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

This is Segment 33 covering Chapters 35 and 36.

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For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.
SEGMENT 33 INFORMATION CHANGE NOTICE

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 Retaining out of date rescue information can negatively affect the user’s operability and outcome of emergencies.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

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NOTE

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

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

*Aircraft information pending*
CHAPTER 35
NATO
SMALL COMMERCIAL
AEROSPACE EMERGENCY RESCUE
AND MISHAP RESPONSE INFORMATION

35-1. INTRODUCTION AND USE.

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

35-3. GENERAL ARRANGEMENT.

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

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

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

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

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

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

   f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.
CARAVAN II F406

SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
Aircraft is not pressurized.

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

a. Enter aircraft through split main doors, located on aft left side of fuselage. Door has built-in airstair in downward hinged lower portion.

b. Forward of main door is an optional door for a larger opening for cargo.

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

2. EMERGENCY ENTRY

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

3. CUT-IN

a. Cut cabin enclosure as required.

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

TOTAL FUEL CAPACITY:
481 GALS (1798 LITRES)
OIL CAPICITY: 4.5 GAL

T O. 00-105E-9

FUEL TANK
PROPELLER
BATTERY
OXYGEN
1a, 1b SPLIT MAIN CABIN DOOR
FUEL TANK
PROPELLER
2a OVERWING EMERGENCY EXITS
BAGGAGE DOOR
NORMAL EXITS
EMERGENCY EXITS
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
No armament is carried.

NOTE:
Crew: 2  Passenger configuration may vary.

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

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

2. EMERGENCY ENTRY

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

3. CUT-IN

a. Cut cabin enclosure as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
No armament is carried.

NOTE:
Crew: 2  Passenger configuration may vary.

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

2. EMERGENCY ENTRY

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

3. CUT-IN

a. Cut cabin enclosure as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Enter aircraft through passenger and crew entrance door, located on aft left side of fuselage, by pushing on upper part of door marked “PUSH”.
   b. Pull release lever on door and door will open downward.

2. EMERGENCY ENTRY
   NOTE:
   The aircraft must be depressurized to permit the emergency exit to open.
   a. An emergency exit is located on right side fuselage which can be opened by pushing on red release button.
   b. Push on emergency exit inward.
   c. Place disconnect hatch out of egress path.

3. EMERGENCY ENTRY-PILOT’S WINDOW
   NOTE:
   The following procedure should only be carried out when the access door and emergency exits are blocked.
   a. Break pilot’s window to expose unlock handle.
   b. Push button on unlock handle and lift up handle.
   d. Push sliding window backward in window rail.

4. CUT-IN
   a. Cut-in cabin enclosure as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
No armament is carried.

a. On the main entry door, located on the forward left side fuselage, pull upper and lower handle of two section door out to STOP position.

b. Pull both sections simultaneously to OPEN position.

c. In case of jammed lower section: push quick release device, located left side forward beside upper section of door.

d. Pull out upper and emergency handle simultaneously to STOP position.

e. Pull upper section of door outwards to OPEN position.

2. EMERGENCY ENTRY

WARNING

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

a. Emergency entry is located on right side of fuselage forward of right wing. Escape hatch opens inward.

b. Push quick release device located below center of escape hatch. Pull red handle up to top position, tilt hatch and pull outward.

3. CUT-IN

a. Cut-in cabin enclosure as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

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

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

NOTE:
No armament is carried.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY
1. NORMAL ENTRY
   a. Open entry door, located on aft left side of fuselage, by pulling handle and turning downward.

2. EMERGENCY ENTRY
   a. Open emergency exit door, located aft of right wing, by lifting handle and pushing door inward. Place out of path of egress.

3. INTERNAL ESCAPE WINDOWS
   a. Use interior handle only.

4. CUT-IN
   a. Cut-in cabin enclosure as indicated.
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Pull crash switch, located on the upper overhead console, in the OUT position.

b. Place the battery switch, located on the lower overhead console, to the OFF position.

c. Place the manual feather controls, located on the center console, in the FEATHER position.

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

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

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

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

NOTE:
Passenger seats are stationary.

b. Release restraints from passengers.
AIRCRAFT HAZARDS

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

NOTE:
No armament is carried.
AIRCRAFT ENTRY
1. NORMAL ENTRY
   a. Open entry door, located on aft left side of fuselage, by pulling handle and turning downward.

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

3. INTERNAL ESCAPE WINDOWS
   a. Use interior handle only.

4. CUT-IN
   a. Cut-in cabin enclosure as indicated.
1. ENGINE SHUTDOWN
   
a. Pull crash switch, located on the upper overhead console, in the OUT position.

b. Place the battery switch, located on the lower overhead console, to the OFF position.

c. Place the manual feather controls, located on the center console, in the FEATHER position.

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

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

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

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

NOTE:
Passenger seats are stationary.

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

NOTE:
No armament is carried.
AIRCRAFT ENTRY

1. NORMAL ENTRY

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

2. EMERGENCY ENTRY

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

3. INTERNAL ESCAPE WINDOWS

   a. Use interior handle only.

4. CUT-IN

   a. Cut-in cabin enclosure as indicated.
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

a. Place the emergency electric master switch, located on the overhead console, in the OFF position.

b. Place the battery master switch, located on the overhead console, to the OFF position.

c. Place the manual feather controls, located on the center console, in the FEATHER position.

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

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

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

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

NOTE:
Passenger seats are stationary.

b. Release restraints from passengers.

EMERGENCY ESCAPE PANEL WITH HANDLE (INTERNAL VIEW)
(Window slides aft to lock open.)

EMERGENCY DOOR (INTERNAL VIEW)
(Allow hatch to move inward, then lift out)

CREW SEAT WITH SEAT TRACKS (TYPICAL)

FIRST AID KIT

TOILET

LIFERAFT

ASBESTOS GLOVES AND FIRE AX

BCF FIRE EXTINGUISHER (TWO PLACES)
1. NORMAL ENTRY

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

a. Open entry door, located on forward left side of fuselage, by pushing on push button above unlock handle.

b. After unlock handle is released, pull handle outward. Door will open downward.

2. EMERGENCY ENTRY

a. Break red cover located on emergency exit door, located over left or right wing.

b. Press button under red cover until emergency exit door opens.

c. Release emergency exit door by lifting and placing out of way of egress path.

3. INTERNAL ESCAPE WINDOWS

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

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

4. CUT-IN

a. Cut-in cabin enclosure as indicated.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:
The aircraft must be depressurized to permit opening exits.

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

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

2. EMERGENCY ENTRY

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

3. CUT-IN

a. Cut-in cabin enclosure as indicated.

NOTE:
No armament is carried.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY
1. NORMAL ENTRY
   a. Open flight crew/passenger door, located on aft left side of fuselage, by pressing the top of the rocker to release door handle.
   b. Rotate door handle 90 degrees clockwise.
   c. Pull handle to open door.

2. EMERGENCY ENTRY

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

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

3. CUT-IN
   a. Cut-in cabin enclosure as indicated.

NOTE:
No armament is carried.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

2. AIRCREW EXTRACTION
   a. Remove restraints from crew.
   b. Remove restraints from passengers.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
Crash Ax

VC-7 TO.00-105E-9

AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Use passenger entry, located on forward left side of fuselage.
   b. Use entry opposite passenger entry to cabin or flight deck.
   c. Use parachute doors, right or left, to enter aft area of aircraft.

2. EMERGENCY ENTRY
   a. Use two forward and/or two aft emergency exits outside controls to enter aircraft.

3. CUT-IN
   a. Cut-in cabin enclosure located just forward of parachute doors.

NOTE:
No armament is carried.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

   a. Place the throttles, located on center console, to the SHUT position.

   b. Place the H.P. cocks, located on the center console, to the SHUT position.

   c. Place the fuel pumps, located on the left side of the overhead instrument panel, to the OFF position.

   d. Place the master switches, located on the left side of the overhead instrument panel, to the OFF position.

2. AIRCREW EXTRACTION

   a. Remove restraints from crew.

   b. Remove restraints from passengers.
AIRCRAFT ENTRY

1. NORMAL ENTRY
   a. Use passenger entry door, located on aft left side of fuselage.

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

3. CUT-IN
   a. Cut-in cabin enclosure as required.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

a. For electrical power shutdown, pull the master battery switch located on the overhead panel, out to the center OFF position.

b. For flame arrester shutdown, located on the center top portion of the forward instrument panel, remove red guard covers, break wire and lift switches.

c. For power lever shutdown, located on the center console, pull levers aft to the OFF position.

d. Pull fuel levers, located on the center console, aft to the OFF position.

2. AIRCREW EXTRACTION

a. Remove restraints from crew.

b. Remove restraints from passengers.
NOTE

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

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* Aircraft information pending
CHAPTER 36
NATO
LARGE COMMERCIAL
AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

36-1. INTRODUCTION AND USE.

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

36-3. GENERAL ARRANGEMENT.

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

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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.
AIRBUS A380

AIRCRAFT COMPARISONS

WING SPAN 261 FT 8 IN (79.8 METERS)

[Green area represents a standard soccer field.]

LENGTH 259.12 FEET (79 METERS)

CABIN LENGTH 166 FT 3 IN (50.68 METERS)

TAIL SPAN 111.52 FEET (34 METERS)

FUSELAGE DIAMETER 23 FT 5 IN (7.14 METERS)

AIR INTAKE 10.4 FEET (3.170 METERS)

[HGHT 79 FT 7 IN (24.1 METERS)

WHEELBASE 99 FT 8 IN (30.4 METERS)

A380 uses 22 tires.

[Similiar in height of 8 story building]
**CABIN CONFIGURATIONS**

A380 consumes 17,900 litres of fuel per hour. [Fuel amount: 310,000 litres compared to A318 of 23,860.]

A380-800F
- Upper deck: 25 pallets
- Main deck: 33 pallets
- Lower deck: 13 pallets
- Total: 71 pallets

A380F compares in tonnage transport to:
1. A380F
2. A300/600F
3. A300/600F aircraft

A340-600
- Upper deck: 25 pallets
- Main deck: 33 pallets
- Lower deck: 13 pallets
- Total: 71 pallets

Compare with:
- A300-600F: 22 pallets
THE A380 HAVE 18 DOORS WITH TWO EMERGENCY EXIT CHUTES SIZES. ONE FOR TOP DECK AND ONE FOR MAIN DECK AS ILLUSTRATED. IN COMPARISON TO THE A318 THAT HAS 6 DOORS WITH EMERGENCY CHUTES WITH ONE SIZE.

IMPORTANT NOTICE

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

NOTE

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

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

ISSUE DATE: APRIL 2005

REFERENCE: L_CC_111111_0_AAM0_01_00
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10. Engine and APU Control and Fire Handle Panels
11. APU Compartment Access
12. A/C Ground Clearances
**WHEEL OVERHEAT/FIRE:**

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

**WARNING:**

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

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

---

**AIRCRAFT RESCUE AND FIRE FIGHTING CHART**

1. LOCATION OF HAZARDOUS MATERIALS AND HIGHLY FLAMMABLE COMPONENTS
FIRE EXTINGUISHERS

UPPER DECK

MAIN DECK
WARNING

AIRCRAFT RESCUE AND FIRE FIGHTING CHART

3. LANDING GEAR GROUND LOCK SAFETY PIN INSTALLATION
EMERGENCY DESCENT DEVICES THROUGH OPENING WINDOWS

UPPER DECK SLIDE
MAIN DECK SLIDE
OFFWING SLIDE

MAIN DECK SLIDE
UPPER DECK SLIDE
MAIN DECK SLIDE

GRID EQUALS 1m IN REALITY

AIRCRAFT RESCUE AND FIRE FIGHTING CHART

4. EVACUATION / ESCAPE SLIDE / RAFT
4. PASSENGER / CREW DOORS AND EMERGENCY EXITS OPENING

TO OPEN:

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

EXAMPLE PASSENGER DOOR

WARNING LIGHTS INSIDE DOOR WINDOW

HANDLE SHOWN IN CLOSED POSITION

DOOR "OPEN" SWITCH

HANDLE SHOWN IN OPEN POSITION

DOOR "CLOSE" SWITCH

EXTerior Control handles of passenger / crew doors and emergency exits

AIRCRAFT RESCUE AND FIRE FIGHTING CHART

5. PASSENGER/CREW DOORS AND EMERGENCY EXITS OPENING
5. CARGO DOOR OPENING

- PUSH THE HANDLE FLAP IN AND PULL THE LOCKING / LATCHING HANDLE OUT TO THE STOP POSITION
- MAKE SURE THAT ALL INDICATOR FLAGS ON THE LOWER CARGO-COMPARTMENT DOOR ARE OUT
- PUSH THE TOGGLE SWITCH ON THE DOOR OPERATIONAL PANEL TO OPEN POSITION AND HOLD IT
- WHEN THE CARGO-DOOR IS FULLY OPEN, THE INDICATOR LIGHT "DOOR FULLY OPEN AND ARRESTED" ON THE DOOR OPERATION PANEL COMES ON

HANDLE SHOWN IN CLOSED POSITION
7. STRUCTURAL BREAK-IN POINT PRINCIPLE AND LOCATION

CUT HERE IN EMERGENCY

COLORED

NOT MARKED ON ALL AIRCRAFT

1000

700
9. EMERGENCY EXIT LIGHT CONTROL PANEL
OPERATION:
1 - RELEASE LATCHES ON DOOR 315AL.
2 - OPERATE TRIGGER MECHANISM OF LATCH PINS SO THAT DOOR 315AL SWINGS DOWN.
3 - INSTALL OPEN ROD ON FUSELAGE TO LOCK DOOR 315AL.
4 - OPERATE TRIGGER MECHANISM OF LATCH PINS SO THAT DOOR 315AR SWINGS DOWN.
5 - PUSH DOOR 315AR INTO OVERCENTER POSITION.
GROUND CLEARANCES

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<th>A/C CONFIGURATION</th>
<th>300t AFT CG (43%)</th>
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<tr>
<td>U3</td>
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1. NORMAL/EMERGENCY ENTRY

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

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 counterclockwise.

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.
The aircraft information is located in Chapter 18 containing Commercial aircraft.
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
35 Foot Ladder

AIRCRAFT ENTRY-STRETCHED VERSION

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

      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.
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

   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.