Welcome to Technical Order 00-105E-9, 1 February 2006, Revision 11.

This is Segment 20 covering Chapter 18 from the 707 to the 737.

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.
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For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.
SEGMENT 20 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 Retaining out of date rescue information can negatively affect the user’s operability and outcome of emergencies.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>
<td>None.</td>
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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
AIRCRAFT DIMENSIONS

707-120B
Length 138' 10" (42.32 M)
Wing Span 130' 10" (39.83 M)
Height 41' 8" (12.70 M)

707-320B/C
Length 152' 11" (44.42 M)
Wing Span 145' 9" (45.42 M)
Height 42' 1" (12.83 M)

707-320/-420
Length 145' 6" (44.35 M)
Wing Span 142' 5" (44.42 M)
Height 42' 2" (12.85 M)
AIRCRAFT SKIN PENETRATION POINTS

AFT CARGO DOOR

CENTER CARGO DOOR

FWD CARGO DOOR

HANDLE

PENETRATION POINT

HANDLE

PENETRATION POINT

HANDLE

PENETRATION POINT

FWD
AIRCRAFT SKIN PENETRATION POINTS-Continued

707-120B-320C TURBOFAN ENGINES

LEFT SIDE OF ENGINE

RIGHT SIDE OF ENGINE

COMMON POINT (LH & RH SIDE)

707-120B-320C TURBOFAN ENGINES

LEFT SIDE OF ENGINE

RIGHT SIDE OF ENGINE

COMMON POINT (LH & RH SIDE)
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
24 Foot Ladder
35 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY-100/-200 SERIES

1. NORMAL/EMERGENCY ENTRY
   a. Overwing escape hatches both sides-
      Push red panel, located top center of
      hatches, in and push hatches inward.
   b. Pull handle, located left side forward and
      aft entry doors, outward and rotate clockwise.
   c. Pull handle, located forward and aft galley
      doors right side, outward and rotate counter-
      clockwise.
   d. Press red handle, located on escape hatch top
      right forward crew compartment, and pull out.

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

NOTE:
Some series are equipped with class one
escape hatches.

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

NOTE:
Refer to the C-135 for more
extensive information. Both
airframes are identical except
cargo and tanker capabilities.
1. ENGINE SHUTDOWN
   a. Retard thrust levers, located on pilot’s center console, to RETARD position.
   b. Place engine start levers, located on pilot’s center console, to CUT OFF position.
   c. Pull emergency fire T-handles, located top center above instrument panel.
   d. Place engine start switches, located on pilot’s overhead panel, to OFF position.
   e. In case of APU fire, pull APU fire switch, located on the upper left flight engineer’s panel, out to apply agent to APU.
   f. If no APU fire, place APU master switch, located on the upper left flight engineer’s panel, to OFF position.
   g. Place battery switch, located on lower right flight engineer’s panel, down to OFF position.

2. AIRCREW EXTRACTION
   a. Unlatch lap belts and remove shoulder harness from crewmembers.
   b. Depress seat control handles, located on flight engineer’s seat, and rotate from left to right.

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

   NOTE:
   Passenger seats are equipped with lap belts only.
EMERGENCY RESCUE ACCESS

-100 AND -200 SERIES

CHOP OUT AREAS (NOT MARKED ON ALL AIRCRAFT)

FWD GALLEY DOOR

FWD ENTRY DOOR

FLIGHT DECK WINDOWS OPEN INTERNALLY

OVERWING ESCAPE HATCHES

6 FEET 1/2 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FEET 7 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED

AFT GALLEY DOOR

AFT ENTRY DOOR

CHOP OUT AREAS (NOT MARKED ON ALL AIRCRAFT)
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
24 Foot Ladder
35 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY-300/-400 SERIES

1. NORMAL/EMERGENCY ENTRY
   a. Overwing escape hatches both sides-
      Push red panel, located top center of
      hatches, in and push hatches inward.
   b. Pull handle, located left side forward and
      aft entry doors, outward and rotate clockwise.
   c. Pull handle, located forward and aft galley
      doors right side, outward and rotate counter-
      clockwise.
   d. Press red handle, located on escape hatch top
      right forward crew compartment, and pull out.

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

NOTE:
Some series are equipped with class one
escape hatches.

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

NOTE:
Refer to the C-135 for more
extensive information. Both
airframes are identical except
cargo and tanker capabilities.
EMERGENCY RESCUE ACCESS
-300 AND -400 SERIES

- FWD ENTRY DOOR
- AFT ENTRY DOOR
- AFT GALLEY DOOR
- CARGO DOOR
- OVERWING ESCAPE HATCHES
- CHOP OUT AREAS (NOT MARKED ON ALL AIRCRAFT)

- FWD GALLEY DOOR

- FLIGHT DECK WINDOWS OPEN INTERNALLY

- 6 FEET 1/2 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED
- 10 FEET 1 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED

- CARGO AIRCRAFT ONLY
CABIN CONFIGURATION
-707-120B (PASSENGER)

CLOSET

GALLEY

LAVATORY

DOUBLE ATTENDANT'S SEAT

---

GALLEY SERVICE

DOOR 24X48”

(61X121.9 CM)

TYPE III EMERGENCY EXIT

(LH & RH) 20X38” (51X96.5 CM)

GALLEY SERVICE

DOOR 24X48”

(61X121.9 CM)

---

32 PASSENGERS

4 A BREAST AT 38”

(96.4 CM) PITCH

105 PASSENGERS

6 A BREAST AT 34”

(86.4 CM) PITCH

137 PASSENGERS - MIXED CLASS (DOMESTIC)

---

20 PASSENGERS

4 A BREAST AT 40”

(101.6 CM) PITCH

122 PASSENGERS

6 A BREAST AT 34”

(86.4 CM) PITCH

142 PASSENGERS - MIXED CLASS (INTERNATIONAL)

---

174 PASSENGERS

6 A BREAST AT 34”

(86.4 CM) PITCH

ALL TOURIST ARRANGEMENT
CABIN CONFIGURATION-Continued

-707-320/-320B/-420 (PASSENGER)

C     CLOSET
G     GALLEY
L     LAVATORY
S     DOUBLE ATTENDANT'S SEAT

141 PASSENGERS - MIXED CLASS (INTERNATIONAL)

189 PASSENGERS - 34" SEAT PITCH (86.4 CM)

ALL TOURIST ARRANGEMENT
CABIN CONFIGURATION-Continued
-707-320C (CARGO/PASSENGER)

THREE TO 10 PALLETS CAN BE ACCOMMODATED IN MIXED CARGO/PASSENGER CONFIGURATIONS.

<table>
<thead>
<tr>
<th>PASSENGERS</th>
<th>PALLETS</th>
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<tr>
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<td>10</td>
</tr>
<tr>
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<td>13</td>
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NOT INSTALLED ON -320C FREIGHTER

13 PALLETS - 88X125” (223X318 CM)
NOTE:
The Boeing 717 is the previously named MD-95 after the design was acquired in 1997. It is the reconfigured DC-9-30.

GENERAL INFORMATION FOR ALL 717 MODELS AND VARIANTS

2. A proposed version is the 717-100 with 86 seats, formerly the MD-95-20.
3. Another proposed version will be the 717-100X Lite with 75 seats.
4. Another proposed version will be the 717-300 for 130 seats.

SKIN PENETRATION POINTS

Fuselage (both sides)
Penetrate approximately 4 inches below cabin windows. Avoid penetrating emergency exits.
ENGINE DANGER AREAS
JET INTAKE AND BLAST DISTANCES

NOTE:
- These contours are to be used as guidelines only since the operational environment varies greatly - operational aspects are the responsibility of the user/planner.
- All velocity values are statute miles per hour.
- Cross winds will have considerable effect on contours.
- Sea level static-standard day-zero ramp gradient.

<table>
<thead>
<tr>
<th>WIND VELOCITY (STATUTE MPH)</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<td>100</td>
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<th>BREAKAWAY POWER</th>
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<td>FEET</td>
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<tr>
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<table>
<thead>
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<th>IDLE POWER</th>
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<tbody>
<tr>
<td>FEET</td>
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<tr>
<td>NA</td>
</tr>
<tr>
<td>30</td>
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<tr>
<td>50</td>
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</tbody>
</table>

GROUND PLANE
AIRCRAFT DANGER AREAS

1. EXTERIOR TAILCONE JETTISON

WARNING

Jettisoning tailcone allows emergency ingress or egress. Prior to selecting jettison of tailcone, insure all personnel and equipment are clear of jettison area. Failure to clear area can cause damage to equipment and death or injury to personnel.

a. Using a ladder, proceed aft of left engine, locate jettison handle access door which is 10 feet (3 meters) above ground.

b. Push door and pull control handle. Inside lock cable must be re-installed if handle is pulled.

2. INTERIOR TAILCONE JETTISON

a. Proceed aft to rear cabin bulkhead, locate jettison handle on aircraft left wall and pull control handle.
AIRCRAFT DANGER AREAS-Continued
APU ACCESS DOORS AND APU EXTERIOR CONTROLS

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

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

2. APU EXTERIOR CONTROLS
a. Shut off APU by pressing the APU SHUT OFF/NORMAL switch UP.
b. If FIRE warning light is illuminated indicating APU fire, flip toggle switch cover up, select FIRE AGENT 1 switch and press UP to discharge fire agent.
c. If FIRE light remains illuminated, repeat step a by selecting FIRE AGENT 2 switch. FIRE light will go out if fire is extinguished.
d. If fire is not extinguished, access APU through air intake, skin penetration, or other means available.
AIRFRAME MATERIALS

NOTE:
All metal wing spars, glassfibre trailing edges on wings, ailerons, flaps, elevators, rudder, and detachable wing tips. Most of cabin floor made of balsa or Nomex core sandwich.
**SPECIAL TOOLS/EQUIPMENT**

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

**TOTAL FUEL CAPACITY:**

- 5,840 GALLONS
  - (FUEL IN WINGS ONLY)

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**1. NORMAL/EMERGENCY ENTRY**

a. **OVERWING ESCAPE HATCHES**, both sides, 4 places. To open, pull exterior handle, push inward at bottom and lift upward.

![WARNING]

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

b. **LEFT FORWARD PASSENGER/SERVICE DOOR** (Only left door has stair.) To open, using a ladder, (1) pull door handle out, (2) rotate counterclockwise, (3) push front door edge in, (4) pulling rear edge out and (5) swing door forward.

c. **LEFT FORWARD PASSENGER/SERVICE DOOR** (Deploying stairs.) (1) Pull door handle out and open slightly, (2) unlatch stair door by turning and holding battery switch “ON”, press and (3) hold “down” button until stair fully extends, and (4) open door fully.

d. **RIGHT FORWARD EMERGENCY EXIT DOOR** To open, pull handle down, located top center of door, and door lowers to open position.

**NOTE:**

- Doors are hinged at bottom edge.

e. **PASSENGER AFT ENTRANCE DOOR AND STAIR** Hold handle in “OPEN” position until stair is lowered. If aircraft hydraulic pressure is “OFF”, manually pull stair to maximum travel. Accumulator will provide initial movement. (Rear ventral stairway is optional.)

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**2. CUT-IN**

a. Cut 36” above any window with a cut out of 42” by 28” as a last resort to evacuate smoke and passengers.
1. CARGO COMPARTMENT DOOR

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.
VENT BOX/OVERFLOW (UNDERSIDE)
FUEL TANKS
FUEL LINES
APU
VENT BOX/OVERFLOW (UNDERSIDE)
LOOKING FORWARD
FUEL LINES
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 overhead panel, to OFF position.

NOTE:
If engines fail to shutdown, pull emergency fire T-handles out, located on pilot’s center forward panel. Rotate handles as appropriate.

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 tail cone, place APU master switch to the APU shutoff position. Discharge fire agent 1 and/or 2 as applicable.

2. AIRCREW EXTRACTION

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

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.
EMERGENCY RESCUE ACCESS

AFT BULKHEAD EMERGENCY EXIT DOOR

OVERWING EMERGENCY EXITS

FORWARD LOWER CARGO DOOR

FORWARD SERVICE ENTRANCE DOOR

CLEARVIEW WINDOW - CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT

CLEARVIEW WINDOW

FORWARD PASSENGER ENTRANCE DOOR

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

JETTISONABLE TAILCONE
TAILCONE ACCESS DOOR
TAILCONE JETTISON LATCH

APU COMPARTMENT ACCESS DOOR
AFT LOWER CARGO COMPARTMENT DOOR

CHOP OUT AREAS

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

EFFECTIVITY: 717-200

A
ATTENDANT

G
GALLEY

L
LAVATORY

S
STOWAGE

TYPE I
SERVICE DOOR
27X48" (69X122 CM)

TYPE III EMERGENCY EXIT
(LH & RH) 20X36" (51X91.4 CM)

TYPE III EMERGENCY EXIT
(LH & RH) 20X36" (51X91.4 CM)

TYPE III EMERGENCY EXIT
(LH & RH) 20X36" (51X91.4 CM)

AFT ENTRY DOOR
27.75X72" (70X183 CM)
TAILCONE EMERGENCY EXIT

MIXED CLASS - 106 PASSENGERS
FIRST CLASS - 8 SEATS ON 36" (91.4 CM) PITCH ECONOMY CLASS - 98 SEATS ON 32" (81.3 CM) PITCH

TYPE I
MAIN ENTRY DOOR
34X72" (86.4X183 CM)

TYPE I
MAIN ENTRY DOOR
34X72" (86.4X183 CM)

ALL ECONOMY CLASS - 117 PASSENGERS
5 - ABREAST ON 32" (91.3 CM) PITCH
The 720 was originally designated the 707-020 from a modified 707-120 design for medium-range operation from shorter runways. The aircraft is lighter and faster than the 707 and has a simplified wing design.

**AIRCRAFT DIMENSIONS**

- LENGTH 130’ 6” (39.78 M)
- WING SPAN 130’ 10” (39.88 M)
- HEIGHT 41’ 5” (12.62 M)
- 720B
  - HEIGHT 41’ 2” (12.55 M)
AIRCRAFT SKIN PENETRATION POINTS

AFT CARGO DOOR

CENTER CARGO DOOR

FWD CARGO DOOR

HANDLE

PENETRATION POINT

3"

2"

10"

2"

8"

FWD
AIRCRAFT SKIN PENETRATION POINTS-Continued

720B TURBOFAN ENGINES

- LEFT SIDE OF ENGINE
- RIGHT SIDE OF ENGINE
- COMMON POINT (LH & RH SIDE)

FORWARD ENGINE MOUNT
136.00
213.942 AFT ENGINE MOUNT
215.00
215.67
240.84
242.70
250.10
251.96
291.90
WL 123
WL 97
ENGINE
OUTBOARD NACELLE AND STRUT
LEFT SIDE VIEW

COWL SPLIT
136.00
213.942
250.10
291.90
215.67
242.70
240.84
291.90
WL 97
ENGINE
OUTBOARD NACELLE AND STRUT
LEFT SIDE VIEW

FIRESEAL
136.00
213.942
250.10
291.90
215.67
242.70
240.84
291.90
WL 97
ENGINE
OUTBOARD NACELLE AND STRUT
LEFT SIDE VIEW
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
24 Foot Ladder
35 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY

1. NORMAL/EMERGENCY ENTRY
   a. Overwing escape hatches both sides-
      Push red panel, located top center of
      hatches, in and push hatches inward.
   b. Pull handle, located left side forward and
      aft entry doors, outward and rotate clockwise.
   c. Pull handle, located forward and aft galley
      doors right side, outward and rotate counter-
      clockwise.
   d. Press red handle, located on escape hatch top
      right forward crew compartment, and pull out.

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

NOTE:
Some series are equipped with class one
escape hatches.

CAUTION
For passenger and service doors, emergency
slide will automatically deploy when doors are
opened externally.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

   a. Retard thrust levers, located on pilot’s center console, to RETARD position.

   b. Place engine start levers, located on pilot’s center console, to CUT OFF position.

   c. Pull emergency fire T-handles, located top center above instrument panel.

   d. Place engine start switches, located on pilot’s overhead panel, to OFF position.

   e. In case of APU fire, pull APU fire switch, located on the upper left flight engineer’s panel, out to apply agent to APU.

   f. If no APU fire, place APU master switch, located on the upper left flight engineer’s panel, to OFF position.

   g. Place battery switch, located on lower right flight engineer’s panel, down to OFF position.

2. AIRCREW EXTRACTION

   a. Unlatch lap belts and remove shoulder harness from crewmembers.

   b. Depress seat control handles, located on flight engineer’s seat, and rotate from left to right.

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

   NOTE:
   Passenger seats are equipped with lap belts only.
EMERGENCY RESCUE ACCESS

CHOP OUT AREAS (NOT MARKED ON ALL AIRCRAFT)

AFT ENTRY DOOR

OVERWING ESCAPE HATCHES

AFT GALLEY DOOR

FWD GALLEY DOOR

FWD ENTRY DOOR

FLIGHT DECK WINDOWS OPEN INTERNALLY

6 FEET 1/2 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FEET 7 INCH FLOOR LEVEL TO GROUND, WHEELS RETRACTED
CABIN CONFIGURATION

EFFECTIVITY: 720, 720B (PASSENGER)

C  CLOSET
ES ESCAPE SLIDE
G GALLEY
L LAVATORY
S DOUBLE ATTENDANT'S SEAT

GALLEY SERVICE DOOR 24X48" (61X121.9 CM)

TYPE III EMERGENCY EXIT (LH & RH) 20X38" (51X96.5 CM)

GALLEY SERVICE DOOR 24X48" (61X121.9 CM)

MAIN ENTRY DOOR 34X72" (86.4X183 CM)

CLASS DIVIDER

131 PASSENGERS - MIXED CLASS (DOMESTIC)

18 PASSENGERS 4 A BREAST AT 40" (101.6 CM) PITCH
119 PASSENGERS 6 A BREAST AT 34" (86.4 CM) PITCH

137 PASSENGERS - MIXED CLASS (INTERNATIONAL)

TYPE III EMERGENCY EXIT (LH & RH) 20X38" (51X96.5 CM)

* ADDITIONAL PAIR OF EXITS REQUIRED FOR THIS CONFIGURATION: 149 PASSENGERS MAXIMUM ALLOWABLE WITH TWO TYPE III EMERGENCY EXITS.

156* PASSENGERS - 6 A BREAST AT 34" (86.4 CM)
727-100/-100C

LENGTH 116' 2" (35.41 M)
HEIGHT 31' 9" (9.68 M)
WING SPAN 108' (32.92 M)

727-200

LENGTH 136' 2" (41.50 M)
HEIGHT 31' 7" (9.61 M)
WING SPAN 108' (32.92 M)
AIRCRAFT SKIN PENETRATION POINTS

727-200 (NOT ALL -200'S)

WING TO BODY FAIRING

17" HANDLE
PENETRATION POINTS

10" 10" FWD

18" HANDLE
PENETRATION POINTS

10" 8" FWD

10" FWD
AIRCRAFT SKIN PENETRATION POINTS-Continued

LEFT SIDE OF ENGINE

RIGHT SIDE OF ENGINE

727-100/-200 CENTER ENGINE

LEFT SIDE VIEW

RIGHT SIDE VIEW

3.75 DIAMETER COWL VENT HOLE AT WL 209.60 AND BL 23.0 USE FOR FIRE EXTINGUISHER ACCESS

727-100/-200 SIDE ENGINE

LEFT SIDE VIEW

3.75 DIAMETER COWL VENT HOLE AT NAC BL 0 USE FOR FIRE EXTINGUISHER ACCESS
AIRCRAFT DANGER AREAS

JT8D TURBOFAN ENGINE HAZARD AREAS
AT IDLE THRUST

INTAKE DANGER AREAS

18 FEET

18 FEET

INTAKE DANGER AREAS

4 FEET

NOSE COWL

FORWARD EDGE

FEET

AXIAL DISTANCE BEHIND AIRCRAFT

0

30

60

90

120

150

0

10

20

30

40

METERS

100 MPH
(161 KMPH)

50 MPH
(80 KMPH)

200°F
(93°C)

100°F
(38°C)

DISTANCE FROM
AIRCRAFT CENTERLINE

M

F

30

10

20

5

10

0
AIRCRAFT COMPOSITE LOCATIONS

- FIN TIP FAIRING
- RAIN GUTTER
- WING TO BODY FAIRING
- RADOME
- LEADING EDGE ACCESS PANELS

COMPOSITE LOCATIONS
1. US MARSHALS SERVICE 727 VERSION

Type Aircraft: 727 Saberliner used to transport prisoners.

Models involved:
727-100 (93 passengers, 3 crew, and a deputy crew of 12 to 17)
727-100 (95 passengers, 3 crew, and a deputy crew of 12 to 17)
727-200 (configuration is similar)

Seat Positions: All seats face forward except the ones over the wing which face aft. A large center aisle between the seats goes from one side to the other side where the emergency exit is over the wings.

2. PRISONER TRANSPORTATION

In 1995, the air fleets of the Marshals Service and the Immigration and Naturalization Service (INS) merged to create the Justice Prisoner and Alien Transportation System (JPATS). The merger created a more efficient and effective system for transporting prisoners and criminal aliens. Operated by the Marshals Service, JPATS is one of the largest transporters of prisoners in the world, handling hundreds of requests every day to move prisoners between judicial districts, correctional institutions and foreign countries.

On average, more than 200,000 prisoner and alien movements a year are completed by the Marshals Service via coordinated air and ground systems. Most of these prisoners are transported aboard Service-owned aircraft and vehicles.

Since 1984, the Marshals Service has acquired a fleet of aircraft that includes three Boeing 727s, a DC-9, several smaller jets and turboprop airplanes. These planes move thousands of prisoners for the Marshals Service, Bureau of Prisons (BOP) and INS, as well as the U.S. military and state and local governments. Many of the airplanes were acquired at no cost through the Government Surplus Property Program and the Asset Seizure and Forfeiture Program.

The JPATS is the only government-operated, scheduled passenger airline in the nation. It serves 40 cities, and is used to move prisoners more economically and with higher security than commercial airlines.

The U.S. Marshals Service assumes custody of individuals arrested by all federal agencies and is responsible for the housing and transportation of prisoners from the time they are brought into federal custody until they are either acquitted or incarcerated.

Moving thousands of prisoners and criminal aliens each year requires extra security precautions and careful coordination. Deputy Marshals, Aviation Enforcement Officers and Aviation Safety Officers are stationed throughout the aircraft, and prisoners wear handcuffs and leg irons in the close confines of the aircraft cabin.

Ground security is provided by Deputy Marshals, BOP guards or INS officers at each airport transfer point. If prisoners cannot be moved in one day, they are housed overnight at various BOP facilities. Careful scheduling is required to ensure that each prisoner appears in court at the designated time.

In an effort to assist state and local law enforcement agencies, the Marshals Service transports non-federal prisoners between different jurisdictions when space is available on its aircraft.

For example, a fugitive wanted for trial in one locale may have been apprehended in another, distant jurisdiction. However, local authorities are often reluctant to seek extradition of felons because of high transportation and personnel costs. The Marshals Service offers state and local law enforcement agencies a safe and effective prisoner transportation system at about one-quarter of the normal cost.
1. NORMAL ENTRY

**WARNING**

If Forward Entry Door is used for rescue, passenger escape chute-slide will be actuated if not disconnected from inside.

a. **RIGHT FORWARD ENTRY DOOR** - Pull handle outward, rotate clockwise and pull door outward to open position.

2. EMERGENCY ENTRY

a. **PILOT'S SLIDING WINDOW** - (RH & LH) Cargo and (RH only passenger aircraft).

b. **OVERWING ESCAPE HATCHES** - Push panel in, located top center of hatches, and push hatches inward and up.

c. **FORWARD ENTRY DOOR** - Pull external handle, located on entry door, outward, rotate clockwise and pull door out to open position.

d. **MID GALLEY DOOR** - Pull external handle, located on galley door right forward side, outward, rotate counterclockwise and pull door out to open position.

e. **AFT EXIT DOORS** - Pull lower end of handle, located top center of door left side of fuselage, outward, rotate clockwise and pull door outward. (Turn handle counterclockwise on doors located on right side of fuselage.)

f. **AIRSTAIR ENTRY DOOR** - Depress latch on access door, located right side aft fuselage, and pull handle down to release stairway. (Stairway can jack aircraft up for passenger escape in a no-gear situation.)

g. **AFT ENTRY DOOR** - Rotate handle, located on aft entry door, clockwise and push door inward.

3. CUT-IN

a. Cut tenth window aft from crew compartment and fifth window forward from tail section as last resort.

**NOTE:**

Oxygen, rafts, flashlights, and fire extinguishers are located in overhead compartments.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. Retard thrust levers, located on pilot’s center console, to RETARD position.

b. Retard engine start levers, located on pilot’s console, to CUT OFF position.

c. In case of engine fire, pull appropriate engine fire T-handles, located on center overhead instrument panel glare shield.

NOTE:
Optional location for T-handles is on the pilot’s light shield.

d. In case of APU fire, pull APU fire switch to OFF and place APU master switch to OFF, located on rear cockpit wall.

e. Lift guard and place battery switch, located on lower center flight engineer’s upper left panel, to OFF position.

2. AIRCREW EXTRACTION

a. Unlatch lap belt and remove shoulder harness from crew members

b. FLIGHT ENGINEER’S SEAT - Depress seat control handles and rotate seat clockwise.

c. PASSENGER’S SEATS - Passengers seats are equipped with lap belts only.

NOTE:
If seat tracks are not damaged during crash landing use adjustable seat control handles to retract seats to aft position.
EMERGENCY RESCUE ACCESS

OVERWING ESCAPE HATCHES

"CHOP OUT" AREA

GALLEY DOOR
(MOVED FWD ON 200, REMOVED ON 200F)

FWD ENTRY DOOR

PILOT'S SLIDING WINDOW

5 FEET 8 INCHES (FLOOR LEVEL TO GROUND, WHEELS RETRACTED)

9 FEET 1 INCH (FLOOR LEVEL TO GROUND, WHEELS EXTENDED)

"CHOP OUT" AREAS

CARGO DOOR (OPENS FROM INSIDE ONLY)

AFT ENTRY DOOR (OPENS FROM INSIDE OF THE AFT STAIRS AREA) (AIRSTAIR MUST FIRST BE LOWERED)

AFT AIRSTAIR EXTERIOR CONTROL PANEL OPERATING INSTRUCTIONS ON ACCESS PANEL

AFT AIRSTAIR

AFT EXIT DOORS
(REMOVED ON 100 AND 200F)
CABIN CONFIGURATION
EFFECTIVITY: 727-100/-100C (PASSENGER)

CLOSET
ESCAPE SLIDE
GALLEY
LAVATORY
DOUBLE ATTENDANT'S SEAT

16 PASSENGERS
4 ABREAST AT 38” (97 CM) PITCH

90 PASSENGERS
3 ABREAST AT 33” (84 CM) PITCH

106 PASSENGERS - TYPICAL MIXED CLASS (16 FIRST CLASS, 90 TOURIST)

126 PASSENGERS - ALL TOURIST (MAXIMUM CERTIFICATED CAPACITY - 129 PASSENGERS)
**CABIN CONFIGURATION-Continued**

**EFFECTIVITY:** 727-100C (PASSENGER/CARGO)

<table>
<thead>
<tr>
<th>ES</th>
<th>ESCAPE SLIDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>GALLEY</td>
</tr>
<tr>
<td>L</td>
<td>LAVATORY</td>
</tr>
<tr>
<td>S</td>
<td>DOUBLE ATTENDANT'S SEAT</td>
</tr>
</tbody>
</table>

- **ES** (Escape Slide)
- **G** (Galley)
- **L** (Lavatory)
- **S** (Double Attendant's Seat)

**TYPE 1 GALLEY SERVICE DOOR 33X65" (84X165 CM)**

**EMERGENCY EXIT (RH & LH) 20X38" (51X97 CM)**

**FWD ENTRY DOOR 34X72" (97X183 CM)**

**AFT ENTRY DOOR 32X76" (81X193 CM)**

**70 PASSENGERS**

**88X108" PALLETS (122X274 CM)**

**SMOKE BARRIER**

**CARGO DOOR 86X34" (218X340 CM)**

**SMOKE-TIGHT PARTITION**

**TYPE III EMERGENCY EXIT**

**70 PASSENGERS**

**88X108" PALLETS (122X274 CM)**

**CARGO DOOR CONTROL PANEL**

**56 PASSENGERS**

**88X108" PALLETS (122X274 CM)**

**52 PASSENGERS**
CABIN CONFIGURATION-Continued

EFFECTIVITY: 727-100C (ALL CARGO)

- **LAVATORY**

**CONDITIONS**

- **HATRACKS UP**
- **2” CLEARANCE**
- **9 COMMERICAL PALLETS**
- **HIGH-PROFILE ROLLERS**
- **PALLET VOLUME NOT INCLUDED IN CARGO VOLUME**

**CARGO ENVELOPE VOLUMES IN CUBIC FEET (CUBIT METERS)**

<table>
<thead>
<tr>
<th>Pallet Size</th>
<th>88x108” (223X274 CM)</th>
<th>88x125” (223X318 CM)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Main Deck</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pallet 1</td>
<td>359 (10.17)</td>
<td>401 (11.36)</td>
</tr>
<tr>
<td>Pallets 2-8</td>
<td>366 (10.4) EACH</td>
<td>APPROX. 411 (11.6) EACH</td>
</tr>
<tr>
<td></td>
<td>2,562 (72.56)</td>
<td>2,877 (81.47)</td>
</tr>
<tr>
<td><strong>Lower Deck</strong></td>
<td>890 (25.2)</td>
<td>890 (25.2)</td>
</tr>
<tr>
<td><strong>Total Volume</strong></td>
<td>3,811 (107.9)</td>
<td>4,168 (11.8)</td>
</tr>
</tbody>
</table>

**CARGO DOOR**

86X34” (218X340 CM)
CABIN CONFIGURATION-Continued

EFFECTIVITY: 727-200 (PASSENGER)

<table>
<thead>
<tr>
<th>C</th>
<th>CLOSET</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES</td>
<td>ESCAPE SLIDE</td>
</tr>
<tr>
<td>G</td>
<td>GALLEY</td>
</tr>
<tr>
<td>L</td>
<td>LAVATORY</td>
</tr>
<tr>
<td>S</td>
<td>DOUBLE ATTENDANT’S SEAT</td>
</tr>
</tbody>
</table>

134 PASSENGERS - TYPICAL MIXED CLASS
(20 FIRST CLASS, 114 TOURIST)

155 PASSENGERS - TYPICAL ALL-TOURIST
(MAXIMUM CERTIFICATED CAPACITY - 189 PASSENGERS)
AIRCRAFT DIMENSIONS

NOTE:

737-600s are the current smallest version of the fleet. Earlier versions i.e., -100/-200/-300/-400/-500 models are similar until the mid 1990's upgrades when longer versions were requested by Boeing's customers, hence the -600/-700/-800/-900 models were developed. The earlier versions will be referred to as some of these aircraft are still in service in many countries. Military versions of the T-43 and C-40A/B/C are addressed in separate files of this manual.

(737-100/-200/-300/-400/-500 prior to engine and aircraft upgrades.)
AIRCRAFT DIMENSIONS-Continued

737-800

- 82' 0" (24.99m)
- 77' 0" (23.47m)
- 129' 6" (39.47m)
- 43' 10" (13.36m)
- 12' 4" (3.76m)
- APPROX 8' (2.44m)

737-900

- 87' 2" (26.57m)
- 82' 2" (25.05m)
- 138' 2" (41.11m)
- 48' 4" (14.73m)
- 12' 4" (3.76m)
- APPROX 8' (2.44m)

SCALE

METERS 0  2  4  6
FEET 0  5  10  15  20  25

51' 2" (15.60m)
13' 5" (4.09m)
112' 7" (34.32m)
47' 1" (14.35m)
18' 9" (5.72m)
737-700 WITH WINGLETS

- 110' 4" (33.63m)
- 34' 0" (10.36m)
- 15' 10" (4.83m)
- 12' 4" (3.76m)
- 105' 7" (32.18m)
- 75' 6" (23.01m)
- 41' 4" (12.60m)
- APPROX 8' (2.44m)

SCALE

METERS 0 2 4 6
FEET 0 5 10 15 20 25

737-800 WITH WINGLETS

- 129' 6" (39.47m)
- 43' 10" (13.36m)
- 15' 10" (4.83m)
- 12' 4" (3.76m)
- 124' 9" (38.02m)
- 85' 4" (26.01m)
- 51' 2" (15.60m)
- APPROX 8' (2.44m)

SCALE

METERS 0 2 4 6
FEET 0 5 10 15 20 25
737-900 WITH WINGLETS

138' 2" (42.11m)
48' 4"
(14.73m)
15' 10"
(4.83m)
12' 4"
(3.76m)
133' 5" (40.67m)
90' 6" (27.58m)
56' 4" (17.17m)
13' 5"
(4.09m)
117' 5" (35.79m)
47' 1"
(14.35m)
APPROX 8' (2.44 m)
18' 9" (5.72m)

SCALE
METERS 0 2 4 6
FEET 0 5 10 15 20 25
AIRCRAFT SKIN PENETRATION POINTS

NOTE:
Typical penetration areas for all models.
AIRCRAFT SKIN PENETRATION POINTS-Continued

FORWARD FAIRING

C  FRONT MOUNT
C  AFT MOUNT

AFT STRUT FAIRINGS
THRUST
REVERSERS

SIDE COWL

OUTBOARD
ENGINE NACELLE

3.75" DIAMETER COWL VENT
HOLE AT NAC BL 0.0 USE FOR
FIRE EXTINGUISHER ACCESS

NOSE COWL

3.75" DIAMETER COWL VENT
HOLE AT NAC BL 0.0 USE FOR
FIRE EXTINGUISHER ACCESS

INBOARD
ENGINE NACELLE

0.6" WIDE ANNULAR
VENT - USE FOR
FIRE EXTINGUISHER
ACCESS TO ENGINE CORE

FAN COWL

2.5" X 9.0" COWL VENT AT BL0
USE FOR FIRE EXTINGUISHER
ACCESS TO FAN COMPARTMENT

ENGINE NACELLE
LEFT SIDE VIEW

ENGINE NACELLE
RIGHT SIDE VIEW
AIRFRAME MATERIALS

GRAPHITE COMPOSITES

EFFECTIVITY: -100/-200/-300/-400/-500

UPPER WING FIXED LEADING EDGE PANELS

UPPER WING FIXED TRAILING EDGE PANELS

NACELLE STRUT FAIRING

RADOME

ENGINE COWL

WING TRAILING EDGE MAIN FLAP ASSEMBLY

AILERONS/TABSKIN AND STRUCTURE

SPOILERS

VERTICAL STABILIZER TIP

RUDDER

TAILCONE ASSEMBLY ELEVATOR TAB STRUCTURE

LOWER WING FIXED TRAILING EDGE PANELS

LOWER WING FIXED LEADING EDGE PANELS

MAIN LANDING GEAR DOORS AND FAIRINGS

FLAP TRACK FAIRINGS

NOSE LANDING GEAR DOORS

WING TO BODY FAIRING

LOWER WING FIXED TRAILING EDGE PANELS

VERTICAL STABILIZER TRAILING EDGE

HORIZONTAL STABILIZER TRAILING EDGE

ELEVATOR TAB STRUCTURE

MAIN LANDING GEAR DOORS AND FAIRINGS

RADOME
GRAPHITE OR FIBERGLASS GRAPHITE COMPOSITES
EFFECTIVITY: -600/-700/-800/-900
### AUXILIARY FUEL TANK CAPACITIES

**NOTE:**
This information includes Boeing Business Jets.

<table>
<thead>
<tr>
<th>AUX FUEL</th>
<th>GALLONS</th>
<th>LITERS</th>
<th>TOTAL GALLONS (ALL TANKS)</th>
<th>TOTAL LITERS (ALL TANKS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 AFT</td>
<td>1,485</td>
<td>5,685</td>
<td>8,360</td>
<td>31,710</td>
</tr>
<tr>
<td>4 AFT</td>
<td>2,010</td>
<td>7,676</td>
<td>8,885</td>
<td>33,701</td>
</tr>
<tr>
<td>3 AFT - 1 FWD</td>
<td>2,000</td>
<td>7,639</td>
<td>8,875</td>
<td>33,664</td>
</tr>
<tr>
<td>3 AFT - 2 FWD</td>
<td>2,530</td>
<td>9,647</td>
<td>9,405</td>
<td>35,672</td>
</tr>
<tr>
<td>4 AFT - 2 FWD</td>
<td>3,055</td>
<td>11,639</td>
<td>9,930</td>
<td>37,664</td>
</tr>
<tr>
<td>5 AFT - 2 FWD</td>
<td>3,360</td>
<td>12,797</td>
<td>10,235</td>
<td>38,822</td>
</tr>
<tr>
<td>5 AFT - 3 FWD</td>
<td>3,605</td>
<td>13,727</td>
<td>10,480</td>
<td>39,752</td>
</tr>
<tr>
<td>5 AFT - 4 FWD</td>
<td>3,850</td>
<td>14,656</td>
<td>10,725</td>
<td>40,681</td>
</tr>
</tbody>
</table>
AIRCRAFT ENTRY-100/-200/-300/-400/-500 SERIES

1. NORMAL/EMERGENCY ENTRY
   a. Push in top center panel on overwing escape hatches, located on both fuselage sides. Push hatch inward and upward.

   NOTE:
   Some models are equipped with stairs that can be deployed from forward and aft entry doors.

   b. Pull handle on forward and aft entry doors, located left side of fuselage, outward and rotate clockwise. Pull doors outward.

   NOTE:
   Depress button and pull handle out, rotate clockwise to extend stairway.

   c. Pull handle on right forward and aft service doors, outward and rotate counterclockwise. Pull doors outward.

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

2. CUT-IN OR CHOP OUT AREAS
   a. Cut along window line as the last resort.
EMERGENCY RESCUE ACCESS

OVERWING ESCAPE HATCHES

ADDITIONAL OVERWING ESCAPE HATCHES (-400 ONLY)

CUT IN OR CHOP OUT AREAS

CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

FWD SERVICE DOOR

CARGO DOOR (-200C)

PILOT'S SLIDING WINDOW

FWD ENTRY DOOR

AFT SERVICE DOOR

AFT ENTRY DOOR

CUT IN OR CHOP OUT AREAS

CUT-IN OR CHOP OUT AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

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

AVERAGE DISTANCE - FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 5 FT

WHEELS EXTENDED: 8 FT. 6 IN.
AIRCRAFT ENTRY - 600/-700/-800 SERIES

1. NORMAL ENTRY

NOTE:
Some models are equipped with stairs that can be deployed from forward and aft entry doors.

a. Pull handle on forward and aft entry doors, located left side of fuselage, outward and rotate clockwise. Pull doors outward.

NOTE:
Depress button and pull handle out, rotate clockwise to extend stairway.

b. Pull handle on right forward and aft service doors, outward and rotate counterclockwise. Pull doors outward.

c. The pilot’s sliding window can be accessed by pulling the external handle and sliding window open.

CAUTION

When doors are opened from outside, chutes automatically deploy.
AIRCRAFT ENTRY-Continued

2. EMERGENCY ENTRY
a. Push in top center on overwing escape hatches, located on both fuselage sides (see page 737.16 for hatch locations.)

3. CARGO DOOR OPERATION
a. To open cargo door 1, unlock the external door handle.
b. Verify unlocked light in ON.
c. Hold the UP TO CANOPY switch (illustrated in red) in UP position until door motion stops.

4. CUT-IN OR CHOP OUT AREAS
a. Cut-in or chop out areas are located between wing front spar and escape hatch (three bays) below windows and above floors. (see page 737.11)
EMERGENCY RESCUE ACCESS

OVERWING ESCAPE HATCHES
ADDITIONAL OVERWING ESCAPE HATCHES (-800/-900 ONLY)
CUT IN OR CHOP OUT AREAS
CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR
FWD SERVICE DOOR
PILOT'S SLIDING WINDOW
FWD ENTRY DOOR
AFT SERVICE DOOR
AFT ENTRY DOOR
CARGO DOOR -700C
AVG DISTANCE - FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT. 6 IN.

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

CUT IN OR CHOP OUT AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

EFFECTIVITY:-600/-700/-800 SERIES
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN (-100 thru -800 & BBJ)
   a. Retard thrust levers, located on pilot’s center console, to RETARD position.
   b. Retard engine start levers, located on pilot’s console, to CUT OFF position.
   c. In case of engine fire, pull appropriate engine fire T-handles, located on center console forward of thrust levers. Turn right or left to discharge agent. If not illuminated, push and hold the button under the switch to release.
   d. In case of APU fire, pull the APU fire T-handle, located on center console forward of thrust levers. Turn right or left to discharge agent.
   e. Place APU master switch up to OFF position OR OFF position. (Switch type can vary.)
   f. Lift guard and place battery switch, located on pilot’s center overhead panel, to OFF position.

2. AIRCREW EXTRACTION
   a. Unlatch lap belt and remove shoulder harness from crewmembers. See page T-43.5 for view of seats and associated controls.
   b. FLIGHT ENGINEER’S SEAT - Depress seat control handles and rotate seat clockwise.
   c. PASSENGER’S SEATS - Passengers seats are equipped with lap belts only.

NOTE:
If seat tracks are not damaged during crash landing use adjustable seat control handles to retract seats to aft position.
CABIN CONFIGURATIONS

EFFECTIVITY: -100/-200/-300/-400/-500/-600 (NO WINGLETS) (SEE SEPARATE FILES FOR T-43 AND C-40A/B/C)

MIXED CLASS
8 FIRST CLASS SEATS AT 36 - IN PITCH
120 ECONOMY CLASS SEATS AT 32 - PITCH

MIXED CLASS
90 BUSINESS CLASS SEATS AT 34 - IN PITCH
36 ECONOMY CLASS SEATS AT 32 - PITCH

SINGLE CLASS
140 ECONOMY CLASS SEATS AT 32 - IN PITCH (SHOWN)
OR 148 ECONOMY CLASS SEATS AT 30 - PITCH

MIXED CLASS
8 FIRST CLASS SEATS AT 36 - IN PITCH
120 ECONOMY CLASS SEATS AT 32 - PITCH

MIXED CLASS
90 BUSINESS CLASS SEATS AT 34 - IN PITCH
36 ECONOMY CLASS SEATS AT 32 - PITCH

SINGLE CLASS
140 ECONOMY CLASS SEATS AT 32 - IN PITCH (SHOWN)
OR 148 ECONOMY CLASS SEATS AT 30 - PITCH

CABIN CONFIGURATIONS-Continued

EFFECTIVITY: -800 (WITH OR WITHOUT WINGLETS)

MIXED CLASS
8 FIRST CLASS SEATS AT 36 - IN PITCH
120 ECONOMY CLASS SEATS AT 32 - PITCH

MIXED CLASS
90 BUSINESS CLASS SEATS AT 34 - IN PITCH
36 ECONOMY CLASS SEATS AT 32 - PITCH

SINGLE CLASS
140 ECONOMY CLASS SEATS AT 32 - IN PITCH (SHOWN)
OR 148 ECONOMY CLASS SEATS AT 30 - PITCH

CABIN CONFIGURATIONS-Continued

EFFECTIVITY: -900 (WITH OR WITHOUT WINGLETS)

MIXED CLASS
12 FIRST CLASS SEATS AT 36 - IN PITCH
165 ECONOMY CLASS SEATS AT 32 - PITCH

SINGLE CLASS
177 ECONOMY CLASS SEATS AT 32 - IN PITCH
OR 189 ECONOMY CLASS SEATS AT 31 - PITCH