

WELCOME TO TECHNICAL ORDER 00-105E-9, 1 FEBRUARY 2006, REVISION 11.

THIS IS SEGMENT 33 COVERING CHAPTERS 35 AND 36.

TO NAVIGATE

CLICK ON THE
BOOKMARKS AND
CLICK ON THE (+)
SYMBOLS, THEN
CLICK ON SUBJECT
LINKS TO GO TO
SPECIFIC VIEWS
IN THIS SEGMENT.



CONTINUE

NOTICE

CONTACT

**TO GO DIRECTLY TO THE TECHNICAL ORDER,
CLICK ON THE CONTINUE BUTTON.**

**TO SEE THE SEGMENT INFORMATION CHANGE NOTICE,
CLICK ON THE NOTICE BUTTON.**



**TO CONTACT THE TECHNICAL CONTENT MANAGER ,
CLICK ON THE CONTACT BUTTON.**

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER



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For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.

SEGMENT 33 INFORMATION CHANGE NOTICE

This page is provided to notify the user of any informational changes made to Technical Order 00-105E-9 in this Segment and the current Revision. Informational changes will be referenced in the Adobe Reader's Bookmark tool as a designator symbol illustrated as a <[C]> for quick reference to the right of the affected aircraft. The user shall insure the most current information contained in this TO is used for his operation. Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies. If the user prints out pages his unit requires, the user shall print the affected page(s), remove and destroy the existing page(s), and insert the newly printed page(s) in the binder provided for that purpose. A Master of this TO shall be retained in the unit's library for reference, future printing requirements and inspections.

<u>CHAPTER</u>	<u>AIRCRAFT</u>	<u>PAGE</u>	<u>EXPLANATION OF CHANGE</u>
36	Airbus A380	ALL	Airbus' Aircraft Rescue and Fire Fighting Chart added, dated April 2005.

NOTE

Chapter 35 contains emergency rescue and mishap response information for the following NATO aircraft:

FRA	CARAVAN II F406
ESP, TUR	CESSNA/EC-2
TUR	CESSNA 421B-402
FRA	FALCON 900
DEU	HFB-320 HANZA JET
GBR	JETSTREAM T MK1
GBR	JETSTREAM T MK2
GBR	JETSTREAM T MK3
FRA	MYSTERE 50
TUR	ROCKWELL 690A
BEL, GBR	SA 226 MERLIN IIIA
TUR	VC-7
FRA	XINGU

*Aircraft information pending

CHAPTER 35

NATO

SMALL COMMERCIAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

35-1. INTRODUCTION AND USE.

35-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

35-3. GENERAL ARRANGEMENT.

35-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

a. Recent technological advances in aviation have caused concern for the modern firefighter. Aircraft hazards, cabin configurations, airframe materials, and any other information that would be helpful in fighting fires, the locating and rescue of personnel will be added as the information becomes available.

b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

c. Procedural steps covering emergency/normal entrances, cut-ins, engine/APU shutdown, safetying ejection/escape systems, and aircrew extraction are outlined on the left side of each page with coordinated illustrations on the right.

d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT DIMENSIONS:

LENGTH: 39 FT 0 1/4 IN (4.01 METRES)
WING SPAN: 49 FT 5 1/2 IN (15.08 METRES)
HEIGHT: 19 FT 3 IN (5.87 METRES)

TOTAL FUEL CAPACITY:

481 GALS (1798 LITRES)
OIL CAPACITY: 4.5 GAL

CARAVAN II F406

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Aircraft is not pressurized.

NOTE:

Crew: 2 Passengers: Up to 12. Configurations may be a combination of passenger and freight, medevac, skydiving, aerial survey, training, navaid calibration, target towing or 6 VIP reclining seats for the business version.

- a. Enter aircraft through split main doors, located on aft left side of fuselage. Door has built-in airstair in downward hinged lower portion.
- b. Forward of main door is an optional door for a larger opening for cargo.

NOTE:

Baggage doors are located in nose, rear of cabin, and in rear of each engine nacelle. An optional ventral cargo pod may be equipped.

2. EMERGENCY ENTRY

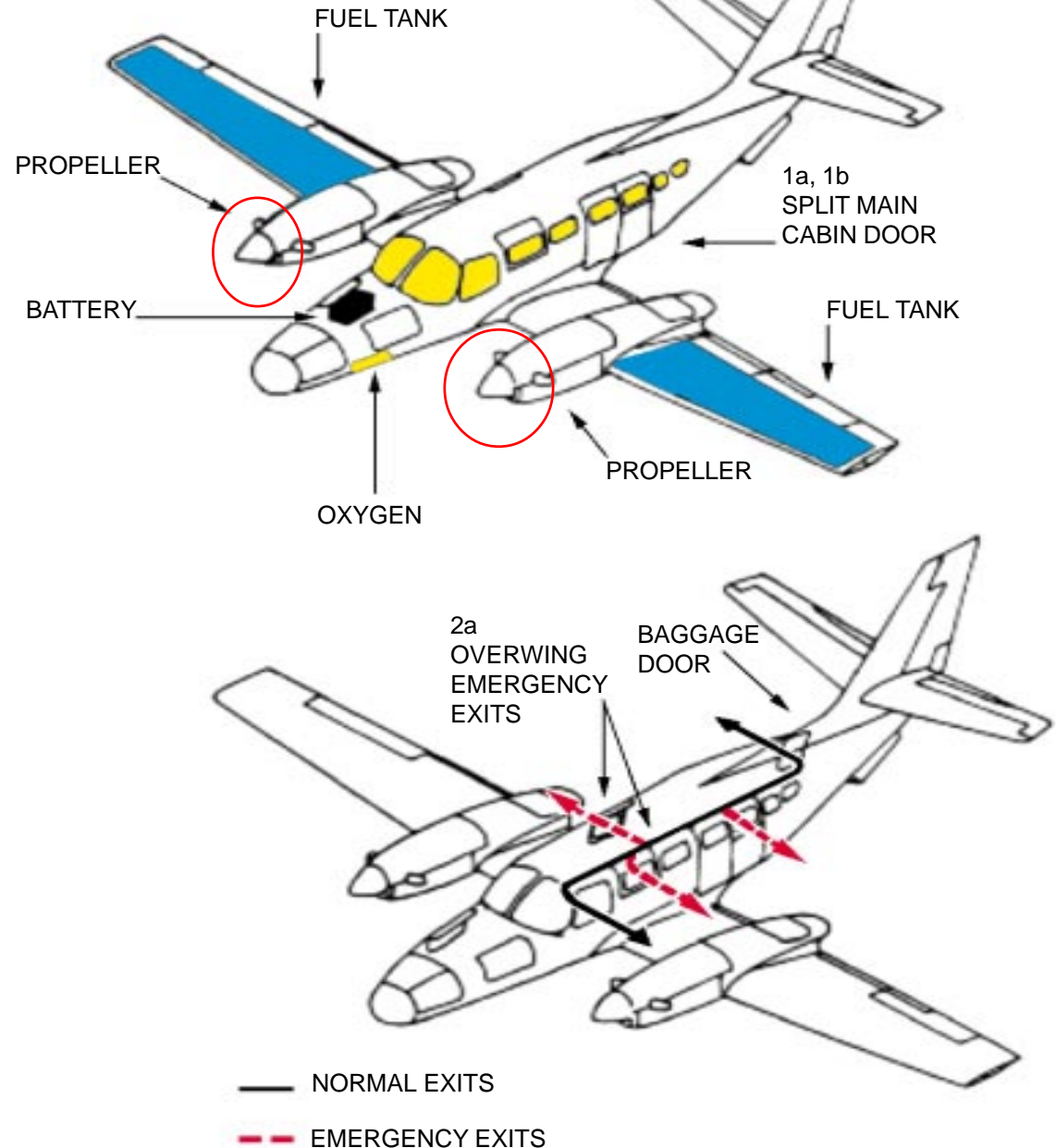
- a. Enter aircraft through overwing emergency exits on both sides, side windows and windshield.

3. CUT-IN

- a. Cut cabin enclosure as required.

NOTE:

Information for engine shutdown and aircrew extraction has not been provided.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

No armament is carried.

NOTE:

Crew: 2 Passenger configuration may vary.

- a. Enter aircraft through main cabin door, located on left side of fuselage.

NOTE:

Baggage doors are located in nose. Aft compartment is located aft of left engine exhaust in tailcone.

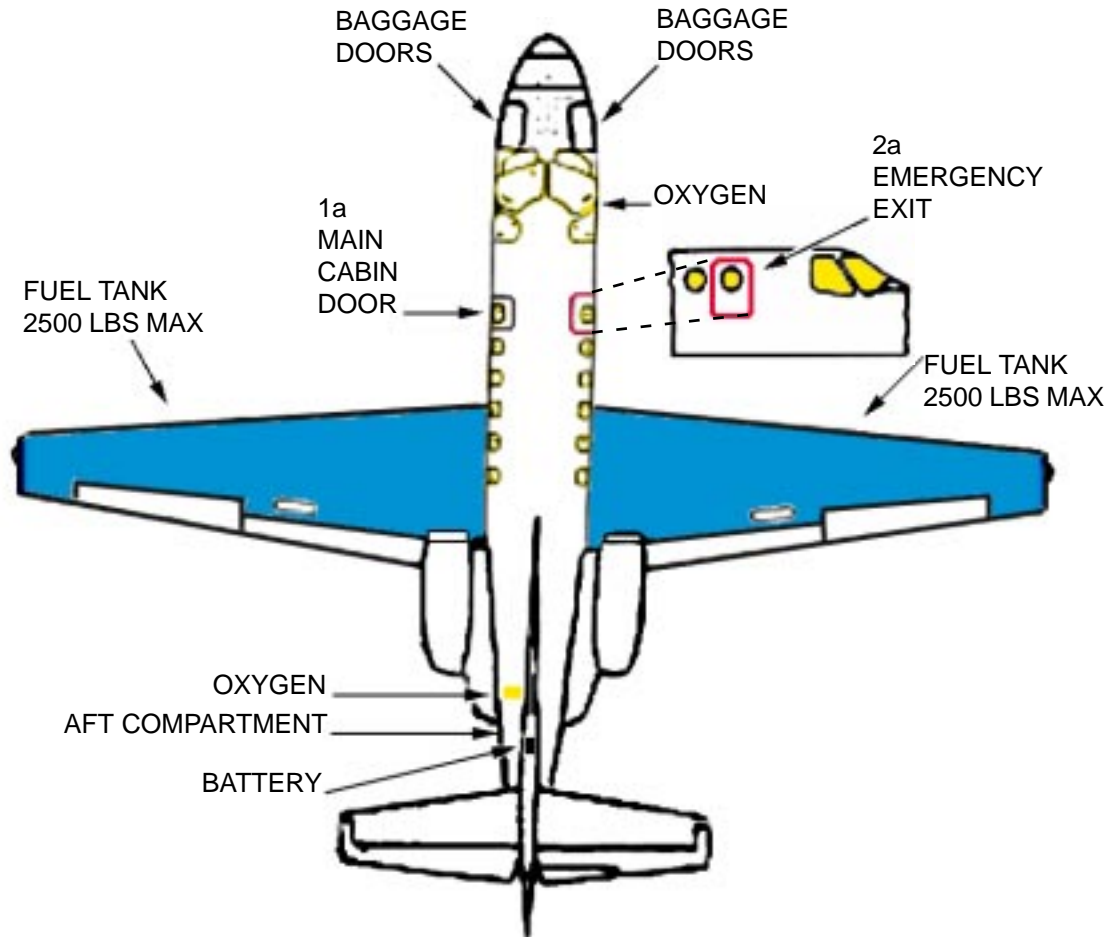
2. EMERGENCY ENTRY

- a. An overwing emergency exit is located on right side, across from main cabin door.

3. CUT-IN

- a. Cut cabin enclosure as required.

CESSNA/EC-2



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

CESSNA/EC-2

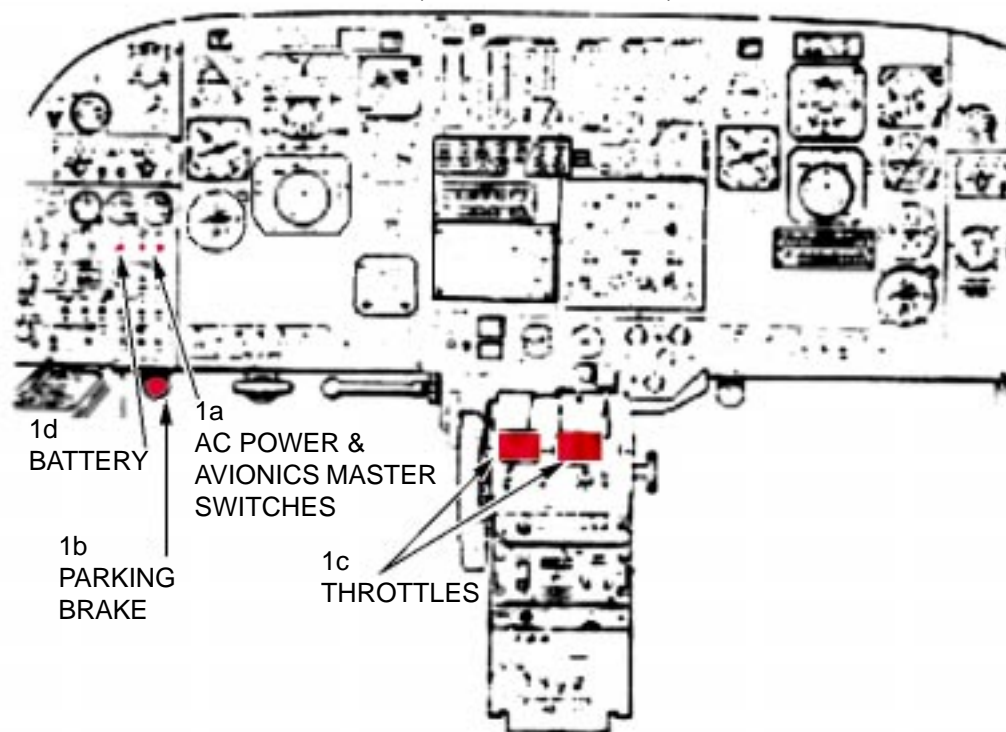
1. ENGINE SHUTDOWN

- a. Place the AC power and avionics master switches, located on the left side of the forward instrument panel, in the OFF position.
- b. Place the parking brake, located on the lower left side of the forward instrument panel, to the OFF position.
- c. Place the throttles, located on the center console, to the OFF position.
- d. Place the battery, located to the left of the AC power and avionic master switches, to the OFF position.

2. AIRCREW EXTRACTION

- a. Remove restraints from crew.
- b. Remove restraints from passengers.

FORWARD INSTRUMENT PANEL
(FACING FORWARD)



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

No armament is carried.

NOTE:

Crew: 2 Passenger configuration may vary.

- a. Enter aircraft through passenger and crew entrance door, located on aft left side of fuselage.

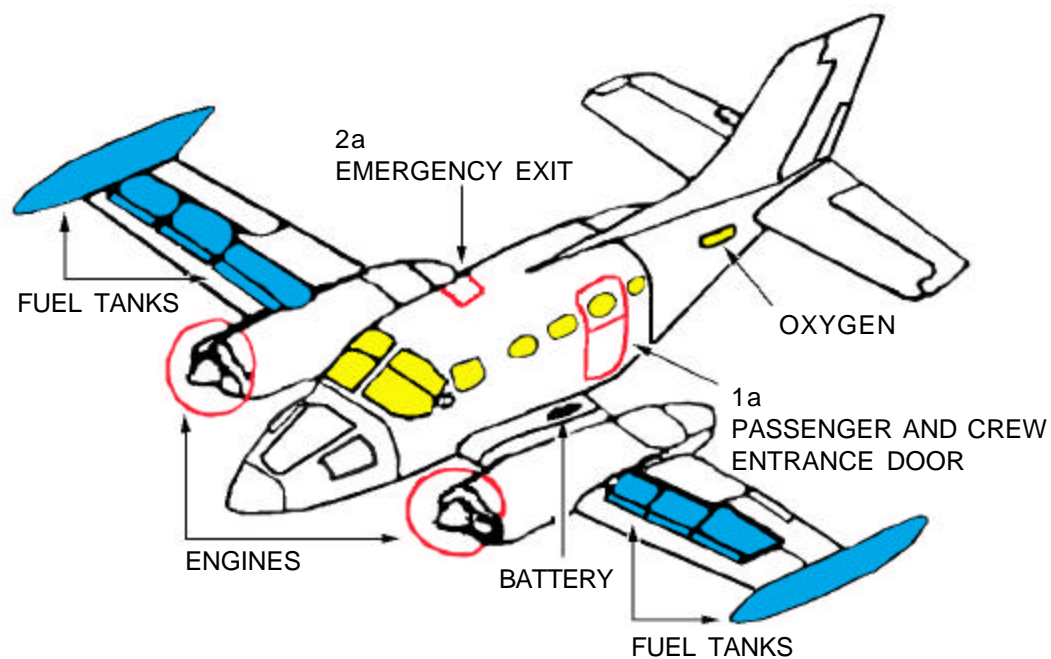
2. EMERGENCY ENTRY

- a. An emergency exit is located on right side fuselage.

3. CUT-IN

- a. Cut cabin enclosure as required.

CESSNA 421B-402



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

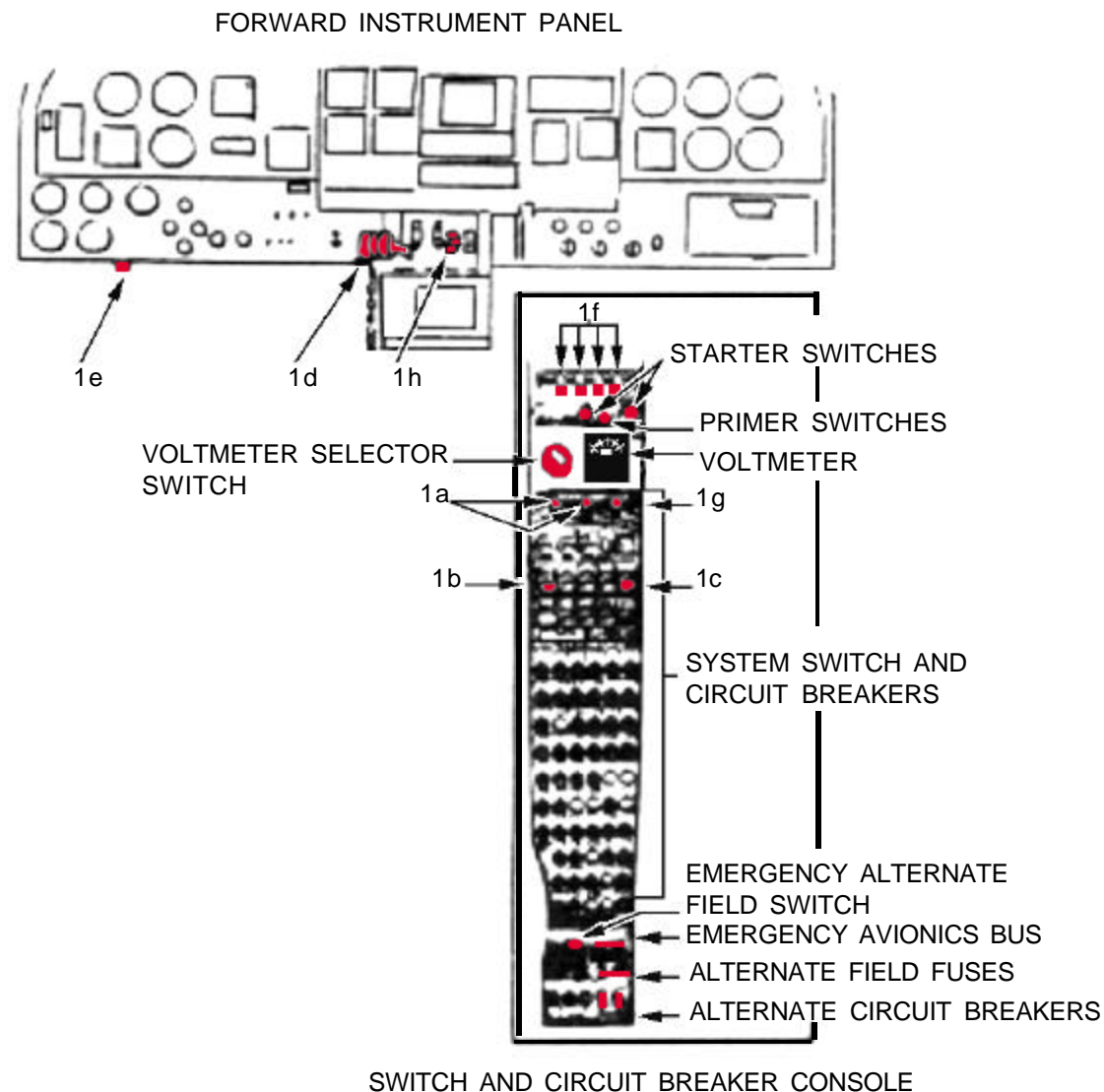
CESSNA 421B-402

1. ENGINE SHUTDOWN

- a. Place the auxiliary fuel pumps, located on the switch and circuit breaker console, to the OFF position.
- b. Place the avionics bus switch, located on the switch and circuit breaker console, to the OFF position.
- c. Place all switches, located on the switch and circuit breaker console, except the battery, alternator and magneto switches, to the OFF position.
- d. Place the throttle, located on the lower center portion of the forward instrument panel, to the IDLE position.
- e. Place the mixtures lever, located on the lower left portion of the forward instrument panel, to the IDLE CUT-OFF position.
- f. Place the magneto switches, located on the switch and circuit breaker console, to the OFF position after the engines stop.
- g. Place the battery and alternator switches, located on the switch and circuit breaker console, to the OFF position.
- h. Place the parking brake, on the lower center portion of the forward instrument panel, to the SET position.

2. AIRCREW EXTRACTION

- a. Remove restraints from crew.
- b. Remove restraints from passengers.



SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Enter aircraft through passenger and crew entrance door, located on aft left side of fuselage, by pushing on upper part of door marked "PUSH".
- Pull release lever on door and door will open downward.

2. EMERGENCY ENTRY

NOTE:

The aircraft must be depressurized to permit the emergency exit to open.

- An emergency exit is located on right side fuselage which can be opened by pushing on red release button.
- Push on emergency exit inward.
- Place disconnect hatch out of egress path.

3. EMERGENCY ENTRY-PILOT'S WINDOW

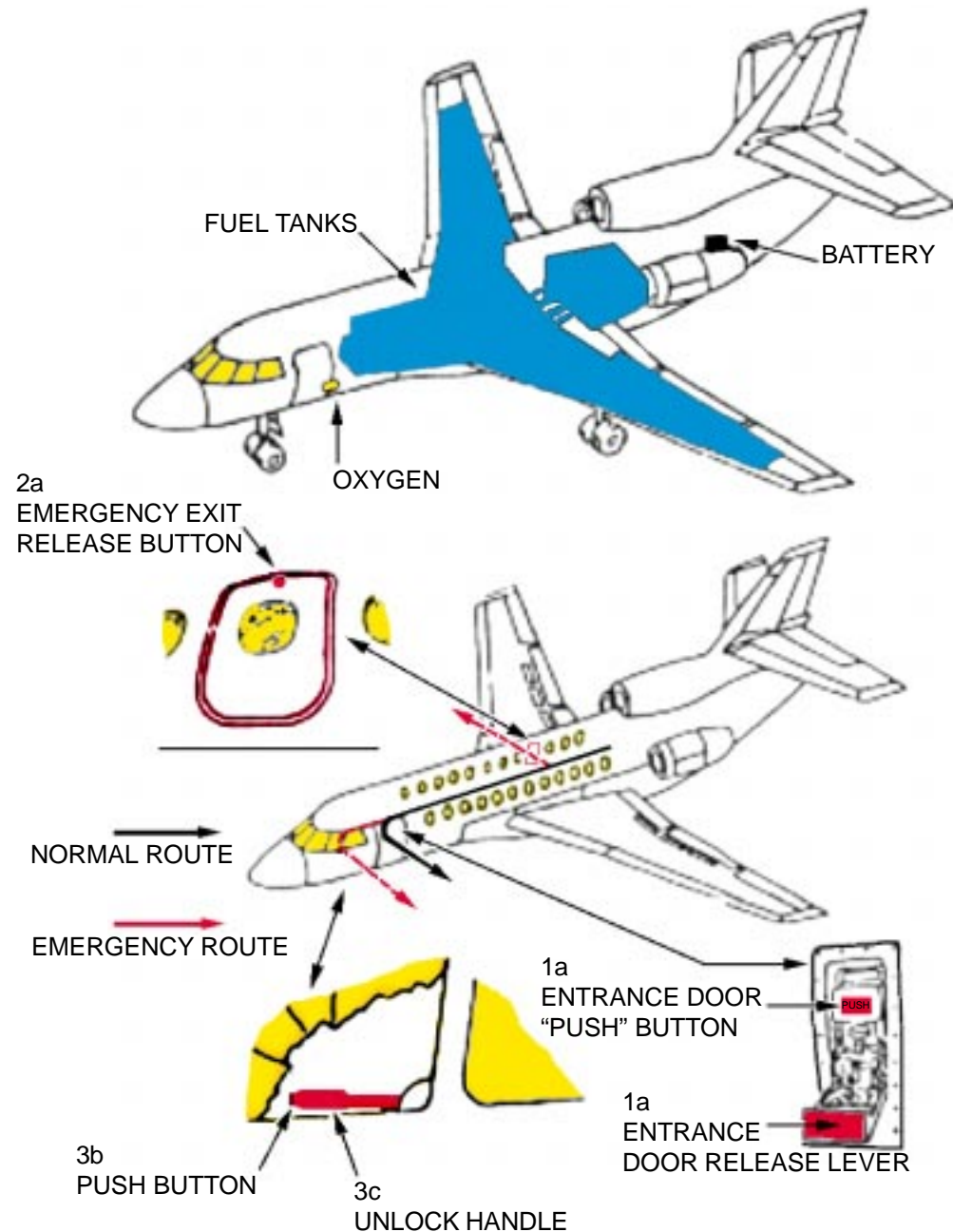
NOTE:

The following procedure should only be carried out when the access door and emergency exits are blocked.

- Break pilot's window to expose unlock handle.
- Push button on unlock handle and lift up handle.
- Push sliding window backward in window rail.

4. CUT-IN

- Cut-in cabin enclosure as required.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

FALCON 900

1. ENGINE SHUTDOWN

- Move throttle controls, located on center console, completely back.
- Lift flaps, located aft of throttles, and place flaps in STOP position.
- Lift fuel cutoff switch covers, located on upper center forward instrument panel, (labeled flame arrester valve controls panel) and move switches downward to ZERO position.
- Move power switches (GEN 1, BAT 1, BAT 2, GEN 2, and GEN 3), located on the overhead console, to the FORWARD position.

2. AIRCREW EXTRACTION

- Remove restraints from crew.
- Remove restraints from passengers.

FLAME ARRESTER VALVE CONTROLS PANEL

1c
FUEL CUTOFF SWITCH COVERS

1c
FUEL CUTOFF SWITCHES

OVERHEAD CONSOLE

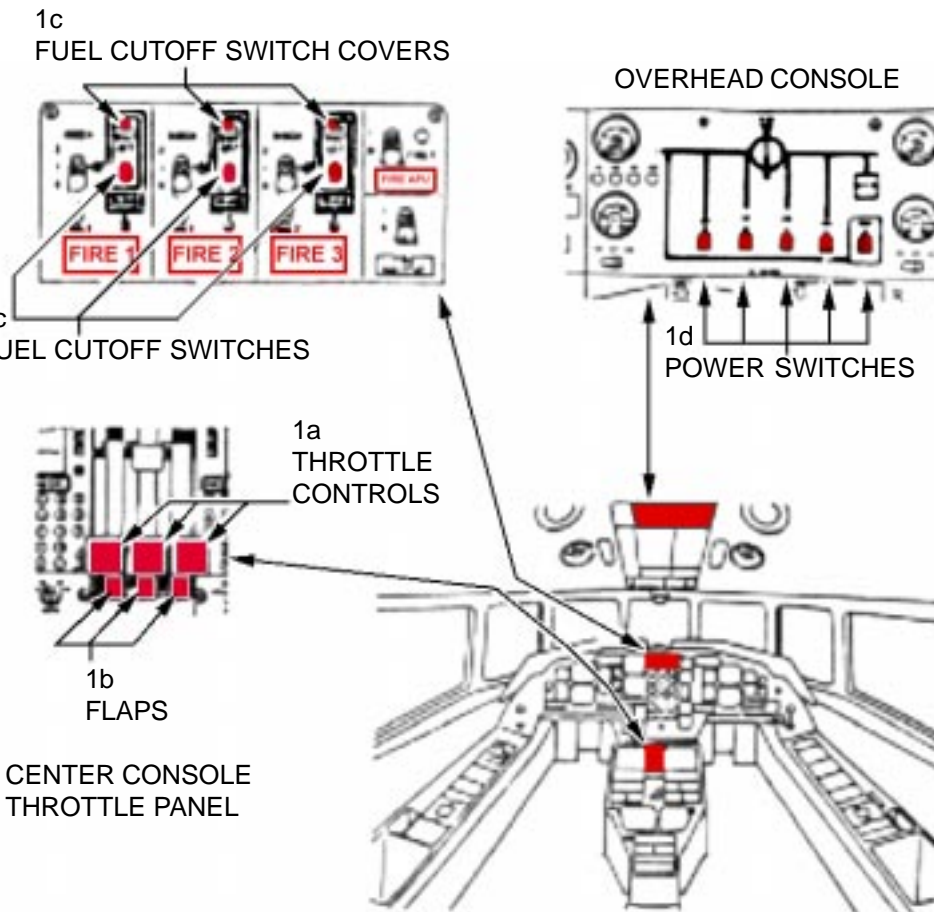
1d
POWER SWITCHES

1a
THROTTLE
CONTROLS

1b
FLAPS

CENTER CONSOLE
THROTTLE PANEL

FLIGHTDECK FACING FORWARD



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

No armament is carried.

- a. On the main entry door, located on the forward left side fuselage, pull upper and lower handle of two section door out to STOP position.
- b. Pull both sections simultaneously to OPEN position.
- c. In case of jammed lower section: push quick release device, located left side forward beside upper section of door.
- d. Pull out upper and emergency handle simultaneously to STOP position.
- e. Pull upper section of door outwards to OPEN position.

2. EMERGENCY ENTRY

WARNING

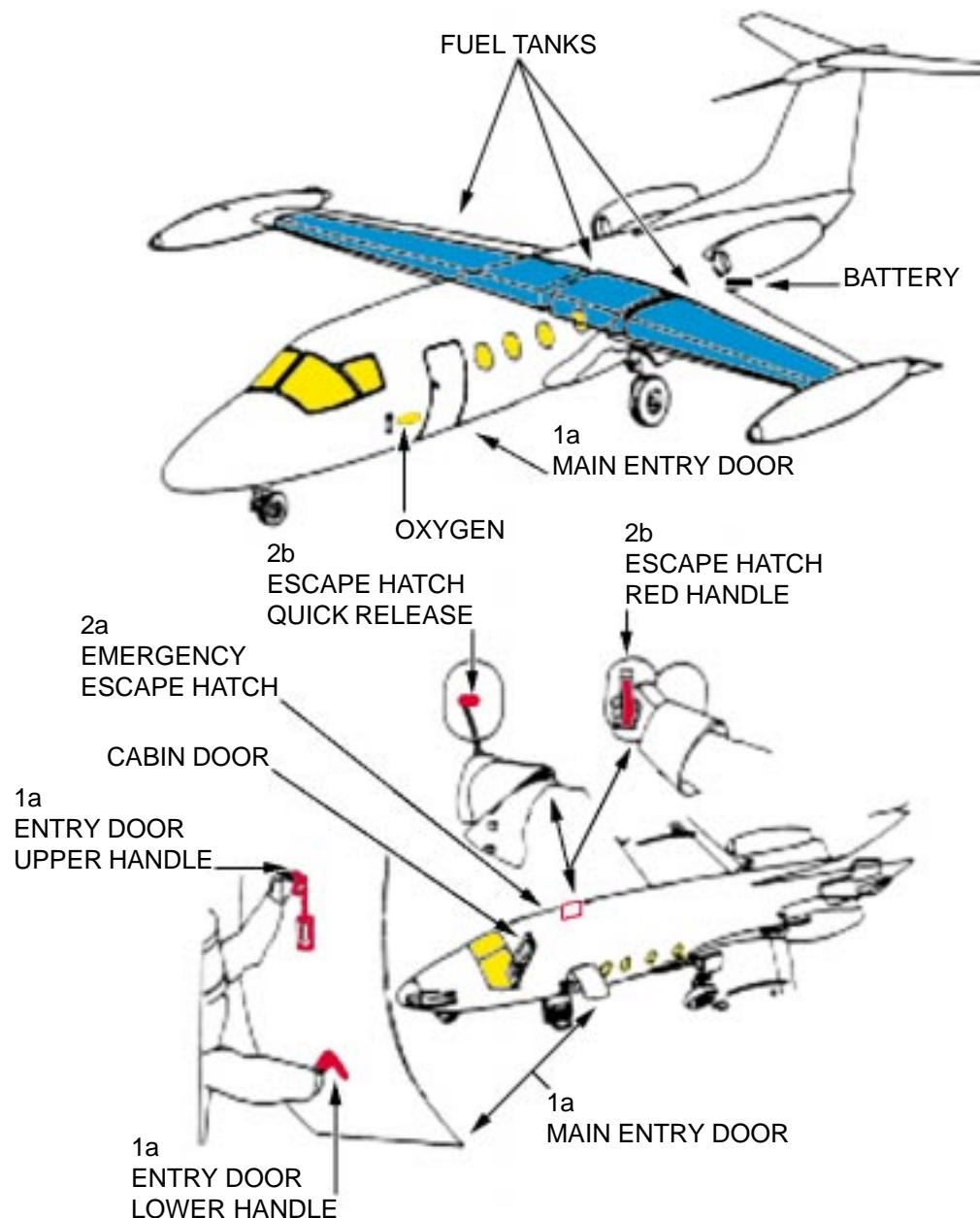
Danger to passengers if escape hatch is dropped inside of aircraft due to hatch weight and if hatch blocks path of egress delaying escape and rescue.

- a. Emergency entry is located on right side of fuselage forward of right wing. Escape hatch opens inward.
- b. Push quick release device located below center of escape hatch. Pull red handle up to top position, tilt hatch and pull outward.

3. CUT-IN

- a. Cut-in cabin enclosure as required.

HFB-320 HANZA JET



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

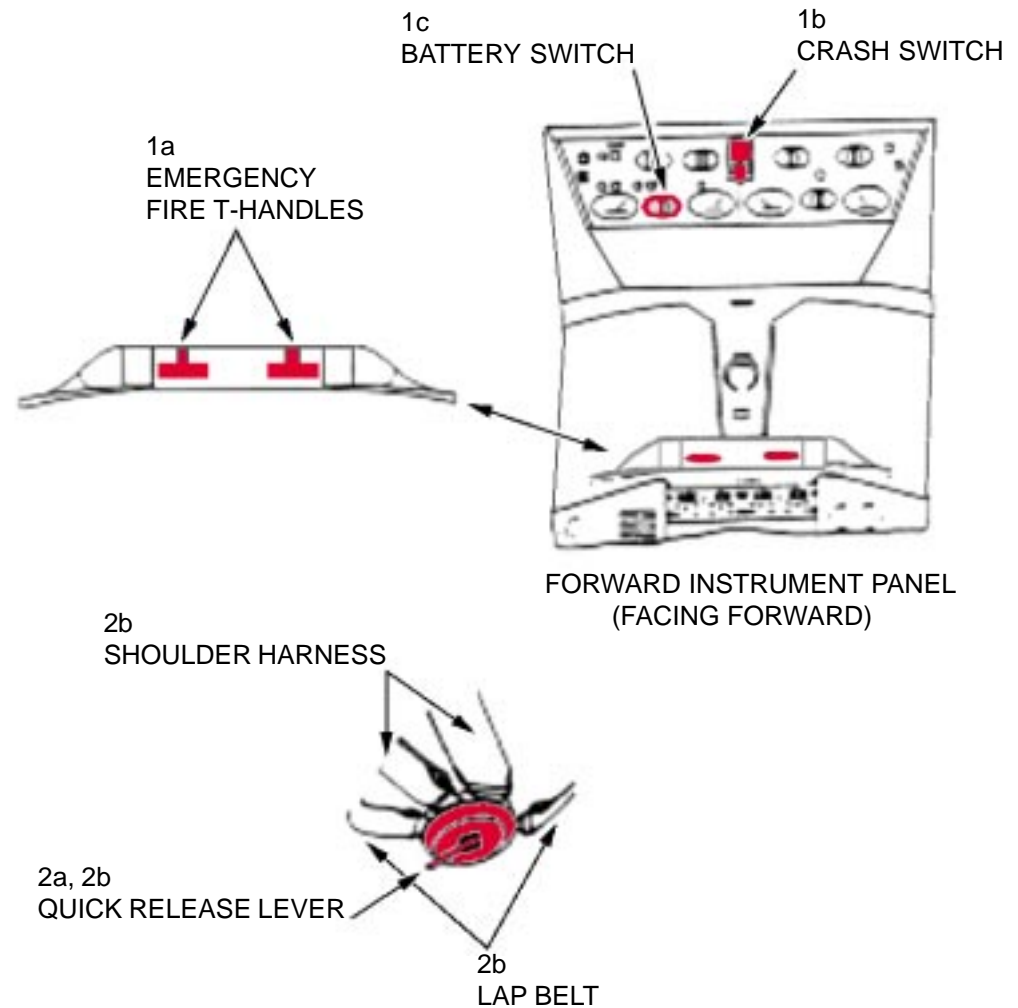
1. ENGINE SHUTDOWN

- Pull red emergency fire T-handles, located on top center above instrument panel, to OUT position.
- If engines fail to shutdown: locate crash switch at top center overhead panel, marked "CRASH", lift red cover, and place switch in OFF position.
- Place battery switch, located on overhead panel left side, to OFF position.

2. AIRCREW EXTRACTION

- If flight mechanic seat is occupied, unlatch quick release lever and remove safety lap belt from crewmember. Pull white seat lock control release lever, located under left side forward of seat, upwards to STOP position, to release seat from its locked position. Retract and position seat to the right.
- Unlatch quick release lever to disconnect lap belts and shoulder harnesses from crewmembers.
- Remove restraints from passengers.

HFB-320 HANZA JET



TYPICAL CREW RESTRAINT SYSTEM

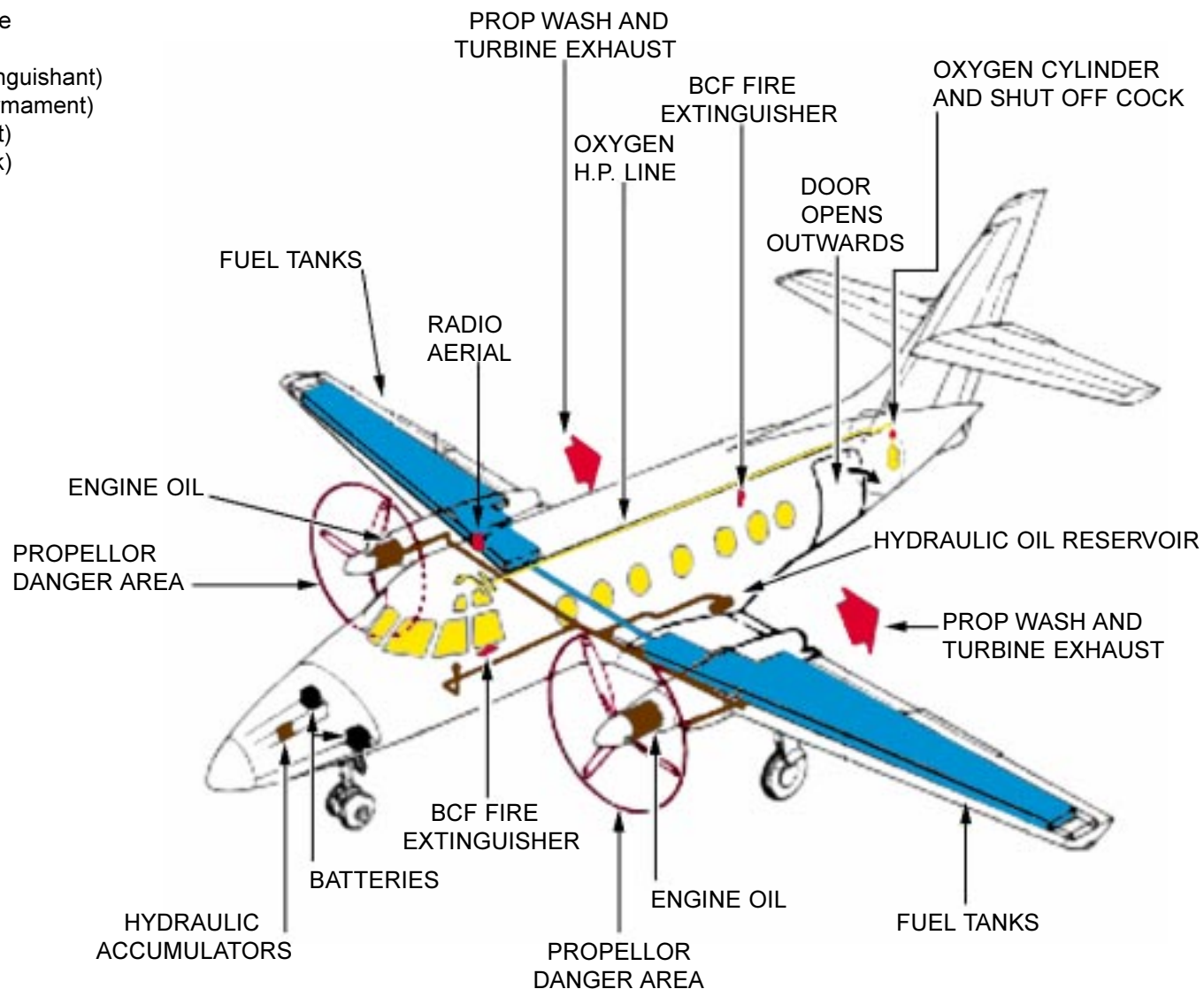
AIRCRAFT HAZARDS

OTHER HAZARDS

Acids - Batteries
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge Operated Equipment (Non Armament)
 Chlorobromoethane (Fire Extinguishant)
 Dimethylformamide (Stobe Power Pack)
 Lithium - Batteries
 Sonar Locator Beacons
 Tritium Light Sources (Beta Lights)
 Aviation Fuel: AVTUR
 Hydraulic Oil: OM-15
 High Pressure Gases: Nitrogen
 Engine Oil: OX-38
 Oxygen: Gaseous

NOTE:

No armament is carried.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

JETSTREAM T MK 1

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Open entry door, located on aft left side of fuselage, by pulling handle and turning downward.

2. EMERGENCY ENTRY

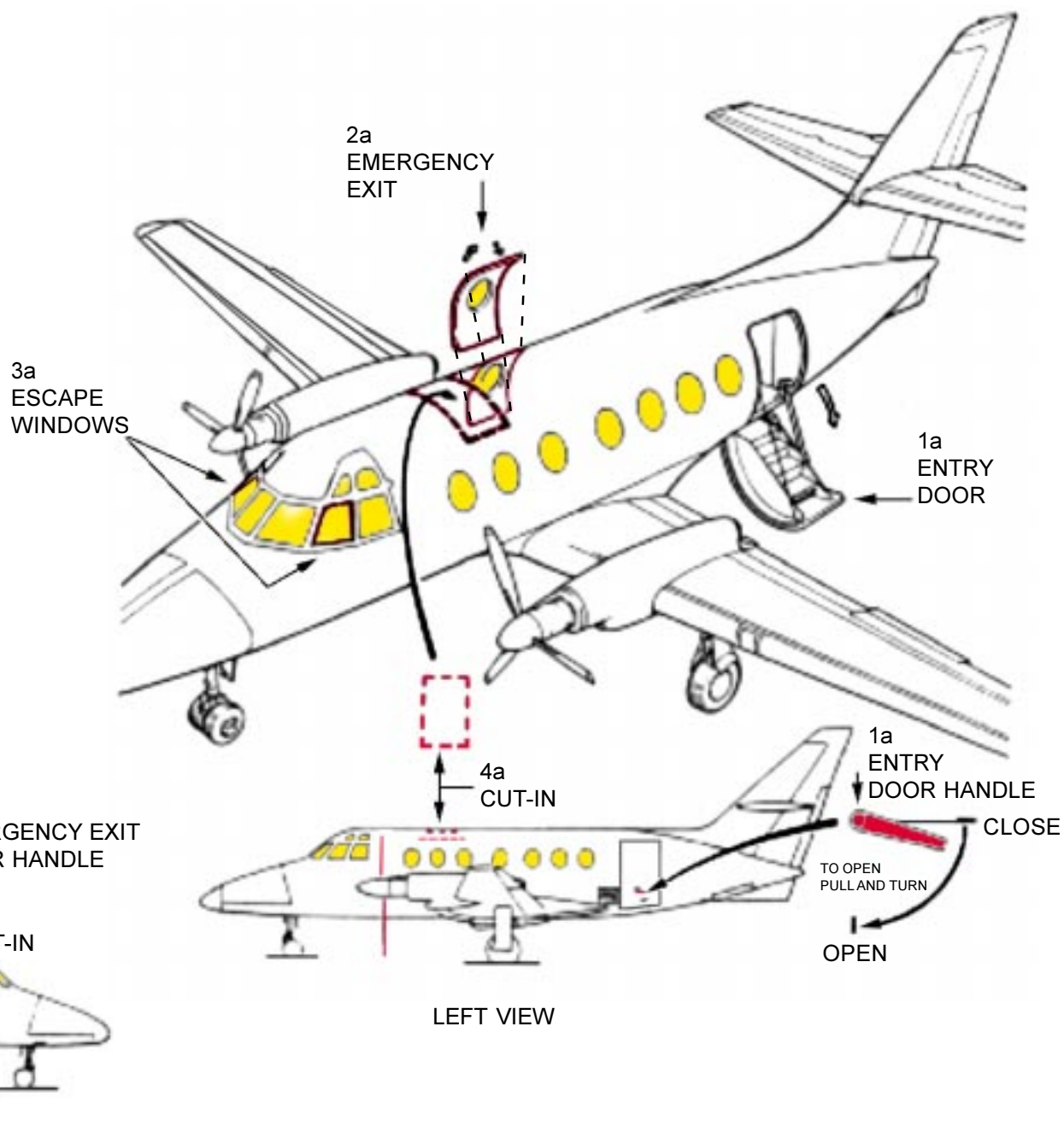
- a. Open emergency exit door, located aft of right wing, by lifting handle and push door inward. Place out of path of egress.

3. INTERNAL ESCAPE WINDOWS

- a. Use interior handle only.

4. CUT-IN

- a. Cut-in cabin enclosure as indicated.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

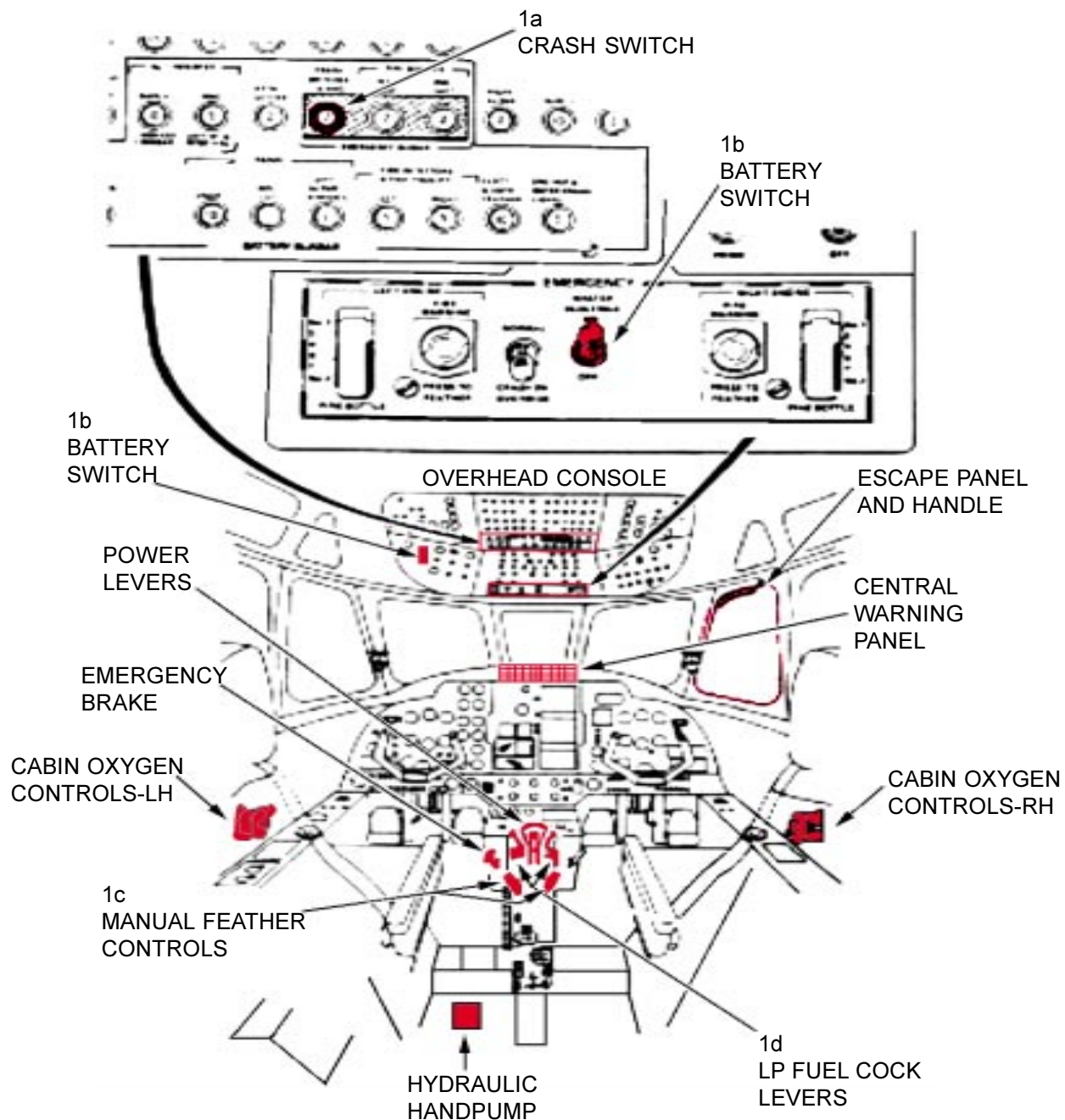
- a. Pull crash switch, located on the upper overhead console, in the OUT position.
- b. Place the battery switch, located on the lower overhead console, to the OFF position.
- c. Place the manual feather controls, located on the center console, in the FEATHER position.

NOTE:

Do not shut LP fuel cock levers if engine is running, unless an emergency is apparent.

- d. Place the LP fuel cock levers, located on the center console, in the down to SHUT position.

JETSTREAM T MK 1



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

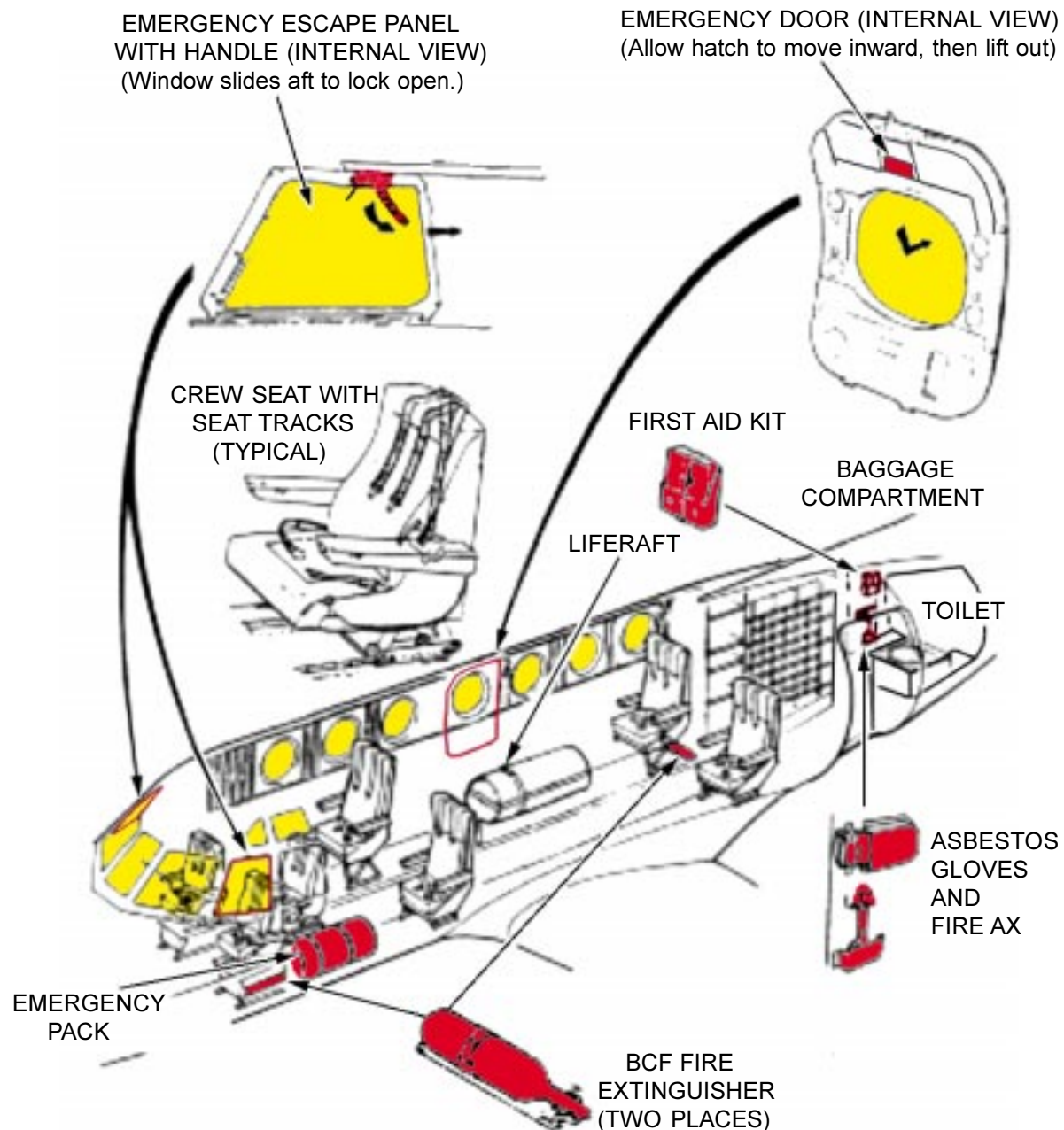
Crew seats can be adjusted in seat tracks before extraction procedures, unless tracks are damaged after impact.

- a. Release lap belts and shoulder harness from crew by turning the QRB release.

NOTE:

Passenger seats are stationary.

- b. Release restraints from passengers.



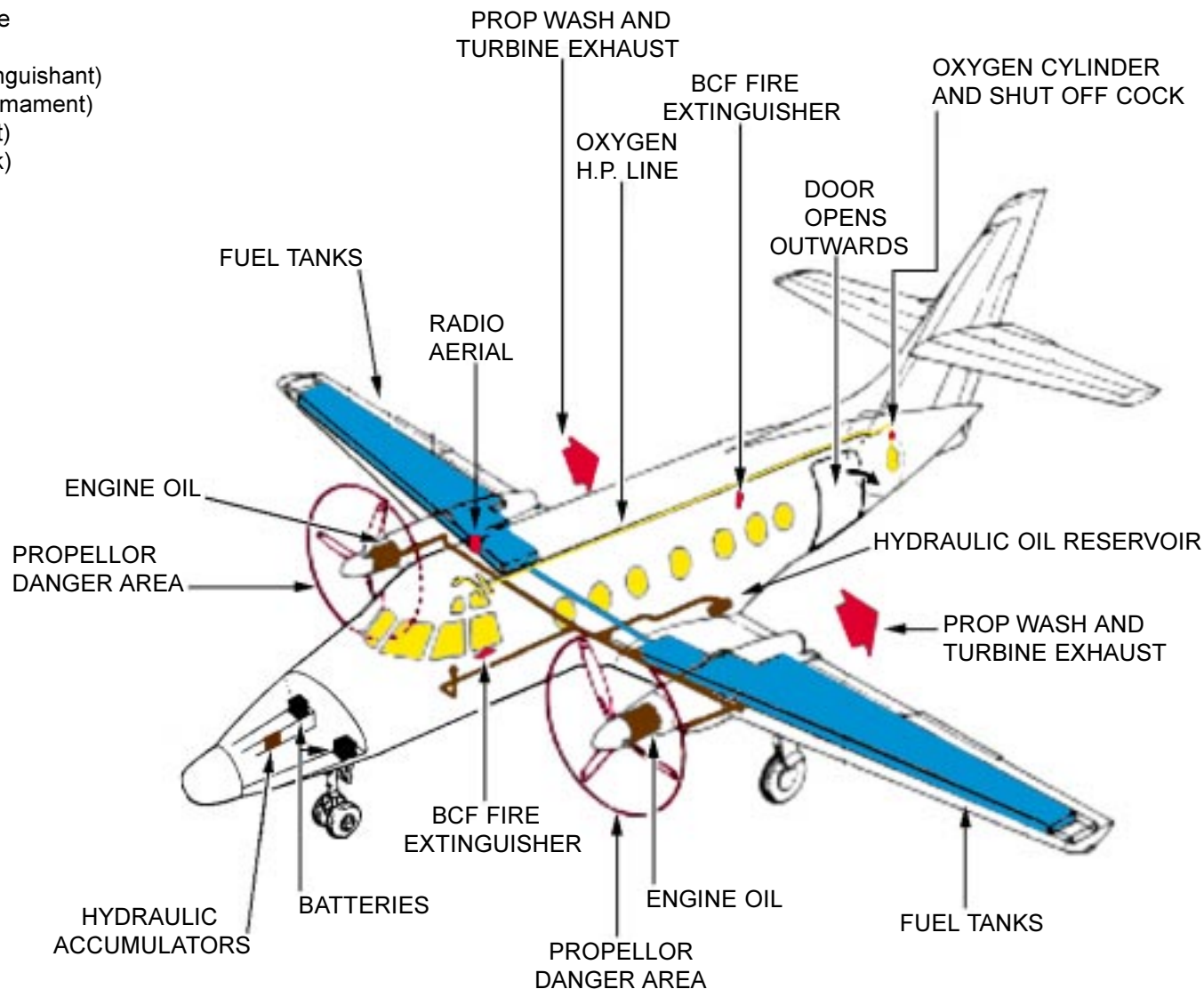
AIRCRAFT HAZARDS

OTHER HAZARDS

Acids - Batteries
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge Operated Equipment (Non Armament)
 Chlorobromoethane (Fire Extinguishant)
 Dimethylformamide (Strobe Power Pack)
 Lithium - Batteries
 Sonar Locator Beacons
 Tritium Light Sources (Beta Lights)
 Aviation Fuel: AVTUR
 Hydraulic Oil: OM-15
 High Pressure Gases: Nitrogen
 Engine Oil: OX-38
 Oxygen: Gaseous

NOTE:

No armament is carried.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

JETSTREAM T MK 2

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Open entry door, located on aft left side of fuselage, by pulling handle and turning downward.

2. EMERGENCY ENTRY

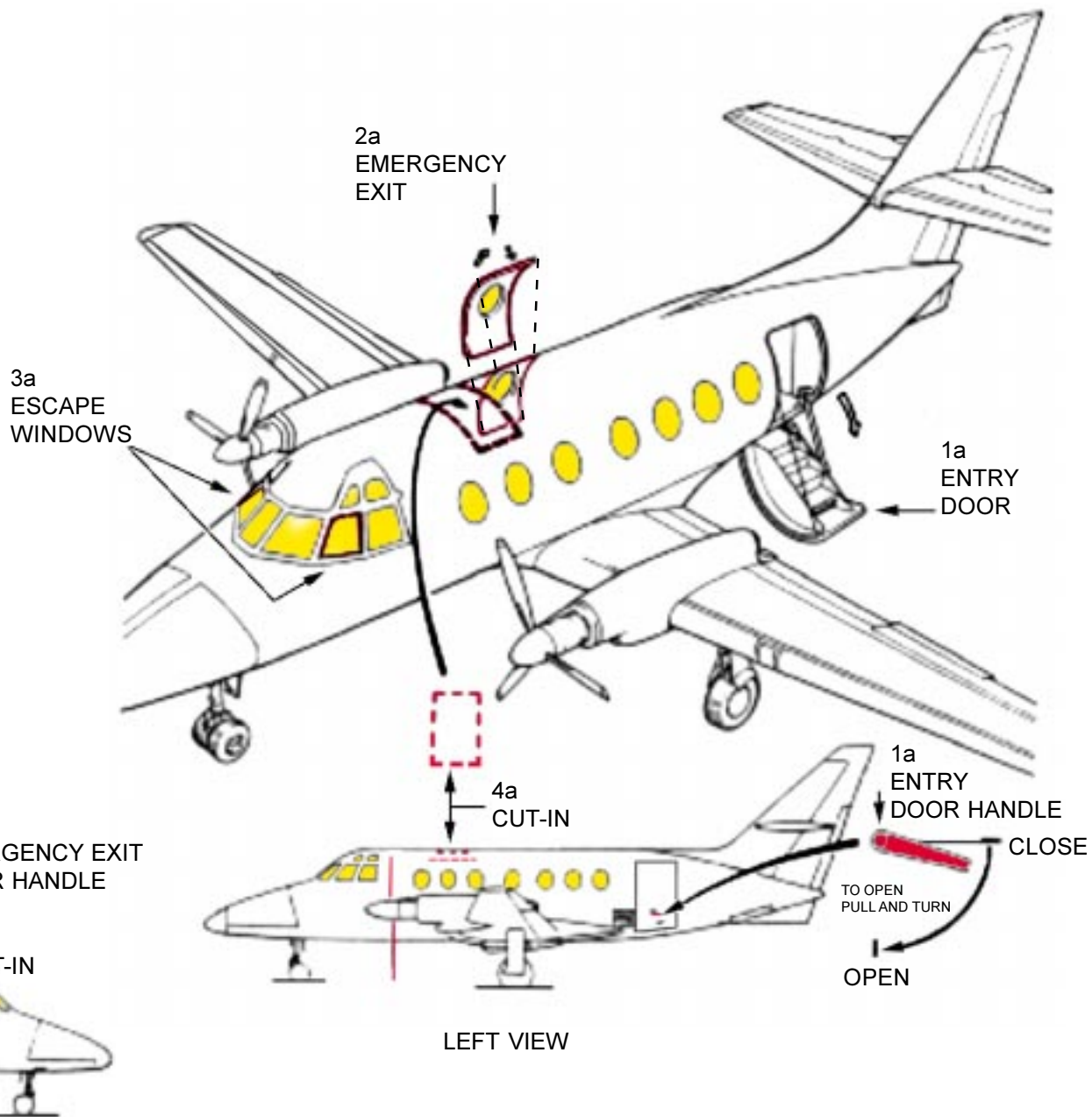
- a. Open emergency exit door, located aft of right wing, by lifting handle and push door inward. Place out of path of egress.

3. INTERNAL ESCAPE WINDOWS

- a. Use interior handle only.

4. CUT-IN

- a. Cut-in cabin enclosure as indicated.



RIGHT VIEW

LEFT VIEW

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

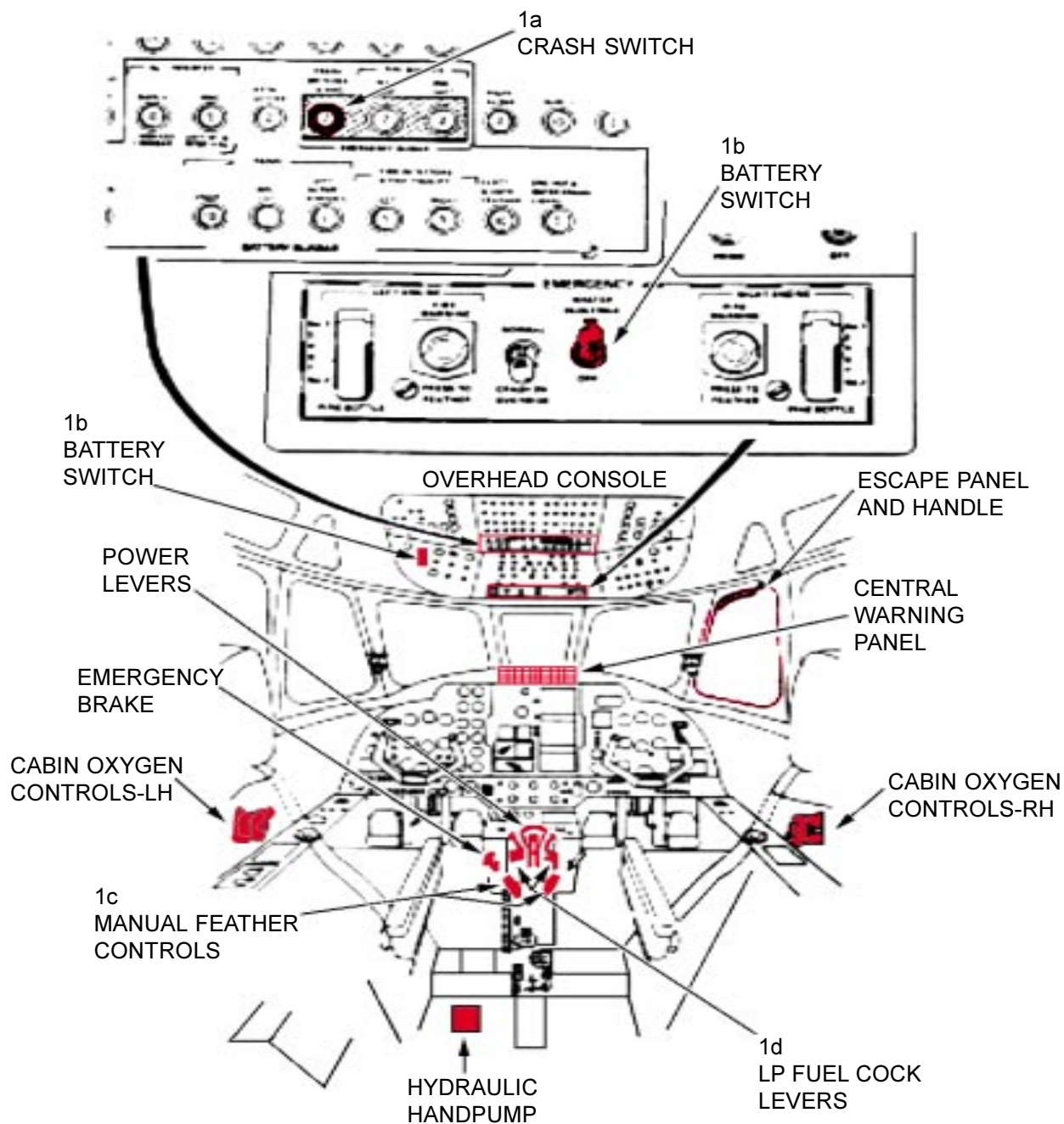
- Pull crash switch, located on the upper overhead console, in the OUT position.
- Place the battery switch, located on the lower overhead console, to the OFF position.
- Place the manual feather controls, located on the center console, in the FEATHER position.

NOTE:

Do not shut LP fuel cock levers if engine is running, unless an emergency is apparent.

- Place the LP fuel cock levers, located on the center console, in the down to SHUT position.

JETSTREAM T MK 2



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

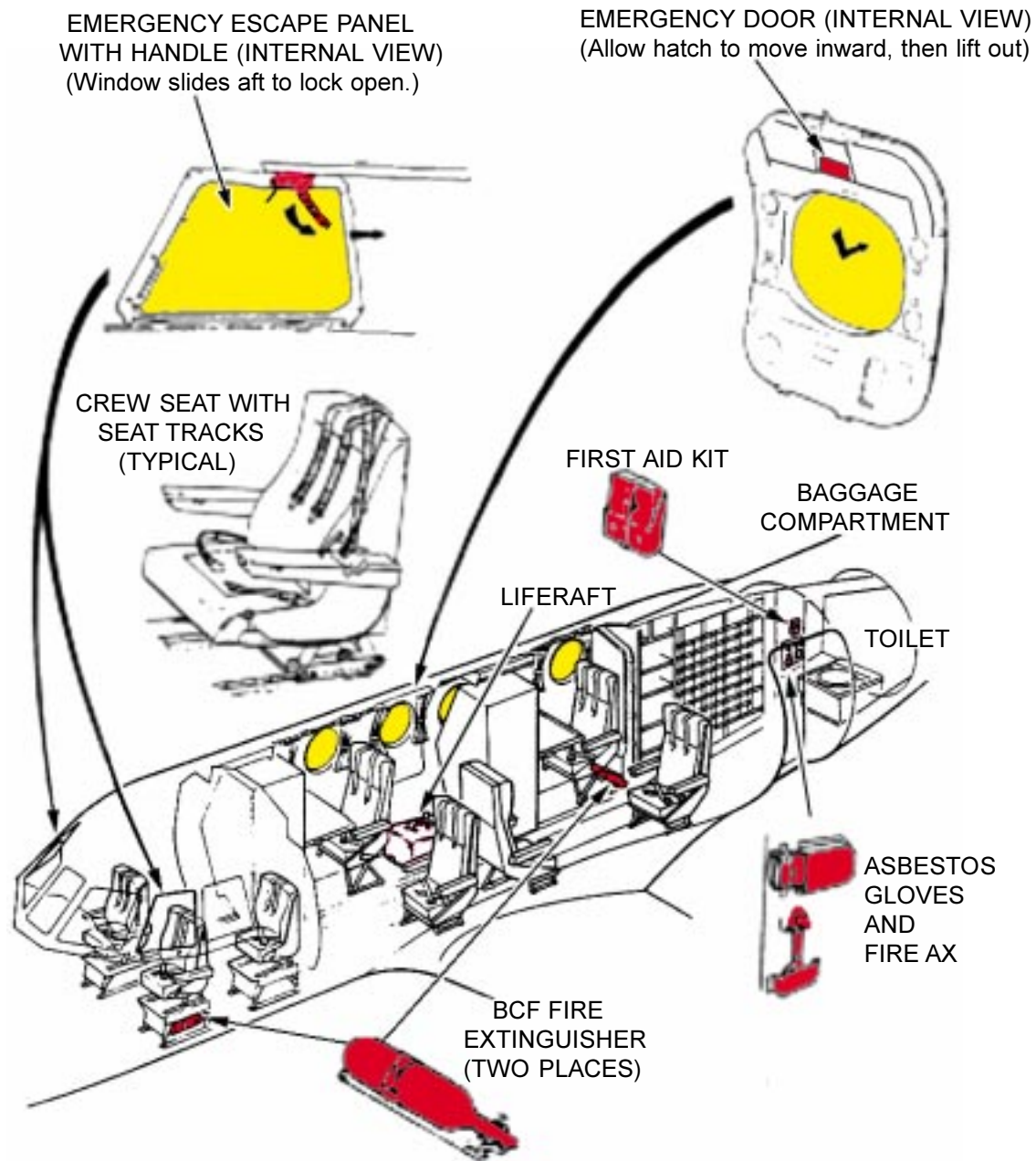
Crew seats can be adjusted in seat tracks before extraction procedures, unless tracks are damaged after impact.

- a. Release lap belts and shoulder harness from crew by pressing center release.

NOTE:

Passenger seats are stationary.

- b. Release restraints from passengers.



JETSTREAM T MK 2

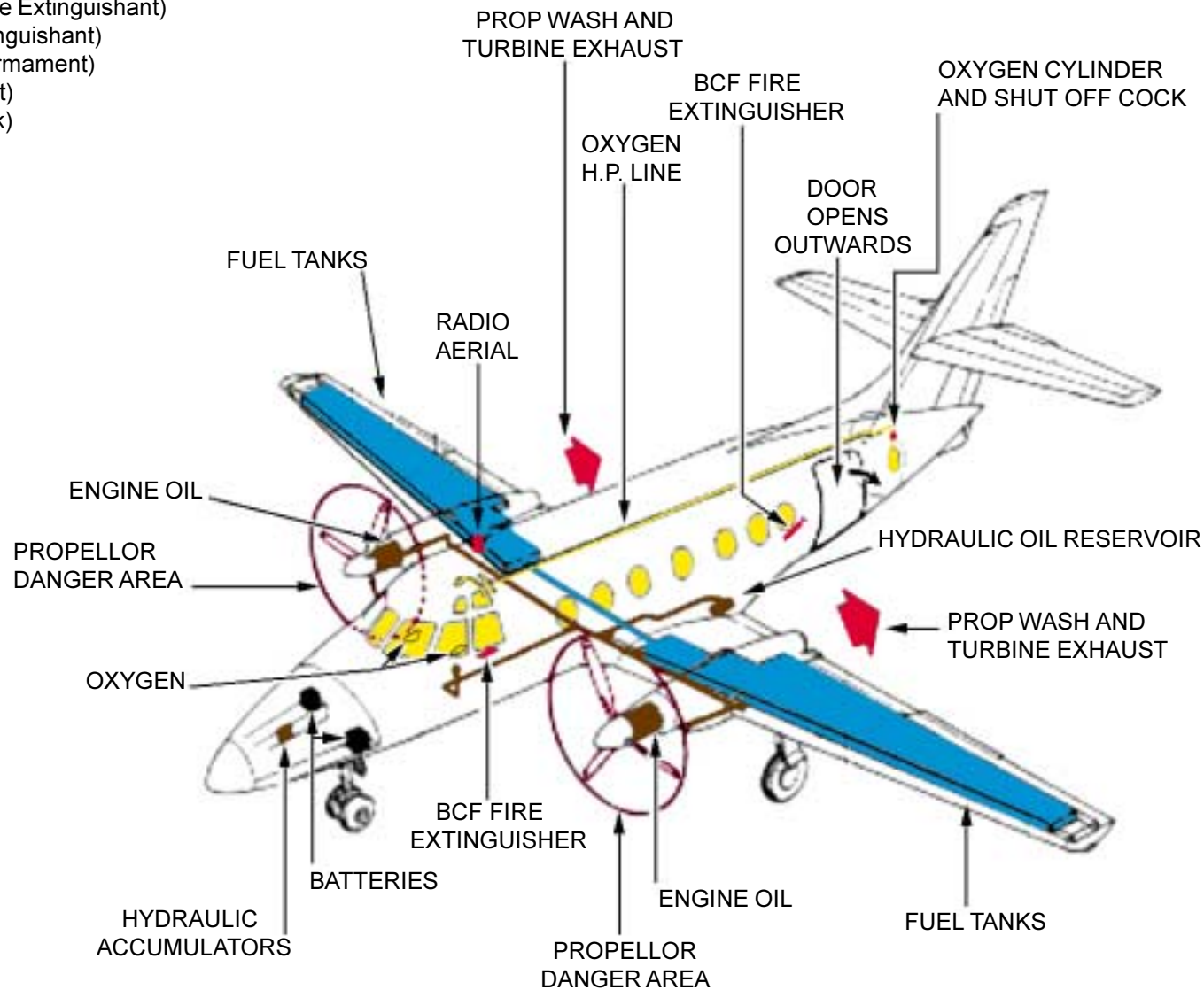
AIRCRAFT HAZARDS

OTHER HAZARDS

Acids - Batteries
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge Operated Equipment (Non Armament)
 Chlorobromoethane (Fire Extinguishant)
 Dimethylformamide (Stobe Power Pack)
 Lithium - Batteries
 Sonar Locator Beacons
 Tritium Light Sources (Beta Lights)
 Aviation Fuel: AVTUR
 Hydraulic Oil: OM-15
 High Pressure Gases: Nitrogen
 Engine Oil: OX-38
 Oxygen: Gaseous

NOTE:

No armament is carried.



JETSTREAM T MK 3

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

JETSTREAM T MK 3

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Open entry door, located on aft left side of fuselage, by pulling handle and turning downward.

2. EMERGENCY ENTRY

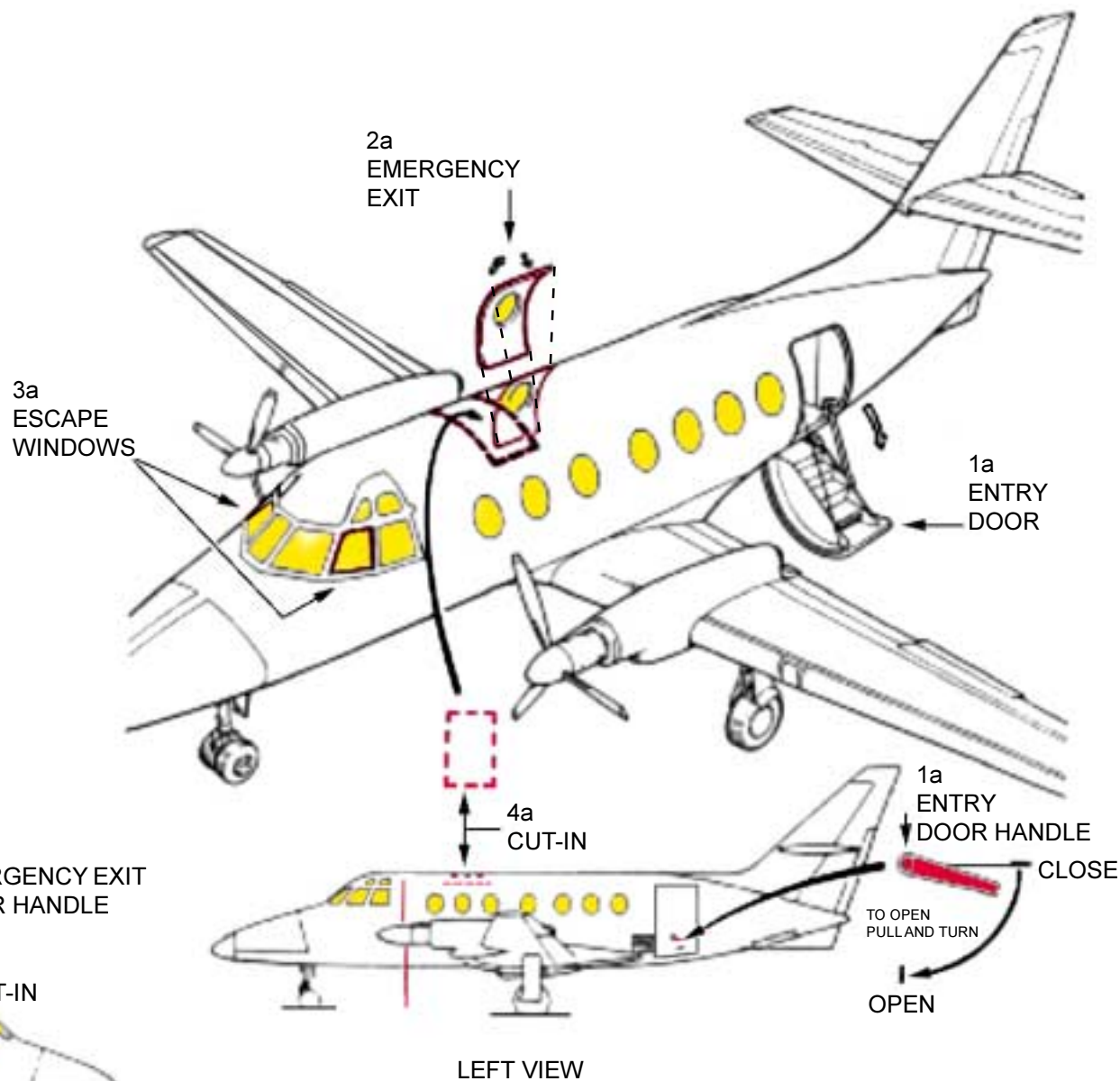
- a. Open emergency exit door, located aft of right wing, by lifting handle and push door inward. Place out of path of egress.

3. INTERNAL ESCAPE WINDOWS

- a. Use interior handle only.

4. CUT-IN

- a. Cut-in cabin enclosure as indicated.



LEFT VIEW

RIGHT VIEW

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

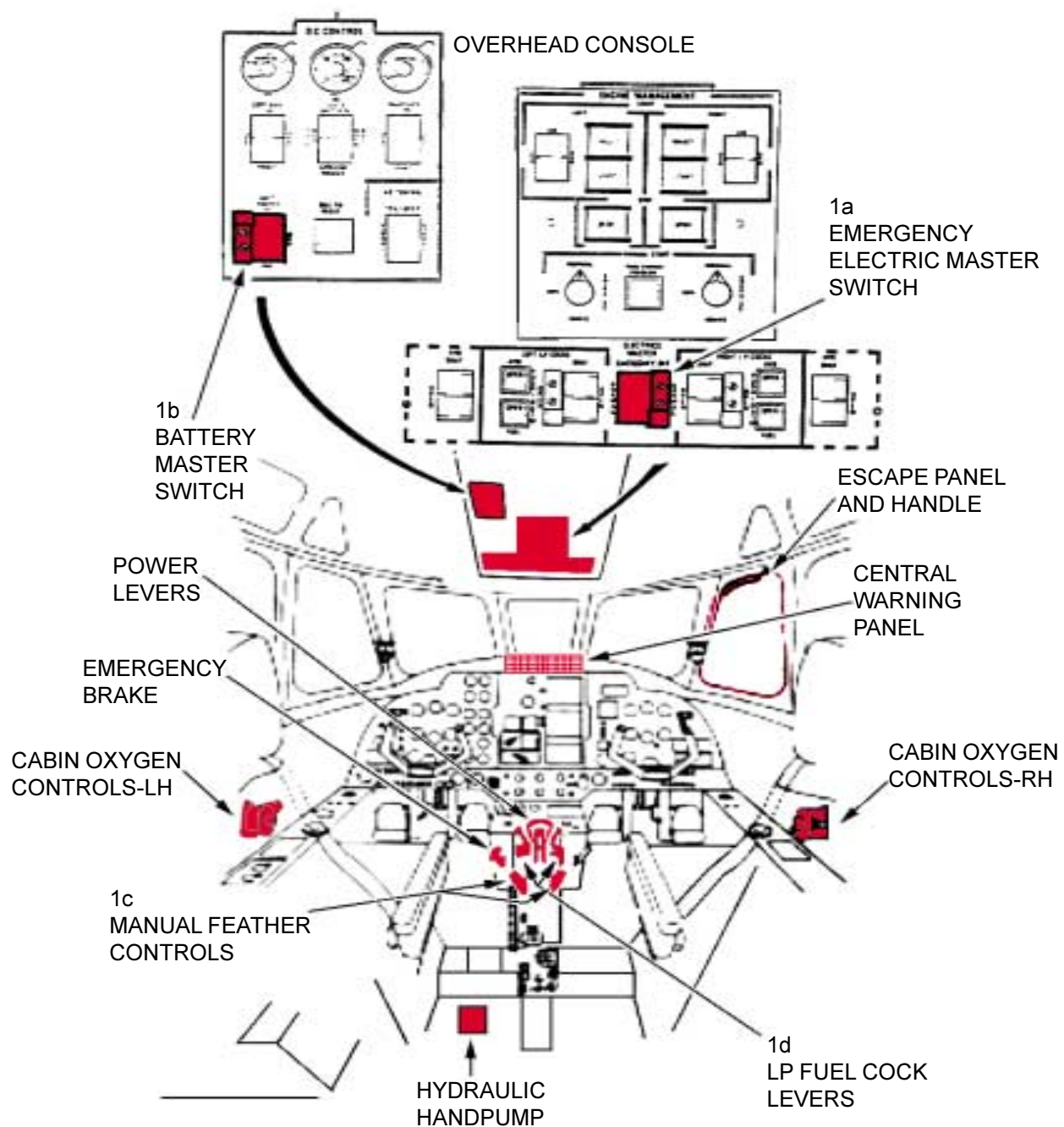
- Place the emergency electric master switch, located on the overhead console, in the OFF position.
- Place the battery master switch, located on the overhead console, to the OFF position.
- Place the manual feather controls, located on the center console, in the FEATHER position.

NOTE:

Do not shut LP fuel cock levers if engine is running, unless an emergency is apparent.

- Place the LP fuel cock levers, located on the center console, in the down to SHUT position.

JETSTREAM T MK 3



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

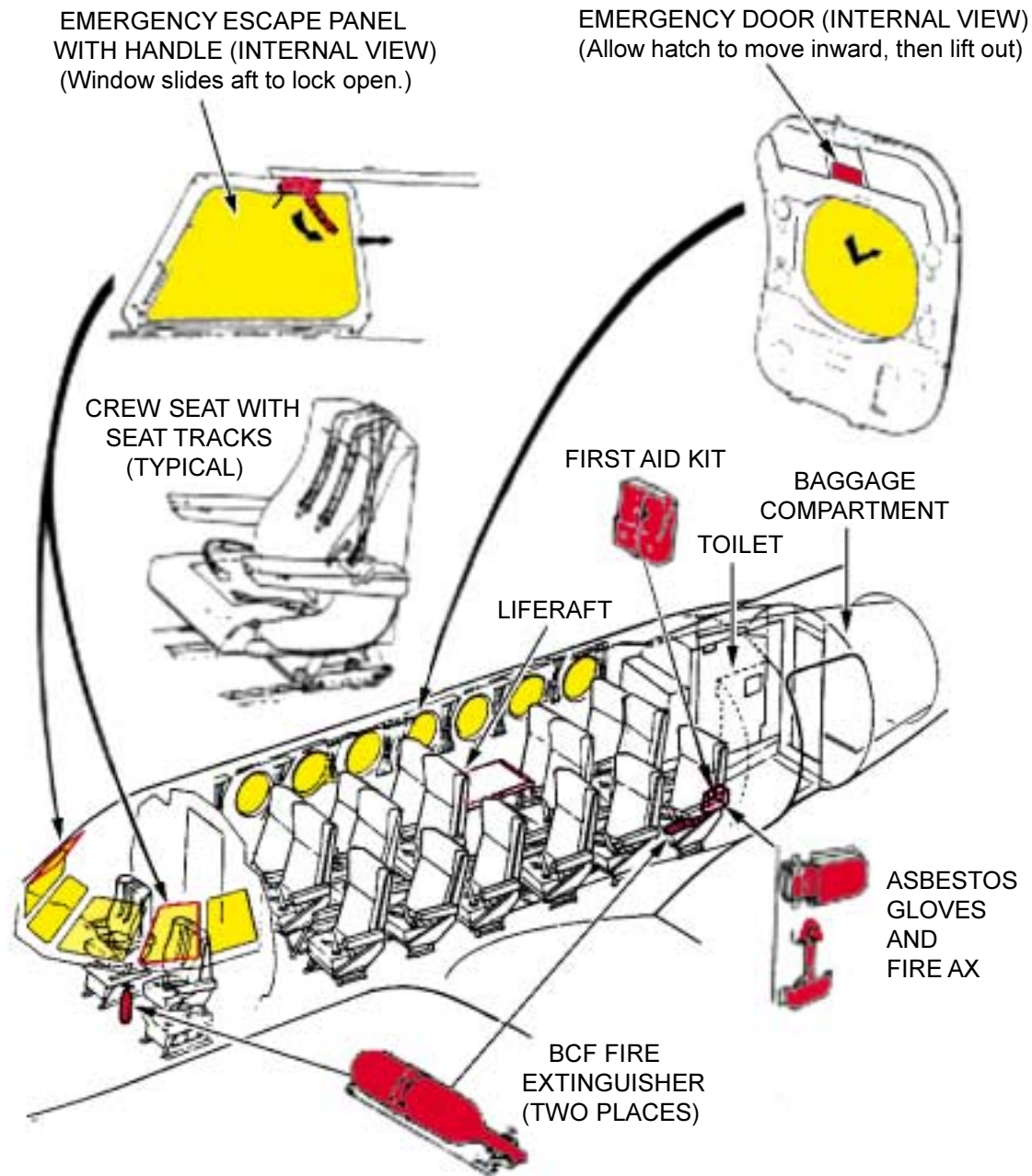
Crew seats can be adjusted in seat tracks before extraction procedures, unless tracks are damaged after impact.

- a. Release lap belts and shoulder harness from crew by pressing center release.

NOTE:

Passenger seats are stationary.

- b. Release restraints from passengers.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MYSTERE 50

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

The aircraft must be depressurized to permit the emergency exits to open.

- a. Open entry door, located on forward left side of fuselage, by pushing on push button above unlock handle.
- b. After unlock handle is released, pull handle outward. Door will open downward.

2. EMERGENCY ENTRY

- a. Break red cover located on emergency exit door, located over left or right wing.
- b. Press button under red cover until emergency exit door opens.
- c. Release emergency exit door by lifting and placing out of way of egress path.

3. INTERNAL ESCAPE WINDOWS

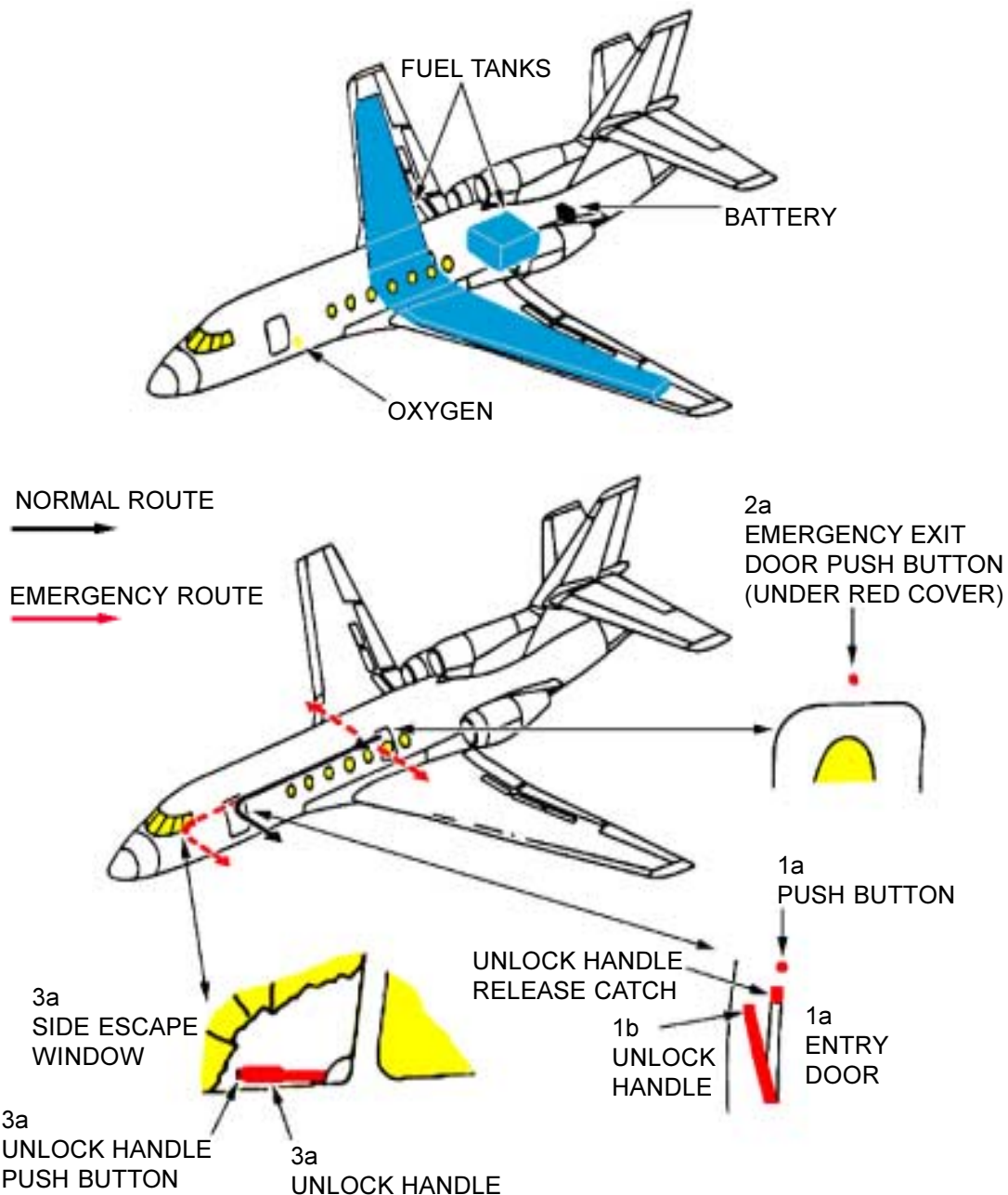
NOTE:

This should only be done when the entry door and emergency exit door are blocked.

- a. Break glass escape window, push button on internal unlock handle, lift handle, push window aft in slide rail.

4. CUT-IN

- a. Cut-in cabin enclosure as indicated.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

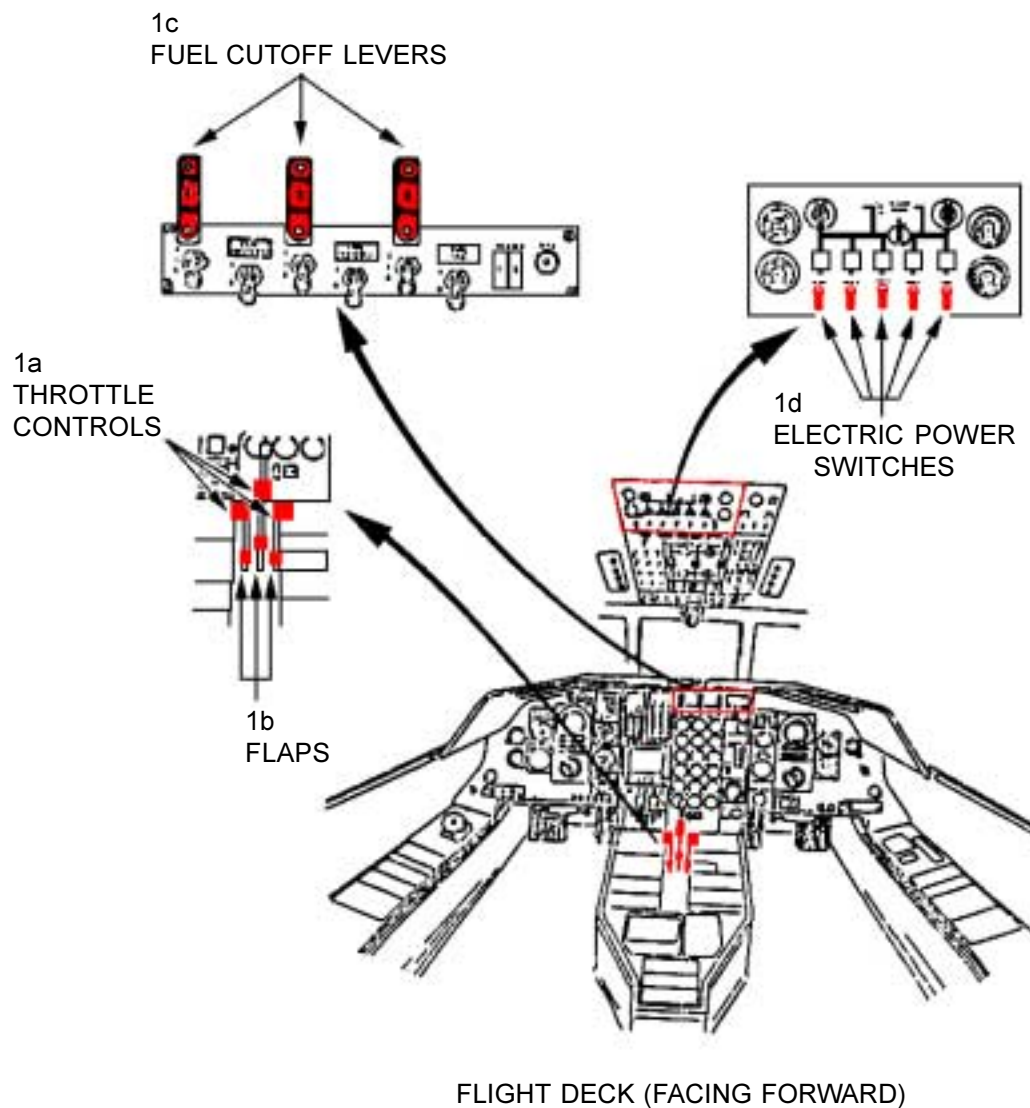
MYSTERE 50

1. ENGINE SHUTDOWN

- Move throttle controls, located on center console, completely back.
- Lift flaps, located aft of throttles, and place flaps in STOP position.
- Pull all three fuel cutoff levers, located on upper center forward instrument panel, to the OUT position.
- Move electric power switches (GEN 1, GEN 2, BAT 1, BAT 2, and GEN 3), located on the overhead console, to the FORWARD position.

2. AIRCREW EXTRACTION

- Remove restraints from crew.
- Remove restraints from passengers.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

ROCKWELL 690A

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

The aircraft must be depressurized to permit opening exits.

- a. Open passenger door, located on forward left side of fuselage, by using unlock handle.

NOTE:

There is an emergency door release and switch located at the passenger door.

2. EMERGENCY ENTRY

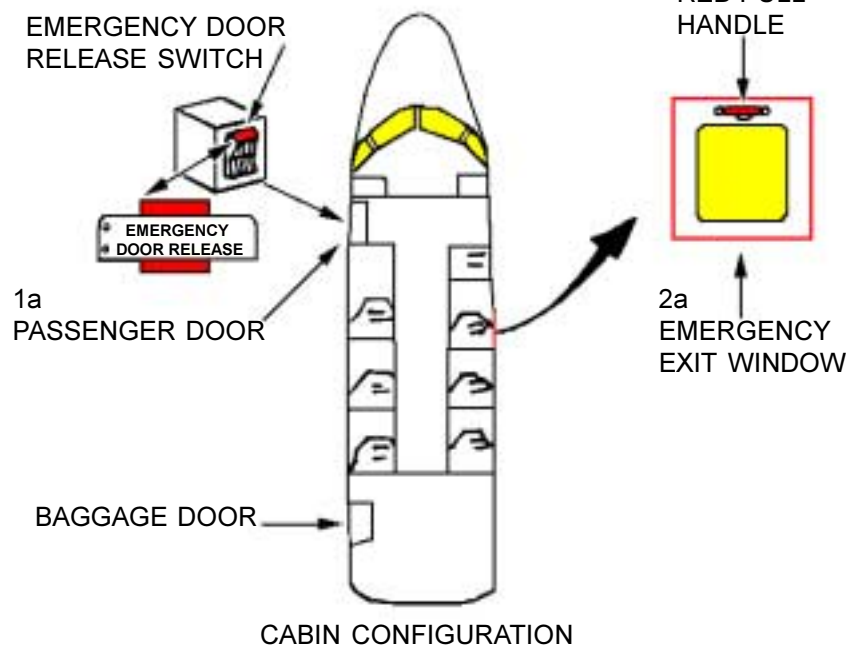
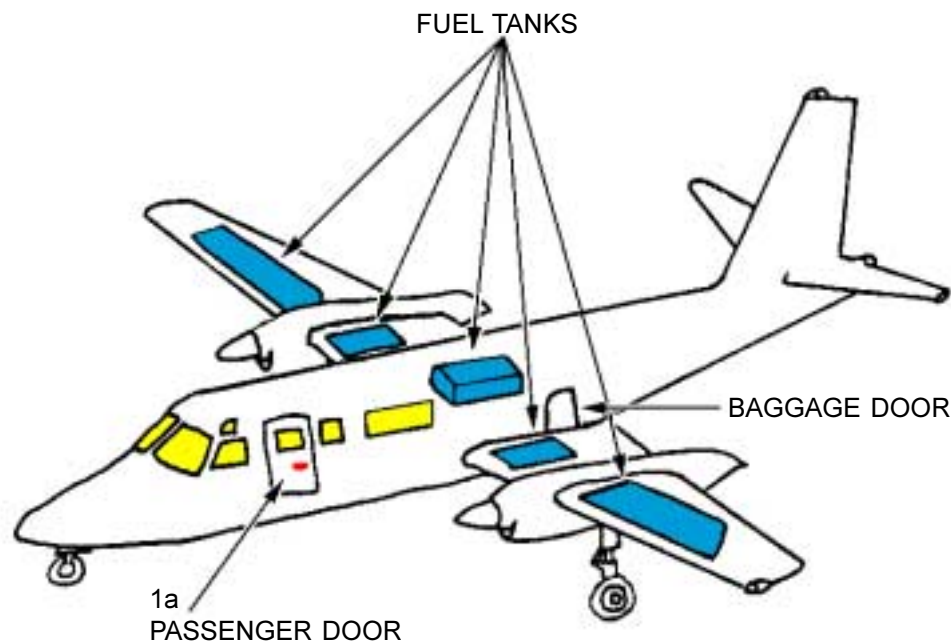
- a. Pull red handle on emergency exit door, located over right wing, to open and release door.

3. CUT-IN

- a. Cut-in cabin enclosure as indicated.

NOTE:

No armament is carried.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

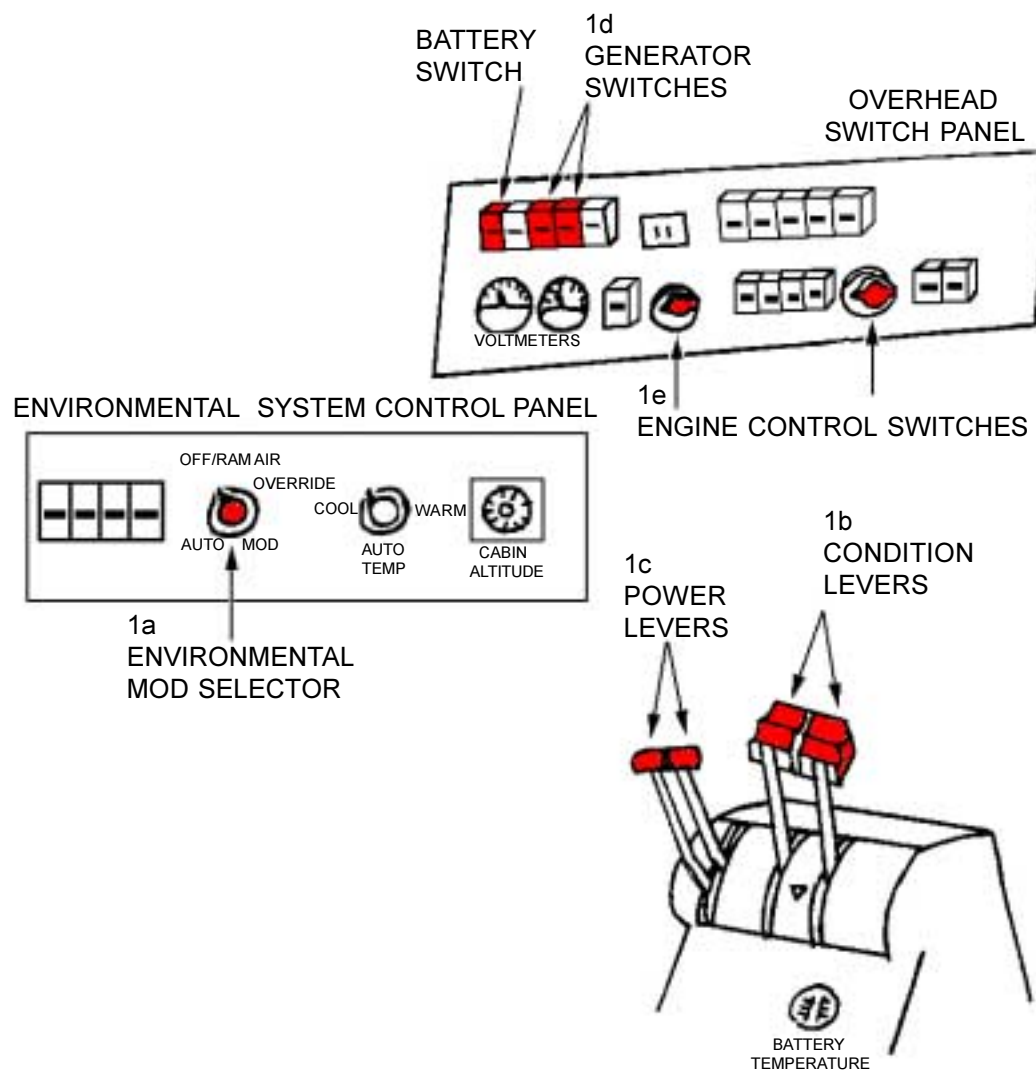
1. ENGINE SHUTDOWN

- a. Move environmental mode selector, located on the environmental system control panel, to OFF/ RAM air position.
- b. Place condition levers to the LOW RPM position.
- c. Place the power levers to the GROUND IDLE position.
- d. Place the generator switch, located on the overhead switch panel, to the OFF position.
- e. Place the engine control switch, located on the overhead switch panel, to the ENGINE OFF position.

2. AIRCREW EXTRACTION

- a. Remove restraints from crew.
- b. Remove restraints from passengers.

ROCKWELL 690A



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Open flight crew/passenger door, located on aft left side of fuselage, by pressing the top of the rocker to release door handle.
- Rotate door handle 90 degrees clockwise.
- Pull handle to open door.

2. EMERGENCY ENTRY

NOTE:

There is no emergency exit on top of aircraft.
Beware of engine exhaust when approaching this entry.

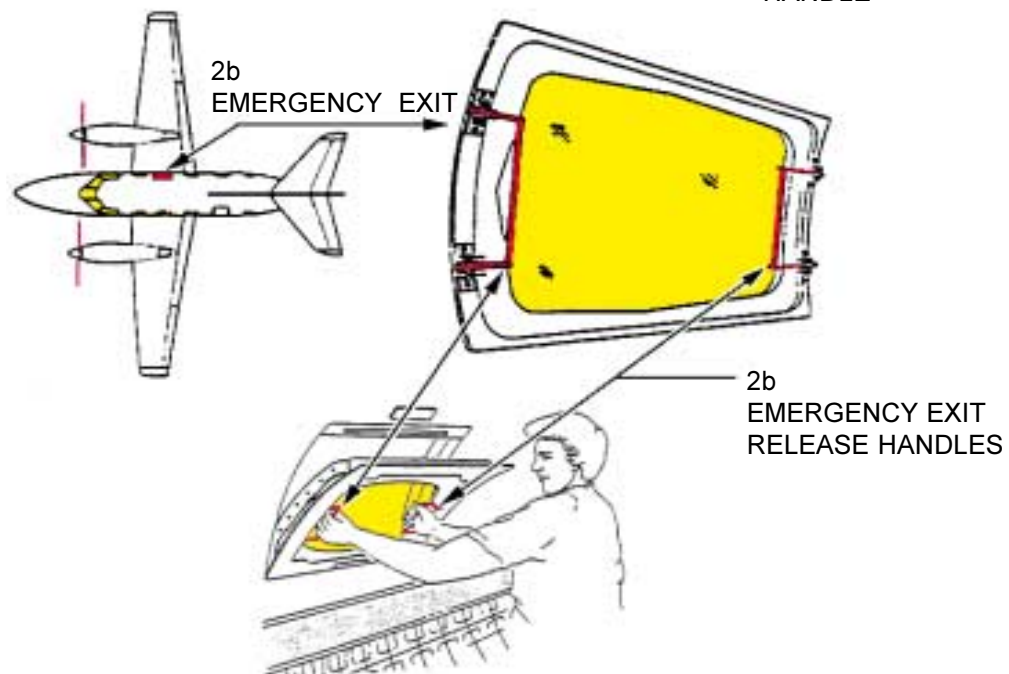
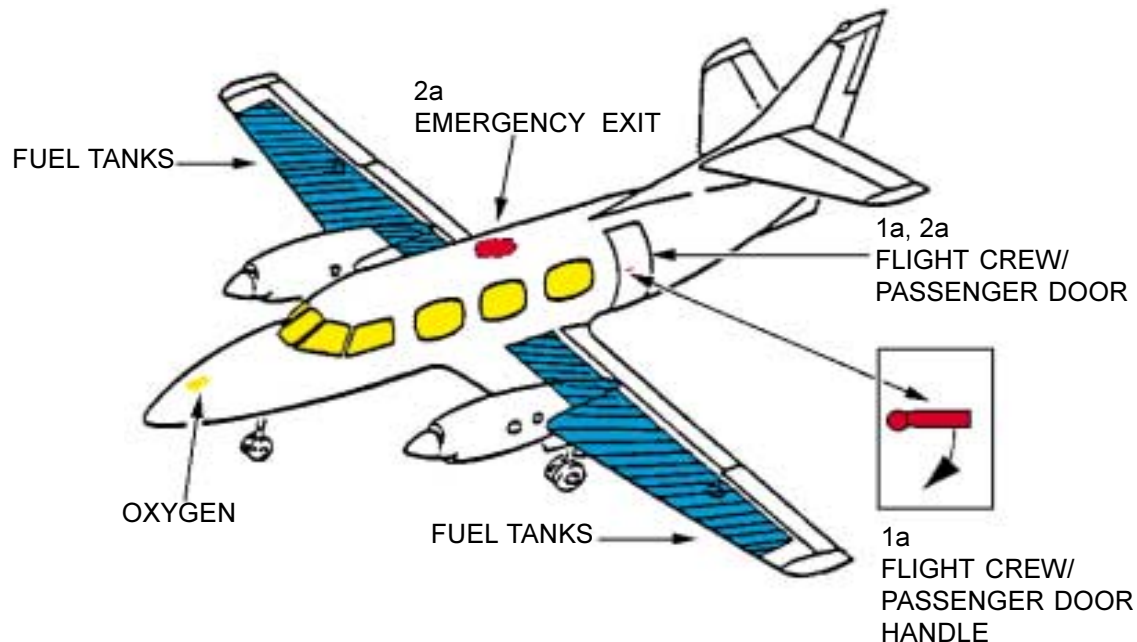
- Use primary entry door, the flight crew/passenger door first.
 - Grasp emergency exit release handles and pull both handles towards (inside) each other.
 - Place exit door out of egress path.
3. CUT-IN

- Cut-in cabin enclosure as indicated.

NOTE:

No armament is carried.

SA226-T MERLIN 111A



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

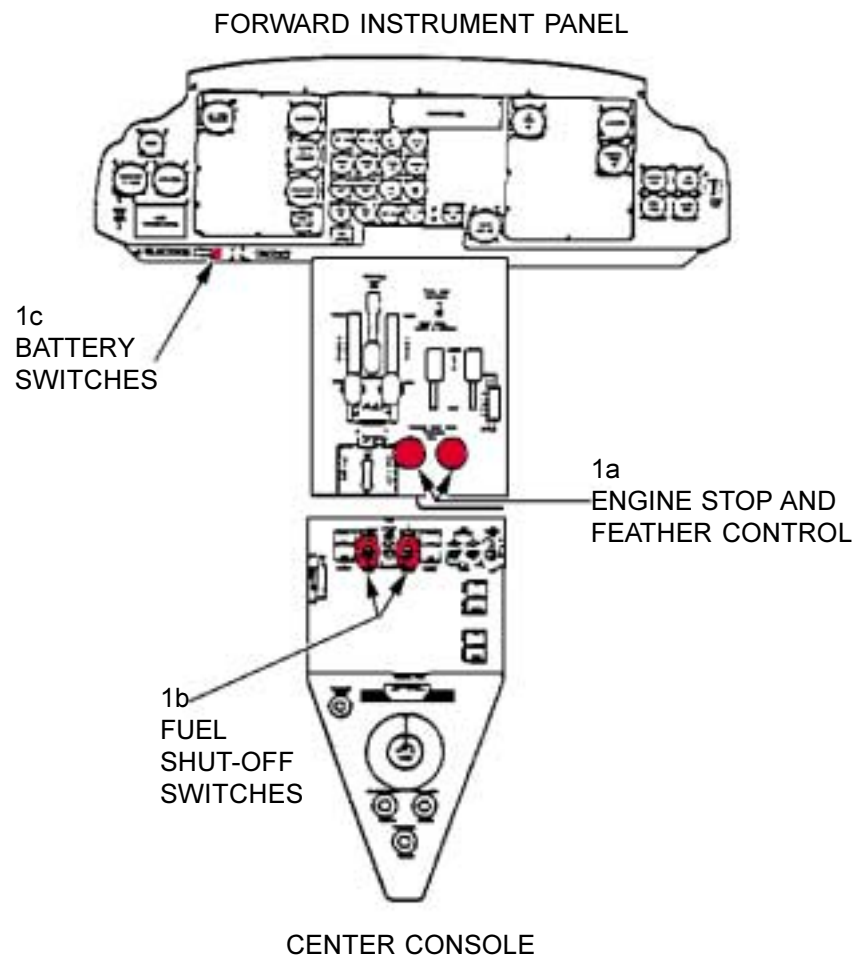
SA226-T MERLIN 111A

1. ENGINE SHUTDOWN

- a. Pull engine stop and feather control, located on center console, to the OUT position.
- b. Place fuel shut-off switches, located on the center console, to the CLOSED position.
- c. Place battery switches, located on the left side of the forward instrument panel, to the OFF position.

2. AIRCREW EXTRACTION

- a. Remove restraints from crew.
- b. Remove restraints from passengers.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

VC-7

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Use passenger entry, located on forward left side of fuselage.
- Use entry opposite passenger entry to cabin or flight deck.
- Use parachute doors, right or left, to enter aft area of aircraft.

2. EMERGENCY ENTRY

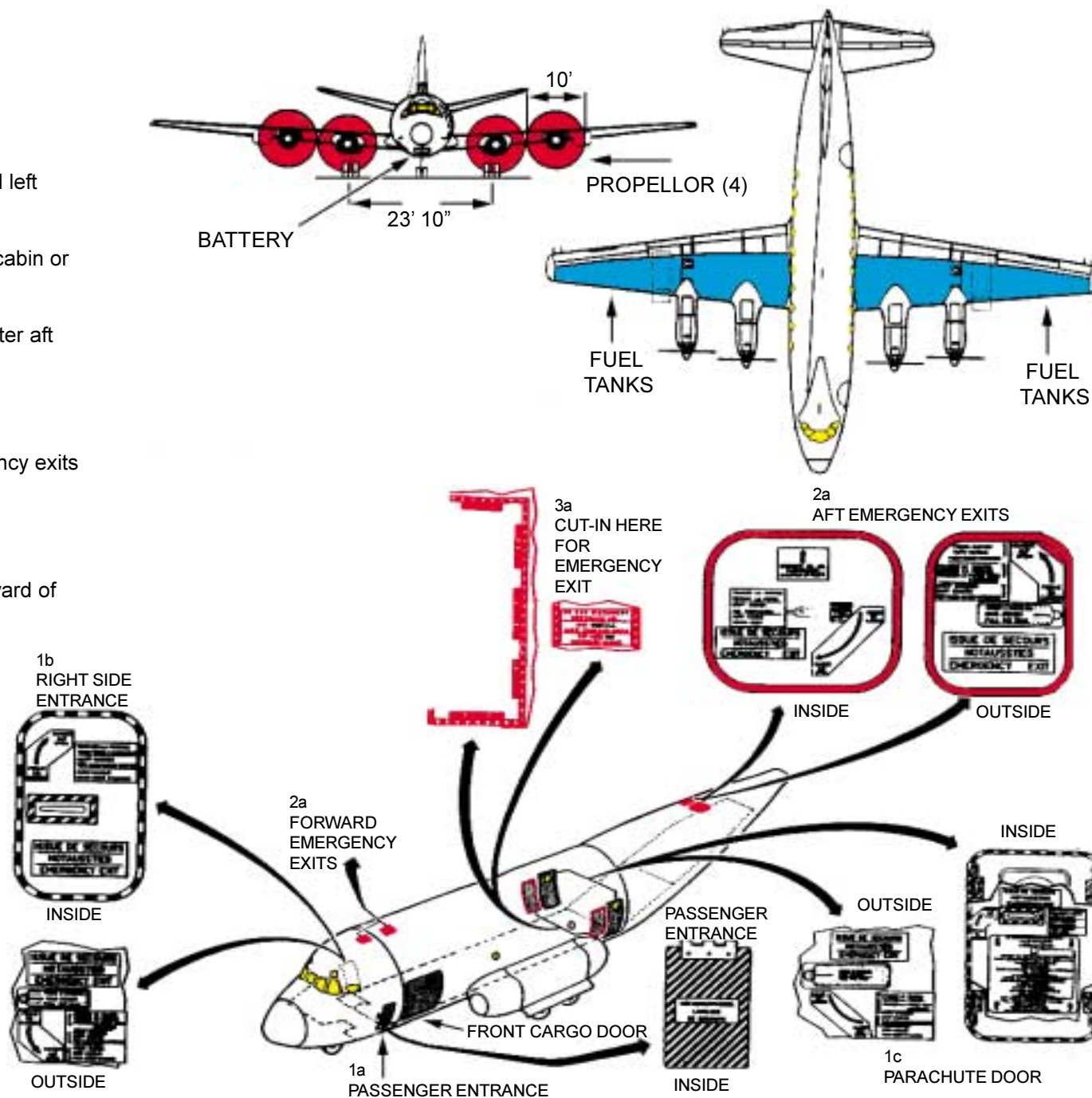
- Use two forward and/or two aft emergency exits outside controls to enter aircraft.

3. CUT-IN

- Cut-in cabin enclosure located just forward of parachute doors.

NOTE:

No armament is carried.



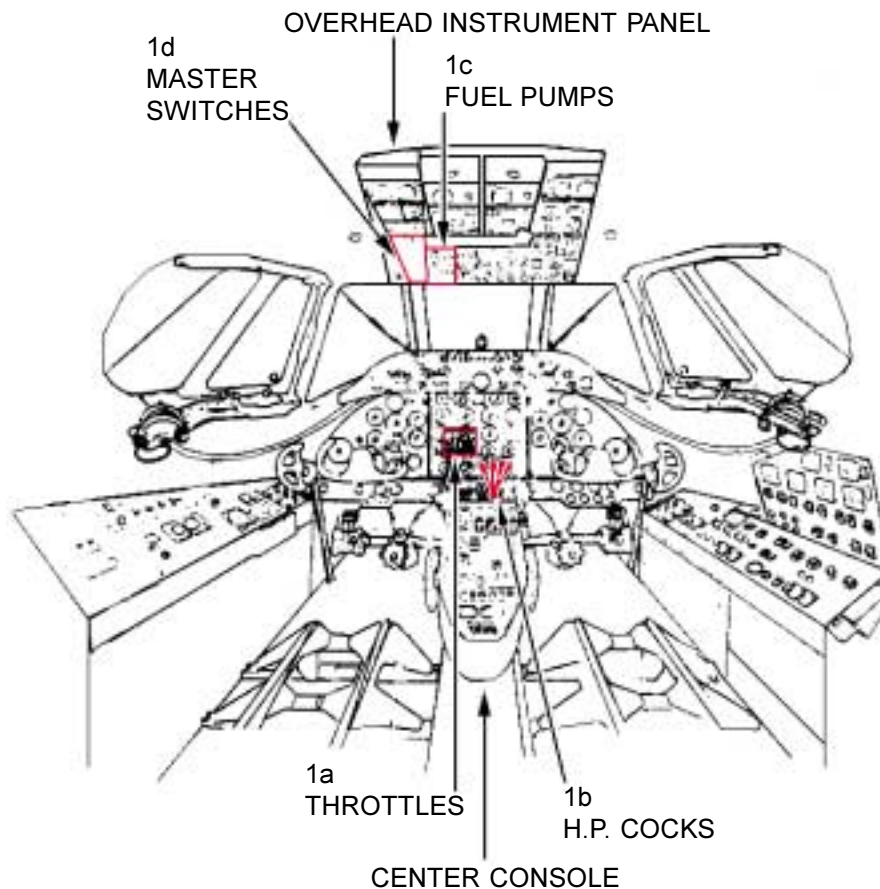
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Place the throttles, located on center console, to the SHUT position.
- Place the H.P. cocks, located on the center console, to the SHUT position.
- Place the fuel pumps, located on the left side of the overhead instrument panel, to the OFF position.
- Place the master switches, located on the left side of the overhead instrument panel, to the OFF position.

2. AIRCREW EXTRACTION

- Remove restraints from crew.
- Remove restraints from passengers.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

XINGU

AIRCRAFT ENTRY

1. NORMAL ENTRY

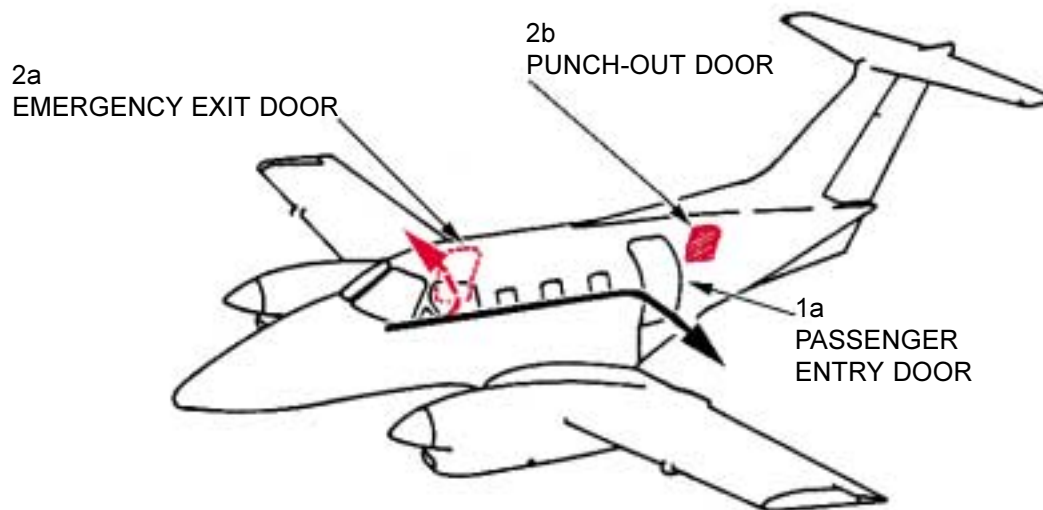
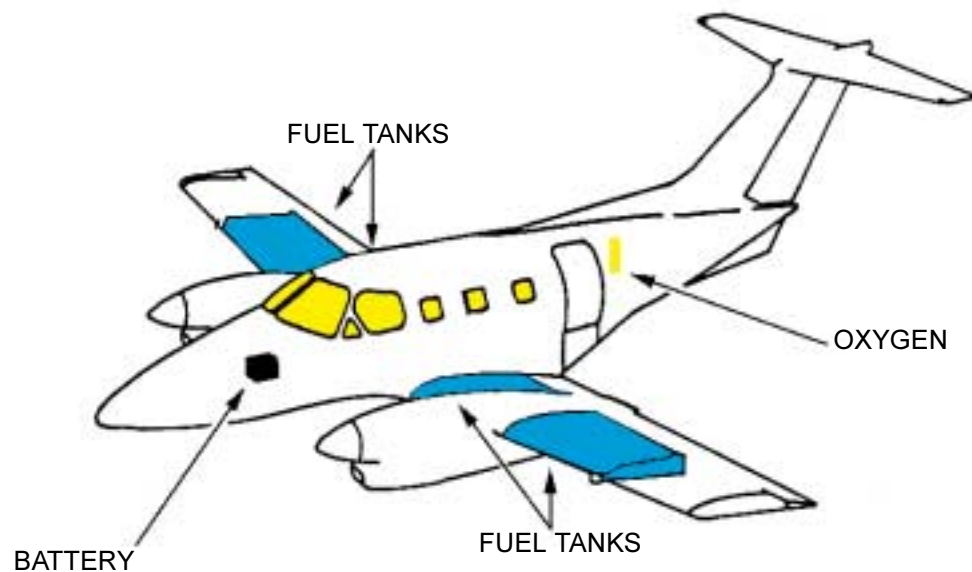
- a. Use passenger entry door, located on aft left side of fuselage.

2. EMERGENCY ENTRY

- a. Use the emergency exit door, located on the right side of the fuselage.
- b. A punch out door is located at the aft right side of the fuselage.

3. CUT-IN

- a. Cut-in cabin enclosure as required.



— NORMAL EXIT ROUTE

- - - EMERGENCY EXIT ROUTE

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

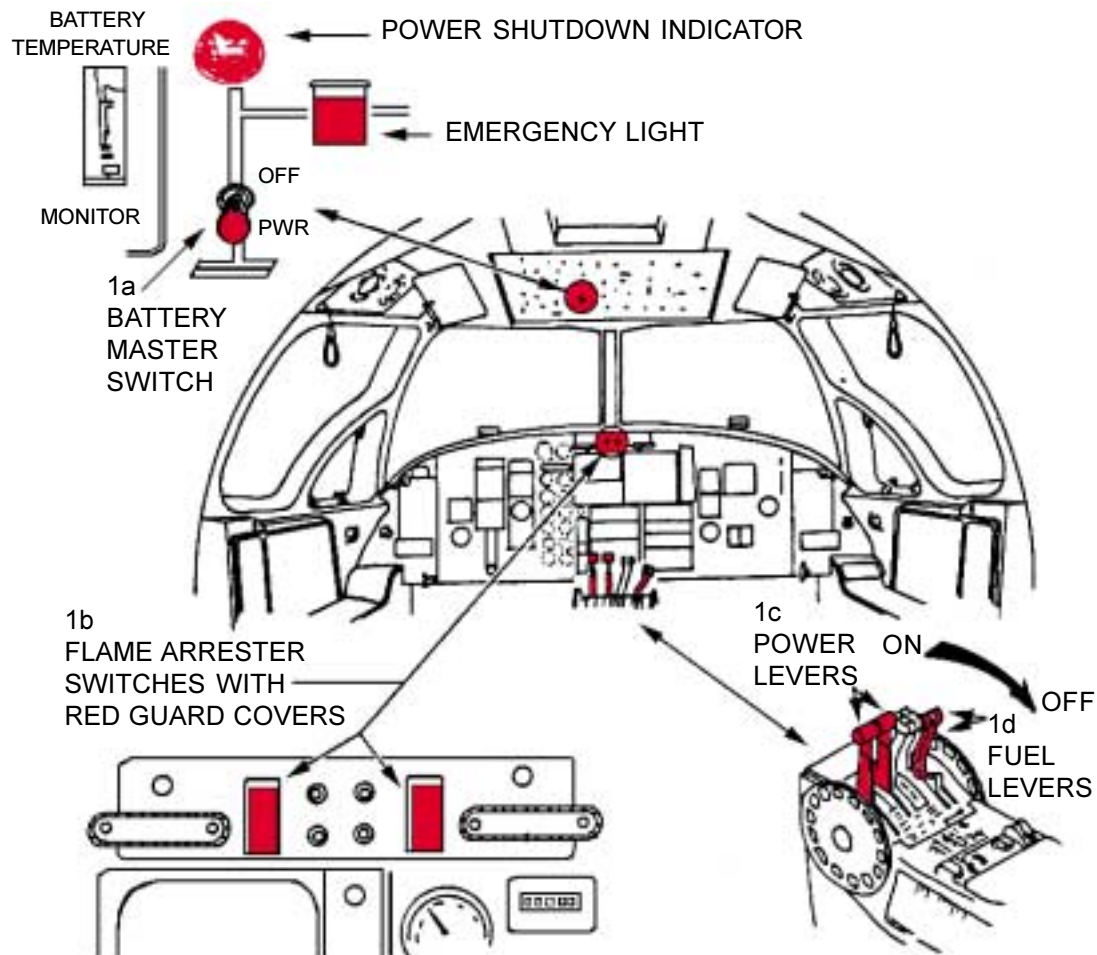
XINGU

1. ENGINE SHUTDOWN

- For electrical power shutdown, pull the master battery switch located on the overhead panel, out to the center OFF position.
- For flame arrester shutdown, located on the center top portion of the forward instrument panel, remove red guard covers, break wire and lift switches.
- For power lever shutdown, located on the center console, pull levers aft to the OFF position.
- Pull fuel levers, located on the center console, aft to the OFF position.

2. AIRCREW EXTRACTION

- Remove restraints from crew.
- Remove restraints from passengers.



NOTE

Chapter 36 contains emergency rescue and mishap response information for the following NATO aircraft:

VARIOUS	A380
GEU, ESP	707-307C
BEL	727
FRA	DC-8F

*** Aircraft information pending**

CHAPTER 36

NATO

LARGE COMMERCIAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

36-1. INTRODUCTION AND USE.

36-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

36-3. GENERAL ARRANGEMENT.

36-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

a. Recent technological advances in aviation have caused concern for the modern firefighter. Aircraft hazards, cabin configurations, airframe materials, and any other information that would be helpful in fighting fires, the locating and rescue of personnel will be added as the information becomes available.

b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

c. Procedural steps covering emergency/normal entrances, cut-ins, engine/APU shutdown, safetying ejection/escape systems, and aircrew extraction are outlined on the left side of each page with coordinated illustrations on the right.

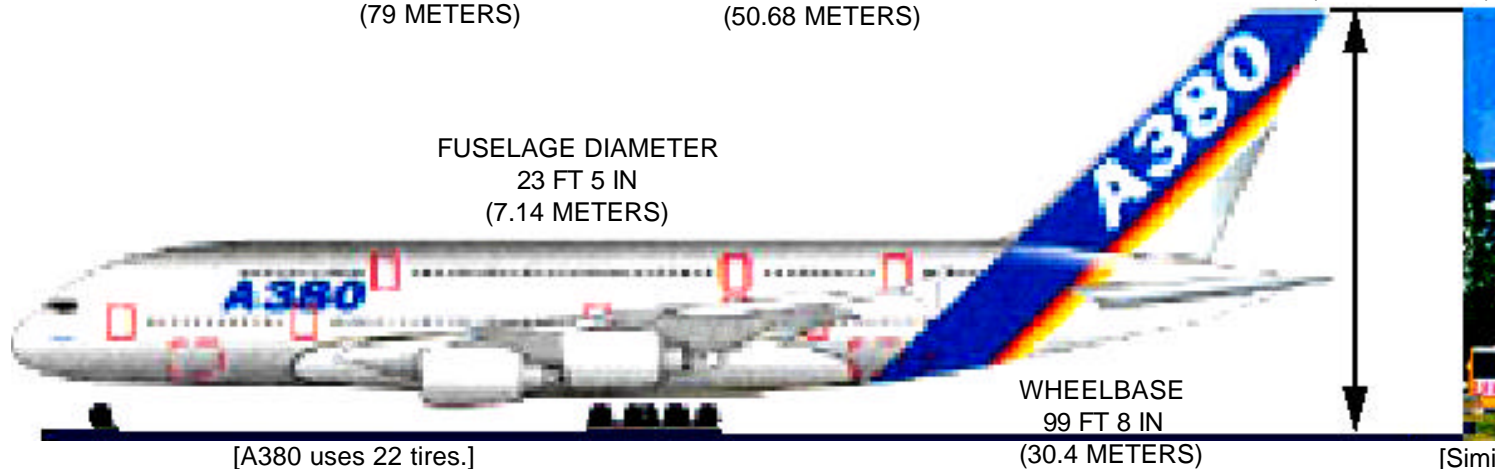
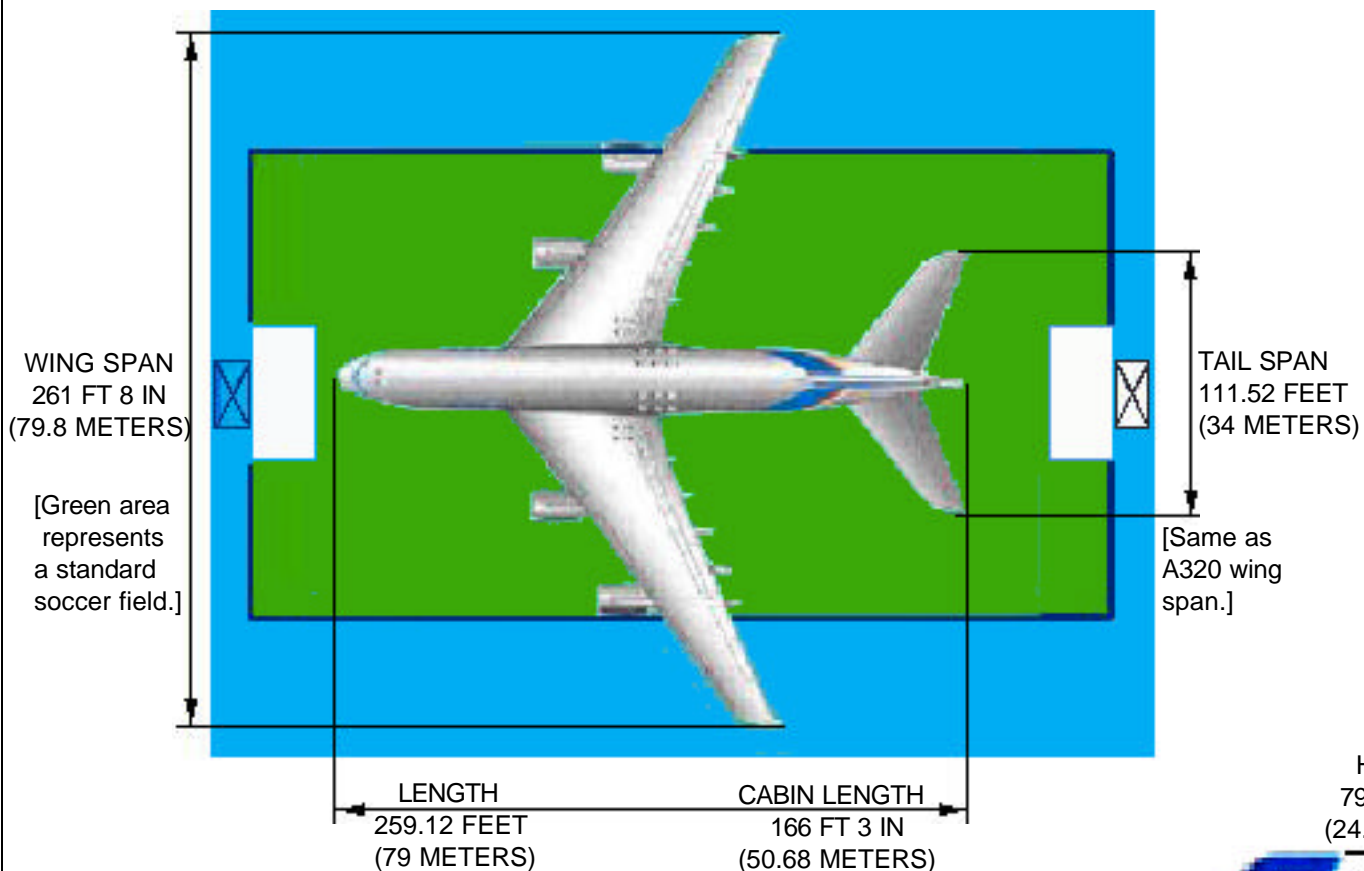
d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.



AIRCRAFT COMPARISONS



AIRBUS A380



AVERAGE ENGINE DIAMETER
AIR INTAKE
10.4 FEET
(3.170 METERS)

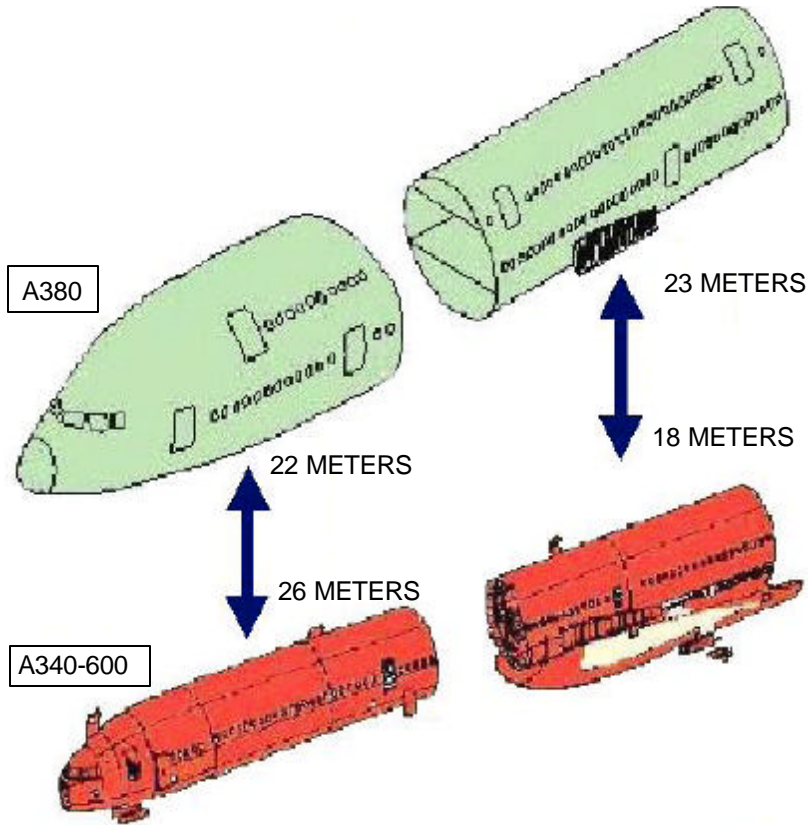
[Engine diameter is same as A320 fuselage diameter.]



[Similar in height of 8 story building]

CABIN CONFIGURATIONS

A380 CONSUMES 17,900 LITRES
OF FUEL PER HOUR
[FUEL AMOUNT: 310,000 LITRES
COMPARED TO A318 OF 23,860.]



AIRBUS A380



UPPER DECK 25 PALLETS



MAIN DECK 33 PALLETS



LOWER DECK 13 PALLETS



A380-800F
71 PALLETS

COMPARE WITH
A300-600F 22 PALLETS

1 - A380F COMPARES IN TONNAGE TRANSPORT TO
3 - A300/600F AIRCRAFT

EMERGENCY EXIT

THE A380 HAVE 18 DOORS WITH TWO EMERGENCY EXIT CHUTES SIZES. ONE FOR TOP DECK AND ONE FOR MAIN DECK AS ILLUSTRATED. IN COMPARISON TO THE A318 THAT HAS 6 DOORS WITH EMERGENCY CHUTES WITH ONE SIZE.

**AIRBUS A380**

IMPORTANT NOTICE

This file is only meant as introductory information. **AIRBUS** A380 and A380F information is in the PRELIMINARY ISSUE stage of development. A copyright file is available at the **AIRBUS** web site entitled "Airplane Characteristics For Airport Planning". To access this site, type the following address in your browser and click "GO".

http://www.content.airbusworld.com/SITES/Technical_Data/docs/AC/DATA_CONSULT/AC_A380.pdf



AIRCRAFT RESCUE AND FIRE FIGHTING CHART

NOTE

THIS CHART GIVES THE GENERAL LAYOUT OF THE
A380-800 STANDARD VERSION
THE NUMBER AND ARRANGEMENT OF THE
INDIVIDUAL ITEMS VARY WITH THE CUSTOMERS.

ISSUED BY : AIRBUS S.A.S.
CUSTOMER SERVICES
TECHNICAL DATA SUPPORT AND SERVICES
31707 BLAGNAC CEDEX
FRANCE

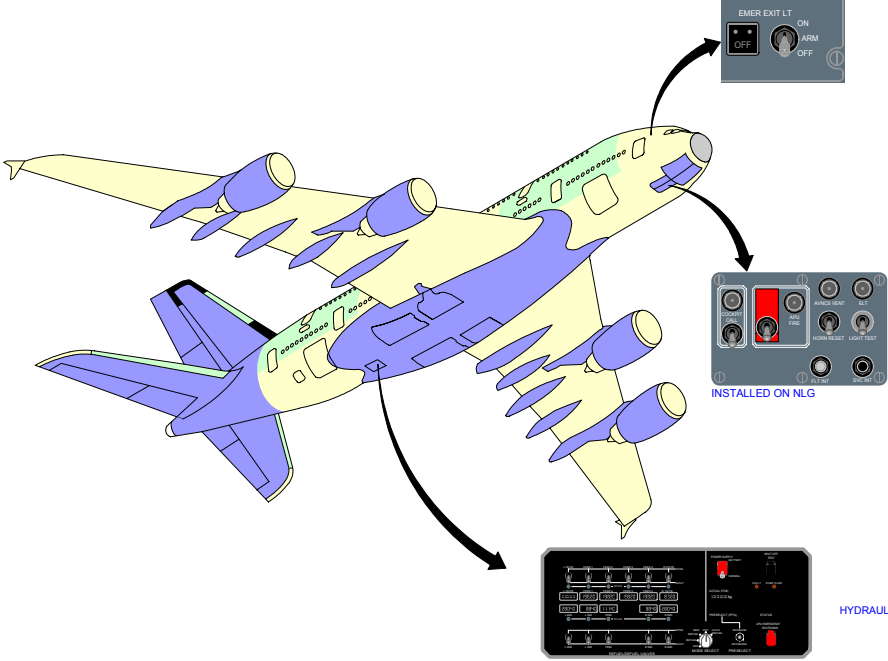
ISSUE DATE : APRIL 2005

REFERENCE : L_CC_111111_0_AAM0_01_00

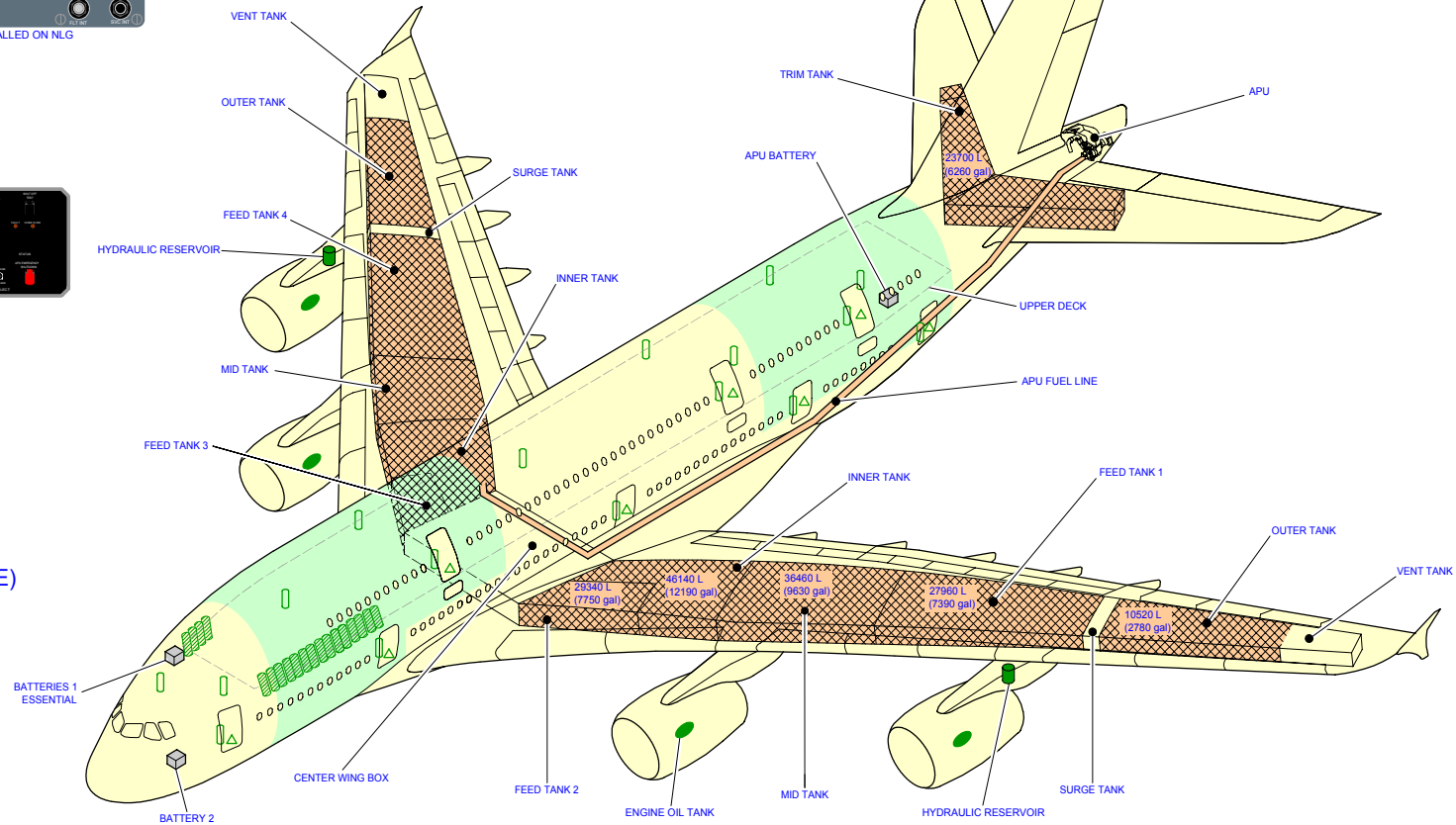
TABLE OF CONTENTS

1. Location of Hazardous Materials and Highly Flammable Components
2. Hazardous Component Location
3. Landing Gear Ground Lock Safety Pin Installation
4. Evacuation / Escape Slide / Raft
5. Passenger / Crew Doors and Emergency Exits Opening
6. Cargo Door Opening
7. Structural Break-in Point Principle and Location
8. Batteries Location and Control Panel
9. Emergency Exit Light Control Panel
10. Engine and APU Control and Fire Handle Panels
11. APU Compartment Access
12. A/C Ground Clearances





- Carbon fiber reinforced plastic (CRFP)
- Glass fiber reinforced plastic (GFRP)
- Quartz fiber reinforced plastic (QFRP)
- Glass Reinforced Aluminium Laminate (GLARE)



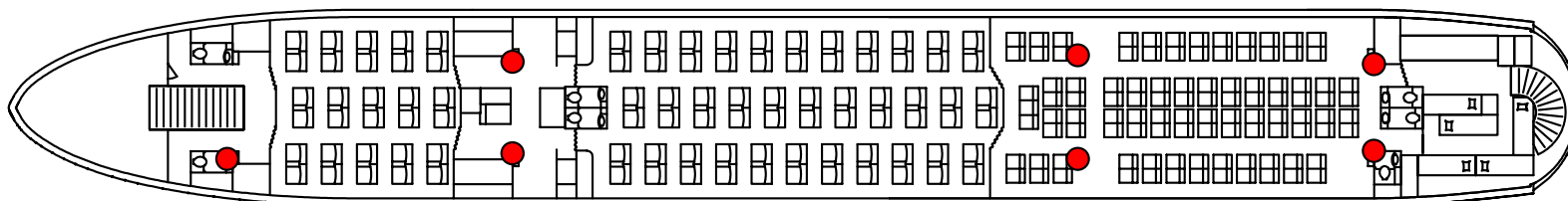
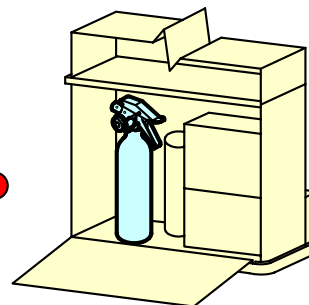
WARNING : WHEN THE WHEEL IS HOT OR ON FIRE APPROACH THE LANDING GEAR ONLY FROM FWD OR AFT AS TIRES MAY EXPLODE

WHEEL OVERHEAT/FIRE :

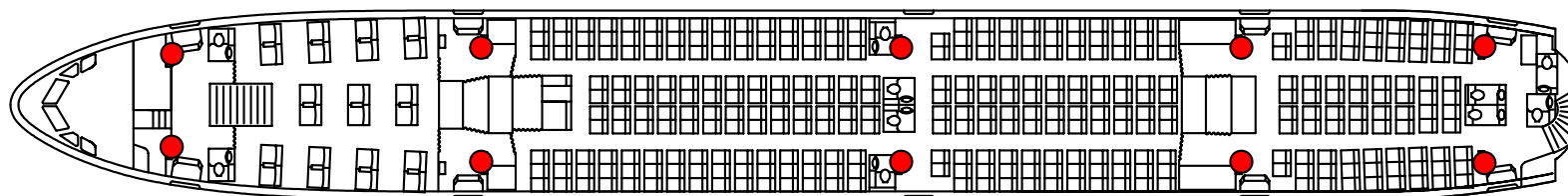
- BRAKED WHEELS ARE EQUIPPED WITH INBOARD MOUNTED THERMAL FUSE PLUGS WHICH MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE
- UNLESS THERE IS A FIRE, DO NOT APPLY EXTINGUISHING AGENT (LIQUID, WATER, MIST, FOAM ETC.) WITH A SPRAY GUN ONTO A HOT TIRE IF IT IS INFLATED
- CARBON BRAKES ARE INSTALLED

- PASSENGER AND CREW OXYGEN BOTTLES
- PORTABLE FIRE EXTINGUISHER BOTTLE
- NITROGEN BOTTLE

FIRE EXTINGUISHERS ●



UPPER DECK



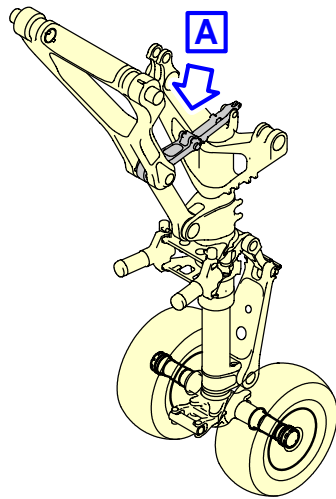
MAIN DECK



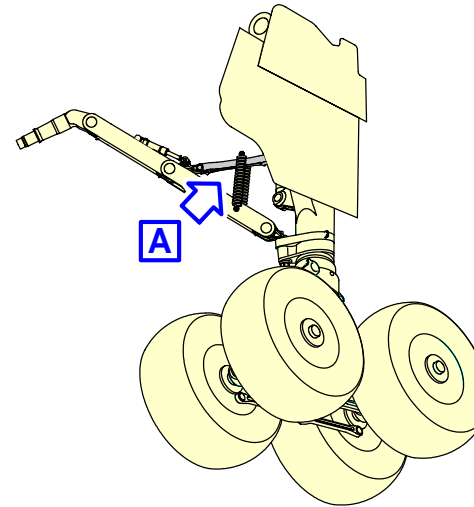
A380

AIRCRAFT RESCUE AND FIRE FIGHTING CHART

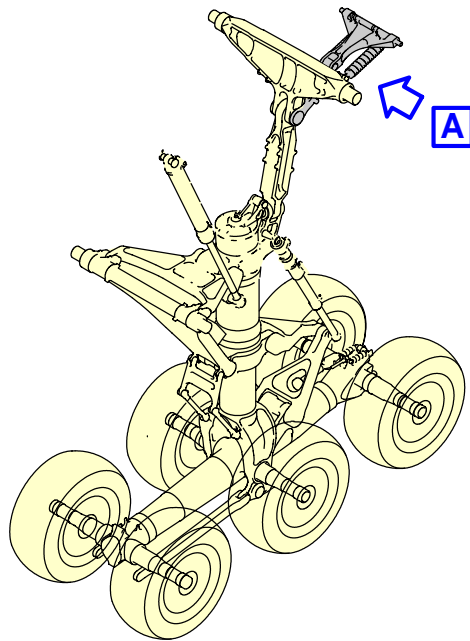
2. HAZARDOUS COMPONENT LOCATION



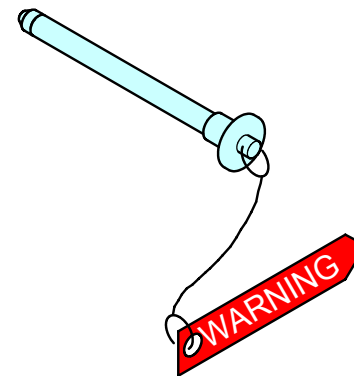
NOSE GEAR



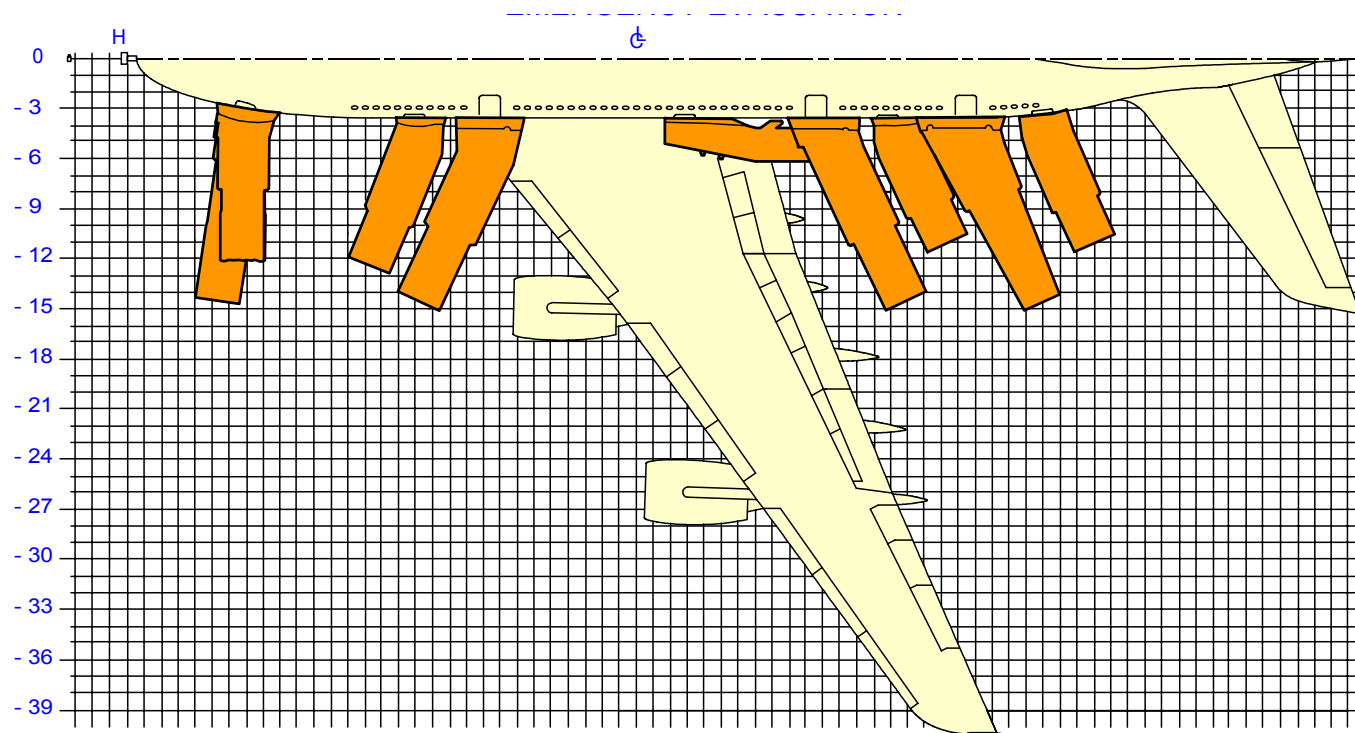
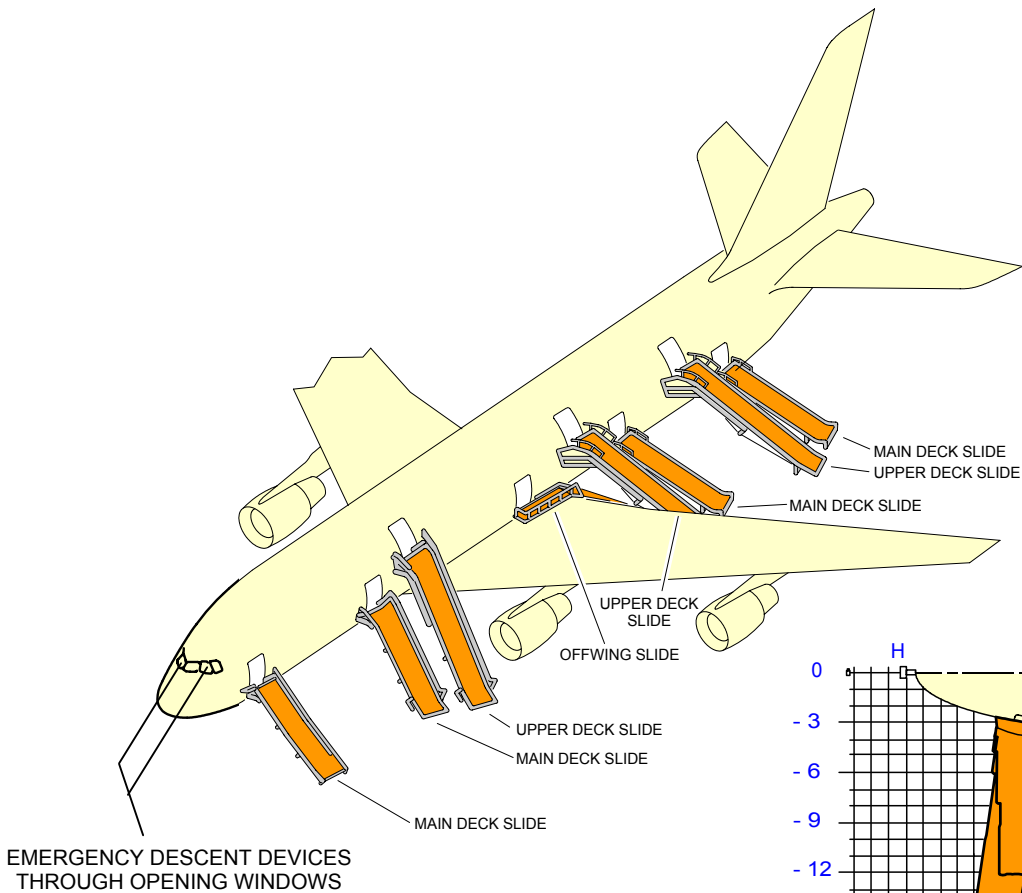
WING GEAR



BODY GEAR



A

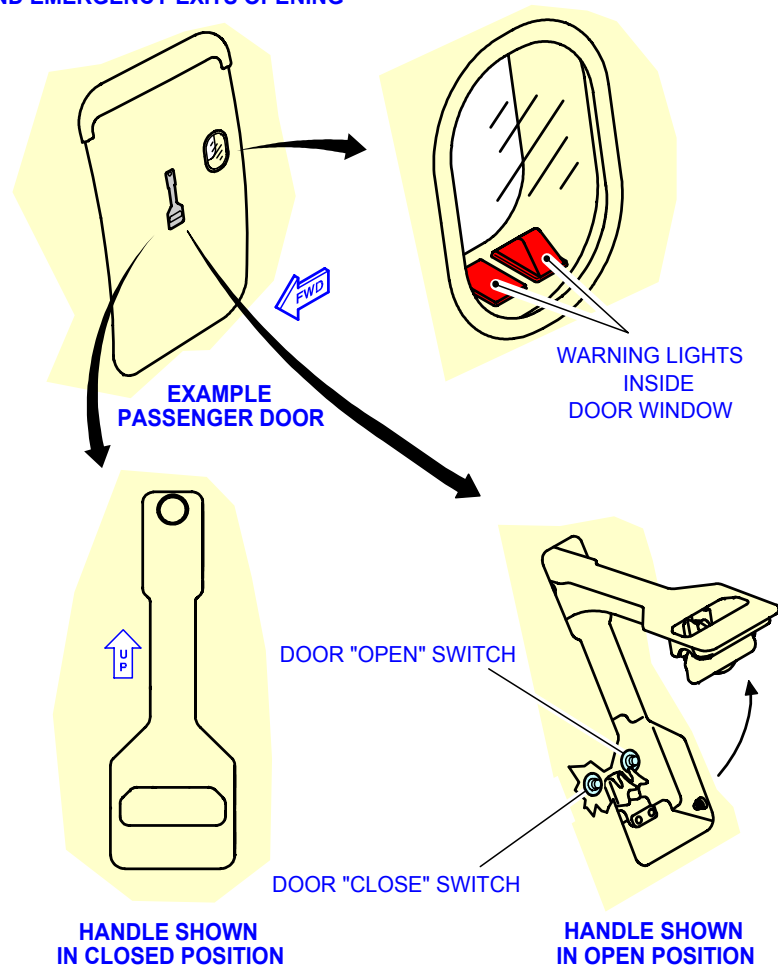


EXTERIOR CONTROL HANDLES OF PASSENGER / CREW DOORS AND EMERGENCY EXITS

4. PASSENGER / CREW DOORS AND EMERGENCY EXITS OPENING

TO OPEN :

- 1 - PUSH FLAP TO GRASP HANDLE
- 2 - LIFT HANDLE FULLY UP TO HORIZONTAL POSITION
- 3 - PRESS THE SWITCH BUTTON

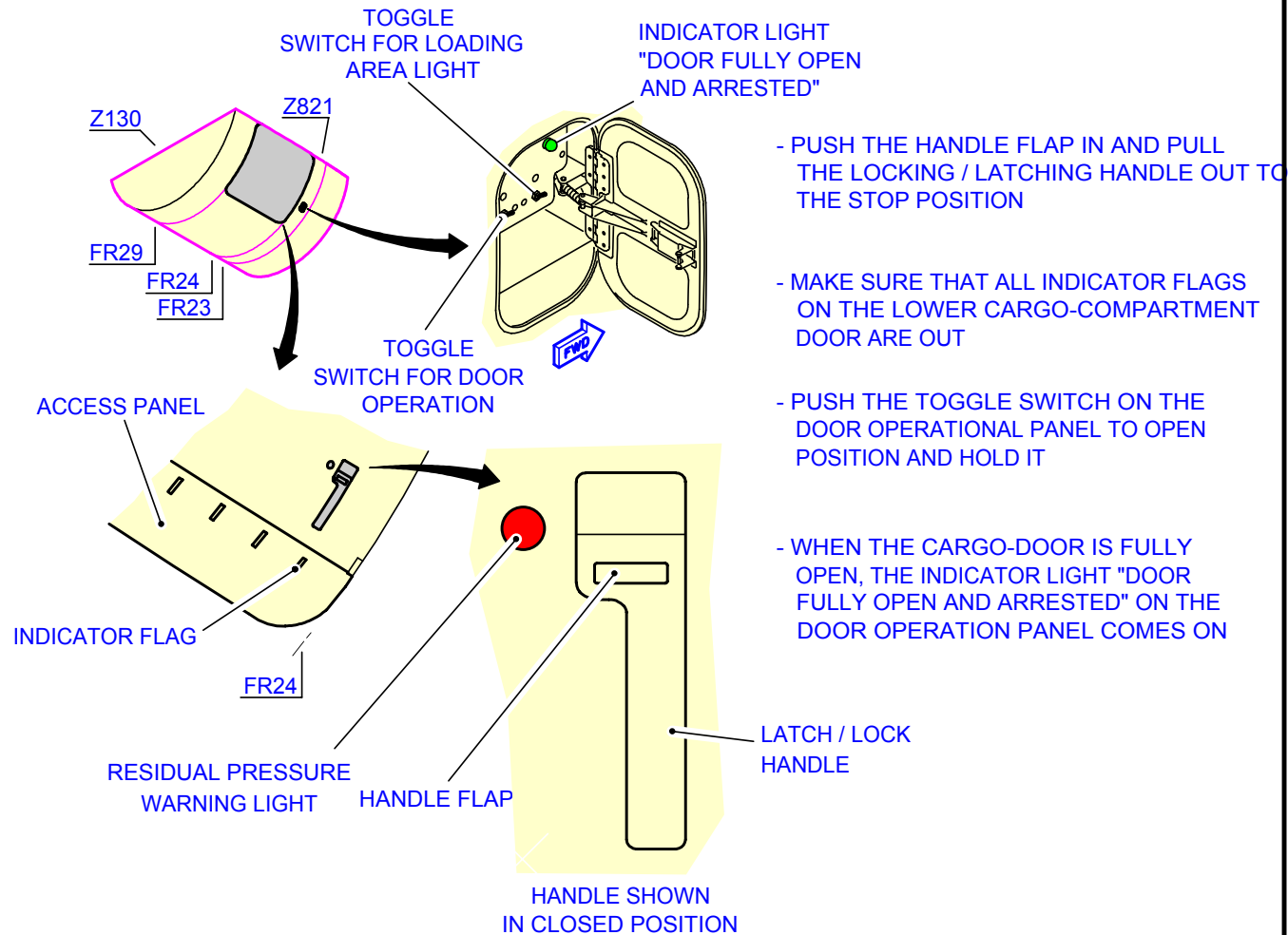


AIRCRAFT RESCUE AND FIRE FIGHTING CHART

5. PASSENGER/CREW DOORS AND EMERGENCY EXITS OPENING

FWD AND AFT CARGO COMPARTMENT DOOR CONTROL

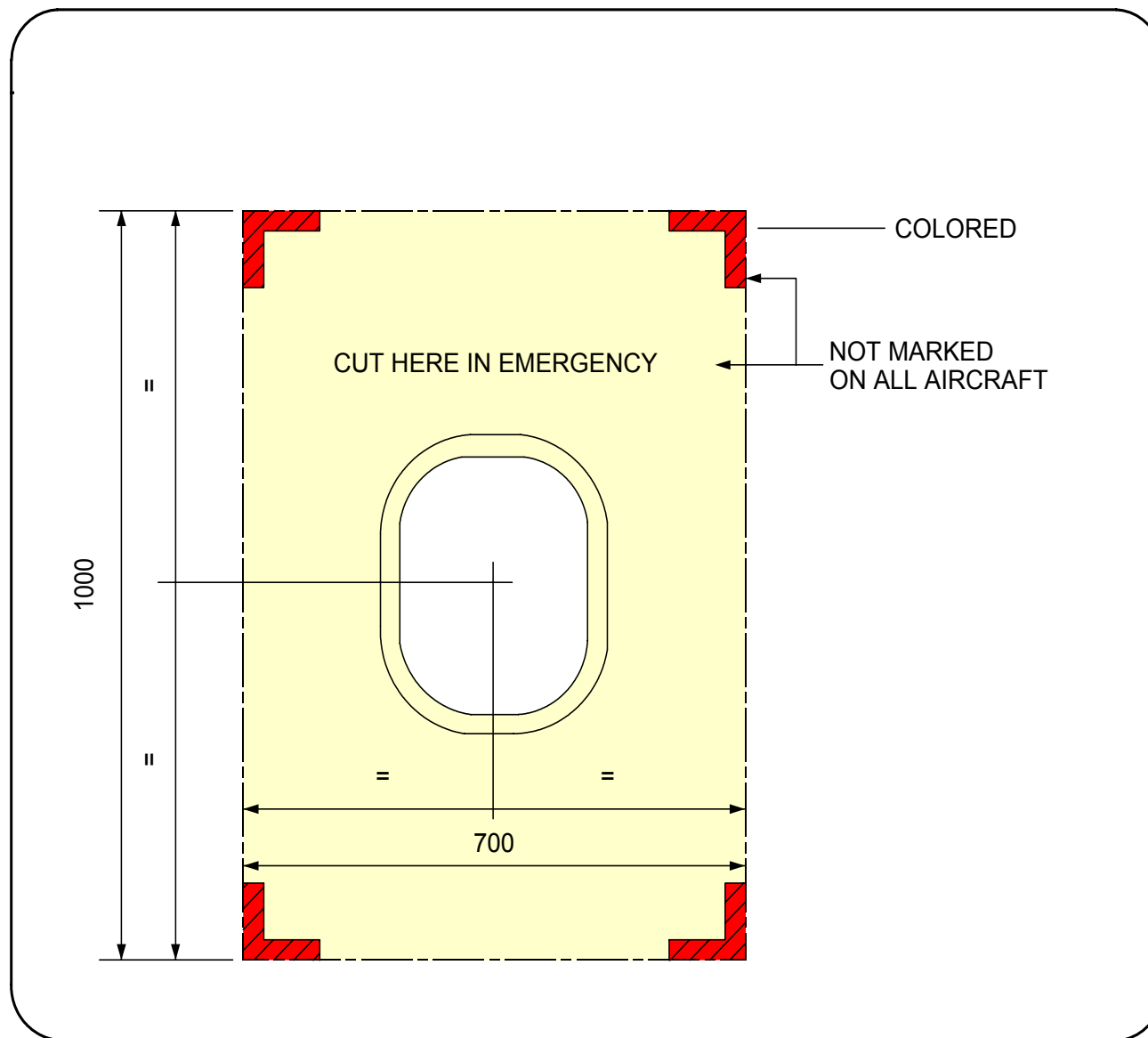
5. CARGO DOOR OPENING

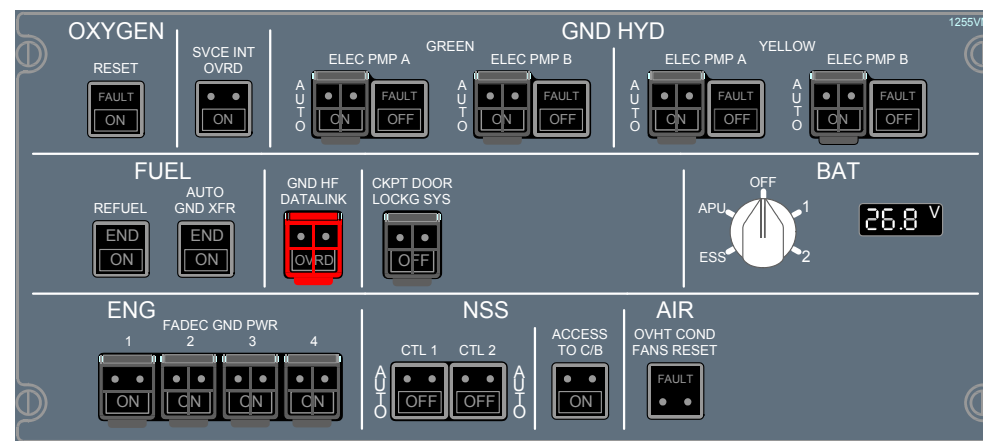
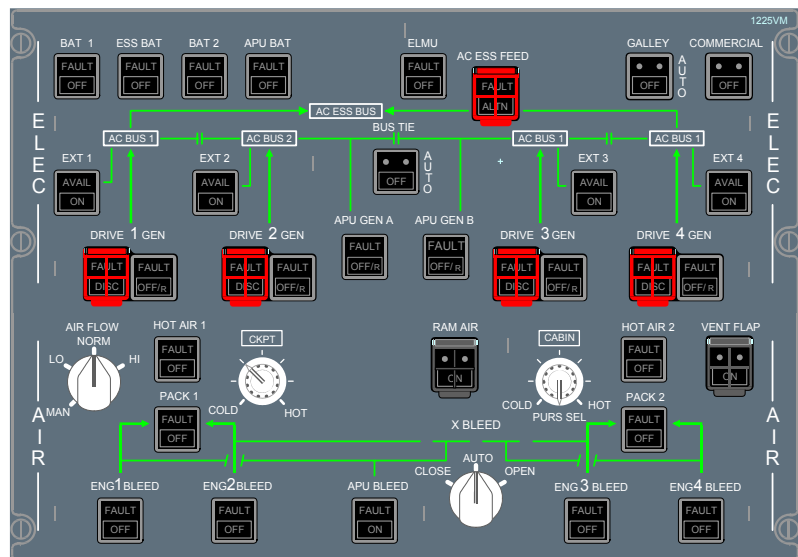
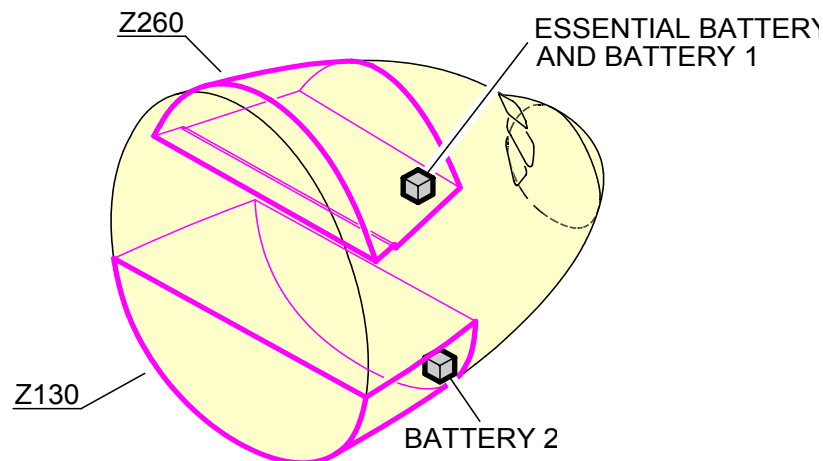
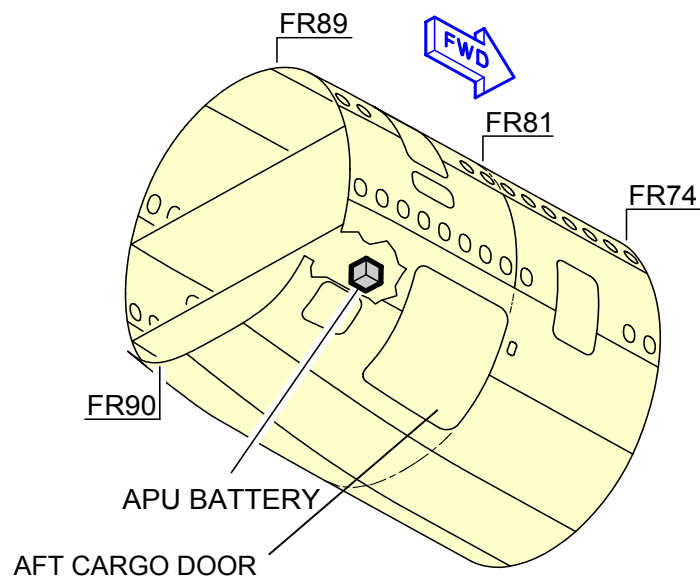


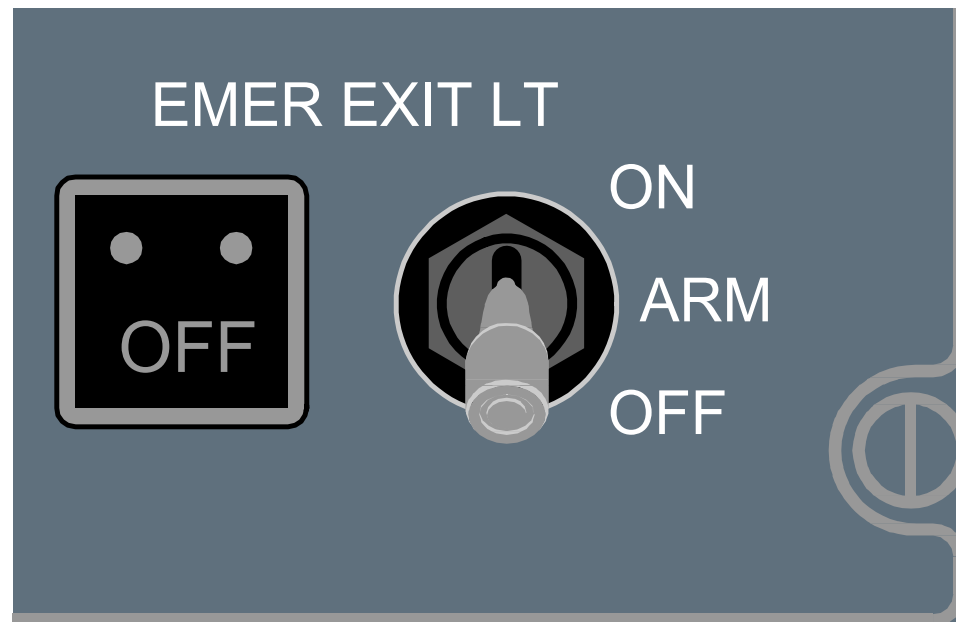
A380

AIRCRAFT RESCUE AND FIRE FIGHTING CHART

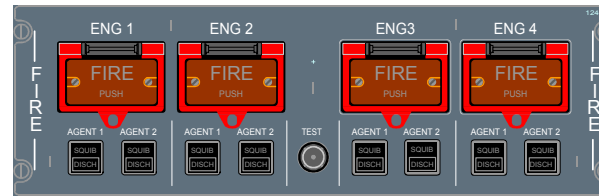
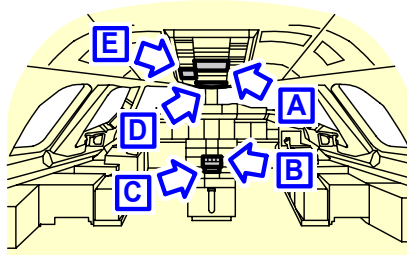
6. CARGO DOOR OPENING



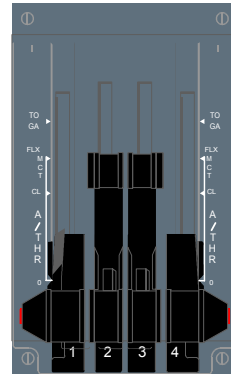




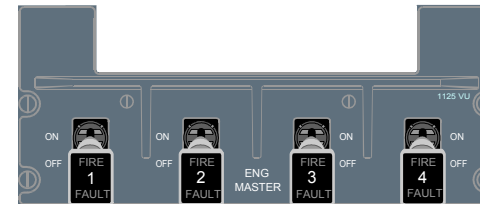
ENGINE 1-4 FIRE AND APU FIRE HANDLES



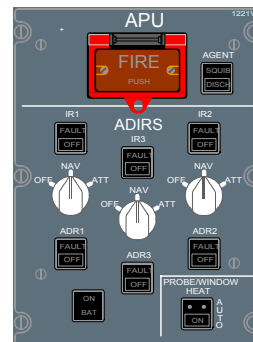
A



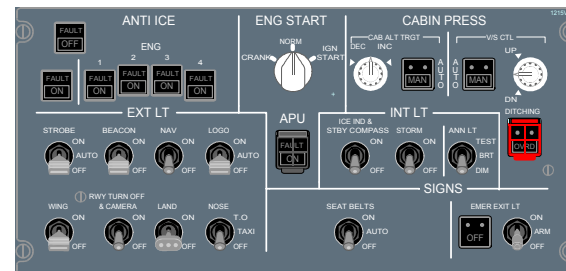
B



C



E



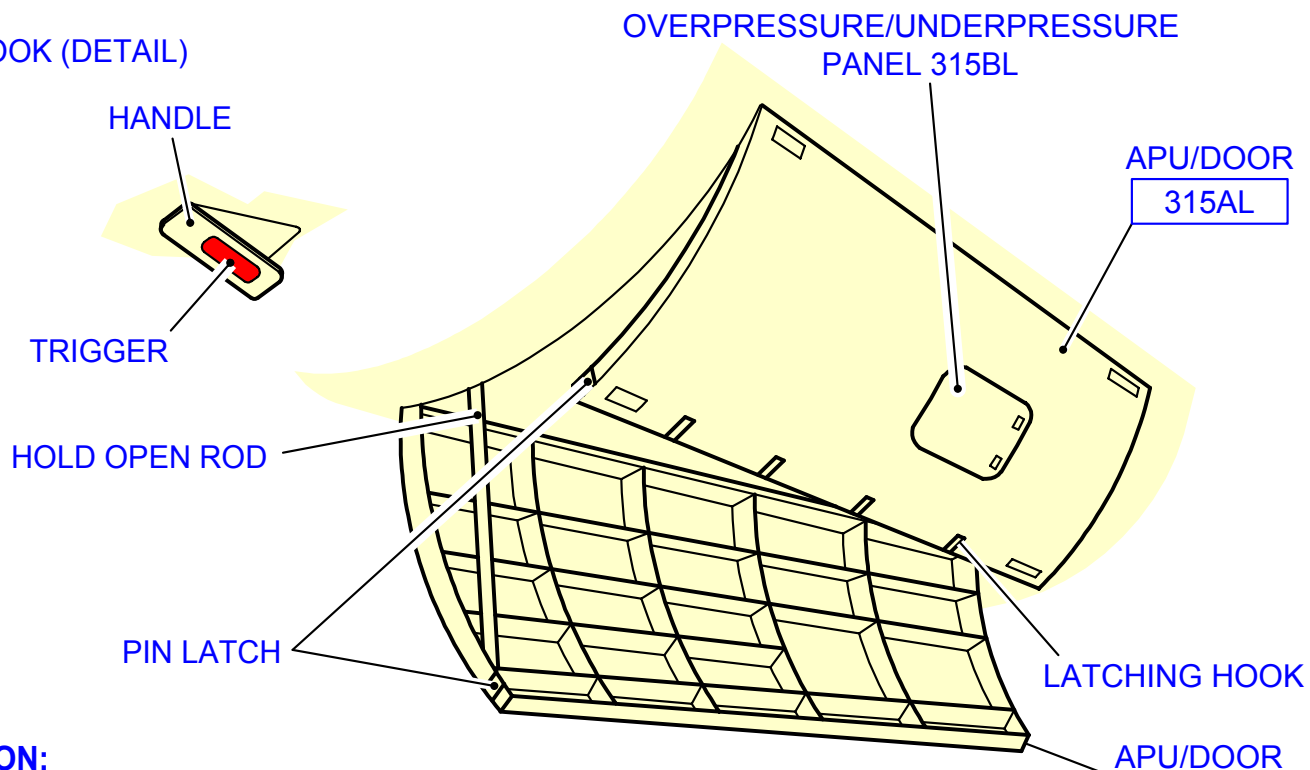
D



AIRCRAFT RESCUE AND FIRE FIGHTING CHART
10. ENGINE AND APU CONTROL AND FIRE HANDLE
PANELS

APU ACCESS DOOR

LATCHING HOOK (DETAIL)

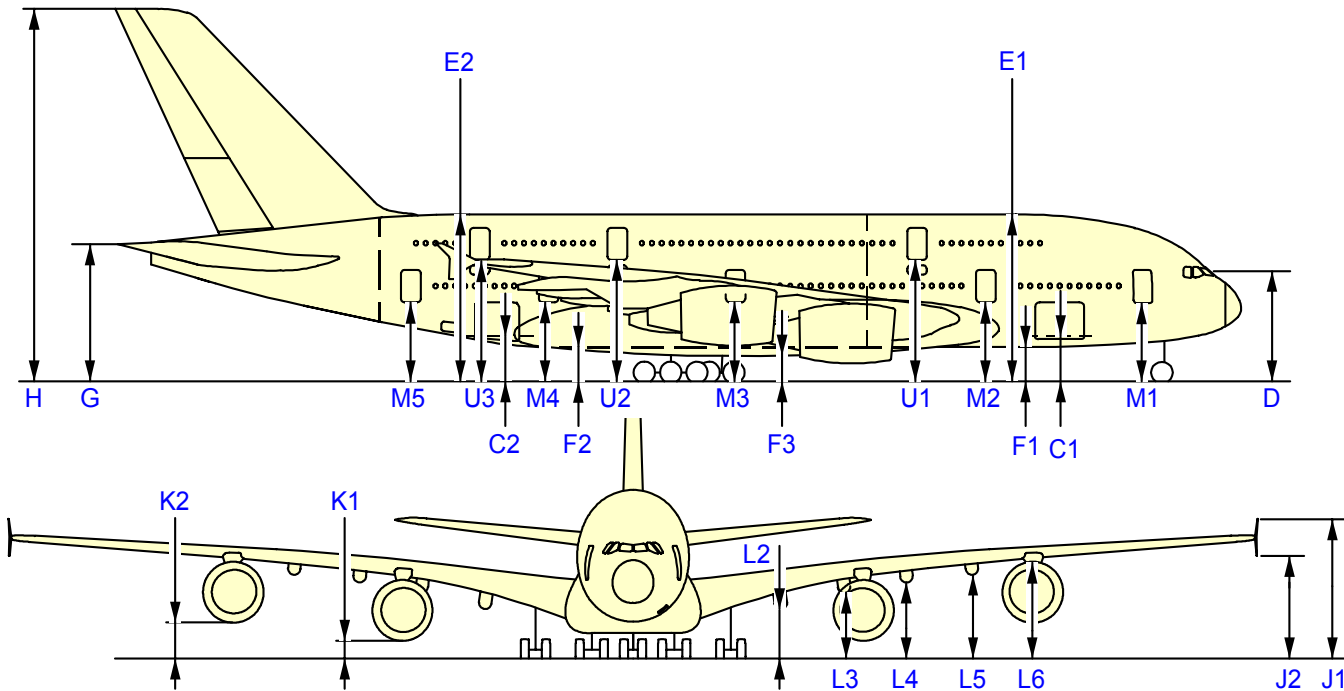


OPERATION:

- 1 - RELEASE LATCHES ON DOOR 315AL.
- 2 - OPERATE TRIGGER MECHANISM OF LATCH PINS SO THAT DOOR 315AL SWINGS DOWN.
- 3 - INSTALL OPEN ROD ON FUSELAGE TO LOCK DOOR 315AL.
- 4 - OPERATE TRIGGER MECHANISM OF LATCH PINS SO THAT DOOR 315AR SWINGS DOWN.
- 5 - PUSH DOOR 315AR INTO OVERCENTER POSITION.



GROUND CLEARANCES



A/C CONFIGURATION	300t AFT CG (43%)	
	m	ft
C1	3.30	10.8
C2	3.23	10.6
D	7.42	24.3
E1	11.00	36.1
E2	10.93	35.9
F1	2.59	8.5
F2	2.38	7.8
F3	1.82	6.0
G	9.20	30.2
H	24.17	79.3
J1	8.22	27.0
J2	5.94	19.5
K1	1.30	4.2
K2	2.27	7.4
L2	3.26	10.7
L3	4.31	14.1
L4	4.93	16.2
L5	5.34	17.5
L6	5.61	18.4
M1	5.34	17.5
M2	5.32	17.5
M3	5.29	17.3
M4	5.26	17.3
M5	5.25	17.2
U1	8.06	26.5
U2	8.03	26.3
U3	8.01	26.3

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
24 Foot Ladder
35 Foot Ladder
Fire Drill II

707-307C**1. NORMAL/EMERGENCY ENTRY****NOTE:**

Refer to Chapter 17 for more information about the Boeing 707 and other versions.

- Overwing escape hatches both sides-Push red panel, located top center of hatches, in and push hatches inward.
- Pull handle, located left side forward and aft entry doors, outward and rotate clockwise.
- Pull handle, located forward and aft galley doors right side, outward and rotate counterclockwise.
- Press red handle, located on escape hatch top right forward crew compartment, and pull out.

2. CUT-IN

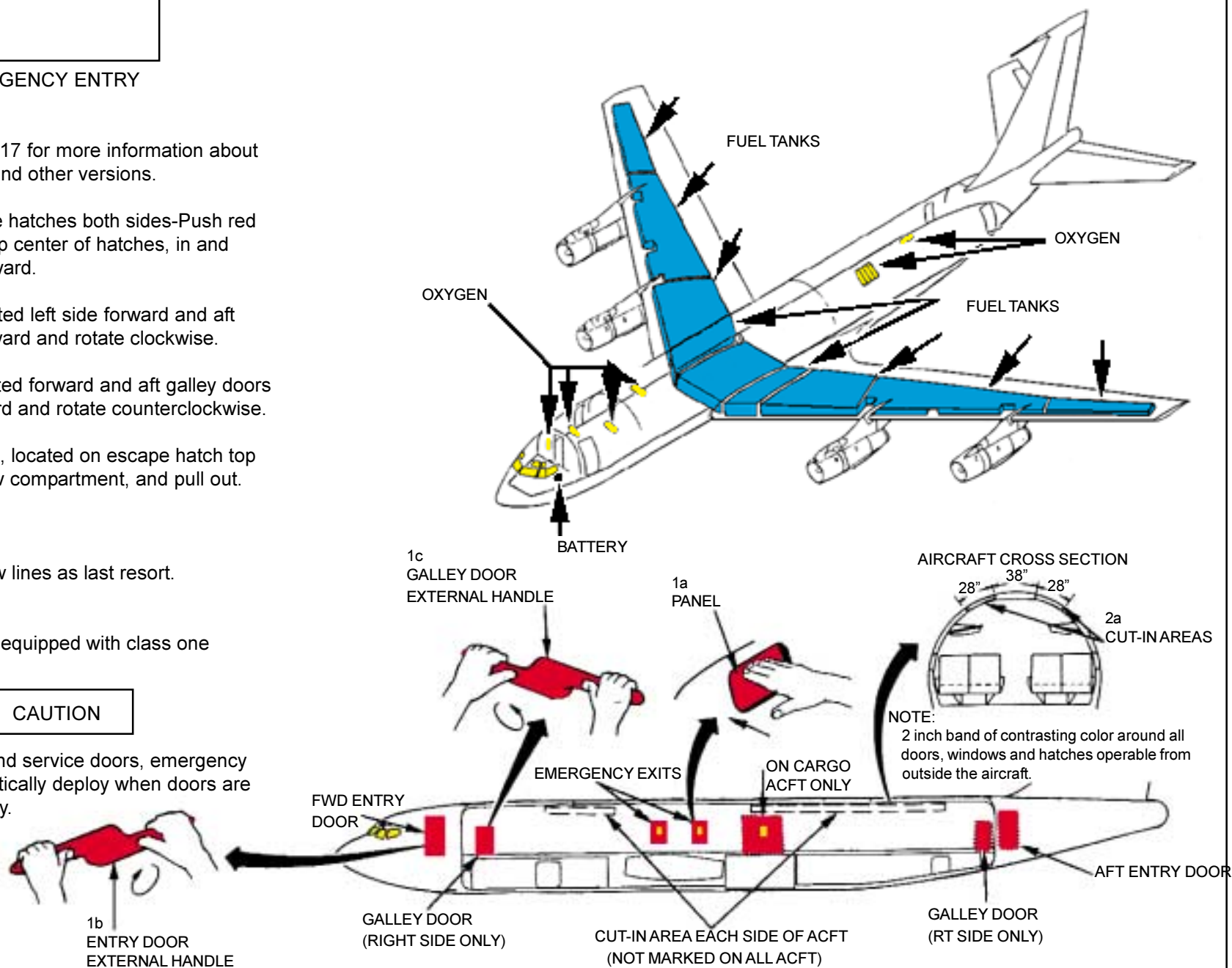
- Cut along window lines as last resort.

NOTE:

Some series are equipped with class one escape hatches.

CAUTION

For passenger and service doors, emergency slide will automatically deploy when doors are opened externally.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

707-307C

1. ENGINE SHUTDOWN

- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place engine start levers, located on pilot's center console, to CUT OFF position
- Pull emergency fire T-handles, located top center above instrument panel.
- Place engine start switches, located on pilot's overhead panel, to OFF position.
- In case of APU fire, pull APU fire switch, located on the upper left flight engineer's panel, out to apply agent to APU.
- If no APU fire, place APU master switch, located on the upper left flight engineer's panel, to OFF position.
- Place battery switch, located on lower right flight engineer's panel, down to OFF position.

2. AIRCREW EXTRACTION

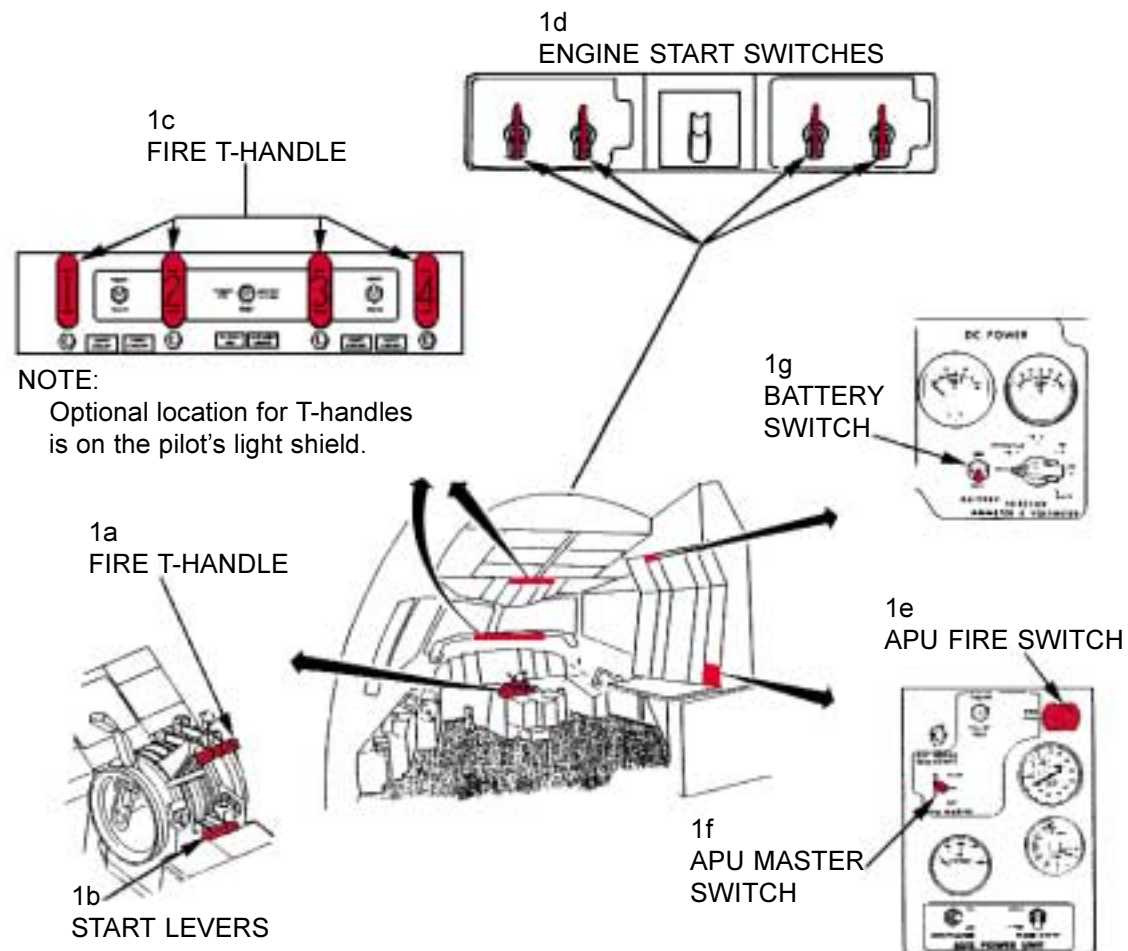
- Unlatch lap belts and remove shoulder harness from crewmembers.
- Depress seat control handles, located on flight engineer's seat, and rotate from left to right.

NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat controls to retract seats to aft position.

NOTE:

Passenger seats are equipped with lap belts only.



The aircraft information is located in Chapter 18
containing Commercial aircraft.

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
35 Foot Ladder

DC 8F

AIRCRAFT ENTRY-STRETCHED VERSION

1. NORMAL/EMERGENCY ENTRY

- a. OVERWING ESCAPE HATCHES, both sides. To open, push in on plate to unlock, push inward and lift upward.
- b. LEFT FORWARD AND AFT ENTRY DOOR. To open, pull handles out, rotate counterclockwise, push front door edge in, pulling rear edge out and swing door forward.
- c. RIGHT FORWARD AND AFT SERVICE DOOR. To open, pull handles out, rotate clock-wise, push rear door edge in, pulling front edge out and swing door forward.
- d. EMERGENCY EXIT DOOR. To open, pull handle, located top center of door, down and door lowers to open position.
- e. SIDE WINDOW EMERGENCY EXIT
Open side window with internal handle. Use over head rope to aid escape.

NOTE:

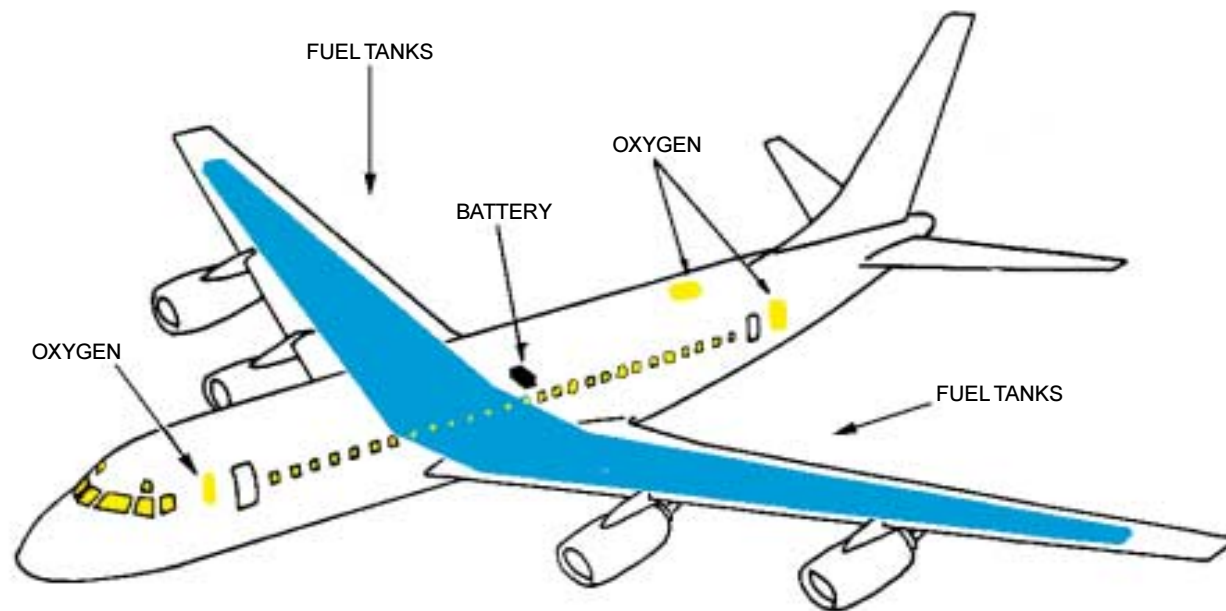
Doors are hinged at bottom edge.

WARNING

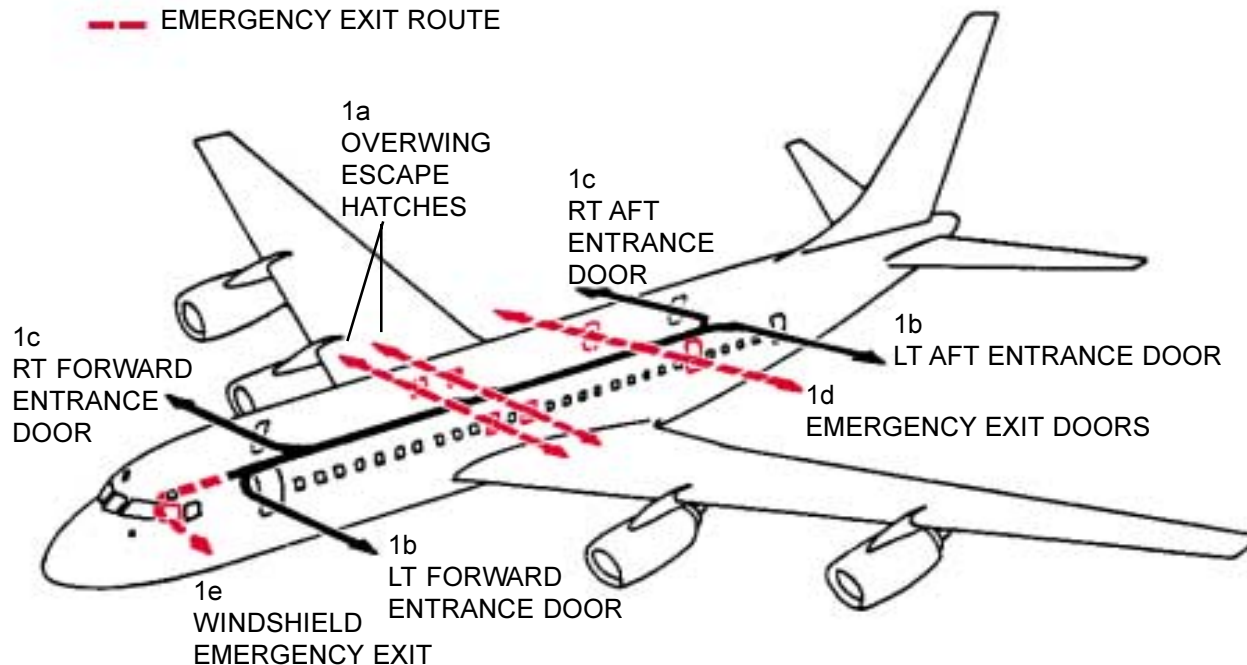
When doors are opened from outside, slide chutes automatically deploy. An opening door could injure rescue personnel

2. CUT-IN

- a. Cut along window line as a last resort.



— NORMAL EXIT ROUTE
- - - EMERGENCY EXIT ROUTE



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Retard fuel control levers, located on center console, to full aft OFF position.
- Retard throttles, located on center console, to IDLE START position.
- Place battery switch, located on upper left corner of flight engineer's panel, to OFF position.

NOTE:

If engines fail to shutdown, pull emergency fire T-handles, located on center overhead panel.

This type aircraft is not equipped with an APU.

2. AIRCREW EXTRACTION

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- Passenger seats are equipped with lap belts only.

NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.

