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 27 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 Retaining out of date rescue information can negatively affect the user’s operability and outcome of emergencies.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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* Aircraft information pending
** Aircraft removed from inventory
28-1. INTRODUCTION AND USE.

28-2. This section contains emergency rescue and mishap response information illustrations in alphaneumerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

28-3. GENERAL ARRANGEMENT.

28-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

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

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

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

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

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

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

**NOTE:**
This Airbus A310-300 is also known as the Canadian CC-150 Polaris.

**AIRCRAFT DIMENSIONS**

WING SPAN 144’ 0” (43.89 M)  
LENGTH 153’ 1” (46.66 M)  
HEIGHT 51’ 10” (15.80 M)

**NOTE:**
The Airbus 310-300 is an extended range airliner. Additional fuel tanks can be added to the lower cargo area to extend range or it can be configured as a cargo carrier.

**ACCOMODATION:**
Crew of two on flight deck. It has provisions for third and fourth crew seats. Typical seating is 20 first class and 200 economy class. Aircraft is certified up to 280 people.

**ARMAMENT:**
None carried.
AIRBUS A310-300

SPECIAL TOOLS/EQUIPMENT
- Skin Penetration Tool
- Power Rescue Saw
- Crash Ax

AIRCRAFT ENTRY

1. FRONT, AFT, AND EMERGENCY DOORS
   a. Reach hand into hatch “a”.
   b. Hold and pull handle “b” to the horizontal position. (Green line appears.)
   c. Open front and aft doors in the forward direction of the aircraft.
   d. Open emergency exits from up to down.

   NOTE:
   A red flashing light in front or aft door windows indicates a residual pressure inside the cabin. Opening from outside automatically neutralizes the slide deployment.

2. FRONT AND AFT CARGO DOOR - RIGHT SIDE
   a. Unlock doors by pressing pushbutton “c”.
   b. Pull handle “d” downwards.
   c. Opening doors, green indicator “e” is lighted.
   d. Set and hold selector “f” on open for at least 3 seconds.
   e. Open doors to upper lock.

3. BULK DOOR - AFT RIGHT SIDE
   a. Press button “g”.
   b. Hold and turn handle “h”.
   c. Push door inside.
   d. Reset handle in initial position.
   e. Push door upwards to upper lock.

4. CUT-IN
   a. Use the skin penetrator, power rescue saw, or crash ax as applicable. See 6 zones.
ENGINE AND APU SHUTDOWN

1. ENGINE SHUTDOWN
   a. Place throttle levers, located on center pedestal, to AFT position.
   b. Push fuel levers, located aft of throttles, to DOWN position.
   c. Pull both emergency engine shut off valve handles, located on left overhead panel.
   d. Place APU shutdown switch, located on forward center overhead panel, on OFF position.
   e. Pull emergency APU shut off valve, located on center of overhead panel.
   f. Press battery switches, located on right center overhead panel, to OFF position.

2. APU SHUTDOWN ON GROUND
   a. Open APU shutters, located at nose wheel or panel between main landing gear.
   b. Press APU pushbutton to ON position.
AIRCREW EXTRACTION, SLIDE DEPLOYMENT AND ESCAPE ROUTES

1. AIRCREW EXTRACTION
   a. Disconnect lap belts and shoulder harnesses from crew members and flight crew members.
   b. Disconnect lap belts from passengers.

2. SLIDE DEPLOYMENT-INTERNAL
   a. Set arming lever, located on front, aft and wing exits, to ARMED position.
   b. Hold and lift opening door handle. Front and aft doors have a system that assist their opening.
   c. Push wing exits from up to down.

3. MANUAL SLIDE INFLATION-INTERNAL
   a. In case of non-automatic inflation, pull handle at base of door opening.

4. ESCAPE ROUTES
   a. Follow arrows for double and single track slides on both sides of fuselage.
The aircraft information is pending release.
AIRCRAFT COMPOSITE MATERIALS

CARBON FIBER REINFORCED PLASTIC (CFRP)
ARIMID FIBER REINFORCED PLASTIC (AFRP)
GRAPHITE FIBER REINFORCED PLASTIC (GFRP)
HYBRID (GRAPHITE + CARBON)

AILERONS
FLAP TRACK FAIRINGS
PRESSURE BULKHEAD
VERTICAL STABILIZER
HORIZONTAL STABILIZER
OUTER BOX
APRON
KEEL BEAM
OVERWING PANEL
TRAILING EDGE UPPER AND LOWER PANELS AND SHROUD BOX
SPOILERS
RADOME
NOSE LANDING GEAR DOORS
MAIN AND CENTER LANDING GEAR DOORS
PYLON FAIRING AND NACELLES COWLINGS
MAIN LANDING GEAR LEG FAIRING DOOR
BELLY FAIRING SKINS
FIXED LEADING EDGE UPPER AND LOWER PANELS
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
AIRCRAFT HAZARDS

OTHER HAZARDS:
- Battery acid
- Asbestos
- Beryllium + beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cartridge operated equipment
- Dimethylformamide (Strobe power pack)
- Ejector Release Units (ERUs)
- Lithium (Batteries)
- Polytetrafluoroethylene
- “SKYDROL” Hydraulic Oil OX-20
- Sonar locator beacon(s) (1-Lithium battery)
- Tritium Light Sources (Beta Lights)
- Fuel: Avtur
- Hydraulic oil: OM-15/OX-20
- High pressure gases: Nitrogen
- Engine oil: OX-27
- Oxygen: Gaseous
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. FORWARD & AFT SERVICE DOORS
   a. Pull handle out, to fullest extent, rotate clockwise to open door. Doors are located on right side fuselage.

2. AFT CARGO BAY DOOR
   a. Twist handle to “UNLOCK”, then push door inwards. Door is located aft of main landing gear on right side fuselage.

3. FORWARD CARGO BAY DOOR
   a. Twist handle to “UNLOCK”, then push door inwards. Door is located forward of main landing gear on right side fuselage.

4. OTHER DOORS
   a. To open avionics bay door, located under forward service door, twist handle to “UNLOCK”, then push door inwards.
   b. To open hydraulics bay door, located just aft of forward cargo bay door, twist handle to “UNLOCK”, then push door inwards.
   c. To open air conditioning bay door, located forward of the APU bay door, release two latches to lower door outwards.
   d. To open APU bay door, located forward of tail cone, release three latches to lower door outwards.

5. WINDOW PANEL EXIT
   a. Panel opens from inside inwards left and right. Escape ropes are located near panel.

6. CUT-IN
   a. Cut-in where fuselage is marked. See illustrated marking.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

   a. Slide baulk release down and move thrust levers/High Pressure valve, located on center pedestal, back to fullest extent to CLOSE.

   b. For fire engine handles 1, 2, 3, and 4, located on center overhead panel, pull through rotary baulk to fullest extent (4.75”) to close Low Pressure valve.

   c. Place battery switch, located left center overhead panel, down to OFF.

   d. Depress pilot's brake pedals, located aft of thrust levers, simultaneously and pull to park on “YEL”, release brake pedals.

   e. Turn oxygen system isolation valve, located on right console, to OFF.

   NOTE: APU emergency shutdown switches are located at rear of air conditioning bay access and at refuel panel.

2. AIRCREW EXTRACTION

   a. Disconnect seat belts and shoulder harness from crew members.

   b. Disconnect seat belts from passengers.
AIRCRAFT DIMENSIONS

WING SPAN
49' 0"
(14.94 M)

HEIGHT
13' 8.75"
(4.18 M)

LENGTH
35' 7.75"
(10.86 M)
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Use three entry doors to gain access to aircraft. Two doors located on the left side and one door located on the right side of fuselage.
   b. Aircraft accommodates ten personnel. Seats are mounted side by side, no aisles. Seat backs fold forward. Access to all seats are through the three entry doors.

2. EMERGENCY ENTRY AND EXITS
   a. Use three entry doors for emergency entry or exit.
   b. Cargo door, located on aft right side of fuselage may also be used as an emergency exit by removing door/window.

3. OTHER CONFIGURATIONS
   a. During entry, rescue personnel may encounter aircraft configurations consisting of passenger, freighter, photographic, geophysical survey, parachutist transport (8 parachutists with 1 dispatcher), trainer, firefighting, environmental protection, crop spraying, or ambulance with up to 3 stretchers and two attendants.

4. CUT-IN
   a. If doors are inoperable, use power rescue saw or crash ax to gain access.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Place four (4) engine magneto switches, located on left overhead panel, to the OFF position.
   b. Place two (2) fuel cock selectors, located on the center overhead panel, to the OFF position.
   c. Place the battery/alternators switch, located on the pilot’s lower forward panel, to the CUT-OFF position.

2. AIRCREW EXTRACTION
   a. Disconnect crew and passenger lap belts and shoulder harnesses as applicable.
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Rotate door handle, located on main cabin entrance door, clockwise, then open door outward.
   b. Pull door handle, located on pilot’s compartment door, down, then open door outward.

2. EMERGENCY ENTRY
   a. Pull emergency exit external handle, located on emergency hatch aft of wing, each side of fuselage, to unlock, then pull emergency exit hatch outward.
   b. Rotate pilot’s escape hatch handle, located forward top center of fuselage, clockwise, then pull hatch up and aft.

3. CUT-IN
   a. Cut-in area are located at normal and emergency entrance points and at pilot’s windows, left and right side of flightdeck.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Retard throttle control levers, located between pilot’s and co-pilot’s seat, 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 panel, to OFF position.
   d. Turn battery switch, located on overhead switch panel, to OFF position.

NOTE:
   If engines fail to shutdown, pull firewall shutoff valve handle, located on engine fire extinguisher control panel, OUT.

2. 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).
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
SPECIAL TOOLS/EQUIPMENT
- Power Rescue Saw
- Crash Ax

AIRCRAFT ENTRY

NOTE:
For more information about the C-130, go to Chapter 6. The information in these procedures also include the C-130H30 model.

1. NORMAL ENTRY
   a. To open crew door, located forward left side of fuselage, turn door handle counterclockwise.
   b. To open paratroop doors, located aft of engines on right and left side of fuselage, turn door handle clockwise, then push in and lift up the door.

2. EMERGENCY ENTRY
   a. To open side emergency doors, located forward of engines right and left sides of fuselage, press button, turn handle, and then push door inside of aircraft.
   b. To open aft escape hatches, located over flight deck, between wings, and forward of vertical stabilizer, lift and pull up ring, then push hatch in. Be careful not to drop hatch on personnel.

3. CUT-IN
   a. Cut-in areas may or may not be designated by markings. Cut in to areas only marked to prevent cutting into high pressure lines with flammable fluids such as hydraulic lines.
ENGINE AND OXYGEN SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull all four engine shutdown T-handles, located on center overhead panel.

b. Pull APU shutdown handle, located on center overhead panel right of engine shutdown T-handles.

c. Set electric power shutdown switch, located on center overhead panel right side, to OFF position.

d. Close oxygen cocks, located in compartment in front of crew door, to CLOSE position.
AIRCREW EXTRACTION AND ESCAPE ROUTES

1. AIRCREW EXTRACTION-SEAT COMPONENTS
   a. Adjustable headrest
   b. Tip-up armrest
   c. Thigh support control
   d. Front-rear horizontal setting lever
   e. Harness winding locking lever
   f. Lumbar horizontal support setting
   g. Lumbar vertical support setting
   h. Back seat inclination lever
   i. Height setting lever
   j. Seat rotation lever
The aircraft information is located in Chapter 6 containing US Air Force aircraft.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Skin Penetrator Tool
24 Foot Ladder
Crash Ax

AIRCRAFT ENTRY
NOTE:
Entry procedures for the C-135FR have not been provided. Consult Segment 1 for the C-135 information.

OXYGEN AND CONVERTERS

FUEL LOAD
APPROX. 27,810 GALS
(105,241 LITERS)

ESCAPE ROUTES
(CARGO OPENS INTERNALLY)

AFT DOOR

CARGO DOOR

CREW ENTRANCE

EMERGENCY ESCAPE HATCH
(BOOTH SIDES)
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

NOTE:
General shutdown of electric and fuel circuits.

a. Pull the four (4) flame arrester valves “C.F.”, located on windshield panel, to shut down fuel and hydraulic fluid, as well as all battery power.

b. Set battery switch, located left of flame arrester valves, to OFF, to obtain general shutoff of electric circuits.

c. Move power levers aft, lifting levers to override the idle stop.

2. AIRCREW EXTRACTION

a. Disconnect lap belts and shoulder harnesses as applicable for crewmembers and passengers.
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Pull exterior door handle, located left forward side of fuselage, out and turn clockwise.
   b. Extend stairway downwards by releasing the locking latch, located left top of stairway frame, and slide stairs forward to stop position. Lower stairs outward.

2. EMERGENCY ENTRY
   a. Push external plate, located left and right side over wing, to open emergency escape windows. Use caution while pushing inward.

NOTE:
Some C-140 models have four emergency escape windows. Only the right front forward window is equipped with a foldout step.

3. CUT-IN
   a. Cut in areas as marked on fuselage and engine cowlings. (See skin penetration locations.)
ENGINE SHUTDOWN

1. NORMAL ENGINE SHUTDOWN

NOTE:
If flight mechanic seat is occupied and/or in position, release seat prior to performing engine shutdown.

a. Retard throttle levers, located on center console, to IDLE position, then raise and move aft to OFF position.

b. Place battery switch and power select switch, located on overhead engine start panel, to OFF position.

2. EMERGENCY ENGINE SHUTDOWN

a. Pull fire emergency T-handles, located on upper center instrument panel.

b. Place battery switch and power select switch, located on overhead engine start panel, to OFF position.
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

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

a. Pull seat lock control release lever, located under right side of seat, downward to release seat from its locked position.

b. Release lap belt and remove shoulder harness from crewmember(s). Release is a rotating buckle type.

c. Passenger seats are equipped with lap belts only. Unlatch lap belt from passenger(s).
**AIRCRAFT ENTRY**

1. **NORMAL ENTRY**
   a. For the crew door, located forward left side fuselage, push door shutter, then pull door lever.
   b. For the paratroop doors, located aft of wing roots, pull ring, press button, rotate handle, then lift up door.

2. **EMERGENCY ENTRY**
   a. For side emergency door, located on forward right side fuselage, pull ring, press button, rotate handle, then push door inward.
   b. For top aft emergency hatches, located at base of vertical stabilizer, pull ring, press button, rotate handle, then push door inward.

**NOTE:**
Do not drop hatches inside cockpit or aft compartment section. Falling hatches can endanger crewmembers (if installed) or passengers.

3. **CUT-IN**
   a. Cut in panels for emergency rescue.
1. ENGINE SHUTDOWN

a. Pull both throttle levers, located on center console, to AFT position.

b. Pull both fuel levers, located on center console right of throttle levers, to AFT position.

c. For APU shutdown, press on both APU buttons, located upper right center console, then press on APU switch to cut off right APU fuel.

d. For fuel cut off, switch off cocks for fuel tanks, then bring levers to AFT position. DO NOT MANIPULATE YELLOW AND BLACK LEVER.

e. For engine and APU fire extinction, pull engine fire switches, located on center overhead panel, then turn switches to left or right to deliver extinguisher agent.

f. For electric power cut off, pull down crash bar, located on upper left overhead panel, to OFF position.
AIRCREW EXTRACTION,
CABIN CONFIGURATION
AND ESCAPE ROUTES

1. AIRCREW EXTRACTION

NOTE:
Navigator and loadmaster, sitting right beside the
staircase, are secured by seat belts, all other
crewmembers are secured by a seat belt and
harness strap combination.

a. Unlatch quick releases of seat belts and remove
belt straps from navigator and loadmaster.

b. In the cockpit, pull seat lock control release lever
located right side of flight engineer’s seat aftwards,
to release seat from its locked position. Move
seat aftwards to stop position. Pull red release
snap from harness quick release box until straps
are released. Lift left armrest upwards and extract
flight engineer.

c. Unlatch seat lock control release pedal, located left
side of co-pilot’s seat, to release seat from its
locked position. Move seat aftwards to stop
position. Pull red release snap from harness quick
release box until straps are released. Lift left
armrest upwards and extract co-pilot.

d. Pull seat lock control release lever, located left side
of pilot’s seat aftwards, to release seat from its
locked position. Move seat aftwards to stop
position and rotate seat to the left towards stair
case. Pull red release snap from harness quick
release box until straps are released. Lift left
armrest upwards and extract pilot.

NOTE:
Passengers and crew may not exceed 18 personnel.
C-160 TRANSALL GABRIEL

SPECIAL TOOLS/EQUIPMENT
- Power Rescue Saw
- Crash Ax

NO ARMAMENT IS CARRIED

C-160TG.

1. NORMAL ENTRY
   a. For the crew door, located forward left side fuselage, push door shutter, then pull door lever.
   b. For the paratroop doors, located aft of wing roots, pull ring, press button, rotate handle, then lift up door.

2. EMERGENCY ENTRY
   a. For side emergency door, located on forward right side fuselage, pull ring, press button, rotate handle, then push door inward.
   b. For top aft emergency hatches, located at base of vertical stabilizer, pull ring, press button, rotate handle, then push door inward.

NOTE:
Do not drop hatches inside cockpit or aft compartment section. Falling hatches can endanger crewmembers (if installed) or passengers.

3. CUT-IN
   a. Cut in panels for emergency rescue.
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull both throttle levers, located on center console, to AFT position.

b. Pull both fuel levers, located on center console right of throttle levers, to AFT position.

c. For APU shutdown, set air intake valve switch to CLOSE position.

d. For fuel cut off, switch off cocks for fuel tanks, then bring levers to AFT position. DO NOT MANIPULATE YELLOW AND BLACK LEVER.

e. For engine and APU fire extinction, pull engine fire switches, located on center overhead panel, then turn switches to left or right to deliver extinguisher agent.

f. For electric power cut off, pull down crash bar, located on upper left overhead panel, to OFF position.
AIRCREW EXTRACTION, CABIN CONFIGURATION AND ESCAPE ROUTES

1. AIRCREW EXTRACTION

NOTE:
Navigator and loadmaster, sitting right beside the staircase, are secured by seat belts, all other crewmembers are secured by a seat belt and harness strap combination.

a. Unlatch quick releases of seat belts and remove belt straps from navigator and loadmaster.

b. In the cockpit, pull seat lock control release lever located right side of flight engineer’s seat aftwards, to release seat from its locked position. Move seat aftwards to stop position. Pull red release snap from harness quick release box until straps are released. Lift left armrest upwards and extract flight engineer.

c. Unlatch seat lock control release pedal, located left side of co-pilot’s seat, to release seat from its locked position. Move seat aftwards to stop position. Pull red release snap from harness quick release box until straps are released. Lift left armrest upwards and extract co-pilot.

d. Pull seat lock control release lever, located left side of pilot’s seat aftwards, to release seat from its locked position. Move seat aftwards to stop position and rotate seat to the left towards staircase. Pull red release snap from harness quick release box until straps are released. Lift left armrest upwards and extract pilot.

NOTE:
Passengers and crew may not exceed 20 personnel.
The aircraft information is located in Chapter 12 containing US Air Force aircraft.
The aircraft information is located in Chapter 7 containing US Air Force aircraft.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Push button on cabin entry door handle, located on forward left side of fuselage. Handle will extend outward for rotation.
   b. Turn cabin door handle counterclockwise to unlock door.
   c. Pull cabin door outward.

2. EMERGENCY ENTRY
   a. Push in flap on emergency entrance door, located on right side of fuselage over right wing.
   b. Push door inward. Be careful of passengers while pushing door. Do not block entrance with door.

3. CUT-IN
   a. Cut-in where applicable, normally around cabin windows.

NOTE:
Aircraft accommodates a two pilot flight deck. Cabin seats 19 passengers. Seats will have typical restraint systems.

AIRCRAFT DIMENSIONS
WING SPAN 64' 4" (19.61 M)
LENGTH 68' 5" (20.85 M)
HEIGHT 20' 8" (6.30 M)
FIRE FIGHTING HAZARDS

INTERNAL ENGINE FIRE
ENGINE EXHAUST NOZZLE FIRE
REAR EQUIPMENT BAY FIRE
BRAKE FIRE
AIRCRAFT DIMENSIONS

HEIGHT
26.8 FEET
(8.17 METERS)

LENGTH
70.2 FEET
(21.40 METERS)

WING SPAN
84.6 FEET
(25.81 METERS)
AIRCRAFT CHARACTERISTICS

MISSION: Tactics and Logistics Transport

CREW: 1 Pilot, 1 Co-Pilot, 1 Navigator- Flight Engineer

PASSENGERS:
- 48 Troops
- 33 Parachutists with equipment
- Litters (+ 4 sanitaries) 21

HEIGHT UNDER PROPELLERS: 1.59 Meters

FUEL:
- Flash Point: 51°C
- Reservoir: 5,260 litres

LIQUID HYDRAULIC: H 515
- Flash Point: 91°C
- Reservoir: 10 litres
- Complete Circuit or Loop: 25 litres

ENGINE OIL: O156
- Flash Point: 268°C
- (2 x 6.9 litres): 13.8 litres

OXYGEN (gas):
- Crew Cabin Circuit: 1,441 litres
- Pilot Emergency Bottle: cabin 620 litres
- Portable Emergency Bottles: (3x312 l) 936 litres

To open the access by pulling inwards on the spring loaded handles “A”. To shut the circuit off, turn the handle “B” toward off. The oxygen circuit only feeds the cockpit.

MAXIMUM WEIGHT (at takeoff): 16,500 kg

ROLLING DISTANCE:
- At takeoff: 500 at 1100 m
- At landing: 700 at 900 m

BRAKES: aluminium alloy rotors
AIRCRAFT MATERIALS AND FIRE EXTINGUISHER LOCATIONS

AGENTS EXTINCTEURS PRECONISES:

- Brake pads: BC powder
- Light metals: BC powder
- Pneumatics: Water spray
- Engines: CO2

ENGINE COMPARTMENTS EXTINGUISHING AGENT:
BCF (halon 1211), (2x 2 kg) 4 kg

- FIBER WITH RESIN COMPOSITE
- CARBON COMPOSITE
AIRCRAFT HAZARDS

1. AIRCRAFT HAZARDS FOR PROPELLERS AND ENGINES

NOTE:
Specific fire access areas for the engines do not exist. Fire extinguishing agents must be sprayed into the engine compartment through the ventilation openings. The red circled areas denotes the maintenance access only.
1. AIRCRAFT ENTRY
   a. To open the crew entry door, push button and pull handle. The door, when opened, will expose the door mounted ladder allowing entry.

2. EMERGENCY EXIT
   a. To open emergency exit, push on handle.
   b. With exit door handle out, turn in the clockwise direction of the arrow.
   c. Push door.

NOTE:
Entry through the crew door or through an emergency exit is to be avoided when engines are running.

3. JUMP DOORS
   a. The jump door consists of two separate halves. To open top half, push on door handle to expose handle for turning.
   b. Turn door handle in the direction of the arrow.
   c. Push and slide aft.
   d. To open bottom half, unlock interior handle, lift and angle at 45 degrees.
   e. Lift door and remove.

4. CABIN WINDOWS
   a. Windows may be used as a last resort exit.
ENGINE, POWER, AND ENGINE FIRE SHUTDOWN

1. ENGINE SHUTDOWN
   a. On the central instrument panel, located between crewmembers, pull throttle levers aft.

2. POWER SHUTDOWN
   a. Pull and flip the battery switch, located on the overhead panel, down to the OFF position
   b. Pull and flip the generator switch, located on the overhead panel, down to the OFF position.

3. ENGINE FIRE SHUTDOWN (IN CASE OF FIRE ONLY)
   a. Push button down to unlock the safety locks.
   b. Pull the engine throttles to cut fuel supply.
   c. On the percussion halon extinguishers, turn lever L to the left. Turn lever R to the right.

NOTE:
The system contains two 2 kgs bottles of halon 1211.
1. AIRCREW EXTRACTION

NOTE:
To allow access to the cockpit, the middle seat or Flight Engineer type seat must be removed.

a. Undo the safety harness of the middle seat.
b. Lift and hold the seat, then lower the seat back.
c. Depress lock, lift and hang the seat to the partition, release the seat and proceed to crew seats.
d. Seat adjustments levers - (1) Armrest (2) Seat Lower (3) Safety Harness (4) Seat Front and Back
e. To release safety harness, turn buckle to the left or right.
CARGO RAMP OPERATION

1. CARGO RAMP OPERATION FROM COCKPIT

NOTE:
Opening the cargo door requires the activation of the hydraulic system using electric pumps. All steps take place on the overhead panel.

a. To activate the electric circuit, move the master switch.

b. Power the control panel by using the battery switches.

c. Activate the hydraulic pumps by placing the hydraulic switches.

d. Push the button named “hyd press”.

e. Select the location to open the door from the cockpit - move cargo door switch toward the bottom to open and toward the top to close the door.

2. CARGO RAMP OPERATION FROM CARGO AREA PANEL

a. Move cargo door switch toward the bottom to open the door, toward the top to close the door. Controls are located on the left side just aft of the jump door.
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Release double section entry door, located left side of fuselage, by pushing exterior handle for release and turning handle counterclockwise.
   b. Release sliding bolts, located inside top and bottom of frame of double section entry door.

2. EMERGENCY ENTRY
   NOTE:
   Escape hatches are not removable from fuselage.

   **WARNING**
   Possible injury can result using the cockpit escape hatches for entry when propellers are rotating.
   a. Escape hatches are located on both sides of cockpit. Release hatch handle and turn handle clockwise to open.
   b. The second window at right side of fuselage can also be used as escape hatch.
   c. To open, pull red marked handle out and pull escape hatch open.

3. CUT-IN
   a. Cut-in as applicable at windshield and doors.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Retard fire handles, located below center console, DOWNWARDS.
   b. Place battery and master switches, located left side pilot’s overhead panel, in OFF position.

2. AIRCREW SHUTDOWN

**NOTE:**
Pilot and co-pilot seats are equipped with a lap belt and harness combination.

a. Pull red release snap from harness quick release box until lap belt and harness straps are released.
AIRFRAME MATERIALS

- ALUMINUM - ALLOY
- ALUMINUM - SANDWICH
- TITANIUM - ALLOY
- TITANIUM - FRAMEWORK, CFRP COVER
- CARBON - FIBER REINFORCED PLASTICS (CFRP)
- CFRP/KEVLAR
- CARBON - FIBER
- GLASS - FIBER REINFORCED PLASTICS (GFRP)
AIRCRAFT HAZARDS

FOKKER 60

AIRCRAFT DIMENSIONS

LENGTH
88' 2" (26.87 M)

HEIGHT
27' 4.5" (8.34 M)

WING SPAN
95' 1.75" (29 M)

DANGER AREA: RADAR RADIATION

R= 20' (6 M)

DANGER ZONES: ENGINES AND PROPELLERS

V=8KM/H
2.25 M
7.4'

V=241KM/H
27 M
89'

V=96.5KM/H
54 M
178'

V=8 KM/H
7 M
23'

V=241KM/H
27 M
89'

V=96.5KM/H
54 M
178'

FUEL: 1356 US GAL
1130 IMP GAL
5136 LITRES

CREW: 3

PASSENGERS: MAXIMUM 45
FOKKER 60

AIRCRAFT HAZARDS-Continued

FUEL INFORMATION
COLLECTOR FUEL TANK 13 GAL (49.2 LITRES)
INTERNAL MAIN TANKS 678 GAL (1267.5 LITRES) EACH

ENGINE OIL
LOCATED ON TOP OF FORWARD
ENGINE NACELLE

PNUEMATIC BOX
LOCATED BY MAIN ENTRY DOOR

NO ARMAMENT IS CARRIED

UTILITY TRANSPORT MISSIONS
- STAFF
- LOGISTIC
- TROOP
- MEDIVAC
- CARGO

ENGINE OIL
LOCATED ON TOP OF FORWARD
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UTILITY TRANSPORT MISSIONS
- STAFF
- LOGISTIC
- TROOP
- MEDIVAC
- CARGO
AIRCRAFT ENTRY

1. SERVICE /EMERGENCY DOOR
   a. Lift handle at “PUSH”.
   b. Rotate handle counterclockwise to “OPEN”.
   c. Pull door outward.

2. MAIN ENTRANCE DOOR
   a. Lift door hand at “PUSH”.
   b. Turn handle to “OPEN”.
   c. Pull door outward. Use caution, door may open rapidly.

3. EMERGENCY ESCAPE HATCHES
   a. Push access panel, located on top center of escape hatch, pull hatch outward, and set aside. Enter aircraft.
AIRCRAFT ENTRY-Continued

4. EMERGENCY EXIT

NOTE:
Emergency exit is mounted on large cargo door.

a. To enter, push button to release door and pull door outward. Do not block exit area with door.

5. LARGE CARGO DOOR

a. To open, turn handle clockwise to unlock.
b. Turn handle to OPEN.
c. Open door with open switch.
d. To close, lower door with close switch.
e. Turn handle to close.
f. Turn handle to LOCK.
g. Check vent flap, insure closure.

6. MULTI-PURPOSE DOOR

a. Lift the handle and turn.
b. Push the door inwards.
c. Lift the door using grip.
d. Slide the door aft.

7. CUT-IN

a. Cut-in areas are applicable only if indicated on airframe. (Both sides of aircraft.)
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

NOTE:
Configurations may vary.

a. Move gangbar or battery cut-off switch, located on overhead panel, DOWNWARD.

b. Pull emergency shut-off valves, located on upper forward instrument panel, OUT.

c. Move RPM and HPC control handles, located on center console, REARWARD.

d. Turn crossfeed valve control, located on aft portion of center console, OFF.

e. If needed, pull emergency fuel and hydraulic shut-off handles, located on overhead panel, OUTWARD.

2. AIRCREW EXTRACTION

NOTE:
Crew of two and one observer are located in cockpit. Ejection seats are not used. Seats are equipped with shoulder harnesses and seat belts. Cabin attendant seats may also be equipped with same type restraints.

a. Disconnect shoulder harnesses and seat belts from crewmembers and cabin attendants.

b. Disconnect seat belts from passengers.
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. For passengers, enter through the passenger entrance door, located on the aft left side of the fuselage.
   b. For crew members, enter through the crew/freight door on the forward left side of the fuselage.

2. EMERGENCY ENTRY
   a. Remove emergency exits, located on each side over the wing, by turning the external handle.
   b. Flight deck sliding windows can be used by crew members for evacuation. Windows must be unlocked internally.

3. CUT-IN
   a. Cut-in fuselage as required.

OTHER HAZARDS:
Battery acid
Asbestos
Bromochlorodifluoromethane (BCF Fire Extinguisher)
Cartridge operated equipment
Fluorolastomers (Burnt seals)
Lead
Polychlorinated Biphenyls (PCBs)
Water Methanol
Halon (Fire Extinguisher)
Fuel: JP-8
Hydraulic oil: H-515
High pressure gases: Air/Nitrogen
Engine oil: O-149
Oxygen
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Pull the high pressure cock control levers, located on the center console, aft to the OFF position.
   b. Turn both battery switches, located on upper right overhead panel, to the OFF position.

2. AIRCREW EXTRACTION
   a. Disconnect crew member’s lap belt and shoulder harness.
   b. Disconnect passenger’s lap belt.
AIRCRAFT HAZARDS

- Battery
- Fuel tanks
- Propellers
- Oxygen
- Propeller blast
- Right wing
- Left wing
- Rockets, bombs, or torpedoes
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
The main entrance door consists of an upper and lower section with door release handles on each section.

a. Rotate upper section handle of main entrance door, located on left rear side of fuselage, up and swing door in.

b. Reach inside aircraft and rotate lower section handle, located at top center of lower section of main entrance door, down and swing door in.

2. EMERGENCY ENTRY

a. Rotate emergency door handle, located on lower center of emergency door on right hand side of fuselage, and swing door in.

3. CUT-IN

a. Cut-in pilot and co-pilot escape hatches, located above cockpit side windows.

b. Cut-in bow hatch, located on top of nose forward of windshields.

c. Cut-in cargo loading hatch, located on top of fuselage between wing flaps.

d. Cut-in cabin windows, located on both sides of fuselage, as marked.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Pull throttles, located on overhead control panel, aft to CLOSED position.
   b. Pull mixture controls, located on overhead control panel, aft to IDLE CUT OFF.
   c. Pull master ignition switch, located on overhead control panel, OUT.
   d. Rotate fuel tank selectors, located on overhead control panel, to OFF position.
   e. Position battery switch, located in center of main console for HU-16A and B model aircraft and at left of main console for HU-16B/ASW (1) and (2) aircraft, to OFF position.
   f. Rotate APU fuel shutoff valve, located on forward side of aft cabin bulkhead, to OFF position.

2. AIRCREW EXTRACTION
   a. Unlatch lap belts and remove shoulder harness from crewmembers.
   b. Unlatch lap belts and remove any other applicable restraints from passengers.
AIRCRAFT HAZARDS

OTHER HAZARDS:
- Battery acid
- Cartridge operated equipment
- Dimethylformamide (Strobe power pack)
- Lithium (Batteries)
- Polytetrafluoroethylene
- Skydrol Hydraulic Oil OX-2
- Sonar Locator Beacons (Lithium battery)
- Strontium chromates
- Water Methanol
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen/Air
- Engine oil: OX-26
- Oxygen: Gaseous

Note:
- Cargo holds may contain hazardous material.

NOTE:
- No armament is carried.
**SPECIAL TOOLS/EQUIPMENT**
Power Rescue Saw
Crash Ax
Skin Penetrator
Hand Crank

**TRISTAR C2/C2K**

**POWER RESCUE SAW CRASH AX SKIN PENETRATOR HAND CRANK**

**AIRCRAFT ENTRY**

1. **NORMAL ENTRY**
   
a. To open all passenger doors, three each doors located on right and left sides of fuselage, push in button and pull down lever. Slide does not deploy when door is open externally.

b. To open cargo doors, two doors located on right side of fuselage, can only be opened with hand crank tool. (A hand crank tool is also stowed on the flight deck.)

2. **EMERGENCY ENTRY**
   
a. Open passenger doors.

b. Open cargo doors.

c. To open the flight deck evacuation hatch, located on forward top of aircraft over the flight deck, by pushing button, then lift open. Crew members can be evacuated by the use of an escape rope attached inside the flight deck.

3. **CUT-IN**
   
a. Cut-in areas as marked above and below fuselage windows.
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN
   a. Pull throttle levers, located on center console, back to CLOSE.
   b. Place fuel and ignition switches, located aft of throttles, to OFF. This also closes the HP fuel valve.
   c. In case of engine fire, pull firepull handle, located on upper windshield panel. Fire extinguisher switch is behind handle. Turn switch left or right to extinguish corresponding engine.
   d. In case of APU fire, pull APU fire handle, located on flight engineer’s upper left panel.
   e. Place battery switch, located on flight engineer’s left center panel, to OFF.
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

a. Disconnect crew seats by rotating the rotary buckle.

b. Disconnect the attendant seats restraint system at the central release point.

c. Disconnect lap belts on the passenger seats by lifting the central buckle.

d. Evacuate personnel through doors that are operational. Use interior controls and switches if power is still available.

e. Deploy escape slides using interior switches.

NOTE:
Five escape ropes are mounted in the flight deck for overhead escape hatch evacuation.
AIRCRAFT HAZARDS

NOTE:
No armament is carried.

NOTE:
Fuel capacity is 1332 GAL or 5040.68 Litres.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. The main door is operated and locked hydraulically in link motion with the stairway.
   b. The external operation of the main entry door is achieved via the stairway control switch and the battery switch located on the external power panel.
   c. The internal operation of the main entry door is achieved via the stairway control switch and lock-unlock lever on the forward attendant panel.
   d. There is an external handle, located externally on the flight deck door on the forward right side of the fuselage.

2. OVERWING EMERGENCY EXIT DOORS
   a. Manually release latch and pull handle on emergency exit doors, located over right and left wings.

3. GALLEY DOOR AND AFT CARGO DOOR
   a. Manually push in at the PUSH HERE button and turn handle from inside and outside.

4. FORWARD CARGO DOOR
   a. Door is operated manually from the outside only and by the PUSH HERE button, then turn handle.

5. CUT-IN
   a. Cut-in fuselage as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN
   a. Position high pressure fuel cock, located on center console, to the OFF position.
   b. Position throttle levers, located on center console, to the MINIMUM position.
   c. Position fuel booster pump switches to OFF position.
   d. Position generator to OFF position.
   e. Position battery switch to OFF position.

2. AIRCREW EXTRACTION
   a. Unlatch lap belts and remove shoulder harness from crewmembers.
   b. Unlatch lap belts and remove any other applicable restraints from passengers.