

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

THIS IS SEGMENT 7 COVERING CHAPTER 6 FROM THE C-130 TO WC-135W.

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



WRITTEN CORRESPONDENCE:

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

SEGMENT 7 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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>
6	C-130	ALL	File updated.
6	C-130J	ALL	File updated.

NOTE

Chapter 6 contains emergency rescue and mishap response information for the following aircraft:

USAF	C-5
USAF	C-7
USAF	(V)C-9A/C
USAF	C-12C/D/F
USAF	C-12J
USAF	C-17A
USAF	C-18
USAF	C-18D
USAF	C-20
USAF	C-20H
USAF	C-21
USAF	C-22B
USAF	C-23A
USAF	C-26
USAF	C-27A
USAF	C-32A
USAF	C-37A
USAF	C-38A
USAF	C-40
USAF	C-130
USAF	C-130J
USAF	C-135
USAF	NC-135W
USAF	RC-135S
USAF	RC-135U
USAF	RC-135V/W
USAF	TC-135S
USAF	TC-135W
USAF	WC-135C
USAF	WC-135W
USAF	(V)C-137
USAF	C-141
USAF	NC-141A
USAF	C-212
USAF	KC-10A

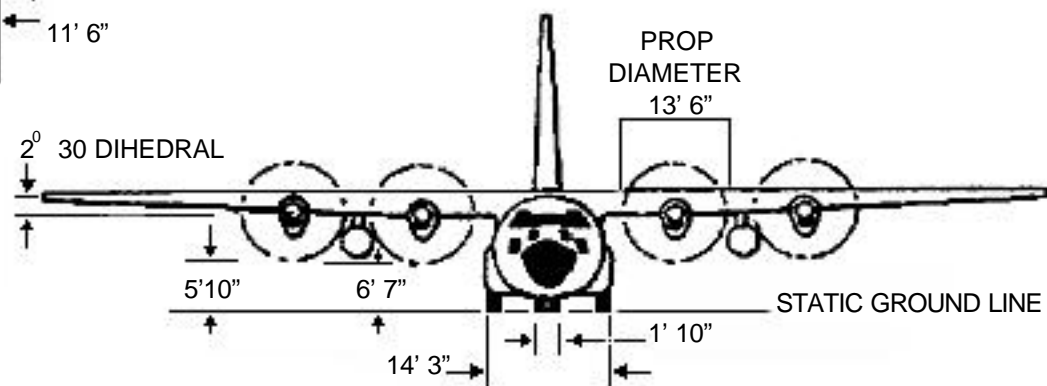
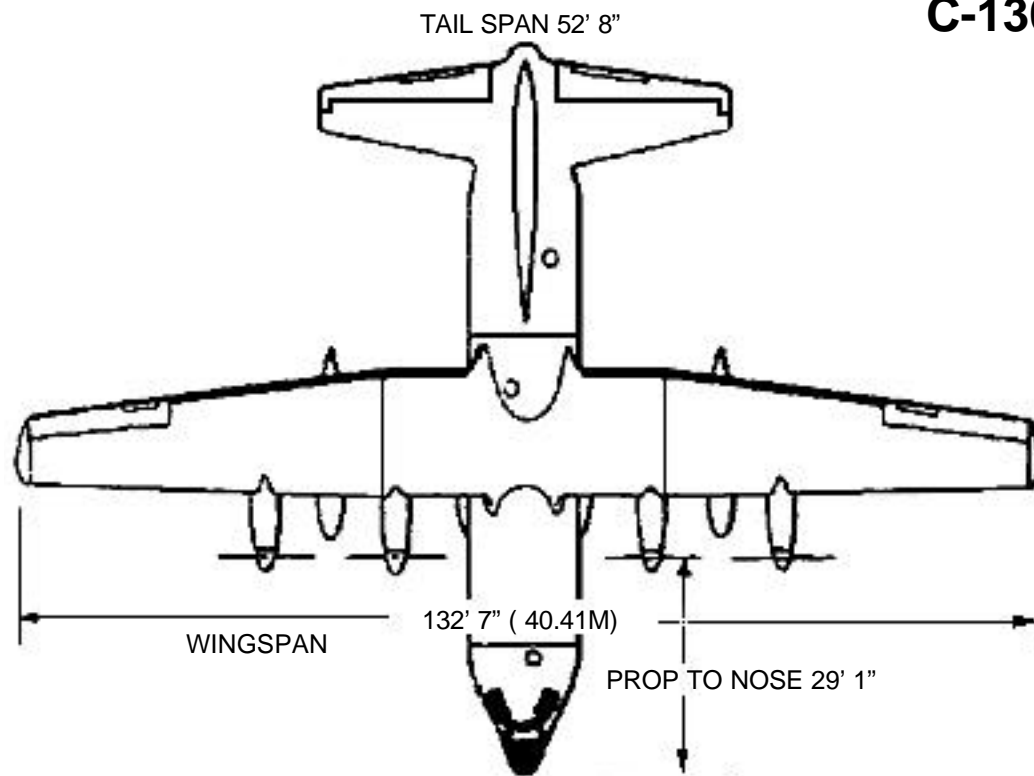
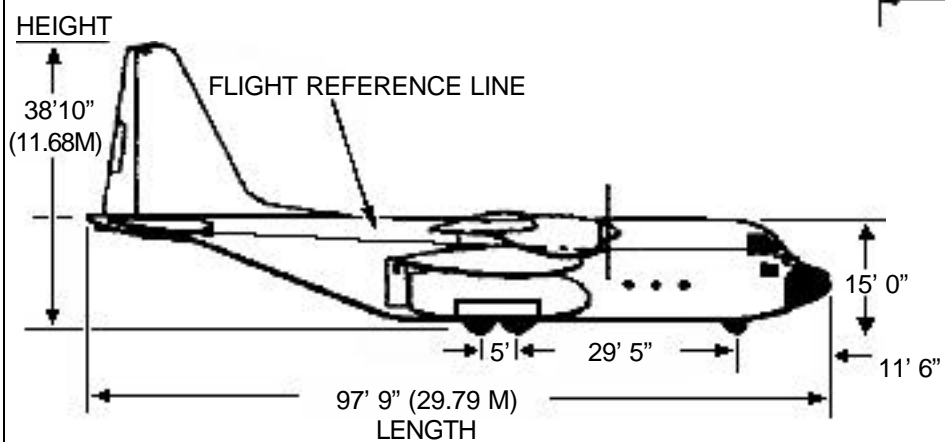
AIRCRAFT PAINT SCHEME

C-130



AIRCRAFT DIMENSIONS

C-130



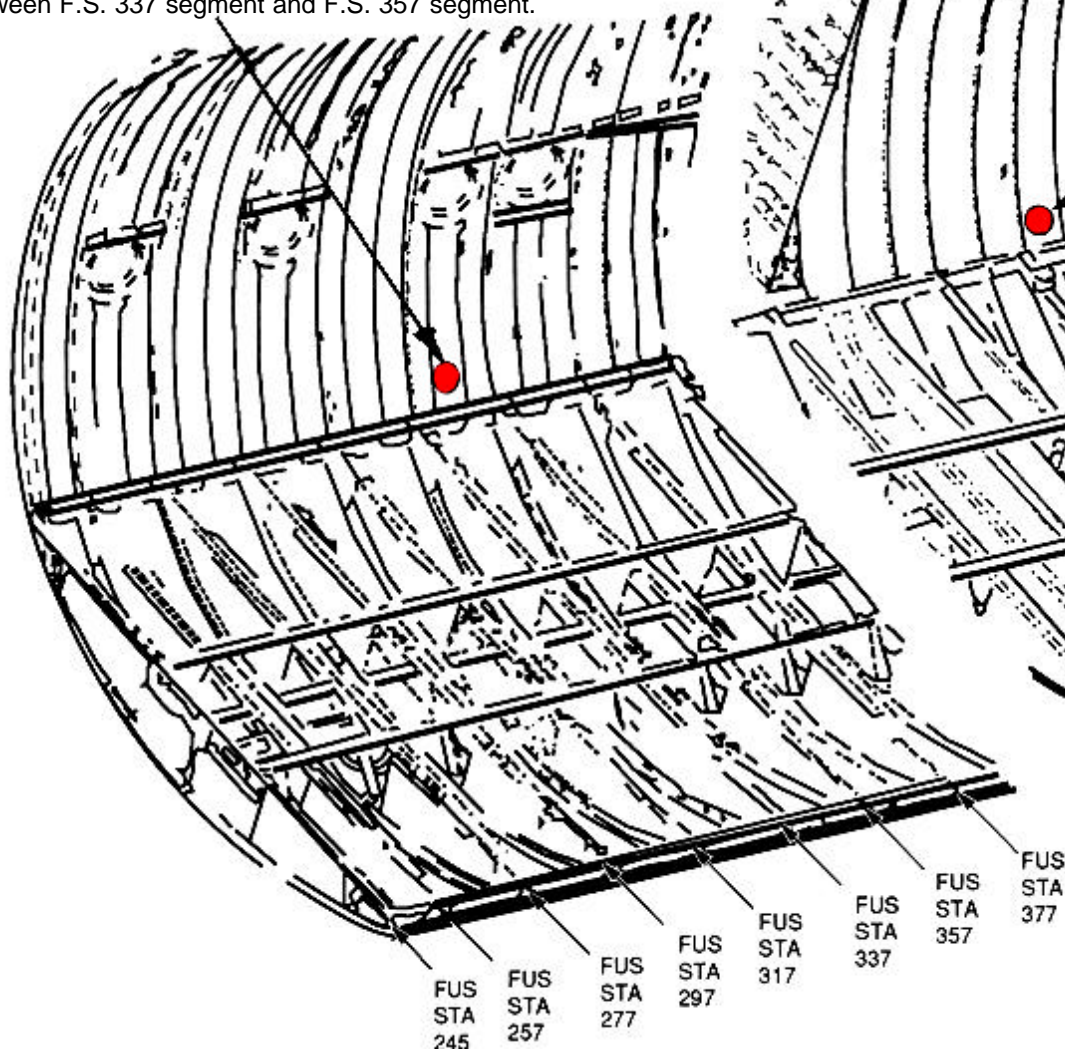
SKIN PENTRATION POINTS

C-130

FORWARD FUSELAGE (BOTH SIDES)

NOTE:

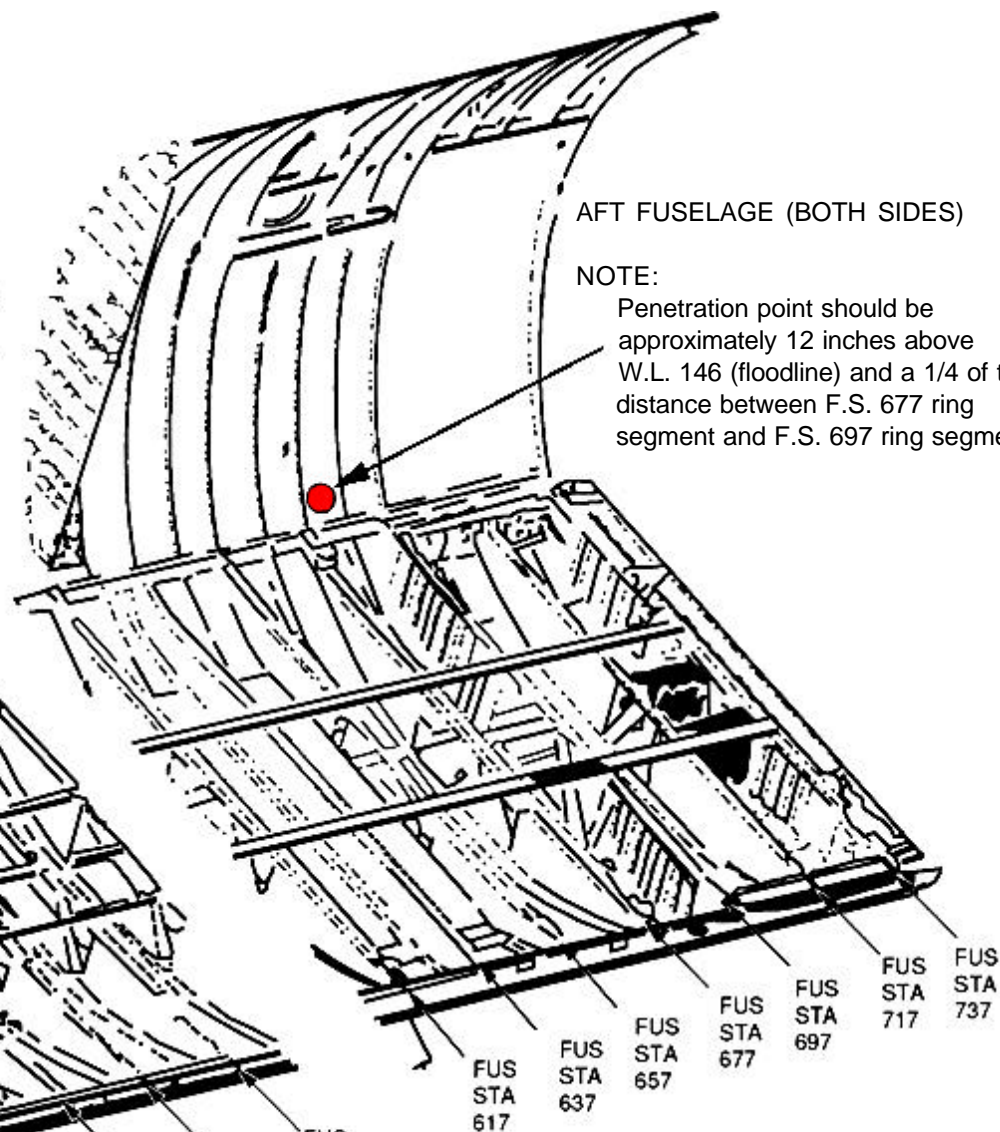
Penetration point should be approximately 12 inches above W.L. 146 (floodline) and centered between F.S. 337 segment and F.S. 357 segment.



AFT FUSELAGE (BOTH SIDES)

NOTE:

Penetration point should be approximately 12 inches above W.L. 146 (floodline) and a 1/4 of the distance between F.S. 677 ring segment and F.S. 697 ring segment.



SKIN PENTRATION POINTS- Continued

C-130**WARNING**

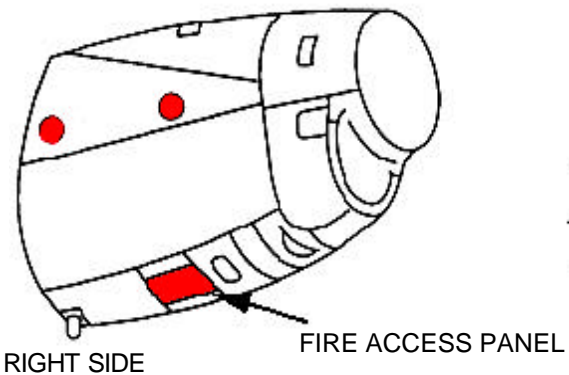
Fire access panels may have accumulated flammable dripping fluids. Use caution to avoid these fluids when opening the spring loaded access panel.

NOTE:

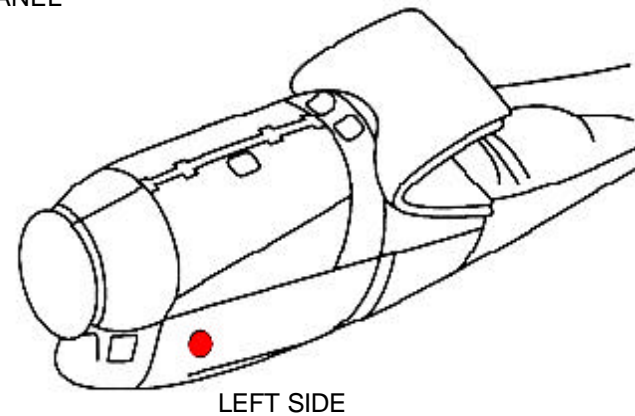
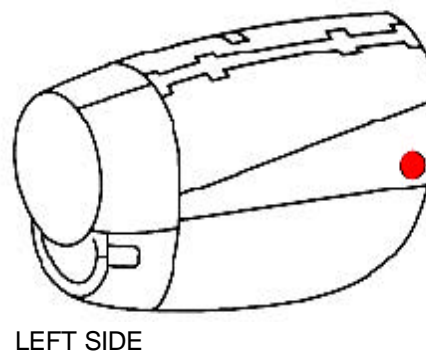
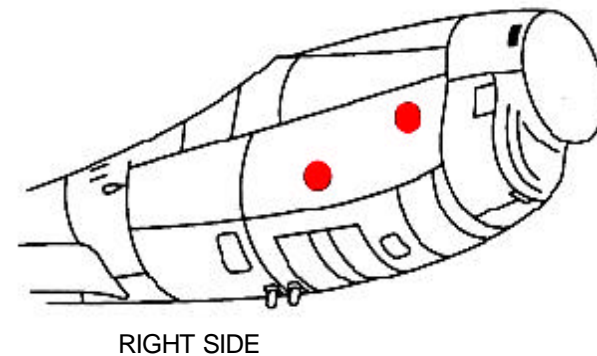
Penetration points are the same on all four engine nacelles.

APPLICABILITY:

C-130B/E/H/J, HC-130B/H/N/P, LC-130H

**APPLICABILITY:**

C-130A/D



AIRFRAME MATERIALS

AIRFRAME MATERIALS UP TO THE J MODEL

- ALUMINUM
- STEEL (TO INCLUDE LANDING GEAR)
- OTHER - FIBERGLASS





**C-130**

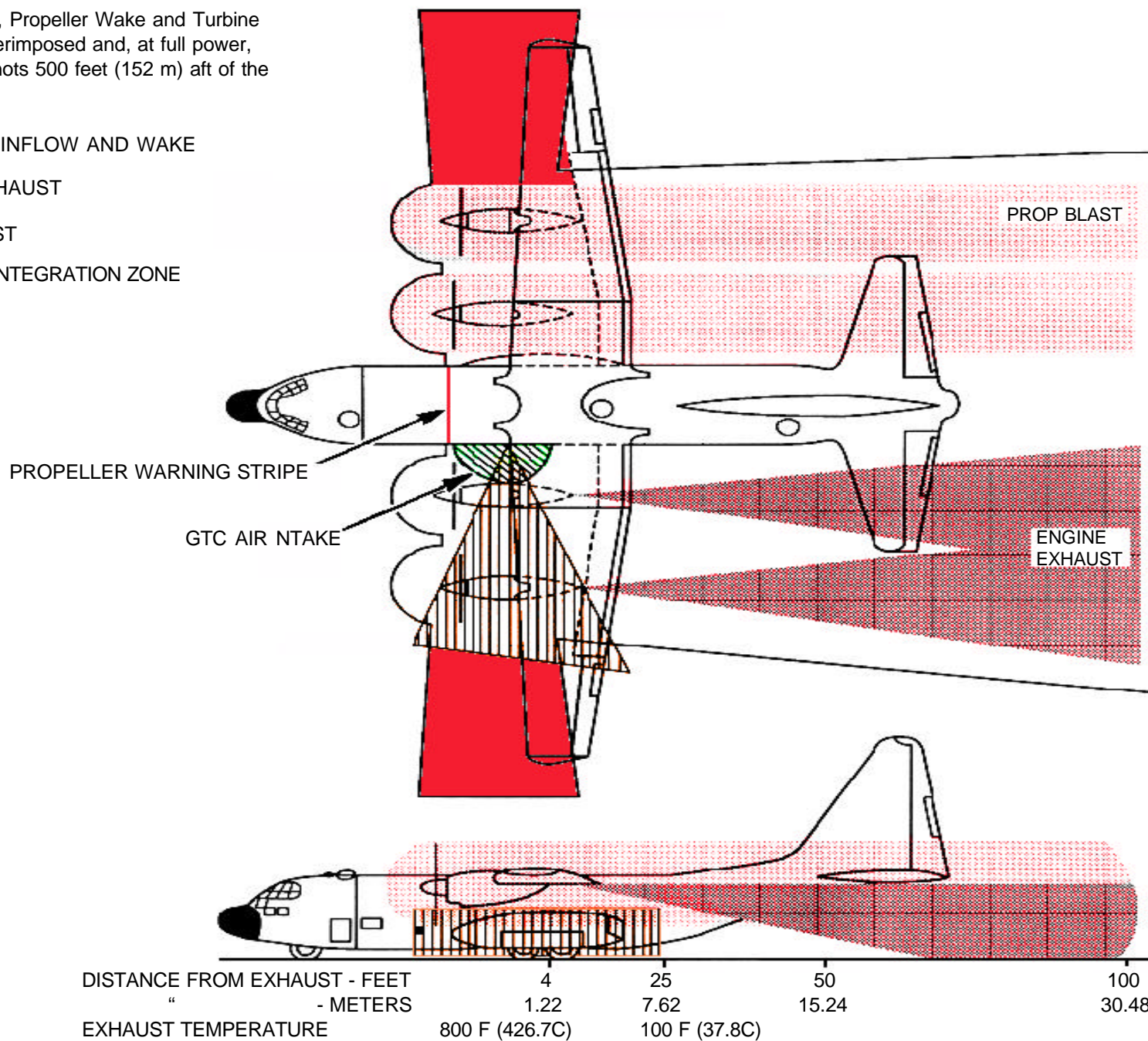
AIRCRAFT HAZARDS

C-130

NOTE:

During engine operation, Propeller Wake and Turbine Exhaust Wakes are superimposed and, at full power, produce a wake of 69 knots 500 feet (152 m) aft of the propellers.

-  PROPELLER INFLOW AND WAKE
-  TURBINE EXHAUST
-  GTC EXHAUST
-  TURBINE DISINTEGRATION ZONE



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY-ALL MODELS

1. NORMAL ENTRY

WARNING

Forward hatch (2a), right side of fuselage, is in close proximity of right inside turbo propeller. Avoid if propeller/engine is running. This hazard could cause loss of life! Not for entry or aircrew extraction until engine is shutdown. Same for left side if applicable model is in use.

NOTE:

On AC-130 aircraft equipped with interior electronic compartment, gain entry using troop door right aft side of aircraft.

CAUTION

Verify aircraft is depressurized prior to entry. If verification can not be made, use any means possible to penetrate aircraft skin to vent pressure, then enter aircraft. Places to penetrate: entry door, side escape hatches, port hole windows, paratroop doors, emergency escape hatches, and designated cut-in areas. Pressurization is 15.6 PSI.

- a. Rotate crew entry door handle, located forward left side of fuselage, counterclockwise and open door outward and down.
- b. Rotate troop door handle, located aft on both sides of fuselage, clockwise and push door inward and up until locked in open position.

2. EMERGENCY ENTRY

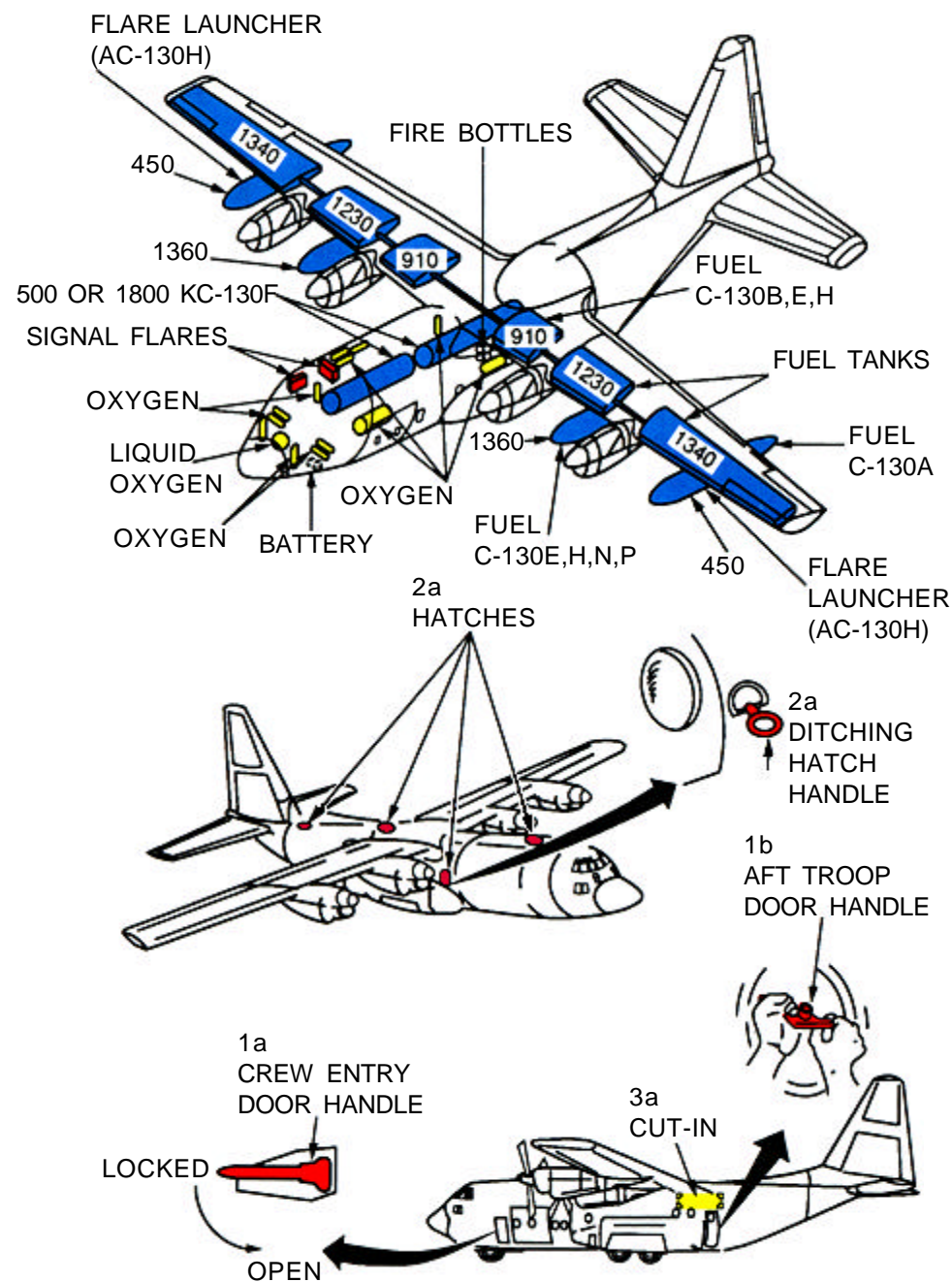
- a. Pull release handle and push inward on four hatches located forward, center, and aft top of fuselage, and fuselage forward right side.

3. CUT-IN

- a. Cut-in areas are located on each side of fuselage, above and forward of each troop door.

NOTE:

On HC-130H/N/P aircraft, right emergency entry door may be blocked by an equipment bin. On these aircraft, an identical emergency entry door is located on the left side of the aircraft.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

C-130

WARNING

Avoid hazards of running aircraft by entering through rear troop doors.

NOTE:

DO NOT remove battery power before activating the fire T-handles.

1. ENGINE SHUTDOWN

- a. Position condition levers, located on control pedestal between forward crew seats, aft to FEATHER position. Open safety guard of bus-tie switch, located on the overhead panel above right seat arm rest, and turn bus-tie switch to ON position.

NOTE:

If switch is left in OFF position, pulling fire T-handles will only arm fire extinguishing system and not close fuel, oil and hydraulic fluid valves at engine fire walls.

- b. Pull fire T-handles, located on overhead panel, out of its detent and the out position.

IN CASE OF ENGINE FIRE: Pull fire T-handles to the out position, then depress and hold battery engine start switch, located below and between #1 and #2 T-handles for 5 seconds, then release battery engine start switch. Only direct agent to engine indicating fire. T-handle may have to be pushed in and pulled out to redirect agent. A three position toggle switch between #2 and #3 T-handles discharges the agent. Center position of toggle switch is OFF. Holding the switch to the UP position will discharge the first of two halon filled fire bottles. If more agent is needed, position the toggle switch to the DOWN position to discharge the second fire bottle. There are only two fire bottles for this extinguishing system. Use them wisely.

NOTE:

If APU/GTC is operating, pull GTC T-Handle. GTC - ground takeoff handle runs the APU system.

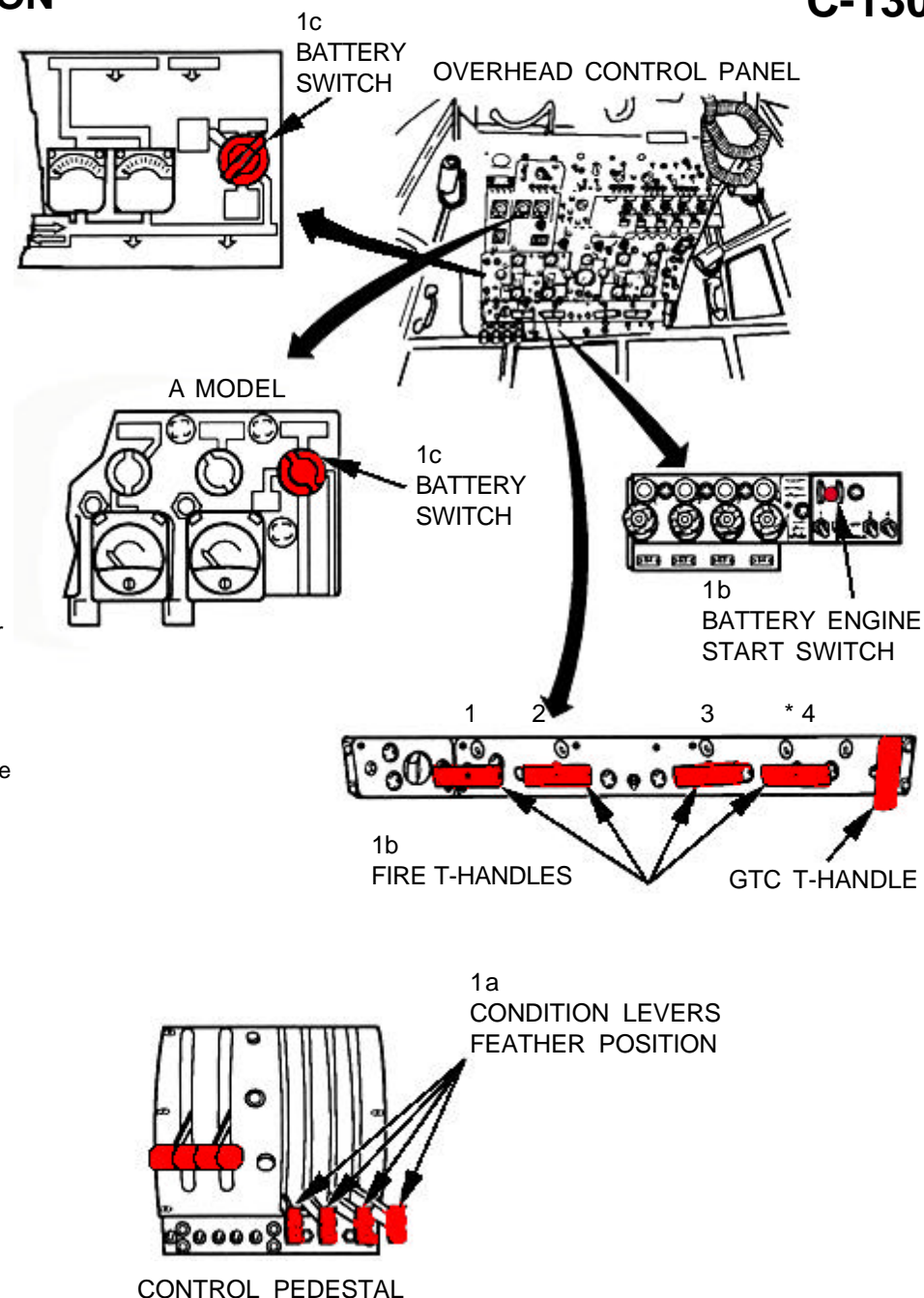
- c. Disconnect battery, located forward of crew entrance door or turn battery switch, located on overhead control panel, clockwise to OFF position. On the C-130A turn switch counterclockwise to OFF position.

2. AIRCREW EXTRACTION

- a. Release latch on lap belt and remove shoulder harness from crewmember'(s).

NOTE:

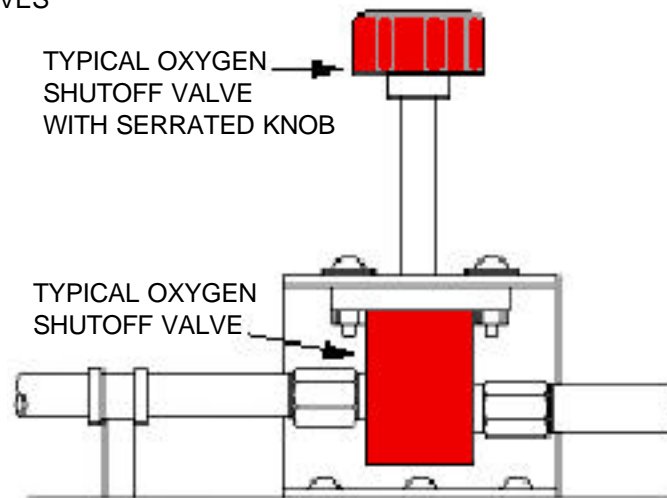
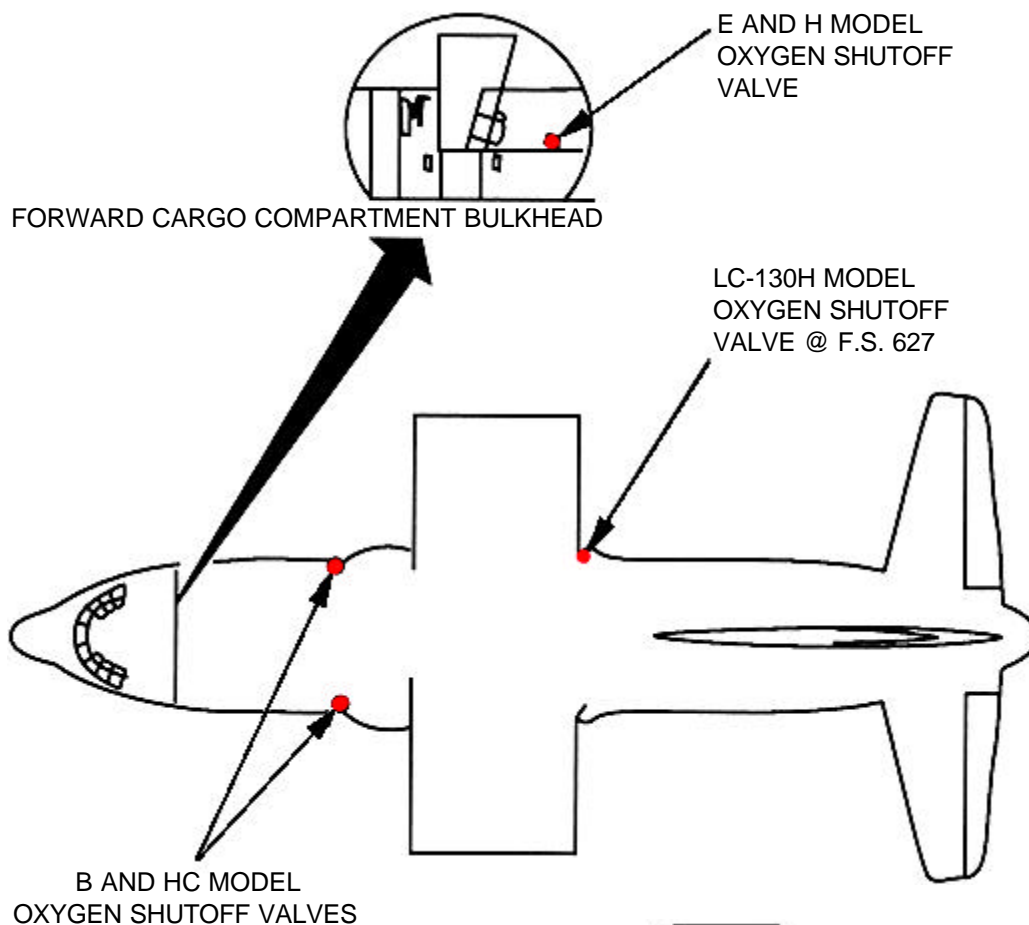
If seat track is not damaged during crash landing, use adjustable seat control to move seat in aft position when removing crewmember. Passenger seats do not have shoulder harness.



OXYGEN SYSTEM SHUTDOWN

NOTES:

- To reduce fire damage in the cockpit area CLOSE oxygen manual supply valve(s). Ensure all occupants have been evacuated before closing valve(s).
- On B and HC model aircraft have two serrated knob shutoff valves. One located on each side of the fuselage directly below the storage cylinders. Turn knobs clockwise to the OFF position.
- On E and H model aircraft have one serrated knob shutoff valve. It is located on the fwd cargo compartment bulkhead right side. Turn knob clockwise to the OFF position.
- On LC-130H model aircraft have one serrated knob shutoff valve. It is located at F.S. 627.



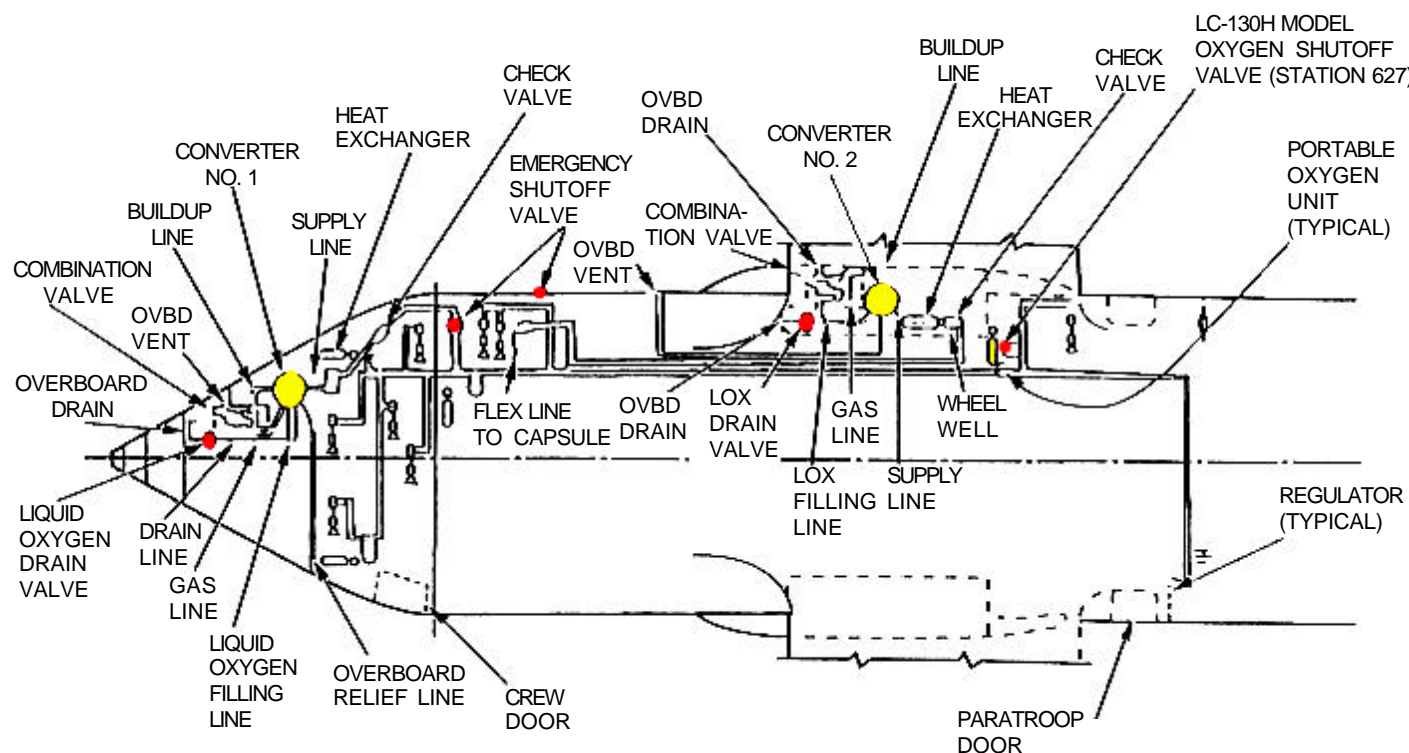
OXYGEN SYSTEM

NOTE:

The oxygen system supply of the C-130E and H aircraft is carried in a liquid oxygen converter of 25 liter capacity, shock mounted in the right side of the nose wheel well. A capacitance-type liquid oxygen quantity indicating system is provided with a gage on the co-pilot's side of the main instrument panel, together with a low level warning light. The converter supplies gaseous oxygen to a system consisting of plumbing lines connected to ten regulators and four recharging connections. The regulators are located in the flight station and cargo compartment at potential crew stations. Two recharging connections from which portable oxygen bottles can be refilled which are located in the cargo compartment. The converter is filled with liquid oxygen through a valve on a panel accessible from outside the aircraft on the right side of the fuselage nose. A vent system is provided to vent the system overboard during fitting and to control system pressure during operation. So long as there is any liquid in the converter, system pressure of gaseous oxygen is maintained within the limits of 305 (+/-10) PSI. When system is not in use, pressure may indicate 380 to 430 PSI.

APPLICABILITY:
EC-130E ABCCC (III)

C-130



GUNSHIP CONFIGURATIONS

APPLICABILITY:
AC-130H

C-130

NOTE:

AC-130A is retired. The H model is a modified E model.

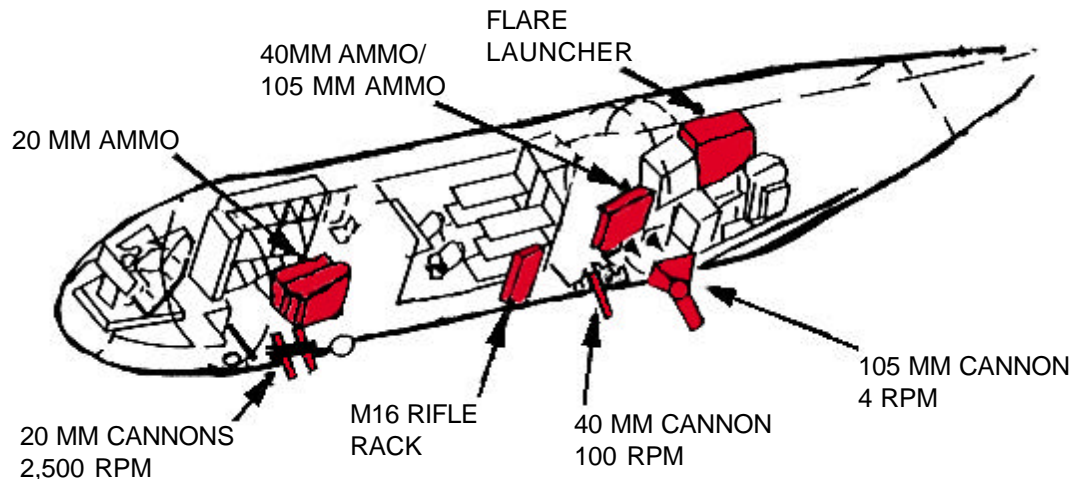
Crew total - 13 including pilot, co-pilot, navigator, flight engineer, fire control, officer, electronics warfare officer, two sensor operators, an illuminator and five gunners.

Hazards:

Defensive aids - electronic countermeasures, chaff and flares.

2,000 watt night target illuminator.

7.62 miniguns and ammo racks removed.



NOTE:

The AC-130U model is a modified H model.

APPLICABILITY:
AC-130U

Crew total - including flight crew and loaders - 13

Cabin Positions - Prone observer - rear ramp - 1

Starboard observer - aft of flight deck - 1

Battle management consoles - 7

Hazards:

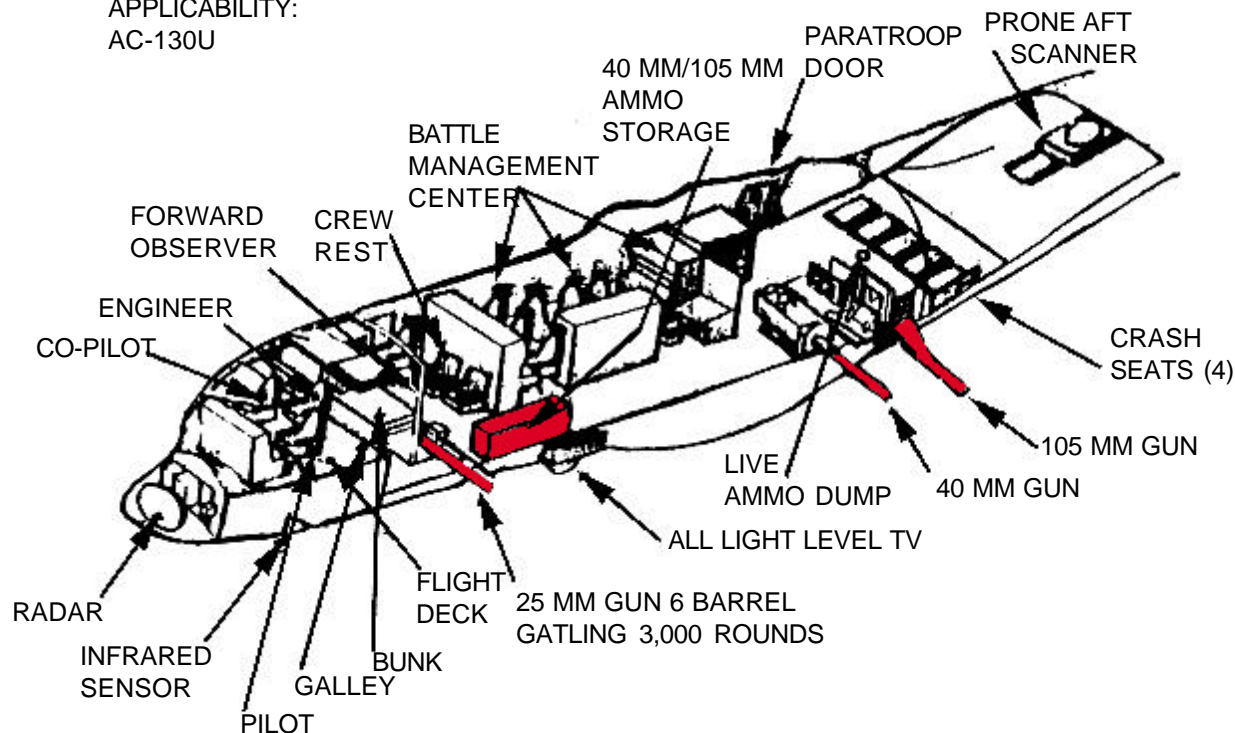
Defensive aids - similar to AC-130H

Modified fuel tank pylons

300 chaff bundles

Three flare launchers under fuselage.

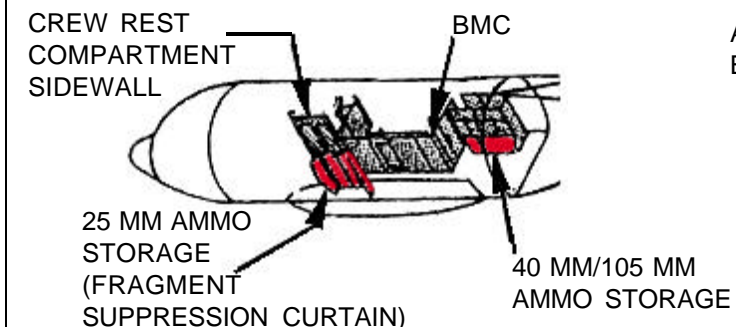
Multiple electronic equipment with various computers.



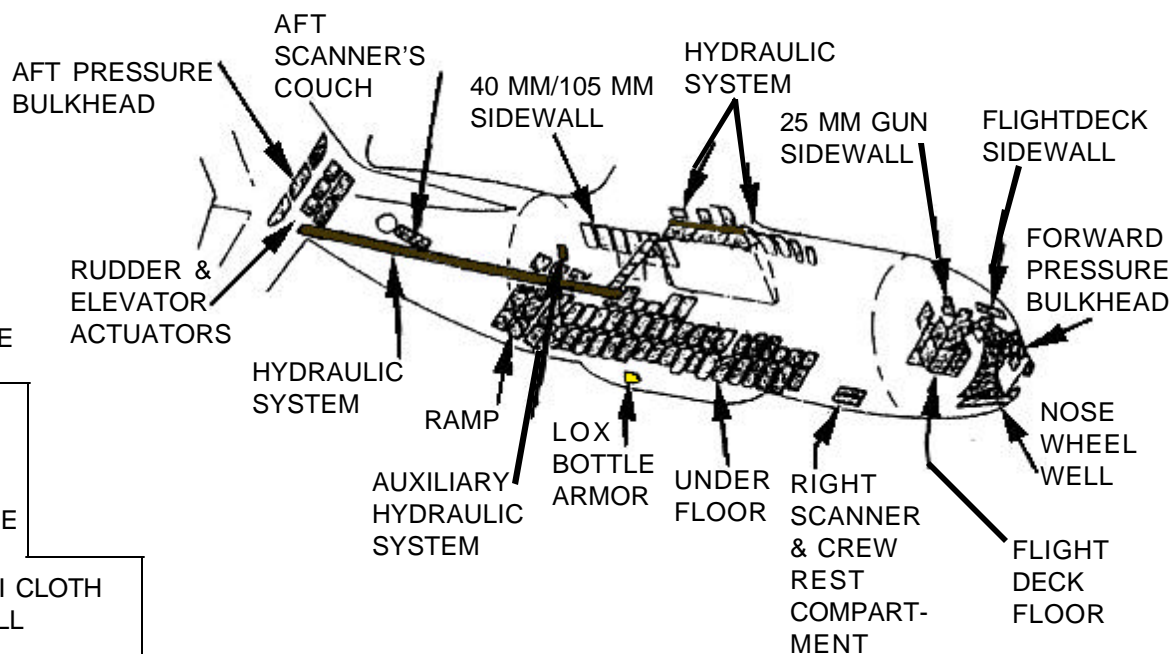
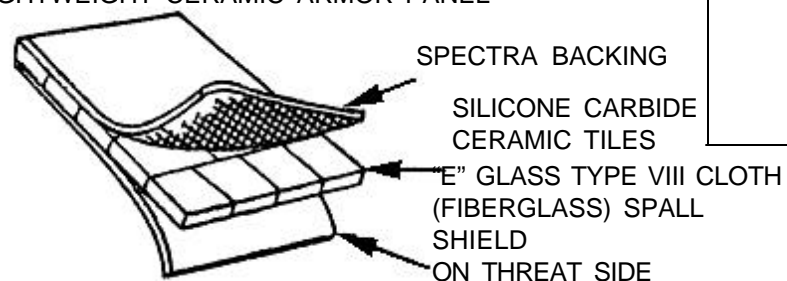
ARMOR INSTALLATION AND PROTECTION LOCATIONS

APPLICABILITY:
AC-130U

C-130



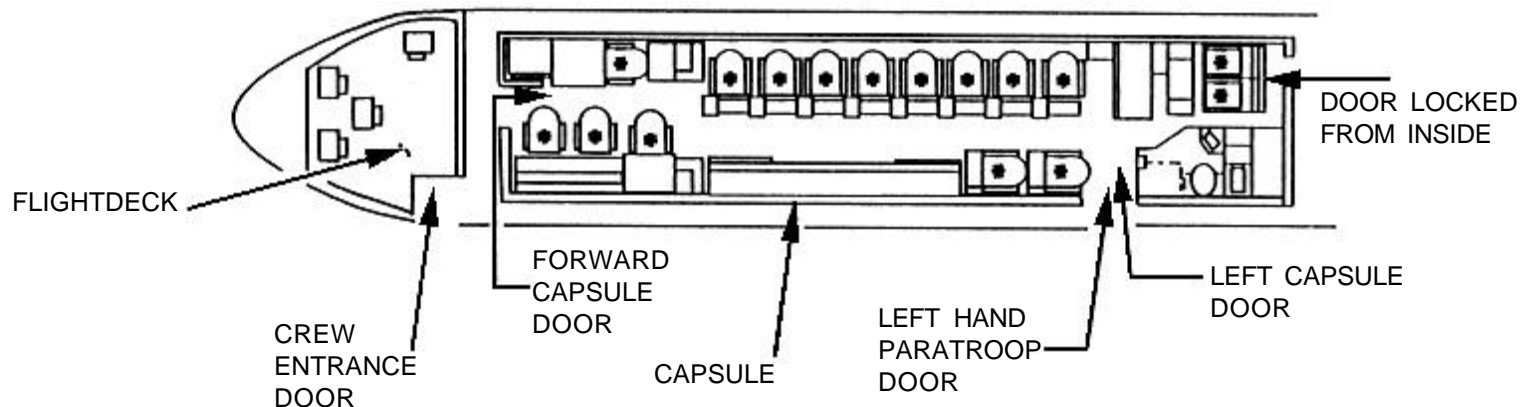
LIGHTWEIGHT CERAMIC ARMOR PANEL



CABIN ARRANGEMENT AND PERSONNEL LOCATIONS

APPLICABILITY:
C-130E ABCCC (II)

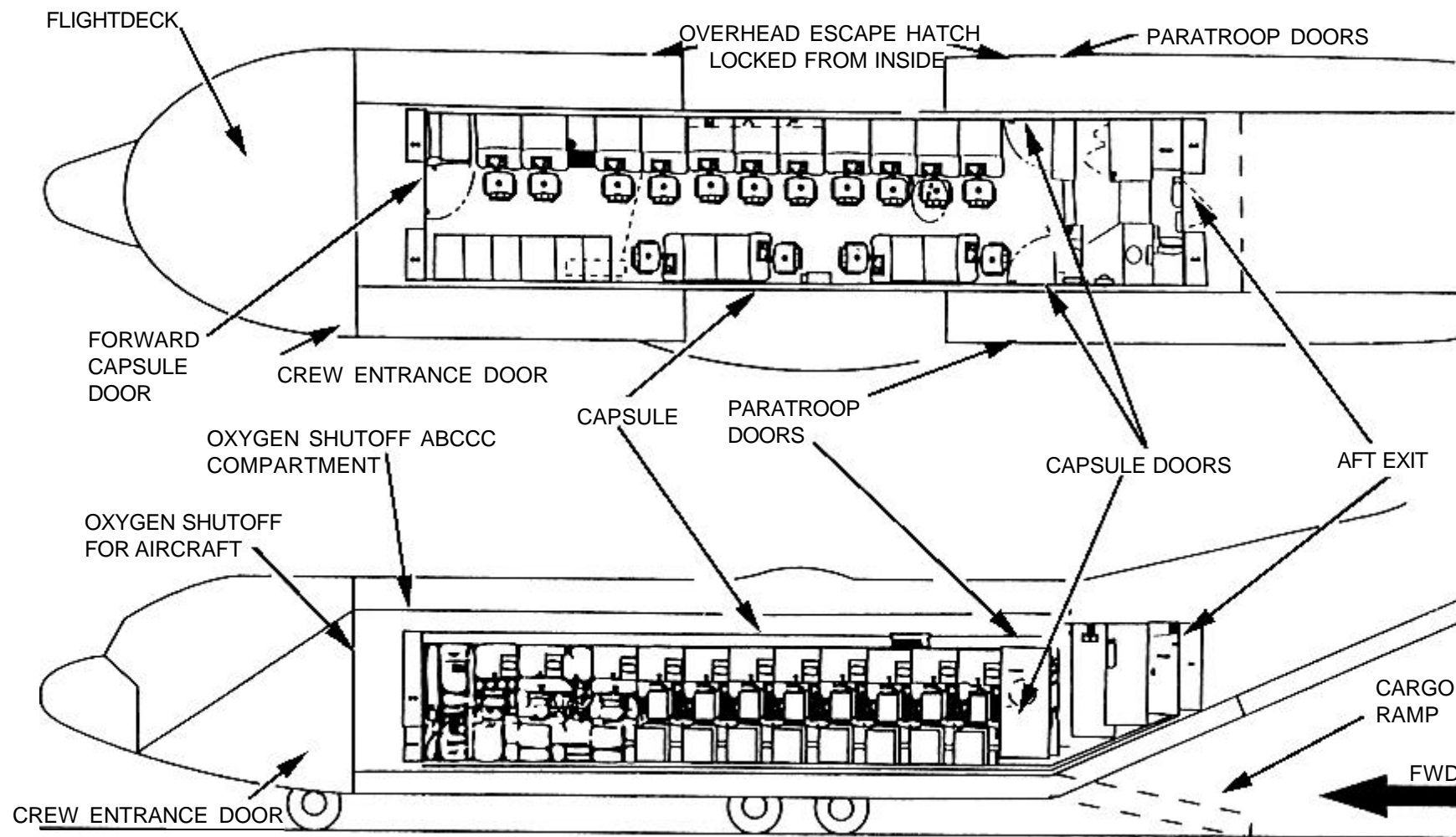
* DENOTES CREW POSITION IN CAPSULE



CABIN ARRANGEMENT AND PERSONNEL LOCATIONS-Continued

C-130

APPLICABILITY:
EC-130E ABCCC (III)



* DENOTES CREW POSITIONS

** CUT-IN AREAS ARE LOCATED ON EACH CAPSULE DOOR

MODULAR AIRBORNE FIRE FIGHTING SYSTEM

The C-130 can be configured with the Modular Airborne Fire Fighting System, or MAFFS, to perform its firefighting mission. MAFFS is a self-contained, reusable 3,000-gallon fluid dispersal system that can be installed inside a C-130, quickly changing its role from airlift to fire suppression. A MAFFS-equipped C-130 can discharge its entire load of fire retardant in under five seconds.

There are four Air Force units that fly MAFFS missions as part of a joint program with the U.S. Department of Agriculture Forest Service. Since the program's inception in the early 1970s, MAFFS-equipped C-130s have flown more than 6,500 missions, dropping over 10 million gallons of fire retardant against fires throughout the United States, Europe and Asia.

OTHER C-130 MISSION CONFIGURATIONS

MISSION	CONFIGURATION
Tactical Airlift All Aerial Tanker	KC-130B, KC-130F, KC-13H, HC-130H(N), HC-130N, HC-130P, KC-130R, KC-130T
Command & Control	EC-130E (ABCCC), EC-130G, & EC-130Q
Maritime Patrol	C-130H-NP/PC-130H
Special Operations	MC-130E & MC-130H
Search & Rescue	SC-130B/HC-130B, HC-130E, HA-130H, HC-130H(N), HC-130N, & HC-130P
Humanitarian Relief All Staff/VIP Transport	VC-130B & VC-130H
Reconnaissance	RC-130B
Airborne Hospital	C-130E (AEH)
Arctic and Anarctic Support	C-130BL/LC-130F, C-130D, LC-130H, & LC-130R
Drone Control	GC-130A/DC-130A, DC-130E, & DC-130H
Electronic Warfare	EC-130E (CL), EC-130E (RR), EC-130H
Space and Missile Operations	JC-130A, JC-130B, & NC-130H
Test and Evaluation	NC-13A, NC-130B, JC-130E, NC-130E, JC-130H, & RC-130S
Weather Reconnaissance	WC-130B, WC-130E, WC-130H
Gunship	AC-130A, AC-130E, AC-130H, & AC-130U

AIRCRAFT PAINT SCHEME

C-130J



AIRCRAFT DIMENSIONS AND GENERAL INFORMATION

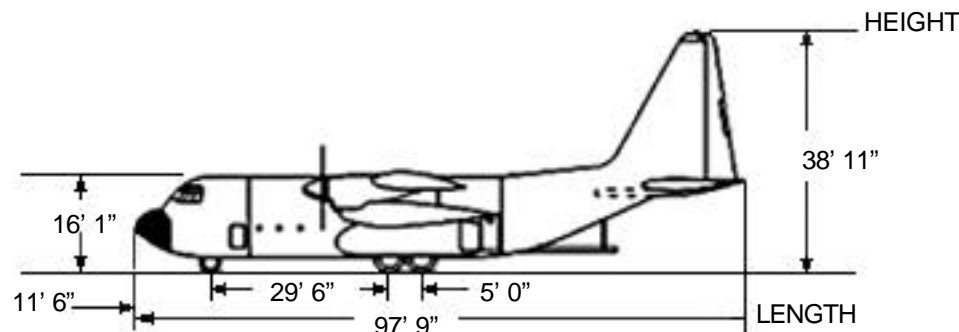
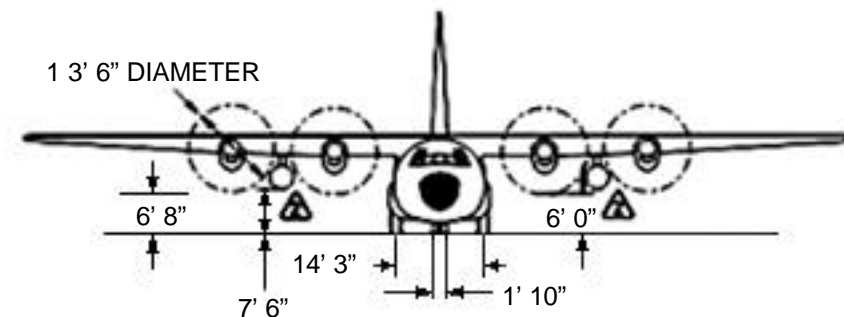
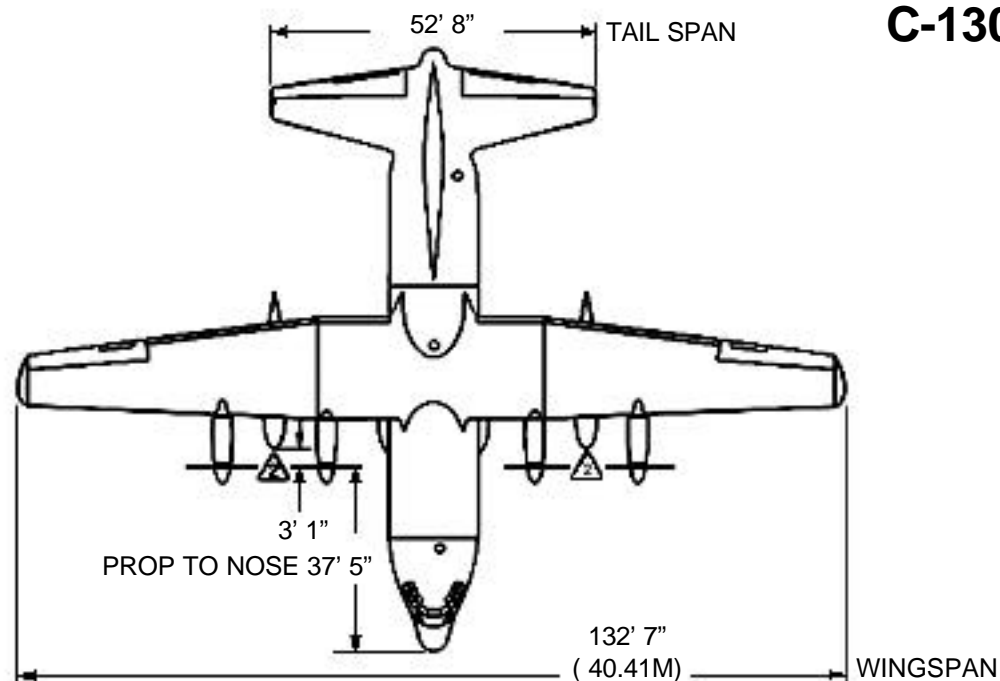
1. GENERAL INFORMATION

The C-130J is a long-range, cargo and troop carrying land aircraft. The aircraft is powered by four Allison AE2100D3 turboprop engines driving Dowty six-bladed propellers. The primary mission of this multipurpose aircraft is to provide rapid transportation of personnel or cargo for delivery by parachute or by landing. The fuselage is divided into a cargo compartment and the flight station. The normal flight crew consists of a pilot and copilot. A seat is also available for an augmented crewmember. The aircraft can land and take off on short runways, and it can be used on landing strips such as those usually found in base operations. The landing gear is tricycle type. Dual wheels on the nose gear pivot to turn the aircraft. The main gear consists of two vertical strut assemblies for each side. A wheel is mounted on each vertical strut. Each vertical strut is linked in tandem by a horizontal torque strut. The main landing gears are mounted in wheel well pods on each side of the fuselage under the wings. A clear cube cargo space is fully accessible through an aft-mounted cargo door and ramp. The ramp can be lowered for drive-on loading from the ground level or can be raised for loading from truck bed height. The clear cube loading dimensions are 108 inches high and 120 inches wide for the full length of the cargo section.

NOTE:

Dimensions show a 328U (unstretched) aircraft equipped and empty.

2 External wing tanks are optional equipment.


C-130J

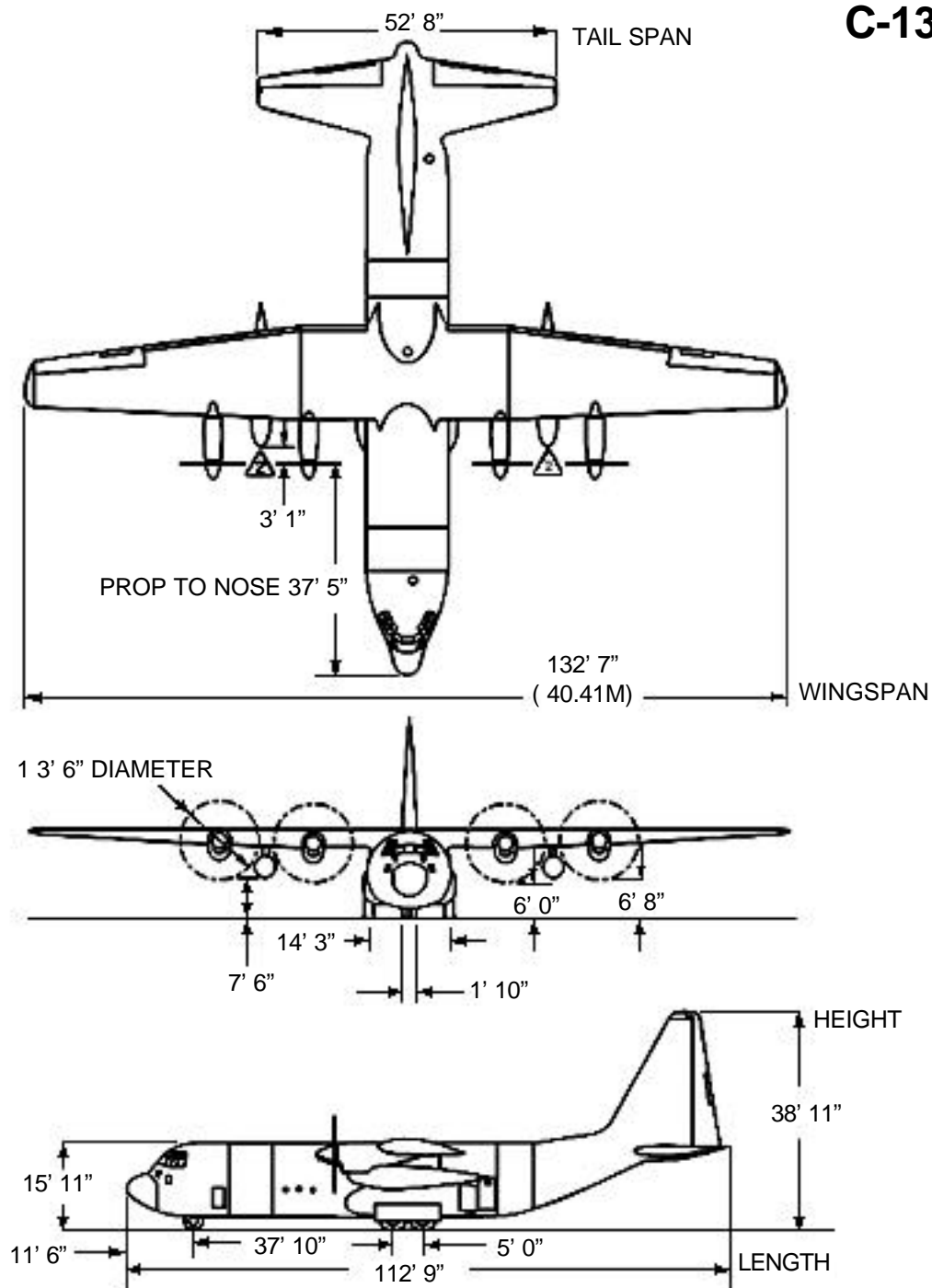
AIRCRAFT DIMENSIONS-Continued

NOTE:

Dimensions show a 328V (stretched) aircraft equipped and empty.

- △ External wing tanks are optional equipment.

C-130J



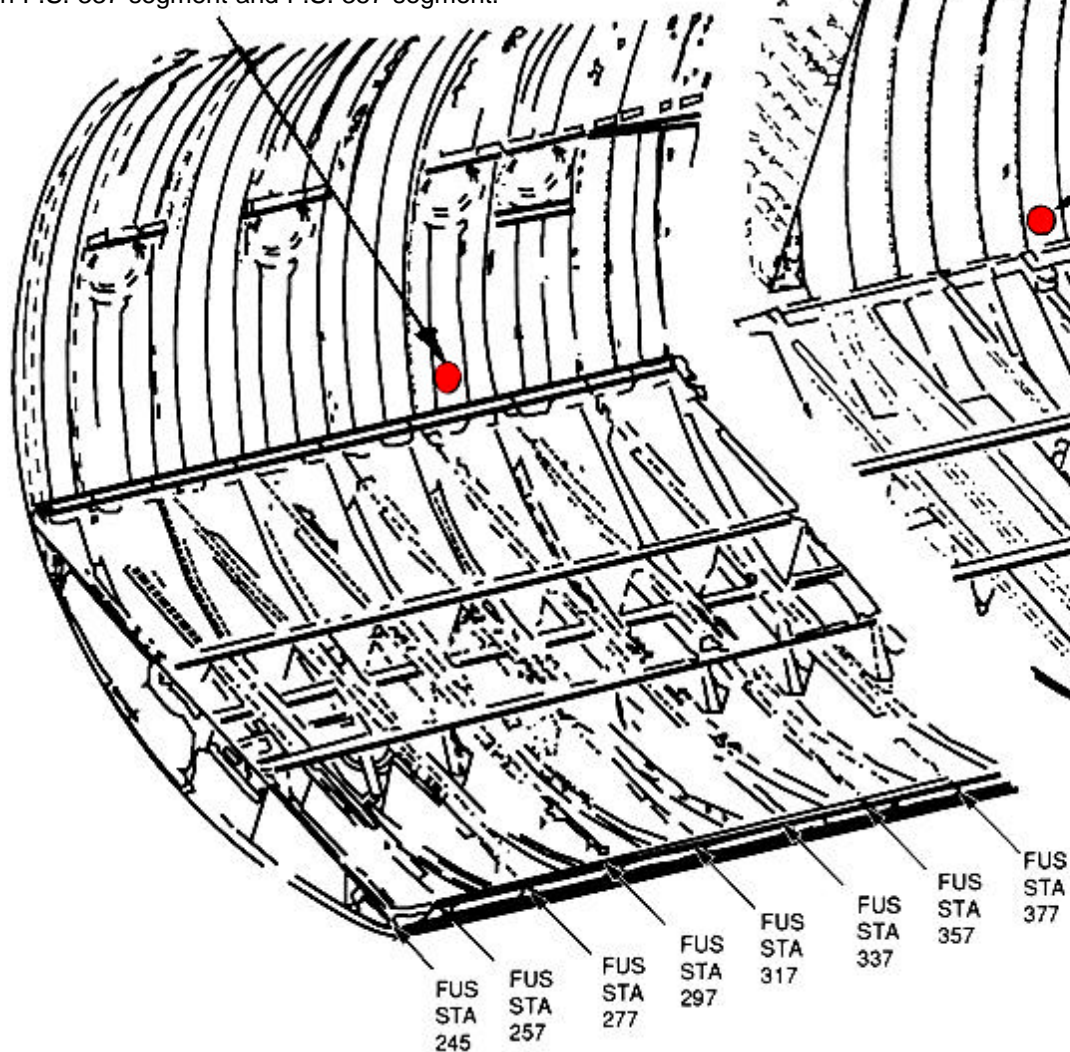
SKIN PENTRATION POINTS

C-130J

FORWARD FUSELAGE (BOTH SIDES)

NOTE:

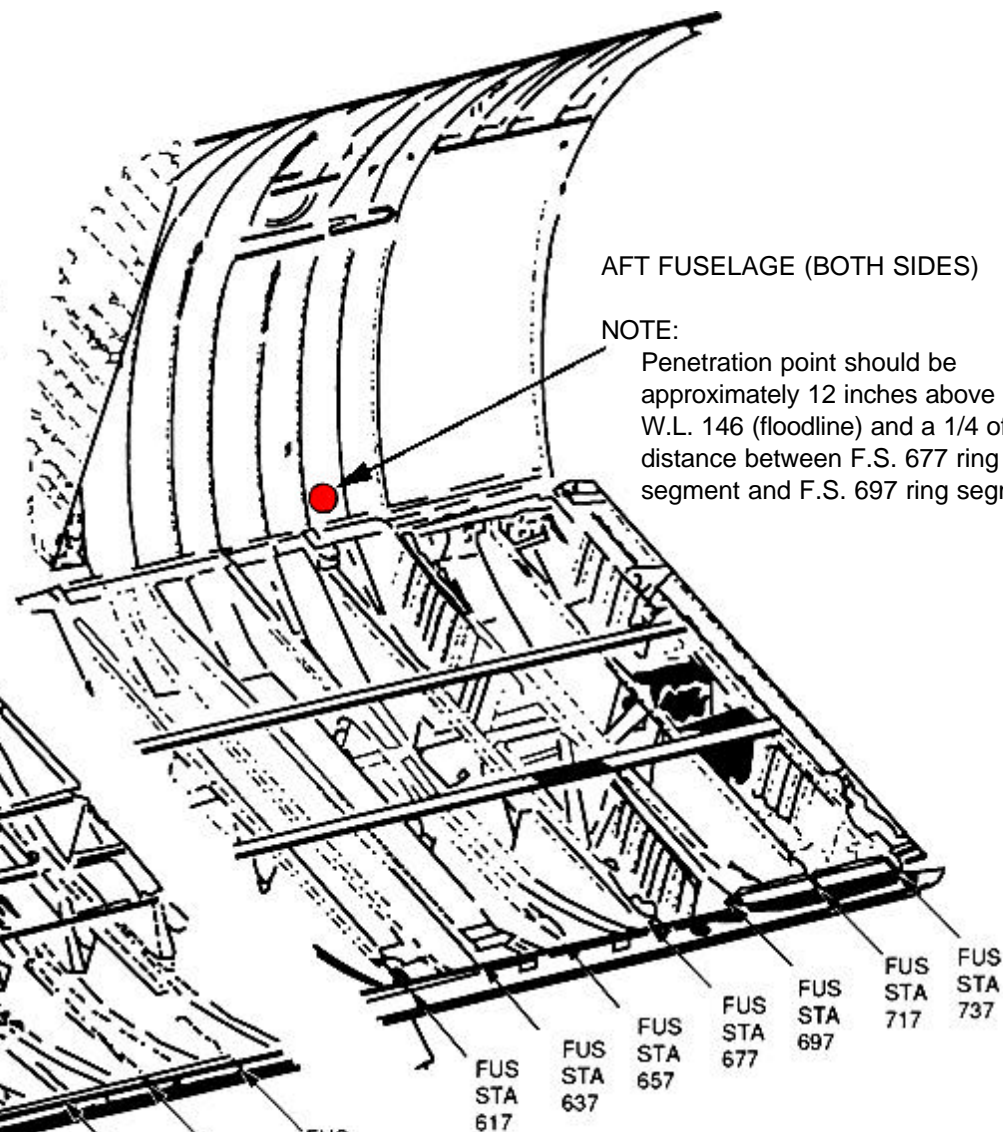
Penetration point should be approximately 12 inches above W.L. 146 (floodline) and centered between F.S. 337 segment and F.S. 357 segment.



AFT FUSELAGE (BOTH SIDES)

NOTE:

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SKIN PENTRATION POINTS- Continued

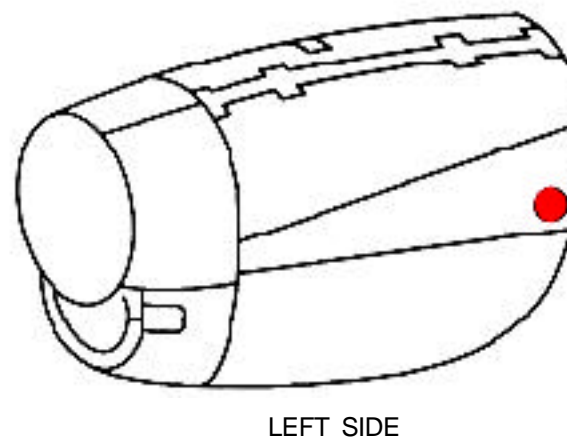
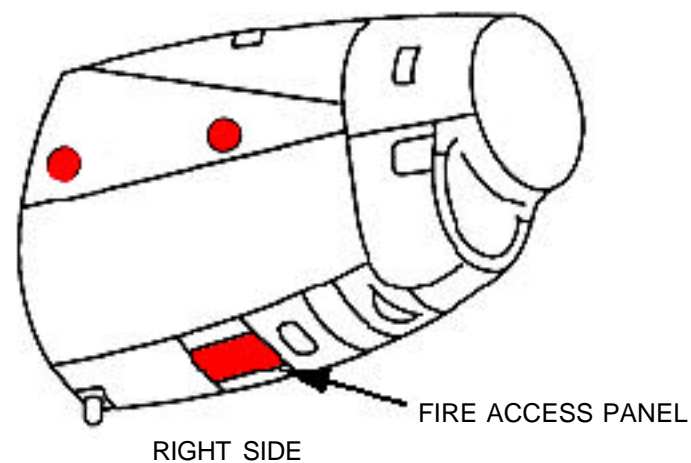
C-130J

NOTE:

Penetration points are the same on all four engine nacelles.






WARNING

Fire access panels may have accumulated flammable dripping fluids. Use caution to avoid these fluids when opening the spring loaded access panel.



AIRFRAME MATERIALS

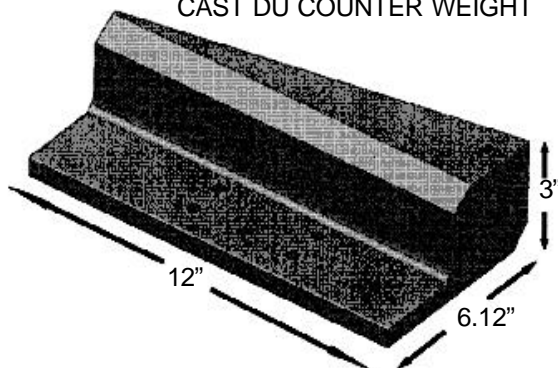
1. AIRFRAME MATERIALS

-  ALUMINUM
-  NICKLE (PROP
EDGE GUARD)
-  STEEL (TO INCLUDE LANDING GEAR)
-  OTHER - FIBERGLASS
-  CARBON FIBER (FLAPS)
32 GRAPHITE-EPOXY (TRAILING EDGE PANELS)

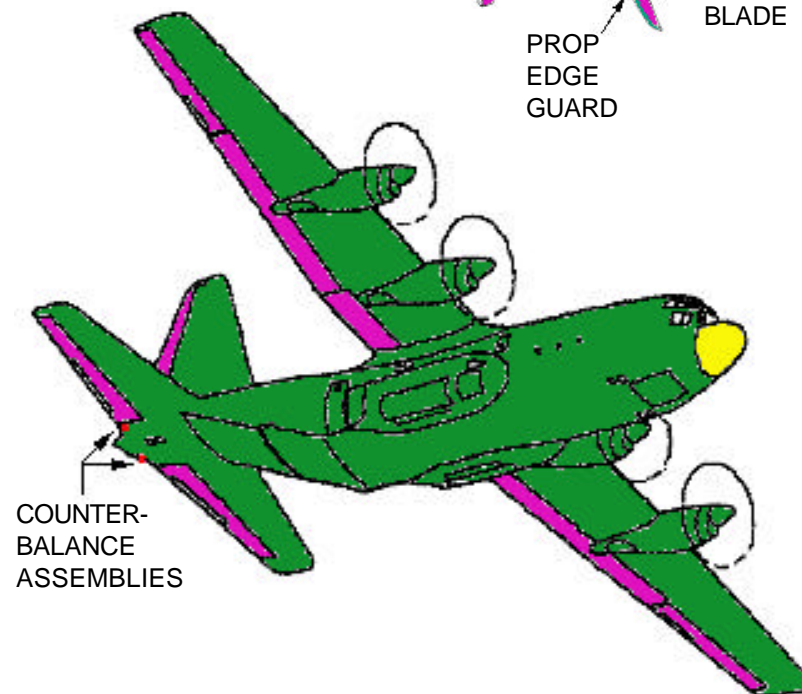
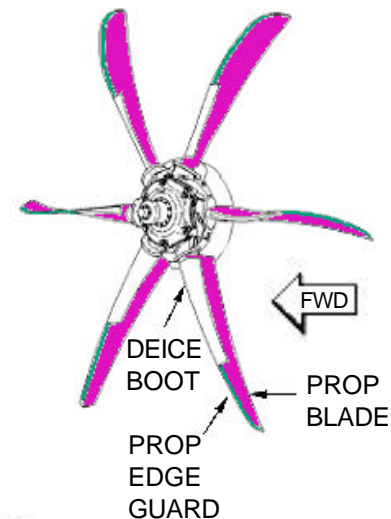
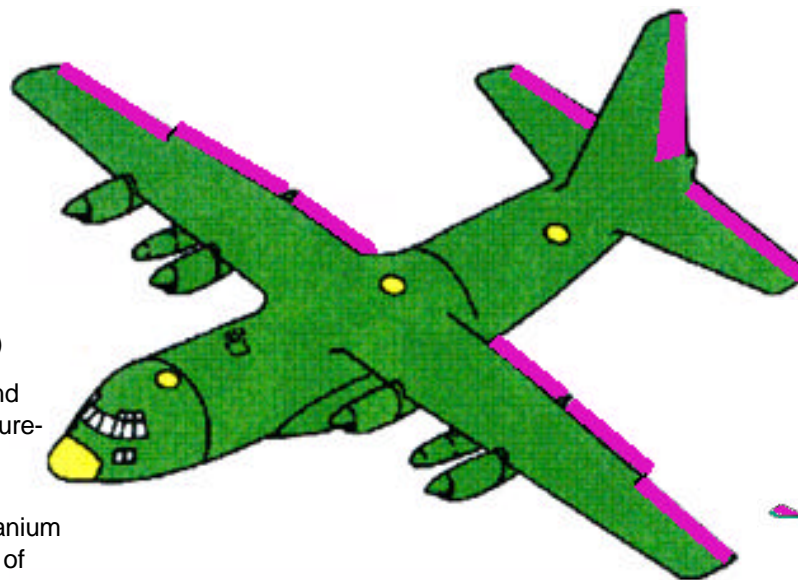
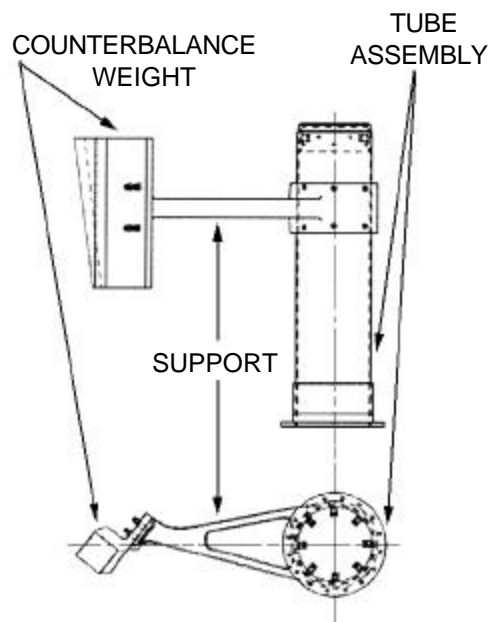
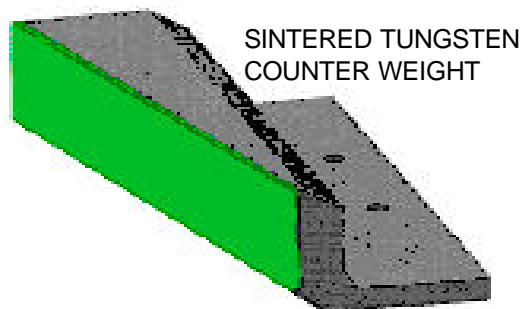
Engines are equipped with 6 propeller blades that are molded and manufactured from carbon and glass fiber, reinforced with a polyurethane foam, and have a polyurethane elastomer outer coating.

The inboard elevator counterbalance weight is cast Depleted Uranium (DU). The DU is to be replaced by an alternate material selection of Sintered Tungsten. This modification will start with aircraft serial number 5536.

CAST DU COUNTER WEIGHT



Green shaded area represents added volume to maintain mass as DU.



C-130J

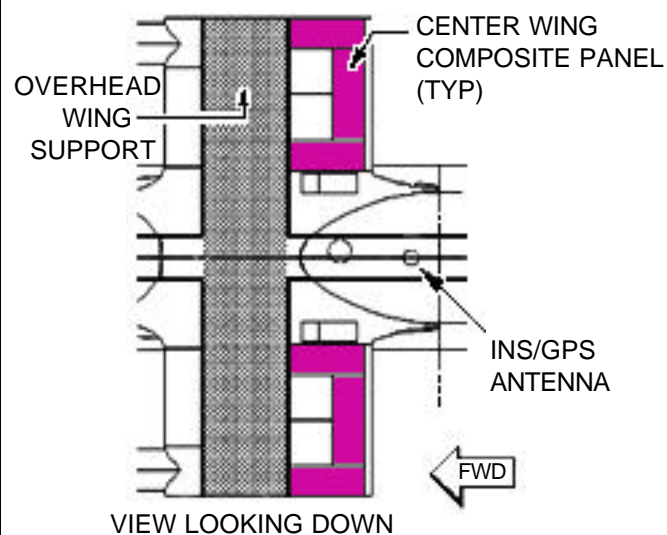
AIRFRAME MATERIALS-Continued

1. AIRFRAME MATERIALS - Continued

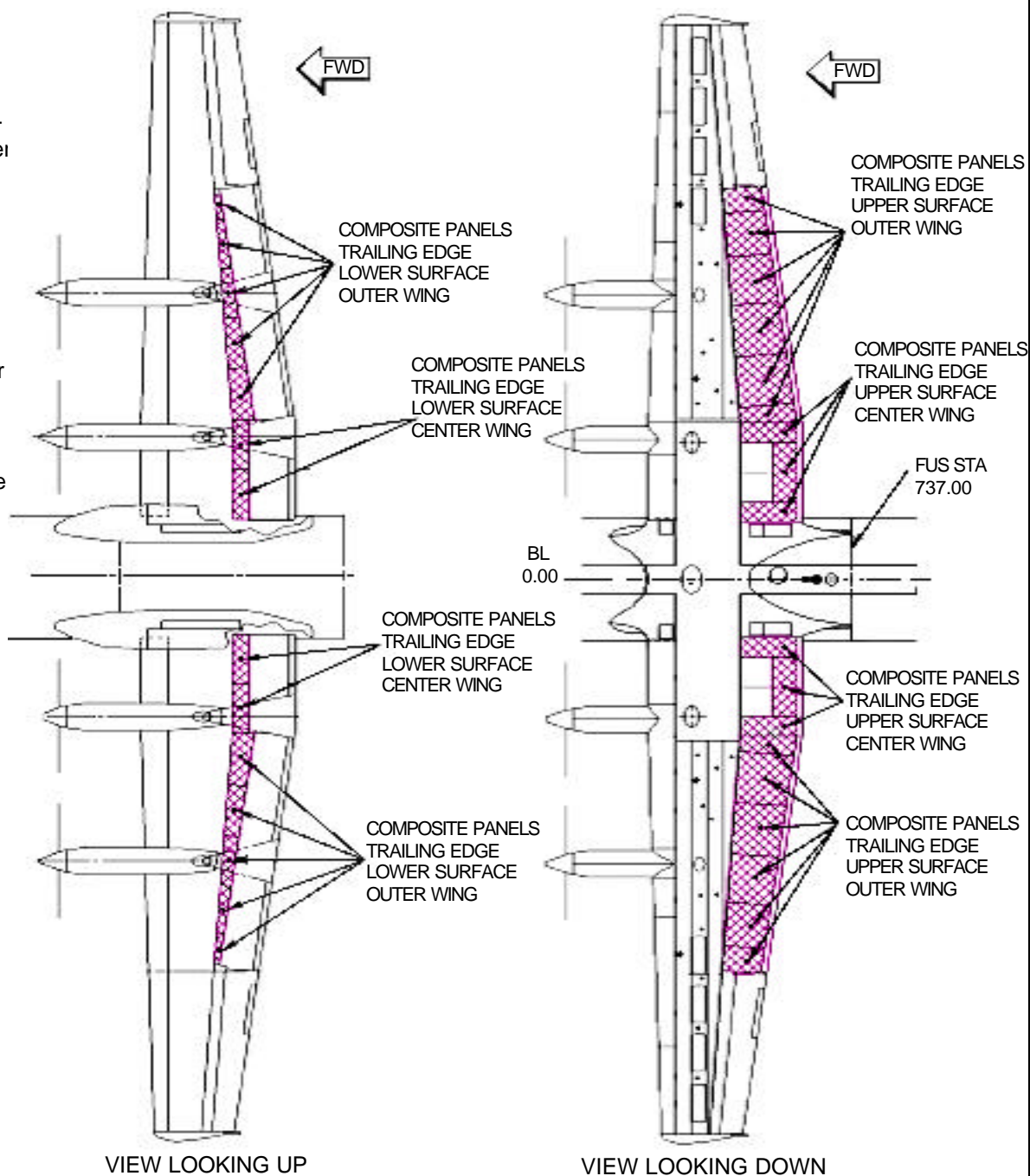
Fowler-type wing flaps are located along the trailing edges of the wings. Two flaps are used per side. The flaps extend from the wing root to the aileron. Each section of flap is all composite, constructed of a span-wise beam, ribs, and upper and lower skin panels. The flaps are mounted on carriages that roll on curved tracks. Two carriage assemblies support each center wing flap. Five carriage assemblies support each outer wing flap. The tracks extend aft from the trailing edge of the wing. The flaps are extended and retracted by jackscrew actuators. With the flaps installed, emergency stops are mounted at the aft end of the tracks. The flap's structure and skin are of composite construction consisting of prepregated carbon fiber and glass fabric.

The upper skin panels are of composite construction, consisting of prepregated carbon fiber and glass fabric. The doors are made up of outer skins bonded to beaded inner frames by a specification MIL-A-5090, Type I adhesive, or equivalent.

The outer wing trailing edge provides fairing for the wing box beam and provides structural support for the outer wing flaps. The trailing edge skin panels are of composite construction, carbon/epoxy prepregated materials.



UPPER AND LOWER COMPOSITE PANELS



C-130J

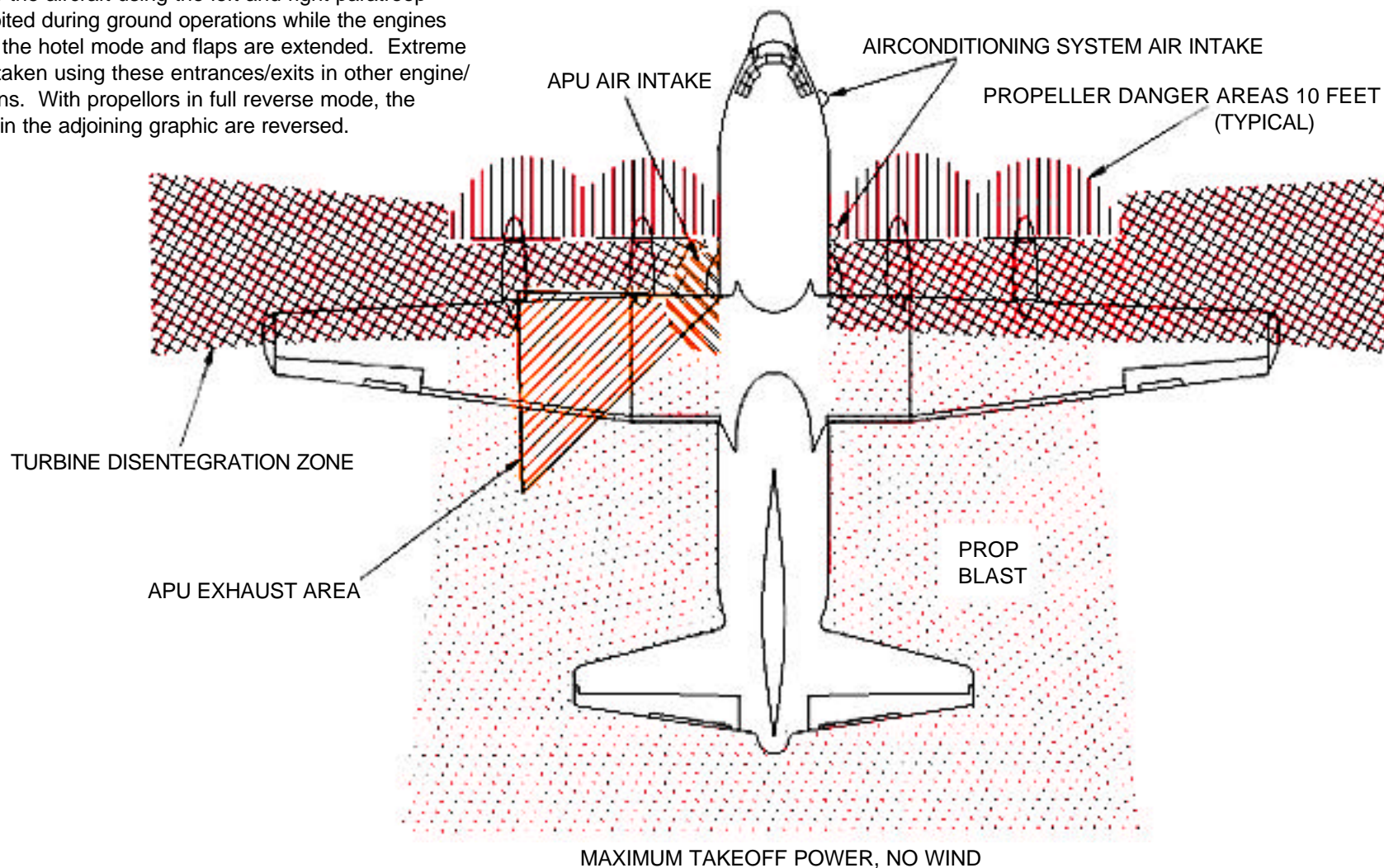
AIRCRAFT HAZARDS

C-130J

1. ENGINE DANGER AREAS

WARNING

Entry and exit to the aircraft using the left and right paratroop doors are prohibited during ground operations while the engines are operating in the hotel mode and flaps are extended. Extreme care should be taken using these entrances/exits in other engine/flap configurations. With propellers in full reverse mode, the distance shown in the adjoining graphic are reversed.



DISTANCE AFT OF ENGINE TAILPIPE - FEET

5 100 200 300 400 500

WAKE VELOCITY - KNOTS

178 157 135 120 108 97

AIRCRAFT HAZARDS-Continued

2. EXPOSURE DANGER AREAS



IRCM HAZARD 15 FT RADIUS WITHOUT SAFETY GLASSES, 2 FT RADIUS WITH SAFETY GLASSES



INFRARED LIGHT HAZARD WITHIN 10 FT WITHOUT SAFETY GLASSES

NOTE:

Accidental entry into the hazard areas does not result in injury. It is only through prolonged exposure that the possibility of danger exists.

WARNING

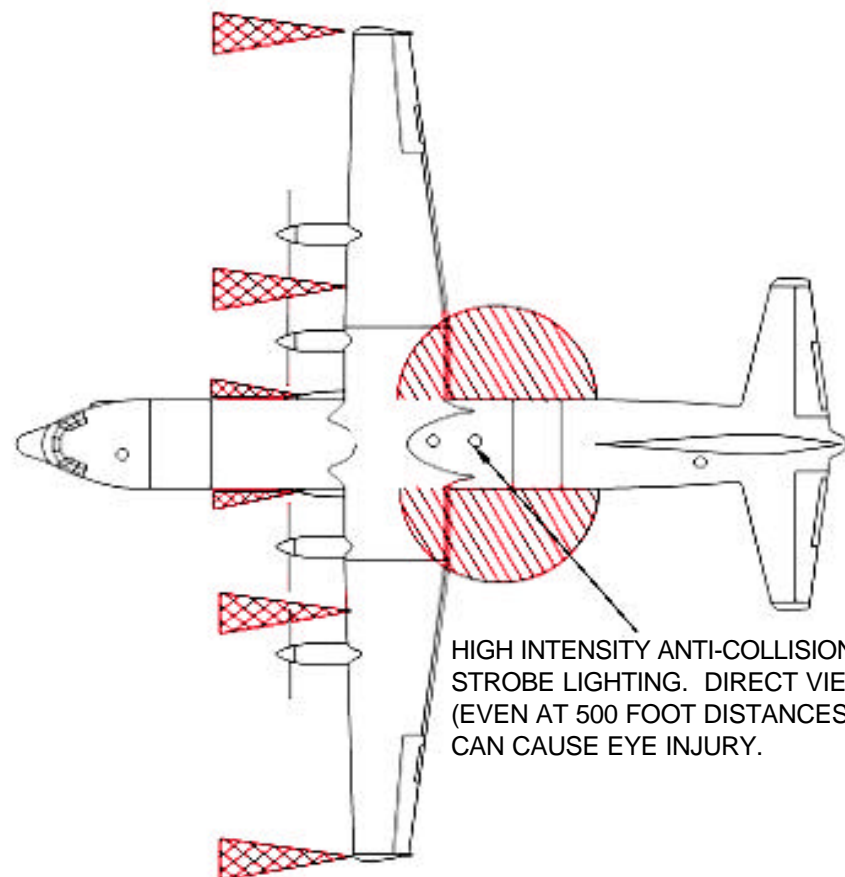
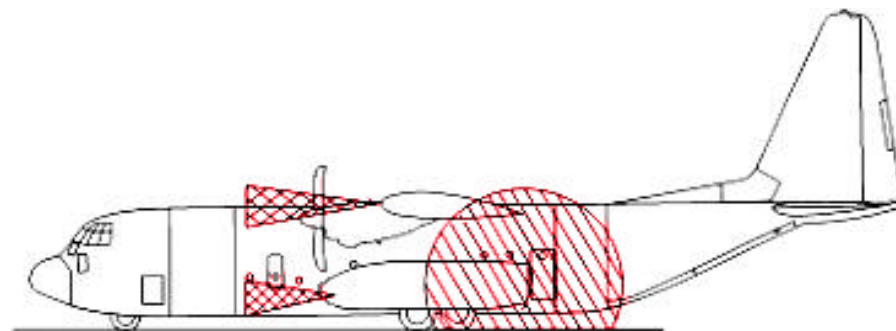
Personnel shall remain at least 15 feet from aircraft during HF transmissions. RF radiation in excess of the permissible exposure limit may occur within that area. Burns or electrical shock can occur if personnel contact the HF radio antenna (aircraft skin) while the radio is operating.

Do not transmit during fuel, oxygen, or ordnance servicing.

Do not transmit while aircraft is in hanger.

Keep support equipment at least 5 feet from aircraft during HF transmissions. HF radiation can impart electrical charges to metal objects which can cause electrical shock to personnel.

C-130J



HIGH INTENSITY ANTI-COLLISION STROBE LIGHTING. DIRECT VIEWING (EVEN AT 500 FOOT DISTANCES) CAN CAUSE EYE INJURY.

DEFENSIVE SYSTEM SENSOR AND DISPENSER LOCATIONS

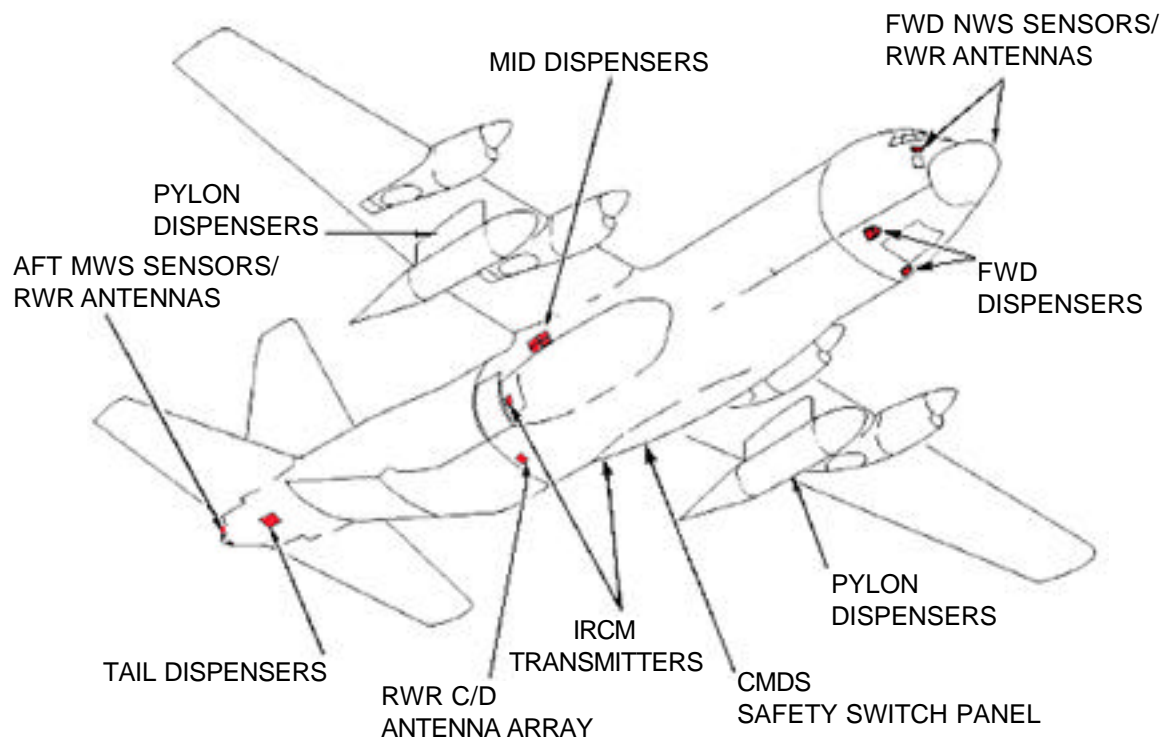
C-130J

1. DEACTIVATION SYSTEM PROCEDURES

WARNING

Failure to install the safety pins may result in an inadvertent discharge. Should circumstances prevent proper safetying of the defensive system, do not taxi near other aircraft until EOD personnel can safety the system.

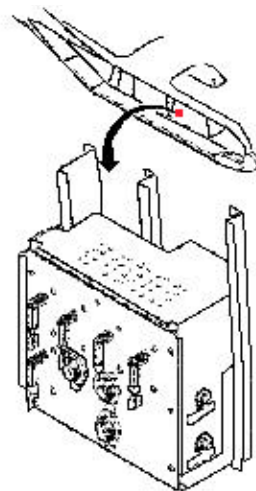
- Install five safety pins in all safety switches.
- Place master switch in the STBY position.
- Place the CMDS switch in the STBY position.
- Place the MWS power line select key in the OFF position.
- Place the CMDS power line select key in the OFF position.



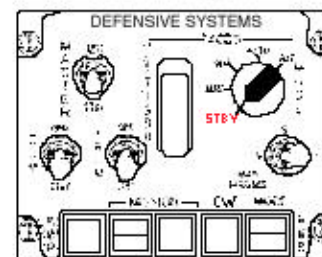
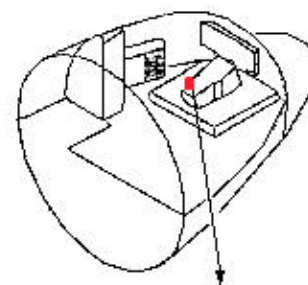
CHAFF AND FLARES HAZARDS

WARNING

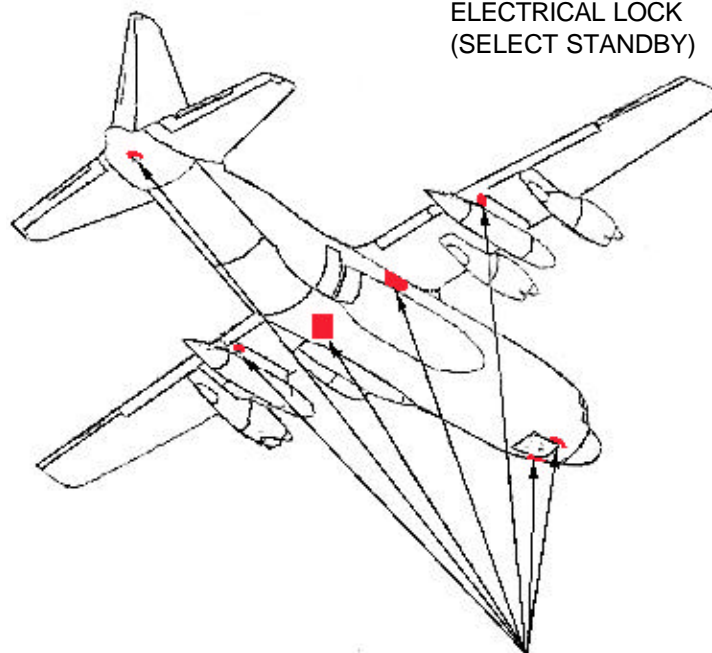
In case of cartridge separation from the dispenser case, non-essential personnel must withdraw to a safe distance of 300 feet and for markers, 600 feet. On scene authorities determine and evaluate hazards.



MECHANICAL LOCK
(PUSH TO INSERT)



ELECTRICAL LOCK
(SELECT STANDBY)

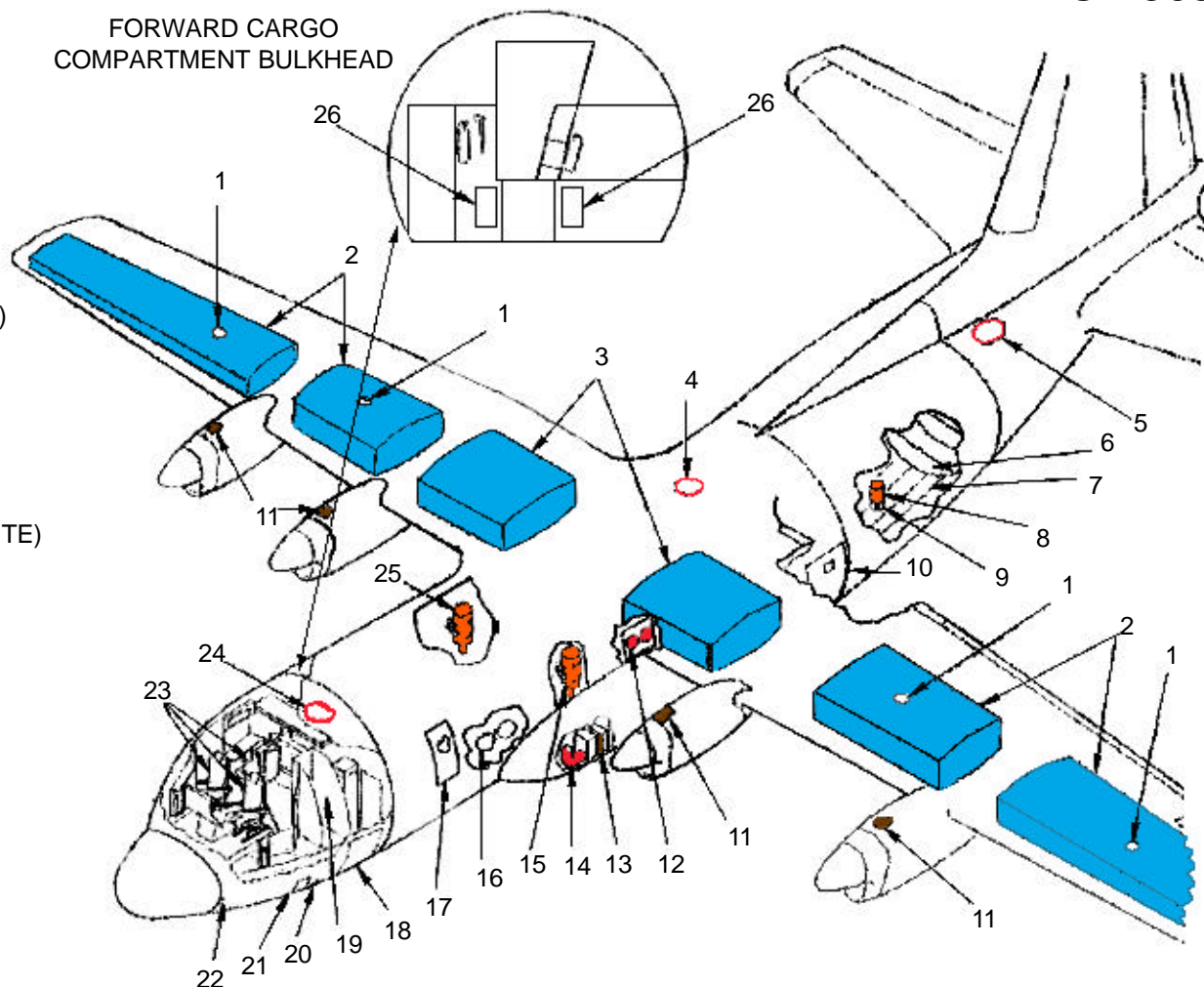


CHAFF AND FLARES
DISPENSER LOCATIONS

C-130J

GENERAL INFORMATION

1. FUEL FILLER POINTS (4 PLACES)
2. MAIN FUEL TANKS (4 PLACES)
3. AUXILIARY FUEL TANKS (2 PLACES)
4. CENTER ESCAPE HATCH
5. AFT ESCAPE HATCH
6. CARGO DOOR
7. RAMP
8. AUXILIARY HYDRAULIC SYSTEM RESERVOIR
9. AUXILIARY HYDRAULIC PUMP
10. PARATROOP DOORS (LH SHOWN-RH OPPOSITE)
11. ENGINE OIL TANKS (4 PLACES)
12. FIRE EXTINGUISHER AGENT BOTTLES
13. APU OIL RESERVOIR
14. APU
15. UTILITY HYDRAULIC SYSTEM RESERVOIR
16. ENGINE AIR INTAKE SHIELDS
17. SIDE EMERGENCY EXIT (LH SHOWN-RH OPPOSITE)
18. CREW ENTRANCE DOOR
19. GALLEY
20. EXTERNAL ELECTRICAL POWER RECEPTACLE
21. BATTERY COMPARTMENT
22. EXTERNAL INTERPHONE CONNECTION
23. CREW SEATS (3 PLACES)
24. FORWARD ESCAPE HATCH
25. BOOSTER HYDRAULIC SYSTEM RESERVOIR
26. URINALS (2 PLACES)



C-130J

	SPECIFICATIONS		NATO SYMBOL
FUEL	MIL-T-83133		F-34
	JP-8		
	MIL-T-5624		F-44
	JP-5		F-40
OIL	ENGINE	MIL-PRF-23699F	0-156
	APU	MIL-L-7808	0-148
	STARTER		

HYDRAULIC FLUID	MIL-H-83282		H-537
EXTINGUISHER FLUID	ENGINE AND APU ALTERNATE HAND EXTINGUISHERS	MIL-D-4540 MIL-B-4394 MIL-B-3871	
OXYGEN	MIL-O-27210		

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Use this page and page 14 for entry procedures.

WARNING

Forward hatch (2a), right side of fuselage, is in close proximity of right inside turbo propeller. Avoid if propeller/engine is running. This hazard could cause loss of life! Not for entry or aircrew extraction until engine is shutdown. Same for left side if applicable model is in use.

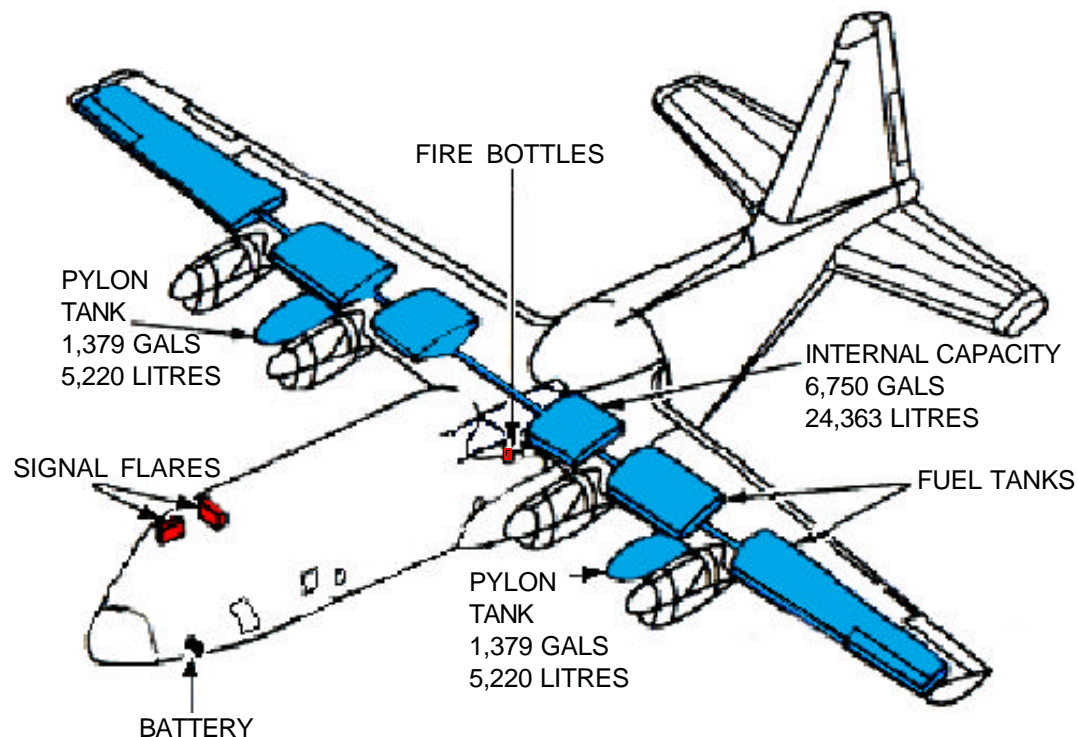
CAUTION

Verify aircraft is depressurized prior to entry. If verification can not be made, use any means possible to penetrate aircraft skin to vent pressure, then enter aircraft. Places to penetrate: entry door, side escape hatches, port hole windows, paratroop doors, emergency escape hatches, and designated cut-in areas. Pressurization is 15.6 PSI.

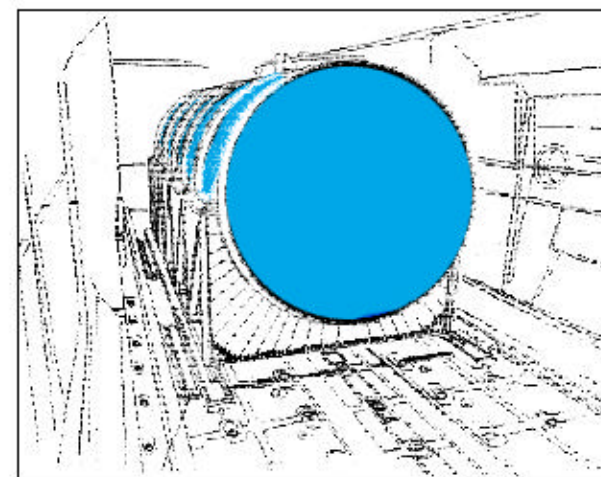
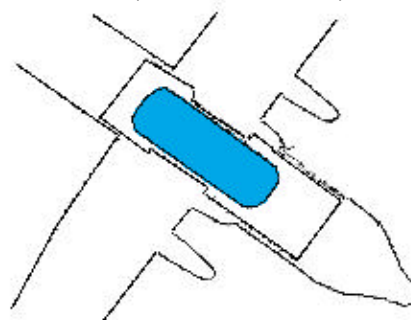
CAUTION

When opening the crew entry door, do allow door to free fall. Damage to door can result hitting the ground surface.

- a. Rotate crew entry door handle, located forward left side of fuselage, counterclockwise and open door outward and down.
- b. Rotate troop door handle, located aft on both sides of fuselage, clockwise and push door with an inward vertical movement until locked in open position.



KC-130J-30
CARGO COMPARTMENT
FUEL TANK
(MAX 24,390 LBS)



VIEW LOOKING AFT

C-130J

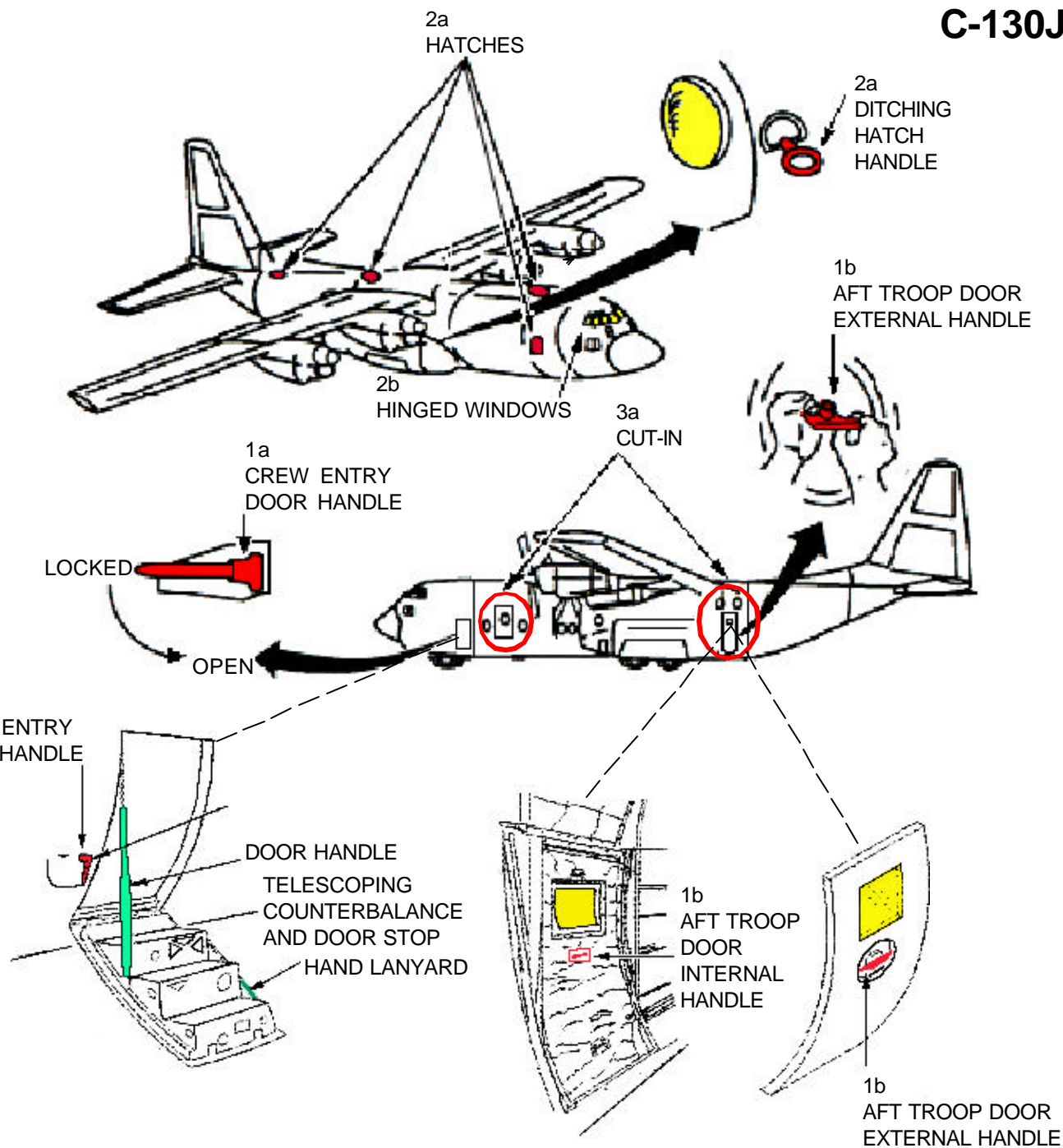
EMERGENCY ENTRY

2. EMERGENCY ENTRY

- a. Pull the flush mounted release handle and push inward on four hatches located forward, center, and aft top of fuselage, and fuselage forward right side.
- b. Two hinged windows in the forward flight station can also be used for emergency exits.

3. CUT-IN

- a. Cut-in areas are marked and located on each side of fuselage, above and forward of each troop door.
- b. A cut-in area is located above the right troop door.



C-130J

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

C-130J

WARNING

Enter through rear troop doors to avoid running aircraft hazards.

NOTE:

DO NOT remove battery power before activating fire T-handles.

1. EMERGENCY ENGINE SHUTDOWN

- a. Position the condition levers to the GROUND IDLE position. (There is no FEATHER position on the condition levers.)

CAUTION

Pulling the condition levers all the way backward will cause the engines to go into reverse.

- b. On the fire control panel, place the four engine start switches to STOP. (Fuel pump is closed.) Then pull all four fire T-handles OUT position to shut down the engines.

IN CASE OF ENGINE FIRE: After all four fire T-handles have been pulled, turn the appropriate T-handle (fire indication) to position 1 or 2. (Fuel pump is closed.) If fire condition persists, wait 15 seconds after first bottle is discharged and then discharge the remaining bottle.

- c. IN CASE OF APU FIRE: Pull the APU fire T-Handle located on the APU control panel.

NOTE:

When engines are shutdown, power to internal equipment is shutdown. There is no need to disconnect the battery. If disconnecting the battery, located forward of crew entrance door, is required, removal of the SCBA will be necessary for reaching the battery.

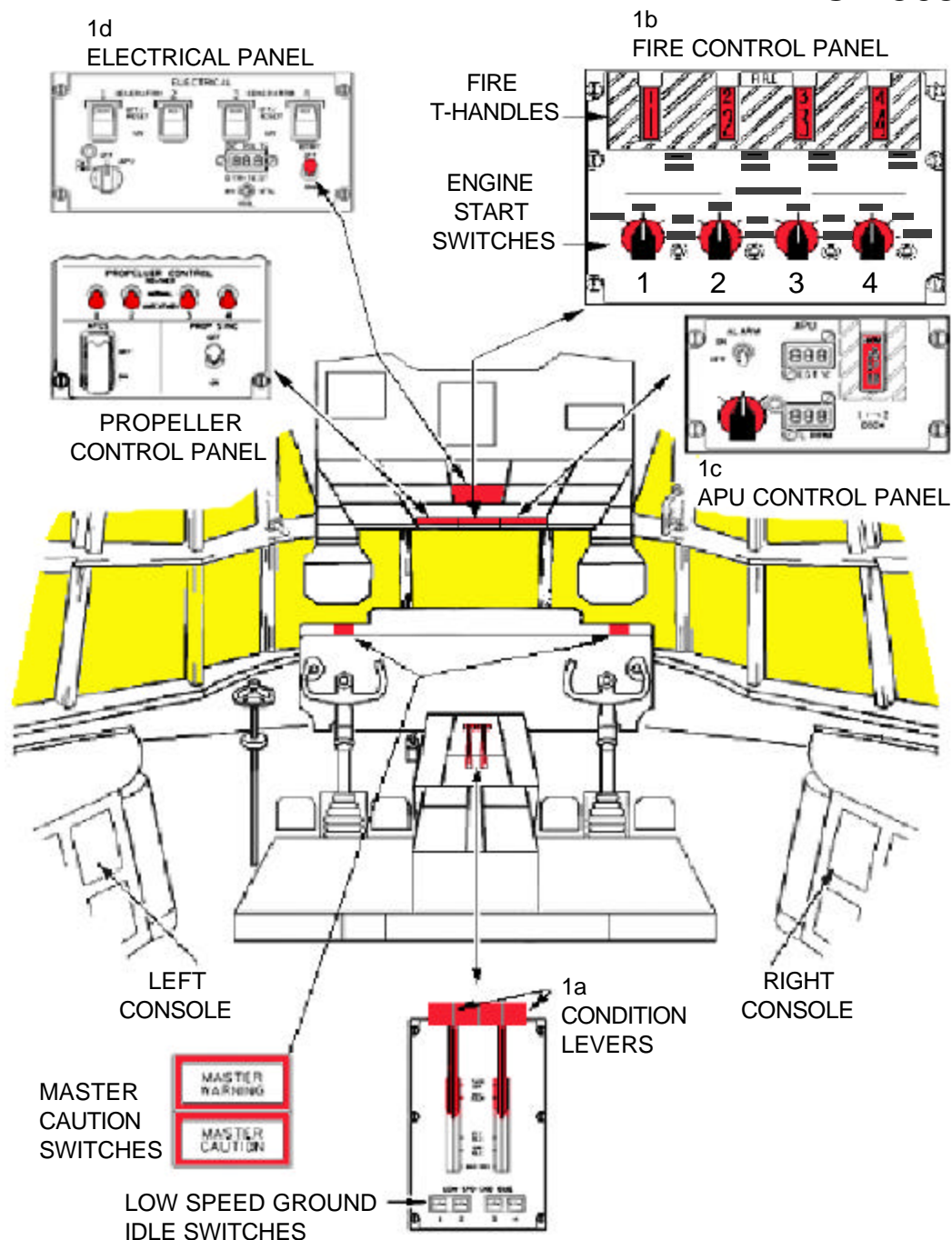
- d. Battery switch is located on the overhead electrical panel.

2. AIRCREW EXTRACTION

- a. Release latch on lap belt and remove shoulder harness from crewmember(s).

NOTE:

If seat track is not damaged during crash landing, use adjustable seat control to move seat in aft position when removing crewmember. Passenger seats do not have shoulder harness.



OXYGEN SYSTEM AND SHUTDOWN

SYSTEM DESCRIPTION

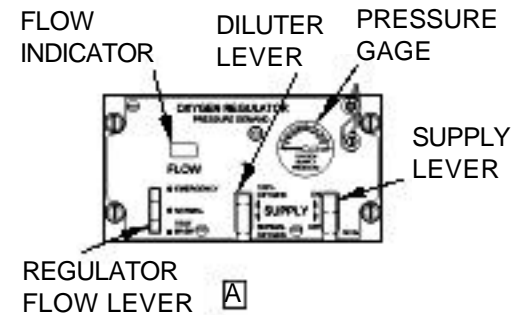
The oxygen system is a diluter-demand, automatic-pressure breathing system with a supply pressure of approximately 270 to 455 PSI. Liquid oxygen is converted to gaseous oxygen for use by the crew. Oxygen regulators are installed in various locations in the flight station and cargo compartment for crew use. Oxygen masks attached to the regulators fit snugly over the user's face to eliminate as much leakage as possible. An oxygen servicing panel is located on the exterior of the aircraft.

OXYGEN MANUAL SHUTOFF VALVE

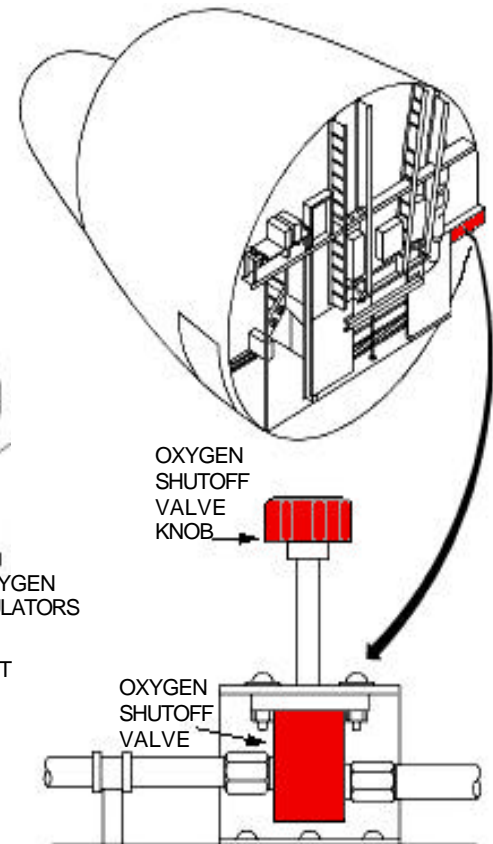
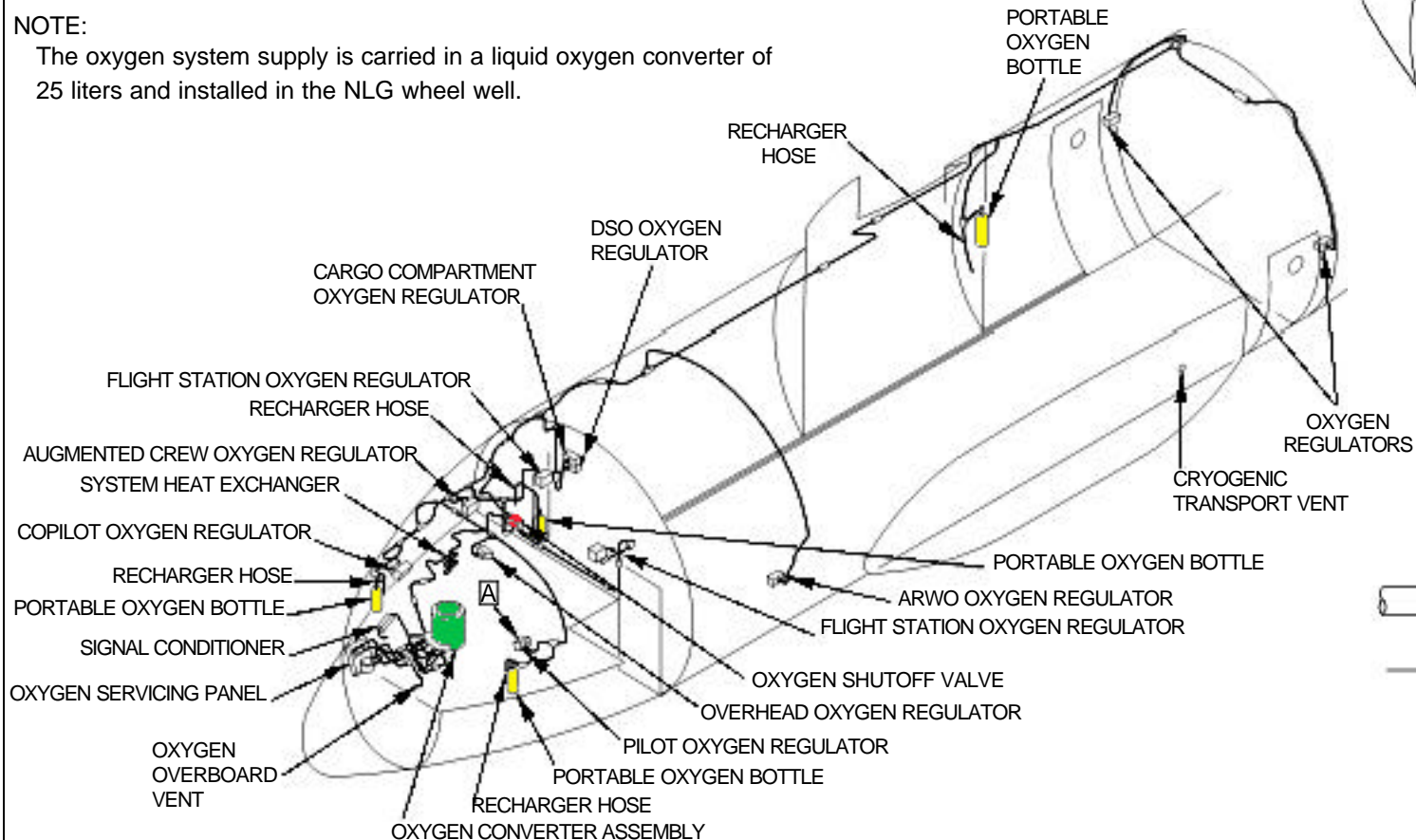
A manual shutoff valve is mounted on the right side of the cargo compartment forward bulkhead above the air conditioning unit. The valve is normally in the OPEN position. The valve shuts off the liquid oxygen supply prior to the individual regulator distribution lines.

NOTE:

The oxygen system supply is carried in a liquid oxygen converter of 25 liters and installed in the NLG wheel well.



FORWARD CARGO COMPARTMENT BULKHEAD



C-130J

EMERGENCY EXITS & EVACUATION ROUTES FOR GROUND, AIR AND WATER EGRESS

C-130J

WARNING

Do not lock the augmented crew member seat in a position that will block the pilot's evacuation route.



GROUND EXIT

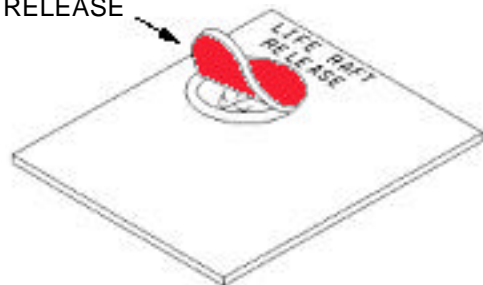


AIR EXIT

NOTE:

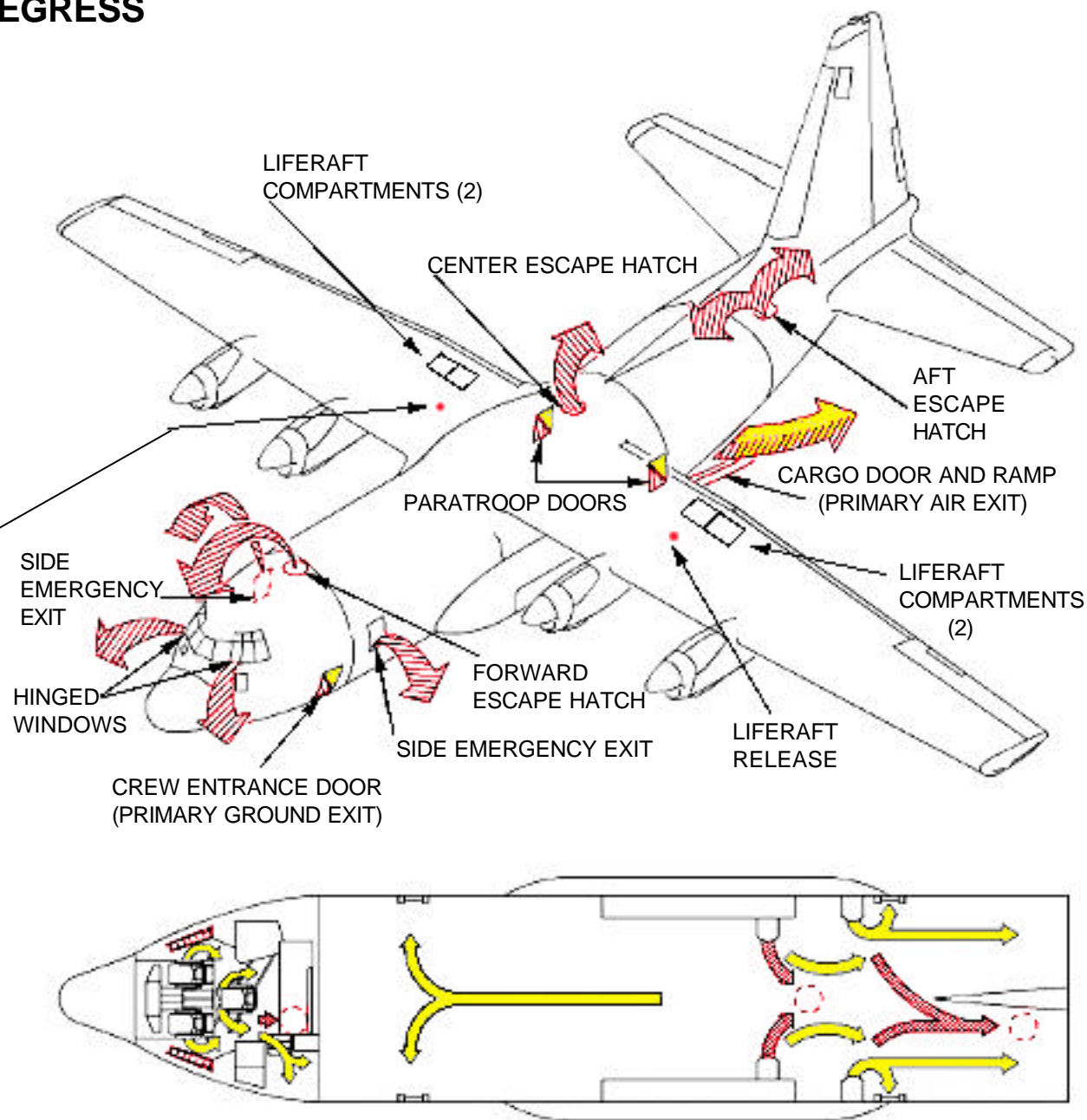
Liferafts are located on both wings. All three overhead hatch emergency routes will converge on these compartments to launch liferafts. The other exits do not allow this function. The liferaft release is just forward of the wing compartments.

LIFERAFT
RELEASE



EVACUATION ROUTES

 OVERHEAD EXIT

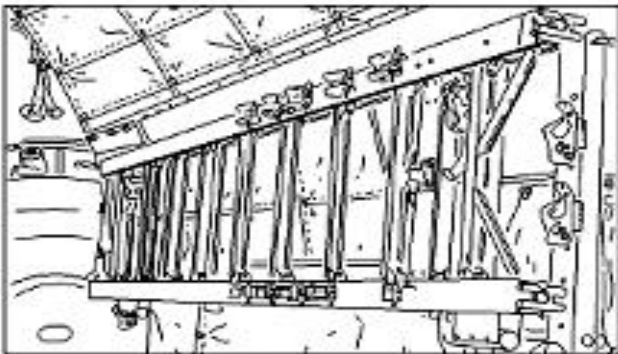


CENTER ESCAPE HATCH LADDER INSTALLATION

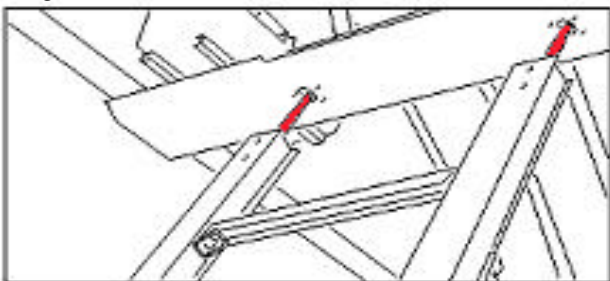
C-130J

1. CENTER ESCAPE HATCH LADDER INSTALLATION

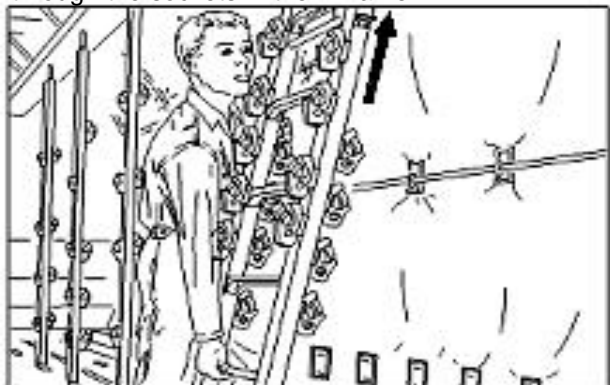
- a. Remove the ladder from its stowed position on the left side of the cargo compartment.



- b. Insert the upper ends of the ladder into the A-frame sockets marked "ladder" directly below the escape hatch in the top of the fuselage, just aft of the wing center section. The ladder must be inserted at an angle which will allow its lower end to clear the floor.

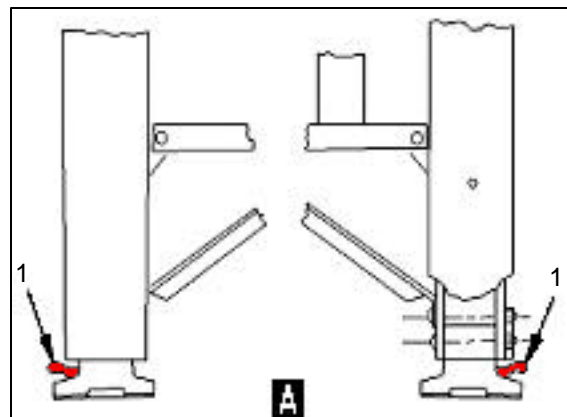
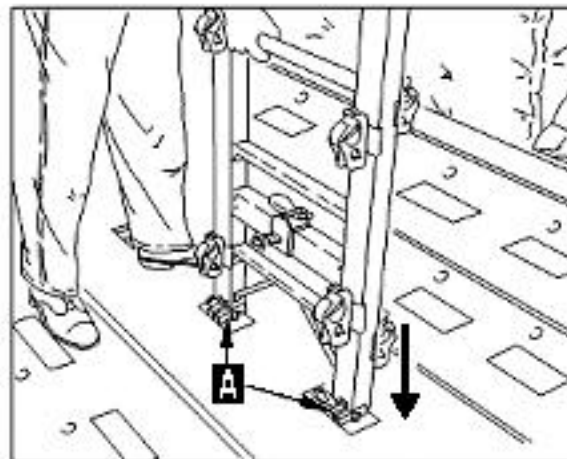


- c. Push the ladder upward so that the upper ends go through the sockets in the A-frame.



- d. Swing the ladder to vertical, and center it over the proper tiedown studs.

- e. Lower the ladder until the latches (1) engage the tiedown studs.








EMERGENCY EQUIPMENT

EFFECTIVITY: C-130J

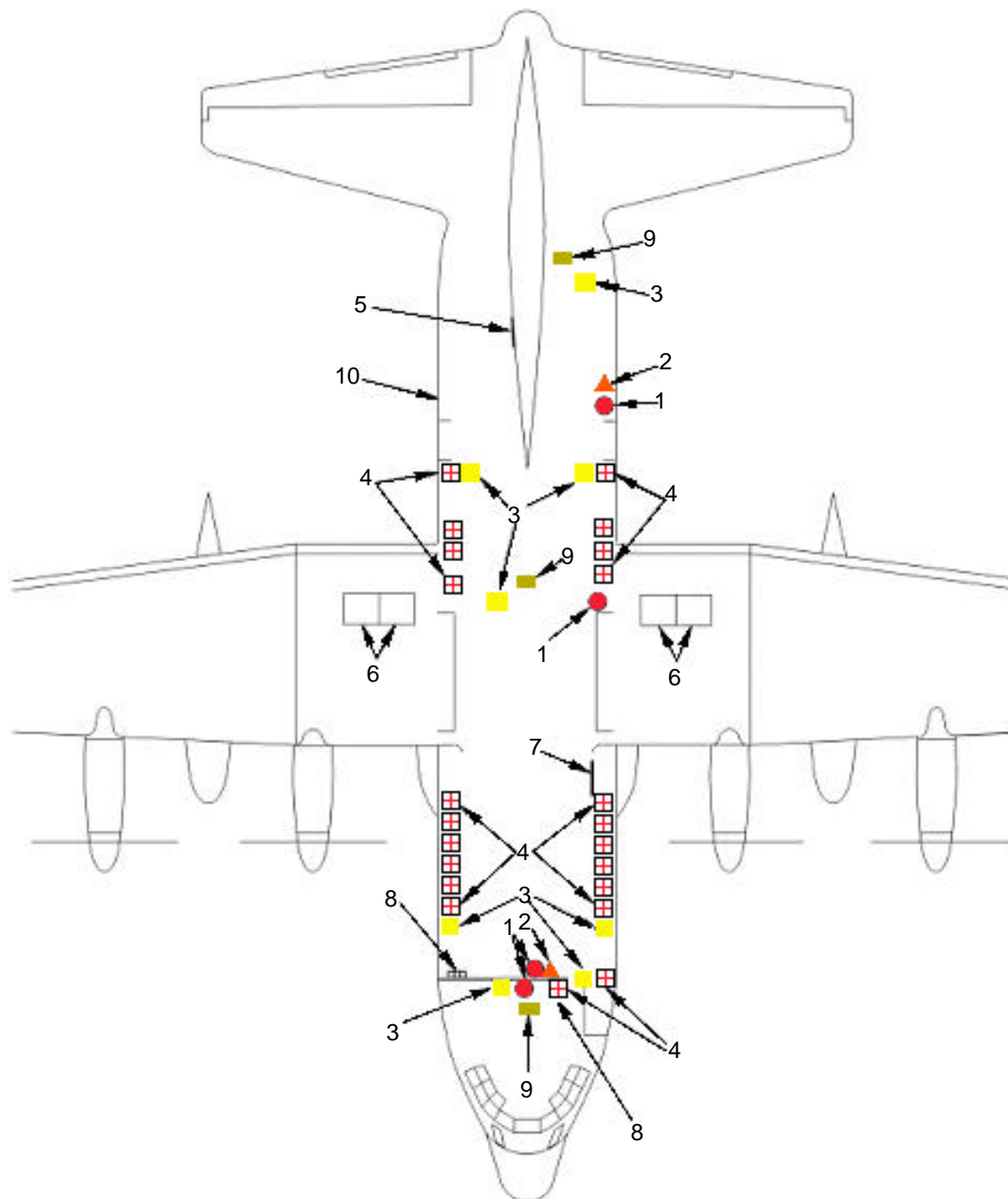
C-130J

SYMBOLS

-  HAND AXE
-  EMERGENCY EXIT LIGHT
-  FIRST AID KIT
-  HAND FREE EXTINGUISHERS
-  EMERGENCY ESCAPE ROPE

KEY

1. HAND FIRE EXTINGUISHER (4)
2. HAND AXE (2)
3. EMERGENCY EXIT LIGHT (8)
4. FIRST AID KIT STOWAGE (22)
5. EMERGENCY TRANSMITTER COMPARTMENT
6. LIFERAFT COMPARTMENT (4)
7. STANCHION LADDER
8. LIFE VEST STOWAGE (10)
9. EMERGENCY ESCAPE ROPE (3)
10. EMERGENCY TIEDOWN FIXTURE (2)








EMERGENCY EQUIPMENT-Continued

EFFECTIVITY: CC-130J

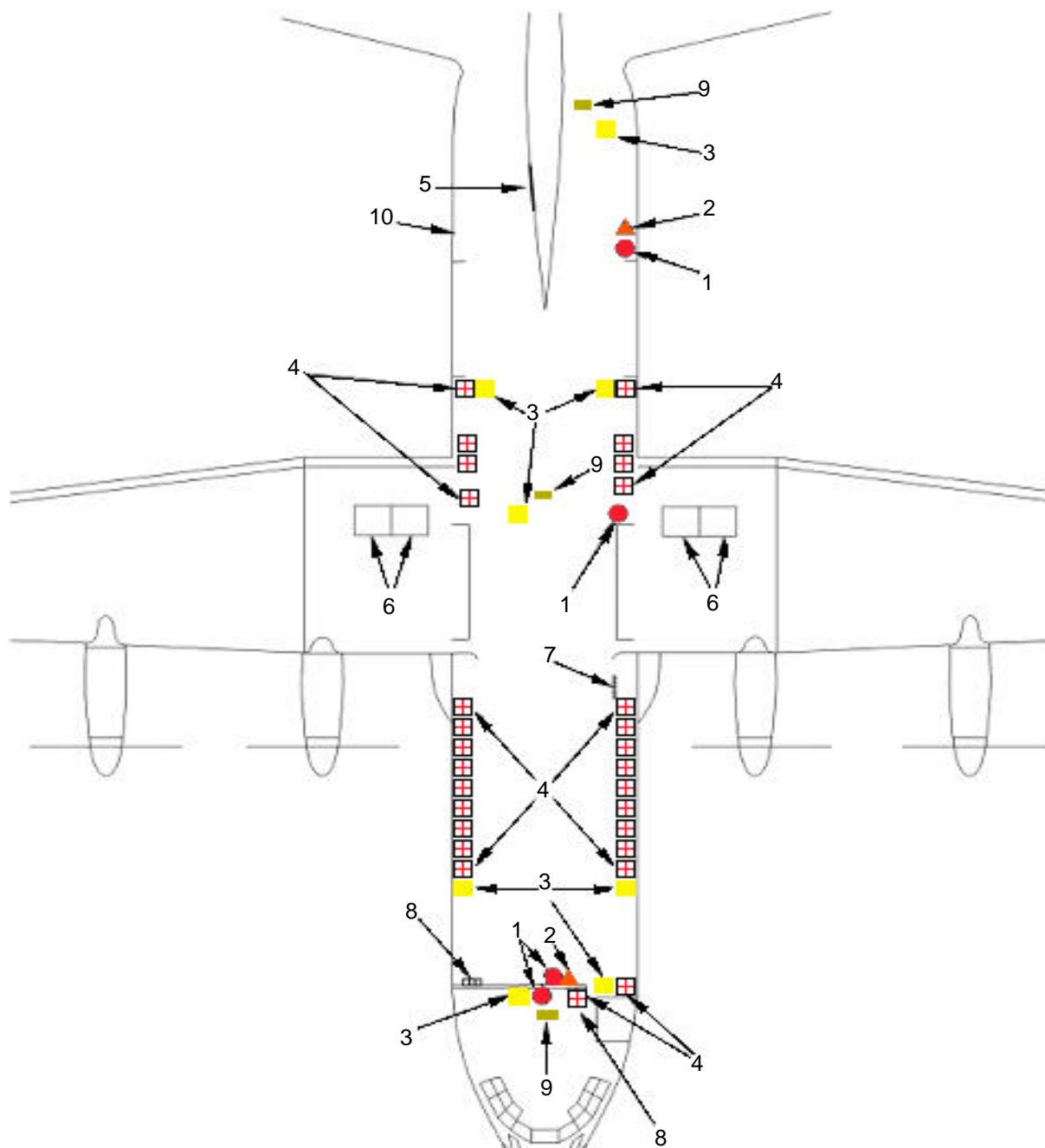
C-130J

SYMBOLS

-  HAND AXE
-  EMERGENCY EXIT LIGHT
-  FIRST AID KIT
-  HAND FREE EXTINGUISHERS
-  EMERGENCY ESCAPE ROPE

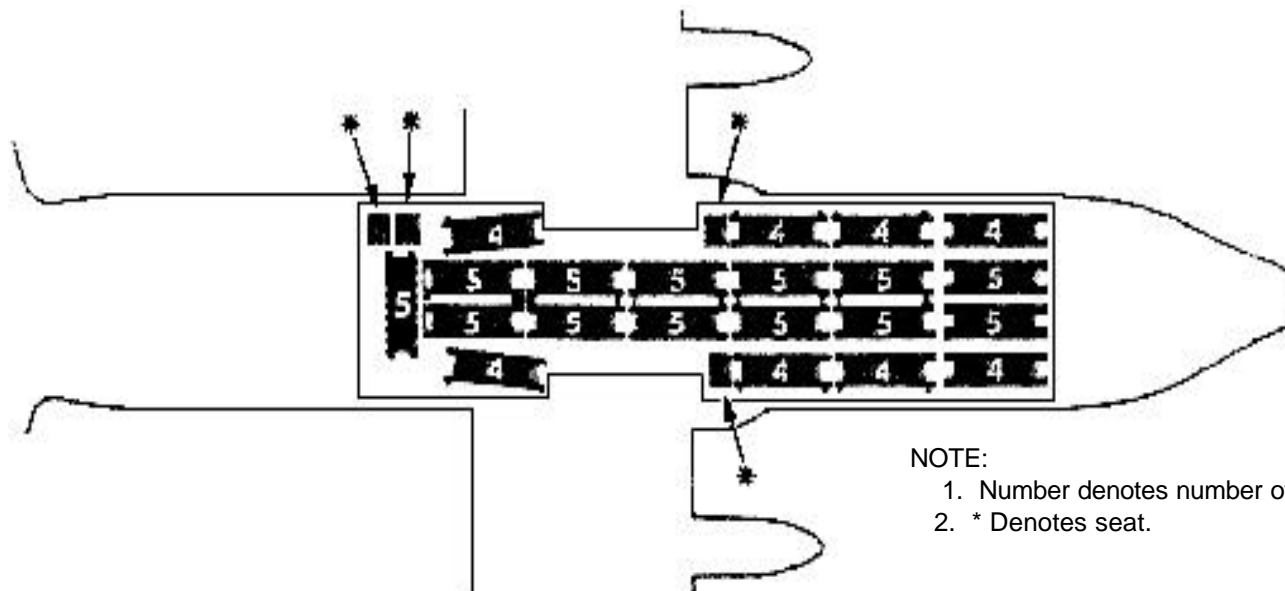
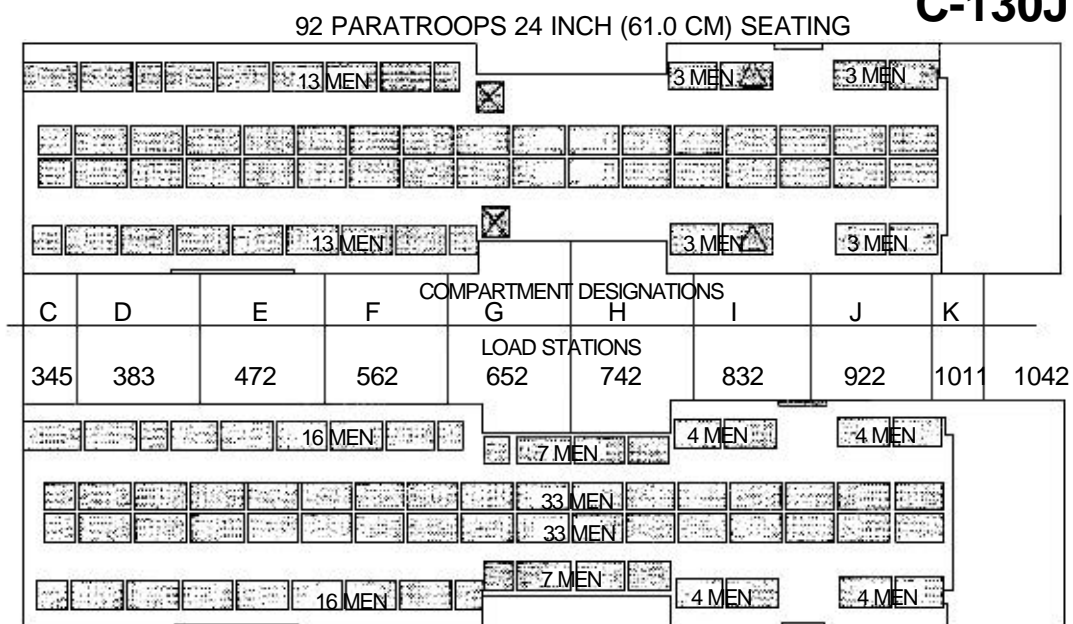
KEY

1. HAND FIRE EXTINGUISHER (4)
2. HAND AXE (2)
3. EMERGENCY EXIT LIGHT (8)
4. FIRST AID KIT STOWAGE (28)
5. EMERGENCY TRANSMITTER COMPARTMENT
6. LIFERAFT COMPARTMENT (4)
7. STANCHION LADDER
8. LIFE VEST STOWAGE (10)
9. EMERGENCY ESCAPE ROPE (3)
10. EMERGENCY TIEDOWN FIXTURE (2)



PERSONNEL LOCATIONS

COMPARTMENT SEATING		
COMPARTMENT	PARATROOPS	GROUND TROOPS
C	5	6
D	15	18
E	13	18
F	15	18
G	10	16
H	8	20
I	12	14
J	14	18



NOTE:

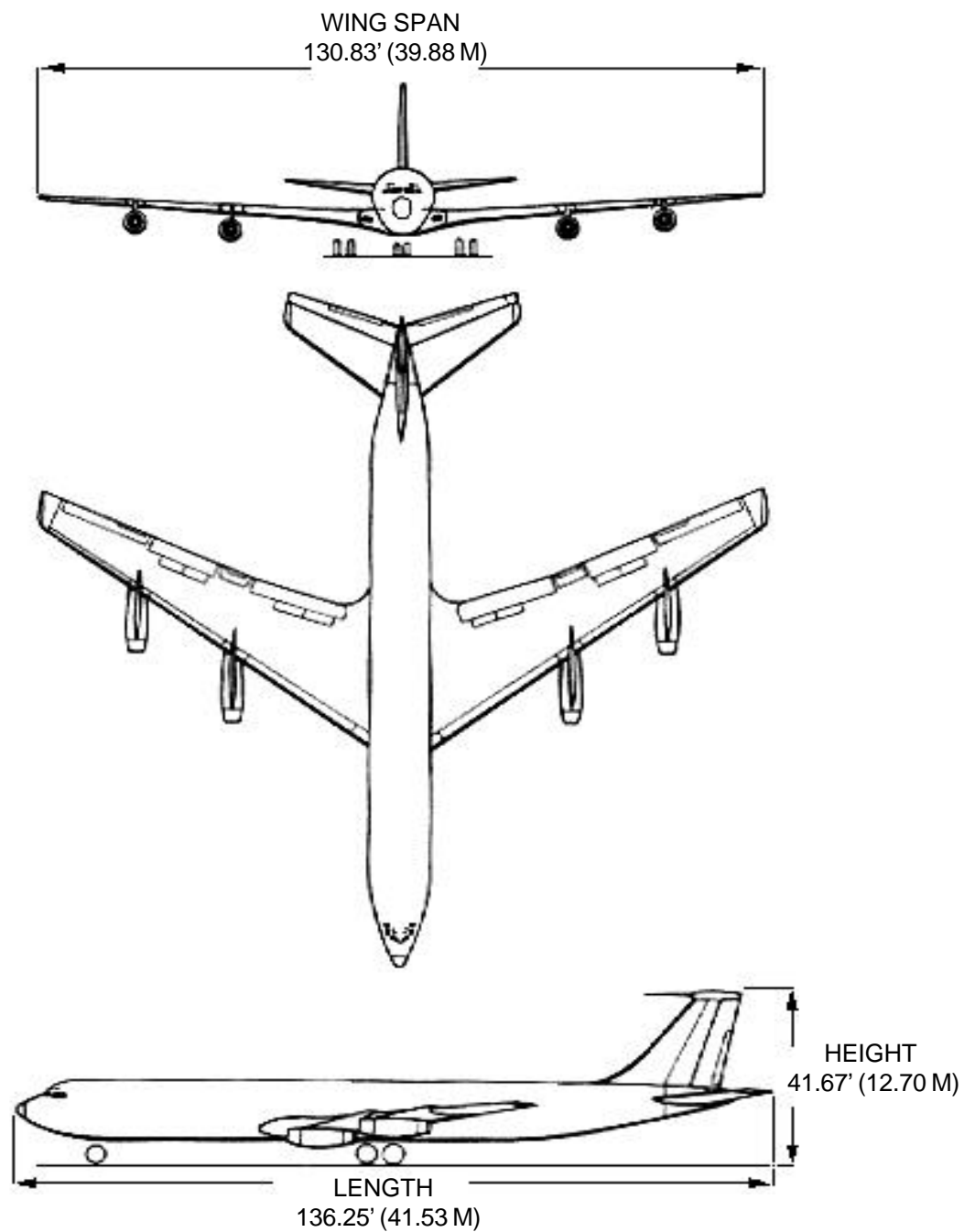
1. Number denotes number of litters per tier.
2. * Denotes seat.

AIRCRAFT PAINT SCHEME

C-135



AIRCRAFT DIMENSIONS

C-135

AIRCRAFT SKIN PENETRATION POINTS

C-135

WARNING

Effectivity: KC-135 only. Forward right side fuselage penetration points do not apply. On KC-135 aeromedical evacuation missions, the right side of the fuselage from body stations 440-840 is occupied by patients, patient litters, medical personnel, and medical equipment to include medical oxygen storage systems. (The painted penetration symbol are being removed.)

CAPACITIES:

C-135 - 26 TROOPS, 44 STRETCHERS

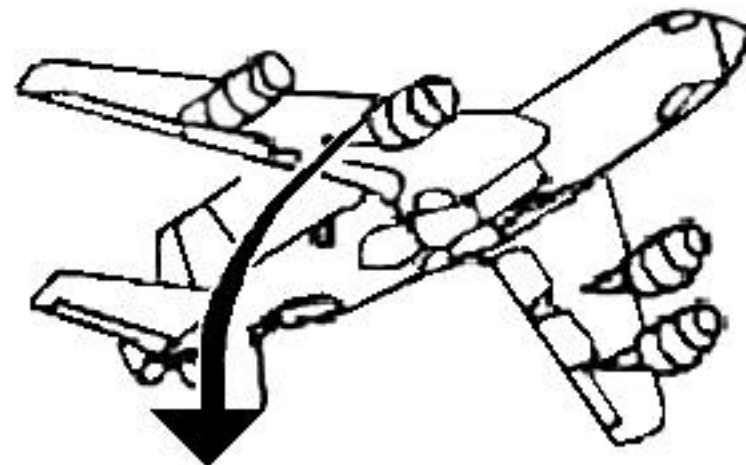
KC-135 - 2 PILOTS, 2 CREW, 80 PASSENGERS

OC-135 - 3 PILOTS, 2 NAVIGATORS, 1 MISSION CMDR,
1 DEPUTY MISSION CMDR, 2 SENSOR OPERATORS,
2 SENSOR MAINTENANCE TECHNICIANS, 1 FLIGHT FOLLOWER

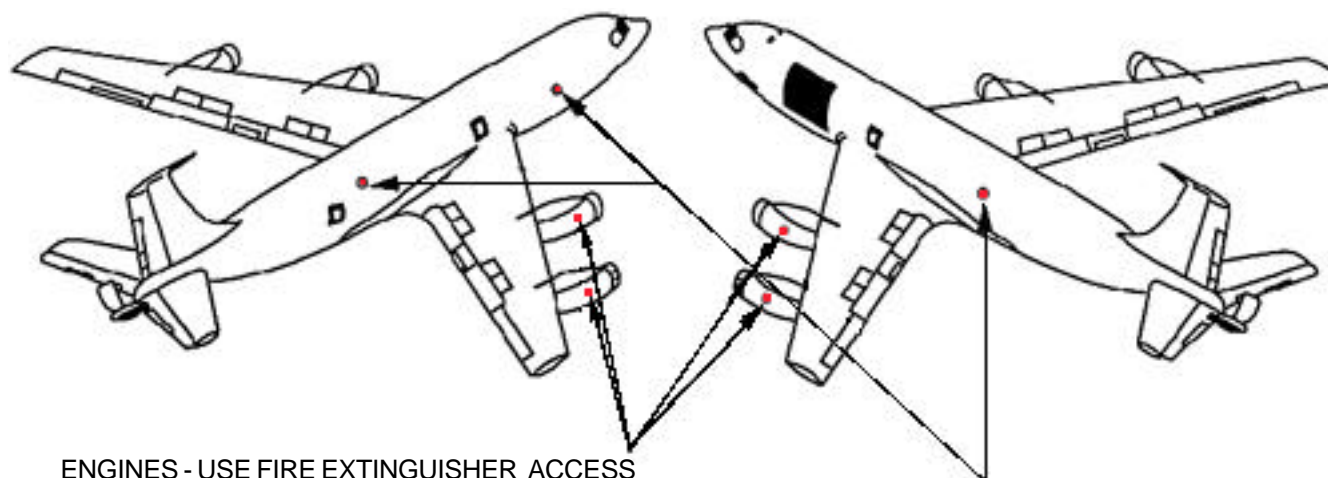
RC-135 - 3 PILOTS, 2 NAVIGATORS, 3 ELECTRONIC WAREFARE OFFICERS,
14 INTELLIGENCE OPERATORS, 4 MAINTENANCE TECHNICIANS

RC-135 - 31 PEOPLE; 10 FWD, 21 AFT

EC-135 - 26 PEOPLE; 4 FWD, 22 AFT



FOR THE KC-135: PENETRATE THROUGH
THE FIRE EXTINGUISHER ACCESS PANEL



ENGINES - USE FIRE EXTINGUISHER ACCESS
PANELS FOR GROUND FIRE ACCESS

FUSELAGE - PENETRATE AT THE POINTS
IDENTIFIED FOR EMERGENCY CUT-IN

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
24 Ft. Ladder
Fire Drill II

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Press latch, located aft of crew entry door. To open access door, rotate handle down to release door.

CAUTION

Door opens down and forward.

2. EMERGENCY ENTRY

- a. Depress button(s), located on emergency escape hatch(es), over wing both sides of aircraft, to release handle(s). Pull handle(s) out and rotate clockwise to release hatch(es).
- b. Push emergency escape hatch(es) in.
- c. Depress button, located on aft emergency escape hatch, right side of aircraft, to release handle. Pull handle out and rotate clockwise to release hatch. Push hatch in and aft.

3. CUT-IN

- a. Cut-in areas as marked on fuselage.

CAUTION

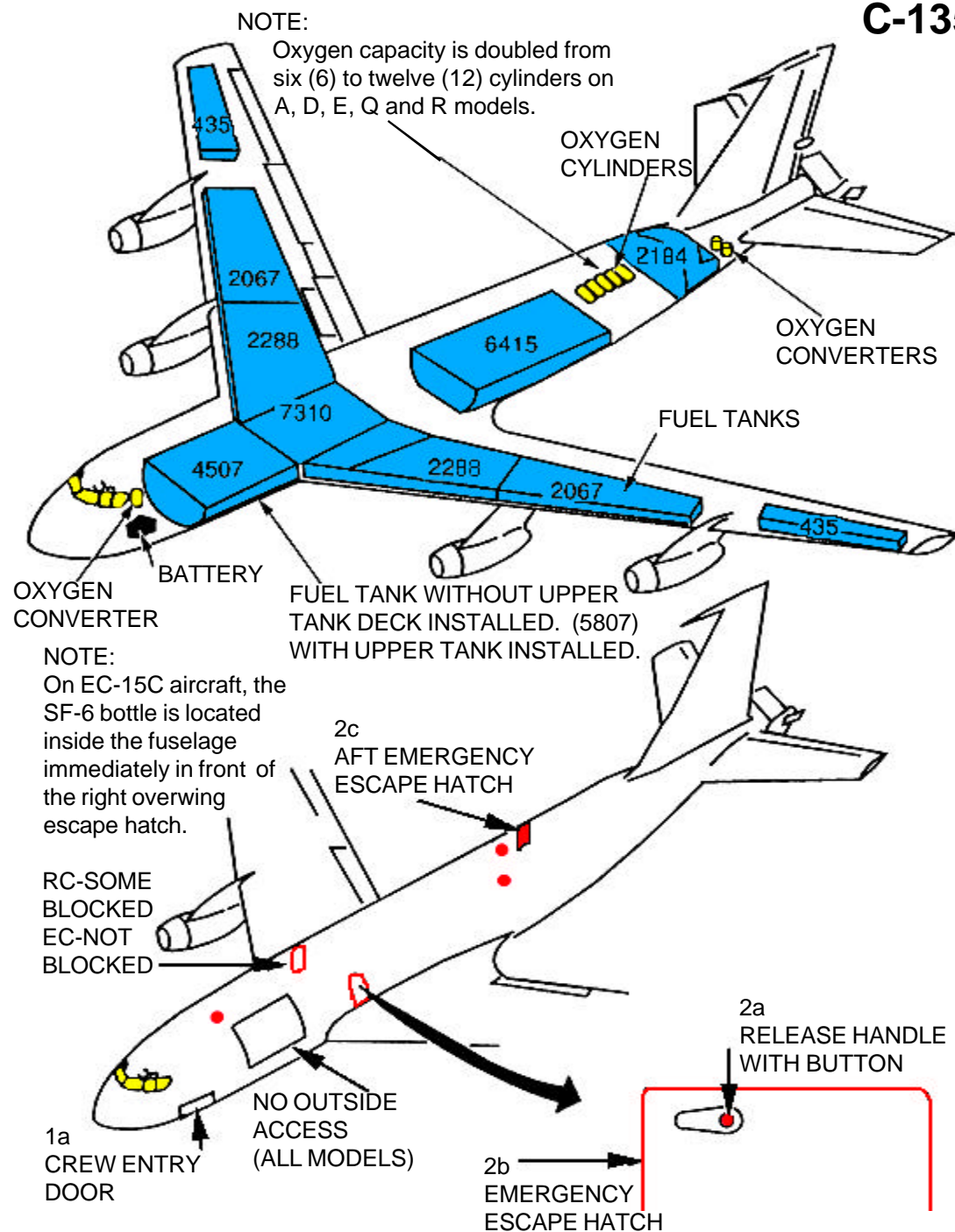
For special purpose C-135 aircraft, the lack of indicated skin penetration points in these areas may indicate the presence of interior equipment preventing emergency access.

NOTE:

Aircraft Gear Up - 13 ft 10 in. Gear Down - 17 ft 10 in.

NOTE:

The battery is located in the forward latrine, in front of the cargo door. Some aircraft have outward opening latrine doors.



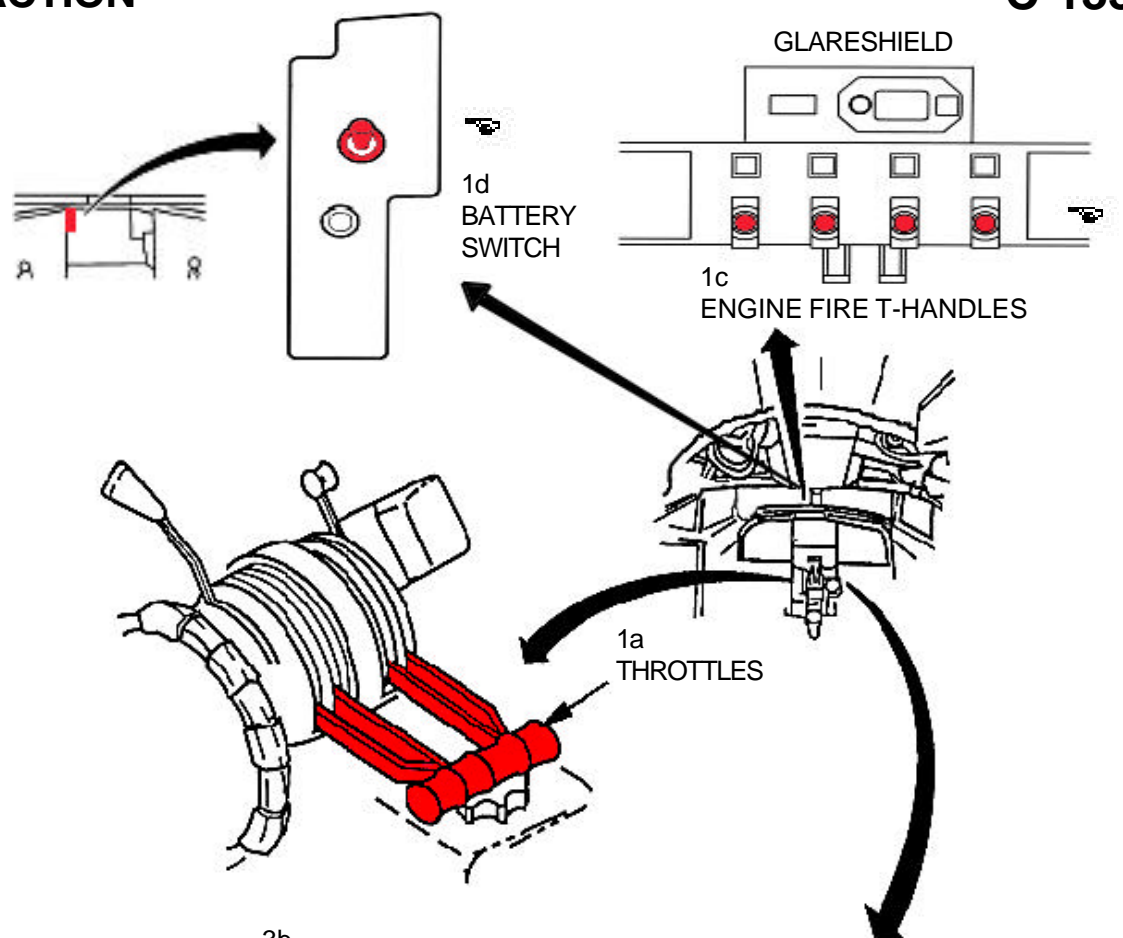
C-135

ENGINE SHUTDOWN, AIRCREW EXTRACTION AND CARGO DOOR OPERATION

C-135

1. ENGINE SHUTDOWN [KD] [KE]

- Aircraft without thrust reversers, retard throttles, located on control stand, to IDLE position then raise throttles and bring back to CUT-OFF position.
- KC-135D/E with thrust reversers, place throttles to IDLE position, place engine start levers, located on lower portion of control stand, to CUTOFF position.
- To extinguish an engine fire: pull the applicable engine fire switch, located above pilots center instrument panel, to the affected engine.
- Place battery switch, located on pilot's center instrument panel, to OFF position.

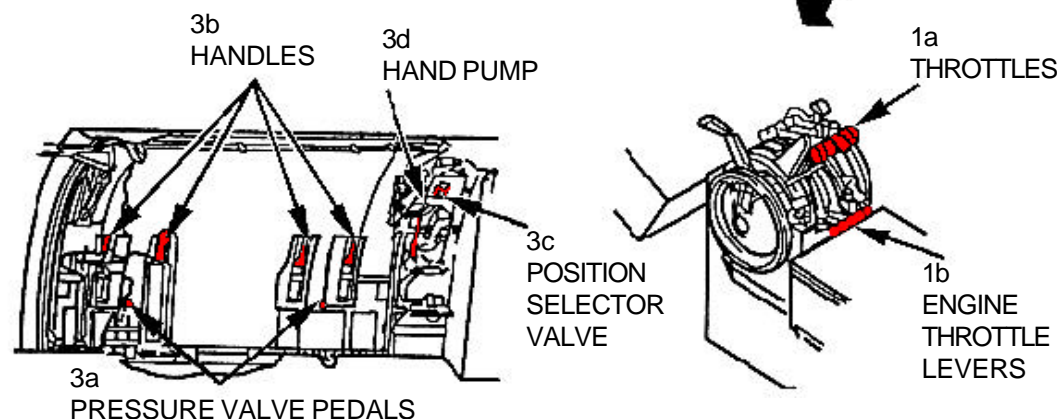


2. AIRCREW EXTRACTION (ALL MODELS)

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- If seat tracks are not damaged, use adjustable seat control to retract seat in aft position to aid in removing crewmember(s).
- Unlatch lap belts for passengers.

3. OPERATION OF CARGO DOOR IS NEEDED DURING RESCUE (ALL MODELS)

- Press pressure valve pedals outward.
- Rotate handles inboard and downward.
- Rotate position selector valve to OPEN position.
- Use hand pump to pump door open.



ENGINE AND APU SHUTDOWN FOR THE KC-135R

C-135

1. ENGINE SHUTDOWN [KR] [KT]

- a. Retard throttles, located on center control stand, to IDLE position, then raise throttles and move aft to CUTOFF position.
- b. Place the battery switch, located on the pilot's console, in the EMERGENCY position.

NOTE:

Use ENGINE FIRE/OVERHEAT DETECTION AND EXTINGUISHING SYSTEM only if an engine fire is indicated.

- c. To extinguish an engine fire:

- (1) Pull the applicable engine fire switch, located above pilot's center instrument panel, to the affected engine.

NOTE:

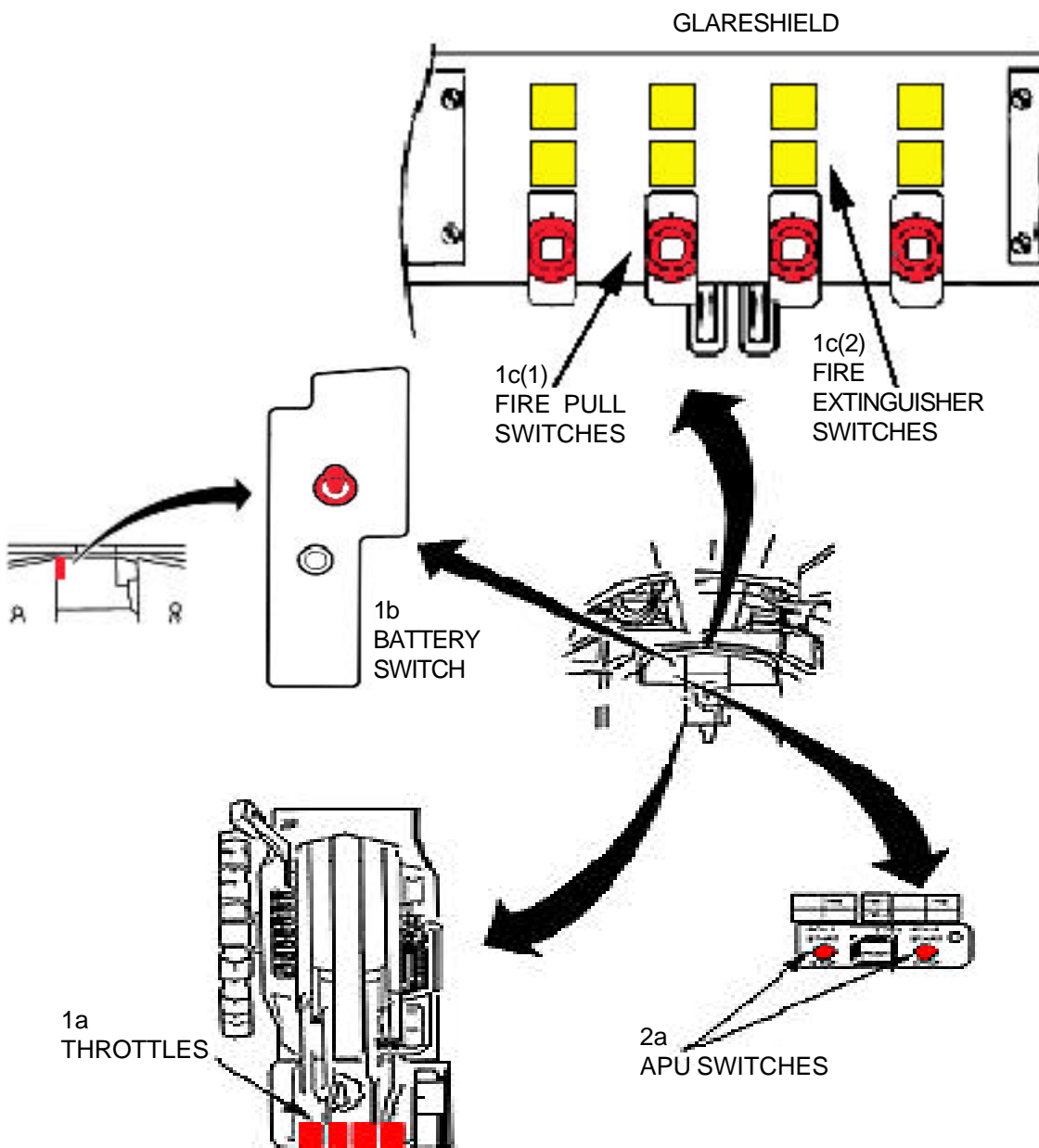
On some models, the engine fire switches may be rotated vertically.

- (2) Press the applicable engine EXT switch, located directly above the engine fire switches, to the affected engine.

2. APU SHUTDOWN (KC-135R)

- a. Place APU 1 and APU 2 switches, located on the instrument panel, to STOP position.

(Procedures continue on next page.)



ENGINE AND APU SHUTDOWN FOR THE KC-135R-Continued

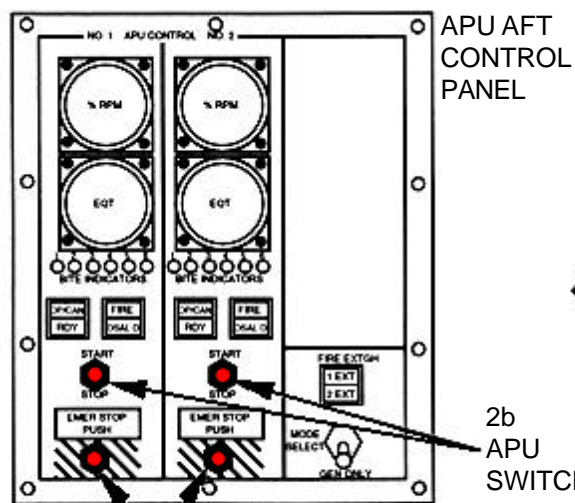
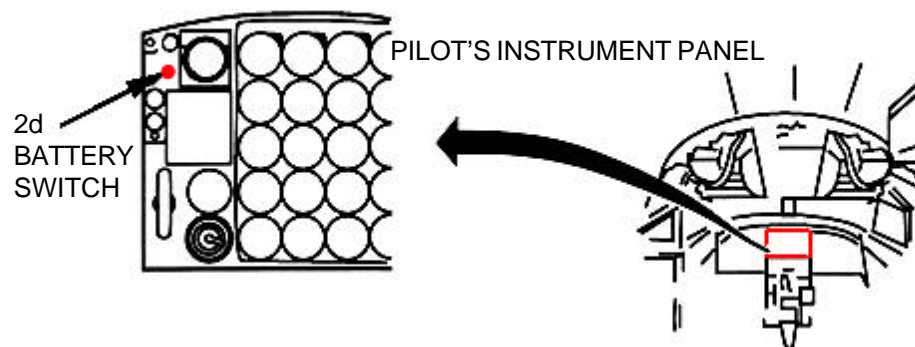
C-135

2. APU SHUTDOWN (KC-135R) -Continued

NOTE:

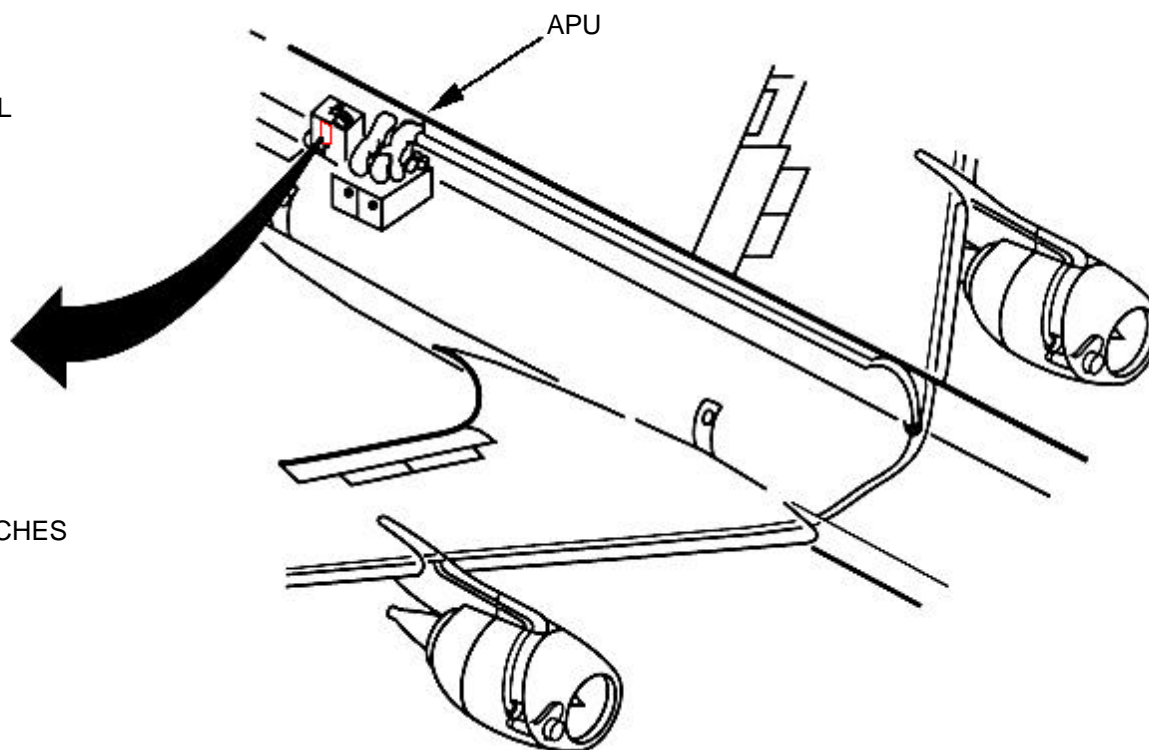
The APU's may be shutdown from the aft control panel, located directly opposite the aft emergency exit.

- b. Place APU 1 and APU 2 switches to STOP position.
- c. For emergency shutdown, push APU 1 and APU 2 EMERG STOP buttons, located directly beneath APU normal operation switches.
- d. Place battery switch, located on pilot's instrument panel, to OFF position.



2c
EMERGENCY STOP BUTTONS

2b
APU
SWITCHES



APU SHUTDOWN FOR SELECTED KC-135D/E

1. APU SHUTDOWN (KC-135D/E)

NOTE:

Procedures apply to all four stations (1) Crew entry door (2) Navigator's control panel (3) Pilot's control panel and (4) APU junction box. Placing any one of the four emergency stop switches to the stop position will shutdown the APU. Electrical power to the fuel pump and the fuel shutoff valve will be shutoff. The fuel valve will close when electrical power is off.

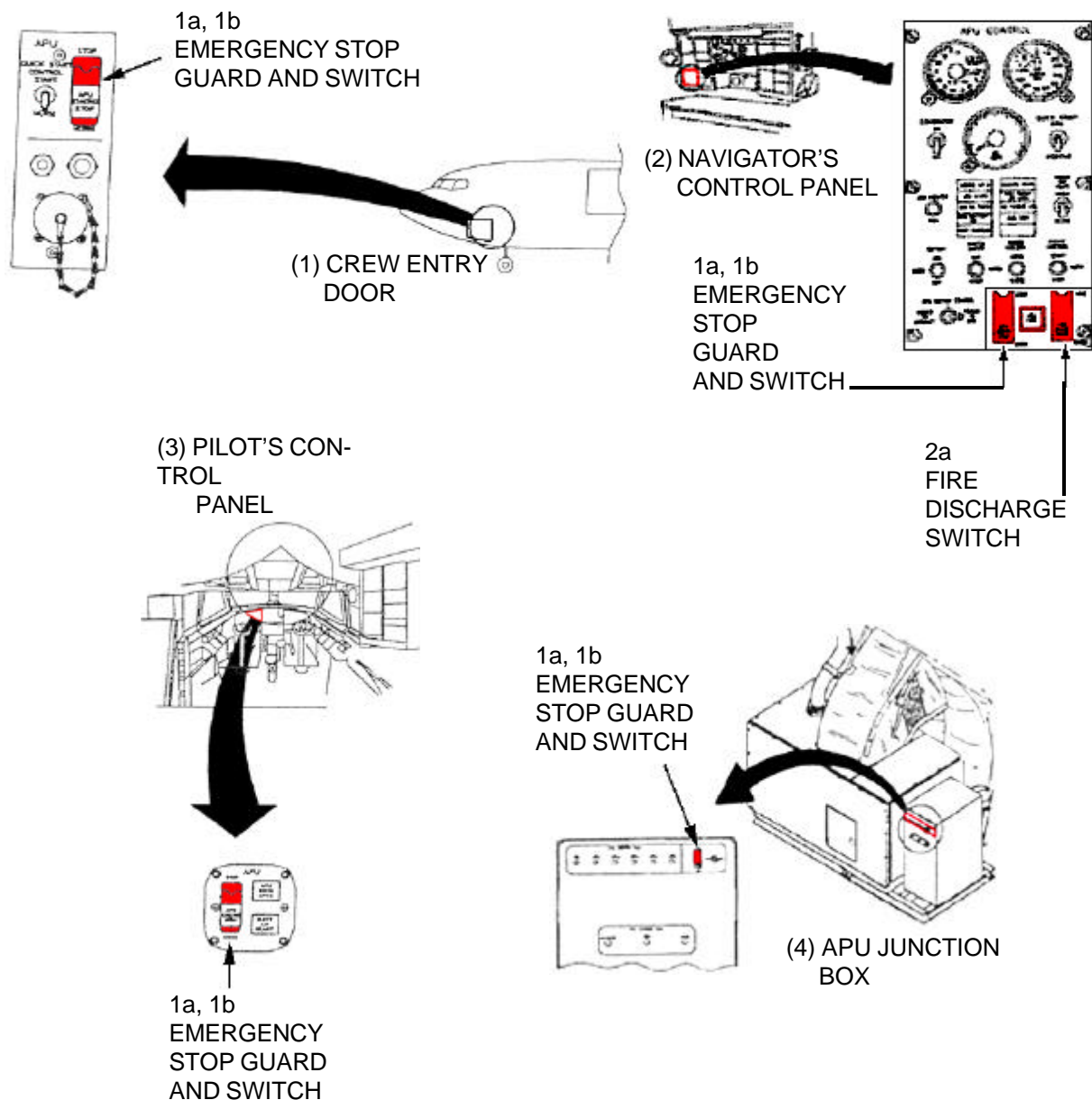
- Lift guard on emergency stop switch.
- Place emergency stop switch to STOP.

2. MANUAL DISCHARGE OF APU FIRE BOTTLE

NOTE:

APU battery switch must be on.

- At the navigator's APU control panel, place the emergency stop switch to the STOP position.
- Place the fire discharge switch to the FIRE position to discharge the APU fire bottle.

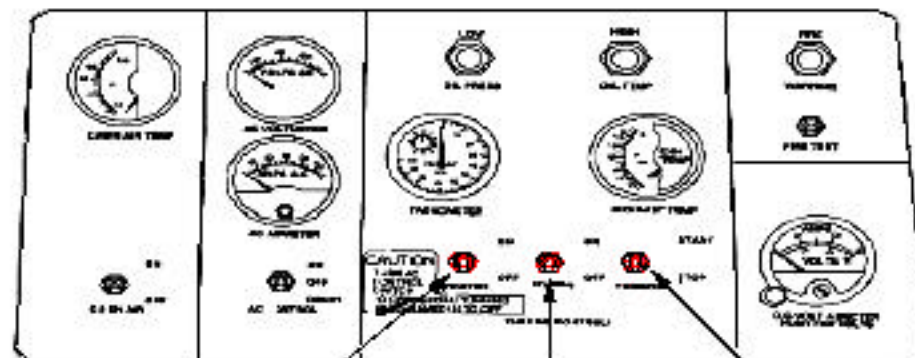


APU SHUTDOWN FOR SELECTED KC-135D/E-Continued

C-135

3. STOPPING THE AiResearch APU

- Place the primer switch, located on the AiResearch APU control panel, to the OFF position.
- Set the start - stop switch, located on the AiResearch APU control panel, momentarily to the STOP position.
- Place the master switch, located on the AiResearch APU control panel, to the OFF position.

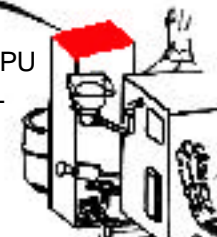


3a
MASTER SWITCH

3b
PRIMER SWITCH

3c
START - STOP SWITCH

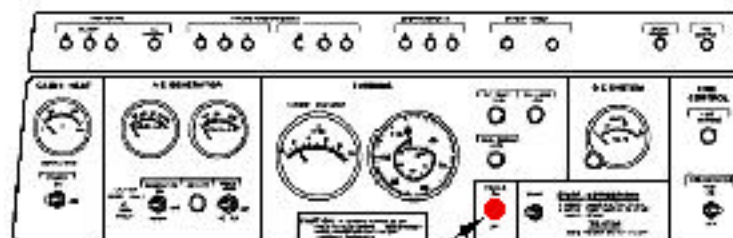
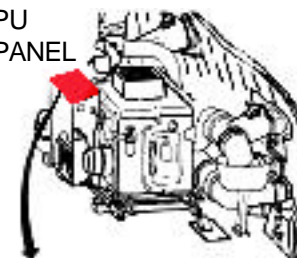
AIRESEARCH APU
CONTROL PANEL



4. STOPPING THE SOLAR APU

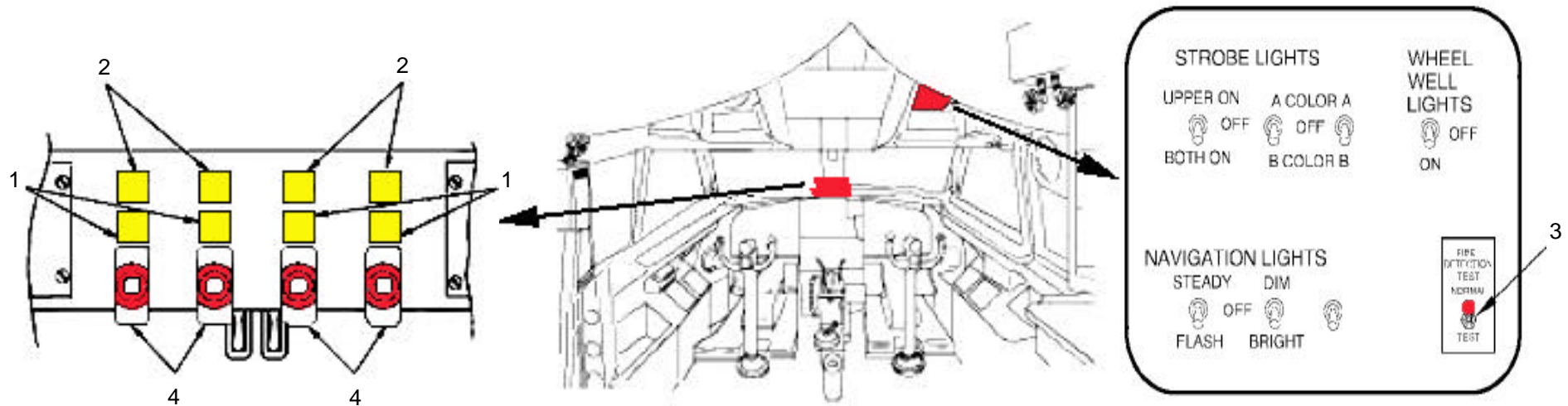
- Place the power switch, located on the Solar APU control panel, to the OFF position.

SOLAR APU
CONTROL PANEL



4a
POWER SWITCH

ENGINE FIRE/OVERHEAT DETECTION AND EXTINGUISHING SYSTEM CONTROLS & INDICATORS



NO.	CONTROL INDICATOR	FUNCTION
1	COMPT (compartment) HOT (Overheat) Light (4) (Amber)	COMPT HOT light comes on any time overheat is detected in the associated engine. It also comes on, along with the engine fire light, any time a fire is detected in the associated engine or nacelle.
2	EXT (extinguisher switch) (4) (Amber)	Light in switch comes on when extinguisher bottle discharge squib is armed by pulling the corresponding fire switch. Pressing the EXT switch fires the squib, causes light to go out, discharges the fire extinguisher, and causes the light in other EXT switch on the same side to come on, which indicates the discharge squib on the second bottle is armed.
3	Fire Detection System Test Switch (Two-position toggle switch, spring-loaded to NORMAL)	When switch is held in TEST position, tests the fire detection system for all four engines. The COMPT HOT light and the engine fire light must both come on to indicate a properly operating system for each engine. A bulb test of EXT 1, EXT 2, EXT 3, and EXT 4 is also accomplished.
4	Engine Fire Switch (4) (Red) NOTE: On some models, the engine fire switches may be rotated vertically.	The red light in the switch comes on when an engine fire is detected in the associated engine. When the switch is pulled, fuel, hydraulic, and pneumatic supplies are cut off to the engine by the fire wall shutoff valves. It also deactivates the generator and engine ignition. Pressing the switch back in resets the valves and control circuits to their normal position. The generator remains tripped. Pulling fire switch arms the corresponding fire bottle discharge squib causing the appropriate EXT light to come on.

MULTIPOINT REFUELING SYSTEM FOR THE KC-135R

GENERAL INFORMATION

The system incorporates the proven Flight Refueling Limited (FRL) MK-32B refueling pod. It provides offload capability of 400 gallons per minute (independent or simultaneous). There is pod interchangeability. The self contained pods are located just inside and under the wing tips. The system provides interservice operability for the Air Force, Navy, Marines, and NATO. It provides capability for simultaneous refueling of two probed equipped receivers.

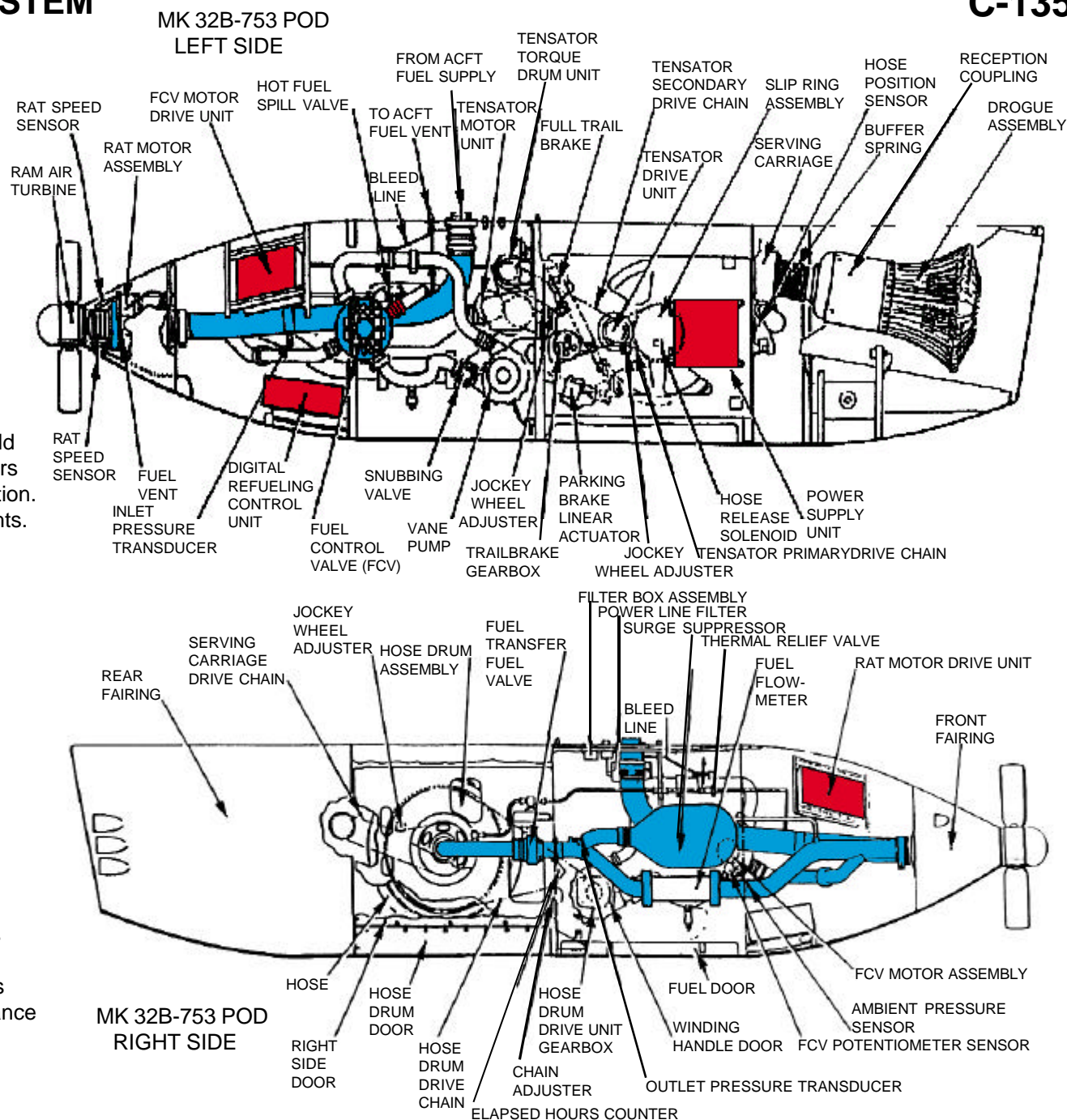
Fuel to receiver aircraft is transferred from the aft body fuel tank. Fuel vents are modified to allow additional passage of fuel in the event of a manifold coupling failure. There are four fuel vent relief doors in each wing. Pods are controlled from Boom Station. Pods are illuminated by outside engine nacelle lights.

MPRS Pod Characteristics

Length: 173 inches
Diameter: 34 inches
Hose Length: 78 feet, +4, -0 inches
Drogue Diameter (deployed): 24.8 inches
Wet Weight: 1,351 lbs
Dry Weight: 1,199 lbs
Voltages: 5V ac, 28V dc
115V ac, 400Hz, single phase
115V ac, 400Hz, three phase
Hose Pressure: 50+/- 5 psig

POD/PYLON ARRANGEMENT

The pod uses a digital electronic system to control mechanical functions, electro-fueldraulic functions for fuel pressure, fuel flow, venting, fuel transfer, trailing, and winding. Digital electronic system has built-in test equipment (BITE) for ground maintenance and pre-flight and in-flight checks.

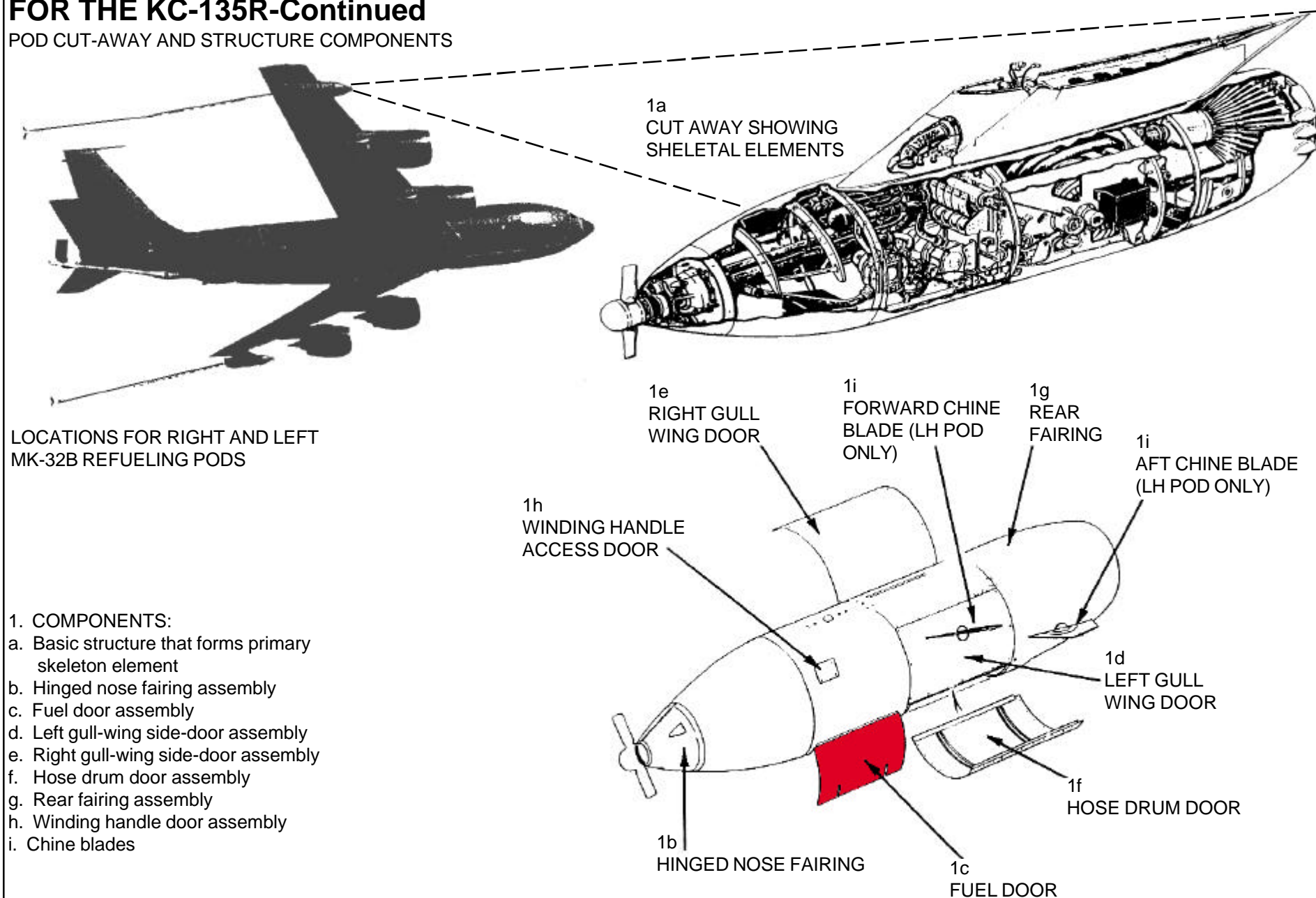


C-135

MULTIPOINT REFUELING SYSTEM FOR THE KC-135R-Continued

POD CUT-AWAY AND STRUCTURE COMPONENTS

C-135




CABIN CONFIGURATION

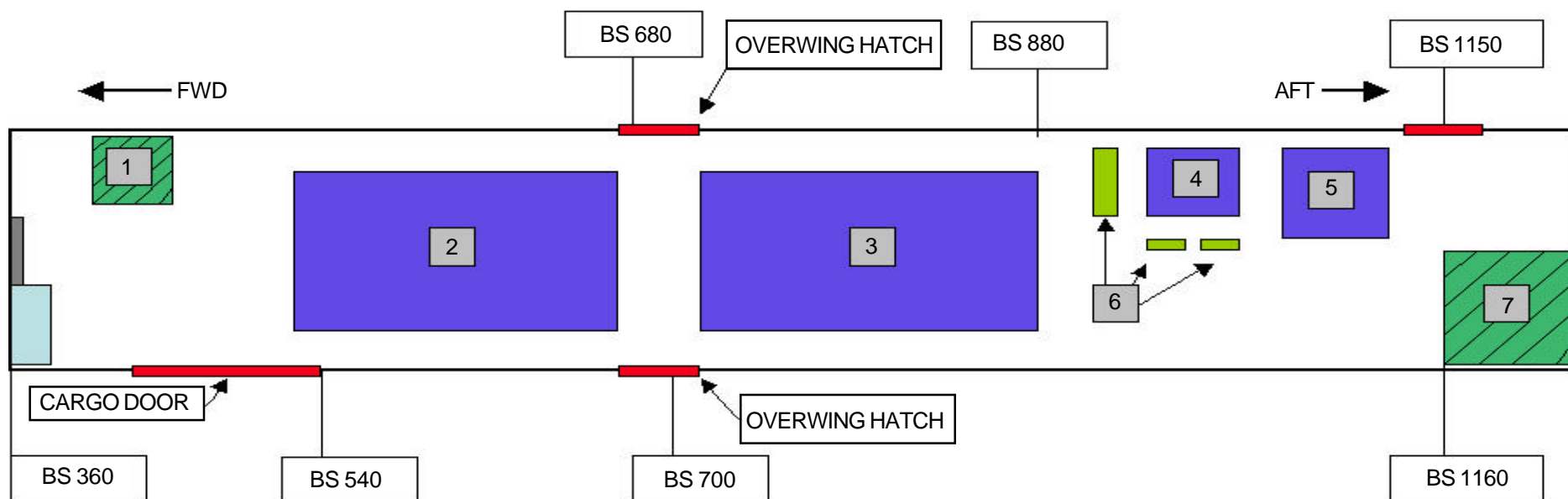
AIRCRAFT 61-0320 C-135R WITH AIT MODIFICATION

NOTE:

Traversing the cargo compartment can be difficult. The water tanks span from body station (BS) 520 to BS 880. There is approximately 40 inches on either side between the water tanks and the aircraft fuselage. There is 40 inches on either side for aisle space, however, this does not account for the curvature of the fuselage or the many chains that obstruct the aisle space. While it is sufficient for a crewmember wearing normal gear to pass thru, it could prove to be challenging for a firefighter with full gear.

C-135

LEGEND	
1. GALLEY	
2. FWD WATER TANK	
3. AFT WATER TANK	
4. FTE RACK	
5. WATER PUMP PALLET	
6. AIRLINE SEATS	
7. APU	
	AIRCRAFT ENTRANCE



TEST BED AIRCRAFT

NC-135W

1. PASSENGER CAPACITY: 34

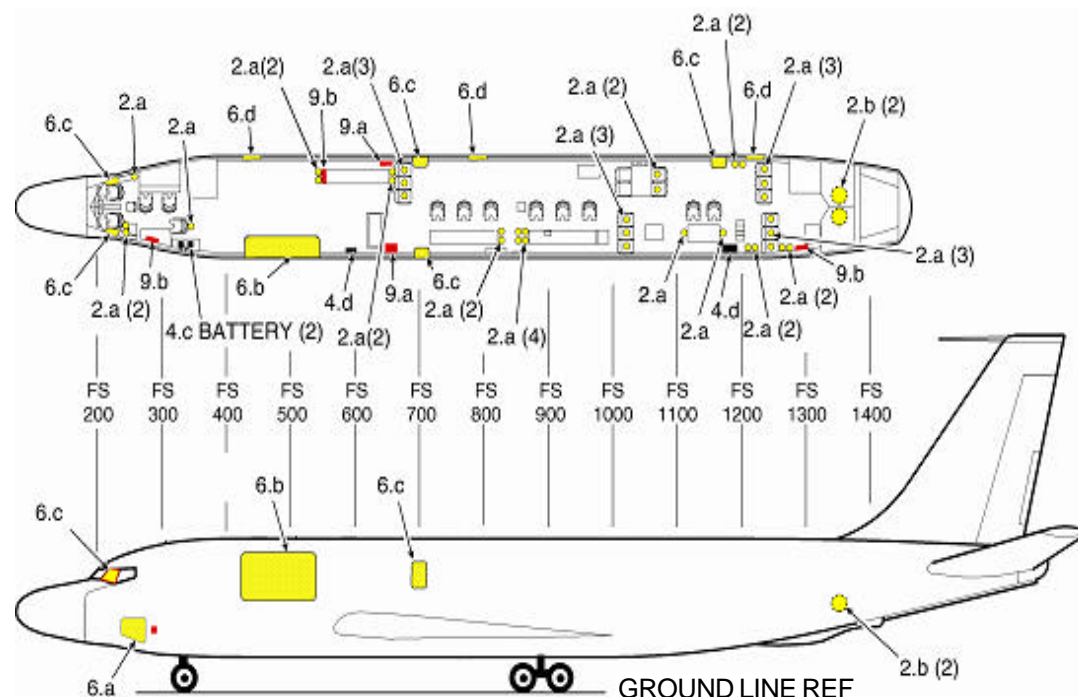
2. OXYGEN SYSTEM:

- a. There are 36 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the LH side; there are two at FS 820, four at FS 860, three at FS 1010, one at FS 1110, one at FS 1160, two at FS 1210, three at FS 1240, and two at FS 1260. On the RH side; there are two at FS 540, two at FS 650, three at FS 670, two at FS 1060, two at FS 1190, and three at FS 1230. b. There are two Liquid Oxygen (LOX) converters installed at FS 1340. One converter is located in the aft LH latrine area and one is located in the aft RH latrine area.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 40 kVA constant-speed drive generators.
- b. The DC voltage is supplied by two transformer-rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft.
- c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH FS 340).
- d. There are two circuit breaker panels in the crew compartment for distributing power to electronic equipment; one at FS 600 and one at FS 1160. Each has a power switch for applying/removing power to supported electronic equipment. See illustration.



NOTE:

This aircraft is a test bed. This illustration shows the normal configuration. Actual configuration may vary based on test requirements.

TEST BED AIRCRAFT-Continued

NC-135W

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 540 to FS 650. Special and electronic equipment exists on the left side from FS 710 to FS 820; from FS 860 to FS 990; and from FS 1110 to FS 1160.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

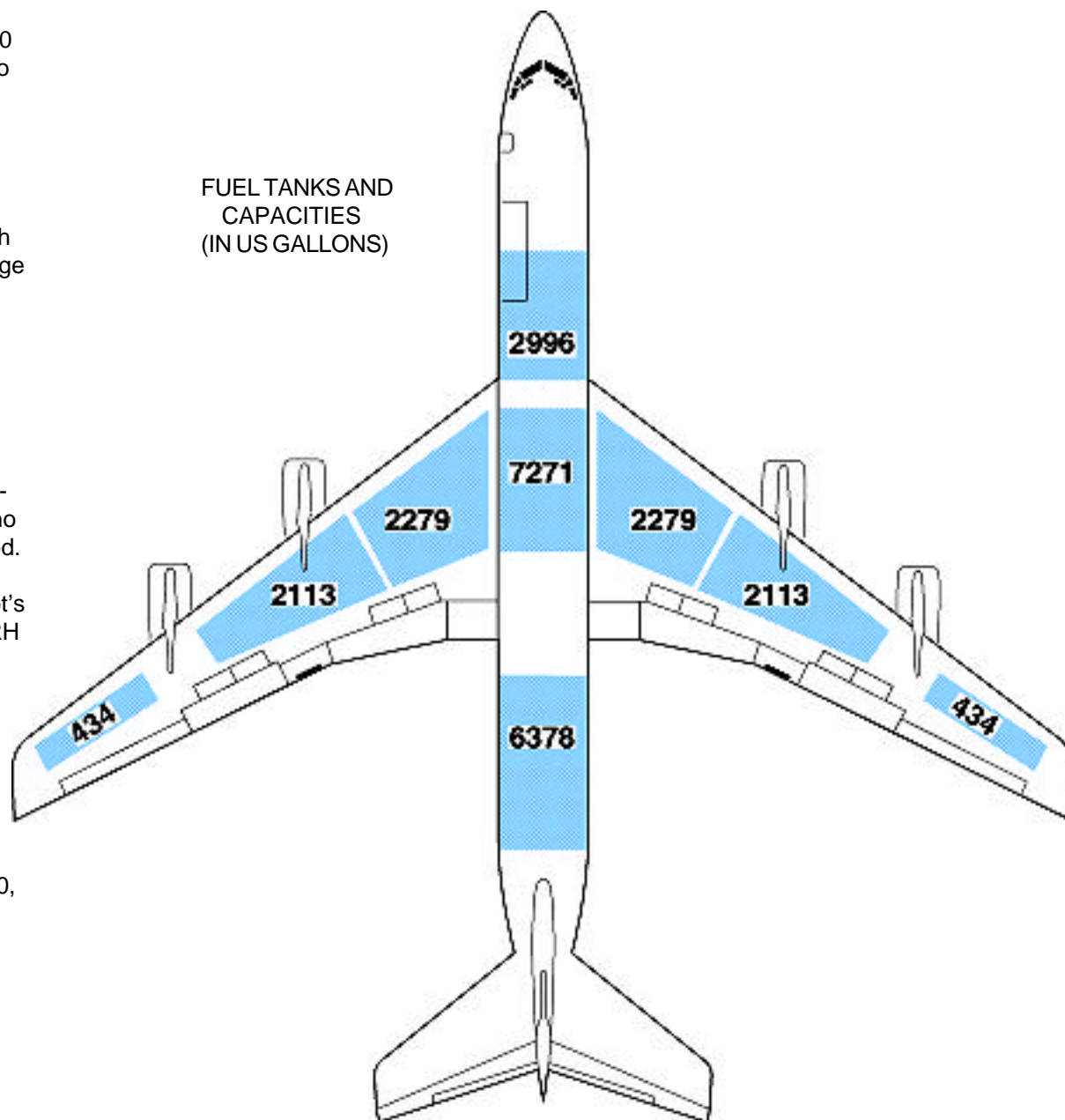
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

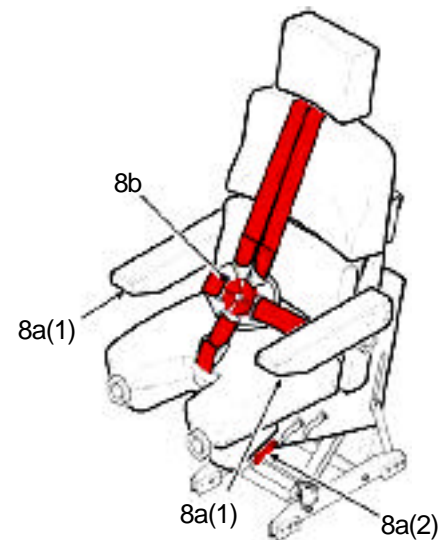
- d. Skin Penetration Points: There are skin penetration points on the RH side at approximately FS 450, FS 800, and FS 1220.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)

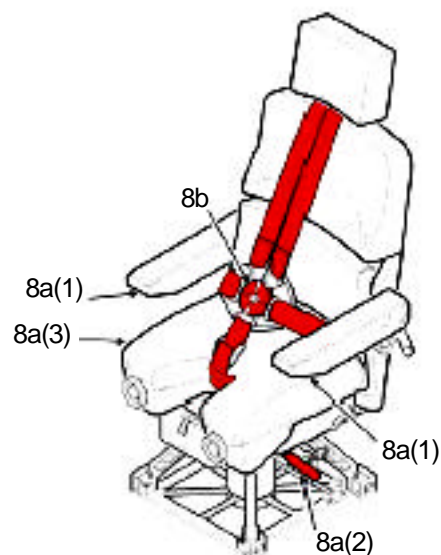


TEST BED AIRCRAFT-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
 - a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
 - a. Two 20-man life rafts are stowed at FS 650 on LH and RH sides of the aircraft.
 - b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 530 (RH), and one at FS 1250 (LH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

COBRA BALL

RC-135S

1. PASSENGER CAPACITY: 28

2. OXYGEN SYSTEM:

a. There are 31 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, and two behind aux crew seat. On the LH side there are two at FS 360. On the RH side, there are three at FS 640; three at FS 660, two at FS 800; two at FS 880; two at FS 950; two at FS 1020, three at FS 1060, three at FS 1100, three at FS 1125, and two at FS 1190.

b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

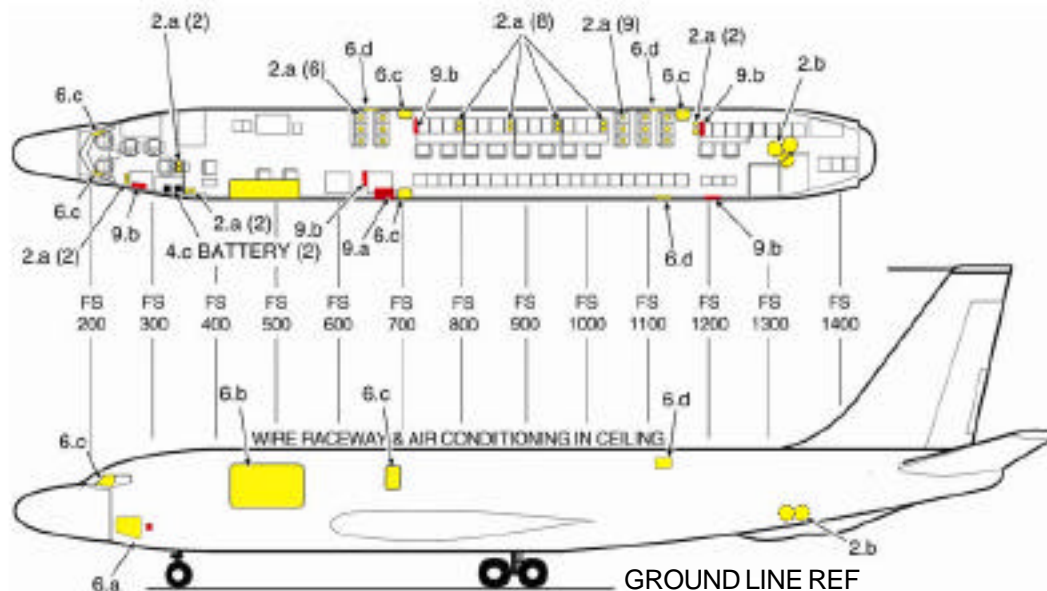
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.

b. The DC voltage is supplied by four 200-amp transformer-rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft. TR3 and TR4 supply DC voltage to the special equipment in the cargo compartment.

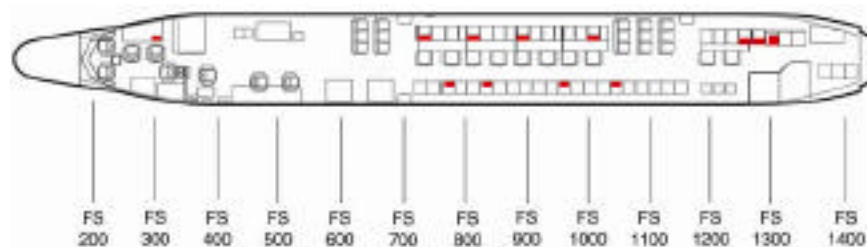
c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH side).

d. There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135S, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



COBRA BALL-Continued

RC-135S

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 420 to FS 550; from FS 710 to FS 1020; and from FS 1180 to FS 1340. On the left side, equipment exists from FS 580 to FS 680; from FS 720 to FS 1240; and from FS 1270 to FS 1400.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

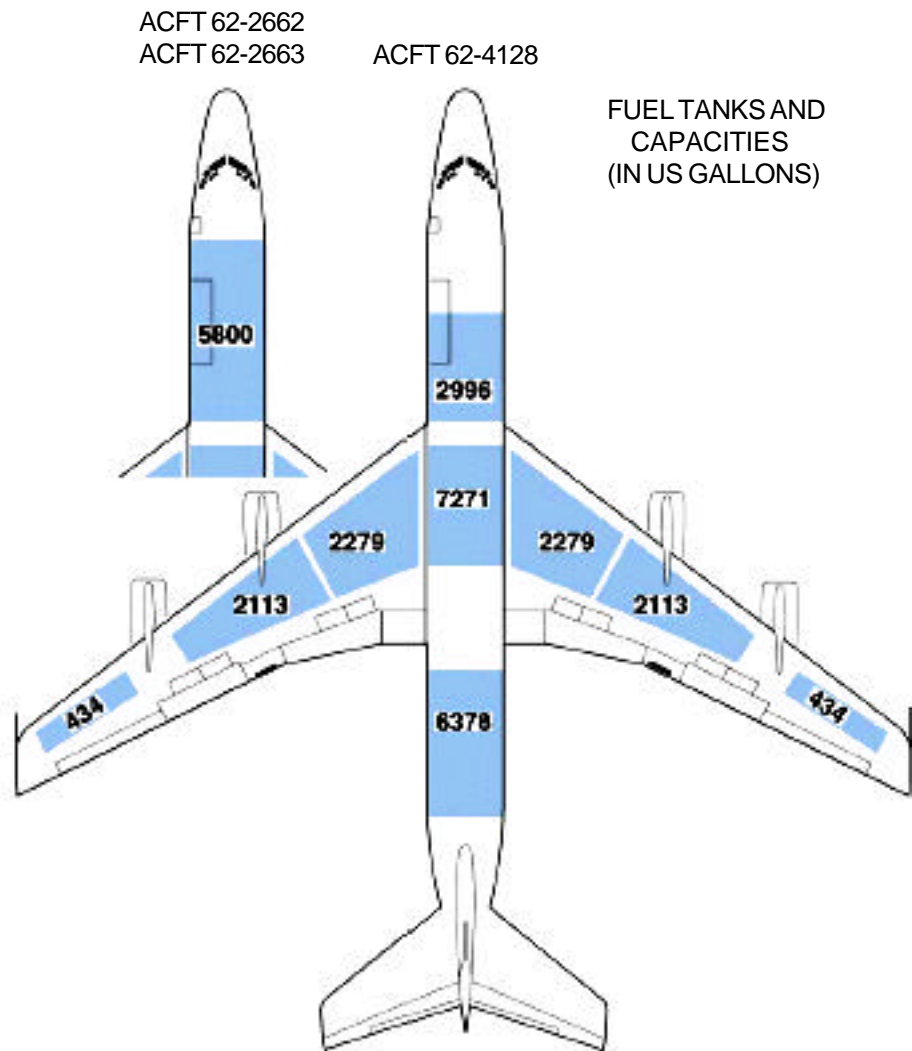
Door opens down and forward.

- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

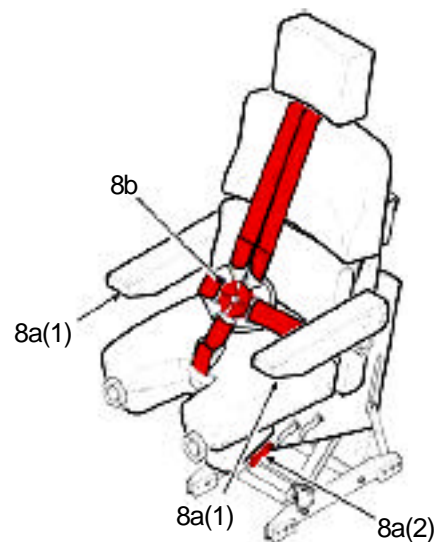
- d. Skin Penetration Points: There are skin penetration points located on the RH side at approximately FS 650 and FS 1090 and on the LH side at approximately FS 1110.



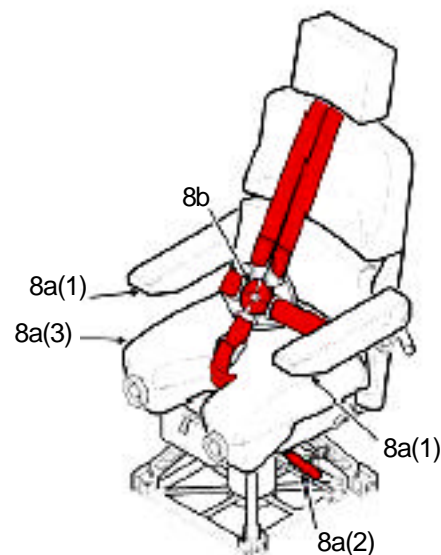
COBRA BALL-Continued

RC-135S

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.
8. **AIRCREW EXTRACTION:**
- a. Crew seat controls and adjustments:
 - (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
 - (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
 - (3) The operator seats can be rotated 360 degrees using right front handle below the seat.
 - b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.
 - c. Crew rest and observer seats have lap belts only.
9. **SURVIVAL EQUIPMENT:**
- a. A 20-man life rafts are stowed at FS 640 and FS 680 on left side under the Comms Rack.
 - b. The aircraft has four emergency equipment panels: one above the crew entry chute, one at FS 650 (LH); one at FS 720 (RH), and at FS 1190 (RH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

COMBAT SENT

RC-135U

1. PASSENGER CAPACITY: 31

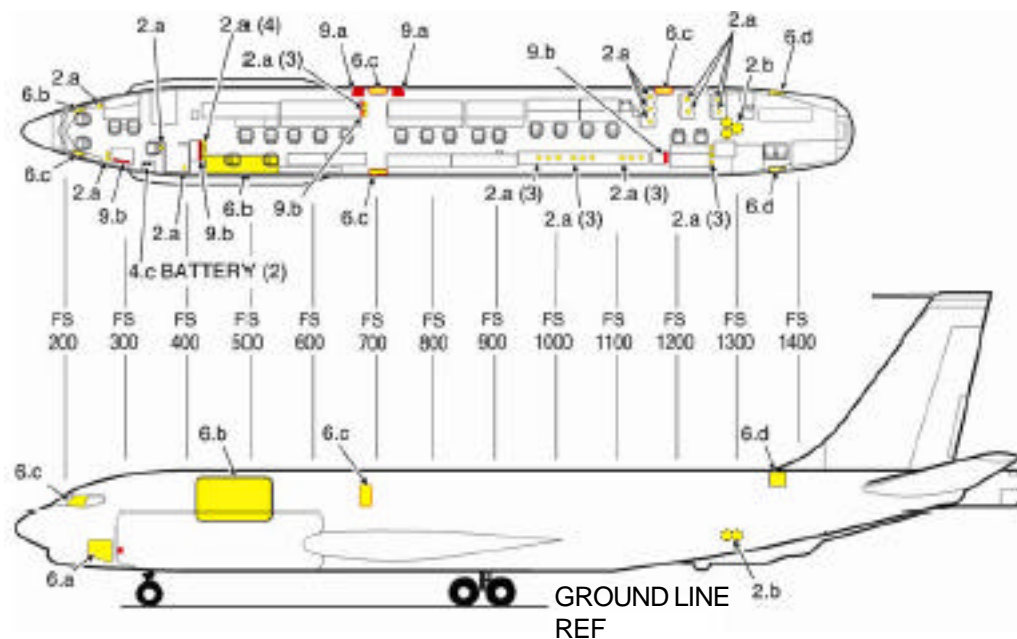
2. OXYGEN SYSTEM:

- There are 31 portable oxygen bottles; four on the flight deck and one inside the forward latrine. On the RH side, there are three at FS 680; three at FS 1160, two at FS 1220, and two at FS 1280. On the LH side, there are four at FS 420, three at FS 1000, three at FS 1040, three at FS 1110, and three at FS 1240.
- There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

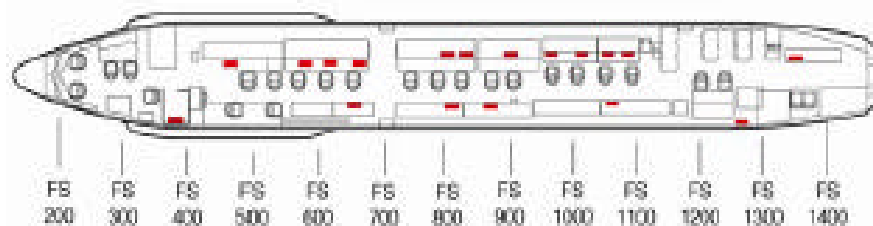
4. CHANGES IN ELECTRICAL/BATTERY POWER:

- Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- The DC voltage is supplied by six transformer-rectifiers (TR). Four have been added to the basic configuration. TR1 and TR2 supply DC voltage to the basic aircraft. TR5, TR6, TR7 and TR8 have been added to supply DC voltage to the special equipment in the recon compartment.
- Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (FS 360 LH).
- There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135U, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



COBRA BALL-Continued

RC-135U

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 400 to FS 660, from FS 720 to FS 1100, and from FS 1280 to FS 1380. On the LH side, special and electronic equipment exists from FS 560 to FS 660, from FS 715 to FS 1240, and from FS 1260 to FS 1350.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

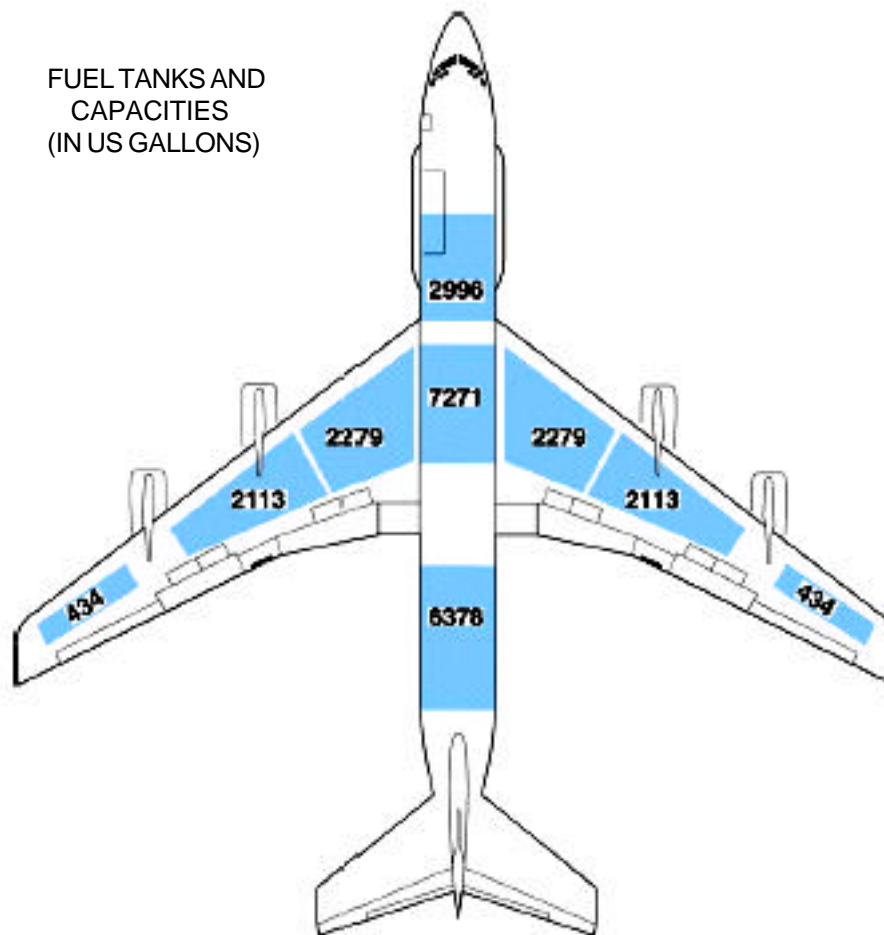
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows and above the aft hatch.

- d. Skin Penetration Points: There are skin penetration points located at approximately FS 1400 WL 265 on both sides of the aircraft.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



COBRA BALL-Continued

RC-135U

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

(1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.

(2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.

(3) The operator seats can be rotated 360 degrees using right front handle below the seat.

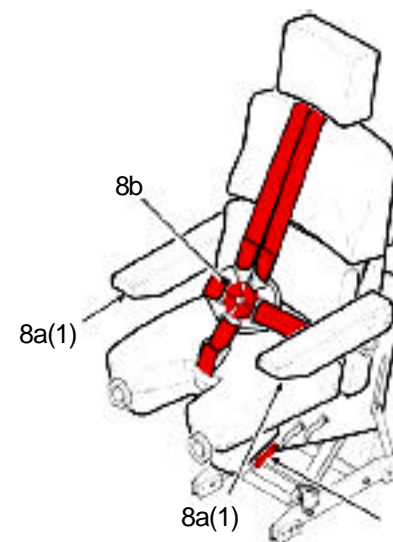
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Troop, crew rest and observer seats have lap belts only.

9. SURVIVAL EQUIPMENT:

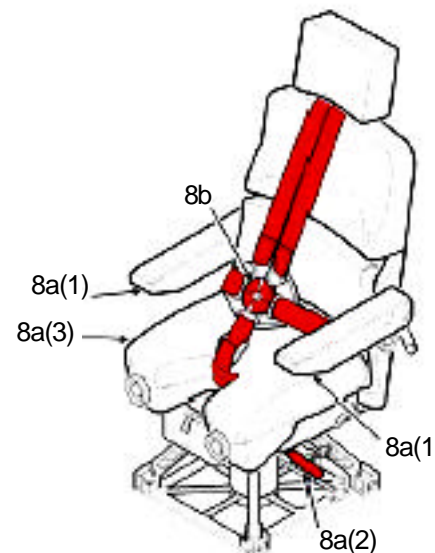
a. Two 20-man life rafts are stowed on the floor, one forward and one aft of the RH over wing hatch.

b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 420 (LH); one at FS 1190. Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT

8a(2)



OPERATOR SEAT

RIVET JOINT

1. PASSENGER CAPACITY: 39

2. OXYGEN SYSTEM:

a. There are 37 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the RH side, one is located at FS 500, there are two at FS 610, two at FS 745, two at FS 825, two at FS 895, two at FS 960, two at FS 1020, three at FS 1140, and two at FS 1220. On the LH side, there are four at FS 540, two at FS 1095, two at FS 1110, two at FS 1150, two at FS 1190, two at FS 1230, and one at FS 1340.

b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: The RH over-wing hatch is blocked by equipment.

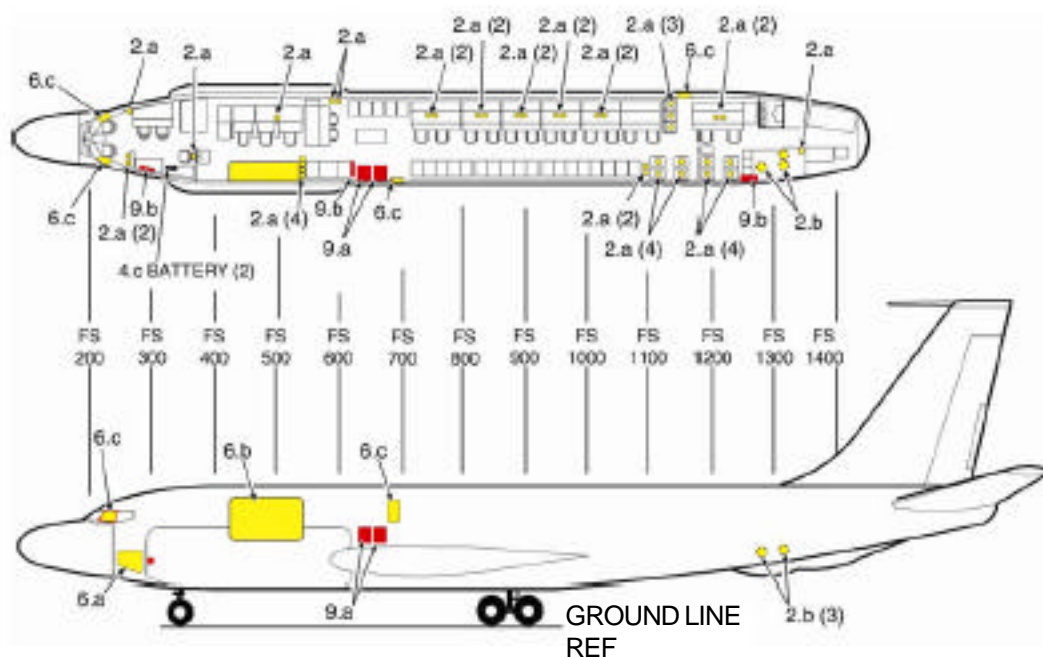
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.

b. The DC voltage is supplied by seven transformer-rectifiers (TR). Four 100-amp TRs; TR1, TR2, TR3, and TR4 supply DC voltage to the basic aircraft. Three 200-amp TRs; TR5, TR6, and TR7 supply DC voltage to the special equipment in the recon compartment.

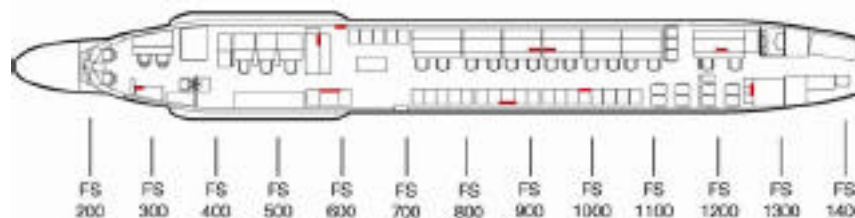
c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (FS 360 LH).

d. There are additional circuit breaker panels throughout the cargo compartment to protect the special and electronic equipment. See illustration.



RC-135V/W, TYPICAL PROFILE, LOCATION OF ELECTRICAL PANELS

4d ■ DENOTES PANEL LOCATIONS



RC-135V/W

RIVET JOINT-Continued

RC-135V/W

5. HINDRANCES: Special and electronic equipment exists on the RH side from FS 400 to FS 1360. Special and electronic equipment exists on the LH side from FS 545 to FS 680, from FS 757 to FS 1224, and from FS 1269 to FS 1400.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

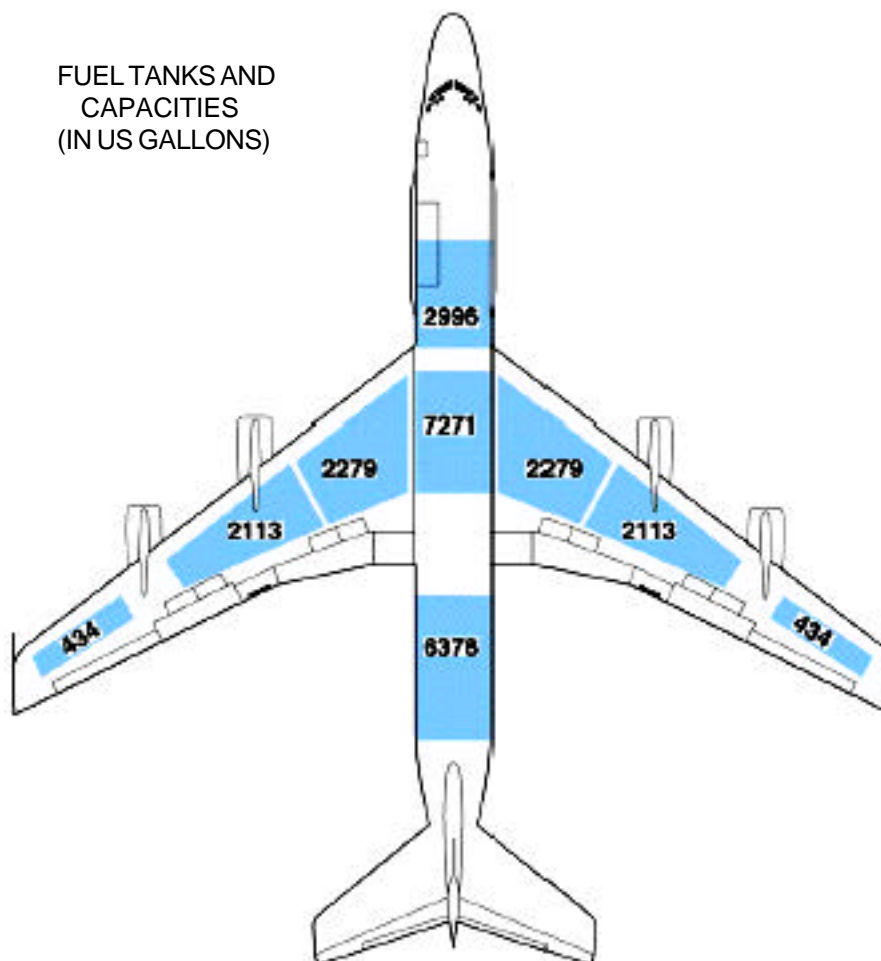
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are four emergency exits: pilot's sliding window, co-pilot's sliding window, LH over-wing hatch at FS 700, and the aft RH hatch at FS 1160. The RH over-wing hatch is blocked.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There are no skin penetration points due to the location of mission equipment.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



RIVET JOINT-Continued

RC-135V/W

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

(1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.

(2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.

(3) The operator seats can be rotated 360 degrees using right front handle below the seat.

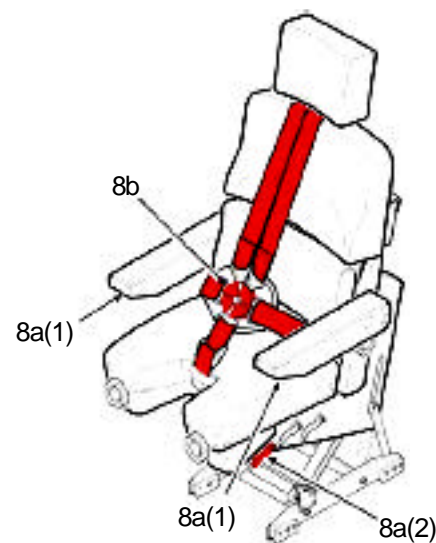
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Crew rest and observer seats have lap belts only.

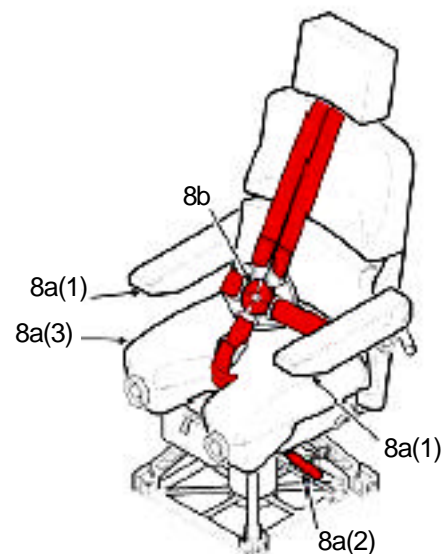
9. SURVIVAL EQUIPMENT:

a. Two 20-man life rafts are stowed on the left side of the aircraft between FS 614 and FS 688.

b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 620 (LH); one at FS 620 (LH) and one at FS 1290 (LH). Emergency equipment panels may include a crash axe, first aid kit(s), fire-fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

COBRA BALL TRAINER

TC-135S

1. PASSENGER CAPACITY: 69 Total (Max)

Crew of 6 and up to 63 passengers.

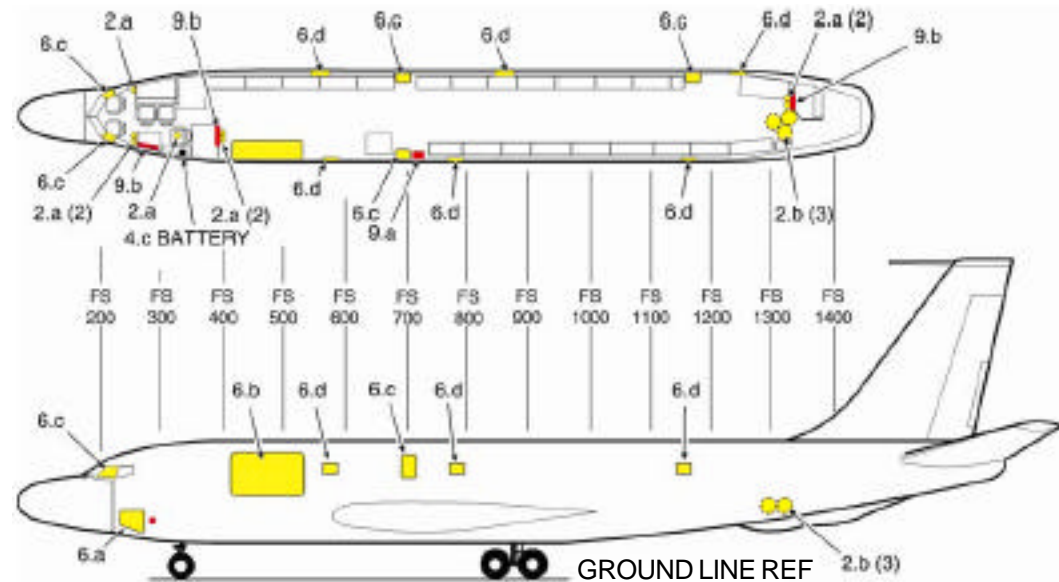
2. OXYGEN SYSTEM:

- a. There are 8 portable oxygen bottles. There are four on the flight deck; two behind the pilot's seat, one behind the copilot's seat, and one under the aux crew seat. On the RH side, there are two at FS 1320. On the LH side, there are two at FS 400.
- b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- b. DC voltage is supplied throughout the aircraft by two transformer-rectifiers (TR1 and TR2).
- c. The aircraft battery is located on the flight deck at the bottom of the Electrical Rack (LH side).



COBRA BALL TRAINER-Continued

TC-135S

5. HINDRANCES: Special and Electronic equipment exists on the LH side from FS 640 to FS 680.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

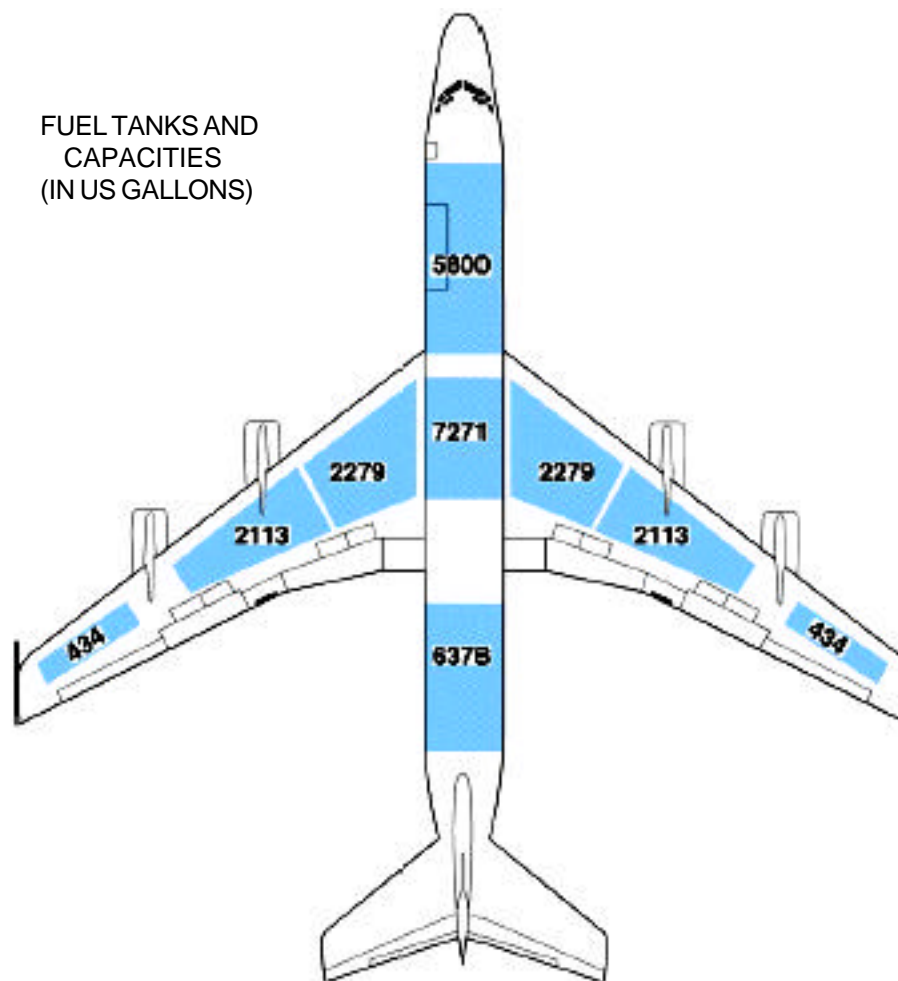
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There are skin penetration points located on the RH side at approximately at FS 560, FS 880, and FS 1260 and on the LH side at approximately FS 580, FS 780, and FS 1180.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



COBRA BALL TRAINER-Continued

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

(1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.

(2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.

(3) The operator seats can be rotated 360 degrees using right front handle below the seat.

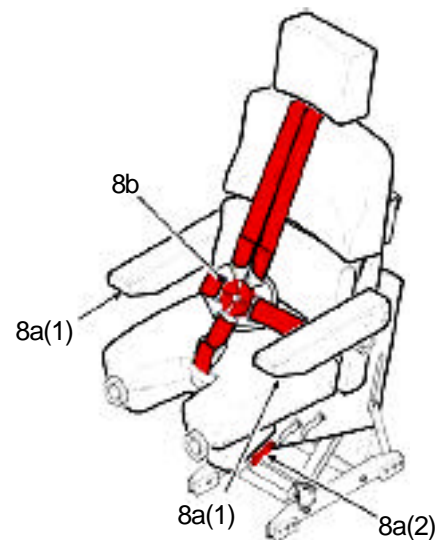
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Troop, crew rest and observer seats have lap belts only.

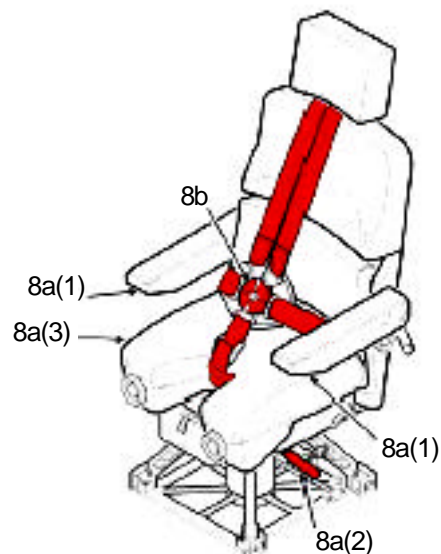
9. SURVIVAL EQUIPMENT:

a. Up to three 20-man life rafts can be stowed by securing to the floor at FS 720.

b. The aircraft has three emergency equipment panels: one above the crew entry chute, one at FS 400 (LH); one at FS 1800 (RH). Emergency equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

RIVET JOINT TRAINER

TC-135W

1. PASSENGER CAPACITY: 69 Total (Max)

6 Crew and up to 63 passengers.

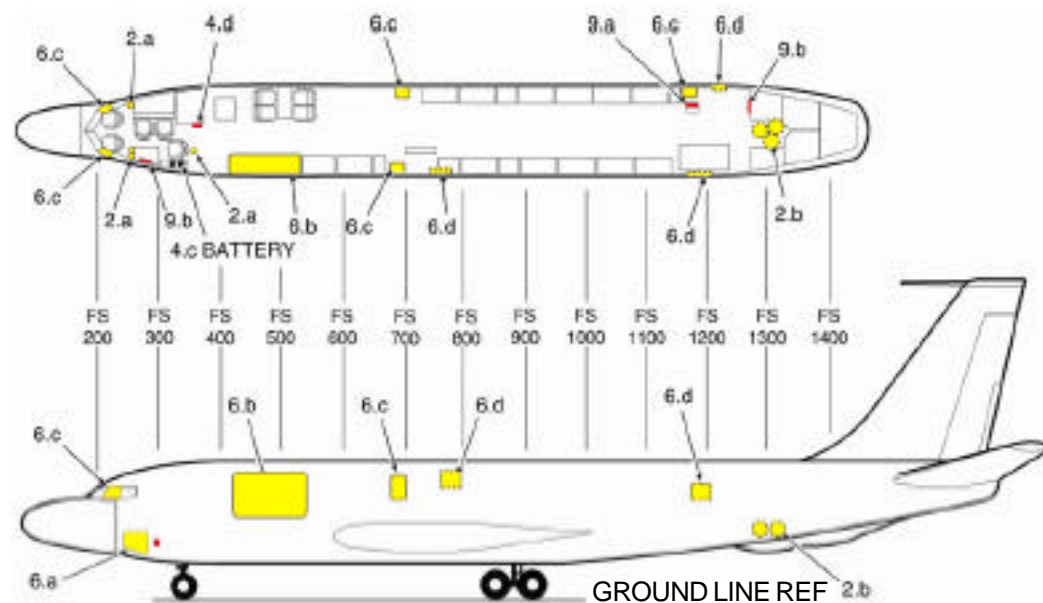
2. OXYGEN SYSTEM:

- a. There are 4 portable oxygen bottles on the flight deck. Two behind the pilot seat, one at the fwd end of the navigator's table, and one behind the aux crew seat.
- b. There are three Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.
- b. The DC voltage is supplied by two transformer- rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft.
- c. Two aircraft batteries are located on the LH side of the flight deck at the bottom of the Electrical Rack.
- d. There is one circuit breaker panel in the cargo compartment, the RH Equipment Rack (FS 400).



RIVET JOINT TRAINER-Continued

TC-135W

5. HINDRANCES: None.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

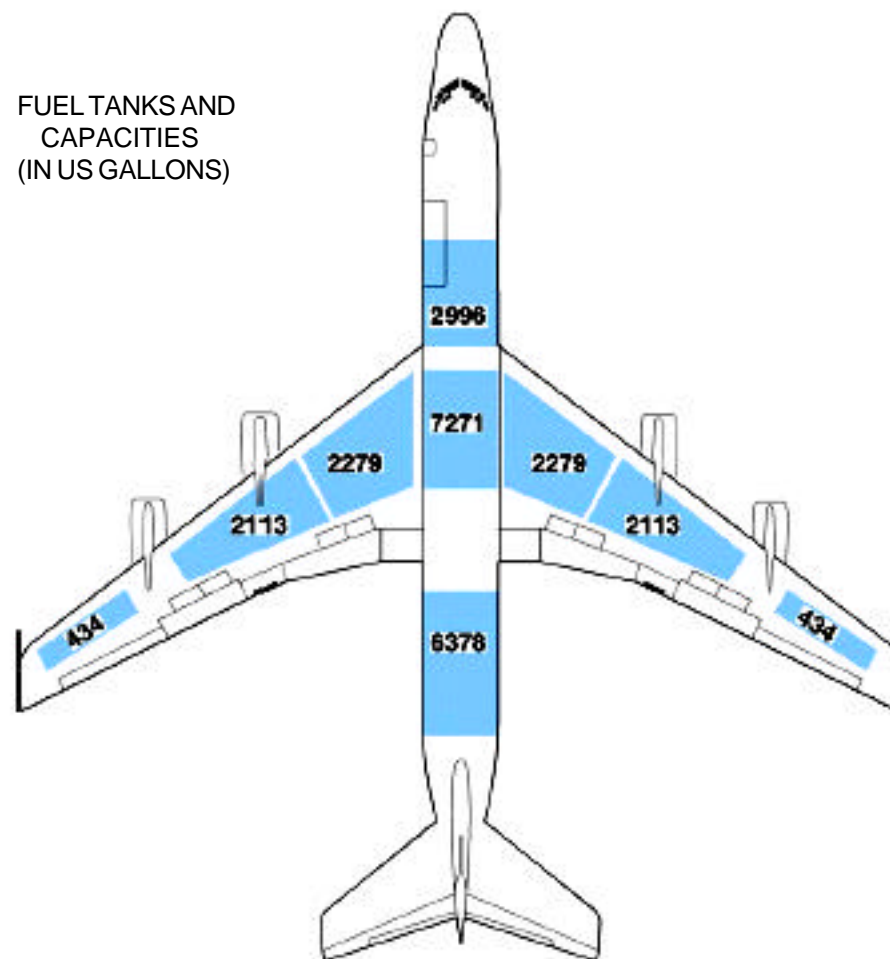
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE

Escape ropes are installed above pilot and co-pilot sliding windows and the aft hatch.

- d. Skin Penetration Points: There are skin penetration points on the LH side at approximately FS 780 and FS 1180 WL 230, and on the RH side at approximately FS 1200 WL 230.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



RIVET JOINT TRAINER-Continued

TC-135W

7. **ENGINE SHUTDOWN:** The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

(1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.

(2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.

(3) The operator seats can be rotated 360 degrees using right front handle below the seat.

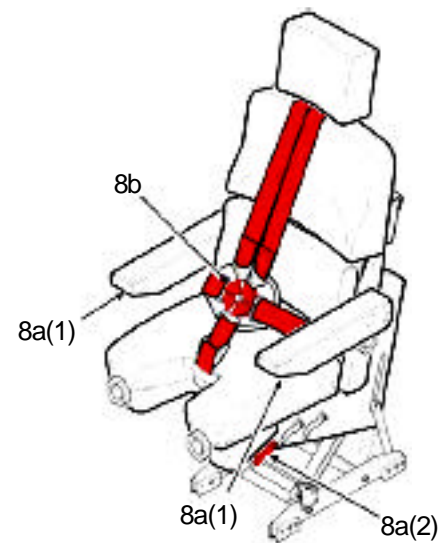
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Troop, crew rest and observer seats have lap belts only.

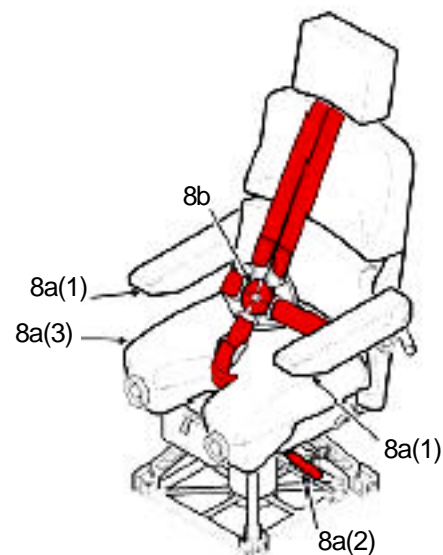
9. SURVIVAL EQUIPMENT:

a. A 4-man life raft is stowed above the aft RH exit. Additional 20-man life rafts can be stowed by securing to the floor when mission requirements dictate.

b. The aircraft has two emergency equipment panels: one above the crew entry chute, one at FS 1260 on the fwd wall of the galley. Emergency equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

WEATHER

WC-135C

1. PASSENGER CAPACITY: 10

2. OXYGEN SYSTEM:

a. There are 10 portable oxygen bottles. There are five on the flight deck; two behind the pilot's seat, one behind the copilot's seat, one at the aft end of the navigator's table, and one beside the aux crew seat. On the RH side, there are two at FS 650. On the LH side, there is one on the operator console at FS870 and two at FS 1250.

b. There are two Liquid Oxygen (LOX) converters between FS 1280 and FS 1340 in the lower baggage compartment.

3. MODIFIED ESCAPE ROUTES: None.

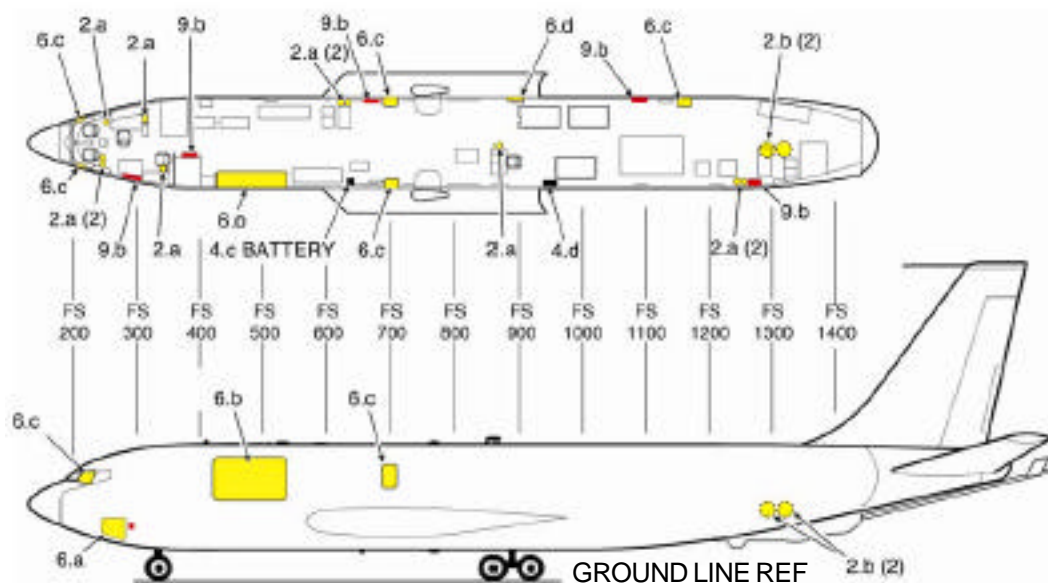
4. CHANGES IN ELECTRICAL/BATTERY POWER:

a. Generators are installed on engines 1, 2, and 4. They are 75/90 kVA constant-speed drive generators.

b. The DC voltage is supplied by three transformer-rectifiers (TR). Two 100-amp TRs, TR1 and TR2, supply DC voltage to the basic aircraft. One 200-amp TR, TR3, supplies DC voltage to the special equipment in the cargo compartment.

c. The aircraft battery is located on the floor forward of the LH over wing hatch at FS 620.

d. There is one additional circuit breaker panel located at FS 960 which provides power to equipment in the cargo compartment. See Illustration.



WEATHER-Continued

WC-135C

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 420 to FS 600 and from FS 900 to FS 1040. On the LH side equipment exists from FS 545 to FS 680; from FS 820 to FS 1020; from FS 1060 to FS 1160, and from FS 1280 to FS 1380.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Crew entry door opens down and forward.

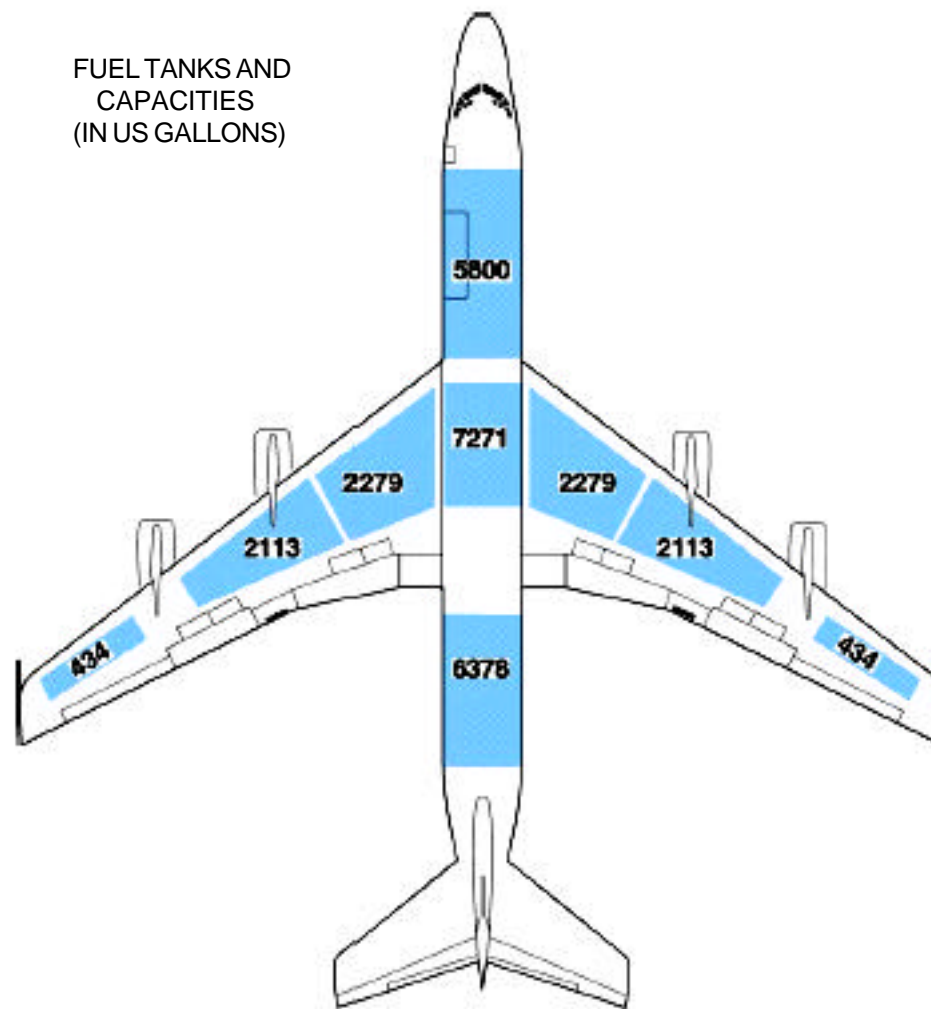
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There is one skin penetration point on the RH side at approximately FS 900.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



WEATHER-Continued

WC-135C

7. ENGINE SHUTDOWN:

The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments are as shown.

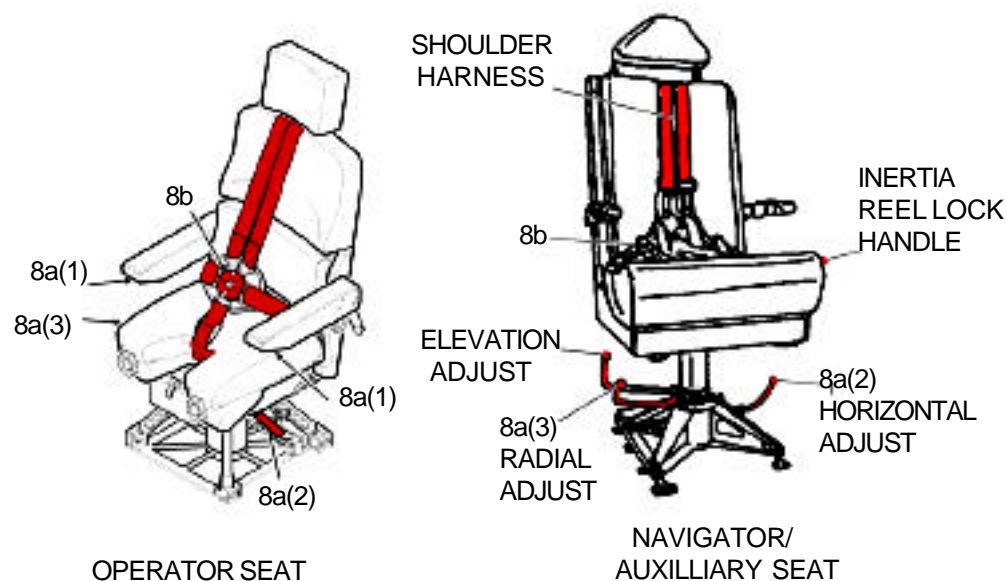
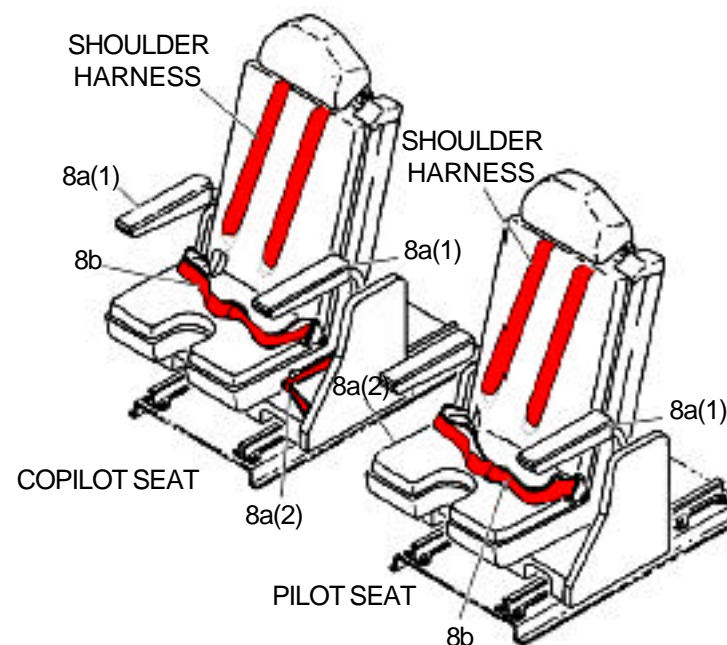
- (1) Armrest adjustment controls the downward position of the armrest.
- (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod or handle under the seats, then sliding seat in desired direction.
- (3) The Nav, Operator, and Aux Crew seats can be rotated 360 degrees using right front handle below the seat.

b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Crew rest and observer seats have lap belts only.

9. SURVIVAL EQUIPMENT:

- a. 20-man life rafts are stowed at FS 580 on both sides of the aircraft.
- b. The aircraft has five emergency equipment panels: one above the crew entry chute, one at FS400 (LH), one at FS 670 (RH), one at FS 1100 (RH), and at FS1250 (LH). Emergency equipment panels may contain a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



WEATHER

WC-135W

1. PASSENGER CAPACITY: 12

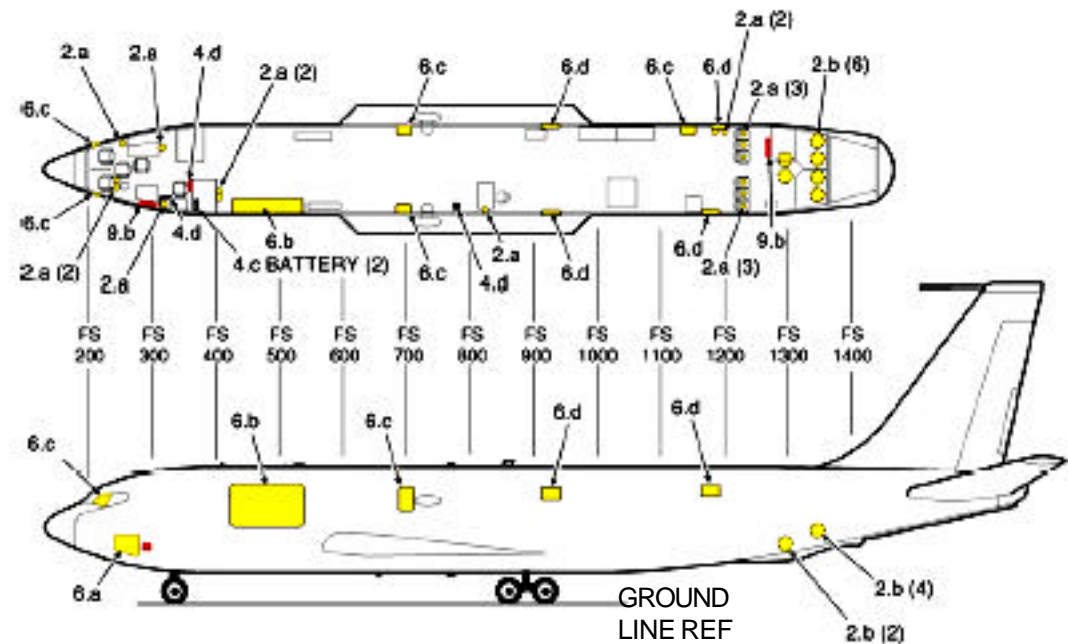
2. OXYGEN SYSTEM:

- a. There are 16 portable oxygen bottles. There are five on the flight deck; two behind the pilot's seat, one behind the copilot's seat, one aft of the Nav station, and beside the aux crew seat. On the RH side, there are two at FS 1190 and three at FS 1240. On the LH side, there are two at FS 400, one at FS820, and three at FS 1240.
- b. There are six Liquid Oxygen (LOX) converters between FS 1280 and FS 1340. There are two in the aft lower baggage compartment, two in the LH latrine area, and two in the RH latrine area.

3. MODIFIED ESCAPE ROUTES: None.

4. CHANGES IN ELECTRICAL/BATTERY POWER:

- a. Generators are installed on engines 1, 2, and 4. They are 40 kVA constant-speed drive generators.
- b. The DC voltage is supplied by four transformer- rectifiers (TR). TR1 and TR2 supply DC voltage to the basic aircraft. TR3 and TR4 supply DC voltage to the special equipment in the cargo compartment.
- c. Two aircraft batteries are located on the flight deck at the bottom of the Electrical Rack (LH side).
- d. There is one circuit breaker panel located in the cargo compartment (FS 790) to protect the special and electronic equipment. See illustration.



WEATHER-Continued

WC-135W

5. HINDRANCES: Special and electronic equipment exists on the right side from FS 540 to FS 600; from FS 720 to FS 760; and from FS 980 to FS 1100. Special and electronic equipment exists on the left side from FS 545 to FS 600; from FS 720 to FS 760; from FS 810 to FS 840, and from FS 1140 to FS 1160.

6. NORMAL/MANUAL/EMERGENCY ENTRY:

- a. Normal Entry: Use crew entry door beneath the flight deck on the LH side of the aircraft. The outer door latch handle is located behind the access panel at the aft edge of the door. Pull handle firmly to release door.

CAUTION

Door opens down and forward.

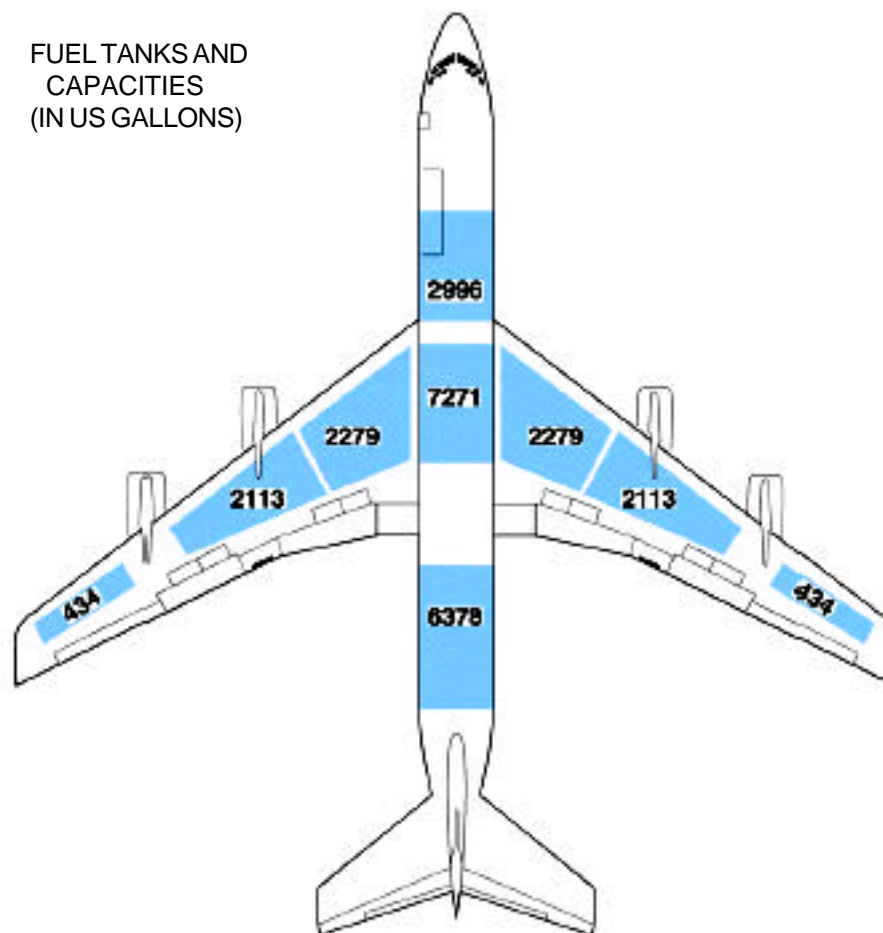
- b. The cargo door can only be opened from the inside. When aircraft power is available, the cargo door is operated by electrically controlled hydraulic pump. When no power is available, the pump must be manually operated.
- c. Emergency Exits: There are five emergency exits: pilot's sliding window, co-pilot's sliding window, LH side and RH side over-wing hatches at FS 700, and the aft RH side hatch at FS 1160.

NOTE:

Escape ropes are installed above pilot and co-pilot sliding windows, as well as above the aft hatch.

- d. Skin Penetration Points: There are skin penetration points located at approximately FS 920 on both sides, and at approximately FS 1180 on the LH side and at FS 1190 on the RH side.

FUEL TANKS AND
CAPACITIES
(IN US GALLONS)



WEATHER-Continued

WC-135W

7. ENGINE SHUTDOWN:

The location and position of engine throttle levers, fuel selector switches/levers, master and battery switch, engine fire shutdown switches and T-handles are the same as the C-135.

8. AIRCREW EXTRACTION:

a. Crew seat controls and adjustments:

- (1) Armrest adjustment is located below the front part of the armrest and controls the downward position of the armrest.
- (2) Seat forward/backward movement is controlled by the front handle on either side of the pilot and copilot seats. The forward/backward movement of operator seats is controlled by lifting rod under the seat, then sliding seat in desired direction.
- (3) The operator seats can be rotated 360 degrees using right front handle below the seat.

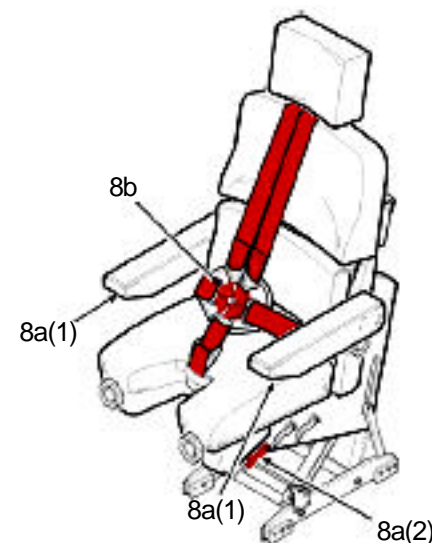
b. Pilot, copilot, and operator seat restraint belt release is located at the central harness connection point. To release the restraints, facing the crewmember, turn the center part of the connection counter-clockwise.

c. Crew rest and observer seats have lap belts only.

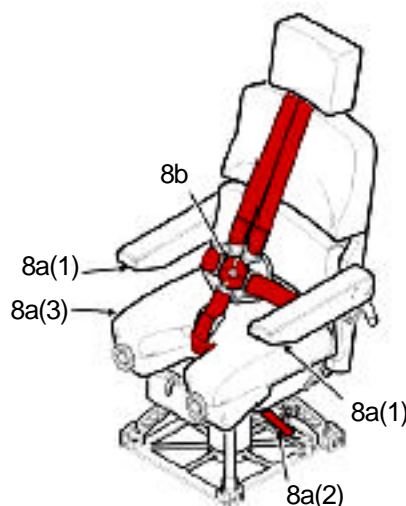
9. SURVIVAL EQUIPMENT:

a. 20-man life rafts are secured to the floor at FS 760.

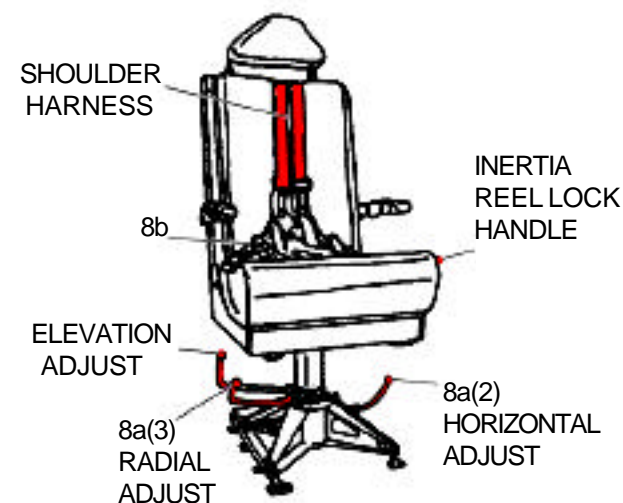
b. The aircraft has two emergency equipment panels: one above the crew entry chute and one at FS 1260 on the forward wall of the galley. Equipment panels may include a crash axe, first aid kit(s), fire fighters mask, and Halon fire extinguisher(s).



PILOT/COPILOT SEAT



OPERATOR SEAT

NAVIGATOR/
AUXILLIARY SEAT