

deHAVILLAND
DASH 8

CRASH-FIRE-RESCUE INFORMATION

SERIES 200

PSM 1-82-14

BOMBARDIER INC.
BOMBARDIER REGIONAL AIRCRAFT DIVISION
CUSTOMER SUPPORT
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April 10, 1992



CRASH – FIRE – RESCUE INFORMATION

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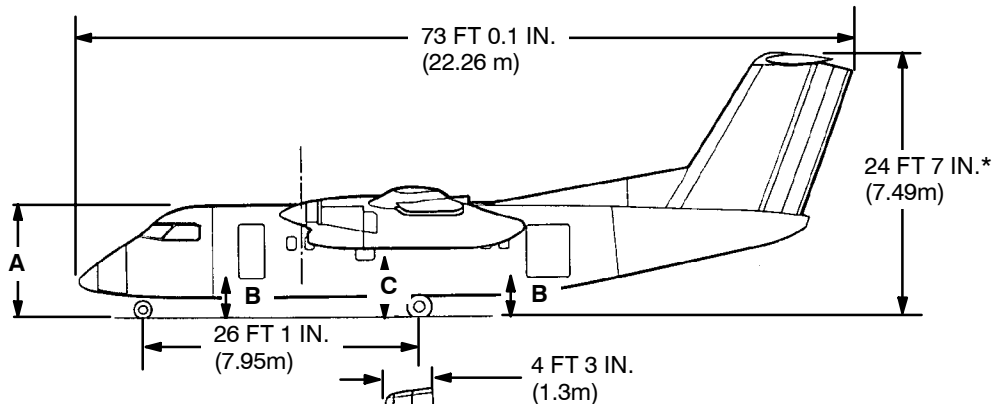


CRASH-FIRE-RESCUE INFORMATION

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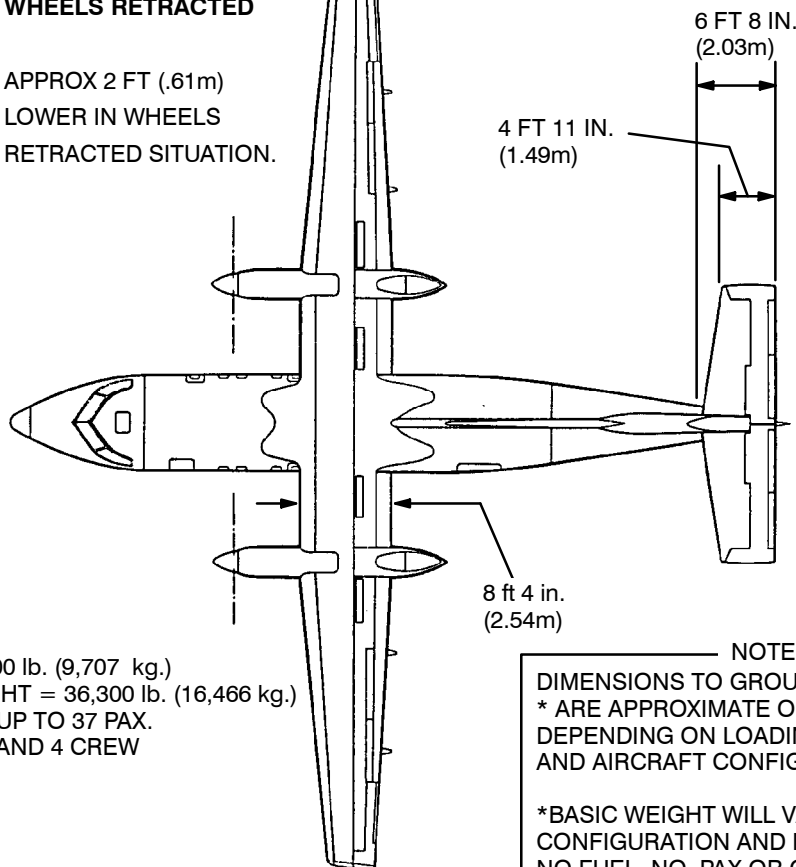


WHEELS EXTENDED

A=125.00 IN (3.18m)
B=43.00IN (1.09m)
C=63.00IN (1.6m)

WHEELS RETRACTED

APPROX 2 FT (.61m)
LOWER IN WHEELS
RETRACTED SITUATION.

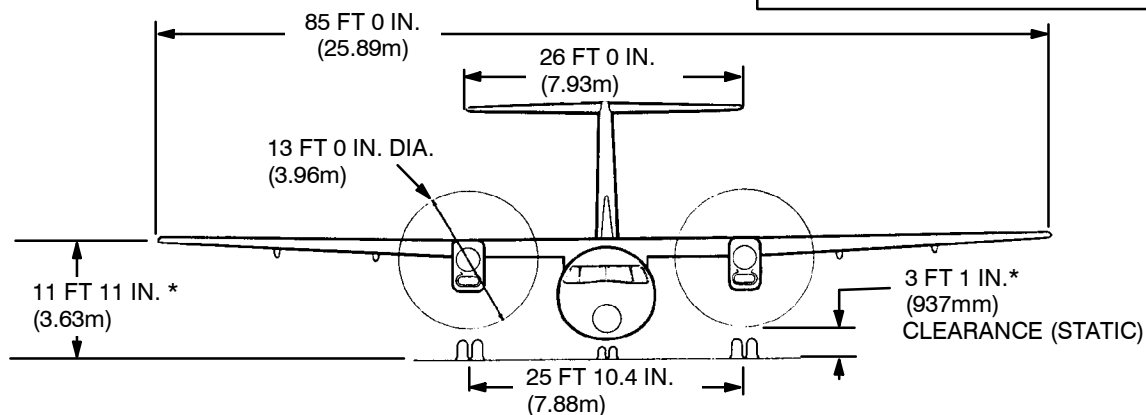


* BASIC WEIGHT = 21,400 lb. (9,707 kg.)
MAX. TAKE-OFF WEIGHT = 36,300 lb. (16,466 kg.)
SEATING CAPACITY = UP TO 37 PAX.
AND 4 CREW

NOTE:

DIMENSIONS TO GROUND LINE INDICATED
* ARE APPROXIMATE ONLY AND VARY
DEPENDENT ON LOADING CONDITIONS
AND AIRCRAFT CONFIGURATION.

*BASIC WEIGHT WILL VARY DUE TO
CONFIGURATION AND MODIFICATION
NO FUEL, NO PAX OR CREW.

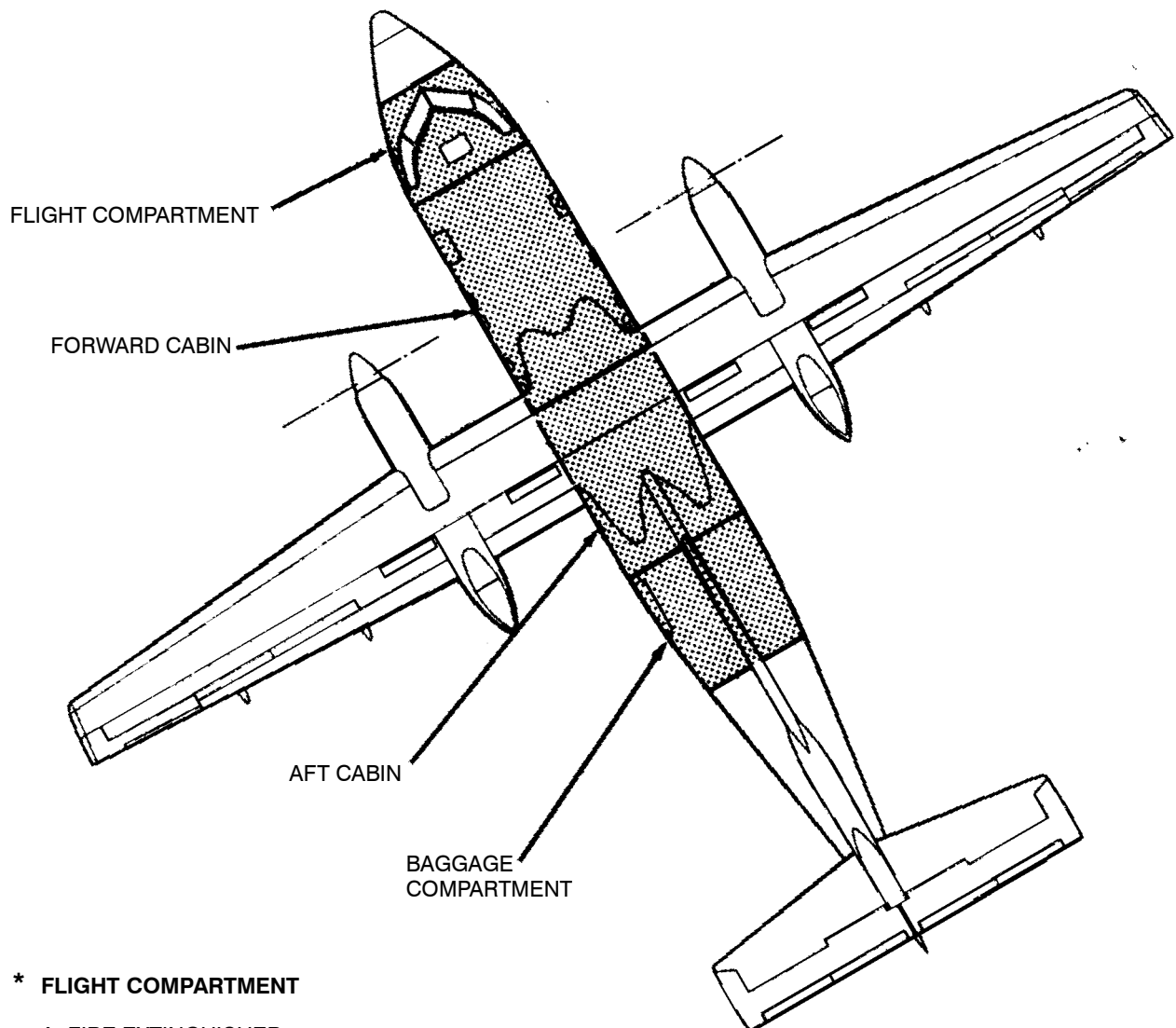


GENERAL ARRANGEMENT

SERIES 200

MODEL 202

CRASH-FIRE-RESCUE INFORMATION



*** FLIGHT COMPARTMENT**

- A. FIRE EXTINGUISHER
- B. FIRE AXE LOCATION
- C. PORTABLE OXYGEN BOTTLE

*** FORWARD CABIN**

- A. OXYGEN BOTTLES
- B. GALLEY LOCATION
- C. EMERGENCY DOOR-TYPE II
- D. FIRST AID KIT

*** AFT CABIN**

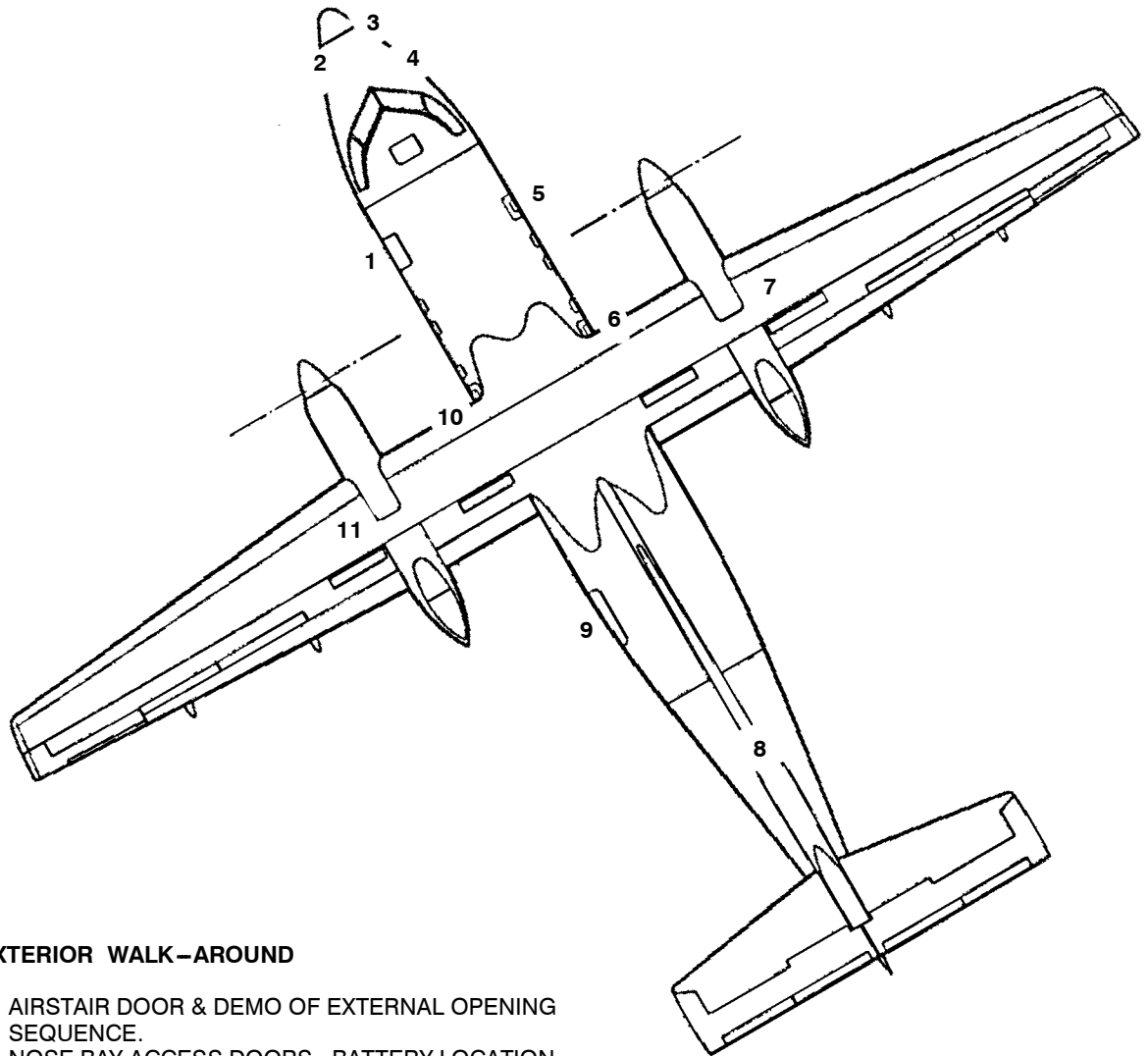
- A. EMERGENCY DOORS-TYPE III
- B. FIRE EXTINGUISHER BOTTLES

*** BAGGAGE COMPARTMENT**

- A. ACCESS TO BAGGAGE COMPARTMENT
- B. SMOKE DETECTOR

FAMILIARIZATION AND LOCATION GUIDE

CRASH-FIRE-RESCUE INFORMATION

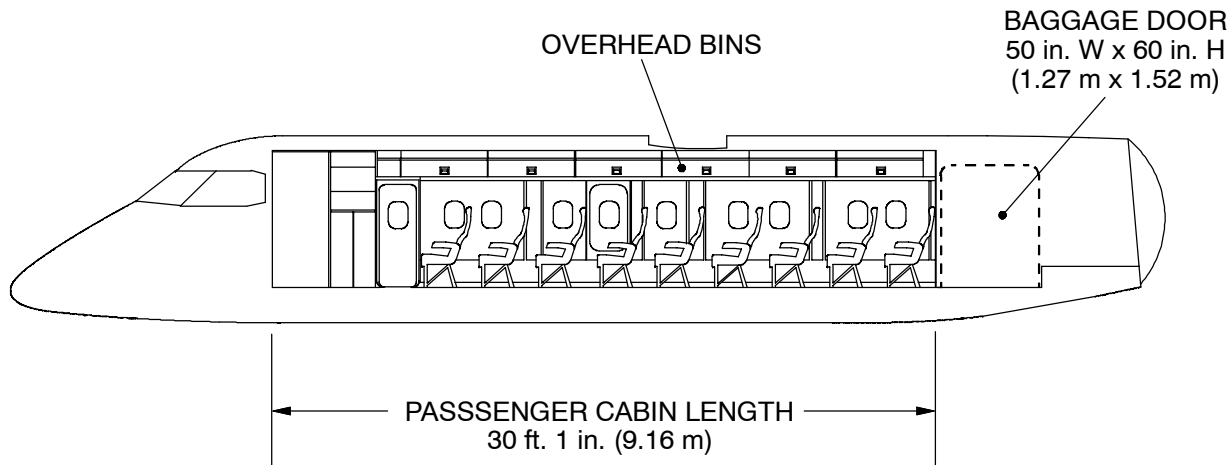
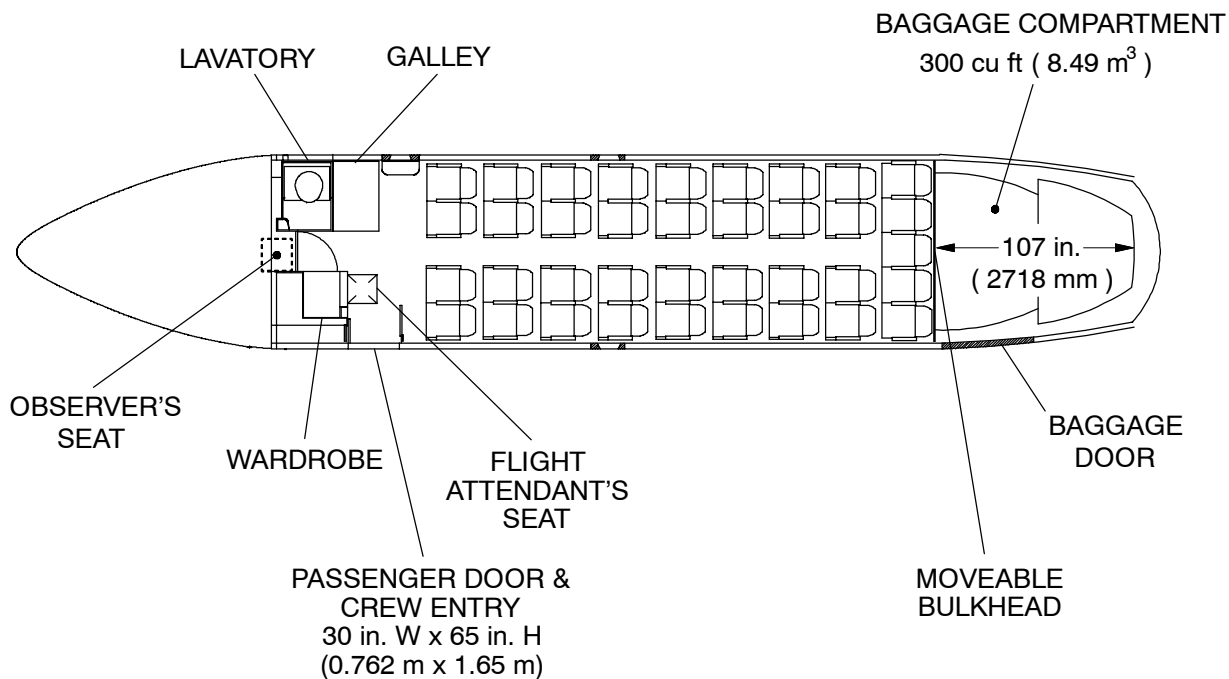


EXTERIOR WALK-AROUND

1. AIRSTAIR DOOR & DEMO OF EXTERNAL OPENING SEQUENCE.
2. NOSE BAY ACCESS DOORS - BATTERY LOCATION & MAIN ELECTRICAL CONTACTOR BOX.
3. OXYGEN BOTTLE.
4. NOSE GEAR WHEEL WELL, NOSE GEAR HYDRAULIC & RESERVOIR.
5. TYPE II EMERGENCY DOOR - EXTERNAL OPENING SEQUENCE.
7. TYPE III EMERGENCY DOOR - EXTERNAL OPENING SEQUENCE.
8. REAR COMPARTMENT ACCESS DOOR - OPENING SEQUENCE & FLIGHT DATA RECORDER & COCKPIT RECORDER LOCATION.
9. BAGGAGE COMPARTMENT DOOR - OPENING SEQUENCE.
10. TYPE III EMERGENCY DOOR - EXTERNAL OPENING SEQUENCE.
11. N^O1. NACELLE, MAIN LANDING GEAR & HYDRAULIC RESERVOIR.

EXTERIOR WALK-AROUND

CRASH-FIRE-RESCUE INFORMATION

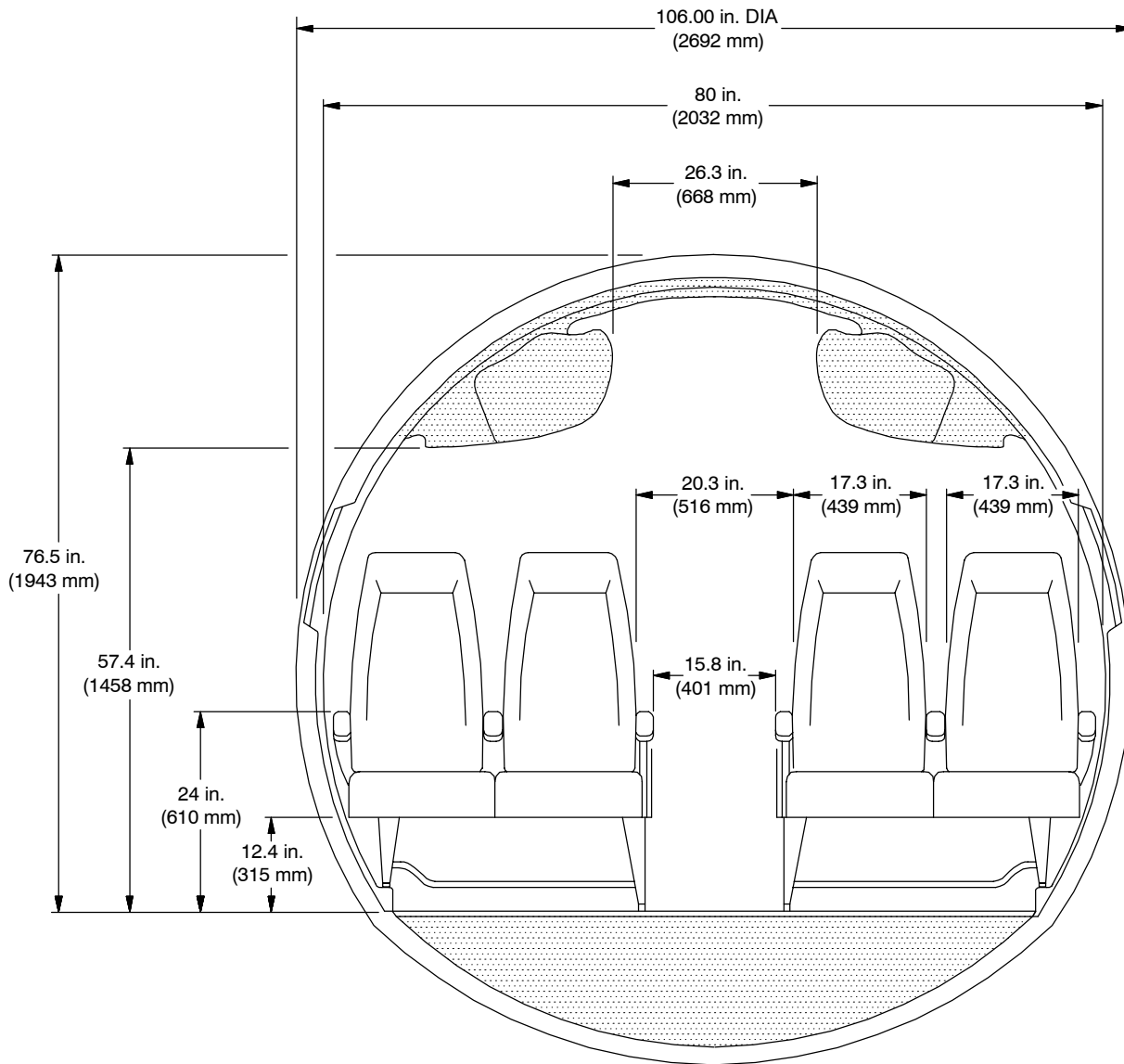


37 PASSENGERS

doc00570000_002.dg, pt. 06/02/95

INTERIOR ARRANGEMENT

CRASH-FIRE-RESCUE INFORMATION



NOTE:

- * DIMENSIONS ARE APPROXIMATE AND MAY VARY DEPENDING ON AIRCRAFT CONFIGURATION AND LOADING CONDITIONS.

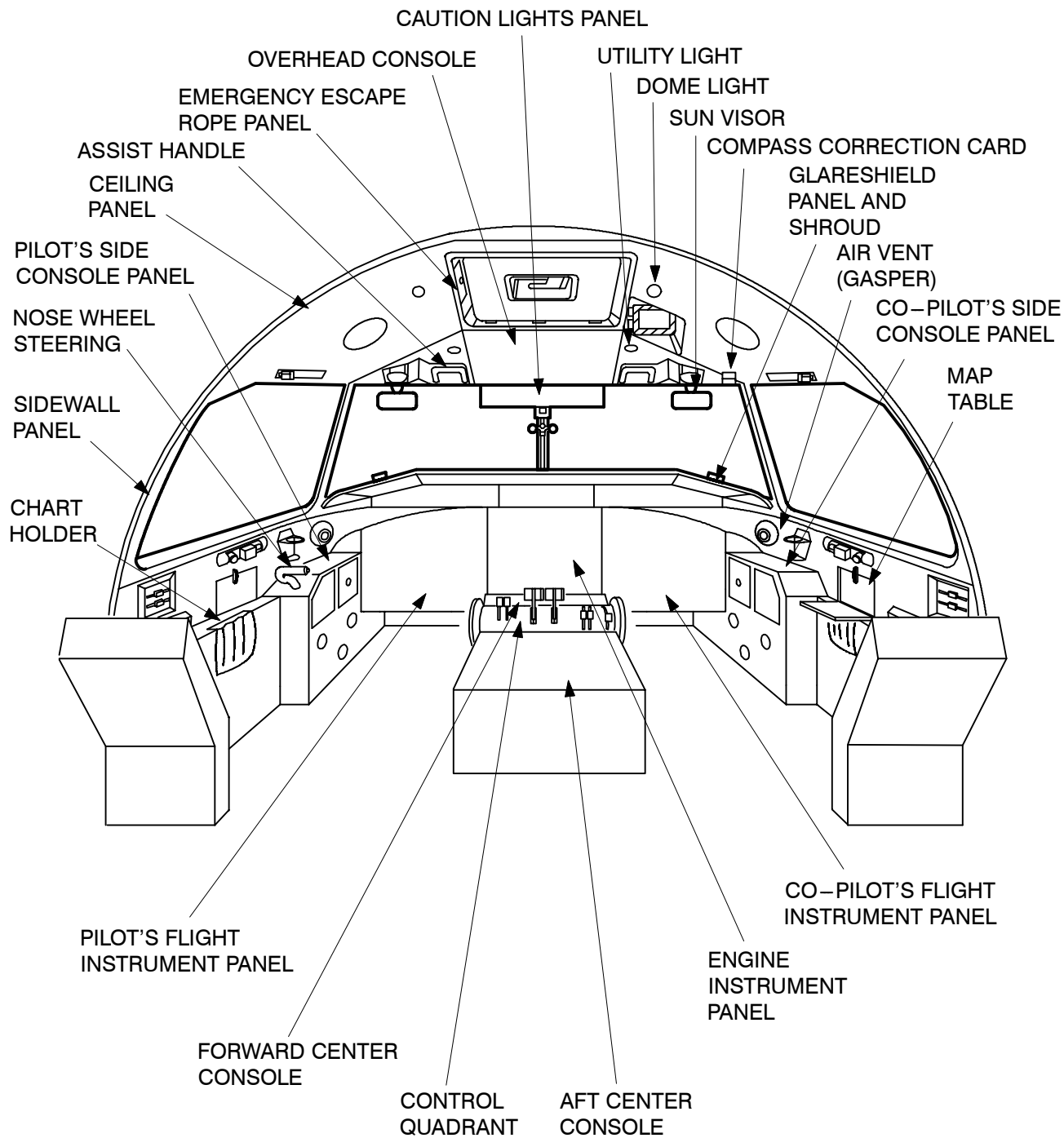
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CABIN CROSS-SECTION

SERIES 200

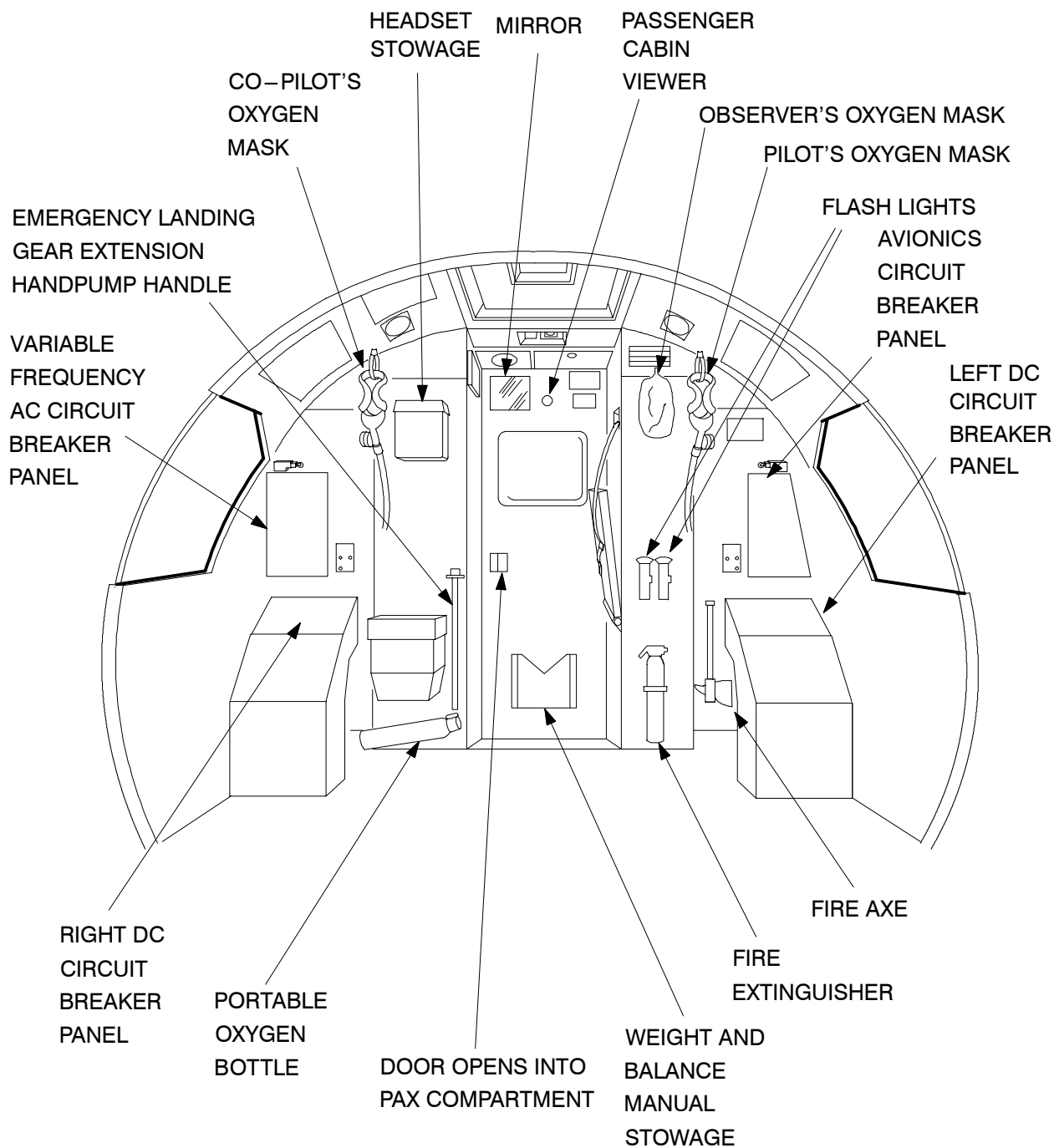
MODEL 202

CRASH-FIRE-RESCUE INFORMATION



FLIGHT COMPARTMENT (VIEW FORWARD)

CRASH-FIRE-RESCUE INFORMATION



FLIGHT COMPARTMENT (VIEW AFT)



CRASH–FIRE–RESCUE INFORMATION

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, is operated by internal or external handles. The Airstair door incorporates an inflatable seal fed from the 18 psi deicing system. A Type II 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 forward of the wing. The Type II and Type III emergency exit doors each incorporate a window and may be opened by either internal or external handles located below the window. The Type II and 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 II AND 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 either the Type II or Type III emergency exit 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

BAGGAGE DOOR OPERATION

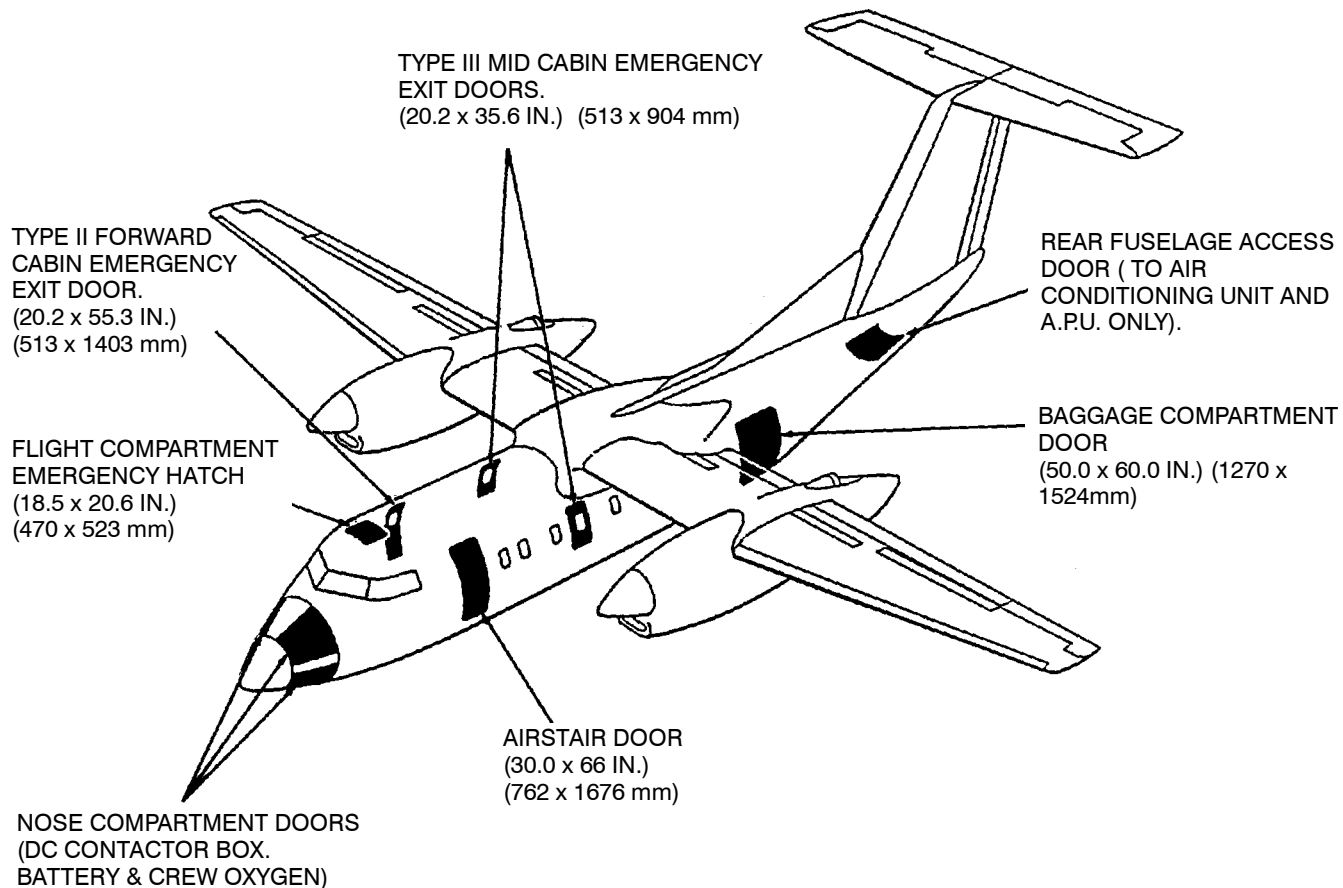
The Baggage door is located on the left side of the rear fuselage. The door is opened and closed manually using an external handle which normally is flush with the door skin. A quick–release button is located in the center of the handle.

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.

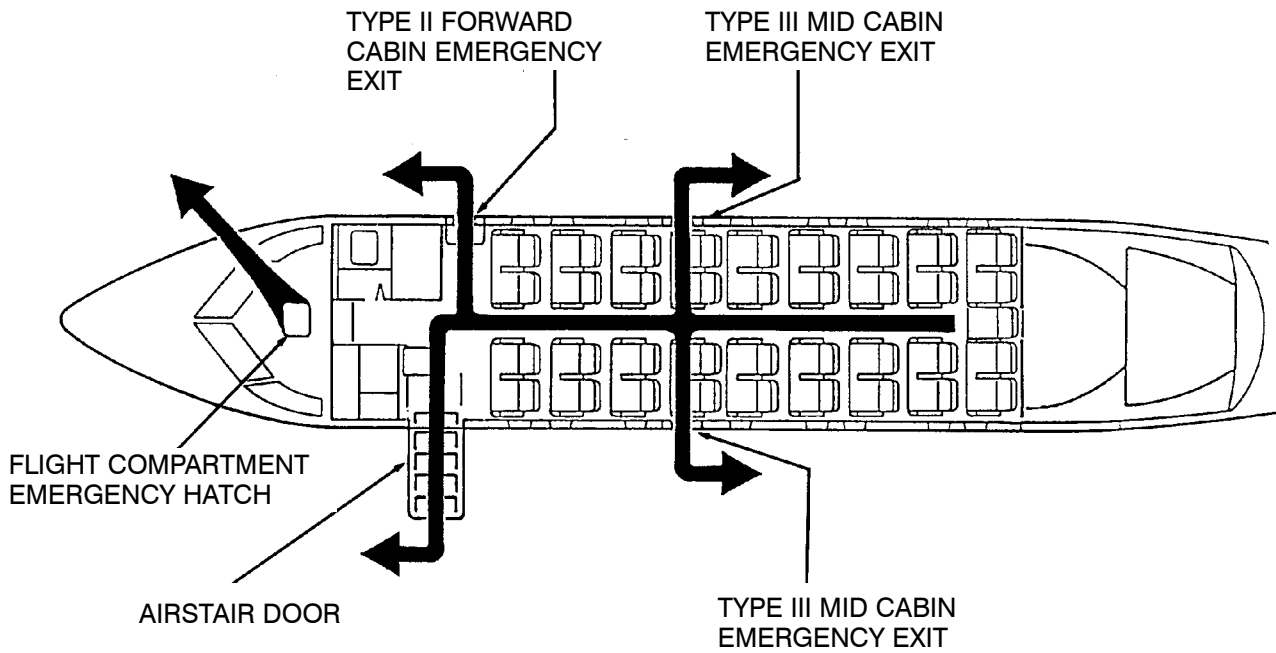
CRASH-FIRE-RESCUE INFORMATION



AIRCRAFT DOORS AND GROUND SERVICE PANELS

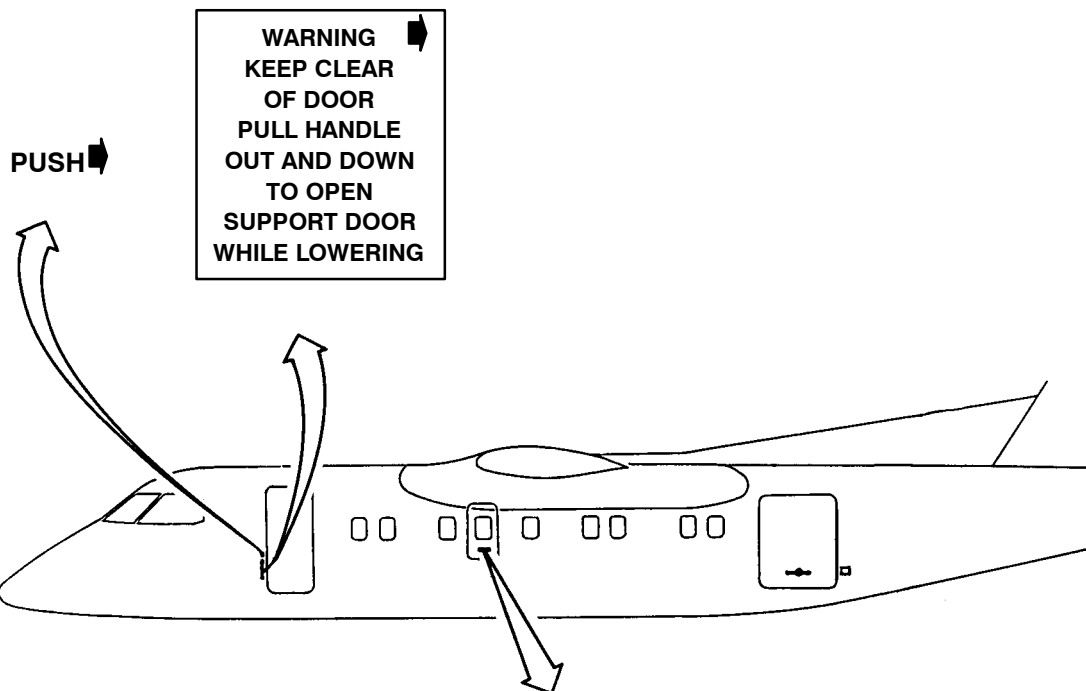
SERIES 200	MODEL 202
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CRASH-FIRE-RESCUE INFORMATION



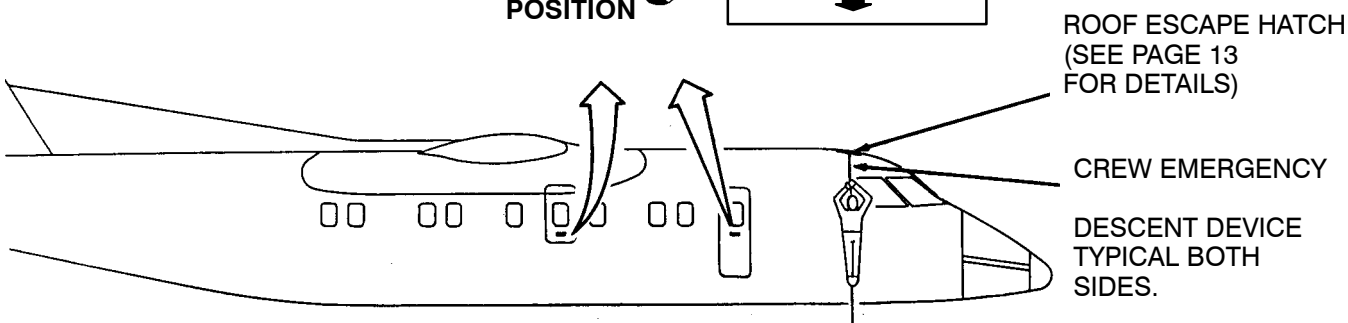
EVACUATION ROUTES

CRASH-FIRE-RESCUE INFORMATION



**OPEN
POSITION** 

**TURN HANDLE DOWN
AND PUSH HATCH IN**

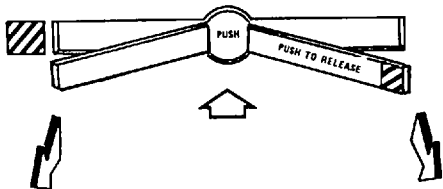



PASSENGER AND CREW ESCAPE SYSTEMS

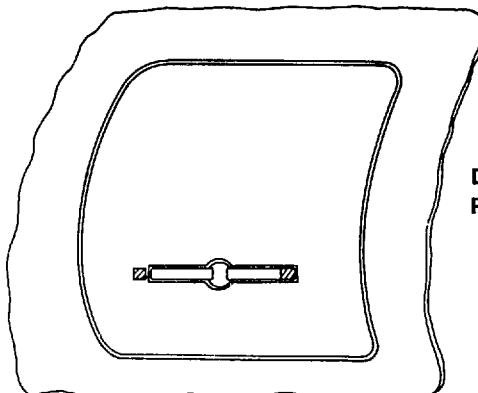
SERIES 200	MODEL 202
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CRASH-FIRE-RESCUE INFORMATION

1

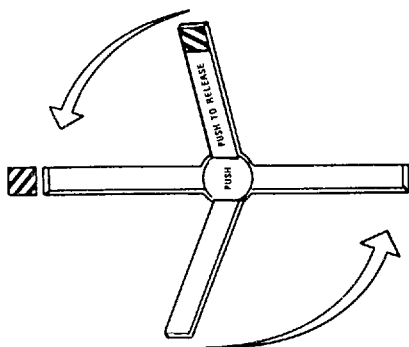


HANDLES SPRING OUT WHEN
BUTTON IS PRESSED

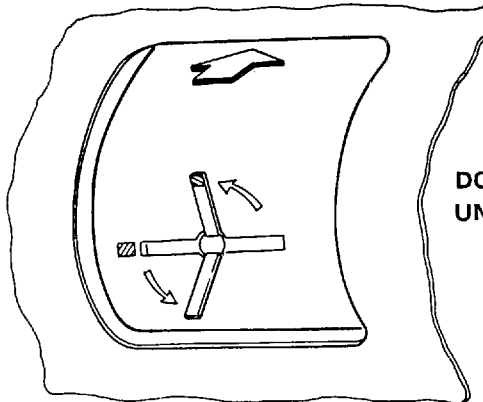


**DOOR
PLUGGED**

2

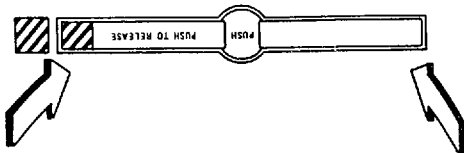


DOOR UNPLUGS (MOVES IN)
AS HANDLES ARE TURNED 180°



**DOOR
UNPLUGGED**

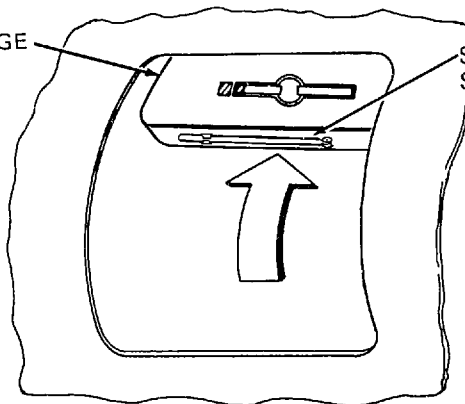
3



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

NOTE:
REVERSE ABOVE PROCEDURE
TO CLOSE DOOR

BAGGAGE
DOOR



**DOOR
RAISED**

NOTE:
UNSTOW SUPPORT STRUT AS
REQUIRED FOR HOLDING DOOR
IN THE OPEN POSITION.
BEFORE CLOSING DOOR, RESTOW
SUPPORT STRUT.

WARNING

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

BAGGAGE DOOR OPERATION



CRASH–FIRE–RESCUE INFORMATION

FLIGHT COMPARTMENT EMERGENCY ESCAPE HATCH

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.

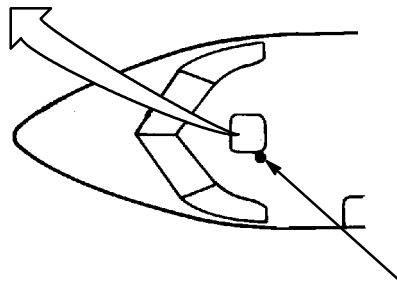
A downward pull on the handle of approximately 40 pounds releases the rollers against the action of the forward locking and release detent springs. The hatch may then be completely removed.

CRASH-FIRE-RESCUE INFORMATION

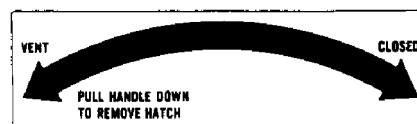
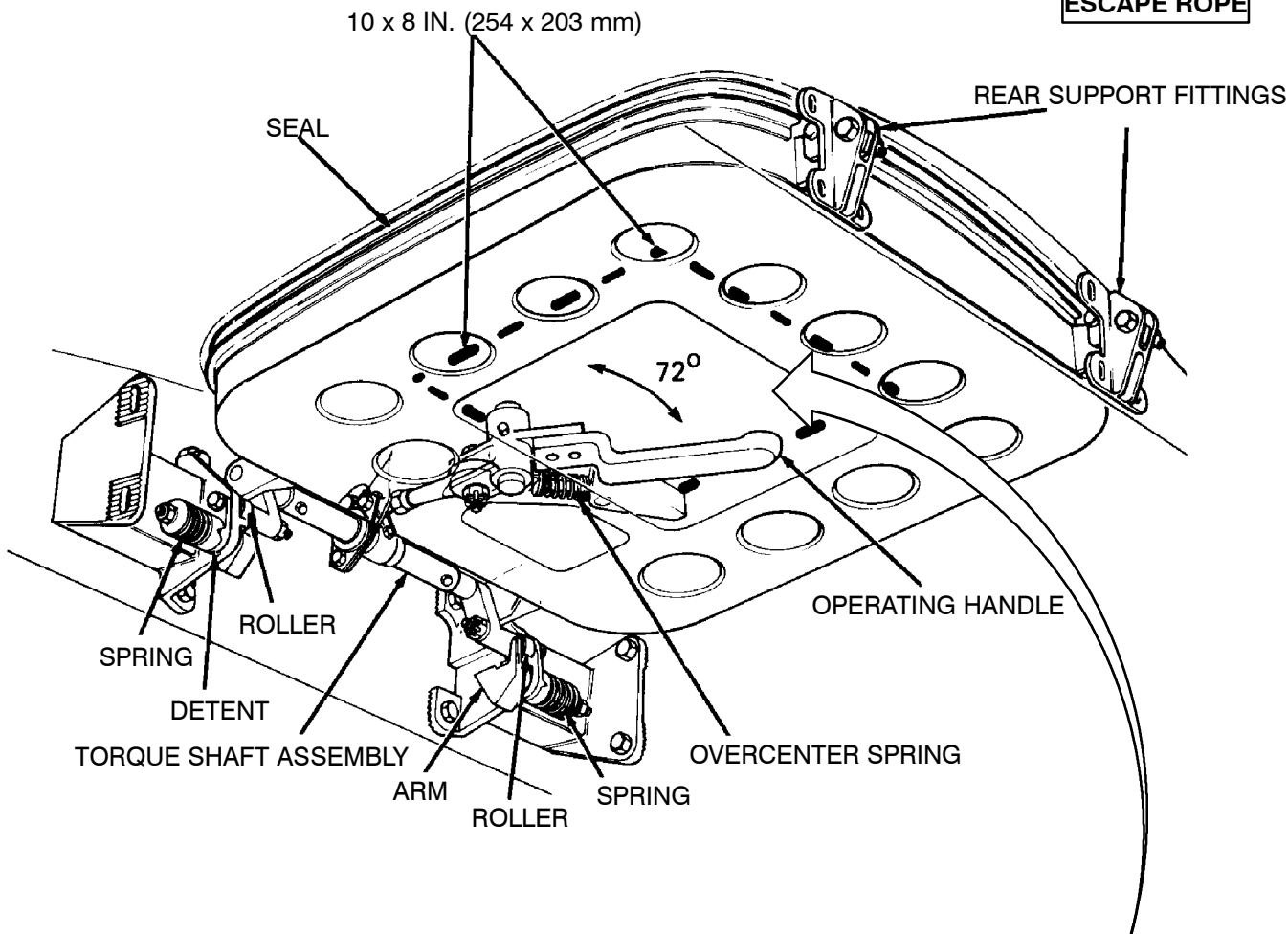
FLIGHT COMPARTMENT
EMERGENCY HATCH
18.5" X 20.6" (470 X 523 mm)

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.

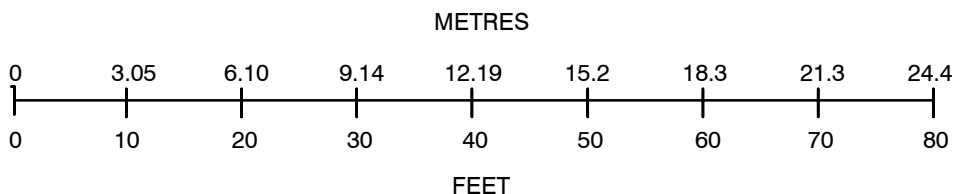
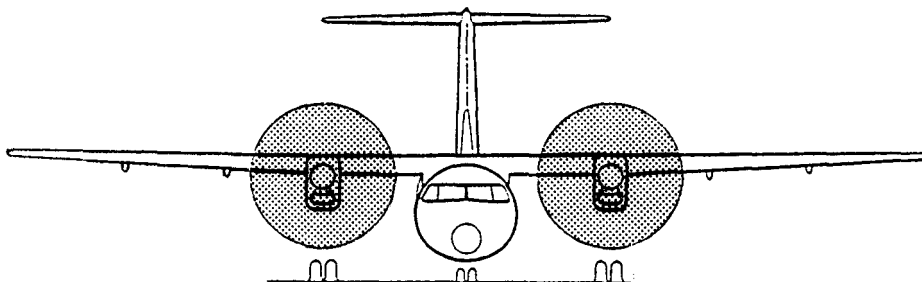


**EMERGENCY
ESCAPE ROPE**

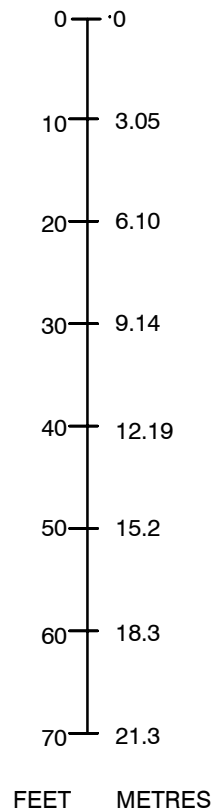
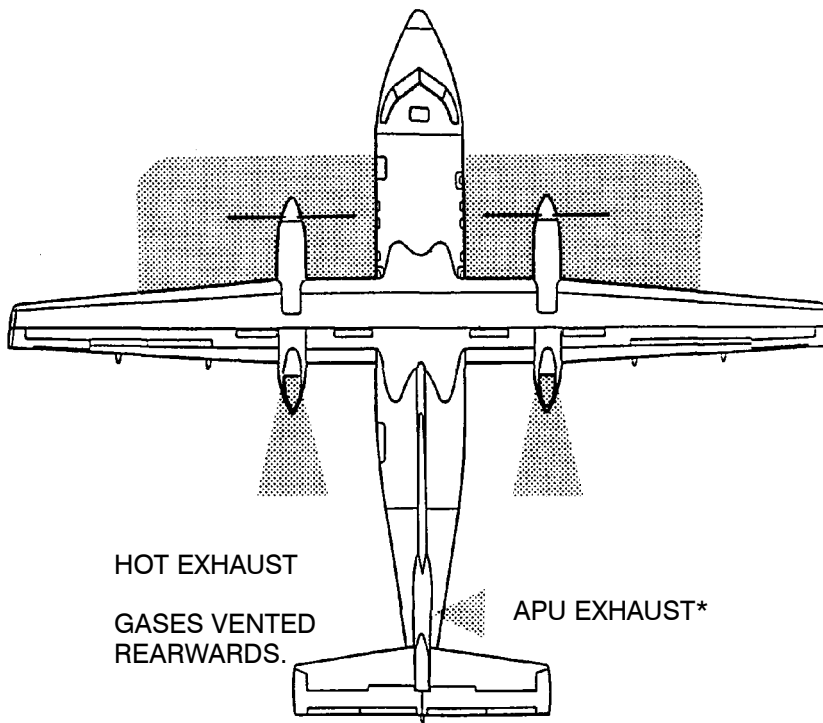


FLIGHT COMPARTMENT EMERGENCY ESCAPE HATCH

CRASH-FIRE-RESCUE INFORMATION



■ PERSONNEL DANGER AREAS
(WHEN ENGINES ARE OPERATING)



*NOT ALL AIRCRAFT

ENGINE DANGER AREAS

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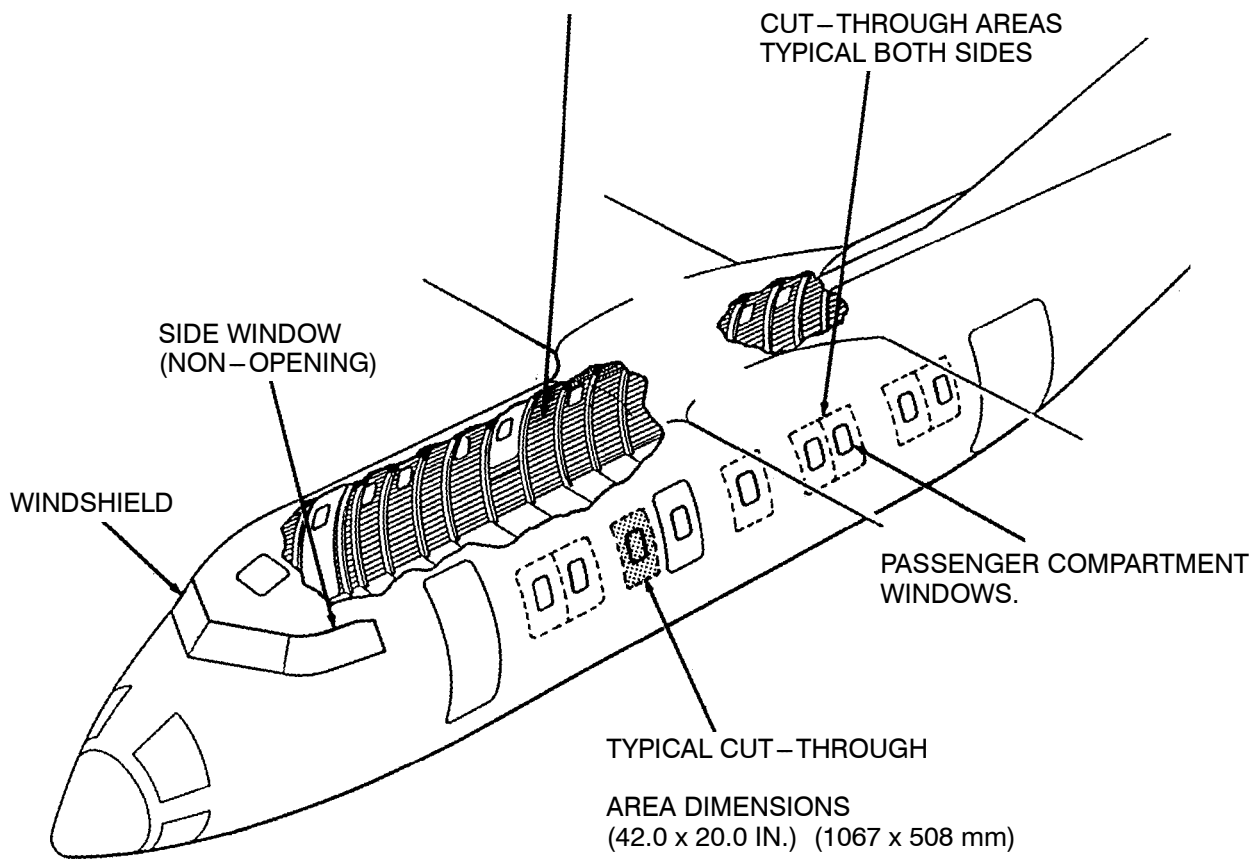
CRASH-FIRE-RESCUE INFORMATION

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.

INTERIOR CONSTRUCTION

- STRINGERS RUN ABOVE & BELOW WINDOWS
- SKIN THICKNESS .060 IN. (1.50mm).



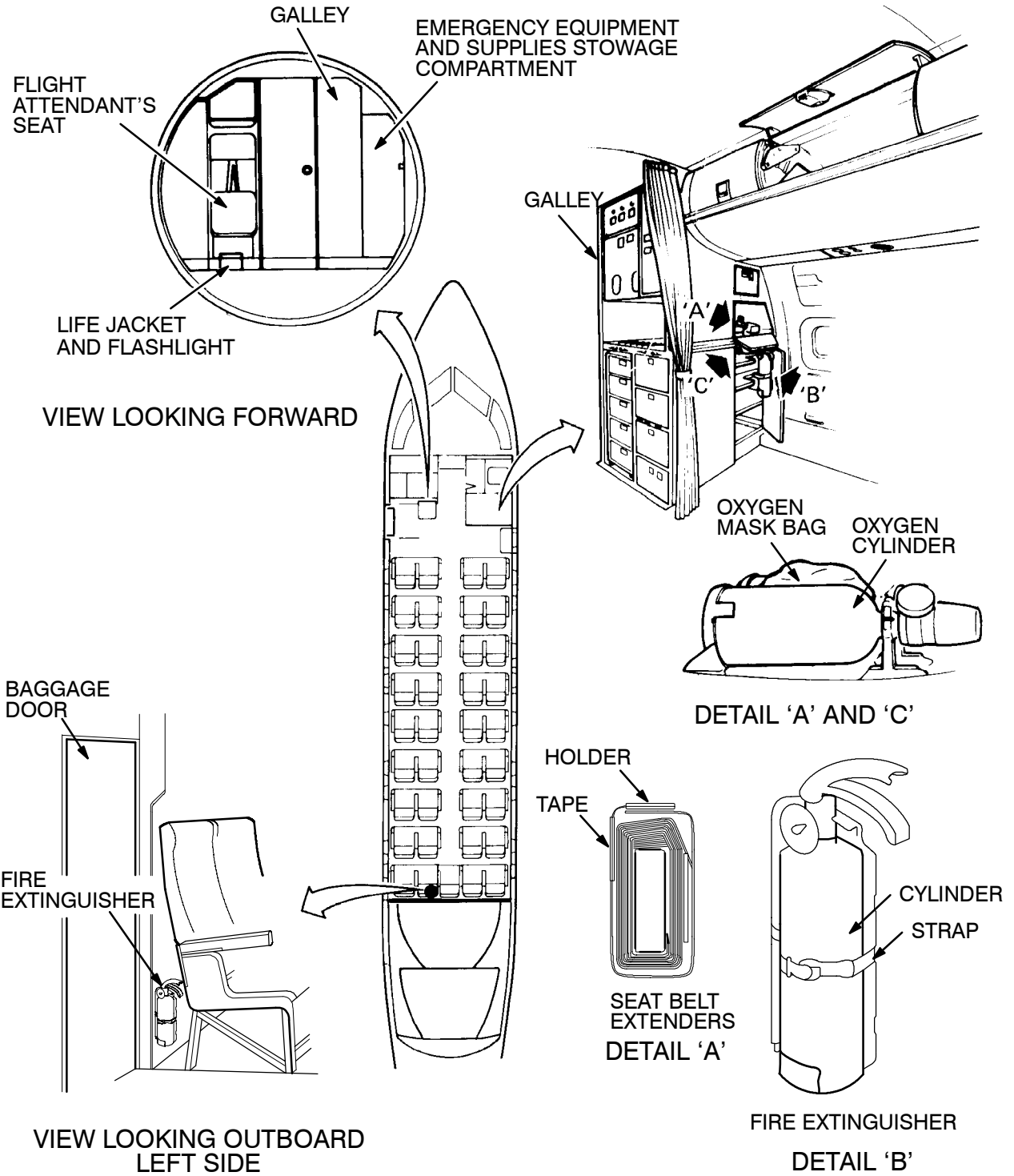
TYPICAL CUT-THROUGH

AREA DIMENSIONS
(42.0 x 20.0 IN.) (1067 x 508 mm)

THE THIRD WINDOW AFT OF AIRSTAIR DOOR IS RECOMMENDED FOR FIRST CHOICE CUT-THROUGH (ALTHOUGH ANY WINDOW IS SUITABLE).

CUT-THROUGH AREAS

CRASH-FIRE-RESCUE INFORMATION

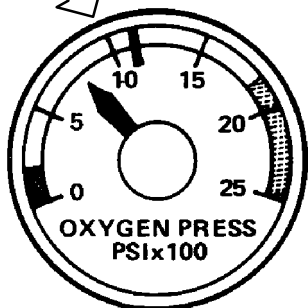
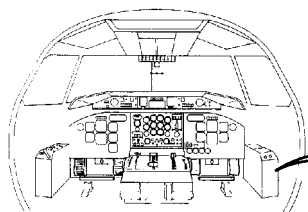


*NOTE: MAY VARY WITH AIRLINE & CONFIGURATION

FUSELAGE SAFETY EQUIPMENT LOCATIONS

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CRASH-FIRE-RESCUE INFORMATION



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

OVERBOARD
DISCHARGE
INDICATOR

COPILLOT'S OXYGEN
SUPPLY OUTLET

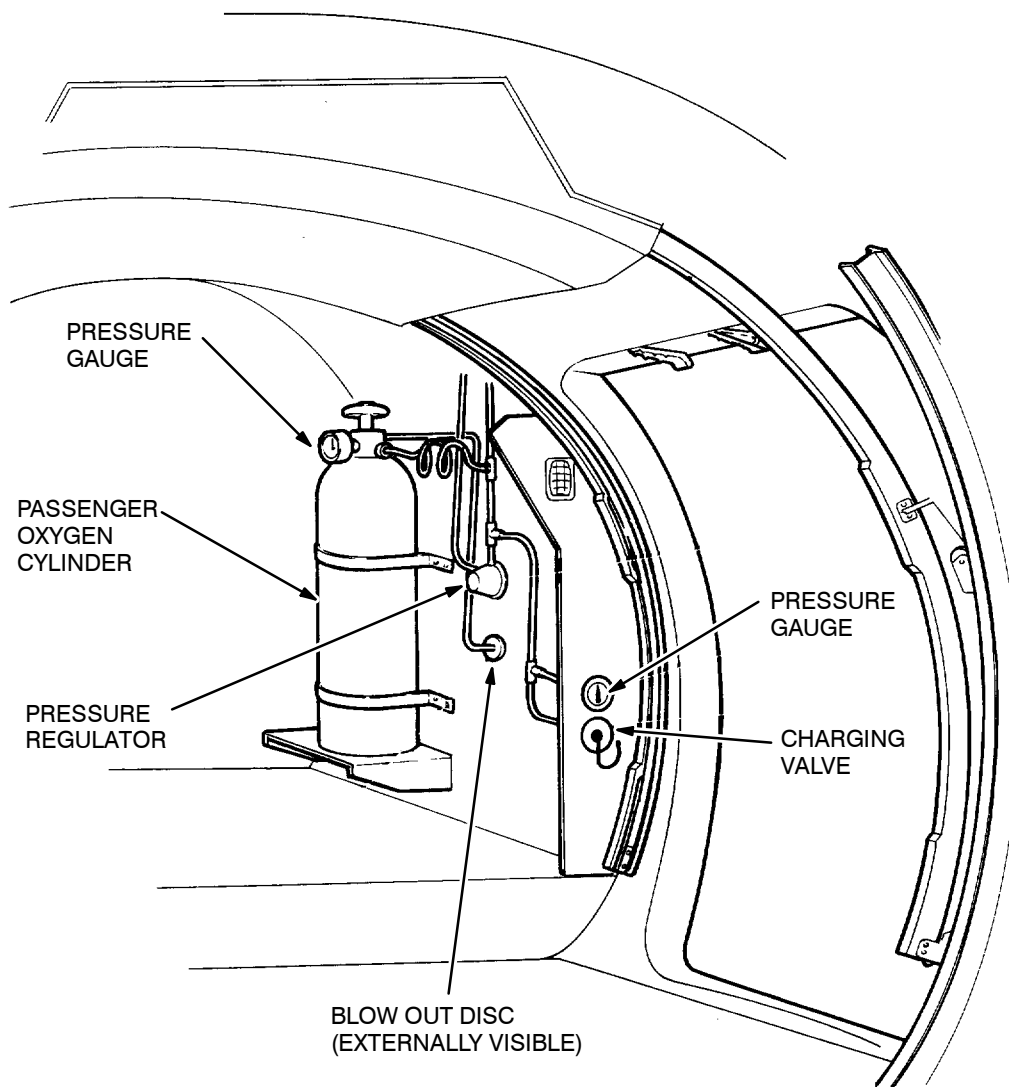
FORWARD PRESSURE BULKHEAD

CREW -
OXYGEN CYLINDER
(39.4 CU FT./ 1.1m³)

PRESSURE INDICATOR

CREW OXYGEN LOCATIONS

CRASH-FIRE-RESCUE INFORMATION



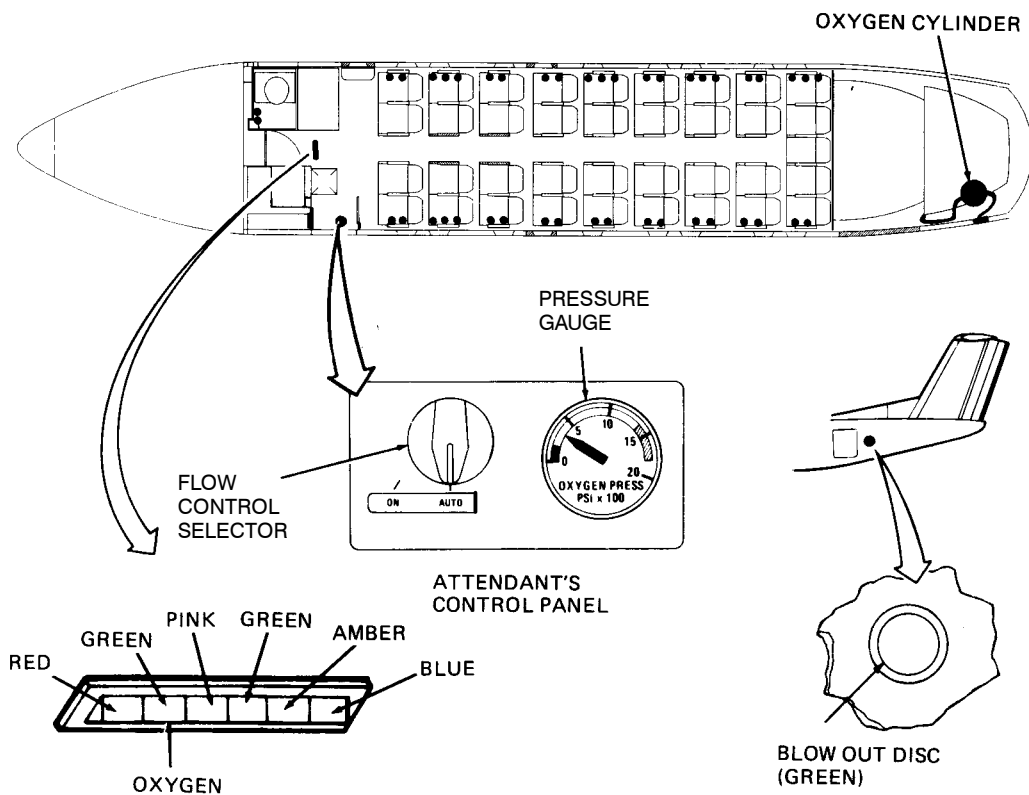
BAGGAGE COMPARTMENT

PASSENGER OXYGEN CYLINDER (OPTIONAL)

SERIES 200

MODEL 202

CRASH-FIRE-RESCUE INFORMATION



PASSENGER OXYGEN AUTOMATIC PRESENTATION SYSTEM (OPTIONAL)



CRASH-FIRE-RESCUE INFORMATION

FIRE CONTROL RECOMMENDATIONS

FIRE AREA	EXTINGUISHER TYPE			NOTES
	PREFERRED	ALTERNATIVE	AVOID	
ENGINE FIRES	HALON 1211	FOAM	CO ₂ CAN DAMAGE ENGINE. DRY CHEMICAL IS CORROSIVE.	1. WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS WHICH WILL BLOW AT 288°F (142°C). 2. APPROACH LANDING GEAR FROM FORWARD OR AFT. STAND UPWIND OF FIRE TO AVOID 'SKY-DROL' FUMES. ALL WHEELS ARE FORGED ALUMINUM.
FUEL FIRE	1. DRY CHEMICAL POWDER FOR LEAKING FUEL. 2. WATER FOG OR FOAM ON GROUND SPILL AREA.			
WHEEL FIRE	DRY CHEMICAL POWDER	HALON 1211	CO ₂ - WHEEL BREAKAGE IS POSSIBLE.	
ELECTRICAL FIRE	HALON 1211	DRY CHEMICAL POWDER/CO ₂	WATER	
HYDRAULIC SERVICE BAY FIRE	HALON 1211	DRY CHEMICAL POWDER/CO ₂	WATER	
ELECTRICAL/ELECTRONIC SERVICE BAY FIRE	HALON 1211	DRY CHEMICAL POWDER/CO ₂	WATER	
GALLEY FIRE	HALON 1211	DRY CHEMICAL POWDER	WATER	
FLIGHT COMPARTMENT FIRE	HALON 1211	DRY CHEMICAL POWDER	WATER	
CABIN COMPARTMENT FIRE	HALON 1211	DRY CHEMICAL POWDER	WATER	
CARGO COMPARTMENT FIRE	HALON 1211	DRY CHEMICAL POWDER/CO ₂	WATER	

CRASH-FIRE-RESCUE INFORMATION

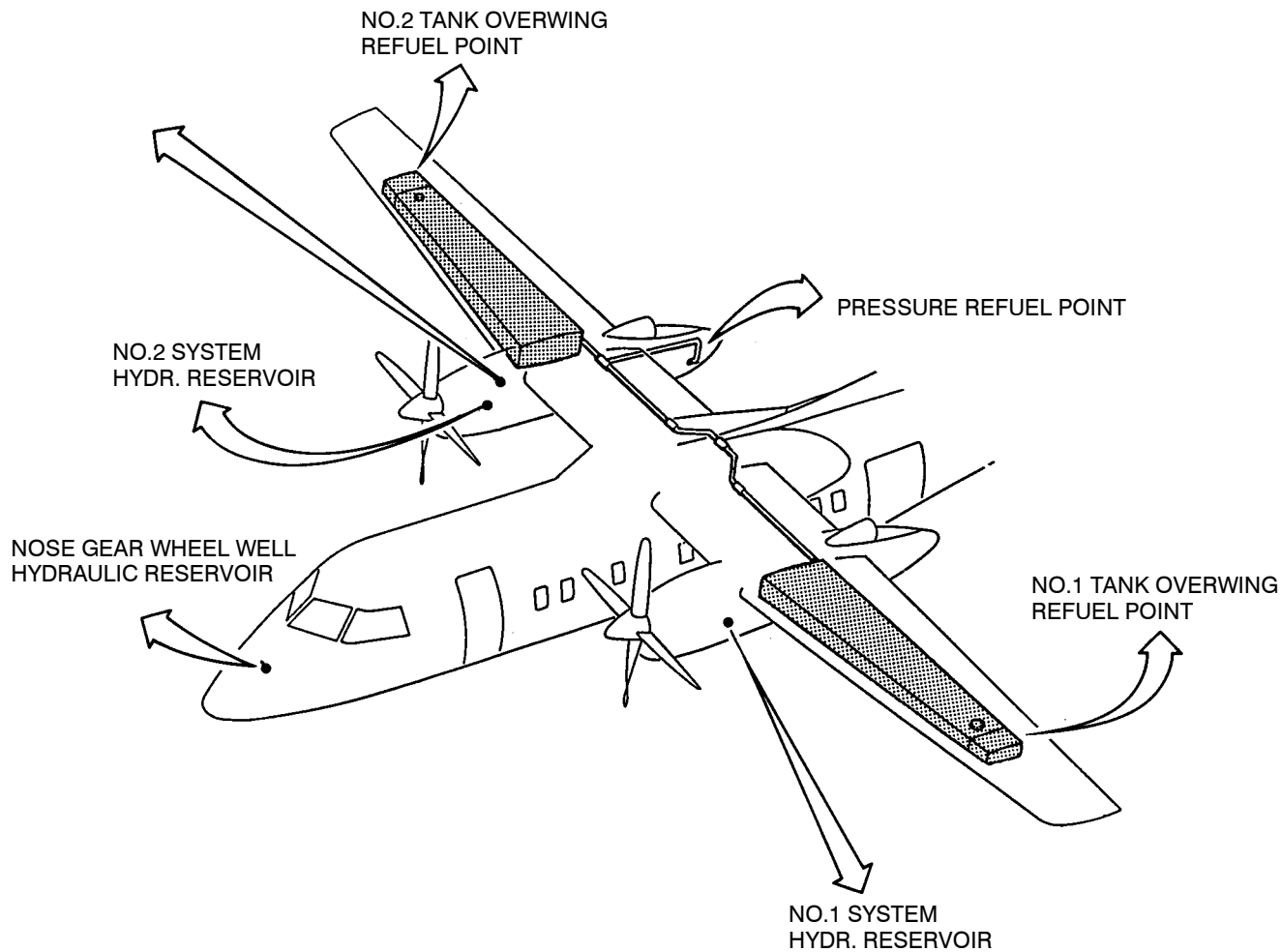
TOTAL OIL CAPACITY FOR BOTH ENGINES

IMP GAL.	US GAL.	LITRES
9.24	11.09	42

HYDRAULIC FLUID

RESERVOIR	IMP QTS	US QTS	LITRES
NO. 1 SYSTEM	2.20	2.68	2.50
NO. 2 SYSTEM	4.31	5.19	4.90
NOSE	1.06	1.25	1.20

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



TOTAL FUEL CAPACITY

BASED ON JET A-1 S.G. OF 0.816
(SINGLE TANK DIVIDE BY 2)

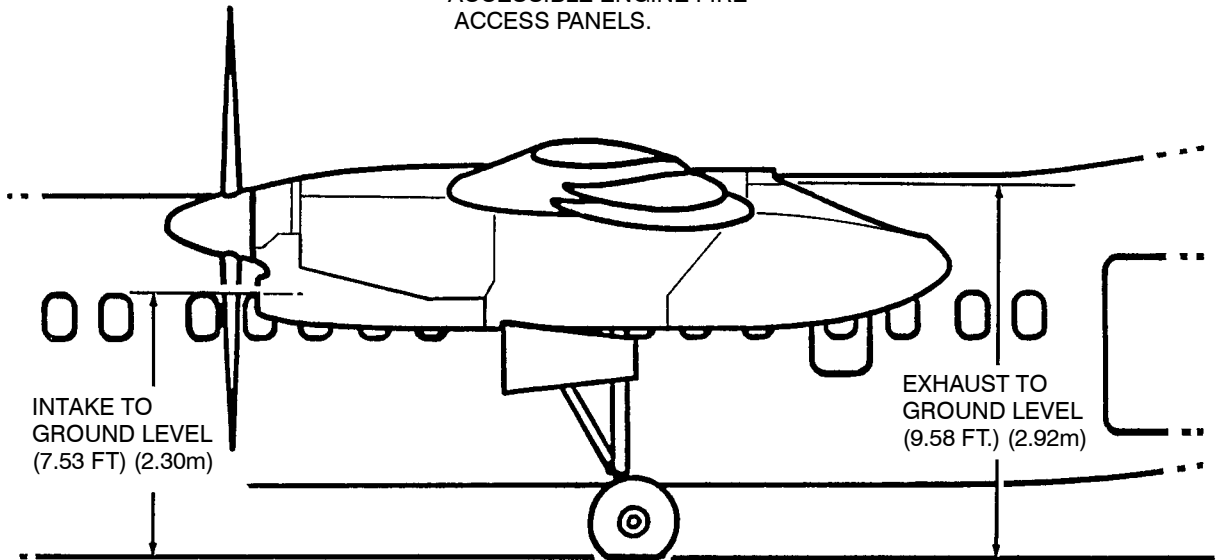
	LB	KG	IMP GAL	US GAL	LITRES
STANDARD FUEL TANKS	5765	2614	705	846	3203
EXTENDED RANGE TANKS	10,433	4732	1276	1532	5800

FLAMMABLE MATERIAL LOCATIONS

CRASH-FIRE-RESCUE INFORMATION

NOTE:

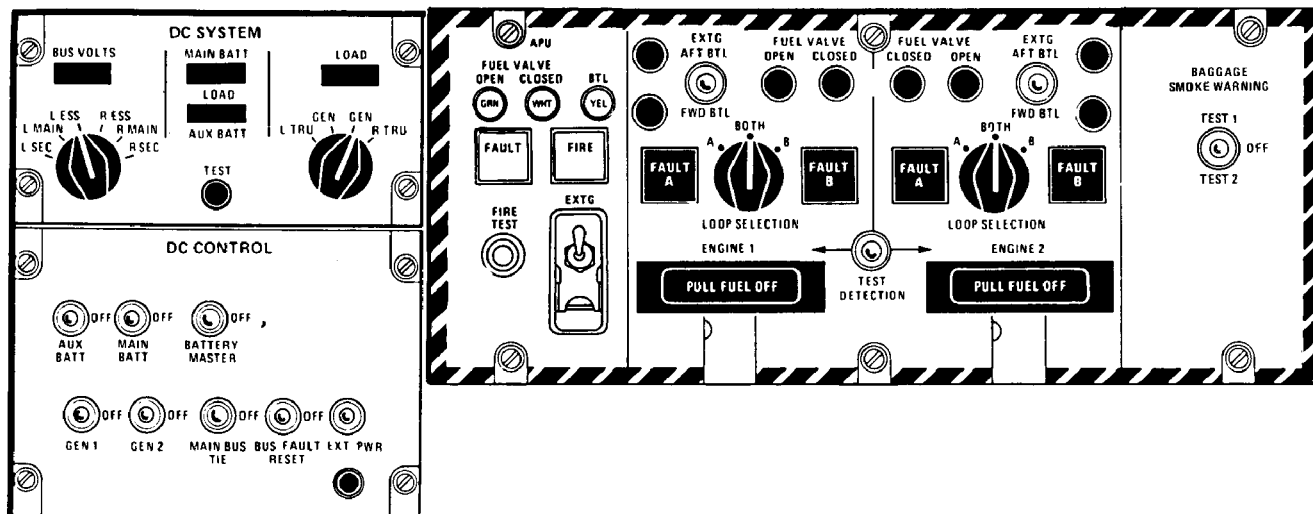
- * APPROX. 2 FT. LOWER IN WHEELS-UP SITUATION.
- * THERE ARE NO EXTERNALLY ACCESSIBLE ENGINE FIRE ACCESS PANELS.



ENGINE FIRE ACCESS LOCATIONS

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CRASH-FIRE-RESCUE INFORMATION

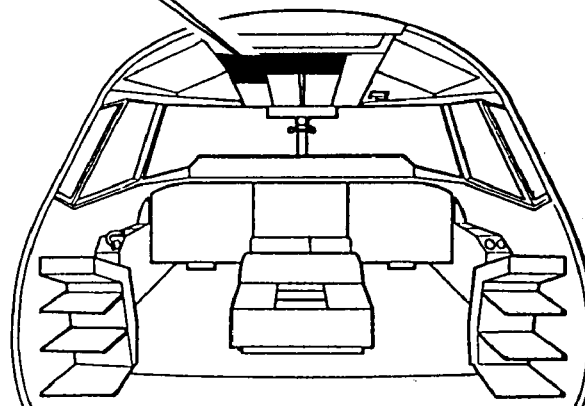


ENGINE FIRE EXTINGUISHER OPERATION

- 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".



**ENGINE FIRE EXTINGUISHER
AND BATTERY POWER SWITCH LOCATIONS**