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.
WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF
ATTN: Fire and Emergency Services Egress Manager
139 Barnes Drive Suite 1
Tyndall AFB, Florida 32403-5319

E-MAIL: HQAFCESA.CEXF@tyndall.af.mil

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:

PHONE: (850) 283-6150
DSN 523-6150

FAX: (850) 283-6383
DSN 523-6383

For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.
SEGMENT 18 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 Retaining out of date rescue information can negatively affect the user’s operability and outcome of emergencies.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.

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<tr>
<th>CHAPTER</th>
<th>AIRCRAFT</th>
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NOTE

Chapter 18 contains emergency rescue and mishap response information for the following aircraft:

- DC-3
- DC-6
- DC-7
- DC-8
- DC-9
- DC-10
- MD-11
- MD-80
- MD-90
- L-1011-1
- L-1011-500
- 707
- 717
- 720
- 727
- 737
- 747
- 757
- 767
- 777
CHAPTER 18
COMMERCIAL/CIVIL RESERVE AIRFLEET(CRAF)
AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

18-1. INTRODUCTION AND USE.

18-2. This section contains emergency rescue and mishap response information illustrations in alphaneuential order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

18-3. GENERAL ARRANGEMENT.

18-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

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

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

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

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

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

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

18-5. CIVIL RESERVE AIR FLEET (CRAF)

Major US carriers represented in CRAF are managed by AMC, Scott AFB, IL in the Civil Air Directorate for Operations. Short and long range aircraft are used based on a particular task. Nearly 20 million tons capacity can be moved on any given day. 536 aircraft are currently committed.

Commercial aircraft used as US strategic airlifters have promised, under the CRAF program, to make up more than 90 percent of the Air Force’s long-range passenger-carrying capability and 30 percent of its cargo-hauling capability. As of 1995, commitments for the 747 aircraft designated by the USAF as the C-19, are for 136 passenger and 110 cargo equivalents. These figures are based on current European-based scenarios. This affects long-range international routes.

The 747 “classic” or -100/200 model can be converted from a passenger to a freighter configuration in a matter of hours. The main entrance is main deck cargo capability where the side cargo door is modified for this conversion when needed. Passenger seats are removed or reduced in number and the main deck is converted to accept pallets.

Aeromedical evacuation aircraft or flying hospital configurations are also part of CRAF. Air Force kits converting aircraft into flying medical facilities fit only Boeing 767s. See the 767 segment for this information. 44 aircraft are needed to fulfill requirements. 19 are committed.

There are three stages in a call-up emergency:

Stage I: Can be set in motion by the head of the US Transportation Command. The use of a few aircraft from any one carrier resulting in a minimal impact on normal civilian business.

Stage II: Activated only at the Secretary of Defense level. Impact is necessarily more serious. Airlines should be able to maintain normal operations.

Stage III: Must be authorized by an emergency declaration from the US President or Congress. Would likely cause a serious impact on US civilian transportation schedules.
### FAA ARFF (Aircraft Rescue & Fire Fighting) Index

<table>
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* No Boeing Commercial Jet Aircraft In Categories 1 - 5 or 10
AIRCRAFT DIMENSIONS

HEIGHT
16' 11" (5.18 M)

LENGTH
63' 9" (19.43 M)

WING SPAN
95' 6" (29.20 M)
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS

A 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL EMERGENCY EXITS AND FORCED ACCESS AREAS

- Hydraulic Fluid Tank
- Fuel Tanks 804 gal (3043 L)
- Emergency Exits
- Cargo Door
- Main Cabin Entrance Door
- Pilot's Entry Door
- Batteries
- Oxygen Bottle
- Deicer Fluid Tank
- Engine Oil Tank

A 2" wide band of contrasting color indicating all emergency exits and forced access areas.
AIRCRAFT ENTRY

1. EMERGENCY ENTRY - DC-3/C-47
   a. Pull emergency exit external handle, located on emergency exit aft of wing, each side of fuselage, to unlock and pull emergency exit hatch outward.
   b. Rotate overhead crew escape hatch handle, located forward top center of fuselage, clockwise then pull hatch up and aft.

2. NORMAL ENTRY
   a. Rotate main cabin entry handle, located on main cabin entry door, clockwise, then open door outward.
   b. Pull pilot’s cargo door handle, located on fuselage forward right side on pilot’s cargo door, down. Open door outward.

3. CUT-IN
   a. Cut-in areas are located at normal and emergency entrance points and at crew windows, left and right side of flightdeck.

NOTE:
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE EMERGENCY SHUTDOWN
   a. Pull firewall shutoff valve handle, located on engine fire extinguisher control panel, to the OUT position.
   b. Turn master ignition switch, located on center overhead panel, to OFF position.
   c. Turn battery switch, located on overhead switch panel, to OFF position.

2. ENGINE NORMAL SHUTDOWN
   a. Retard throttle control levers, located between pilot's and co-pilot's seats, to full CLOSE position.
   b. Place mixture control levers, located between pilot's and co-pilot's seats, to the aft CUT-OFF position.
   c. Turn master ignition switch, located on center overhead switch panel, to OFF position.
   d. Turn battery switch, located on overhead switch panel, to OFF position.

3. AIRCREW EXTRACTION
   a. Unlatch lap belt and remove shoulder harness from crewmember(s).

NOTE:
If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position in removing crewmember(s).
DC-6 T.O. 00-105E-9

AIRCRAFT PAINT SCHEME

DC-6

USAF: C-118
USN: R6D "LIFTMASTER"
VC-118 "The Independence" AND VIP

"Still in service."

DC-6 FIREBOMBER

DC-6 FIREBOMBER
AIRCRAFT DIMENSIONS

WINGSPAN
117' 6" (35.8 M)

HEIGHT
28' 8" (8.7 M)

LENGTH
105' 7" (32.1 M)
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS

A 2” WIDE BAND OF CONTRASTING COLOR INDICATING ALL EMERGENCY EXITS AND FORCED ACCESS AREAS

- Fuel Tank 2,702 GAL (10,228 L)
- Forced Access Areas
- Deicer Fluid Tank
- Main Cabin Entrance Door
- Auxiliary Oil Tanks
- Pilot’s Entrance Door
- Cargo Door (DC-6A Only)
- Batteries
- Hydraulic Fluid Tank
- Oxygen Bottle
- Engine Oil Tank
- Engine Oil Tanks
- Cargo Door (DC-6A Only)
- Cargo Door (DC-6A Only)
- Fuel Tank 2,702 GAL (10,228 L)
AIRCRAFT ENTRY - DC-6/C-118

1. NORMAL ENTRY
   a. Rotate external control handle, located on main cabin entry door aft left side of fuselage, UP to open door.
   b. Rotate external control handle, located on crew entry door forward right side of fuselage, UP to open door.

2. EMERGENCY ENTRY
   a. Pull handle on emergency exits, located over each wing, OUT and pull exit hatch outward.

3. CUT-IN
   a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   
a. Retard throttle control levers, located on control pedestal, to the CLOSED position.

b. Place mixture control levers, located on the control pedestal, to the CLOSED position.

c. Place ignition switches, located on forward overhead panel, to the OFF position.

d. Place master battery/generator switches cutoff bar, located on forward overhead panel, to the OFF position.

   NOTE: If engines fail to shutdown, pull engine emergency T-handles, located on the main fire control panel, to the FULL-OUT position.

3. AIRCREW EXTRACTION
   
a. Unlatch lap belt and remove shoulder harness from crewmember(s).

   NOTE: If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position in removing crewmember(s).
AIRCRAFT DIMENSIONS

WINGSPAN
117' 6" (35.8 M)

HEIGHT
28' 7" (8.7 M)

LENGTH
108' 11" (33.2 M)

C-74
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS
DC-7/DC-7B SERIES

FUEL TANK
2,756 GAL
(10,433 L)

ENGINE OIL TANKS

FIRE EXTINGUISHER BOTTLES

PORTABLE OXYGEN BOTTLES

BATTERIES

FIRE ACCESS

PORTABLE OXYGEN BOTTLES

FLARES

ENGINE OIL TANKS

AUXILIARY ENGINE OIL TANK ON SOME ACFT
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS—Continued

DC-7C SERIES

FUEL TANK
3,800 GAL
(14,385 L)

ENGINE OIL TANKS

BATTERIES

FIRE ACCESS

PORTABLE OXYGEN BOTTLES

FIRE EXTINGUISHER BOTTLES

ENGINE OIL TANKS

AUXILIARY ENGINE OIL TANK ON SOME ACFT

FLARES

FUEL TANK
3,800 GAL
(14,385 L)
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY - DC-7 SERIES

1. NORMAL ENTRY - CREW AND MAIN DOORS
   a. Rotate handle counterclockwise.
   b. Pull door outward.

2. EMERGENCY EXIT DOORS
   a. Pull handle out.
   b. Push door inward.

3. ESCAPE HATCHES
   a. Pull handle out.
   b. Rotate handle counterclockwise.
   c. Pull hatch out.

4. CHOP OUT/CUT-IN AREAS
   a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS-Continued

DC-7 CARGO

FUEL TANK
3,800 GAL (14,385 L)

ENGINE OIL TANKS

BATTERIES

PORTABLE OXYGEN BOTTLES

FIRE ACCESS

FLARES

ENGINE OIL TANKS

FUEL TANK
3,800 GAL (14,385 L)

AUXILIARY ENGINE OIL TANK ON SOME ACFT
AIRCRAFT ENTRY - DC-7C CARGO

1. NORMAL ENTRY- CREW AND MAIN DOORS
   a. Rotate handle counterclockwise.
   b. Pull door outward.

2. EMERGENCY EXIT DOORS
   a. Pull handle out.
   b. Push door inward.

3. ESCAPE HATCHES
   a. Pull handle out.
   b. Rotate handle counterclockwise.
   c. Pull hatch out.

4. CHOP OUT/CUT-IN AREAS
   a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Retard throttle control levers, located on control pedestal, to the CLOSED position.

b. Place mixture control levers, located on the control pedestal, to the CLOSED position.

c. Place ignition switches, located on forward overhead panel, to the OFF position.

d. Place master battery/generator switches cutoff bar, located on forward overhead panel, to the OFF position.

NOTE:
If engines fail to shutdown, pull engine emergency T-handles, located on the main fire control panel, to the FULL-OUT position.

3. AIRCREW EXTRACTION

a. Unlatch lap belt and remove shoulder harness from crewmember(s).

NOTE:
If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position in removing crewmember(s).
NOTE:
HEIGHT VARIANCE
DC-8-43
43’ 5.2” (13.24 M) MAXIMUM
42’ 1.7” (12.84 M) MINIMUM
NOTE:
HEIGHT VARIANCE
DC-8-55:
43' 6.7" (13.28 M) MAXIMUM
42' 1.7" (12.85 M) MINIMUM

DC-8-55F:
43' 8.9" (13.33 M) MAXIMUM
42' 1.3" (12.84 M) MINIMUM

NOTE:
HEIGHT VARIANCE
DC-8-55:
43' 6.7" (13.28 M) MAXIMUM
42' 1.7" (12.85 M) MINIMUM

DC-8-55F:
43' 8.9" (13.33 M) MAXIMUM
42' 1.3" (12.84 M) MINIMUM
NOTE:
HEIGHT VARIANCE
DC-8-62, -72:
43' 3.0" (13.18 M) MAXIMUM
42' 3.6" (12.89 M) MINIMUM
DC-8-62F, -72F:
43' 3.8" (13.20 M) MAXIMUM
42' 3.0" (12.88 M) MINIMUM
NOTE:
HEIGHT VARIANCE

DC-8-61, -71:
43' 2.7" (13.17 M) MAXIMUM
41' 11.7" (12.79 M) MINIMUM

DC-8-61F, -71F:
43' 2.3" (13.16 M) MAXIMUM
42' 1.0" (12.82 M) MINIMUM

DC-8-63, -73:
43' 0" (13.11 M) MAXIMUM
42' 1.4" (12.84 M) MINIMUM

DC-8-63F, -73F:
43' 1.5" (13.14 M) MAXIMUM
42' 1.4" (12.84 M) MINIMUM
AIRCRAFT ENTRY-DC-8

1. NORMAL/EMERGENCY ENTRY

   a. PASSENGER AND SERVICE DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.

   b. EMERGENCY EXIT -
      To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

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

2. CUT-IN

   a. Cut along window line as a last resort.

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
35 Foot Ladder
Fire Drill II
NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

Break glass for access to handle and slide window aft.

2" wide band of contrasting color indicating all doors, hatches and windows externally operable.

Aft service entry door

TYPICAL EMERGENCY EXITS

Fwd service entry door

Fwd passenger entry door

Aft passenger entry door

Cut-in/chop out areas

Access to accessory compartment

Average distance floor level to ground wheels retracted: 9 ft
Wheels extended: 13 ft
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN - ALL MODELS
   a. Retard fuel control levers, located on center console, to full aft OFF position.
   b. Retard throttles, located on center console, to IDLE START position.
   c. Place battery switch, located on upper left corner of flight engineer’s panel, to OFF position.

NOTE:
If engines fail to shutdown, pull emergency fire T-handles, located on center overhead panel.
This type aircraft is not equipped with an APU.

2. AIRCREW EXTRACTION
   a. Unlatch lap belt and remove shoulder harness form crewmember(s).
   b. Passenger seats are equipped with lap belts only.

NOTE:
If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.
AIRCRAFT ENTRY-DC-8F

1. NORMAL/EMERGENCY ENTRY

a. PASSENGER AND SERVICE DOORS -
   To open door, pull handle from recess, rotate handle forward, and pull door open.

b. EMERGENCY EXIT -
   To open door, hold handle, push release plate (handle on some aircraft only).
   Doors are hinged at bottom edge.

   ![WARNING]

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

2. CUT-IN

a. Cut along window line as a last resort.
EMERGENCY RESCUE ACCESS

NOTE:
1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
35 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY-DC-8-61

1. NORMAL/EMERGENCY ENTRY

a. PASSENGER AND SERVICE DOORS -
   To open door, pull handle from recess,
   rotate handle forward, and pull door open.

b. EMERGENCY EXIT -
   To open door, hold handle, push release
   plate (handle on some aircraft only). Doors are hinged at bottom edge.

c. EMERGENCY EXIT DOORS -
   To open door, pull handle from recess,
   rotate handle forward, and pull door open.

   WARNING

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

2. CUT-IN

   a. Cut along window line as a last resort.

   2a CUT-IN AREAS

   AIRCRAFT CROSS SECTION  1a PASSENGER AND SERVICE DOORS  1b EMERGENCY EXIT  1c EMERGENCY EXIT DOORS
EMERGENCY RESCUE ACCESS

NOTE:
1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

- BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT
- 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
- TYPICAL EMERGENCY EXIT DOORS
- AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 9 FT WHEELS EXTENDED: 13 FT
- TYPICAL EMERGENCY EXITS
- CUT-IN/CHOP OUT AREAS
- OVERWING EMERGENCY EXITS
- AFT SERVICE ENTRY DOOR
- AFT PASSENGER ENTRY DOOR
- AFT CARGO COMPARTMENT DOORS
- FWD SERVICE ENTRY DOOR
- FWD PASSenger ENTRY DOOR
- FWD CARGO COMPARTMENT DOORS
- GALLEY SERVICE DOOR
- ACCESS TO ACCESSORY COMPARTMENT
AIRCRAFT ENTRY-DC-8-62

1. NORMAL/EMERGENCY ENTRY
   a. PASSENGER AND SERVICE DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.
   b. EMERGENCY EXIT -
      To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

   **WARNING**

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

2. CUT-IN
   a. Cut along window line as a last resort.

   **WARNING**

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

TYPICAL EMERGENCY EXITS

FWD SERVICE ENTRY DOOR

AFT SERVICE ENTRY DOOR

AFT PASSENGER ENTRY DOOR

CUT-IN/CHOP OUT AREAS

FWD PASSENGER ENTRY DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT
WHEELS EXTENDED: 13 FT

ACCESS TO ACCESSORY COMPARTMENT

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.
AIRCRAFT ENTRY-DC-8-63

1. NORMAL/EMERGENCY ENTRY

a. PASSENGER AND SERVICE DOORS -
   To open door, pull handle from recess, rotate handle forward, and pull door open.

b. EMERGENCY EXIT -
   To open door, hold handle, push release plate (handle on some aircraft only).
   Doors are hinged at bottom edge.

c. EMERGENCY EXIT DOORS -
   To open door, pull handle from recess, rotate handle forward, and pull door open.

d. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL -
   To open door, push lockpin handle down and hold.
   Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch.
   Attach sling to door and hoist door open.

2. CUT-IN

   a. Cut along window line as a last resort.

   2a  CUT-IN AREAS

   1a  PASSENGER AND SERVICE DOORS

   1b  EMERGENCY EXIT

   1c  EMERGENCY EXIT DOORS

   1d  FWD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

WARNING

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.
AIRCRAFT ENTRY-DC-8-71

1. NORMAL/EMERGENCY ENTRY
   a. PASSENGER AND SERVICE DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.

   b. EMERGENCY EXIT -
      To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

   c. EMERGENCY EXIT DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.

   d. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL -
      To open door, push lockpin handle down and hold. Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch. Attach sling to door and hoist door open.

2. CUT-IN
   a. Cut along window line as a last resort.

   2a  CUT-IN AREAS
   1a  PASSENGER AND SERVICE DOORS
   1b  EMERGENCY EXIT
   1c  EMERGENCY EXIT DOORS

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

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
AIRCRAFT ENTRY-DC-8-72

1. NORMAL/EMERGENCY ENTRY
   a. PASSENGER AND SERVICE DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.
   b. EMERGENCY EXIT -
      To open door, hold handle, push release plate (handle on some aircraft only).
      Doors are hinged at bottom edge.
   c. EMERGENCY EXIT DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.
   d. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL -
      To open door, push lockpin handle down and hold. Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch. Attach sling to door and hoist door open.

2. CUT-IN
   a. Cut along window line as a last resort.

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

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
35 Foot Ladder
Fire Drill II
EMERGENCY RESCUE ACCESS

NOTE:
1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
AIRCRAFT ENTRY-DC-8-73

1. NORMAL/EMERGENCY ENTRY
   a. PASSENGER AND SERVICE DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.
   b. EMERGENCY EXIT -
      To open door, hold handle, push release plate (handle on some aircraft only).
      Doors are hinged at bottom edge.
   c. EMERGENCY EXIT DOORS -
      To open door, pull handle from recess, rotate handle forward, and pull door open.
   d. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL - To open door, push lockpin handle down and hold.
      Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch. Attach sling to door and hoist door open.

2. CUT-IN
   a. Cut along window line as a last resort.

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.

2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
CABIN CONFIGURATION

DC-8-43

177 PASSENGERS 6 ABREAST SEATING
129 SEATS ON 31” (78.7 CM) PITCH
24 SEATS ON 34” (86.4 CM) PITCH
12 SEATS ON 36” (91.4 CM) PITCH
6 SEATS ON 33” (91.4 CM) PITCH
6 SEATS ON 37” (94.0 CM) PITCH

DC-8-55

189 PASSENGERS 6 ABREAST SEATING
66 SEATS ON 31” (78.7 CM) PITCH
66 SEATS ON 32” (81.3 CM) PITCH
39 SEATS ON 29” (99.1 CM) PITCH
18 SEATS ON 40” (101.6 CM) PITCH
6 SEATS ON 37” (94.0 CM) PITCH

GALLEYS
CREW
STORAGE
ATTENDANT'S
DOUBLE SEAT
MAIN ENTRY DOOR (B)
34.5X72” (87.6X182.9 CM)
GALLEYS
EMERGENCY EXIT TYPE III
20X38” (50.86X96.5 CM)
ATTENDANT'S
DOUBLE SEAT
LAVATORIES
SERVICE DOOR (A)
33.5X64” (85.1X162.6 CM)
GALLEY
LAVATORY
MAIN ENTRY DOOR (B)
34.5X72” (87.6X182.9 CM)
EMERGENCY EXIT TYPE III
20X38” (50.86X96.5 CM)
GALLEY
ATTENDANT'S
DOUBLE SEAT
SERVICE DOOR (A)
33.5X64” (85.1X162.6 CM)
LAVATORIES
GALLEYS
EMERGENCY EXIT TYPE III
20X38” (50.86X96.5 CM)
GALLEY
ATTENDANT'S
DOUBLE SEAT
MAIN ENTRY DOOR (B)
34.5X72” (87.6X182.9 CM)
EMERGENCY EXIT TYPE III
20X38” (50.86X96.5 CM)
GALLEY
AFT SERVICE DOOR (C)
33.5X64” (85.1X162.6 CM)
GALLEY
AFT ENTRY DOOR (D)
34.5X72” (87.6X182.9 CM)
189 PASSENGERS 6 ABREAST SEATING
189 SEATS ON 34" (86.4 CM) PITCH

259 PASSENGERS 6 ABREAST SEATING
177 SEATS ON 32" (81.3 CM) PITCH
24 SEATS ON 38" (96.5 CM) PITCH
58 SEATS ON 31" (78.7 CM) PITCH
CARGO CONFIGURATION

DC-8-55F

PALLET 1 THROUGH 12  5543.2 CU' (154. CU M)
PALLET 13 460 CU' (13.03 CU M)
LOWER DECK CARGO 1390 CU' (39.4 CU M)
TOTAL CARGO  7293.2 CU' (206.63 CU M)

DC-8-62F, -72F

PALLET 1 THROUGH 13  5896.8 CU' (154. CU M)
PALLET 14 460 CU' (13.03 CU M)
LOWER DECK CARGO 1615 CU' (45.74 CU M)
TOTAL CARGO  7971.8 CU' (225.77 CU M)

DC-8-61F, -63F, -71F, -73F

PALLET 1 THROUGH 17  7711.2 CU' (218.4 CU M)
PALLET 18 460 CU' (13.03 CU M)
LOWER DECK CARGO 2500 CU' (70.8 CU M)
TOTAL CARGO  10671.2 CU' (302.23 CU M)
NOTE: DC-9-15 MAX - 27' 7.0" (8.4 M) - MIN - 27' 5.0" (8.4 M)
DC-9-21 MAX - 27' 5.0" (8.4 M) - MIN - 27' 5.0" (8.4 M)
NOTE: DC-9-32 MAX - 27' 9.0" (8.5 M) - MIN - 27' 6.0" (8.4 M)
DC-9-41 MAX - 28' 5.0" (8.7 M) - MIN - 27' 0" (8.5 M)
AIRCRAFT DIMENSIONS-Continued

NOTE: DC-9-51 MAX - 28' 9.0" (8.8 M) - MIN - 28' 3.0" (8.6 M)
AIRCRAFT SKIN PENETRATION POINTS

FUSELAGE (BOTH SIDES)
PENETRATE APPROXIMATELY 4 INCHES BELOW CABIN WINDOWS. AVOID PENETRATING EMERGENCY EXITS.

ENGINE NACELLES (BOTH SIDES)
PENETRATE MID-SECTION OF ENGINE BELOW ENGINE CENTER LINE
ENGINE DANGER AREAS
Jet Intake and Blast Distances

- 25 FT ENGINE INTAKE DANGER AREA

ENGINE BLAST DANGER AREAS
- @ 35 MPH
- @ 45 MPH
- @ 60 MPH
- @ 75 MPH
- @ 100 MPH
- @ 150 MPH
- @ 200 MPH

Jet Intake and Blast Distances @ 35 MPH @ 45 MPH @ 60 MPH @ 75 MPH @ 100 MPH @ 150 MPH @ 200 MPH

ENGINE BLAST DANGER AREAS
- IDLE POWER
- TAKEOFF POWER

DISTANCE FROM AIRCRAFT

FEET METERS

AXIL DISTANCE BEHIND AIRCRAFT

FEET METERS
AIRCRAFT DANGER AREAS
APU ACCESS DOORS AND ENGINE NACELLE LOWER COWL DOOR

WARNING

Use extreme caution when opening access areas where fire is evident.

1. APU ACCESS DOORS
   a. Insert screwdriver or similar tool into slot of camlock fasteners.
   b. Turn fasteners to the left to open.
   c. Pull down access doors.

2. ENGINE NACELLE LOWER COWL DOOR
   a. Release four (4) latches on upper cowl door.
   b. Push in safety latch release while holding door up with one hand.
   c. Lower door to full open position.
AIRCRAFT FLAMMABLE MATERIAL LOCATIONS

1. Optional Auxiliary Fuel Tank
   - 580/780/1000/1250 GALS
   - (2196/2953/3785/4732 LITRES)

2. Fuel Vent Box
3. Fuel Overflow Stand Pipe
4. Engine Oil Tanks
5. Hydraulic Accumulators
6. Fire Extinguisher Agent Containers
7. APU Ground Control Panel on Fuselage
8. Portable Oxygen Bottle
9. Crew Oxygen System Bottles
10. Rain Repellent Containers
11. Batteries
12. Hydraulic Fluid Reservoir 1 Place in Each Wheel Well
13. 1386 GALS (5247 LITRES)
14. 907 GALS (3433 LITRES)
15. 1386 GALS (5247 LITRES) on RT Side Only
16. 780/1000 GALS (2953/3785 LITRES)
17. 580/780/1000/1250 GALS (2196/2953/3785/4732 LITRES)
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
12 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY

1. NORMAL ENTRY

| CAUTION |

When doors are opened from outside, slide chutes automatically deploy.

a. Pull handle, located on left forward entry door, out, rotate counterclockwise and pull door outward.

b. Pull stairway handle, located forward left bottom side of fuselage, outward, press the open button to extend stairway.

c. Pull handle, located on right forward service door, out, rotate clockwise and pull door outward.

2. EMERGENCY ENTRY

| WARNING |

Caution must be exercised when releasing tail cone. Keep personnel clear. Tail cone free falls when released from aircraft.

a. Push in jettisonable tail cone T-handle door, located on left fuselage forward of tail cone, pull T-handle to jettison tail cone. Jettison door is approximately 8.5 feet high.

b. Open rear stairway control panel, located on aft left exterior fuselage, push control handle to forward OPEN position to release stairway.

| CAUTION |

Stairway free falls to down position.

c. Push overwing exit door handle release, two doors are located over each wing, pull handle to unlatch door, push in and lift up forcibly.
AIRCRAFT EMERGENCY EXITS
AFT PASSENGER DOOR STAIRWAY INTERIOR
AND EXTERIOR CONTROLS

NOTE:
- For manual stairway operation, hold interior or exterior control handle in open position. Stairway will free fall open.
- Interior control handle is removed on some aircraft making the stairway inoperable from the inside.
AIRCRAFT EMERGENCY EXITS-Continued

PRESSURE BULKHEAD EMERGENCY EXIT, TAILCONE JETTISON, AND MAIN CARGO DOOR OPERATION

MAIN CARGO DOOR (IF APPLICABLE)

NOTE:
Use only when all other exits are blocked and time permits.

MANUAL LATCH CONTROLS

a. If installed, turn vent door handle to the UNLOCKED position.
b. Turn lockpin handle to UNLOCK and hold.
c. Insert pipe in latch fitting and move to UNLOCK.
d. Release spring loaded lockpin handle.
AIRCRAFT EMERGENCY EXITS

1. CLEARVIEW WINDOW FOR CARGO AIRCRAFT ONLY
   a. Push in both access doors.
   b. Push window handle aft, then down.
   c. Push window aft.

2. LOWER CARGO COMPARTMENT DOORS
   a. Push circular section of door handle inward to raise the handle.
   b. Rotate door handle counterclockwise to unlatch door.
   c. Push door upward into cargo compartment.

3. ELECTRICAL/ELECTRONIC COMPARTMENT DOOR
   a. Push right side of handle inward and pull left side of handle down to unlatch door.
   b. Push door inward and to the left to open.
EMERGENCY RESCUE ACCESS

2" wide band of contrasting color indicating all doors, hatches and windows externally operable.

CLEARVIEW WINDOW - EXTERIOR ACCESS KNOCKOUT PANEL ON CARGO AIRCRAFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT WHEELS EXTENDED: 8 FT

APU COMPARTMENT ACCESS DOOR
AFT LOWER CARGO DOOR
OVERWING EMERGENCY EXITS
FWD LOWER CARGO DOOR
FWD SERVICE ENTRY DOOR
CLEARVIEW WINDOW - CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT
MAIN CARGO DOOR AND EXTERNAL CONTROL PANEL ON CARGO AIRCRAFT ONLY
FWD PASSENGER ENTRY DOOR
AFT PASSENGER ENTRY DOOR
EMERGENCY EXIT AFT PASSENGER ENTRY DOOR PRESSURE BULKHEAD PASSENGER AFT ENTRANCE STAIRWAY INTERIOR CONTROL PANEL ON SOME AIRCRAFT
TAIL CONE JETTISONABLE TAIL CONE ACCESS DOOR TAIL CONE JETTISON LATCH ENGINE NACELLE LOWER COWL DOOR CUT-IN/CHOP OUT AREAS FWD PASSENGER ENTRY DOOR
ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE/APU SHUTDOWN
   a. Place fuel control levers, located on pilot’s center console, to aft and OFF position.
   b. Retard throttles, located on pilot’s center console, to IDLE CUTOFF position.
   c. Place battery switch, located on center over-head panel, to OFF position.
   
   **NOTE:**
   If engines fail to shutdown, pull emergency fire T-handles out, located on pilot’s center forward panel.
   
   d. Place APU master switch, located on center overhead panel, to OFF position.
   
   e. On the APU ground control panel, located to left of APU access doors on the tailcone, open door by pushing two latches. Place APU master switch to the APU shutoff (up) position. If “Fire” light is illuminated...place discharge fire switch (up) position to release fire agent 1. Wait 10 seconds to use fire agent 2, if applicable.

2. AIRCREW EXTRACTION
   a. Unlatch lap belt and remove shoulder harness from crewmember.
   b. If seat tracks are not damaged during crash landing, use adjustable seat controls to retract seat to aft position. Pilot’s controls are on right side of seat while co-pilot’s are on the left.
   c. Flight crew cabin seats are equipped with lap belts and shoulder harnesses.
   d. Passenger seats are only equipped with lap belts.
### CABIN CONFIGURATION

**DC-9-15,-21**

90 PASSENGERS 5 ABREAST SEATING  
50 SEATS ON 32” (81.3 CM) PITCH  
40 SEATS ON 31” (78.7 CM) PITCH  

**NOTE:**  
Maximum of 90 passengers, 5-abreast seating available.

**SCALE:**  
0              2              4              6 METERS  
0                      10                   20 FEET

**DC-9-32**

115 PASSENGERS 5 ABREAST SEATING  
55 SEATS ON 33” (83.8 CM) PITCH  
10 SEATS ON 36” (91.4 CM) PITCH  
50 SEATS ON 31” (78.7 CM) PITCH  

**NOTE:**  
Maximum of 127 passengers, 5-abreast seating available.

**SCALE:**  
0              2              4              6 METERS  
0                      10                   20 FEET
CABIN CONFIGURATION-Continued

DC-9-41

125 PASSENGERS 5 ABREAST SEATING
66 SEATS ON 34" (86.4 CM) PITCH
5 SEATS ON 33" (83.8 CM) PITCH
30 SEATS ON 32" (81.3 CM) PITCH
25 SEATS ON 31" (78.7 CM) PITCH

NOTE:
Maximum of 128 passengers, 5-abreast seating available.

DC-9-51

135 PASSENGERS 5 ABREAST SEATING
5 SEATS ON 35" (88.9 CM) PITCH
5 SEATS ON 34" (86.4 CM) PITCH
66 SEATS ON 33" (83.8 CM) PITCH
60 SEATS ON 32" (81.3 CM) PITCH

NOTE:
Maximum of 397 passengers, 5-abreast seating available.
CARGO CONFIGURATION

**DC-9-15F**

### CARGO VOLUMES

<table>
<thead>
<tr>
<th>Description</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pallet Size #1 thru 6</td>
<td>88x108&quot; (224x274 cm)</td>
</tr>
<tr>
<td>Pallets 1 thru 6</td>
<td>2161 ft³ (61.2 m³)</td>
</tr>
<tr>
<td>Lower Deck Cargo</td>
<td>600 ft³ (17.0 m³)</td>
</tr>
<tr>
<td>Total Cargo</td>
<td>2761 ft³ (78.2 m³)</td>
</tr>
</tbody>
</table>

### Scale

- 0, 2, 4, 6 meters

**DC-9-32F**

### CARGO VOLUMES

<table>
<thead>
<tr>
<th>Description</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pallet Sizes #1 and 10</td>
<td>54x88&quot; (137x224 cm)</td>
</tr>
<tr>
<td>#2 thru 9</td>
<td>88x108&quot; (224x274 cm)</td>
</tr>
<tr>
<td>Pallet 1</td>
<td>174 ft³ (4.9 m³)</td>
</tr>
<tr>
<td>Pallets 2 thru 9</td>
<td>2959 ft³ (83.8 m³)</td>
</tr>
<tr>
<td>Pallet 10</td>
<td>167 ft³ (4.7 m³)</td>
</tr>
<tr>
<td>Lower Deck Cargo</td>
<td>895 ft³ (25.3 m³)</td>
</tr>
<tr>
<td>Total Cargo</td>
<td>4195 ft³ (118.8 m³)</td>
</tr>
</tbody>
</table>

### Scale

- 0, 2, 4 meters

**DC-9-32F**

### CARGO VOLUMES

<table>
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<tr>
<th>Description</th>
<th>Volume</th>
</tr>
</thead>
<tbody>
<tr>
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<td>174 ft³ (4.9 m³)</td>
</tr>
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<td>Lower Deck Cargo</td>
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</tr>
<tr>
<td>Total Cargo</td>
<td>895 ft³ (25.3 m³)</td>
</tr>
</tbody>
</table>

### Scale

- 0, 2, 4 meters

**DC-9-32F**

### CARGO VOLUMES

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<td>Total Cargo</td>
<td>895 ft³ (25.3 m³)</td>
</tr>
</tbody>
</table>

### Scale

- 0, 2, 4 meters

**Legend**

- **FWD ENTRY DOOR (B)**: 34x72" (86.4x182.9 cm) Type 2
- **FWD CARGO BARRIER NET**: 27x48" (69x122 cm) Type I
- **SERVICE DOOR (A)**: 27x48" (69x122 cm) Type I
- **CARGO DOOR (C)**: 81x136" (205.7x345.4 cm) Type I
- **CARGO PALLETS 6 PLACES**: 360 ft³ (10.2 m³)
- **CARGO PALLETS 1 PLACE**: 167 ft³ (4.7 m³)
- **CARGO PALLETS 1 PLACE**: 174 ft³ (4.9 m³)
- **CARGO PALLETS 8 PLACES**: 370 ft³ (10.5 m³)
NOTE:
Height, depending on load varies from 57' 4" (17.48M) to 58' 5" (17.81M).
DC-10 SERIES 30 AND 30CF (LOWER GALLEY)

Height, depending on load varies from 57’ 2” (17.42M) to 58’ 7” (17.86M).

NOTE:

DC-10 SERIES 30 AND 30CF (UPPER GALLEY)
DC-10 SERIES 40 AND 40CF (LOWER GALLEY)

**NOTE:**
Height, depending on load varies from 57' 2" (17.42M) to 58' 7" (17.86M).

DC-10 SERIES 40 AND 40CF (UPPER GALLEY)
ENGINE DANGER AREAS
JET INTAKE AND BLAST DISTANCES

NOTE:
Crosswinds will have considerable effect on contours.

- **INTAKE DANGER AREA**
- **IDLE DANGER AREA**
- **TAKE OFF EXHAUST DANGER AREA**

A 20 FOOT RADIUS
B 30 FOOT RADIUS

5 FEET

215 FEET

1,500 FEET

35 MPH EXHAUST CURVE (TAKEOFF POWER)

35 MPH EXHAUST CURVE (IDLE POWER)

VIEW LOOKING UP FROM BOTTOM OF AIRCRAFT
AIRCRAFT EVACUATION ROUTES
AND CLEARVIEW WINDOW ENTRY

1. CLEARVIEW WINDOW ENTRY
   To gain access into flight compartment:
   
a. Chill clearview window pane with CO2.
   
b. Break window pane with heavy fire ax or suitable device.
   
c. Depress lock lever and push lever aft.
   
d. Push crank handle outboard and turn clockwise to move window aft.
ENGINE NACELLE DOORS AND 
FAN COWL ACCESS DOORS

1. ENGINE NACELLE DOORS
   To open fan reverser:
   
   a. Open fan and core cowl doors.
   
   b. Open blowout and lower latch access panel doors on bottom of reverser.
   
   c. Release forward mounting ring latches on each side of reverser.
   
   d. Press trigger on door tension latch handle to release handle.
   
   e. Pull handle to fully unlatched position.
   
   f. Disengage latch hook from u-bolt.
   
   g. Insert speed handle or nut runner into flex-shaft socket and crank reverser half open.

2. TO OPEN FAN AND CORE COWL DOORS
   
   a. Press trigger on door tension latch handle to release handle.
   
   b. Pull handle to fully unlatched position.
   
   c. Disengage latch hook from u-bolt.
   
   d. Raise door to open position and engage hold-open rods with engine fittings.
AIRCRAFT ACCESS DOORS

1. CENTER ACCESSORY COMPARTMENT DOOR
   a. Pull down external handle and rotate in direction indicated by placarding on door.
   b. Stow handle and slide door to right side of fuselage.

2. APU ACCESS DOOR
   a. Press trigger to release handle.
   b. Support door after unlatching.
   c. Door opens down.

3. APU GROUND CONTROL PANEL COMPARTMENT DOOR
   a. Press three (3) triggers on door to release three handles.
   b. Door opens down.
AIRCRAFT ENTRY

**WARNING**

When emergency mode is used to open any passenger door, door will automatically move to full open position.

1. OPERATION OF ALL 8 DOORS WITH NON PUSH BUTTON TYPE: NORMAL MODE-ELECTRICAL
   a. Pull door control handle out of recess.
   b. Move handle to open position and hold.
   c. When door is fully open, return handle to neutral detent.

IF DOOR DOES NOT OPEN:
2. EMERGENCY MODE-PNEUMATIC (ALL 8 DOORS)
   a. Hold door control handle at open position.
   b. Depress and hold emergency opening button, or if emergency override lever is installed, rotate from safe to emergency and hold.
   c. Move door control handle to emergency position (see dotted PULL handle).

IF DOOR STILL DOES NOT OPEN:
   d. Push door inward as far as possible and hold. For forward doors, push in area of window.
   e. Use any available means to pry door upward.

**CAUTION**

Door with slide attached is very heavy. Required lifting force may exceed 400 pounds.

3. AUXILIARY MODE USING 1/4-INCH DRIVE FITTING
   (Applicable for forward left fuselage door only.)
   a. Hold door control handle at open position.
   b. Insert 1/4-inch drive tool in manual drive fitting and turn counterclockwise until door is open.

**CAUTION**

Torque applied in excess of 100 inch pounds or 500 RPMs may result in damage.

   c. Return door control handle to neutral detent and push inward to stow.
WARNING
When emergency mode is used to open any passenger door, door will automatically move to full open position.

4. OPERATION OF ALL 8 DOORS WITH PUSH BUTTON TYPE: NORMAL MODE-ELECTRICAL
a. Pull door control handle out of recess to disarm escape slide.
b. Move door control switch to open and hold.
c. When door is fully open, release switch.

IF DOOR DOES NOT OPEN:
5. EMERGENCY MODE-PNEUMATIC (ALL 8 DOORS)
a. Pull door control handle out of fuselage.
b. Rotate emergency override lever from safe position to emergency position and hold.
c. Rotate door control handle to emergency position (see dotted PULL handle).

IF DOOR STILL DOES NOT OPEN:
d. Push door inward as far as possible and hold. For forward doors, push in area of window.
e. Use any available means to pry door upward.

WARNING
Door with slide attached is very heavy. Required lifting force may exceed 400 pounds.

6. AUXILIARY MODE USING 1/4-INCH DRIVE FITTING (Applicable for forward left fuselage door only.)
a. Pull handle out, rotate to free fall position and hold.
b. Insert 1/4-inch drive into socket and rotate as indicated until door is open.

CAUTION
Torque applied in excess of 100 inch pounds or 500 RMPs may result in damage.

c. Release door control handle to neutral position.
7. FLIGHT COMPARTMENT ENTRY THROUGH THE AVIONICS COMPARTMENT

a. To open the avionics compartment lower access door, pull down and turn external handle counterclockwise.

b. Stow handle and slide door forward.

c. To open avionics compartment aft access door, turn handle up (clockwise) and push door.

d. To open avionics compartment emergency access door, push to open into flight compartment.

e. Use aft access door from passenger compartment to access flight compartment. Rotate handle up to unlock aft access door.
AIRCRAFT ENTRY-Continued

8. EXTERNAL CARGO DOOR OPERATION
WITH POWER AVAILABLE

a. Press trigger to release handle.
b. Pull handle out and up.
c. Place door power switch on.
d. Place door switch to open.

**WARNING**

To prevent door from springing open,
manually crank door actuator to the fully
closed position prior to manually
unlatching.

9. EXTERNAL CARGO DOOR OPERATION
WITH MANUAL MODE-NO POWER

a. Press trigger to release handle.
b. Pull handle out and up.
c. Insert drive tool in latch manual drive fitting
   and turn drive tool toward unlock position
   until latches are open.
d. Insert drive tool in door manual drive fitting
   and turn clockwise until door is open.
AIRCRAFT ENTRY-Continued

10. UPPER CARGO DOOR INTERNAL OPERATION
CONVERTIBLE FREIGHTER AIRCRAFT ONLY

NOTE:
If installed, pip pin must be removed from locktube to allow unlocking of lockpin handle.

a. To open manually, rotate vent door handle to unlock position.

b. Pull lockpin handle up to unlock position and hold.

c. Insert pipe or hydraulic hand pump handle in latch actuating socket and push down to unlatched position.

d. Release lockpin handle and remove pipe or hand pump handle from latch actuating socket.

e. Place cable loop or hook through latch actuating socket to manually hoist door open.
EMERGENCY RESCUE ACCESS

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

CLEARVIEW WINDOW - CUTIN/CHOP OUT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT WHEELS EXTENDED: 8 FT

FWD CARGO DOOR

FWD SERVICE ENTRY DOOR

CUT-IN/CHOP OUT AREAS

FWD PASSENGER ENTRY DOOR

UPPER CARGO DOOR ON CONVERTIBLE FREIGHTER AIRCRAFT ONLY

CENTER CARGO DOOR

AFT CARGO DOOR

APU COMPARTMENT DOOR

PRESSURE BULKHEAD

HORIZONTAL STABILIZER JACK SCREWS AND MOTORS ACCESS DOOR

AFT ACCESSORY COMPARTMENT DOOR

CUT-IN/CHOP OUT AREAS
ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Retard throttles, located on pilot’s console, full aft position.
   b. Place fuel control levers, located on pilot’s center console, aft and down to full detent.
   c. Place APU fire control switch, located on flight engineer’s left panel to OFF position.
   d. Place battery switch, located on flight engineer’s upper left panel, to OFF position.
   e. If engines fail to shutdown: Lift “ENG/FIRE” handle guards, push emergency fire T-handles, located on pilot’s overhead panel, down and forward.
   f. In case of engine fire: While holding forward pressure on handle, turn handle clockwise and hold. After 10 seconds, turn handle counterclockwise.

2. APU SHUTDOWN
   a. Place the APU master switch, located on flight engineer’s upper forward panel or exterior panel down to the OFF position.
   b. In case of APU light illumination: Place APU off and agent arm switch to agent arm UP position. Place CYL 1 to DISCHARGE up position. After 10 seconds place CYL 2 to DISCHARGE up position.

3. AIRCREW EXTRACTION
   a. Rotate quick release knob on lap belt and remove shoulder harness.
   b. Pull seat manual release handle to adjust seat to a recline position in removing crewmembers.
   c. Passenger seats are equipped with lap belts only.
DC-10 SERIES 10, 30, 30CF, 40 AND 40CF
MIXED CLASS (LOWER GALLEY)

270 PASSENGERS
222 8-ABREAST SEATING AT 34" (86 CM) PITCH
48 6-ABREAST SEATING AT 38" (97 CM) PITCH

NOTE:
All entry doors are emergency exits.

SCALE
0 2 4 6 METERS
0 10 20 FEET

DC-10 SERIES 10, 30, 30CF, 40 AND 40CF
ALL ECONOMYCLASS

399 PASSENGERS
ALL ECONOMY 10-ABREAST SEATING AT 34", 32", 31", 30", AND 29" PITCH

NOTE:
All entry doors are emergency exits.

SCALE
0 2 4 6 METERS
0 10 20 FEET
CABIN CONFIGURATION-Continued

DC-10 SERIES 10, 30, 30CF, 40 AND 40CF
MIXED CLASS (UPPER GALLEY)

277 PASSENGERS
255 9-ABREAST SEATING AT
34" (86 CM) PITCH
22 6-ABREAST SEATING AT
34" (86 CM) PITCH

NOTE:
All entry doors are emergency exits.

SCALE
0 2 4 6 METERS
0 10 20 FEET

DC-10 SERIES 10, 30, 30CF, 40 AND 40CF
MIXED CLASS (MAIN DECK BAGGAGE)

215 PASSENGERS
199 9-ABREAST SEATING AT
34" (86 CM) PITCH
22 6-ABREAST SEATING AT
42" (107 CM)

NOTE:
All entry doors are emergency exits.

SCALE
0 2 4 6 METERS
0 10 20 FEET
DC-10 SERIES 10CF, 30CF, AND 40CF
MAIN CABIN CARGO

* BULK VOLUME IS WATER VOLUME OF CABIN BETWEEN STATIONS NOTED.

DC-10 SERIES 10CF, 30CF, AND 40CF
MAIN CABIN CARGO (88X108" PALLETS)

MAIN CABIN CARGO VOLUME 30 - 88"X108" PALLETS
12,248 CU FT (346.81 CU M)

DC-10 SERIES 10CF, 30CF, AND 40CF
MAIN CABIN CARGO (88X125" PALLETS)

MAIN CABIN CARGO VOLUME 22 - 88"X125" PALLETS
10,874 CU FT (307.95 CU M)
CARGO CONFIGURATION-Continued

DC-10 SERIES 10, 30, 30CF, 40 AND 40CF
STANDARD CENTER CARGO COMPARTMENT (LOWER GALLEY)

NOTE:
Aircraft may also have extended center compartment. 14 LD3 containers used.

DC-10 SERIES 30, 30CF, 40 AND 40CF
EXTENDED CENTER CARGO COMPARTMENT (UPPER GALLEY)

NOTE:
24 LD3 containers used.

DC-10 SERIES 10, 10CF, 30, 30CF, 40 AND 40CF
STANDARD CENTER CARGO COMPARTMENT (UPPER GALLEY)

DC-10 SERIES 10, 10CF, 30, 30CF, 40 AND 40CF - CONTAINERS/PALLETS
STANDARD CENTER CARGO COMPARTMENT (UPPER GALLEY)

NOTE:
5 Pallets and 8 LD3 containers used.