



NORTHWEST *Airlink*

DHC-8-100 **Safety Information**

OPERATED BY



EXIT SEATING

The Federal Aviation Administration (FAA) regulations (14 CFR, Part 121 and 135) outline specific policies and procedures U.S. air carriers must follow concerning exit seating in aircraft.

The following content of the rules is being provided for your information and guidance.

FUNCTIONS TO BE PERFORMED

No air carrier may seat a person in an exit seat if it is likely that the person would be unable to perform one or more of the applicable functions listed under **SELECTION CRITERIA** below because:

1. The person lacks sufficient mobility, strength, or dexterity in both arms and hands, and both legs to:
 - A. Reach upward, sideways, and downward to the location of emergency exit and exit slide operating mechanisms;
 - B. Grasp and push, pull, turn, or otherwise manipulate those mechanisms;
 - C. Push, shove, pull, or otherwise open emergency exits;
 - D. Lift out, hold, deposit on nearby seats, or maneuver over the seatbacks to the next row objects the size and weight of over-wing window exit doors;
 - E. Remove obstructions similar in size and weight to over-wing exit doors;
 - F. Reach the emergency exit expeditiously;
 - G. Maintain balance while removing obstructions;
 - H. Exit expeditiously;
 - I. Stabilize an escape slide after deployment, or;
 - J. Assist others in getting off an escape slide;
2. The person is less than 15 years of age or lacks the capacity to perform one or more of the applicable functions without the assistance of an adult companion, parent, or other relative;
3. The person lacks the ability to read and understand instructions related to emergency evacuation provided by the air carrier in printed or graphic form or the ability to understand oral crew commands;
4. The person lacks sufficient visual capacity to perform one or more of the applicable functions without the assistance of visual aids beyond contact lenses or eyeglasses;
5. The person lacks sufficient aural capacity to hear and understand instructions shouted by crew members without assistance beyond a hearing aid;
6. The person lacks the ability adequately to impart information orally to other passengers;
7. The person has: (a) a condition or responsibilities, such as caring for small children, that might prevent the person from performing one or more of the applicable functions; or (b) a condition that might cause the person harm if he or she performs one or more of the applicable functions.

SELECTION CRITERIA

In the event of an emergency in which a crew member is not available to assist in an evacuation of the aircraft, a passenger occupying an exit seat may be asked to perform the following functions:

1. Locate the emergency exit;
2. Recognize the emergency exit opening mechanism;
3. Comprehend the instructions for operating the emergency exit;
4. Operate the emergency exit;
5. Assess whether opening the emergency exit will increase the hazards to which passengers may be exposed;
6. Follow oral directions and hand signals given by a crew member;
7. Stow or secure the emergency exit door so that it will not impede use of the exit;
8. Assess the condition of an escape slide, activate the slide, and stabilize the slide after deployment to assist others in getting off the slide;
9. Pass expeditiously through the emergency exit; and
10. Assess, select, and follow a safe path away from the emergency exit.

Any passenger assigned an exit seat may request reseating if he or she:

1. Cannot meet the selection criteria above;
2. Has a nondiscernible condition that will prevent him or her from performing the applicable functions;
3. May suffer bodily harm as a result of performing one or more of the applicable functions;
4. Does not wish to perform the functions;
5. Lacks the ability to read, speak, or understand the language or graphic form in which emergency evacuation instructions are provided, or lacks the ability to understand the language in which crew commands will be given in an emergency.

If you would like to change your seat for a non-exit seat, please identify yourself to a crew member or agent. Your reason for reseating need not be disclosed.

Federal regulations require all passengers, regardless of where they are sitting or their physical condition, to review this important information, for their safety.

Follow these instructions, illuminated cabin signs, posted placards, and oral directions and hand signals given by crew members.

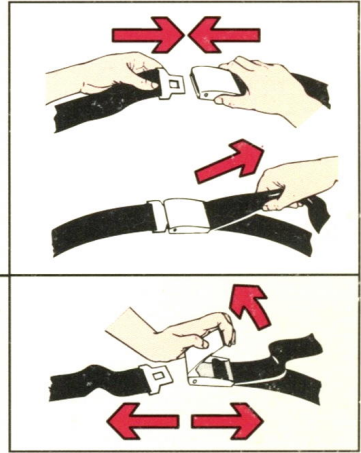
When finished reviewing this card please return it to the seat pocket for our next customer.

At take-off and landing



Fasten your seatbelt when the 'Seatbelt' sign is lighted. Keep your seatbelt on while seated.

After landing, keep your seatbelt fastened until the aircraft has come to a complete stop at the gate and the 'Seatbelt' sign has been turned off!



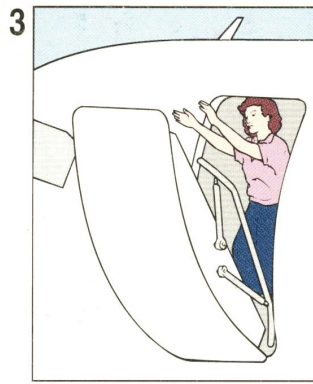
Federal law prohibits smoking on this aircraft, and also prohibits tampering with smoke alarms.



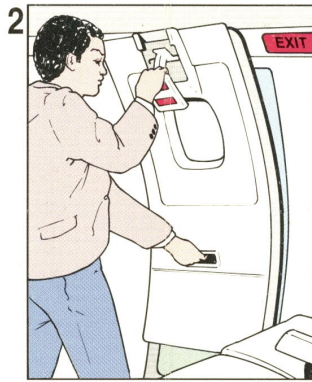
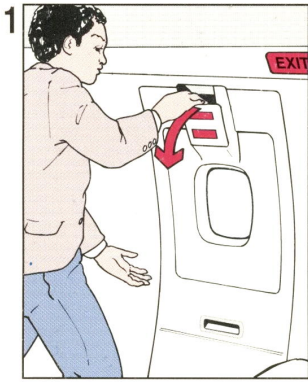
Do not use... Liquid fuel lighters, Radios, or Portable Telephones



A



B



C





Bracing positions

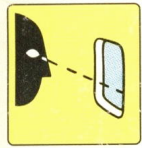


Emergency exits

Know the location and operation of all exits.

Using the exits, quickly evacuate the aircraft.

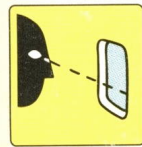
Before opening an exit, quickly look through a window to check outside for the following:



Smoke



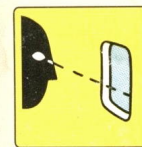
If smoke is so thick you can not see out, redirect passengers to other exits.



Fire



If there is fire outside the aircraft, redirect passengers to other exits.



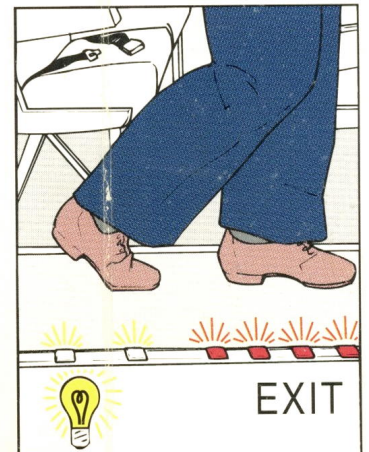
Debris



If there is metal debris or obstructions, redirect passengers to other exits.

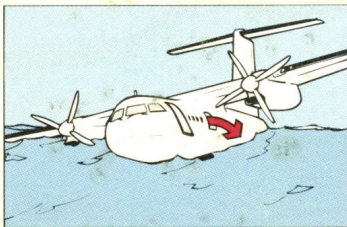
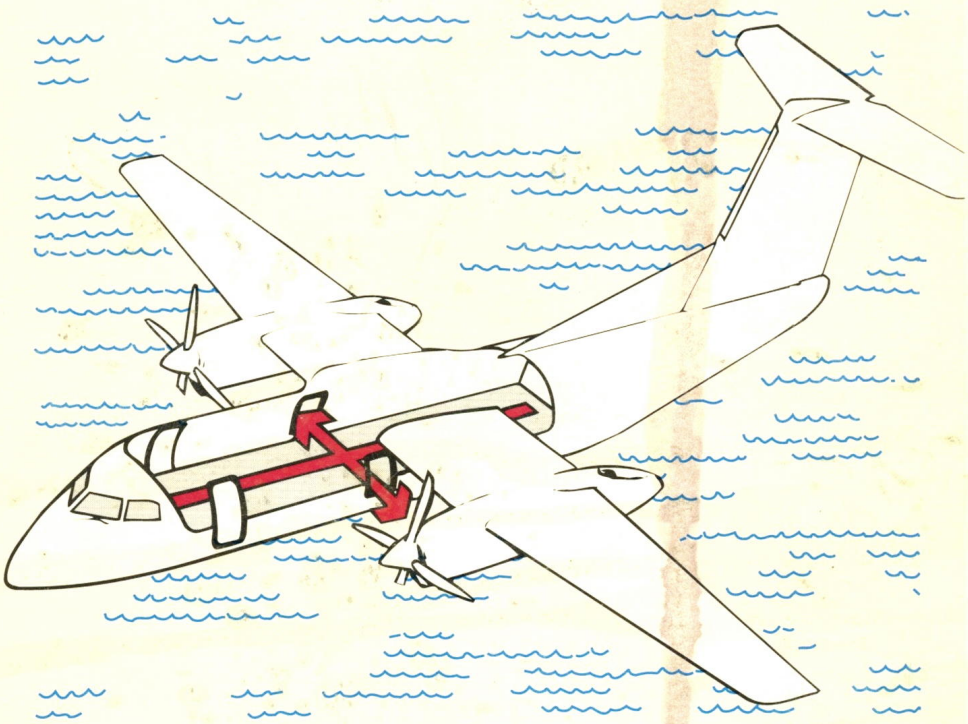
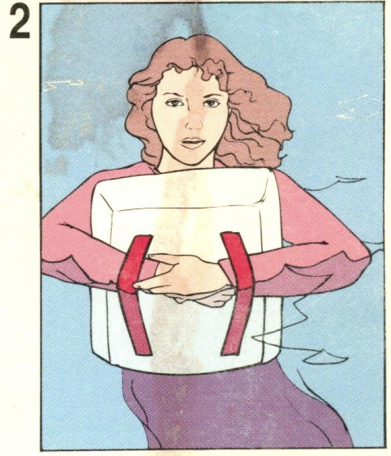


Beware of propellers



Follow lights to exits

Flotation Cushion



or

