

**EMERGENCY PROCEDURES**

EMERGENCY PASSENGER EVACUATION--ALL EAL AIRPLANES

CAPTAIN	PILOT	ENGINEER	FLIGHT ATTENDANTS
<p>After landing, if gear is extended, extend flaps, then cut engines.</p> <p>Use portable fire extinguisher on any existing fires.</p> <p>Assist in helping passengers from plane.</p> <p>Make passenger count, provide first aid, arrange for passenger comfort.</p>	<p>Assist with passenger evacuation and providing comfort.</p>	<p>Use portable fire extinguisher on any existing fires, assist with passenger evacuation, and other duties as assigned by the Captain.</p>	<p>Remain seated until plane stops.</p> <p>Open Emergency Doors and Exits, put out emergency ropes and slides, direct passengers out proper exits.</p> <p>Check that all passengers are out.</p> <p>Remove first aid kits.</p> <p>Provide first aid and assist in providing passenger comfort.</p>

LAND

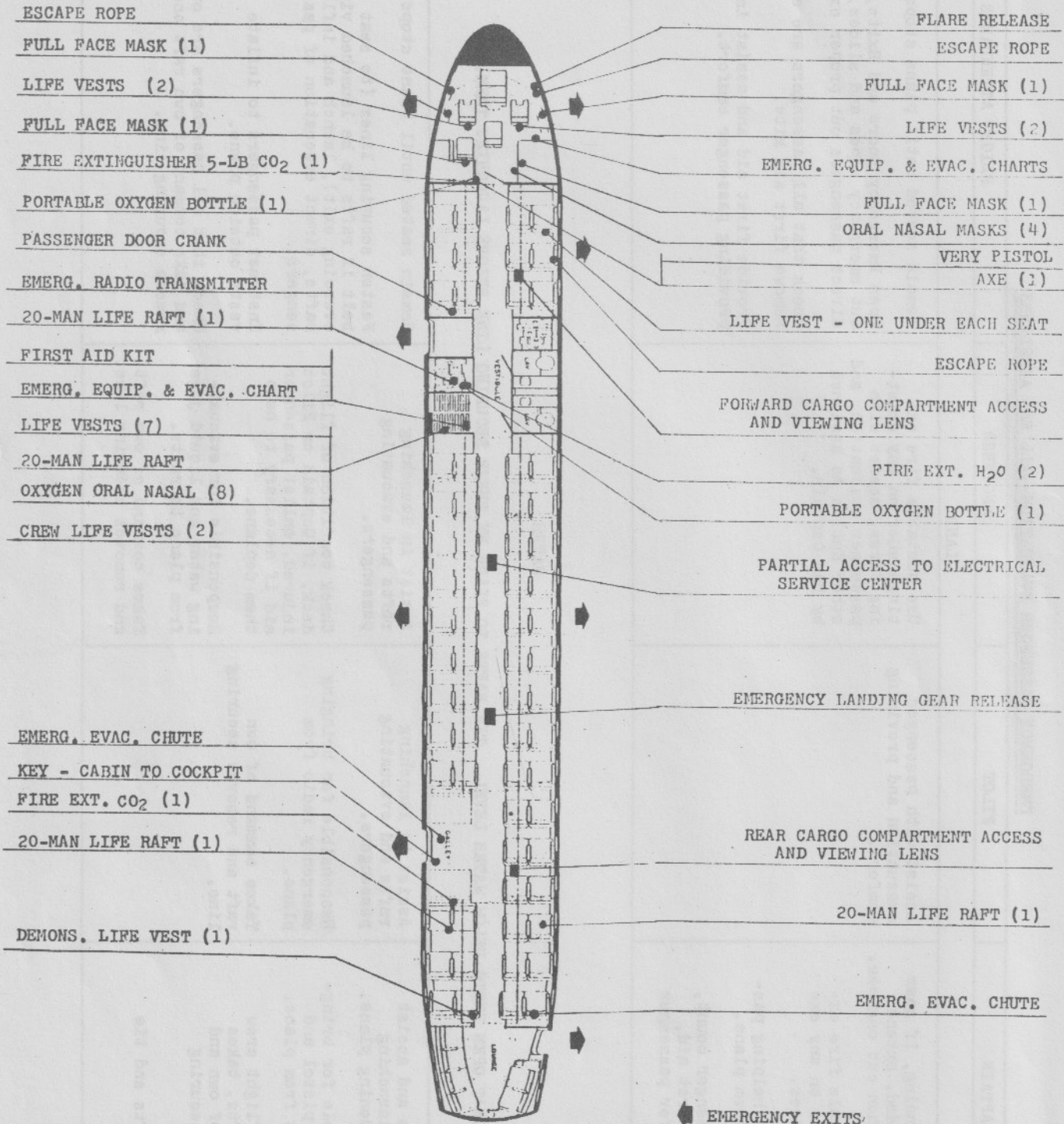
WATER

DON'T OPEN EXITS BELOW WATER LEVEL. TIE RAFTS TO PLANE BY THEIR SECURING LINE BEFORE LAUNCHING THEM.

<p>Supervise and assist in raft launching and abandoning plane.</p> <p>Responsible for bringing Very pistol and flare kit from plane.</p> <p>Assigns flight crew among rafts, takes command of own and removes securing line.</p> <p>Rally rafts and tie together.</p>	<p>Assist in launching rafts and evacuating passengers.</p> <p>Responsible for bringing emergency radio from plane.</p> <p>Takes command of own raft and removes securing line.</p>	<p>Assist in launching rafts and evacuating passengers.</p> <p>Check condition of flight deck, if Captain or Pilot injured, enlist passenger aid if necessary to help them deplane.</p> <p>Responsible for evacuating water and liquid jugs from plane to rafts.</p> <p>Takes command of own raft and removes securing line.</p>	<p>Remain seated until plane stops.</p> <p>Fasten securing lines (to seat belt if rafts to be launched via overwing exit), launch and inflate rafts, direct evacuation of passengers.</p> <p>Instruct passengers to inflate vests outside plane.</p> <p>Check that all passengers are out and take command of own raft and remove securing line.</p>
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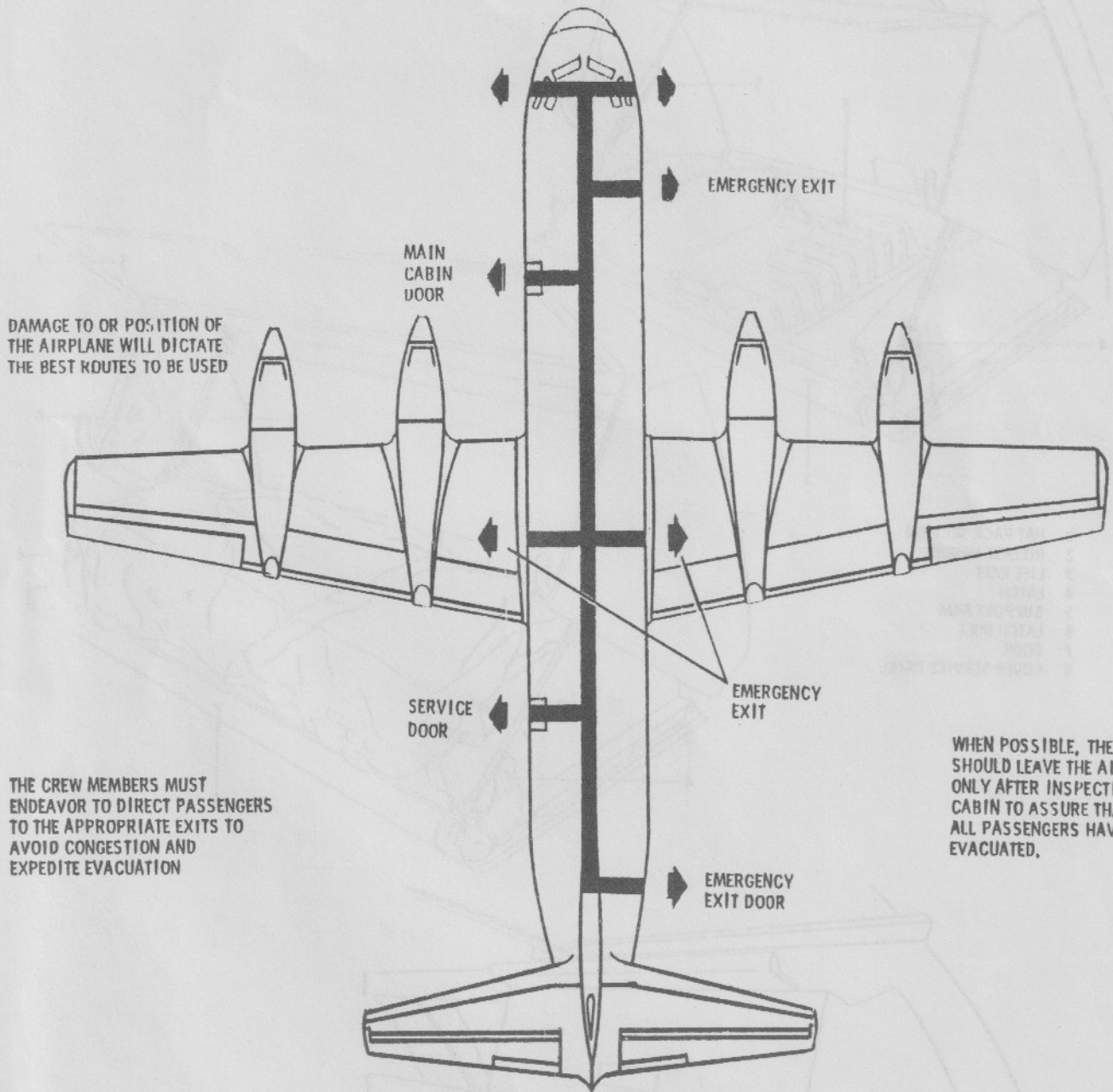
# ELECTRA

## EMERGENCY EQUIPMENT LOCATION



**EMERGENCY EXIT LIGHTS** illuminate from airplane's DC electrical power when NO SMOKING sign turned on. When the "Emergency Evacuation Lights" switch (in cockpit) is in ON position, these lights will illuminate from their individual self-contained batteries. If this switch is in ARMED position, these lights can turn on by means of an IMPACT SWITCH to operate from their individual self-contained batteries. In addition, each light may be turned on individually by a switch on the light assembly, and operated from its self-contained battery.

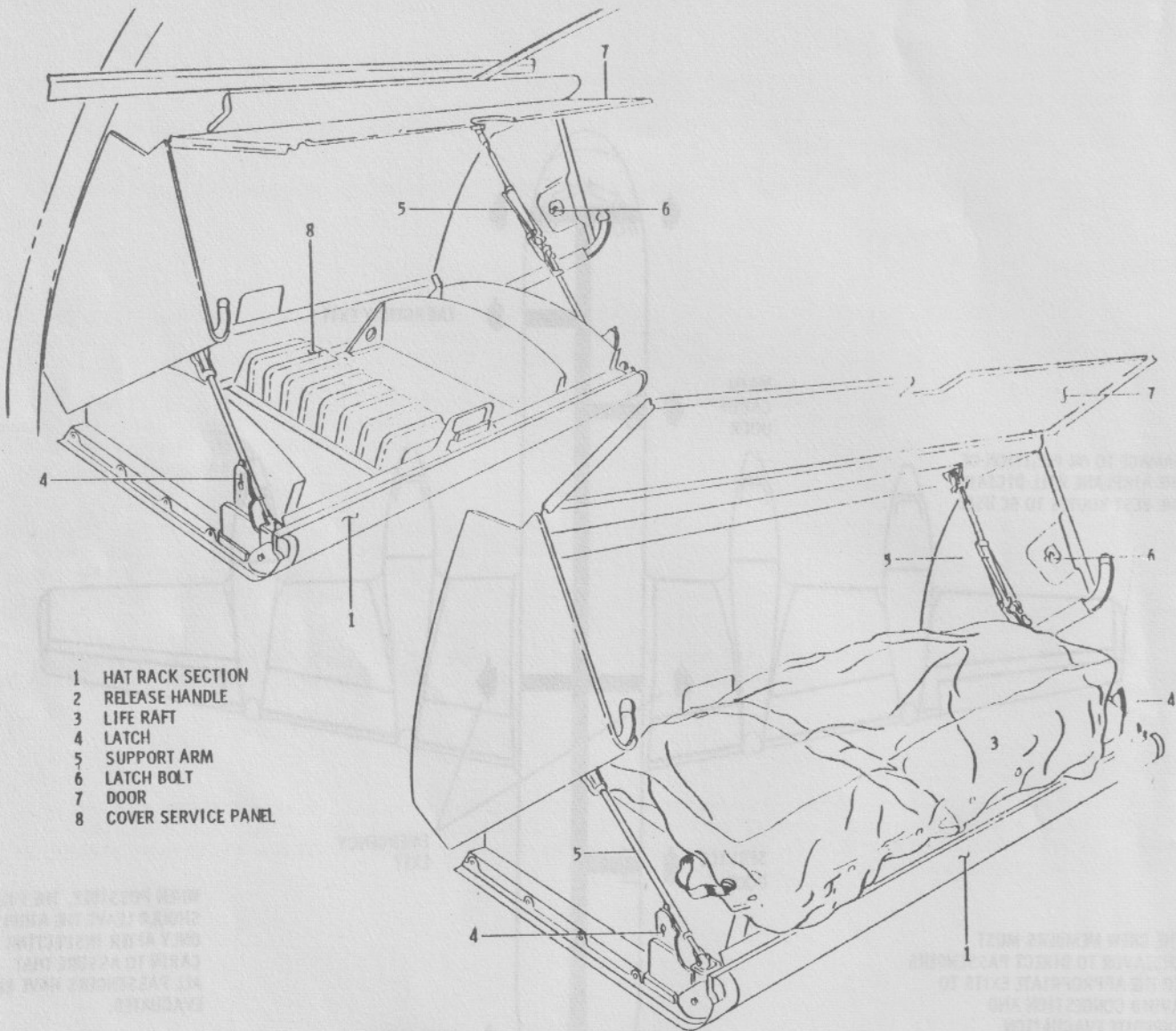
# EMERGENCY PROCEDURES



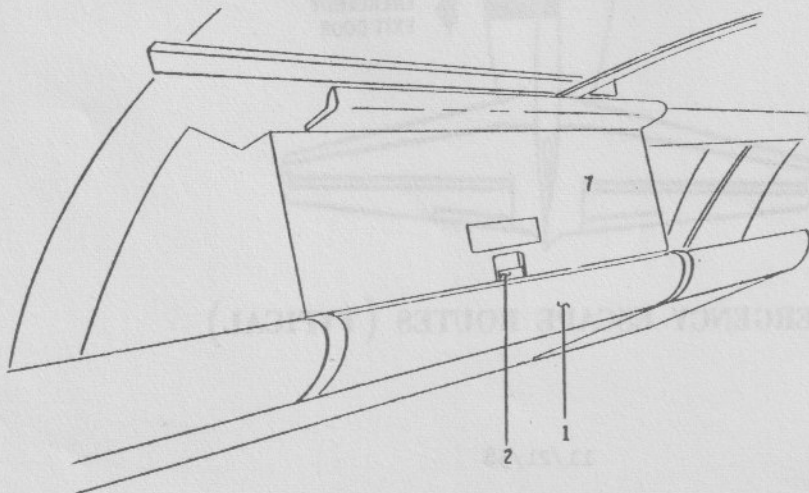
THE CREW MEMBERS MUST ENDEAVOR TO DIRECT PASSENGERS TO THE APPROPRIATE EXITS TO AVOID CONGESTION AND EXPEDITE EVACUATION

**EMERGENCY ESCAPE ROUTES (TYPICAL)**

# EMERGENCY PROCEDURES



- 1 HAT RACK SECTION
- 2 RELEASE HANDLE
- 3 LIFE RAFT
- 4 LATCH
- 5 SUPPORT ARM
- 6 LATCH BOLT
- 7 DOOR
- 8 COVER SERVICE PANEL



Life Raft Storage (EAL)

11/21/58

## EMERGENCY PROCEDURES

### LIFE RAFTS

#### STOWAGE

Four 20-man rafts and one emergency transmitter will be carried. Two rafts will be located in hat rack compartments on either side of the cabin aft of the galley; the third will be carried on the floor of the coatroom, and the fourth raft and emergency transmitter will be on the floor of the left-hand carry-on baggage rack.

The rafts in the left and right hat racks are placed in specially constructed quick-opening containers.

#### DESCRIPTION

The life rafts are packed in satchel-like bags with prominently placarded instructions on the outside of the container to unpack and inflate the raft. Operating instructions for the period after the raft is inflated and waterborne are prominently displayed inside the raft.

The life rafts consist of twin tubes of circular cross-section and circular plan form. The two tubular sections are an integral assembly with a fabric deck between. Inflation of each section is independently maintained. Also, each section has sufficient buoyancy to support the rafts full load of personnel. An auxiliary buoyancy chamber supports the center of the deck. The raft is constructed of yellow nylon fabric for maximum visibility from the air.

The rafts are equipped with a spray shield and a canopy which may be erected for the protection of personnel. A trough attached to the upper edge of the spray shield collects rain water and runs down the canopy. Attached to each raft is a first aid kit, mirror, flashlight, water container, police whistle, compass, bible, floating knife, survival book, some flares, sponges, charm rations and desalting kits.

Standard equipment is provided for operation and maintenance of each raft: A hand pump, 2 mast-oars, a sea anchor with 25-foot line, bailing bucket, canopy and rods, instruction book, 4 repair plugs, and the container.

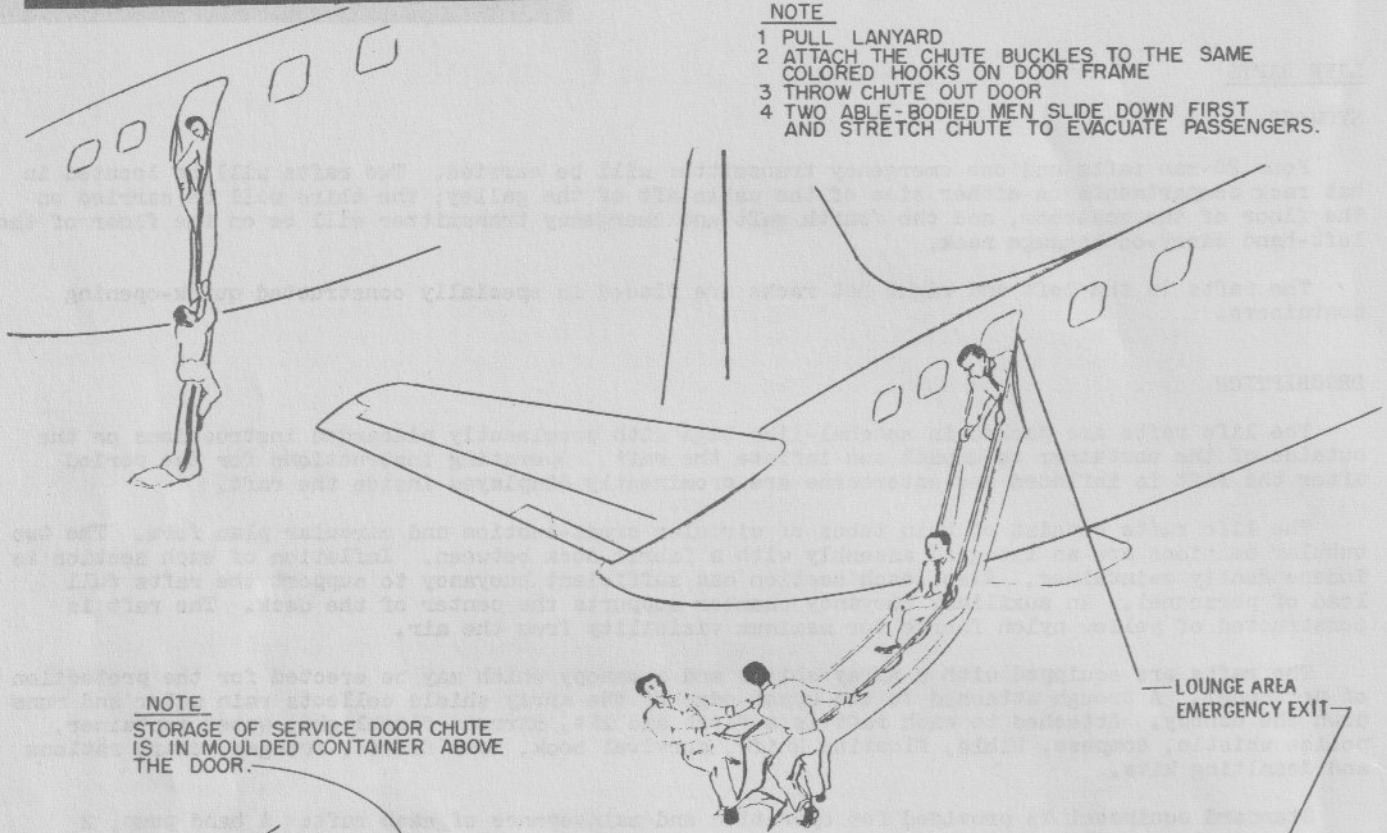
### LIFE VESTS

Life vests for passengers are stowed beneath each passenger seat. Two vests for the cabin attendants are stowed in the forward left hat rack. For the flight deck crew, two vests are stowed beneath the Captain's seat and two beneath the Pilot's seat. 7 Spare vests are stowed on the shelf in the coat rack.

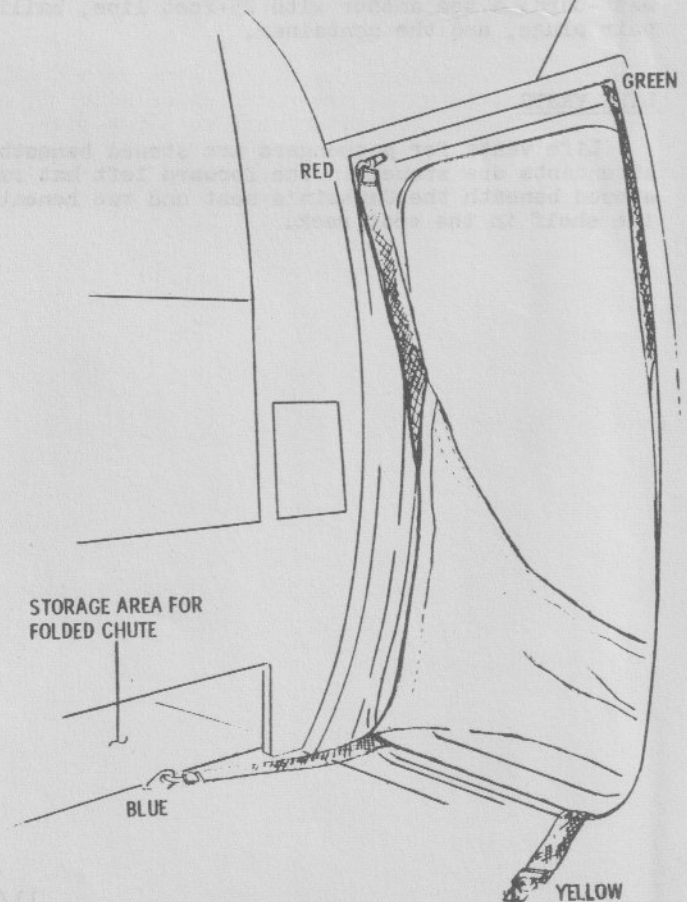
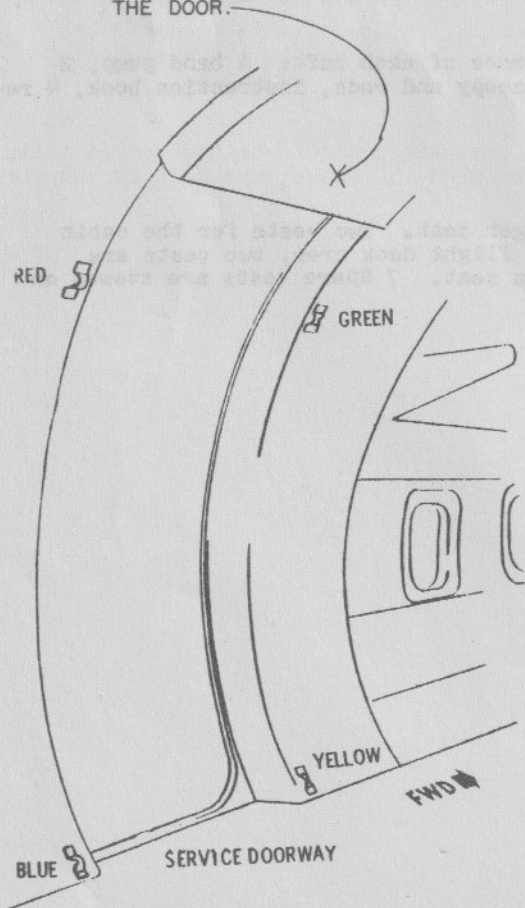
# EMERGENCY PROCEDURES

### NOTE

- 1 PULL LANYARD
- 2 ATTACH THE CHUTE BUCKLES TO THE SAME COLORED HOOKS ON DOOR FRAME
- 3 THROW CHUTE OUT DOOR
- 4 TWO ABLE-BODIED MEN SLIDE DOWN FIRST AND STRETCH CHUTE TO EVACUATE PASSENGERS.



**NOTE**  
STORAGE OF SERVICE DOOR CHUTE IS IN MOULDED CONTAINER ABOVE THE DOOR.



Non-Inflatable Escape Slide

11/21/58

# EMERGENCY PROCEDURES

## ESCAPE SLIDE - NON-INFLATABLE - DESCRIPTION

### EVACUATION SLIDES

Two non-inflatable evacuation slides are provided for quick evacuation of passengers when needed. One is provided for escape through the service door, the other for the emergency exit on the right side of the lounge.

The slide for the service door is strapped in a moulded container inboard of the door at its upper end, and the slide for the lounge emergency exit is tied with footman loops to the floor in the small cabinet located in the right-hand lounge partition. These small cabinets are sometimes referred to, because of their shape, as "dog house".

Each slide has four straps, the buckles of which are painted red, green, yellow, and blue. Brackets of the same color are installed on the service door frame, on top of the lounge emergency exit frame, and on the floor near the emergency exit.

**NOTE:** The top emergency exit brackets are only visible after removal of the emergency exit.

Prior to an emergency evacuation of passengers on land, when use of the evacuation slides will be necessary, Flight Attendants should remove the slides from their place of storage, remove their covers, attach (color to color) the buckles to the floor and wall brackets provided for this purpose, and lay the chutes on the floor ready to be pushed out when the airplane has come to a stop.

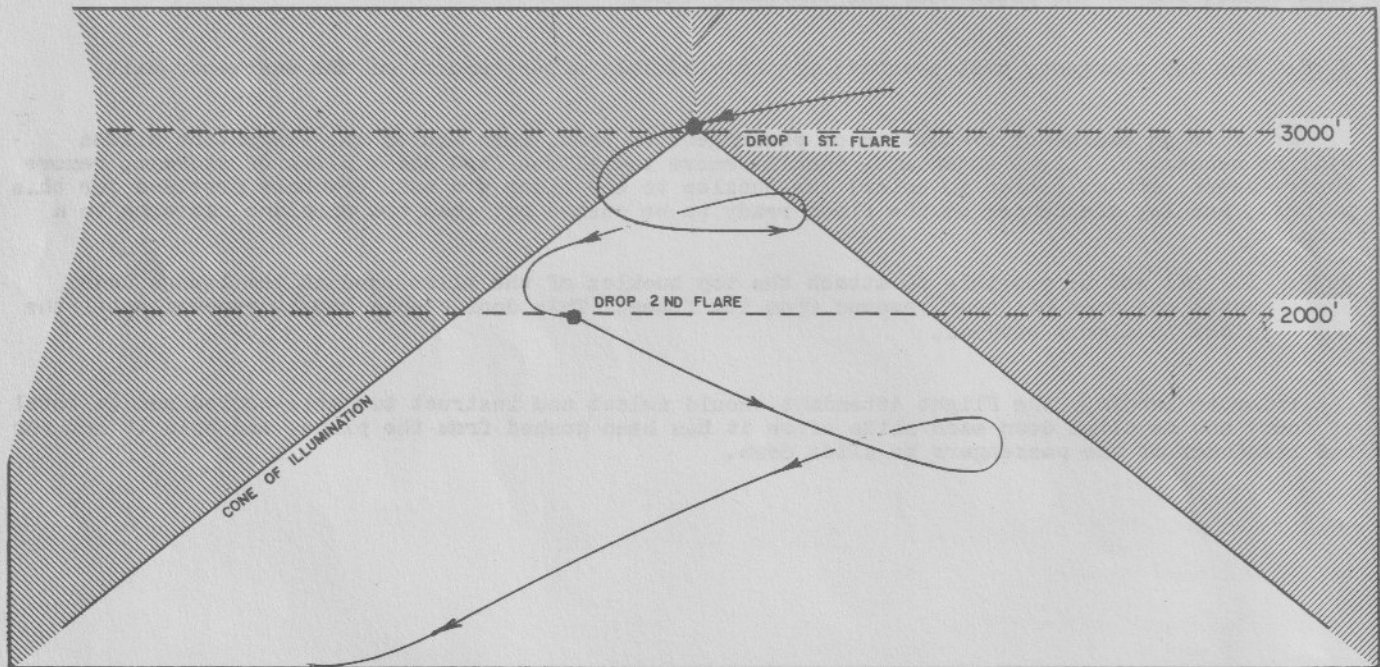
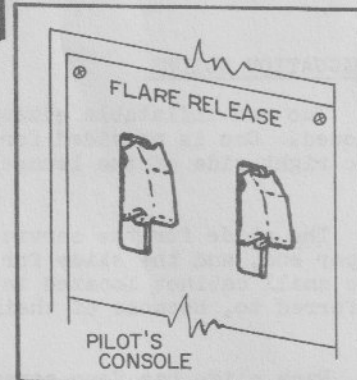
**NOTE:** It will not be possible to attach the top buckles of the slide used at the lounge door until the door has been removed from its frame. This door should not be removed until the plane is almost stopped.

Prior to landing, the Flight Attendant should select and instruct two able-bodied men (a total of four) how to climb down each slide after it has been pushed from the plane, and hold it out for the remainder of the passengers to slide down.

## EMERGENCY PROCEDURES

# LANDING FLARES

Two three-minute parachute flares are installed on the underside of the fuselage aft of the pressure bulkhead. Flares are released from their chutes electrically by the operation of individual toggle switches on the Pilot's side console. The switches are shielded to prevent accidental release, and are powered by the 26-volt Essential DC bus.



LANDING WITH FLARES

Drop flare 1 at least 3,000 feet above ground level and circle back into cone of illumination, descending approximately 500 feet per minute.

Survey terrain for landing site and determination of wind.

Drop flare 2 to windward of chosen site at about 2,000 feet above ground.

Complete descent at about 800 feet per minute, land within 3 minutes after releasing last flare, select approach flight path so as to make landing with flare ahead of airplane.

**NOTE:** Each flare will ignite about 3 seconds after release, and will burn for three minutes.

Minimum altitude of flare release to insure burnout before reaching ground is 2,000 feet.

Do not release flares while dumping fuel nor while in area where fuel has been dumped.

Flares have been successfully dropped at speeds up to 157 Knots EAS in clean configuration, and up to 138 Knots with gear down and flaps set to APPROACH.