Boeing Canada
de Havilland Division

DASH 8 CRASH—FIRE—RESCUE INFORMATION

DASH 8
SERIES 300
CRASH—FIRE—RESCUE INFORMATION
PSM 1—83—14

THIS MANUAL IS FOR THE INFORMATION OF FIRE AND RESCUE PERSONNEL.

PRODUCT SAFETY DEPARTMENT OF CUSTOMER SUPPORT
BOEING OF CANADA LTD.
de HAVILLAND DIVISION
DOWNSVIEW, ONTARIO, CANADA M3K 1Y5

NOVEMBER 1988
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**LIST OF EFFECTIVE PAGES**

Insert this page and latest revised page(s). Destroy superseded pages. Listed below are all current pages of the manual and their dates of issue.

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FLIGHT COMPARTMENT
FORWARD CABIN
AFT CABIN
BAGGAGE COMPARTMENT

---

LEGEND

- **FLIGHT COMPARTMENT**
  - FIRE EXTINGUISHER
  - FIRE AXE LOCATION
  - PORTABLE OXYGEN BOTTLE
  - EMERGENCY HATCH AND ROPE LOCATION

- **FORWARD CABIN**
  - EMERGENCY DOOR — TYPE I
  - AIRSTAIR DOOR

- **AFT CABIN**
  - FIRST AID KIT*
  - EMERGENCY DOORS — TYPE III
  - GALLEY SERVICE DOOR*
  - GALLEY LOCATION*
  - FIRE EXTINGUISHER BOTTLES (2)*
  - OXYGEN BOTTLES (3)

- **BAGGAGE COMPARTMENT**
  - ACCESS TO BAGGAGE COMPARTMENT
  - SMOKE DETECTOR

---

FAMILIARIZATION AND LOCATION GUIDE

* MAY VARY WITH AIRLINE AND CONFIGURATION
WALK-AROUND SEQUENCE

1. AIRSTAIR DOOR & DEMO OF EXTERNAL OPENING SEQUENCE
2. ANGLE OF ATTACK VANE
3. NOSE BAY ACCESS DOORS: BATTERY LOCATION & MAIN ELECTRICAL CONTACCTOR BOX, STICK PUSHER NITROGEN GAS CHARGE PORT.
4. OXYGEN BOTTLE.
5. NOSE GEAR WHEEL WELL, NOSE GEAR HYDRAULIC AND RESERVOIR
6. ANGLE OF ATTACK VANE.
7. TYPE I EMERGENCY DOOR – EXTERNAL OPENING SEQUENCE.
8. NO.2 NACELLE MAIN LANDING GEAR, HYDRAULIC RESERVOIR AND REFUEL POINT.
9. TYPE III EMERGENCY DOOR – EXTERNAL OPENING SEQUENCE.
10. GALLEY SERVICE DOOR – EXTERNAL OPENING SEQUENCE.
11. REAR COMPARTMENT ACCESS DOOR – OPENING SEQUENCE & FLIGHT DATA RECORDER & COCKPIT RECORDER LOCATION.
12. BAGGAGE COMPARTMENT DOOR – OPENING SEQUENCE.
13. TYPE III EMERGENCY DOOR – EXTERNAL OPENING SEQUENCE.
14. NO.1 NACELLE, MAIN LANDING GEAR & HYDRAULIC RESERVOIR.

EXTERIOR WALK-AROUND

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DASH 8 CRASH—FIRE—RESCUE INFORMATION

STANDARD 50 SEAT VERSION

EMERGENCY EXITS

TYPE I RH SIDE
26" x 55" (660 x 1397 mm)

TYPE III BOTH SIDES
20" x 36" (508 x 914 mm)

ESCAPE HATCH
18.5" x 20.6" (470 x 523 mm)

GALLEY SERVICE DOOR
18" x 50" (457 x 1270 mm)

43" (1092 mm) (NOMINAL)

CABIN ATTENDANT'S SEAT

LAVATORY

AVIONICS RACKS
WARDROBE

AIRSTAIR DOOR & CREW ENTRY
30" x 65" (762 x 1651 mm)

BAGGAGE COMPARTMENT
320 CU FT. (9.60 m³)

GALLEY

BAGGAGE DOOR
50" x 60" (1271 x 1524 mm)

- 50 PASSENGERS @ 32" (787 mm) PITCH
- BAGGAGE PER PASSENGERS 8.3 CU FT. (0.24 m³)

INTERIOR ARRANGEMENT

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NOTE:

* DIMENSIONS ARE APPROXIMATE AND MAY VARY DEPENDING ON AIRCRAFT CONFIGURATION AND LOADING CONDITIONS.
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FLIGHT COMPARTMENT
(VIEW AFT)

September 30, 1991
Exits

General
There are five emergency exits located on the aircraft. A Flight Compartment Emergency Escape Hatch, available to the flight crew, is located in the Flight Compartment roof and is operated by an internal handle. An Airstair door, located on the forward left side of the fuselage, may be operated by either internal or external handles. The Airstair door incorporates an inflatable seal fed from the 18 psi deicing system. A Type I emergency exit door is located on the right side of the fuselage, opposite the airstair door. Two Type III emergency exit doors are located one on each side of the fuselage, just aft of the wing. The Type I and Type III emergency exit doors each incorporate a window and are opened by either internal or external handles located below the window. The Type I emergency door incorporates an inflatable seal similar to the airstair door. The Type III emergency exit doors incorporate a compression seal around the outside of the door to contain aircraft pressurization when the doors are closed.

Type I Emergency Exit Door Operation
The external handle located below the window, is normally flush with the exit door skin and incorporates a push—button for quick release, enabling the handle to be rotated. Rotating the handle operates cam rollers and a seal venting mechanism by means of a series of shafts, levers and pushrods to unlock the door.

To remove the door using the external handle, push the quick—release button to release the handle. Turn the handle counterclockwise and pull the door outwards.

Type III Emergency Exit Door Operation
The external handle, located below the window, is flush with the door skin and incorporates a push—button for quick—release, enabling the handle to be rotated. Rotating the handle actuates the locking pin and vent dish by a system of pulleys, a cable and a shaft quadrant. A cable guard is installed over the shaft quadrant.

To remove the door using the external handle, push the quick—release button to release the handle. Turn the handle counterclockwise to open the vent and retract the locking pin. Push the door inward.

Airstair Door Operation
The Airstair door is opened externally by operation of the door handle lever located on the left side of the fuselage just forward of the door. Initial movement of the handle trips the door seal pressurizing valve to release the seal pressure allowing cabin pressure to deplete. Continued movement of the handle moves the door upward and inward to clear the ten pressure pads from their mating stops so that the door may be manually pulled open. Door lowering is assisted by a door counter—balance system.
SERVICE DOORS

GENERAL
Two service doors are located on the aircraft. The Galley Service door is located on the right side of the aft fuselage. The Baggage compartment door is located on the left side of the aft fuselage.

GALLEY SERVICE DOOR OPERATION
The Galley Service door is a plug type door which opens inward and upward along tracks in the rear fuselage ceiling. Door opening is performed by manually operating the external door handle to unlock the door, and by lifting and supporting the door until it is fully open and latched.

BAGGAGE DOOR OPERATION
The Baggage door is located on the left side of the rear fuselage. The door is opened and closed manually using an external handle which normally is flush with the door skin. A quick-release button is located in the center of the handle.
To open the Baggage door, release the handle from the stowed position by pushing the quick-release button. Rotate the handle 180 degrees counterclockwise to unlock the door and initiate an inward and upward movement. Stow the handle by pressing it back into its recess in the door and, while supporting the door, manually raise to the fully open position. Secure the door in the open position by engaging the door support strut.

NOTE
Cabin compartment emergency entry from the baggage compartment is not normally possible.
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TYPE III EMERGENCY EXIT DOORS
20" x 36" (508 x 914mm)

GALLEY SERVICE DOOR
18" x 50"
(457 x 1270mm)

REFUEL / DEFUEL ACCESS DOOR

TYPE I EMERGENCY EXIT DOOR
26" x 55" (660 x 1397 mm)

REAR FUSELAGE ACCESS DOORS (TO AIR CONDITIONING AND APU UNITS ONLY)

EMERGENCY HATCH
18.5" x 20.6" (470 x 523mm)

BAGGAGE COMPARTMENT DOOR 50"x60" (1270 x 1524 mm)

AIRSTAIR DOOR
30" x 65" (762 X 1651mm)

NOSE COMPARTMENT DOORS (DC CONTACCTOR BOX, BATTERY AND CREW OXYGEN).

AIRCRAFT DOORS AND GROUND SERVICE PANELS

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FLIGHT COMPARTMENT EMERGENCY HATCH

TYPE I FORWARD CABIN EMERGENCY EXIT

AIRSTAIR DOOR

TYPE III MID/AFT CABIN EMERGENCY EXIT

TYPE III MID/AFT CABIN EMERGENCY EXIT

EVACUATION ROUTES

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WARNING
HATCH FALLS CLEAR
SUPPORT WHEN OPENING

PUSH
PUSH TO RELEASE

TURN HANDLE TO OPEN

SEE PAGE 15 FOR
FLIGHT COMPARTMENT
ROOF ESCAPE HATCH

PUSH
PUSH TO RELEASE

TURN HANDLE DOWN
AND PUSH HATCH IN

WARNING
KEEP CLEAR
OF DOOR
PULL HANDLE
OUT AND DOWN
TO OPEN
SUPPORT DOOR
WHILE LOWERING

PASSenger AND CREW ESCAPE SYSTEMS
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1 TO OPEN, PUSH ON BUTTON
DOOR HANDLES SPRING OUTWARDS

2 TURN HANDLES COUNTER CLOCKWISE 180°
(DOOR MOVES INWARDS)

3 PUSH HANDLES IN FLUSH WITH FUSELAGE, THEN
PUSH DOOR UPWARDS TO OPEN

4 TO CLOSE, PULL BAGGAGE DOOR DOWN AND TURN HANDLE CLOCKWISE 180°

NOTE:
UNSTOW LANYARD AS REQUIRED FOR CLOSING DOOR.
ONCE DOOR IS PULLED DOWN, RESTOW LANYARD BEFORE REPLUGGING DOOR (PRE-MOD 8/1056 AIRPLANES). ON AIRPLANES INCORPORATING MOD 8/1056, THE LANYARD STRAP IS REPLACED BY A SUPPORT STRUT. SECURE THE STRUT TO THE RIGHT SIDE DOOR FRAME BRACKET TO SUPPORT THE DOOR IN THE OPEN POSITION. RESTOW SUPPORT STRUT INTO SPRING CLIP BEFORE RE-PLUGGING DOOR.

WARNING
LIFT DOOR TO OPEN
HANDLE TO BE FLUSH BEFORE LIFTING
WHEN RAISING OR LOWERING KEEP CLEAR OF DOOR PATH

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Page 13
1. PRESS BUTTON

HANDLES SPRING OUT WHEN BUTTON IS PRESSED.

2. ROTATE HANDLES 180°

DOOR UNPLUGGED

HANDLES ARE TURNED 180° AS HANDLES ARE TURNED 180°

3. PRESS HANDLES INTO DOOR

HANDLES ARE PRESSED INTO LATCH FLUSH WITH DOOR BEFORE RAISING DOOR TO OPEN POSITION.

DOOR RAISED

WARNING

ONLY OPEN DOOR FROM RAISED PLATFORM
LIFT DOOR TO OPEN
HANDLE TO BE FLUSH BEFORE LIFTING
ENSURE DOOR IS LATCHED WHEN OPEN

GALLEY SERVICE DOOR OPERATION
DESCRIPTION
The Flight Compartment escape hatch, located in the Flight Compartment roof, is completely detachable for emergency exit or can be partially opened for ventilation when the aircraft is on the ground. The hatch is mounted at the rear on two support fittings and at the front by two locking and release fittings. An operating handle, located in the center of the hatch, is retained in an open or closed position by an overcenter spring. The handle operates a transversely—mounted torque shaft assembly with arms attached at each end. Rollers at the end of each arm engage detented locking release fittings installed in the Flight Compartment roof structure. A seal is installed around the edge of the hatch to contain the aircraft pressurization when the hatch is closed.

OPERATION
To open the Flight Compartment escape hatch, rotate the handle 72 degrees counterclockwise. A mechanical linkage connected to the handle rotates the torque tube and the rollers move forward in the fittings where they are supported by the spring—loaded detents. Controlled by the geometry of the torque tube and the rollers, the hatch pivots about the rear support fittings and opens approximately one inch at the front. Opening the hatch permits depressurization and provides a modest amount of ventilation to the Flight Compartment. A downward pull on the handle of approximately 40 pounds releases the rollers against the action of the forward locking and release detent springs. The hatch may then be completely removed.
NOTE:
IN AN EMERGENCY IT MAY BE POSSIBLE BY CUTTING THROUGH THE OUTER SKIN TO GAIN ACCESS TO REPOSITION THE OPERATING HANDLE FROM OUTSIDE AND THEN FORCE THE HATCH DOWNWARDS.

FLIGHT COMPARTMENT EMERGENCY HATCH
18.5" X 20.6" (470 X 523 mm)

10 x 8 IN. (254 x 203 mm)

SEAL
REAR SUPPORT FITTINGS
OPERATING HANDLE
72°
OVERCENTER SPRING
SPRING
ROLLER
DETENT
TORQUE SHAFT ASSEMBLY
ARM
SPRING
ROLLER

FLIGHT COMPARTMENT EMERGENCY ESCAPE HATCH

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NOTE:
'CUT-THROUGH' AREAS REQUIRE PORTABLE METAL-CUTTING EQUIPMENT. IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS DUE TO THE TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN.
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DASH 8 CRASH–FIRE–RESCUE INFORMATION

STANDARD 50 PASSENGER AIRCRAFT

*NOTE: LOCATIONS MAY VARY WITH AIRLINE & CONFIGURATION

FUSELAGE SAFETY EQUIPMENT LOCATIONS

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RANGE MARKS
RED: 0 – 250 psi (DANGER LEVEL)
GREEN: 250 – 1800 psi (USEABLE RANGE)
YELLOW: 1800 – 2500 psi (OVERPRESSURE)
BLUE RADIAL: 1300 psi (MINIMUM DISPATCH)

OXYGEN INDICATOR

CO-PILOT'S OXYGEN MASK
OBSERVER'S HEADSET
OBSERVER'S HEADSET CONN'N AND MICROPHONE SWITCH
OBSERVER'S OXYGEN MASK
PILOT'S OXYGEN MASK
FULL FACE SMOKE MASK
PILOT'S OXYGEN SUPPLY OUTLET
CREW PORTABLE OXYGEN CYLINDER
COPILOT'S OXYGEN SUPPLY OUTLET

OVERBOARD DISCHARGE INDICATOR

CREW OXYGEN LOCATIONS

CREW - OXYGEN CYLINDER
(39.4 CU FT./ 1.1m³)
## FIRE CONTROL RECOMMENDATIONS

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LOCATION OF HYDRAULIC RESERVOIR
(IDENTICAL IN BOTH NACELLES).

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ALL SYSTEMS USE PHOSPHATE ESTER—BASED TYPE IV FLUID eg. SKYDROL

TOTAL OIL CAPACITY FOR BOTH ENGINES

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TOTAL FUEL CAPACITY
BASED ON JET A—1 S.G. OF 0.816
(SINGLE TANK DIVIDE BY 2)

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<th>US KG</th>
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<th>US GAL</th>
<th>LITRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>5765</td>
<td>2614</td>
<td>705</td>
<td>846</td>
<td>3203</td>
<td></td>
</tr>
</tbody>
</table>

EXTENDED RANGE TANKS

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<tr>
<th>IMP LB</th>
<th>US KG</th>
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<th>US GAL</th>
<th>LITRES</th>
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<tr>
<td>10,433</td>
<td>4732</td>
<td>1276</td>
<td>1532</td>
<td>5800</td>
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</tbody>
</table>

FLAMMABLE MATERIAL LOCATIONS
NOTES

- APPROX. 2 FT. LOWER IN WHEELS-UP SITUATION.

- THERE ARE NO EXTERNALLY ACCESSIBLE ENGINE FIRE ACCESS PANELS.

ENGINE FIRE ACCESS LOCATIONS

INTAKE TO GROUND LEVEL 7.53 FT. (2.30m)

EXHAUST TO GROUND LEVEL 9.58 FT. (2.92m)
ENGINE FIRE EXTINGUISHER OPERATION

A. ELECTRICAL POWER MUST BE PRESENT
B. PULL "PULL FUEL OFF" HANDLE.
C. SELECT "EXTG" TOGGLE SWITCH TO EITHER "AFT BTL" OR "FWD BTL".

REMOVING ELECTRICAL POWER

A. SELECT "BATTERY MASTER" SWITCH TO "OFF".
B. SELECT "AUX BATT" AND "MAIN BATT" SWITCHES TO "OFF".
C. SELECT "EXT PWR" TO "OFF".