To: Distribution
Subject: Dash 8 Series 400, Crash—Fire—Rescue Manual, PSM 1–84–14

This is Revision 3 of the Dash 8 Series 400, Crash—Fire—Rescue Manual, PSM 1–84–14, dated Nov 05/2014.

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CRASH–FIRE–RESCUE MANUAL

PSM 1–84–14

BOMBARDIER INC.
Bombardier Aerospace Commercial Aircraft
Customer Support
123 Garratt Blvd., Toronto, Ontario
Canada M3K 1Y5

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Initial Issue: Dec 22/1998
Revision 3: Nov 05/2014
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NOTE

* Dimensions with respect to ground reference line are approximate and will vary with aircraft configuration and loading conditions.
AFT PASSENGER DOOR
24.00 in. (60.96 cm) W
65.00 in. (165.10 cm) H

TYPE I EXIT AND SERVICE DOOR
24.00 in. (60.96 cm) W
54.00 in. (137.16 cm) H

FLIGHT COMPARTMENT ESCAPE HATCH
18.50 in. (46.99 cm) L
20.60 in. (52.32 cm) W

FORWARD PASSENGER DOOR
30.00 in. (76.20 cm) W
65.00 in. (165.10 cm) H

UPPER (TYPE II) AND LOWER (TYPE III) FORWARD EMERGENCY EXIT DOORS
20.20 in. (51.31 cm) W
56.00 in. (142.24 cm) H

BAGGAGE DOOR
51.00 in. (129.54 cm) W
59.00 in. (149.86 cm) H

FORWARD BAGGAGE DOOR/
FORWARD TYPE I EMERGENCY EXIT DOOR
24.00 in. (60.96 cm) W
54.00 in. (137.16 cm) H

NOTES
1 Type II/III emergency exit door is de-activated for the extra capacity configuration.
2 Forward type I emergency exit door is installed only on aircraft with extra capacity configuration.

AIRCRAFT DIMENSIONS (INCL EXTRA CAPACITY CONFIGURATION) (Sheet 2 of 2)
EXTERIOR WALK AROUND SEQUENCE (FOR CREW TRAINING PURPOSES)

1. Airstair door location and demo of external opening sequence.
2. Nose fuselage access door – batteries and contactor box locations.
3. Crew oxygen bottle.
4. Nose landing gear location and description, auxiliary hydraulic reservoir and hydraulic lines location and description.
5. Forward baggage door location and demo of external opening sequence, fire bottle location / forward type I emergency exit location and demo of external opening sequence.
6. Type II/III emergency exit door location and demo of external opening sequence.
7. No. 2 nacelle – main landing gear location and description, hydraulic reservoir and hydraulic lines location and description, fire bottle locations.
8. Fuel tanks location and description.
9. Service door location and demo of external opening sequence.
10. Aft equipment bay access door – opening sequence, flight data recorder and cockpit voice recorder locations.
11. Auxiliary power unit (APU) bay access door – APU location and description.
12. Aft baggage door location and demo of external opening sequence, fire bottle locations.
13. Aft passenger door location and demos of external opening sequence, optional folding stairs (if equipped).
14. No. 1 nacelle – main landing gear location and description, hydraulic reservoir and hydraulic lines location and description, fire bottle locations.

EXTERIOR WALK-AROUND
TYPICAL SERIES 400 INTERIOR CONFIGURATIONS (Sheet 2 of 4)

CRASH–FIRE–RESCUE MANUAL

LEGEND
1. Forward Baggage Compartment
2. Rear Baggage Compartment
3. Lavatory
4. Wardrobe
5. Flight Attendant Seat
6. Galley
7. Cart Storage

NOTE
Layout may vary with optional configurations.

Model 400

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NOTE
Layout may vary with optional configurations.

LEGEND
1. Forward baggage compartment
   91.00 ft³ (2.58 m³).
2. Rear baggage compartment
   354.00 ft³ (10.0 m³) approx.
3. Lavatory.
4. Wardrobe.
5. Flight attendant.
7. Galley.
8. Folding stairs (optional).
NOTE
Layout may vary with optional configurations.

LEGEND
1. Rear baggage compartment
   365.00 ft\(^2\) (10.33 m\(^2\)).
2. Lavatory.
3. Wardrobe.
5. Galley.
NOTE

This dimension is approximate and will vary with aircraft configuration and loading conditions.

GROUND REFERENCE LINE

OVERHEAD STOWAGE BINS
(CAPACITY IS 1.67 ft³ (0.047 m³)/PAX.)

GROUND REFERENCE LINE

PASSENGER COMPARTMENT CROSS SECTION

Figure 00 – 4
LEGEND
1. Overhead speakers.
2. Stowage pockets.
3. Map tables.
5. Sun visors.
6. Hand holds.
7. Compass calibration card.
8. Eye level indicator.
10. Caution/Warning lights panel.
11. Overhead panel.
12. Nosewheel steering hand control.
13. Center console (aft).
14. Center console (fwd).
15. Side console (pilot & copilot).
17. Glareshield panel.
18. Copilot's instrument panel.
19. Engine instrument panel.
20. Pilot's instrument panel.

TYPICAL FLIGHT COMPARTMENT ARRANGEMENT (LOOKING FORWARD)

Figure 00 − 5
1. Right DC circuit breaker panel.
2. Circuit breaker panel lights.
3. Oxygen masks (Pilot’s and Copilot’s).
4. Observers headset stowage.
5. Dome lights.
7. Viewer.
8. Avionics bay air vent.
9. Headset jacks.
11. Weight and balance papers.
14. Landing gear emergency extension handpump handle.
15. Avionics circuit breaker panel.
16. Left DC circuit breaker panel.
17. Variable frequency AC circuit breaker panel.
18. Crew PBE.

TYPICAL FLIGHT COMPARTMENT ARRANGEMENT (LOOKING AFT)

Figure 00 – 6
Type II/III emergency exit door is de-activated for the extra capacity configuration.

Forward type I emergency exit door is installed only on aircraft with extra capacity configuration.

AIRCRAFT DOORS AND GROUND SERVICE PANELS (INCL EXTRA CAPACITY CONFIGURATION)
Figure 00 – 7
FORWARD PASSENGER AIRSTAIR DOOR

FLIGHT COMPARTMENT ESCAPE HATCH

TYPE II/III EMERGENCY EXIT WITH DITCHING DAM

TYPE I EMERGENCY EXIT/ AFT PASSENGER DOOR

STANDARD CONFIGURATION

TYPE I EMERGENCY EXIT/ SERVICE DOOR

EVACUATION ROUTES (Sheet 1 of 2)

Figure 00 – 8
NOTE

Type II/III emergency exit door is de-activated for the extra capacity configuration.

EXTRA CAPACITY CONFIGURATION

EVACUATION ROUTES (Sheet 2 of 2)

Figure 00 – 8
A. General
1. There are five emergency exits on the aircraft.
   a. A flight compartment emergency escape hatch for the flight crew. This is installed in
      the flight compartment roof. The hatch is operated by an internal handle.
   b. The forward passenger door is an airstair type door. This is installed on the forward
      left side of the fuselage. The forward passenger door is operated by internal or
      external handles.
   c. The forward Type I emergency exit door which is a translating type door. This is
      installed on the forward right side of the fuselage for the extra capacity
      configuration. It consists of an upper and a lower door. The lower door can be kept
      closed by a internal locking handle in the event of a ditching procedure. This
      emergency exit can be operated by internal or external handles.
      
      NOTE: The forward Type I emergency door is installed in lieu of forward baggage
      door for the extra capacity configuration.
   d. A Type II/III emergency exit door is installed on the forward right side of the fuselage.
      It consists of an upper and a lower door. The lower door can be kept closed in the
      event of a ditching procedure. This emergency exit can be operated by internal or
      external handles.
      
      NOTE: The type II/III emergency exit is de-activated for the extra capacity
      configuration.
   e. The aft passenger door which is a translating type door is installed on the aft left
      side of the fuselage. This can be operated by internal or external handles.
   f. The aft service door which is also a translating type door is installed on the aft right
      side of the fuselage. This can be operated by internal or external handles.

B. Forward Passenger Door Operation
1. Stay on the left side of the door.
2. Push in the flap at the top of the door operating handle. Pull the door operating handle
   down quickly and fully.
   
   NOTE: This will unlock the door and move it up a small distance and out.
3. Hold the door and lower it to the open position.
   
   NOTE: You can use the door lowering assist to help you to do this.
4. Push down on the struts of the handrail to lock the door in the open position.

C. Aft Passenger Door Operation
   
   NOTE: The door will come out 16 inch (40 cm) before it swings to the left. Make sure the
   ladder or platform is placed more than this distance.
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D. Forward Type I Emergency Exit Door Operation

NOTE: The forward Type I emergency exit door is installed in lieu of forward baggage door on aircraft with the extra capacity configuration.

NOTE: The Forward Type I Emergency Exit Door consists of an upper and a lower door. The lower door is kept closed by an internal locking handle in the event of a ditching procedure.

NOTE: The door will come out 16 inch (40 cm) before it swings to the right. Make sure the ladder or platform is placed more than this distance.

1. Push in the flaps at the top of the handle with your fingers.
2. Pull the door operating handle out.

NOTE: This will unlock the handle and open the vent door.
3. Turn the door operating handle 90° clockwise.

NOTE: This will unlock the door and move it up and out a small distance.
4. Use the handle to pull and move the door fully to the right to engage the gust lock.

NOTE: This will lock the door in the open position.

NOTE: Optional folding stairs may be installed. The stairs slide forward from their enclosure (located in the aft baggage bulkhead, just inboard of the aft passenger door threshold) and are unfolded and extended by hand. The folding stairs are intended for use in normal ramp operations only.

E. Type II/III Emergency Exit Door Operation

NOTE: The Type II/III emergency exit door is de-activated on aircraft with the extra capacity configuration.

NOTE: The weight of the door is 29 lb (13.15 kg)
1. Operate the pushbutton on the handle to release it.
2. Turn the handle counterclockwise to the open marking.

NOTE: This will unlock the door and move it in.
3. Push the door in.
   
   **NOTE:** With the ditching dam handle in the LAND position, the lower door will fall open. With the ditching dam handle in the SEA position, the lower door will stay closed.

F. Service Door Operation

   **NOTE:** The door will come out 16 inch (40 cm) before it swings to the right. Make sure the ladder or platform is placed more than this distance.

1. Push in the flaps at the top of the handle with your fingers.
2. Pull the door operating handle out.
   
   **NOTE:** This will unlock the handle and open the vent door.
3. Turn the door operating handle 90° clockwise.
   
   **NOTE:** This will unlock the door and move it up and out a small distance.
4. Use the handle to pull and move the door fully to the right to engage the gust lock.
   
   **NOTE:** This will lock the door in the open position.
EXTERIOR OF FORWARD PASSENGER DOOR

PULL HANDLE AND TURN TO OPEN

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

EXTerior OF AFT PASSENGER DOOR

HANDLE IN OPEN POSITION (TYPICAL)
PULL HANDLE AND TURN TO OPEN

VENT DOOR
EXTERIOR OF TYPE II / III EMERGENCY EXIT DOOR

1. Forward type I emergency exit door is installed only on aircraft with extra capacity configuration.

2. Type II/III emergency exit door is de-activated for the extra capacity configuration.

3. The forward baggage door has a separate interior lockable door which can prevent exterior access.

NOTES

VENT DOOR

PULL HANDLE AND TURN TO OPEN

EXTERNAL OPERATING HANDLE (CLOSED POSITION)

EXTerior OF FORWARD BAGGAGE DOOR/
FORWARD TYPE I EMERGENCY EXIT DOOR

PUSH TO LOCK

VENT DOOR

PULL HANDLE AND TURN TO OPEN

EXTERIOr OF AFT SERVICE DOOR

Figure 00 – 9

Model 400

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Forward Passenger Door–Ditching Dam Operation

A. Deploy the ditching dam as follows:
   1. Pull the ditching dam down by its handle until it is at chest level.
   2. Put your hand on the top surface of the ditching dam and push it down to the floor.
      
      **NOTE:** With the ditching dam correctly deployed, it will be inclined slightly outboard.
   3. Open the forward passenger door for evacuation.
NOTE
Pull down to deploy ditching dam.

LEGEND
1. Flight attendant seat.
2. Handle.

FORWARD PASSENGER DOOR – DITCHING DAM OPERATION

Figure 00 – 10
Forward Baggage Door Operation/Forward Type I Emergency Exit Door

A. Forward Baggage Door Operation

**NOTE:** The forward baggage compartment is removed and forward Type I emergency exit
door is installed in lieu of forward baggage door for the extra capacity configuration.

**NOTE:** Do not attempt to enter the passenger cabin from the forward baggage compartment
(i.e. through the interior compartment door). Access may be restricted by optional
galley stowage equipment and/or baggage and there is no handle on the baggage−
compartment side of the door.

**NOTE:** The door will come out 16 inch (40 cm) before it swings to the right. Make sure the
ladder or platform is placed more than this distance.

1. Push in the flaps at the top of the handle with your fingers.
2. Pull the door operating handle out.

**NOTE:** This will unlock the handle and open the vent door.

3. Turn the door operating handle 90° clockwise.

**NOTE:** This will unlock the door and move it up and out a small distance.

4. Use the handle to pull and move the door fully to the right to engage the gust lock.

**NOTE:** This will lock the door in the open position.
AIRCRAFT CENTERLINE

NOTES

1. Forward type I emergency exit door is installed only on aircraft with extra capacity configuration.

2. The forward baggage door has a separate interior lockable door which can prevent exterior access.

Figure 00 – 11

FORWARD BAGGAGE DOOR/ FORWARD TYPE I EMERGENCY EXIT DOOR (OPEN POSITION)
Forward RH Type I Emergency Exit Door–Ditching Dam Operation

A. Deploy the ditching dam as follows:

1. Turn the ditching dam handle clockwise from the horizontal position.

   NOTE: This will extend the lock pins to engage the ditching dam to the surround structure and disengage from the emergency exit door.

2. Open the forward Type I emergency exit door for the evacuation.
1. Ditching dam.
2. Type I emergency exit door.
3. Ditching dam handle.
4. Label, ditching dam operation.

**LEGEND**

**FORWARD TYPE I EMERGENCY EXIT DOOR – DITCHING DAM OPERATION**

Figure 00 – 12
Aft Baggage Door Operation

A. Aft Baggage Door Operation

1. Push the pushbutton on the door operating handle to release the handle from the recess.

2. Turn the handle 90° counterclockwise.
   
   **NOTE:** This will unlock the door and move it in.

3. Lift the door up a sufficient distance that you can get access to the telescopic strut. Remove the telescopic strut from the stowed position.
   
   **NOTE:** Make sure you do this before you open the door fully or it will be too high to close easily.

4. Continue to lift the door until it is fully open.

5. Attach the telescopic strut to the receptacle on the lower left side of the door opening. This will give more support to the door.
**AFT BAGGAGE COMPARTMENT DOOR − LOCATION AND OPERATION**

**Figure 00 − 13**

**INSTRUCTIONS FOR CLOSING AND LOCKING DOOR:**
1. STOW DOOR STRUT AND LOWER DOOR TO CONTACT AIRCRAFT STRUCTURE.
2. ROTATE HANDLE CLOCKWISE WHILE PUSHING DOOR INWARDS.
3. PUSH HANDLE AT CENTRE UNTIL LATCHED AND FLUSH WITH DOOR SURFACE.

ENSURE "PUSH TO RELEASE" BUTTON IS FLUSH WITH HANDLE

**EXTERIOR OF AFT BAGGAGE COMPARTMENT DOOR (CLOSED POSITION)**

- **DOOR 100° OPEN**
- **TELESCOPIC STAY ASSY**
- **DOOR BALANCED WITH SPRING FORCE (20°) (38° OPEN POSITION)**
- **HANDLE POSITION**
- **AIRPLANE C**
- **Z−100.032 FLOOR LEVEL**

**SIDE VIEW OF DOOR IN OPEN POSITION**

AFT BAGGAGE COMPARTMENT DOOR − LOCATION AND OPERATION
Flight Compartment Escape Hatch

**NOTE:** In an emergency, you can try to get access by cutting through the outer skin to move the operating handle from the outside. Then push the hatch down.

**WARNING:** HOLD THE ESCAPE HATCH DURING THE PROCEDURE. IF YOU DO NOT DO THIS, THE ESCAPE HATCH CAN FALL AND CAUSE INJURIES TO PERSONS AND DAMAGE TO THE EQUIPMENT.

A. Open the flight compartment escape hatch as follows:

1. Turn the handle 72 degrees counterclockwise. The escape hatch opens approximately 1 in. at the front.
2. Pull the door down with 40 lb of force to release the rollers from the lock mechanism.
FLIGHT COMPARTMENT EMERGENCY EXIT HATCH

REAR SUPPORT BRACKET

REAR SUPPORT FITTINGS

OPERATING HANDLE

1. ROTATE HANDLE TO VENT POSITION
2. PULL DOWN ON HANDLE
3. REMOVE HATCH

ARM/SPRING DETENT MECHANISM

ARM

TORQUE SHAFT ASSEMBLY

Figure 00 − 14

Model 400
Fortified Flight Compartment Door Operation

A. Opening Flight Compartment Door from Flight Compartment Side
   1. Pull slide latch to the right and push flight compartment door open.
   2. If engaged, rotate deadbolt handle 90 degrees clockwise to the unlatched position (two red dots on dead bolt plate behind knob will become visible).

B. Opening Flight Compartment Door from Cabin Side
   1. Emergency Access
      In an emergency, use a pry bar. Work the pry bar into the door jam at the slide latch and deadbolt location until the door frame distorts sufficiently to allow the flight compartment door to open.
   2. Optional Entry
      **NOTE**: U.S. registered aircraft do not have Remote Access System.

      Press the Remote Access System Flight Attendant Access Switchlight on the wardrobe maintenance panel. A white light will illuminate on the switch. The flight compartment door will automatically open after a timed delay of 40 seconds if there is no response by the flight crew. An amber light will illuminate on the Flight Attendant Access Switchlight indicating that the flight compartment door is unlatched.

      OR

      The Remote Access System can be disabled by removing electrical power from the aircraft (i.e. disconnect batteries and ground power). Door latch solenoid will de-energize and door will open.

      **NOTE**: The Fortified Flight Compartment Door will not open if the deadbolt lock is engaged.

      **NOTE**: The key access feature for the deadbolt lock will be disabled if both arms of the rotary knob on the flight compartment side are set to the latched position.
LEGEND
1. Fortified door.
2. Slide latch (operable from flight compartment only).
3. Deadbolt lock.

FORTIFIED FLIGHT COMPARTMENT DOOR DETAIL

Figure 00 – 15
LEGEND

\[ \text{Personnel danger areas when engines are operating (areas shown are approximate).} \]
SLIPSTREAM VELOCITY CONTOURS (~18% TORQUE) (STATIONARY ON GROUND)

SLIPSTREAM VELOCITY CONTOURS (~43% TORQUE) (STATIONARY ON GROUND)
"Cut-through" areas require portable metal cutting equipment. It is recommended that major effort to gain access be directed to doors and hatches due to the type of structure and possible injury to personnel within.

2. Cut-through areas shown in red on Rescue Chart may appear as other colours on the aircraft.
CRASH–FIRE–RESCUE MANUAL

NOTE
Standby battery in nose with APU installed.

<table>
<thead>
<tr>
<th>ITEM No.</th>
<th>ITEM NAME</th>
<th>ITEM LOCATION</th>
<th>ACCESS PANEL/DOOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Main Battery and Auxiliary Battery</td>
<td>Nose lower compartment–left side</td>
<td>113AL</td>
</tr>
<tr>
<td>2</td>
<td>Crew Oxygen Cylinder</td>
<td>Nose lower compartment–right side</td>
<td>112AR</td>
</tr>
<tr>
<td>3</td>
<td>Crew PBE</td>
<td>Flight compartment, behind co–pilot’s seat</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Fuel Tank</td>
<td>Integral</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>No. 1 Hydraulic Reservoir</td>
<td>Left nacelle</td>
<td>413CR</td>
</tr>
<tr>
<td>6</td>
<td>No. 2 Hydraulic Reservoir</td>
<td>Right nacelle</td>
<td>423CR</td>
</tr>
<tr>
<td>7</td>
<td>Cockpit Voice Recorder and Flight Data Recorder</td>
<td>Aft fuselage</td>
<td>311AB</td>
</tr>
<tr>
<td>8</td>
<td>Standby Battery</td>
<td>Aft fuselage</td>
<td>311AB</td>
</tr>
<tr>
<td>9</td>
<td>No. 3 Hydraulic Reservoir</td>
<td>Aft fuselage</td>
<td>311AB</td>
</tr>
</tbody>
</table>

NOTES

39.8 Cu Ft A.T.

TOTAL FUEL CAPACITY
Based on specific gravity of 0.816
(single tank – divide by 2)

<table>
<thead>
<tr>
<th>Reservoir</th>
<th>US Qt.</th>
<th>Imp. Qt.</th>
<th>L</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1 System</td>
<td>8.3</td>
<td>6.9</td>
<td>7.9</td>
</tr>
<tr>
<td>No. 2 System</td>
<td>12.5</td>
<td>10.4</td>
<td>11.8</td>
</tr>
<tr>
<td>No. 3 System</td>
<td>2.6</td>
<td>2.2</td>
<td>2.5</td>
</tr>
<tr>
<td>Aux. System (Nose)</td>
<td>1.06</td>
<td>1.27</td>
<td>1.20</td>
</tr>
</tbody>
</table>

FLAMMABLE MATERIAL LOCATIONS (EXCLUDING PASSENGER CABIN)

Figure 00 – 18

Model 400
LEGEND

- Fire extinguisher.
- Oxygen bottle.
- Crew Protective Breathing Equipment.

STANDARD CONFIGURATION

FLAMMABLE/HAZARDOUS MATERIAL LOCATIONS IN PASSENGER CABIN (Sheet 1 of 4)

Figure 00 – 19
LEGEND

- Fire extinguisher.
- Oxygen bottle.
- Crew Protective Breathing Equipment.

PBE

On aft baggage bulkhead

In drawer behind seats, opens aft

STANDARD CONFIGURATION

FLAMMABLE/HAZARDOUS MATERIAL LOCATIONS IN PASSENGER CABIN (Sheet 2 of 4)

Figure 00 – 19
LEGEND

- Fire Extinguisher.
- Oxygen bottle.
- Crew Protective Breathing Equipment.

STANDARD CONFIGURATION

FLAMMABLE/HAZARDOUS MATERIAL LOCATIONS IN PASSENGER CABIN (Sheet 3 of 4)

Figure 00 – 19
LEGEND

Fire extinguisher.

Oxygen bottle.

EXTRA CAPACITY CONFIGURATION

FLAMMABLE/HAZARDOUS MATERIAL LOCATIONS IN PASSENGER CABIN (Sheet 4 of 4)

Figure 00 − 19
## Fire Control Recommendations

<table>
<thead>
<tr>
<th>Fire Area</th>
<th>Preferred</th>
<th>Alternative</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Aircraft Structural Fire</strong></td>
<td>Foam</td>
<td>Halon 1211*</td>
<td>Dry chemical powder/Carbon dioxide may be used as complimentary agents in conjunction with foam</td>
</tr>
<tr>
<td><strong>Engine Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder (corrosive)</td>
<td>Foam</td>
</tr>
<tr>
<td><strong>Fuel Fire</strong></td>
<td>1. Dry chemical powder for leaking fuel 2. Water fog or foam on ground spill area</td>
<td>Halon 1211*</td>
<td>Carbon Dioxide–wheel breakage is possible</td>
</tr>
<tr>
<td><strong>Wheel Fire</strong></td>
<td>Dry chemical powder or water fog (intermittent application)</td>
<td>Halon 1211*</td>
<td>Carbon Dioxide–wheel breakage is possible 1. Wheels are equipped with fusible plugs which will blow between 342°F to 360°F (172°C to 182°C) Approach landing gear from forward or aft. Stand upwind of fire to avoid 'Skydrol' fumes</td>
</tr>
<tr>
<td><strong>Electrical Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder/Carbon dioxide</td>
<td>Water</td>
</tr>
<tr>
<td><strong>Hydraulic Service Bay Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder/Carbon dioxide</td>
<td>Water</td>
</tr>
<tr>
<td><strong>Galley Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder</td>
<td>Water</td>
</tr>
<tr>
<td><strong>Flight Compartment/ Cabin Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder</td>
<td>Water</td>
</tr>
<tr>
<td><strong>Cargo Compartment Fire</strong></td>
<td>Halon 1211*</td>
<td>Dry chemical powder/Carbon dioxide</td>
<td>Water</td>
</tr>
</tbody>
</table>
CRASH–FIRE–RESCUE MANUAL

* Use of Halon 1211 may be restricted by local authority.
LEGEND
1. Oxygen cylinder.
2. Low pressure oxygen supply line.
3. High pressure capillary line.
4. High pressure relief line.
5. Oxygen cylinder pressure gauge.
6. Clamps.
7. Overboard discharge indicator.
8. Low pressure relief valve.
9. Pressure reducer assembly.
10. Fill check valve.
11. Flight compartment oxygen pressure gauge.

TO OVERBOARD DISCHARGE INDICATOR

TO FLIGHT COMPARTMENT OXYGEN PRESSURE GAUGE

VIEW ON ARROW

CREW OXYGEN CYLINDER ASSEMBLY

CREW OXYGEN SYSTEM

Figure 00 − 20
INTAKE TO GROUND LEVEL
7.60 FT. (2.32 m)

EXHAUST TO GROUND LEVEL
10.96 FT. (3.34 m)

NOTES
1. Approximately 3 ft. lower in wheels-up situation.
2. There are no externally accessible fire access panels.

ENGINE FIRE ACCESS LOCATIONS

Figure 00 – 21
Figure 00 – 22

ENGINE FIRE EXTINGUISHER BOTTLES

VIEW LOOKING INBOARD ON LH SIDE

FIRE EXTINGUISHING SYSTEMS LOCATIONS (Sheet 1 of 2)

Model 400

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FIRE EXTINGUISHING SYSTEMS LOCATIONS (Sheet 2 of 2)

Figure 00 – 22

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ENGINE FIRE
1. POWER levers – FLT IDLE.
2. Condition levers – FUEL OFF.
3. PULL FUEL/HYD OFF handle (affected engine) – Pull. Check FUEL VALVE CLOSED and HYD VALVE CLOSED advisory lights illuminate.
4. TANK 1 AUX PUMP and TANK 2 AUX PUMP switches – OFF.
5. EXTG switch (affected engine) – FWD BTL.

Wait up to 30 seconds, if fire persists:

6. EXTG switch – AFT BTL.
7. BATTERY MASTER switch – OFF.
8. DC CONTROL EXT PWR and AC CONTROL EXT PWR switches – OFF.
9. PARK/EMERG BRAKE lever – PARK.
10. Evacuate airplane.

APU FIRE
1. Check APU automatically shuts down (APU RUN advisory light out), APU BTL LOW and FUEL VALVE CLOSED advisory lights illuminate.

If APU BTL ARM or APU FIRE advisory lights remain illuminated after 7 seconds:
2. EXTG switch – EXTG.

BAGGAGE AFT COMPARTMENT FIRE
1. Check for illumination of VENT INLT and VENT OTLT and FIRE BOTTLE AFT ARM advisory lights.
2. Illuminated SMOKE/EXTG switch – Press. Check FIRE BOTTLE AFT LOW advisory light illuminates and FIRE BOTTLE AFT ARM advisory light out.

NOTE
The FIRE BOTTLE FWD LOW advisory light will illuminate approximately seven minutes after the FIRE BOTTLE AFT LOW advisory light illuminates.

BAGGAGE FWD COMPARTMENT FIRE
1. Check for illumination of FIRE BOTTLE FWD ARM advisory light.
2. Illuminated SMOKE/EXTG switch – Press. Check FIRE BOTTLE FWD LOW and AFT LOW advisory lights illuminate and FIRE BOTTLE FWD ARM advisory light out.

FIRE EXTINGUISHING SYSTEMS OPERATIONS (STANDARD CONFIGURATION)
ENGINE FIRE
1. POWER levers – FLT IDLE.
2. Condition levers – FUEL OFF.
3. PULL FUEL/HYD OFF handle (affected engine) – Pull. Check FUEL VALVE CLOSED and HYD VALVE CLOSED advisory lights illuminate.
4. TANK 1 AUX PUMP and TANK 2 AUX PUMP switches – OFF.
5. EXTG switch (affected engine) – FWD BTL.

Wait up to 30 seconds, if fire persists:
6. EXTG switch – AFT BTL.
7. BATTERY MASTER switch – OFF.
8. DC CONTROL EXT PWR and AC CONTROL EXT PWR switches – OFF.
9. PARK/EMERG BRAKE lever – PARK.
10. Evacuate airplane.

APU FIRE
1. Check APU automatically shuts down (APU RUN advisory light out), APU BTL LOW and FUEL VALVE CLOSED advisory lights illuminate.

If APU BTL ARM or APU FIRE advisory lights remain illuminated after 7 seconds:
2. EXTG switch – EXTG.

BAGGAGE AFT COMPARTMENT FIRE
1. Check for illumination of VENT INLT and VENT OTLT and FIRE BOTTLE AFT ARM advisory lights.
2. Illuminated SMOKE/EXTG switch – Press. Check FIRE BOTTLE AFT LOW advisory light illuminates and FIRE BOTTLE AFT ARM advisory light out.

NOTE
The FIRE BOTTLE FWD LOW advisory light will illuminate approximately seven minutes after the FIRE BOTTLE AFT LOW advisory light illuminates.

FIRE EXTINGUISHING SYSTEMS OPERATIONS (EXTRA CAPACITY CONFIGURATION)
A. Set the MAIN BATT switch to the OFF position.
B. Set the AUX BATT switch to the OFF position.
C. Set the MAIN BUS TIE switch to the OFF position.
D. If necessary, set the STBY BATT switch to the OFF position.
E. Set the BATTERY MASTER switch to the OFF position.
F. Make sure that the AC EXT PWR switch and the DC EXT PWR switch are both set to the OFF position.