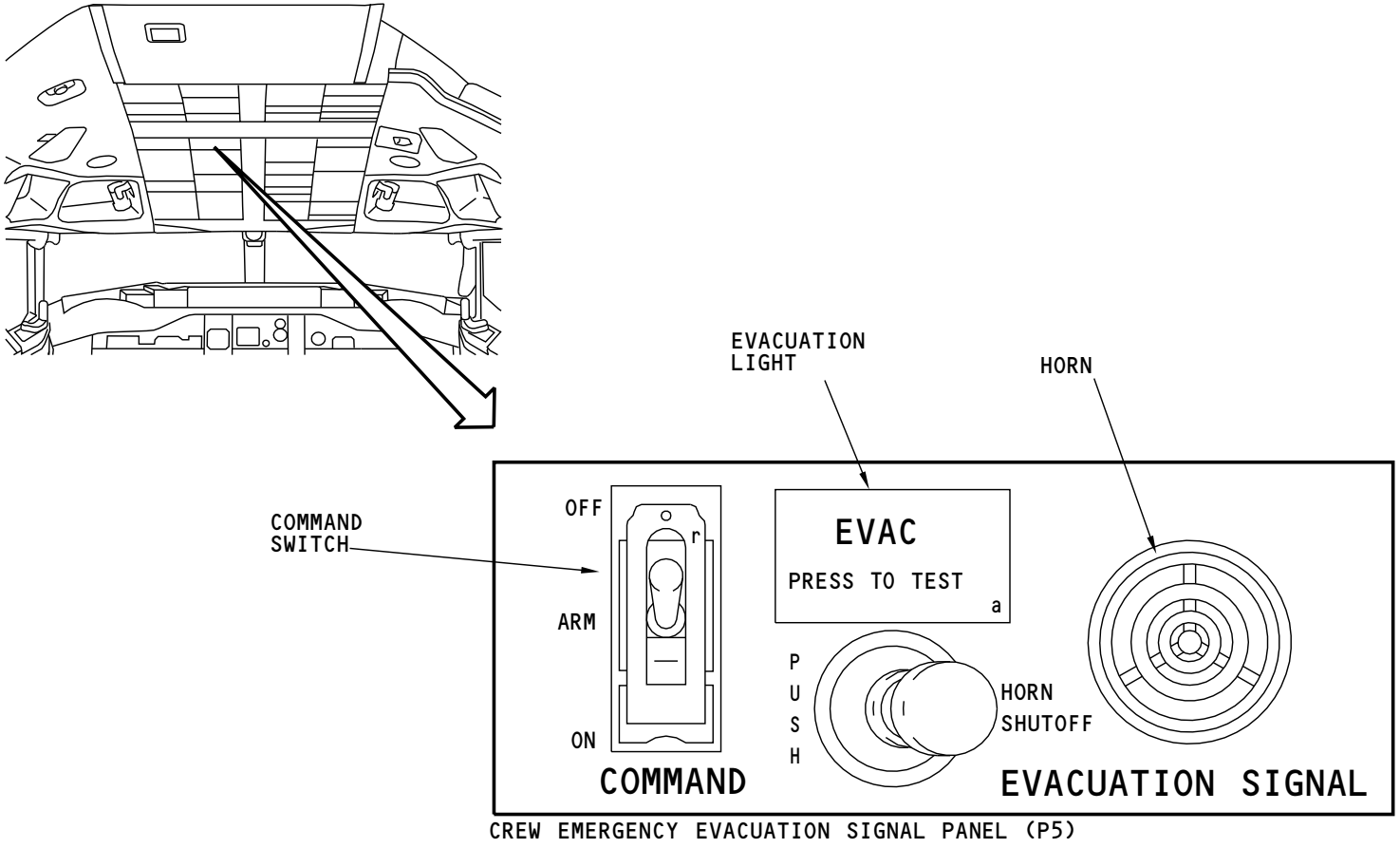
EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - FLIGHT DECK PANEL

EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - FLIGHT DECK PANEL



CREW EMERGENCY EVACUATION SIGNAL PANEL (P5)

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EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - FLIGHT DECK PANEL

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General

When the flight deck command switch is in ARM, the hot battery bus supplies 28v dc to the forward and aft attendant emergency evacuation panels. If you put the command switch ON, a command signal goes to all the emergency evacuation panels. This signal causes the horns and EVAC lights to come on. The signal stops when you put the applicable command switch OFF or when you put the flight deck switch OFF.

The command switch at the forward attendant panel, lets an attendant tell the crew that the cabin crew is ready to start an emergency evacuation. When the command switch is set to ON, a notification command signal causes these indications:

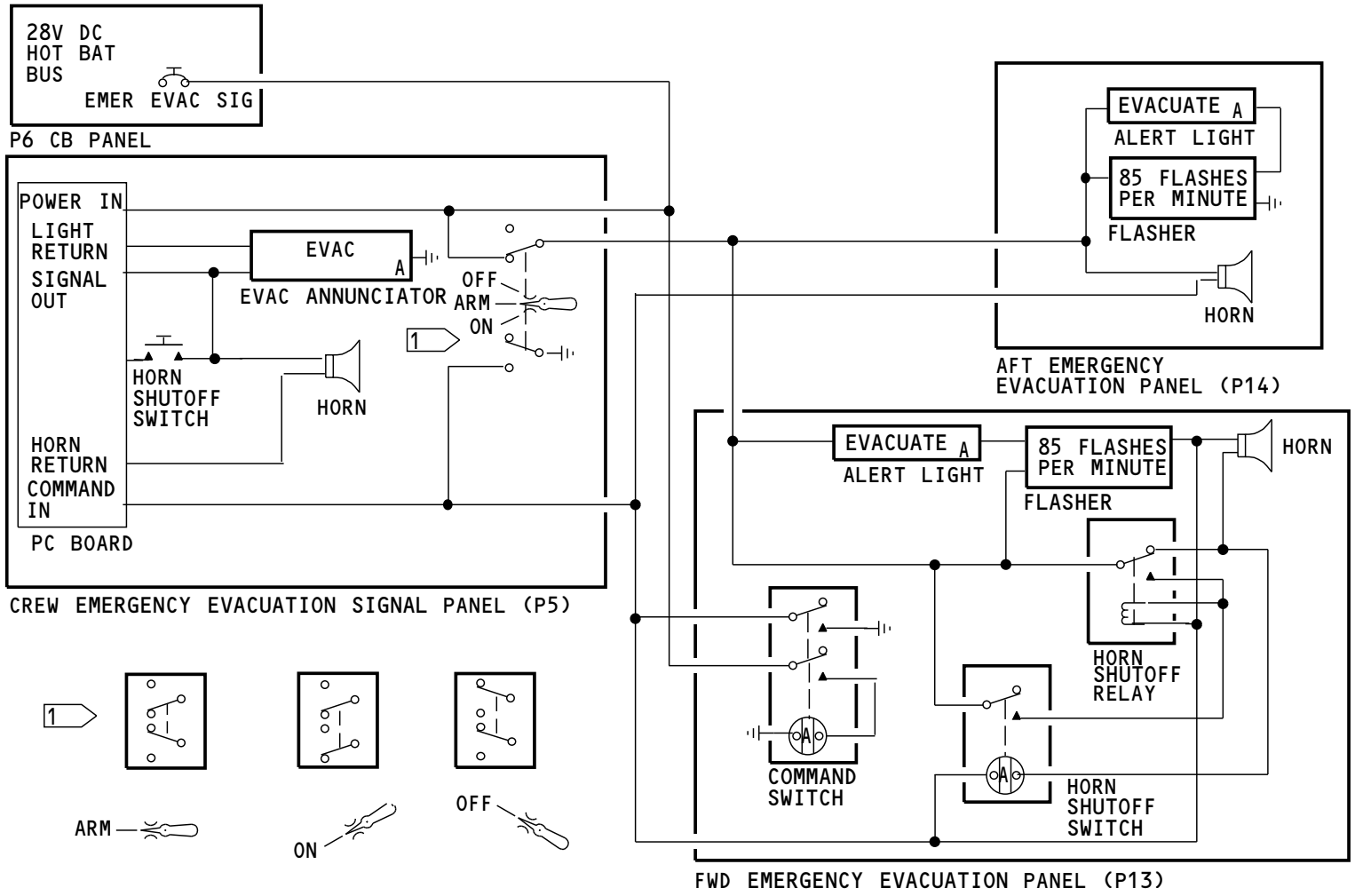
- The amber light in the command switch that you push to start the signal turns on
- The amber EVAC light on the flight deck panel flashes
- The horn on the flight deck panel sounds.

When the flight deck command switch is set to ON, power and a evacuation command signal goes to all emergency evacuation panels. The signal causes the horns and EVAC lights to come on.

The evacuation command signal stops when you put the flight deck command switch OFF. The notification command signal stops when you put the attendant command switch to the out position.

Push the horn shutoff switch to silence the horn at the attendant panel. The relay energizes and stays energized through its own contact. The energized relay removes power from the horn.

Push the horn shutoff switch to silence the horn at the flight deck panel. The relay energizes and stays energized through its own contact. The energized relay removes power from the horn.



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Purpose

The panels for the emergency evacuation signal system provide these functions:

- Gives visual and aural indications when the system is ON.
- Lets the attendants send a signal to the flight deck to tell the flight crew they are ready to evacuate the airplane.

Location

Panels for the system are at these locations in the passenger cabin:

- One panel on the P13 forward attendant panel.
- One panel on the P14 aft attendant panel.

Physical Description

The panel at the P13 forward attendant panel has these features:

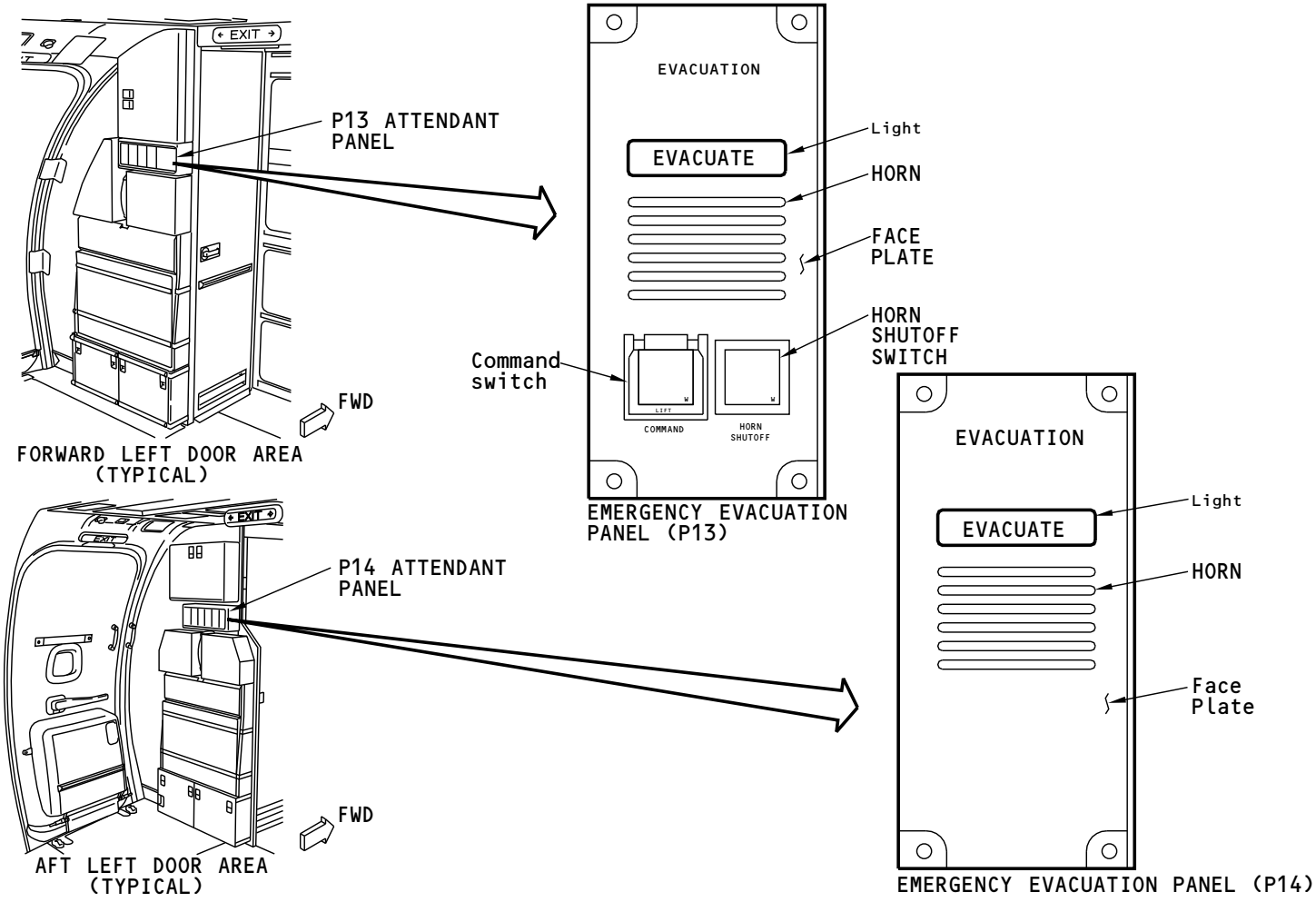
- EVACUATE light that flashes. The lens for the light is part of the face plate. LEDs are part of a circuit board in back of the face plate for illumination.
- COMMAND switch with guard. The switch is a two-position type with an internal light that comes ON when the switch is in.
- Horn.
- Horn shutoff switch.
- Circuit board (internal)
- Face plate.

The panel at the P14 aft attendant panel has these features:

- EVACUATE light that flashes. The lens for the light is part of the face plate. LEDs are part of a circuit board in back of the face plate for illumination
- Horn
- Circuit board (internal)
- Face plate.

CAUTION PANELS WITH CIRCUIT BOARDS ARE SUBJECT TO DAMAGE FROM ELECTROSTATIC DISCHARGE DURING HANDLING. HANDLE PER PROCEDURES FOR ELECTROSTATIC SENSITIVE DEVICES.

EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - PASSENGER CABIN PANELS



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EQUIPMENT/FURNISHINGS - EMERGENCY EVACUATION SIGNAL SYSTEM - PASSENGER CABIN PANELS