ICAS Performer Emergency Extraction Information
Pensacola Beach Air Show
July 12th - 13th, 2025

Emergency Extraction Document Generated: June 2, 2025, 5:08 pm

EGRESS/EXPLOSIVE SYSTEM CHECKOUT PROGRAM

FROM: Maintenance Officer, Navy Flight Demonstration Squadron
TO: All Hands

Subj: LOCAL COMMAND PROCEDURES FOR NAVAL AVIATION MAINTENANCE PROGRAM STANDARD OPERATING PROCEDURES (NAMPSOP) (COMNAVAIRFORINST 4790.2D, CHAPTER 10.15)

Ref: (a) COMNAVAIRFORINST 4790.2D
(b) CSFWP/CSFWL/CVWP APPENDIX D F/A-18 and E/A-18 EGRESS SYSTEM CHECKOUT PROGRAM 01 MAY 2017

Encl: (1) Egress Checkout Training Guide (Maintainer FA-18)
(2) Egress Checkout Training Guide (Aircrew SJU-17)
(3) Egress Checkout Proficiency Assessment (FA-18)
(4) Egress Checkout Training Guide (C-130J)

1. Purpose and Scope. The following requirements are established in accordance with references (a) and (b) to define procedures and assign responsibilities for the Egress/Explosives System Checkout Program. These procedures are peculiar to the Navy Flight Demonstration Squadron.

2. Local Command Procedures.

a. Due to the extensive cross training and utilization of all personnel during aircraft evolutions, ALL personnel regardless of Rate or Military Occupational Specialty (MOS) involved in maintenance, servicing, and aircraft handling shall receive and Egress/Explosive System Checkout for the specific T/M/S prior to coming into contact with aircraft.

b. The Egress System Checkout Program Instructor will utilize enclosures (1), (2) and (4) when conducting the Egress/Explosive System Checkout Training.

c. All personnel in an "interview" status as well as civilian contractors shall receive an Egress/Explosive System Checkout for the specific T/M/S prior to coming into contact with aircraft or performing maintenance, servicing, or aircraft handling. Completed Egress/Explosive System Checkout Form(s) shall be maintained in the Egress/Explosive System Checkout Program Manager's file and remain valid for no longer than 90 days.

d. All Egress/Explosive System Checkout Instructors shall be qualified utilizing the Egress/Explosive System Checkout Instructor Designation Form (COMNAVAIRFORINST 4790.2D CH-10, Fig 10.15.1) for each T/M/S assigned and will be attached to the individuals Egress/Explosive System Checkout Instructor Qualification in ASM.

3. Responsibilities.

a. Egress/Explosives Systems Checkout Program Manager:

(1) Utilize enclosures (1) through (4) to standardize egress/explosives system training for maintenance and aircrew personnel.

(2) Ensure all Egress/Explosives System Checkout Instructors have completed all required reading and are properly qualified/certified prior to administering Egress/Explosives System Checkouts to include on-the-job training.

(3) Maintain a copy of this Local Command Procedure in the Egress Program Binder.

b. Egress/Explosive Systems Checkout Instructors:

(1) Utilize enclosures (1) through (4) to provide egress/explosive system training for maintenance and aircrew personnel.

(2) Ensure the location and operation of each item discussed during the egress system checkout is physically shown to the trainee.

(3) Conduct a thorough brief of each component, with an emphasis being placed on safety related warnings, cautions and notes.

B. T. ABE

EGRESS SYSTEM CHECKOUT TRAINING GUIDE (MAINTAINER FA-18)

1. **PREPARATION** (Prior to beginning checkout)

    a. Ensure personnel are FOD free.

    b. Ensure personnel have appropriate safety shoes and cranial.

    c. Coordinate with Maintenance Control for the use of an aircraft and verify its operational status prior to conducting seat checkouts.

2. **AIRCRAFT**

    a. Aircraft Exterior.

        (1) Ensure aircraft is properly chocked and grounded.

CAUTION:

Ensure area below boarding ladder is clear of personnel and equipment prior to actuating remote boarding ladder switch in door 9 or for manual actuation.

    b. Boarding ladder operation (electric and manual operation).

        (1) Extension.

        (2) Stowage.

3. **CANOPY OPERATION**

    a. Safety precautions.

WARNING:

To prevent death or injury, do not try to access, enter or exit the cockpit until the canopy is in the fully up and locked position.

CAUTION:

To prevent damage to canopy or aircraft, the canopy must not be operated and must remain closed and locked in winds 60 knots or greater.

CAUTION:

To prevent damage to canopy or aircraft inspect canopy sills and dorsal deck for foreign objects before closing canopy.

CAUTION:

To prevent damage to canopy or aircraft, ensure panels 96, 7L, and 7R are either fully installed or fully removed prior to canopy operation.

NOTE:

Due to reduced battery capacity at low temperatures, the canopy should not be operated on battery power when ambient temperature is below 0°F (-7°C).

b. Internal/external electrical switch location and operation.

c. Internal/external manual drive receptacle location and operation.

d. Ensure personnel and equipment are clear of canopy and canopy sill prior to operation.

4. **PRIOR TO ENTERING COCKPIT**

a. Safety Precautions.

WARNING:

To prevent death or injury from firing cartridges, ensure SAFE/ARMED handle is up and in the safe position. Ensure the ejection control handle and canopy jettison handle safety pins are installed (both cockpits).

5. **EJECTION SEATS**

a. Safety Precautions.

WARNING:

Activation of ejection seat controls will result in damage to aircraft and can cause serious injury or death to personnel.

WARNING:

To prevent death or injury to personnel and damage to aircraft, ensure that the canopy rocket motors, Shielded Mild Detonating Cord and Flexible Confined Detonating Cord (SMDC/FCDC) lines are not utilized as handles.

WARNING:

If SAFE/ARM handle is found in the ARMED position, stand guard at the aircraft and direct another person to contact Maintenance Control. Do not allow any personnel to enter the cockpit except a pilot or a qualified AME until the ejection seat has been safe. Ejection seats are fully armed when installed in the cockpit and require no power source to activate.

b. Prior to entering cockpit, check for the following in both forward and aft positions:

- ☐ Safe/Arm handles in the SAFE/UP position.
- ☐ Ejection control handle safety pins installed.
- ☐ Canopy jettison handle safety pins installed.
- ☐ On SJU-17 (NACES), Sequencer Expended Unit Indicators (EUI) are black (NOT WHITE).
- ☐ Manual override handles are in the full down/locked position.

c. Safety Precautions.

(1) All ejection seat controls (including but not limited to seat height actuator, shoulder harness lock and back pad adjustment lever) are off limits to all personnel other than a pilot or qualified AME.

(2) Ejection seats have numerous explosive devices installed. Damage or improper handling to any of these devices may result in seat malfunction or inadvertent firing.

CAUTION:

To prevent death or injury to personnel and damage to aircraft SEAWARS shall not be handled directly, they contain a salt water activated cartridge and must be handled by the webbing portion only.

(3) The Parachute Harness Sensing Release Unit (PHSRU) or SEAWARS are attached to the parachute risers at the front of the ejection seat.

(4) Ensure PHSRU/SEAWARS are clear of the canopy sill and all moveable components on the ejection seat to prevent damage.

(5) Ensure dust cap is installed on OXY/COMM line attached to the survival kit when not in use to prevent FOD or contamination.

6. SWITCHOLOGY

a. Ensure all switches read NORMAL/OFF/AUTO/SAFE or STBY as applicable and appropriate circuit breakers are pulled before applying electrical power to the aircraft.

WARNING:

If LEFT/RIGHT ENGINE or APU fire lights are depressed DO NOT apply electrical power. Post watch on aircraft and contact Maintenance Control immediately. A qualified AME shall inspect and clear the discrepancy in order to prevent accidental actuation of aircraft fire extinguisher.

WARNING:

Fire extinguishing agent cannot be detected by odor and displaces oxygen if inhaled it can cause frostbite and suffocation.

b. Fire Warning Lights:

(1) With electrical power applied, an illuminated discharge light is a normal indication that the circuit breaker has been pulled. If BOTH the ready and discharge lights are illuminated, disconnect electrical power immediately and contact a qualified AME.

7. FOD

a. If any items are lost or discovered missing in the cockpit, stop maintenance actions and immediately notify Maintenance Control.

b. If FOD of any kind, including tools, trash or loose hardware are found in the aircraft notify Maintenance Control immediately.

8. DEPLOYABLE FLIGHT INCIDENT RECORDER SYSTEM (DFIRS)

WARNING:

To prevent death or injury of personnel from explosive door actuation, extreme caution must be used when removing/installing door 300. Do not step/walk or place tools and equipment on panel.

a. DFIRS is located beneath panel 300.

EGRESS SYSTEM CHECKOUT TRAINING GUIDE (AIRCREW SJU-17)

The SJU-17 (NACES) ejection seat provides aircrew with a means of egress during flight and ground emergencies. It has an effective operating range of zero to 50,000 feet and zero to 600 knots of airspeed (KEAS).

The qualified aircrew weight range for the NACES ejection is 136 to 245 pounds. Aircrew flying the Joint Helmet Mounted Cueing System (JHMCS) have an increased risk of injury if they are close to the maximum qualified weight; aircrew under 136 pounds are restricted from flying with the JHMCS helmet system.

The ejection sequence is controlled by the electronic sequencer. The sequencer takes readings of speed and altitude to choose the best mode of operation after the seat departs the aircraft. If below 14,000 feet MSL and automatic seat/man separation has not occurred, operation of the Manual Override (MOR) Handle may be required to provide manual seat/man separation.

WARNING:

Special care must be taken if ejecting over high altitude terrain. Manual seat/man separation may be required to provide adequate altitude for the parachute to open.

NOTE:

Pre-Flight must be completed prior to each flight.

1. **EJECTION SEAT**

   a. Ejection Seat Safe/Arm Handle . . . . . **SAFE & LOCKED**

   b. Manual Override Handle . . . . . **DOWN AND LOCKED**
   (Survival kit lugs are unlocked if MOR Handle has been rotated upward)

NOTE:

Several options exist for releasing the harness and leg restraints. (1) All four harness buckles and all four leg restraints can be manually released. (2) The upper Koch fittings can be manually released and the manual override handle can be pulled to release the leg restraints and the survival kit. The survival kit will be retained and may hamper egress. (3) All four harness buckles can be manually released, and the manual override handle can be pulled to release the leg restraints.

   c. Right Pitot . . . . . **STOWED, PITOT HEAD FREE OF FOD**
   d. Ballistic Gas Quick-Disconnect . . . . . **CONNECTED**
   (Dowel should be flush or slightly protruding)

WARNING:

If the top latch plunger check does not meet the following requirements, the seat could become disengaged from the mounting rails.

e. Top Latch Plunger - Check the locking indicator is flush with the end of the top latch plunger.

f. Catapult Manifold Valve – Verify hoses and manifold connected, and retaining pin installed and verify forward indication flush.

g. Parachute Withdraw Line . . . . . **CONNECTED**
(Secure to Parachute Deployment Rocket Motor (PDRM) Stirrup, top left side main beam)

h. Parachute Container Lid . . . . . **SECURE**

i. Left Pitot . . . . . **STOWED, PITOT HEAD FREE OF FOD**

j. Electronic Sequencer . . . . . **EUI NOT ACTIVATED**
(Black sequencer = OK, White = CHECK THERMAL BATTERIES NOT EXPENDED)

k. Thermal Batteries . . . . . **EUI NOT ACTIVATED**
(White or Pink = OK, Black or Purple = UNIT EXPENDED)

l. Oxy/Comm Lines . . . . . **SECURED, CONNECTED TO CONSOLE**

m. Seat Survival Kit . . . . . **CHECK LAP BELTS SECURE**
(Firmly pull upward on each lap belt to ensure both fittings are secured to seat. Check forward end of survival kit secure to seat lugs engaged in latches on outboard side of survival kit)

(1) Oxy/Comm Lines . . . . . **CONNECTED, SECURE**

(2) Emergency Oxygen Gauge . . . . . **FULLY SERVICED**

(3) Emergency Oxygen Manual Actuation Handle (green ring). . . . . **DOWN, LOCKED AND OFF CAN BE READ**

(4) Radio Beacon . . . . . **SECURED, COTTER PIN NOT PROTRUDING**

n. Beacon/Emergency O2 Lanyard . . . . . **SECURE TO MIDDLE OF COCKPIT FLOOR BRACKET** (Proper connection is between (2) blue leg lines)

NOTE:

As per ACC-756, Beacon/emergency O2 lanyard is connected to under-seat rocket motor to prevent entanglement in leg lines and garters and between rocket motor tubes.

o. Leg Restraint Lines . . . . . **SECURE TO COCKPIT DECK**
(Lines not twisted and lock pins engaged in fwd end of seat bucket)

p. Ejection Seat Firing Mechanism . . . . . **CONNECTED TO SEARS**
(Seen through clear cover on forward, center seat bucket assembly)

q. Parachute Risers . . . . . **PROPERLY ROUTED**
(Risers are properly routed down the forward face of parachute container and installed behind retaining strap. Sensing release is secure and check ease of operation. SEAWARS for correct installation)

r. Back-Pad Adjustment Handle . . . . . **SET AS DESIRED**

CAUTION:

The seat height actuator should not be used unless all restraints are connected. Damage could result to restraints or equipment.

2. COCKPIT

a. All FOD found in the cockpit shall be reported to the Flight Deck Coordinator (FDC) or Maintenance Control as soon as it is discovered.

b. Ensure grimes light and JHMCS lower HVI cable are secured and not under ejection seat.

c. Care should be exercised around canopy jettison rocket motors and all cockpit installed Flexible and Shielded Mild Detonating Cord located on the canopy and in the Cockpit and Upper Equipment Bay.

NOTE:

Aircrew shall also be familiar with A1-F18EA-NFM-000 for F/A- 18E/F, and EA-18G Part V, Chapter 17, "ejection" which defines different ejection situations and characteristics that may be encountered.

3. PHYSIOLOGY

a. Press head firmly against headrest.
b. Elevate chin slightly (10°).

c. Press shoulders and back firmly against seat.
d. Hold elbows and arms firmly towards sides.
e. Press buttocks firmly against the seat back.
f. Place thighs flat against seat.
g. Press outside of thighs against side of seat.
h. Place heels firmly on deck, toes on rudder pedals.

EGRESS CHECKOUT PROFICIENCY ASSESSMENT (MAINTAINER FA-18)

This assessment will be administered verbally, immediately after completion of the Egress/Explosives System Checkout by the instructor providing training. Any deficiencies will be corrected on spot by providing remedial training.

1. What action must be taken prior to performing any maintenance on the aircraft?
   Verify aircraft is properly chocked and grounded.

2. What action must be taken prior to entering the cockpit after the boarding ladder has been set up and the canopy is opened?
   Verify the cockpit(s) is/are safe to enter.

3. How do you know if the cockpit(s) is/are safe to enter?
   NACES : *Sequencer EUI(Doll's eye) – Black, Ejection Control Handle(s)–pinned, Canopy Jettison Handle – pinned, Manual Override Handle – down and locked, Safe/Armed Handle – Up/Safe.*

4. How many pins are required to properly safe the cockpit(s)?
   1 Ejection Control Handle pin and 1 Canopy Jettison Handle pin for single seat aircraft. 2 Ejection Control Handle pins and 2 Canopy Jettison Handle pins for two seat aircraft.

5. Who is authorized to pin/de-pin the cockpit?
   Qualified AMEs, Aircrew, and Qualified Plane Captains.

6. Who is authorized to operate ejection seat controls?
   Qualified Seat Shop personnel and aircrew ONLY.

7. How many fire bottles are installed in the FA-18?
   1

8. How many fire lights are present in the cockpit?
   3- right engine, Left engine, and APU.

9. What action must be taken prior to applying battery or external power to the aircraft?
   Check fire lights for proper position.

10. When dealing with Ejection Seats and Canopy systems on the F/A-18, what does the yellow and black striping indicate?
DANGER / DO NOT TOUCH.

11. On two seat aircraft, if you only need to work in one cockpit, do both cockpits and ejection seats need to be verified in safe condition?
Yes.

12. What action must be taken prior to closing the canopy?
Ensure canopy sill is clear of equipment and personnel.

Emergency Procedures

NC130CP75GAA21-000A-E26-00-0217-01001-140A-A **DM 0193**

Issue 002 - 01 November 2012

Emergency Procedures

Emergency Procedures - Emergency Entry and Exit

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

Safety

WARNING

In the event of an emergency, the person in command of the aircraft will notify cabin personnel of the emergency and will assure that evacuation notice is given as required.

1 EMERGENCY ENTRY AND EXIT

Emergency entry and exit is through three emergency exit hatches along the top of the fuselage (forward, center, and aft) or through a side emergency hatch on the right, forward side of the fuselage. To open an emergency exit hatch, pull the release handle adjacent to the door, which releases the latching mechanism; pull the hatch from the structure. In addition, the two hinged windows in the flight compartment may be used for emergency exit, but can only be opened from inside the flight station. To open these two flight compartment windows, pull the quick-disconnect pin and depress the spring-loaded latch to release the window.

End of Data Module

NC130CP75GAA21-000A-E26-00-0218-01001-140A-A **DM 0194**

Issue 002 - 01 November 2012

Emergency Procedures

Emergency Procedures - Chopping Areas

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

Safety

WARNING

In the event of an emergency, the person in command of the aircraft will notify cabin personnel of the emergency and will assure that evacuation notice is given as required.

1 CHOPPING AREAS

Chopping locations are painted in yellow on each side of the fuselage, above and forward of the paratroop doors. The locations are marked on both the inside and outside of the aircraft.

End of Data Module

Ground Fires

NC130CP75GAA21-000A-E26-00-0219-01001-010A-A **DM 0195**

Issue 002 - 01 November 2012

Emergency Procedures

Ground Fires - Causes of Ground Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 CAUSES OF GROUND FIRES

The majority of fires started on the ground occur during engine run-up or starting. Most fires can be traced to extreme fuel enrichment, insufficient drainage, or residual fuel. Fires of this type are generally confined to the engine tail pipe. Fuel leakage from lines or fittings is especially volatile due to the high pressure vaporization at the point of leakage. Hydraulic fluid leaks are equally volatile when pressurized. Ground fires also can be started from other sources such as improper electrical grounding of the aircraft, overheated brakes, welding or soldering on the aircraft, radar operation during fuel operations, smoking on or near the aircraft, and opening junction boxes or disconnected fuel lines while electrical power is on the aircraft. Fuel vapors are always present around the aircraft and precautionary measures always should be taken.

End of Data Module

NC130CP75GAA21-000A-E26-00-0220-01001-012A-A **DM 0196**

Issue 002 - 01 November 2012

Emergency Procedures

Ground Fires - Fire Fighting Precautions for Ground Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 FIRE FIGHTING PRECAUTIONS FOR GROUND FIRES

Observe the following precautions while extinguishing a fire to prevent serious injury to involved personnel:

- Fight fire, when possible, from the up-wind side.
- Do not stand in flammable liquids.
- Do not put yourself in a position where you could be trapped by fire or fumes.
- Be careful not to step on wet surfaces.
- Be careful of tire blowout during a brake fire.

End of Data Module

NC130CP75GAA21-000A-E26-00-0221-01001-010A-A **DM 0197**

Issue 002 - 01 November 2012

Emergency Procedures

Ground Fires - Extinguishing Ground Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 **EXTINGUISHING GROUND FIRES**

If power is on the aircraft and a fire starts in any engine or in the gas turbine compressor, the light in the first emergency handle or handles will go on; in addition, an audible fire warning will sound. Operation of a fire emergency handle brings about all the switching necessary to isolate the fire completely. When an engine fire emergency handle is pulled out, the engine is shut-down. The flows of fuel, oil, and hydraulic fluid to the engine are cut off. Also the bleed air valve is closed to prevent flame from entering the bleed air ducts. After the fire emergency handle has been pulled, the fire extinguishing fluid should be released to the engine. In cases where the fire has started in the aircraft an and dangerous quantities of fuel are being dumped overboard, either through the drainage system or directly from a leak, the ground area covered by the fuel should be blanketed by foam will prevent any flaming material dropping from the aircraft from igniting the expended fuel. Several types of fire extinguishers are used, depending on the nature of the fire. CO_2 is especially well adapted to electrical fires. Fire extinguishers which contain CO_2 are of the type having a horn, which is directed toward the base of the fire. This CO_2 type of extinguisher leaves no residue for postfire cleanup; it is also valuable in smothering otherwise inaccessible fires by diluting the oxygen supply and cooling the burning material below the ignition point. This cooling action is considerable, since the temperature of the CO_2 snow which covers the fire is -140°F. Therefore, the extinguisher should not be pointed directly at a hot engine or brake surface. An extinguishing agent of the dry-powder chemical type is especially recommended for engine or brake fires. The powder is a noncaking-type of common baking soda and is not injurious to the engine or the aircraft structure. The use of other fire extinguishing agents, especially the liquid chemical types, is not advised. However, if none of the recommended extinguishers is available and a fire begins to spread, any agent which will put out the fire should be used, taking all possible precautions to prevent damage by the extinguishing agent.

End of Data Module

Local Fires

NC130CP75GAA21-000A-E26-00-0222-01001-010A-A **DM 0198**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Fires in Nacelles

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 **FIRES IN NACELLES**

Access to each engine nacelle is through two small doors. One door opens into the forward part of the engine where fuel, oil, and hydraulic lines as well as electrical cables, are located. A firewall (about in line with the wing leading edge) separates this section of the engine from the aft section. These access doors are springloaded, and they can be pushed inward with an extinguisher nozzle. Access instructions are stenciled in red.

End of Data Module

NC130CP75GAA21-000A-E26-00-0223-01001-010A-A **DM 0199**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Gas Turbine Compressor Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 **GAS TURBINE COMPRESSOR FIRES**

Access to the gas turbine compressor (GTC) compartment is through the access doors. To open the GTC doors place the GTC door switch on the anti-icing system control panel in OPEN. Access to the GTC exhaust duct is through a heavy mesh screen installed in the skin aft of the GTC compartment with two bolts.

End of Data Module

NC130CP75GAA21-000A-E26-00-0224-01001-010A-A **DM 0200**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Auxiliary Power Unit Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 AUXILIARY POWER UNIT FIRES

Access to the auxiliary power unit (APU) compartment is through the access panel and the air intake door. The access panel is opened by loosening the dzus fastener. The air intake door is opened by placing the APU control switch in the RUN position. The APU exhaust duct is located in the upper main landing gear fairing skin aft of the APU compartment.

End of Data Module

NC130CP75GAA21-000A-E26-00-0225-01001-010A-A **DM 0201**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Brake Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 BRAKE FIRES

Overheated or burning brakes must be considered a special hazard since wheel failure can result with explosive force. In the event of a brake fire, clear the area of personnel for at least 300 feet out from the side of the wheel. To combat a brake fire, approach the wheel from the front or rear. Use an extinguishing agent of the dry powder-type if at all possible. If dry powder-type extinguishing agent is not available, other cooling agents may be employed. Cooling agents should never be applied to the brakes in a direct stream, as the resulting uneven thermal contraction could cause an explosive failure. If it is necessary to use a cooling agent, spray it on as a fine mist. Use short, intermittent bursts, and move back away from the wheel between each application.

End of Data Module

NC130CP75GAA21-000A-E26-00-0226-01001-010A-A **DM 0202**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Oxygen Overflow Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 OXYGEN OVERFLOW FIRES

Liquid oxygen is a pale blue fluid that flows like water. It boils into a gaseous oxygen at -297°F. Therefore, it is capable of immediately freezing any object that comes into contact with the liquid. Also, when liquid oxygen comes into contact with oil, grease, or any other hydrocarbon, violent combustion may occur.

When working with liquid oxygen, observe the following safety precautions:

- Have tools and clothing free of oil and grease.
- Do not permit smoking, open flame, or sparks in the liquid oxygen handling area.
- Provide adequate ventilation when transferring liquid oxygen.
- Only qualified personnel should operate liquid oxygen equipment.

- Keep a CO fire extinguisher immediately available.
- Personnel should stay clear of the outboard overflow vent.
- Protective equipment consisting of a suitable face shield, apron, and gloves must be worn when handling liquid oxygen.

Spillage of oxygen should be avoided. In case of accidental spillage, the area should be thoroughly ventilated. Intentional drainage or overflow should be caught in a clean, non-sparking drip pan and allowed to evaporate in an open area.

End of Data Module

NC130CP75GAA21-000A-E26-00-0227-01001-010A-A **DM 0203**

Issue 002 - 01 November 2012

Emergency Procedures

Local Fires - Electrical Fires

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 ELECTRICAL FIRES

Note

Any electrical equipment secured by the use of circuit breakers should be turned off with its power switch before resetting the circuit breakers.

The most likely cause of an interior fire is a fault in the electrical or electronic installation. Due to the amount of electronic equipment installed on the aircraft, the following procedure should be observed in combatting the fire. When an electrical fire is suspected, the person in command of the aircraft should be notified immediately. The person in command will ensure the public address system is selected for ALL positions and alert all personnel and the control tower of a possible fuselage fire. The crew member nearest the fire extinguishers in the flight station and aft equipment area will obtain the fire extinguisher, immediately inspect the area, and remain at the designated fire station. The person in command will be informed of progress at all times and will order evacuation of the aircraft as necessary for safety of personnel.

End of Data Module

Infrared Transmitter

NC130CP75GAA21-000A-E93-20-0228-01001-010A-A **DM 0204**

Issue 002 - 01 November 2012

Emergency Procedures

Infrared Transmitter - Cesium Properties

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

1 CESIUM PROPERTIES

Cesium is contained in the infrared transmitter source lamp. Cesium is an alkalimetal with no stable isotopes. It is a liquid at slightly above room temperature and boils at 220°F (105°C). Although relatively low in toxicity, it is highly reactive. It decomposes water, releasing hydrogen, which may ignite instantly. It also reacts violently with oxygen, halogens, sulfur, and phosphorus, with spontaneous ignition/explosion. Due to its reactivity, it must be handled in sealed, glass ampules with special break seals or in stainless steel cylinders. Cesium possesses a dangerous fire and explosion risk and ignites spontaneously in moist air, may explode in contact with sulfur or phosphorus, reacts violently with oxidizing materials, and causes burns in contact with skin.

End of Data Module

NC130CP75GAA21-000A-E93-20-0229-01001-012A-A **DM 0205**

Issue 002 - 01 November 2012

Emergency Procedures

Infrared Transmitter - Safety Precautions

Model: C-130T, KC-130F, KC-130R, KC-130T, KC-130T-30

References

Emergency Procedures - Infrared Transmitter - Cesium Properties	DM 0204

1 SAFETY PRECAUTIONS

Injuries to personnel may occur due to hazards present when the system is operated during testing and troubleshooting that require exposing equipment that is normally covered. Injuries may also occur due to accidental breakage of the infrared transmitter source lamp. Hazards to personnel are from electrical shock, infrared radiation, and burns from hot components. It is extremely important that personnel are aware of these hazards and observe the proper precautions to prevent injury or death.

1.1 SHOCK HAZARDS

Operation of the infrared transmitter requires the use of high voltages that present a hazard to personnel maintaining the equipment. High voltages and current capable of causing death are present in the

power supply, control power supply modulators, and infrared transmitter assemblies. Disconnect power sources from equipment before attempting repairs.

1.2 RADIATION HAZARDS

Because the infrared light energy transmitted from the system is not visible to the unaided human eye, it poses a distinct safety problem to personnel in the area where the system is operating. Both the filtered and unfiltered high intensity energy from the transmitter infrared source lamp is capable of causing eye damage. Observe the following safety precautions:

- Ensure that all personnel not wearing safety glasses remain at least 12 feet from the radiating side of each transmitter when the system is operating.
- Wear infrared protection safety glasses when working near an operating transmitter.
- Avoid looking at an operating transmitter when you are within two feet of the transmitter even if the filter windows are installed and infrared protection safety glasses are worn.

1.3 BURN HAZARDS

The transmitter infrared source lamp and cover assembly reach extremely high temperatures during operation and can cause serious burns if handled before being allowed to cool. Observe the following safety precautions:

- Use extreme care when handling the infrared source lamps. The source lamps contain Cesium. Refer to the DM 0204.
- Do not handle or touch an infrared transmitter that has been operated for any length of time- until the system has cooled for at least 45 minutes after power has been removed.
- Keep all combustible or flammable material at least 12 feet away from infrared transmitter assemblies when the system is in operation.

End of Data Module