

WELCOME TO TECHNICAL ORDER 00-105E-9, 1 JULY 2004, REVISION 9.

THIS IS SEGMENT 22 COVERING CHAPTERS 26, 27, AND 28.

TO NAVIGATE

CLICK ON THE BOOKMARKS AND CLICK ON THE (+) SYMBOLS, THEN CLICK ON SUBJECT LINKS TO GO TO SPECIFIC VIEWS IN THIS SEGMENT.



CONTINUE

NOTICE

CONTACT

**TO GO DIRECTLY TO THE TECHNICAL ORDER,
CLICK ON THE CONTINUE BUTTON.**

**TO SEE THE SEGMENT INFORMATION CHANGE NOTICE,
CLICK ON THE NOTICE BUTTON.**



**TO CONTACT THE TECHNICAL CONTENT MANAGER ,
CLICK ON THE CONTACT BUTTON.**

TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER

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DSN 523-6390

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

SEGMENT 22 INFORMATION CHANGE NOTICE

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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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

<u>CHAPTER</u>	<u>AIRCRAFT</u>	<u>PAGE</u>	<u>EXPLANATION OF CHANGE</u>
26	Tornado GR1 A/B	ALL	Aircraft remove from GBR inventory.

NOTE

Chapter 26 contains emergency rescue and mishap response information for the following NATO aircraft:

BEL, FRA, PRT, DEU	ALPHA JET
ITA	AMX*
ESP, USA	AV-8A/B
GBR	HARRIER GR7
GBR	HARRIER T-8*
GBR	HARRIER T-10*
GBR	SEA HARRIER FA2*
FRA	JAGUAR E
GBR	JAGUAR GR1
GBR	JAGUAR GR1A*
GBR	JAGUAR GR1B*
FRA	JAGUAR MK 1A
GBR	JAGUAR T2
FRA	MIRAGE IV
FRA, ESP	MIRAGE FI CT/F-1/C-14
FRA	MIRAGE F1B
FRA	MIRAGE 2000B/N/D
FRA	MIRAGE 2000C
DEU, ITA	TORNADO ADV/IDS
GBR	TORNADO F3
DEU, ITA, GBR	TORNADO GR MK 1A
GBR	TORNADO GR4*

* Aircraft information pending

CHAPTER 26

NATO

ATTACK

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

26-1. INTRODUCTION AND USE.

26-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

26-3. GENERAL ARRANGEMENT.

26-4. 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

ARMAMENT CONSISTS OF:

TWO UNDER EACH WING FOR UP TO 5,510 LB OF STORES.

4 CLUSTER BOMBS.

BOMBS AND ROCKET PACKS OPTIONAL.

OTHER HAZARDS:

POLYTETRAFLUOROETHYLENE

ACID BATTERIES

HYDRAULIC OIL - H-515

ENGINE OIL - O-156

HIGH PRESSURE GASES - NITROGEN

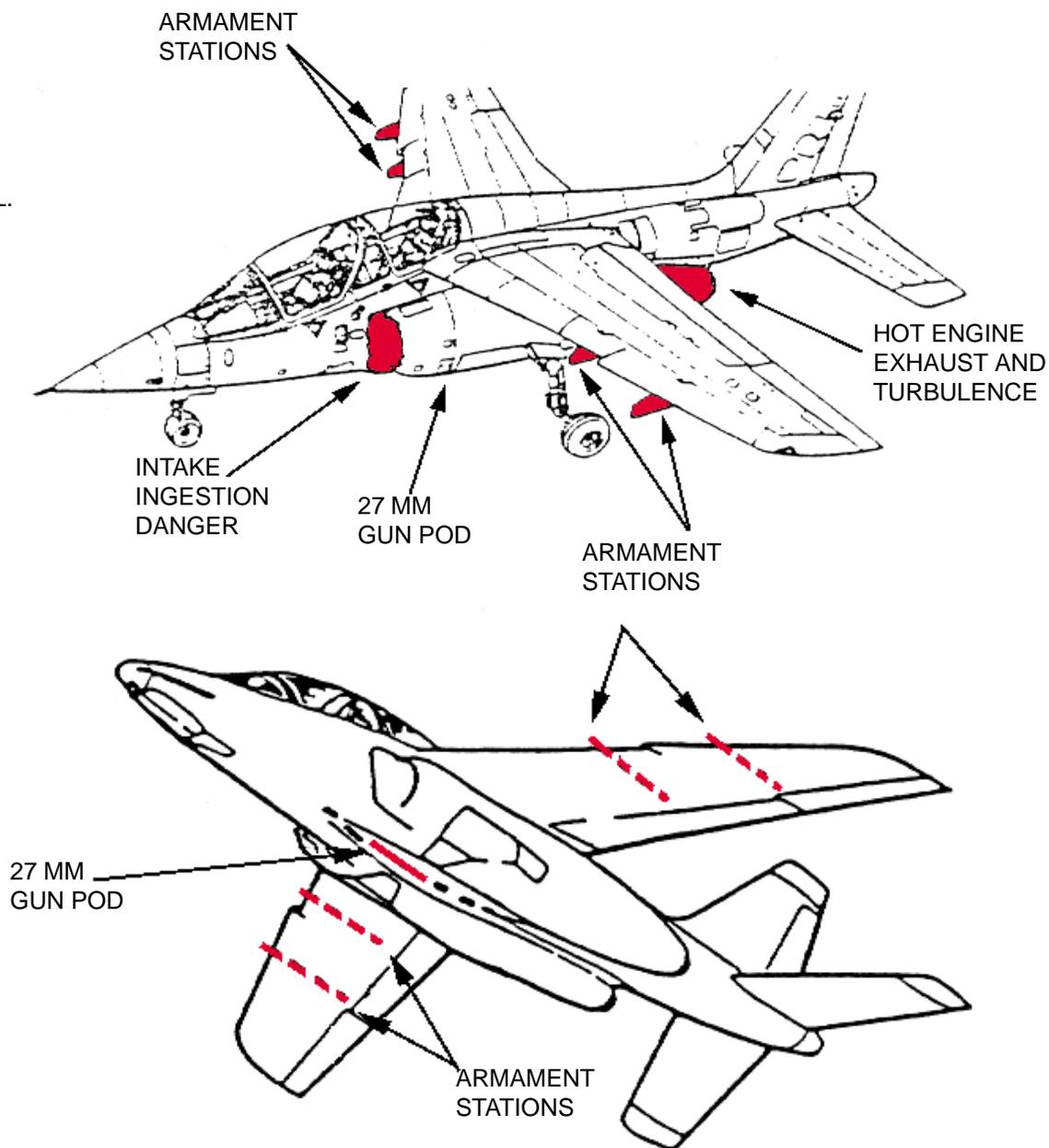
EJECTION SEATS WITH CARTRIDGE

ASSISTED EQUIPMENT

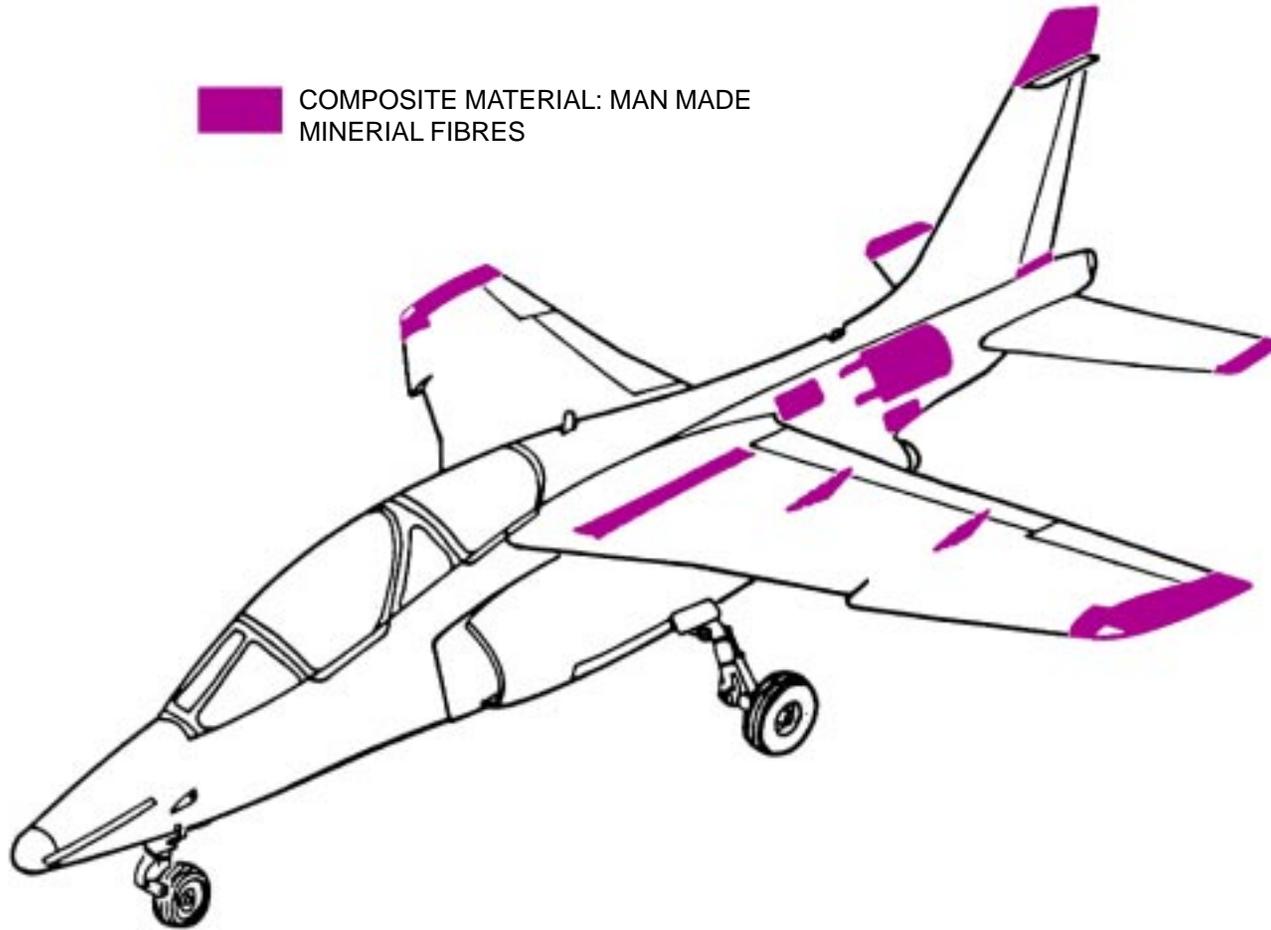
CANOPY SYSTEM HAS MINATURE

DETONATING CORD (MDC)

ALPHA JET



 COMPOSITE MATERIAL: MAN MADE
MINERAL FIBRES



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

DIMENSIONS:
 WING SPAN - 29' 10.75"
 HEIGHT - 13' 9"
 LENGTH - 43' 5"

ALPHA JET

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Push on release of external locking lever, located on left side of fuselage below windshield and turn handle clockwise to STOP position.
- Access to the aft canopy must be gained over the left intake. Push on release of external locking lever and turn lever clockwise to STOP position.
- Lift up canopy to TOP position.

2. EMERGENCY ENTRY

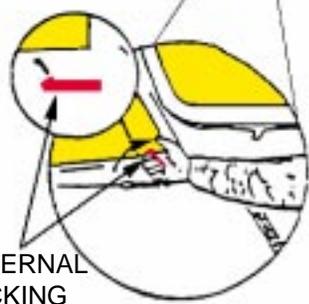
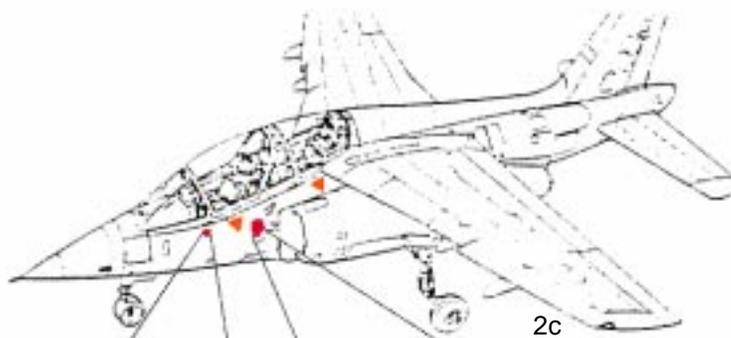
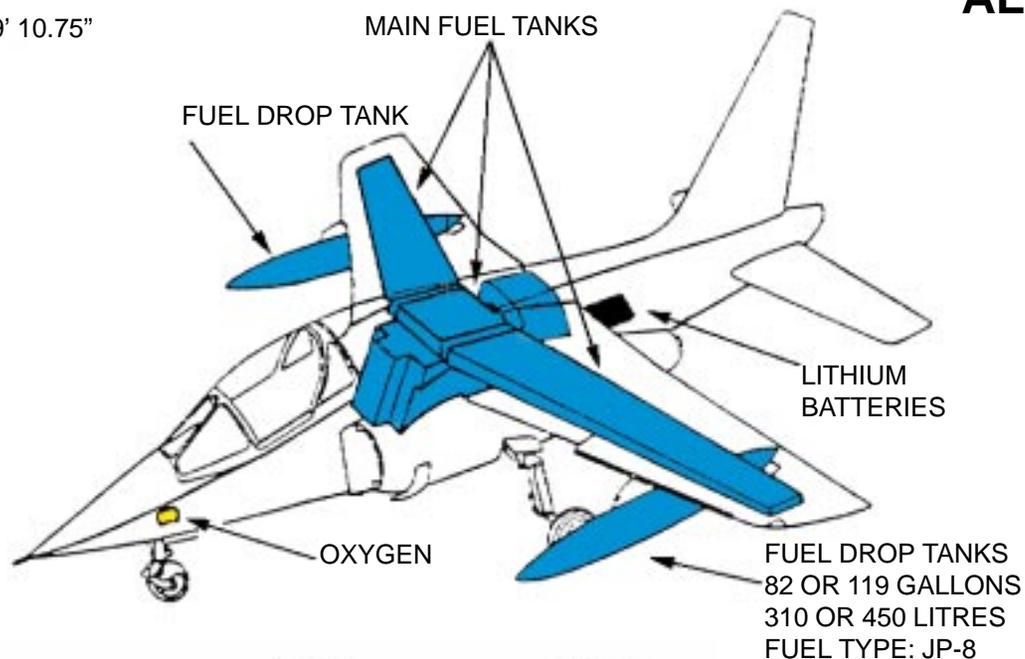
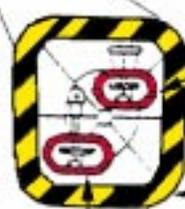
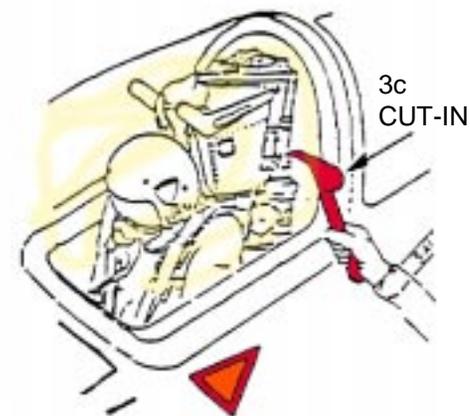
- The release mechanism of the miniature detonating cord or "MDC" unit is located on both sides of the fuselage in front of intake.
- Break glass and remove handle.
- Pull fwd or aft canopy jettison handle to full length to shatter corresponding canopy.

NOTE:

The draw cord is very short. Fire MDC with averted face.

3. CUT-IN

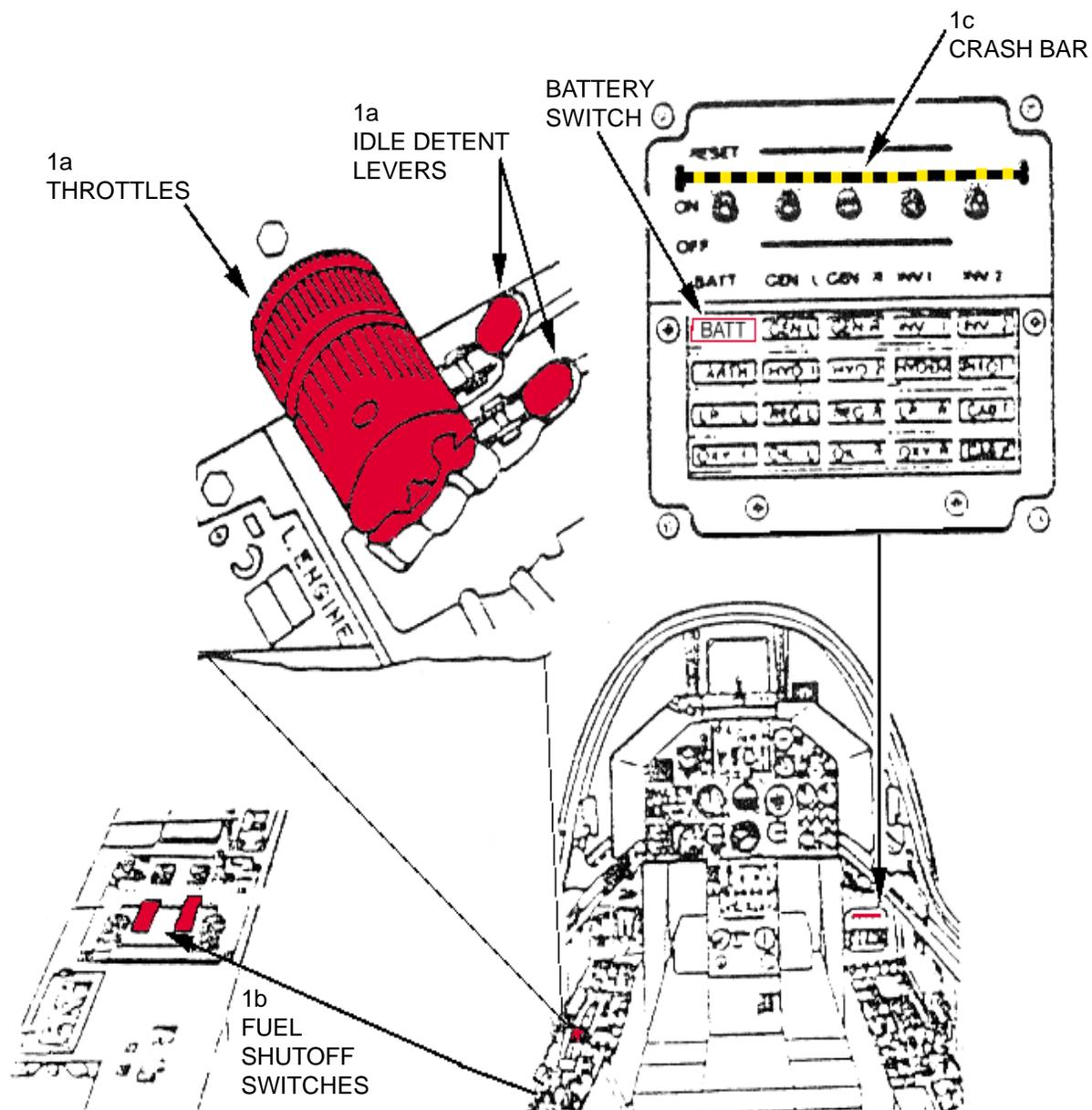
- Cut canopy along canopy frame on all sides.

1a
EXTERNAL
LOCKING
HANDLE2c
FWD
CANOPY
JETTISON
HANDLE2c
AFT
CANOPY
JETTISON
HANDLE2a
EMERGENCY
RELEASE
MECHANISM3c
CUT-IN

ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Lift idle detent stops, located on left console in the fwd cockpit.
- b. Place throttles aft to OFF position.
- c. Lift covers of the fuel shutoff switches, located on left console behind the throttles, and place switches to OFF position.
- d. Depress crash bar, located above the right console in the fwd cockpit. Crash bar is marked yellow and black and disconnects electrical system.



EJECTION SEAT FAMILIARIZATION

1. EJECTION SEAT FAMILIARIZATION

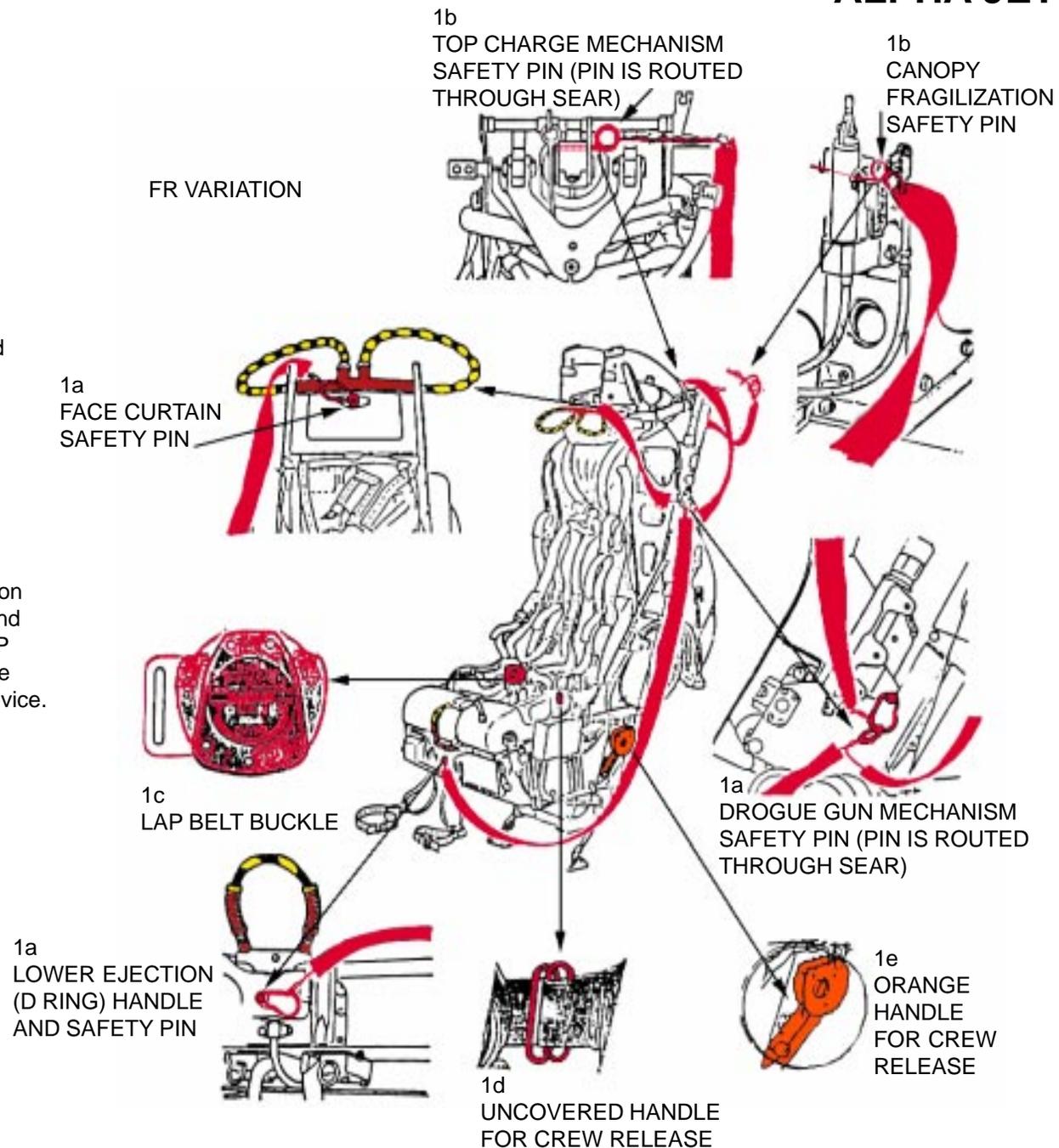
NOTE:

The Alpha Jet uses a Martin Baker ejection seat. There may be some variations to safetying the seat. The graphic identifies critical components and safety pin locations for safetying and crew extraction.

- Safety pins are pip pin type.
- Safety pins are clip type.
- Lap belt buckle secures crew member by lap belt and shoulder harness.
- Uncovered handle is a leg restraint release handle.
- Orange handle is a central harness quick release for the release of all restraints.

NOTE:

Emergency harness release handles can be located on the right hand side of the seat, are colored orange, and also release all restraints when pulled up to the STOP position. These handles may incorporate an explosive charge to sever the parachute line at the guillotine device.



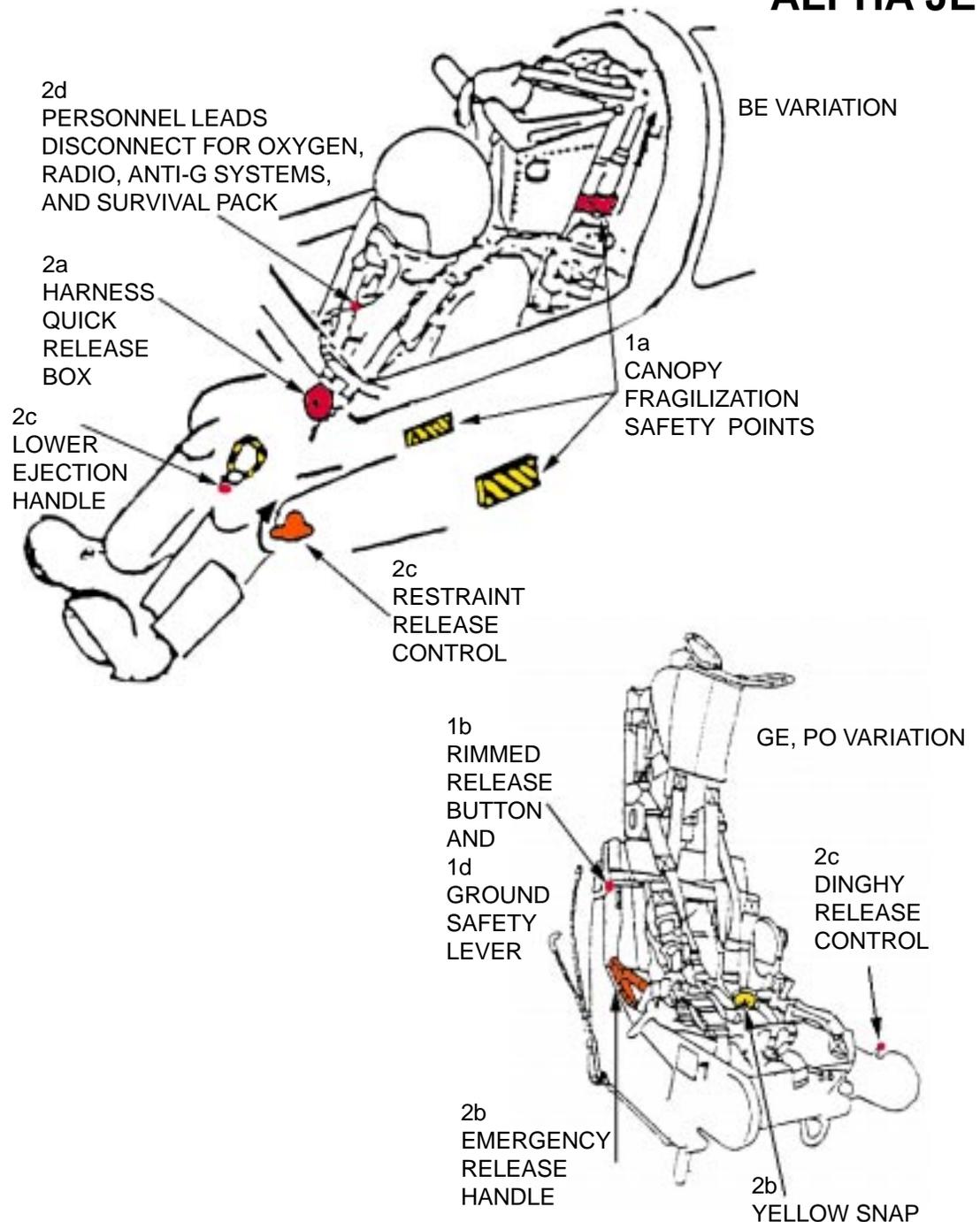
EJECTION SEAT SAFETYING AND AIRCREW EXTRACTION

1. EJECTION SEAT SAFETYING

- Install canopy fragilization safety pins in three locations.
- Pulled rimmed release button in the ground safety lever, located on the right side of the seat, out to STOP position.
- If applicable, install safety pin in lower ejection handle.
- Lift ground safety lever up to level position until release button engages.

2. AIRCREW EXTRACTION

- Pull yellow snap from harness quick release box, rotate outer assembly 1/4 turn clockwise to STOP position and strike firmly to open.
- Press locking device, located in the emergency release handle lower right side of the seat and life emergency release handle up to STOP position.
- Squeeze restraint release device, located on pilot's left thigh, to disconnect the dinghy line.
- Disconnect personnel leads.



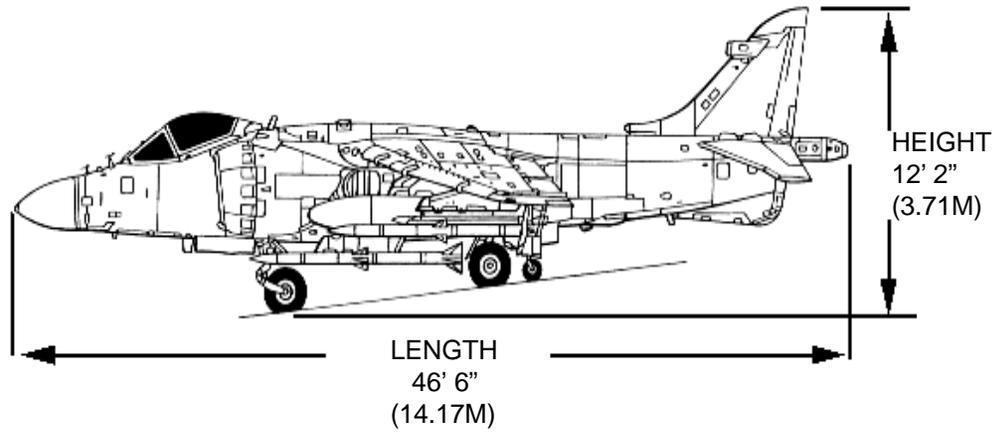
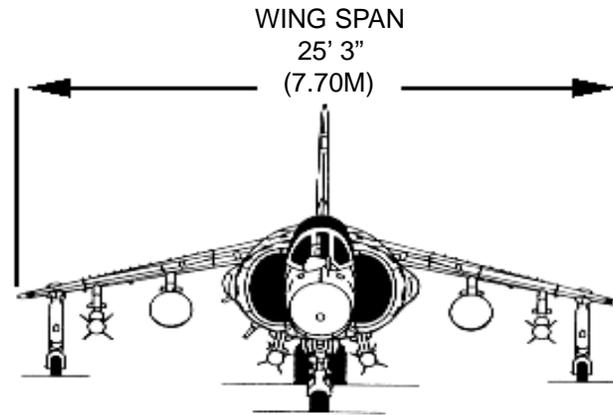
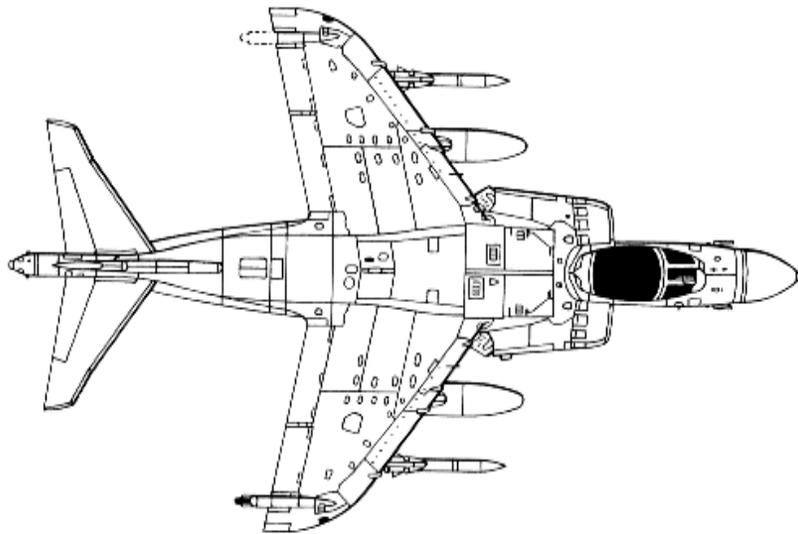
The aircraft information is pending release.

The aircraft information is located in Chapter 20
containing US Navy aircraft.

AIRCRAFT DIMENSIONS

TYPICAL HARRIER

HARRIER GR7



AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, gunpods or missiles.

NOTE:

Sidewinder AIM-9L Missile (up to 6 may be carried).

Do not look directly at AOTD windows:

- Energy beam
- Liquid nitrogen
- Mercury thallium

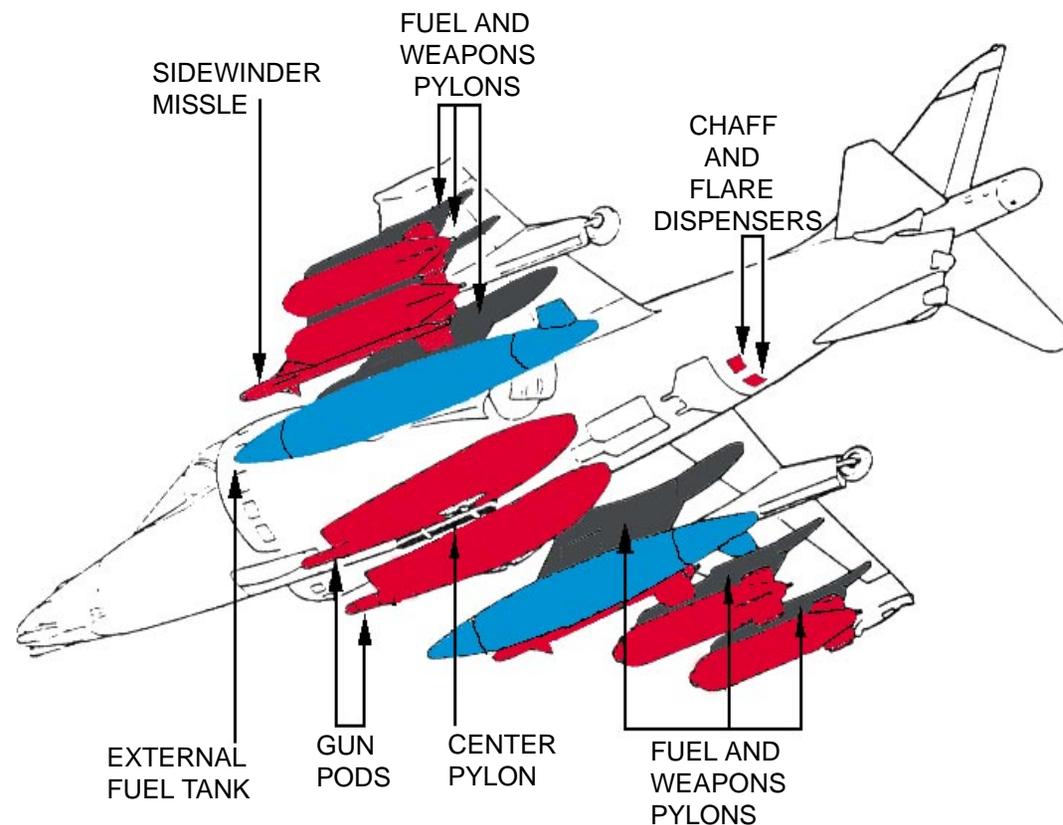
WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:

- Battery acid
- Assisted escape system
- Beryllium +beryllium oxides
- Cartridge operated equipment
- Composite materials - man made mineral fibres
- Coolant
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Mercury (Temperature bulbs)
- Miniature Detonating Cord (MDC)
- Niemonic steel (Heat shields)
- Polytetrafluoroethylene
- Sonar locator beacon(s) (1-Lithium battery)
- Thallium
- Thorium fluoride
- Zinc selenide (GR7/T10 only)
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen/Air
- Engine oil: OX-38
- Oxygen: Molecular sieve concentration system

HARRIER GR7



AIRCRAFT HAZARDS-Continued

HARRIER GR7

WARNING

RCNs (Reaction Control Nozzles) may be dangerously hot.

Aircraft structure (nose and wings) contain carbon fibre which causes toxic fumes in fire.

Microwave hazard from various equipment.

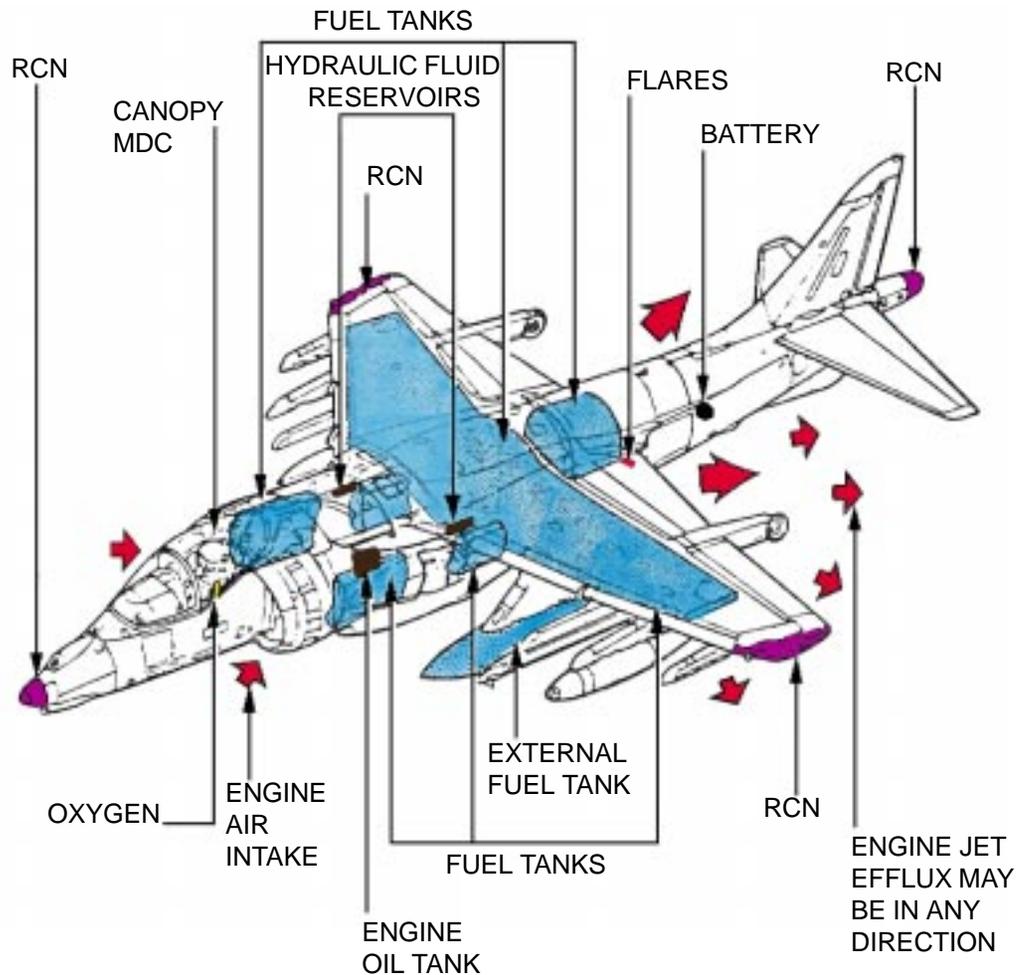
Strobe lights are intense.

Exhaust nozzles may move.

High voltage electrical systems.

NOTE:

Up to four external fuel tanks may be carried.



SPECIAL TOOLS/EQUIPMENT
 Power Rescue Saw
 Crash Ax
 Ladder

AIRCRAFT ENTRY

1. NORMAL ENTRY

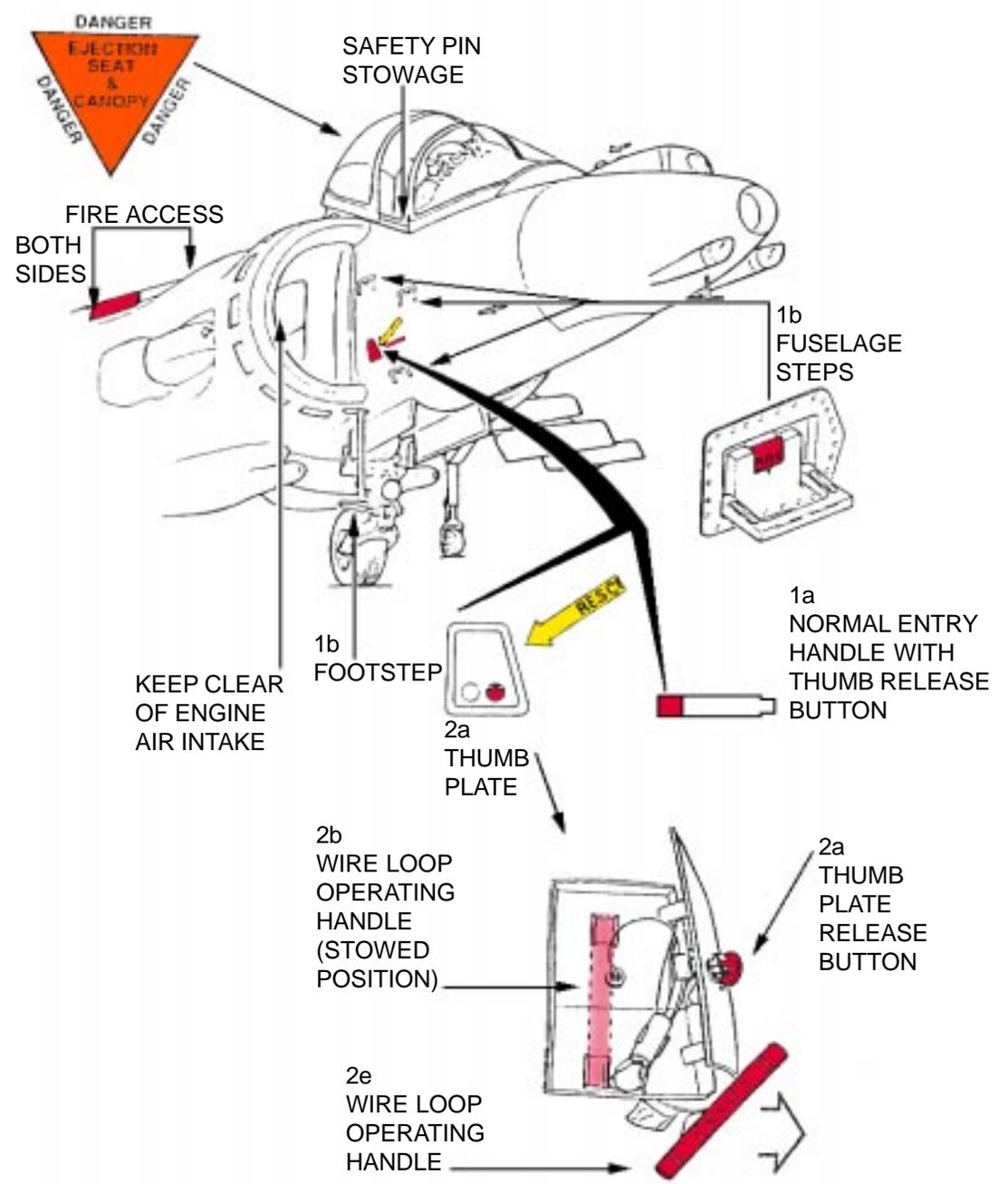
- NOTE:**
 Normal entry controls are located on the right side fuselage forward of intake.
- a. Press thumb release button and pull normal control handle forward.
 - b. Pull down on footstep to gain access to cockpit, if ladder is not used, and push buttons to release steps.

2. EMERGENCY ENTRY

- NOTE:**
 Emergency controls are located on both sides of the fuselage forward of intakes.
- a. Depress thumb plate.
 - b. Grasp wire loop operating handle, located inside thumb plate.
 - c. Face away from aircraft.
 - d. Step away from aircraft and take up cable slack.
 - e. Pull wire loop operating handle sharply forward to shatter canopy.

3. CUT-IN

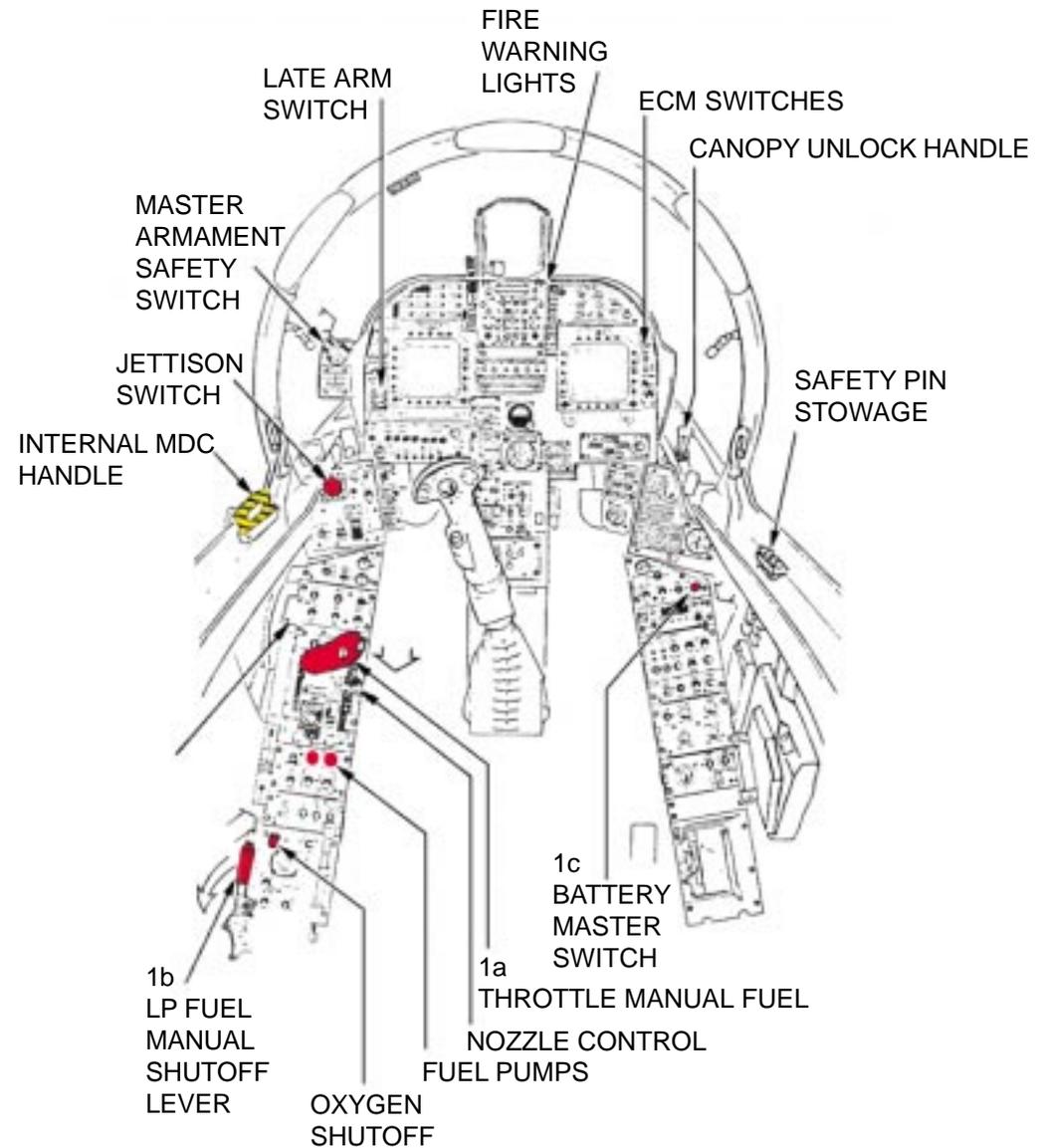
- a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN
 - a. Move throttle manual fuel, located on left console, back to OFF.
 - b. Move LP fuel manual shutoff lever, located on lower left console, back to OFF.
 - c. Move battery master switch, located on upper right console, to OFF.

HARRIER GR7



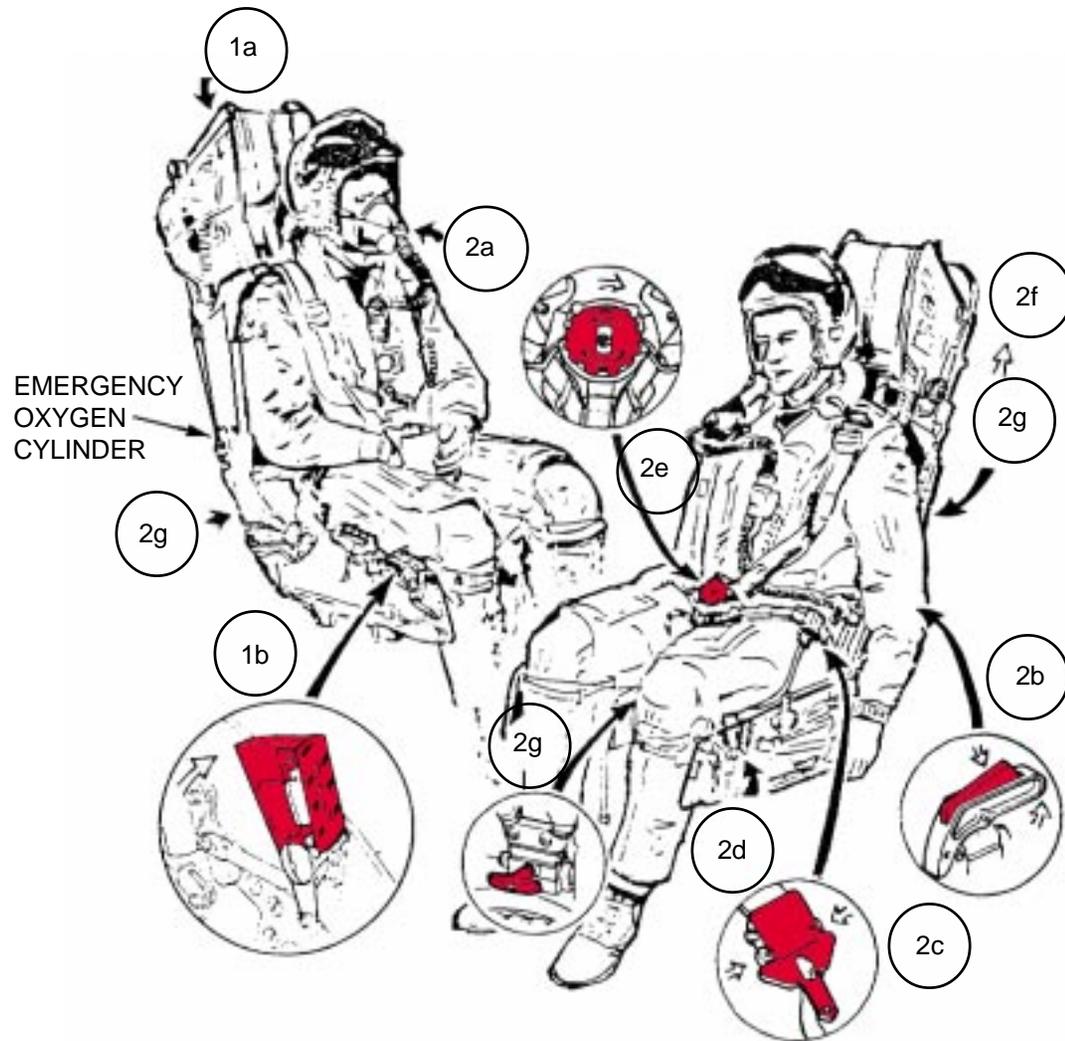
SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

- a. Insert main gun sear safety pin.
- b. Put Safe/Arm handle to SAFE by turning handle fully up.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Release PEC by pressing trigger and pulling up to free from seat.
- c. Release PSP by pressing plungers on each side and lay aside.
- d. Release leg restraint lines by pulling leg restraint lever to rear.
- e. Release QRF by turning quick release button and pressing, then pull out lugs.
- f. Remove crewmember.
- g. Fit remaining pins to render ejection seat safe.



The aircraft information is pending release.

The aircraft information is pending release.

The aircraft information is pending release.

AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, and missiles.

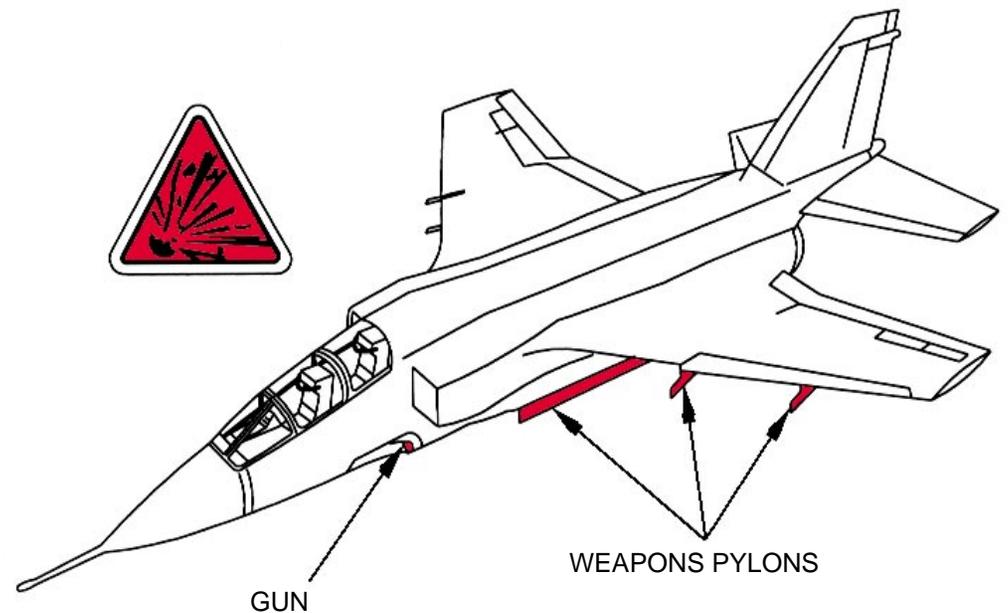
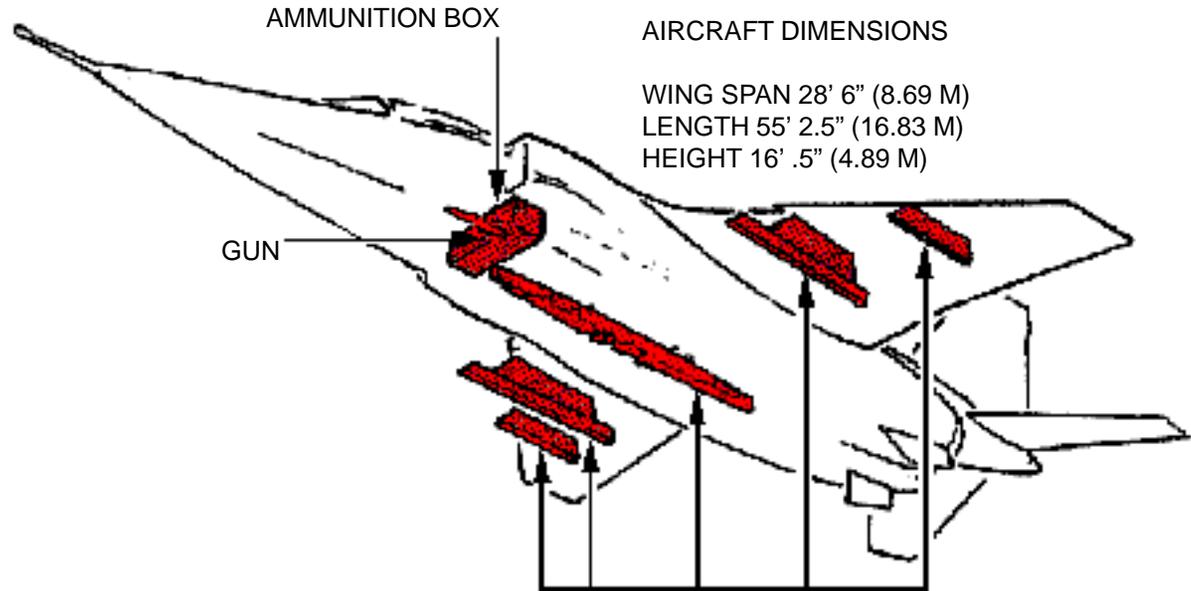
WARNING

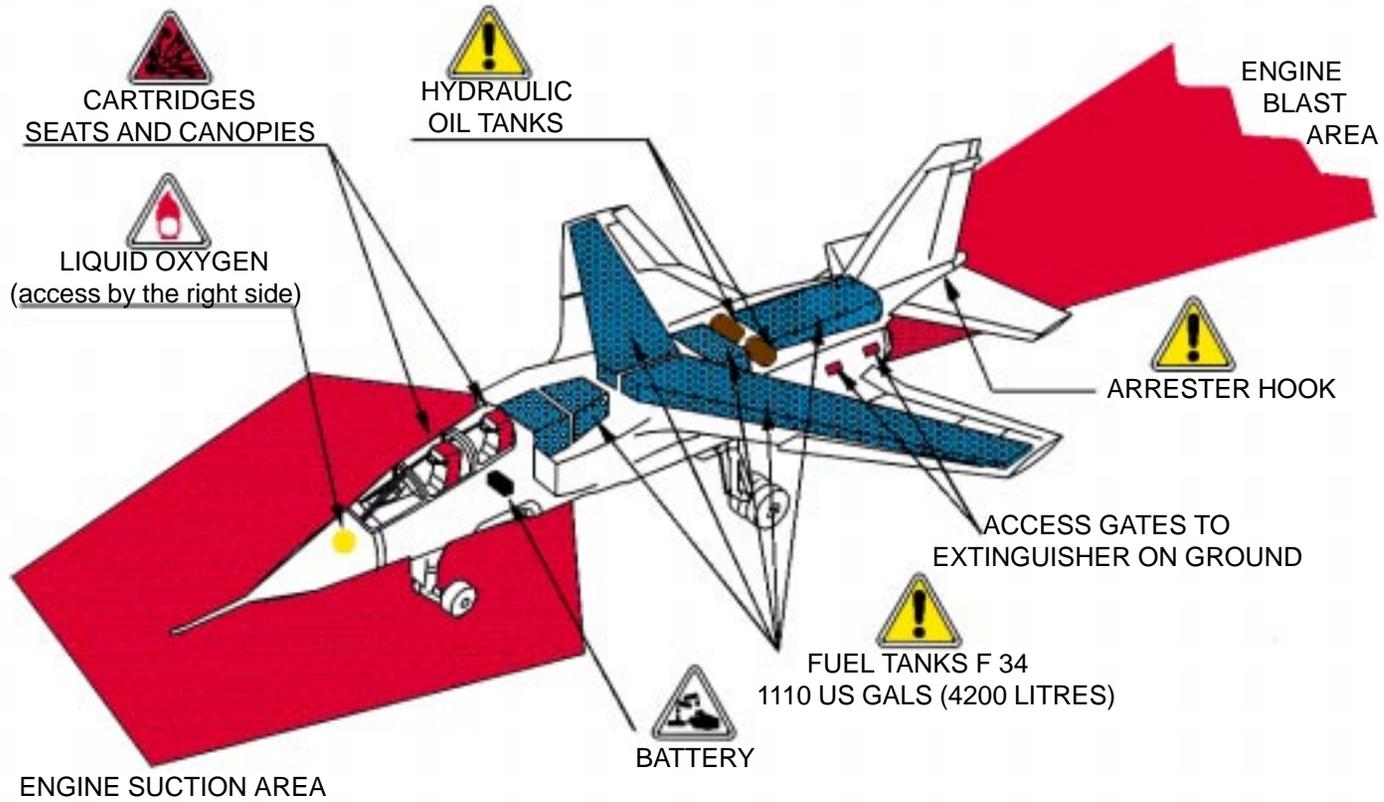
All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:

- Battery acid
- Assisted escape system
- Beryllium +beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cartridge operated equipment
- Chlorobromoethane (Fire Extinguishant)
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature bulbs)
- Methyl Bromide (Fire Extinguishant)
- Miniature Detonating Cord (MDC)
- Polytetrafluoroethylene
- Radioactive sources
- Sonar locator beacon(s) (1-Lithium battery)
- Thallium
- Tritium light sources
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-26
- Oxygen: LOX

JAGUAR E





SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax
Ladder

JAGUAR E

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. On left side of fuselage, press down streaks or release button, to release handle.
- b. Pull release handle and lift canopies.

2. EMERGENCY ENTRY

- a. On left or right side of fuselage, break window.

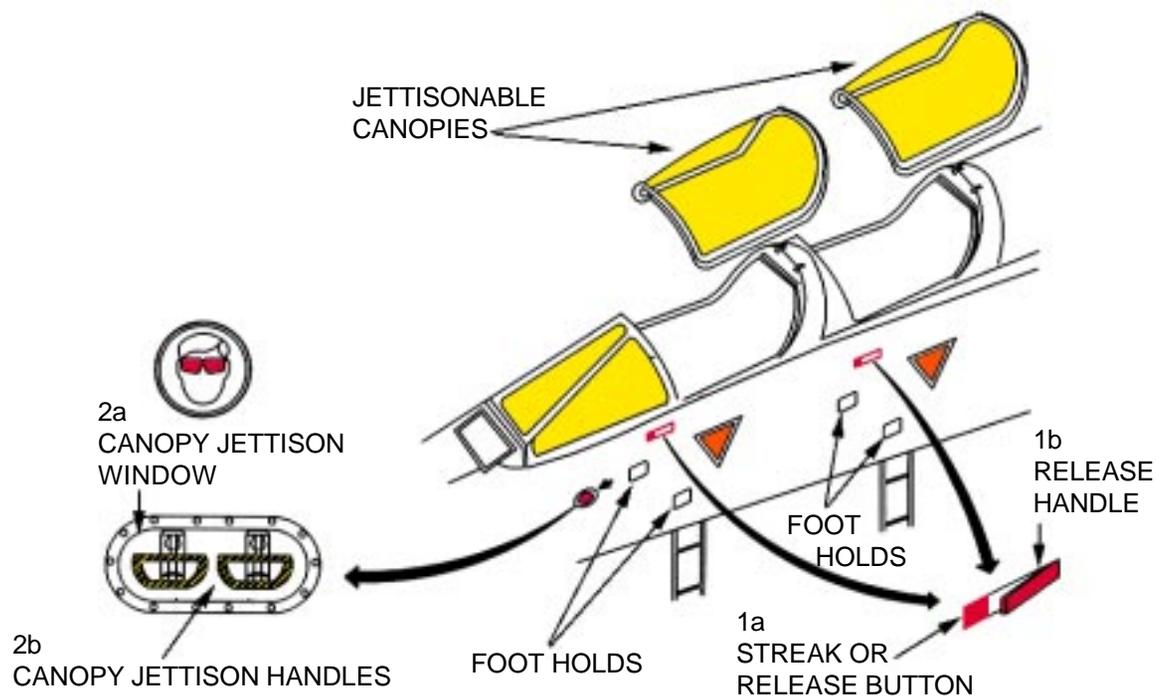
NOTE:

Canopy must be locked prior to jettison.

- b. Pull corresponding handle to jettison corresponding canopy.

3. CUT-IN

- a. Use power rescue saw to cut-in canopy. Cut all four sides.



ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

1. ENGINE SHUTDOWN

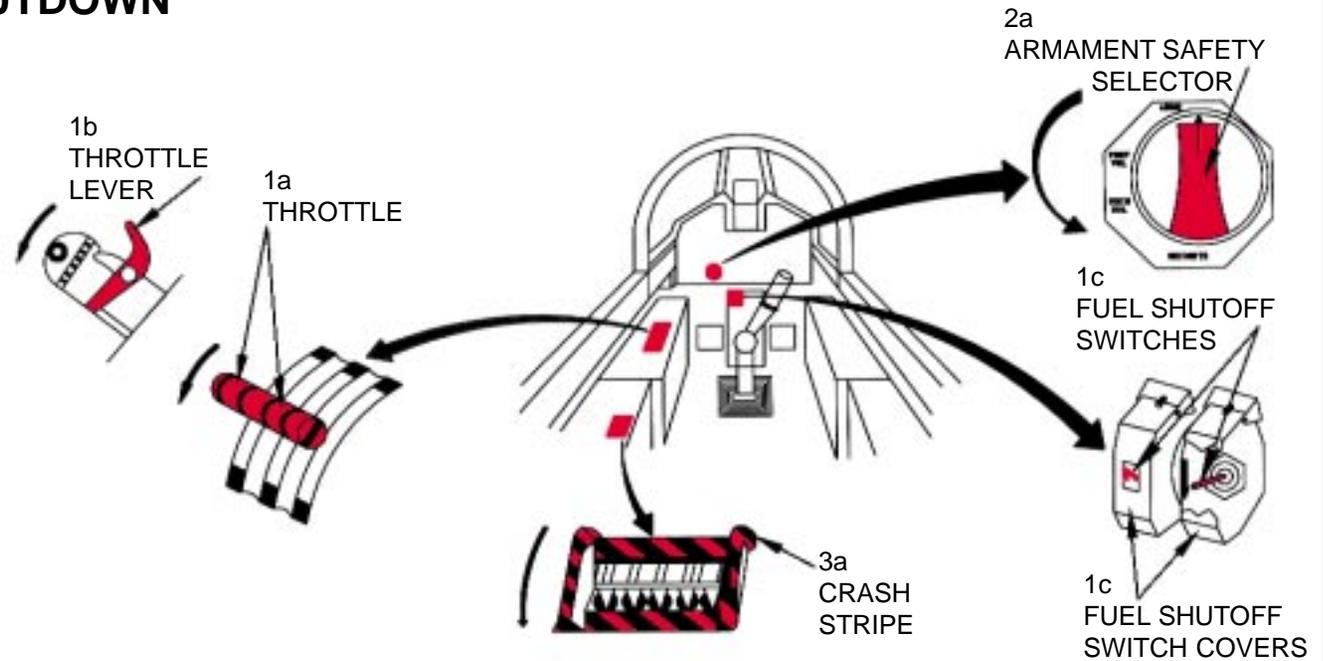
- Pull throttle, located on left console, to AFT position.
- Push throttle levers and set throttle in aft STOP position.
- Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

- Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

- Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

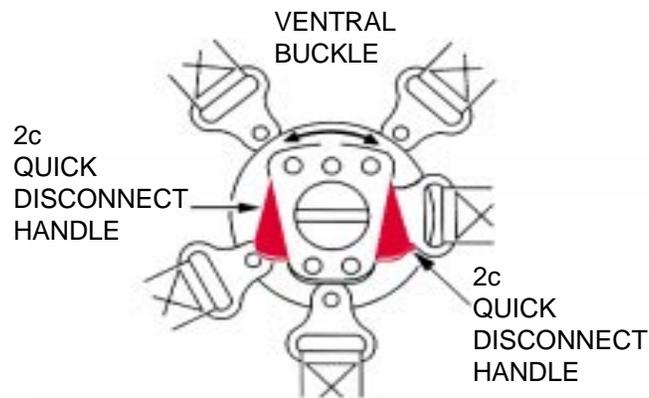
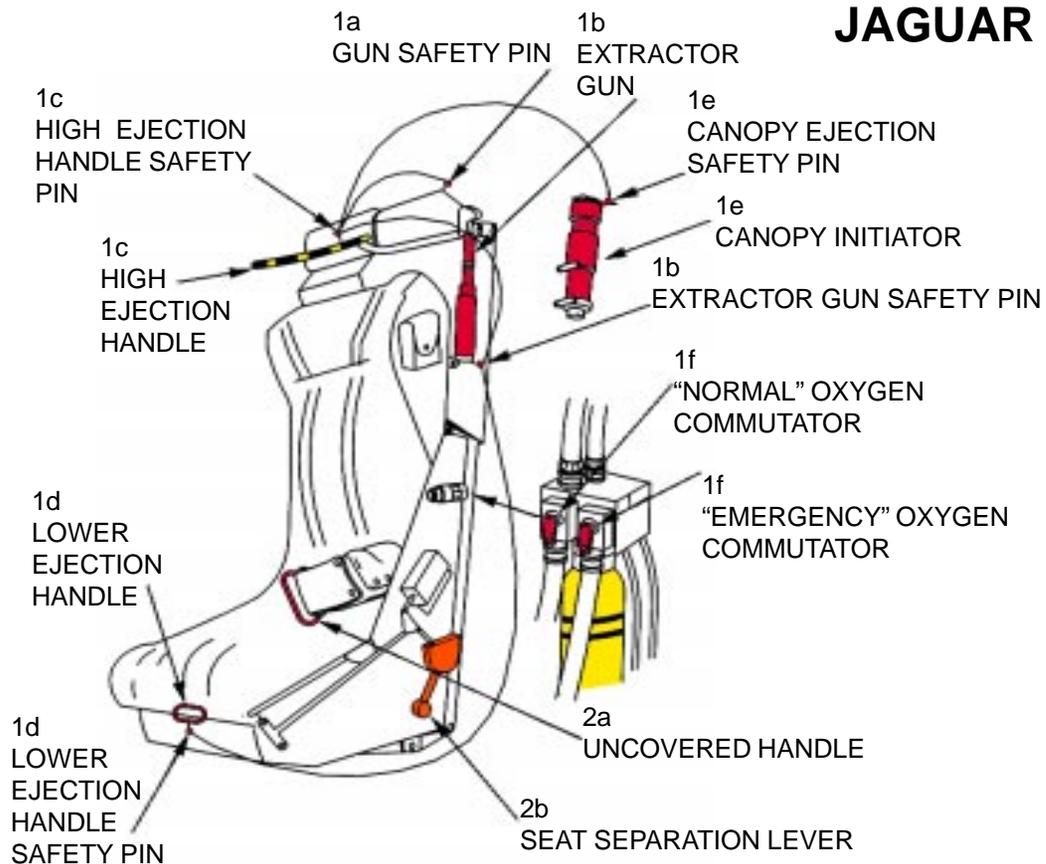
NOTE:

This ejection seat and canopy system is safetied with safety pins or clips.

- a. Safe the gun, located top of seat.
- b. Safe the extractor gun, located on left side of seat.
- c. Safe the high handle, located above face curtain.
- d. Safe the lower handle, located center forward seat bucket.
- e. Safe the canopy ejection pin located on the left side at the top of the seat.
- f. Set "Normal" and "Emergency" oxygen commutator taps to OFF.

2. AIRCREW EXTRACTION

- a. Pull uncovered handle, located on the left side of seat, for parachute separation.
- b. Lift orange lever, located on the left side at bottom of the seat, for crewmember separation.
- c. Release ventral (restraints) buckle by the quick disconnect handle to free crewmember from harnesses.
- d. Pull up the crewmember by the harness straps.



AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, missiles, and reconnaissance camera pack.

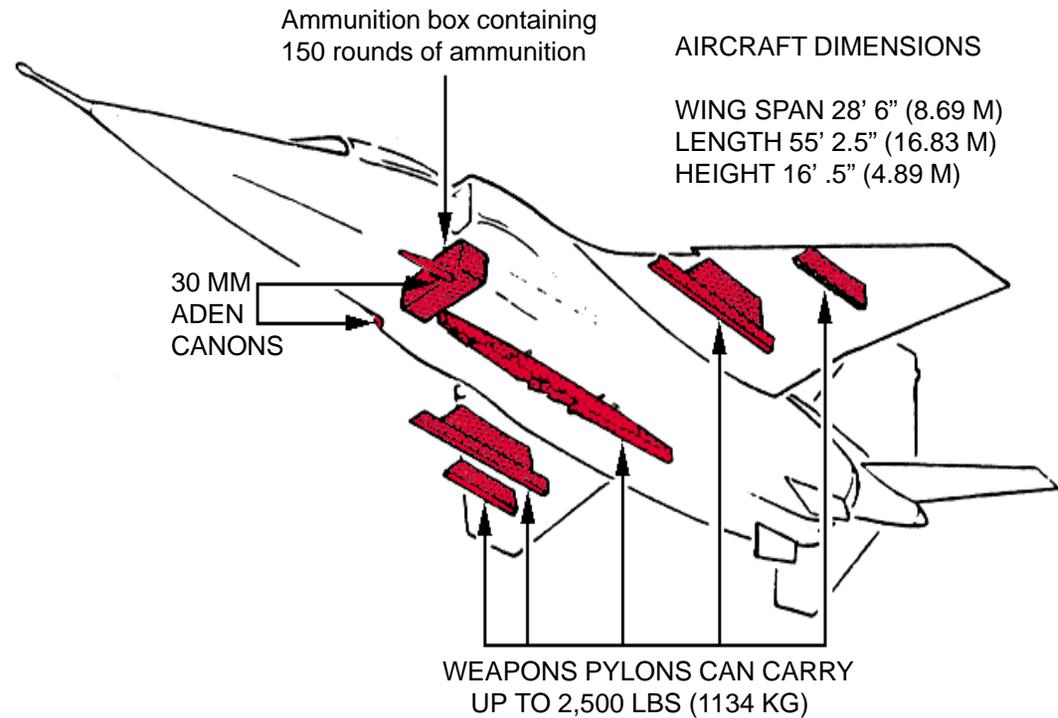
WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

OTHER HAZARDS:

Battery acid
 Assisted escape system
 Beryllium +beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge operated equipment
 Chlorobromoethane (Fire Extinguishant)
 Chaff Dispenser
 Dimethylformamide (Strobe power pack)
 Ejector release units
 Flare dispenser
 Lithium (Batteries)
 Mercury (Temperature bulbs)
 Methyl Bromide (Fire Extinguishant)
 Miniature Detonating Cord (MDC)
 Polytetrafluoroethylene
 Radioactive sources
 Sonar locator beacon(s) (1-Lithium battery)
 Thallium
 Tritium light sources
 Fuel: Avtur
 Hydraulic oil: OM-15
 High pressure gases: Nitrogen
 Engine oil: OX-26
 Oxygen: LOX

JAGUAR GR1



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- Crash Ax
- Ladder

JAGUAR GR1

AIRCRAFT ENTRY

1. NORMAL ENTRY

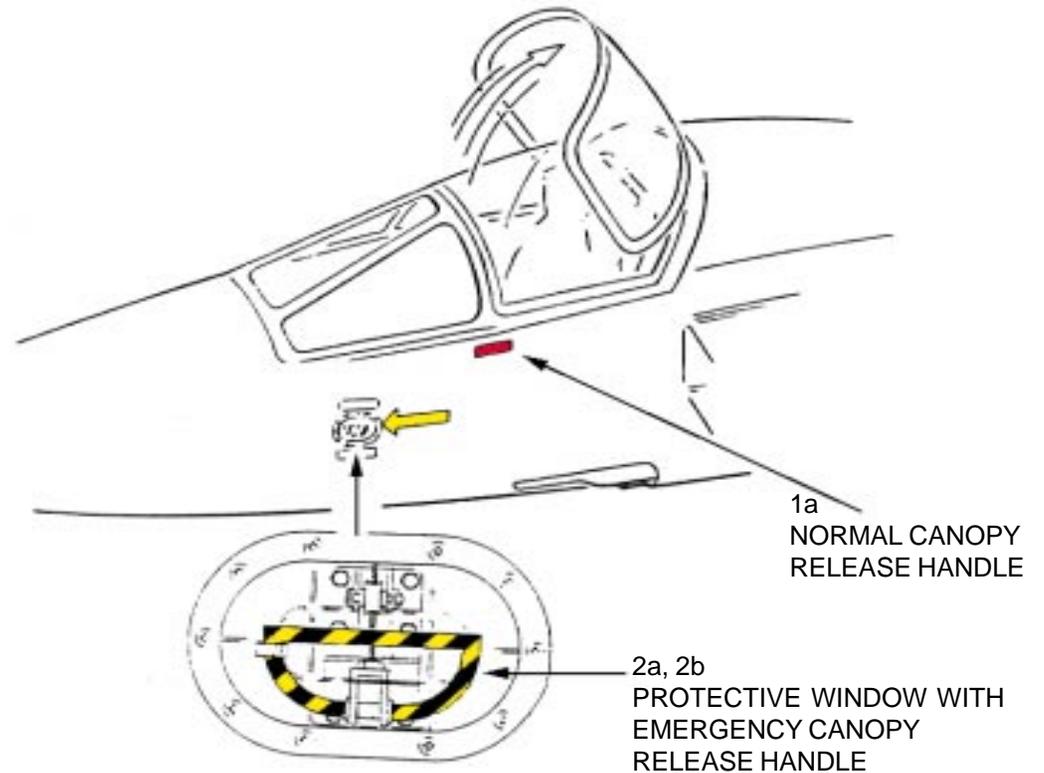
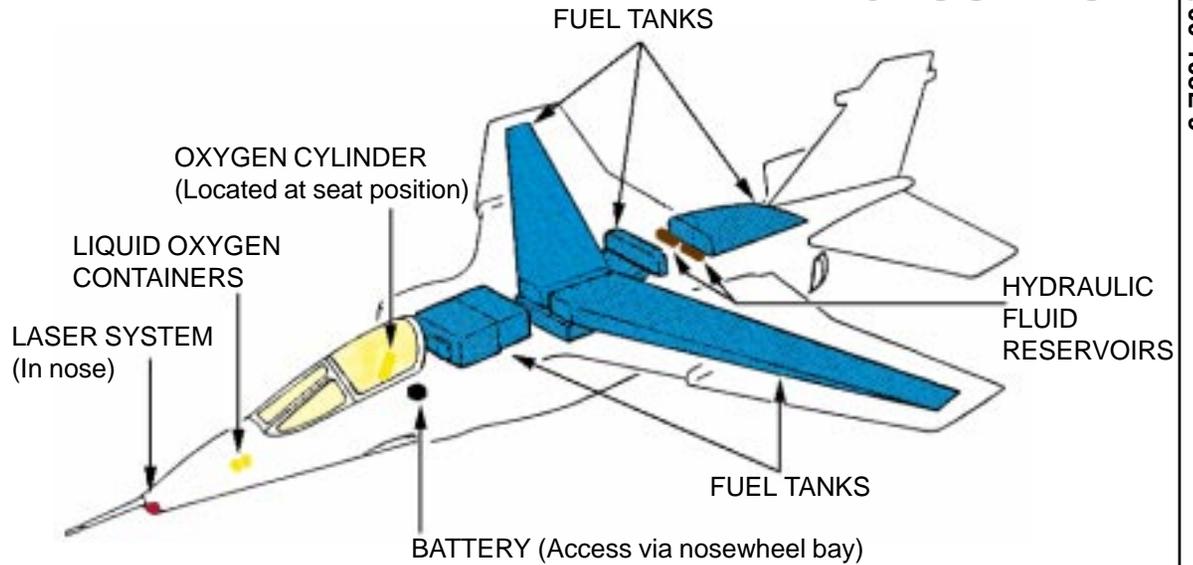
- a. Operate normal canopy release handle located at lower left corner of left wind shield.
- b. Lift up canopy into LOCKED position. Canopy is hinged at rear.

2. EMERGENCY ENTRY

- a. Break protective window of emergency canopy release handle, located on port and starboard side of canopy.
- b. Pull black and yellow handle. Canopy will jettison.

3. CUT-IN

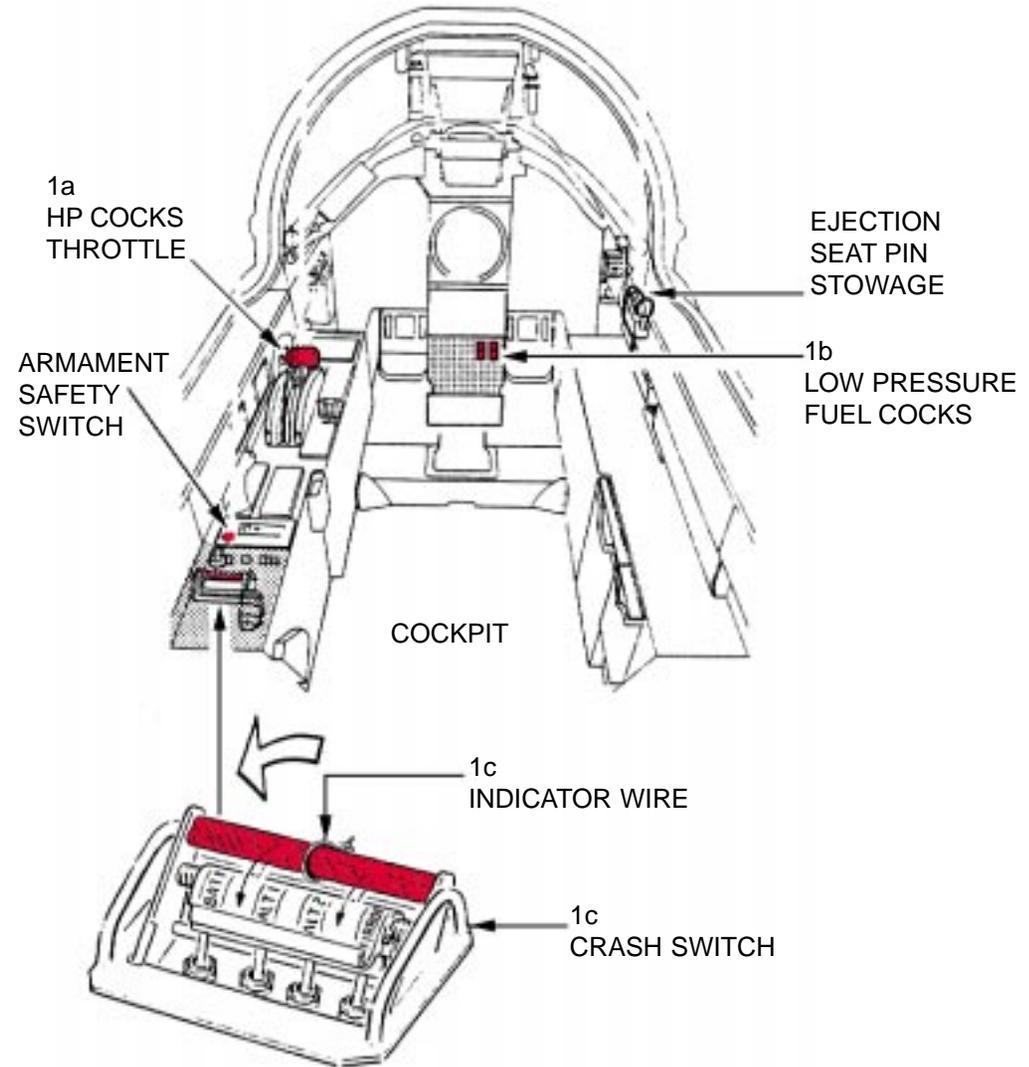
- a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame. Wind screen is bullet proof.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Pull HP cocks throttle, located on left console, back to OFF.
- b. Place low pressure fuel cocks, located on center console, down to CLOSED.
- c. Break indicator wire and move crash switch, located on aft left console, REARWARD.



SEAT SAFETYING AND AIRCREW EXTRACTION

JAGUAR GR1

NOTE:

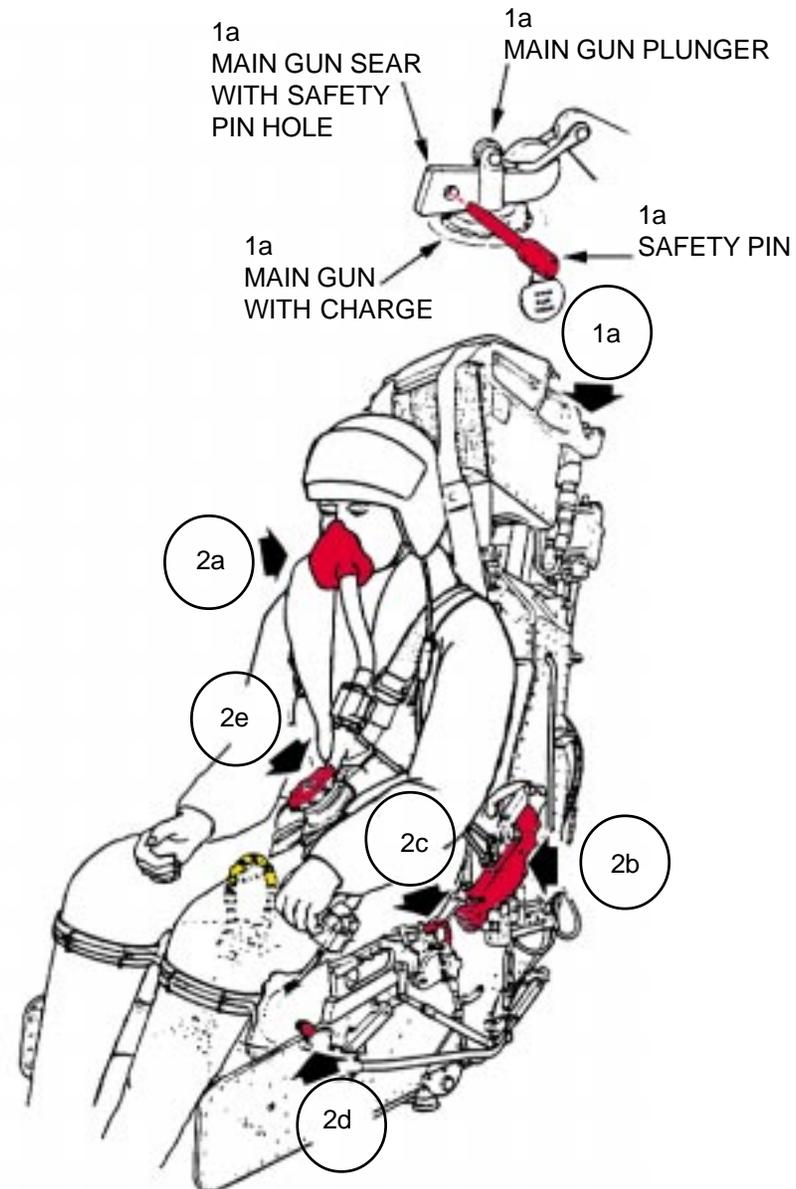
The Jaguar GR1 uses a Martin-Baker IN9B MK II zero-zero ejection seats. In two seat versions, the aft seat is 15" or 38 cm higher than the forward seat.

1. SEAT SAFETYING

- a. Insert main gun sear safety pin.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Operate PEC.
- c. Release PSP.
- d. Operate toggle switch to release leg restraints and pull lines through garters.
- e. Release QRF and turn and press box firmly. Lay clear all harness and restraints.
- f. Remove aircrew member.
- g. Install remaining safety pins into ejection seat.



The aircraft information is pending release.

The aircraft information is pending release.

AIRCRAFT HAZARDS

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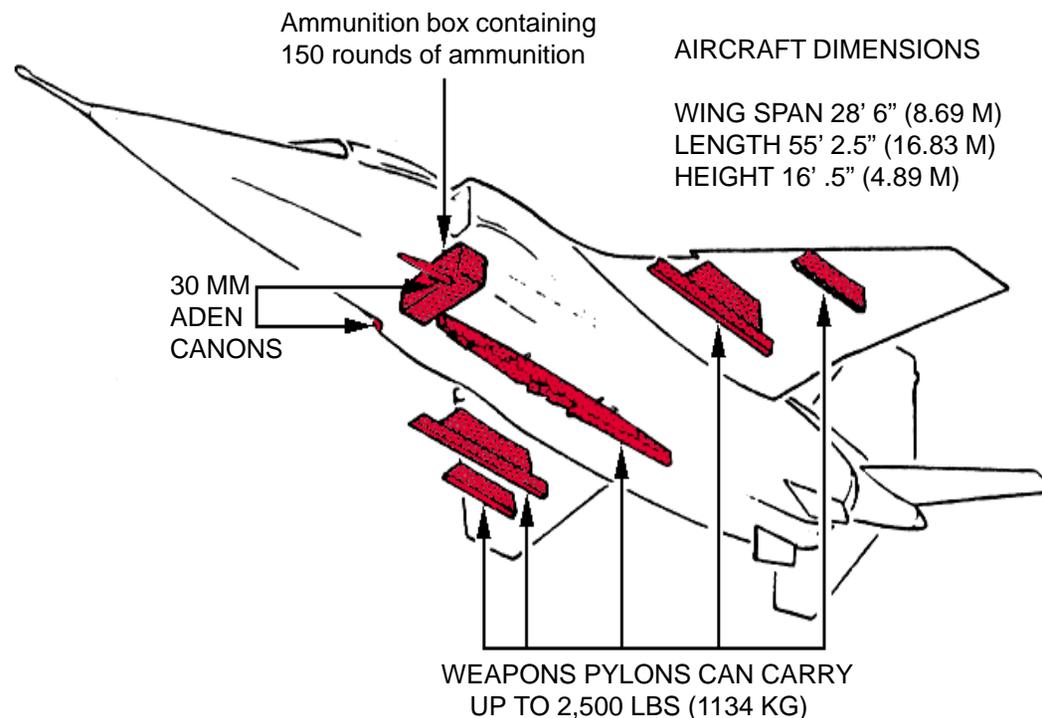
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- Cartridge operated equipment
- Chlorobromoethane (Fire Extinguishant)
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature bulbs)
- Methyl Bromide (Fire Extinguishant)
- Miniature Detonating Cord (MDC)
- Polytetrafluoroethylene
- Radioactive sources
- Sonar locator beacon(s) (1-Lithium battery)
- Thallium
- Tritium light sources
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-26
- Oxygen: LOX
- Oxygen: Cylinder on ejection seat

JAGUAR MK1A



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- Crash Ax
- Ladder

JAGUAR MK1A

AIRCRAFT ENTRY

1. NORMAL ENTRY

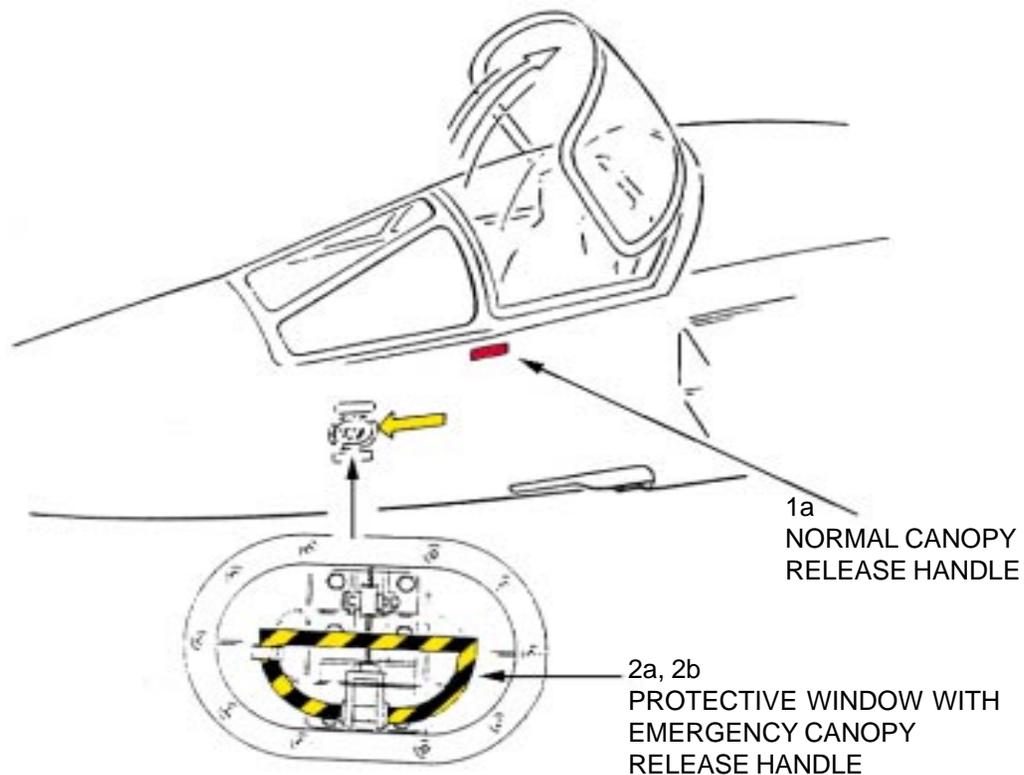
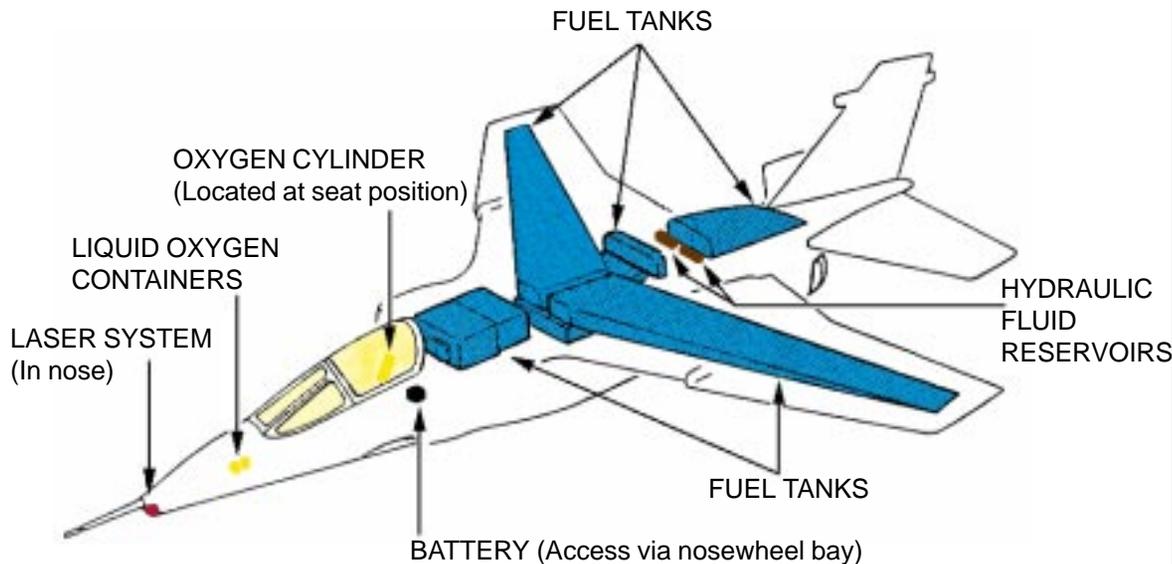
- a. Operate normal canopy release handle located at lower left corner of left wind shield.
- b. Lift up canopy into LOCKED position. Canopy is hinged at rear.

2. EMERGENCY ENTRY

- a. Break protective window of emergency canopy release handle, located on port and starboard side of canopy.
- b. Pull black and yellow handle. Canopy will jettison.

3. CUT-IN

- a. Canopy is made of acrylic plastic and may be cut with a power rescue saw or crash ax. Cut along the canopy frame. Wind screen is bullet proof.



ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

1. ENGINE SHUTDOWN

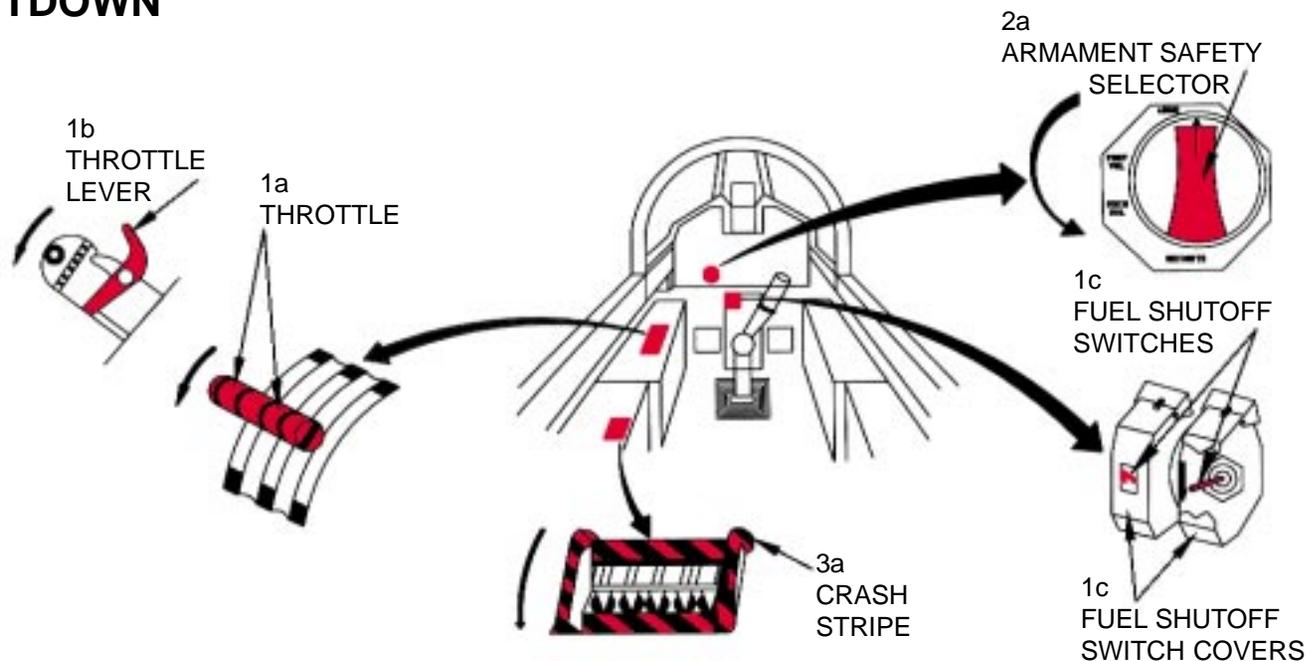
- a. Pull throttle, located on left console, to AFT position.
- b. Push throttle levers and set throttle in aft STOP position.
- c. Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

- a. Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

- a. Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

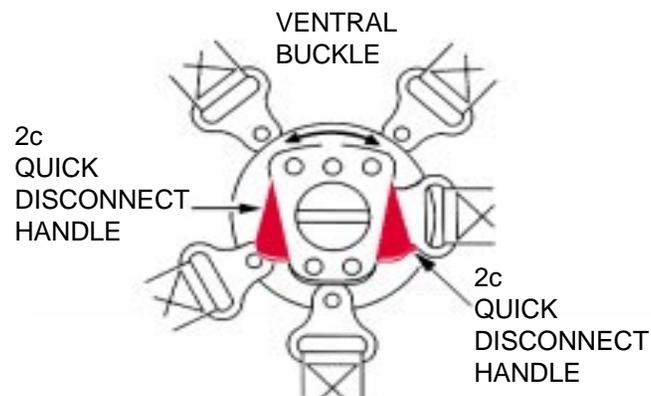
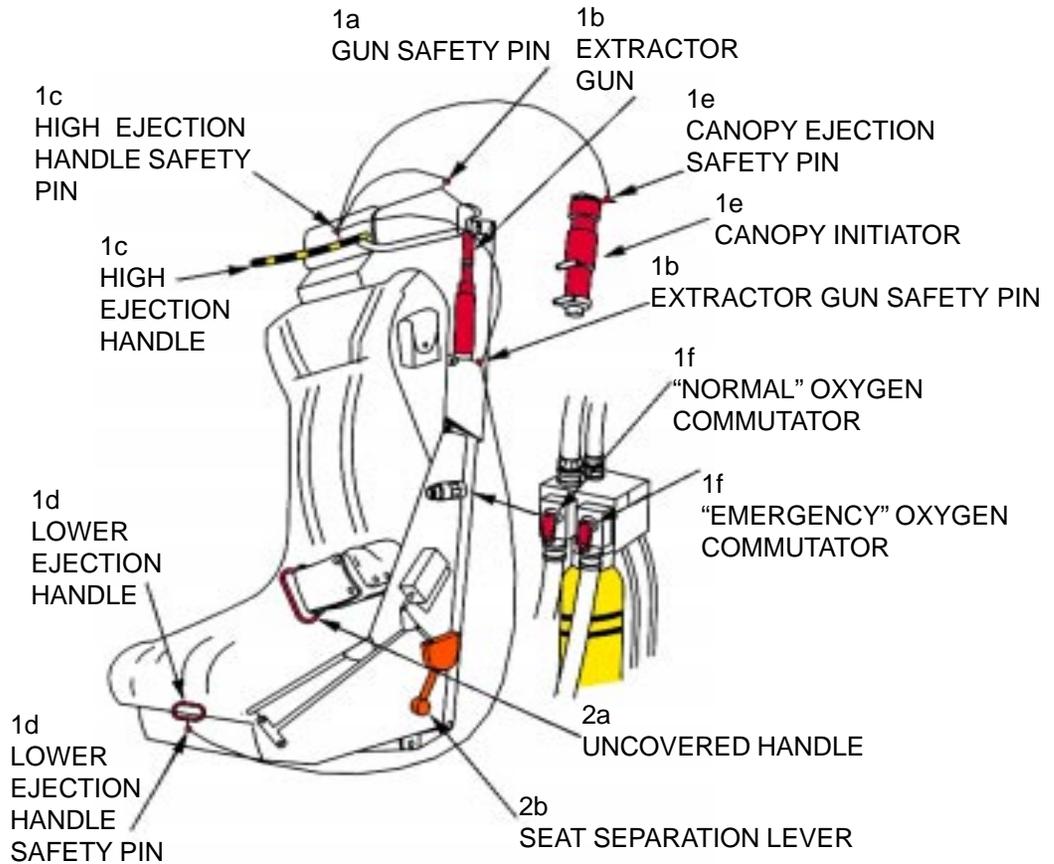
NOTE:

This ejection seat and canopy system is safetied with safety pins or clips.

- a. Safe the gun, located top of seat.
- b. Safe the extractor gun, located on left side of seat.
- c. Safe the high handle, located above face curtain.
- d. Safe the lower handle, located center forward seat bucket.
- e. Safe the canopy ejection pin located on the left side at the top of the seat.
- f. Set "Normal" and "Emergency" oxygen commutator taps to OFF.

2. AIRCREW EXTRACTION

- a. Pull uncovered handle, located on the left side of seat, for parachute separation.
- b. Lift orange lever, located on the left side at bottom of the seat, for crewmember separation.
- c. Release ventral (restraints) buckle by the quick disconnect handle to free crewmember from harnesses.
- d. Pull up the crewmember by the harness straps.



AIRCRAFT HAZARDS

A variety of weapons or stores may be carried externally on pylons.

Weapons or stores may be: Fuel tanks, bombs, rockets, missiles, and reconnaissance camera pack.

WARNING

All forward areas in danger of weapons firing and all weapons should be considered loaded and armed.

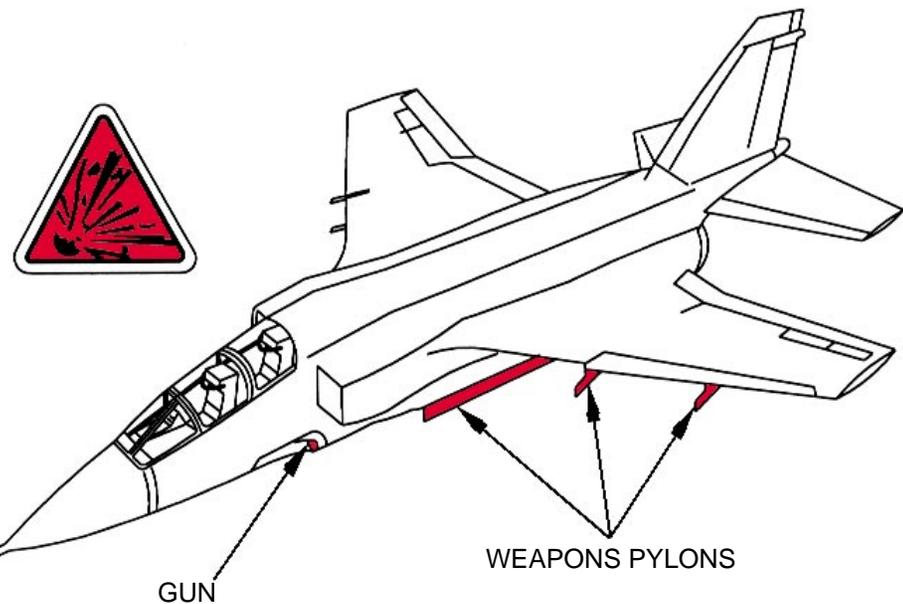
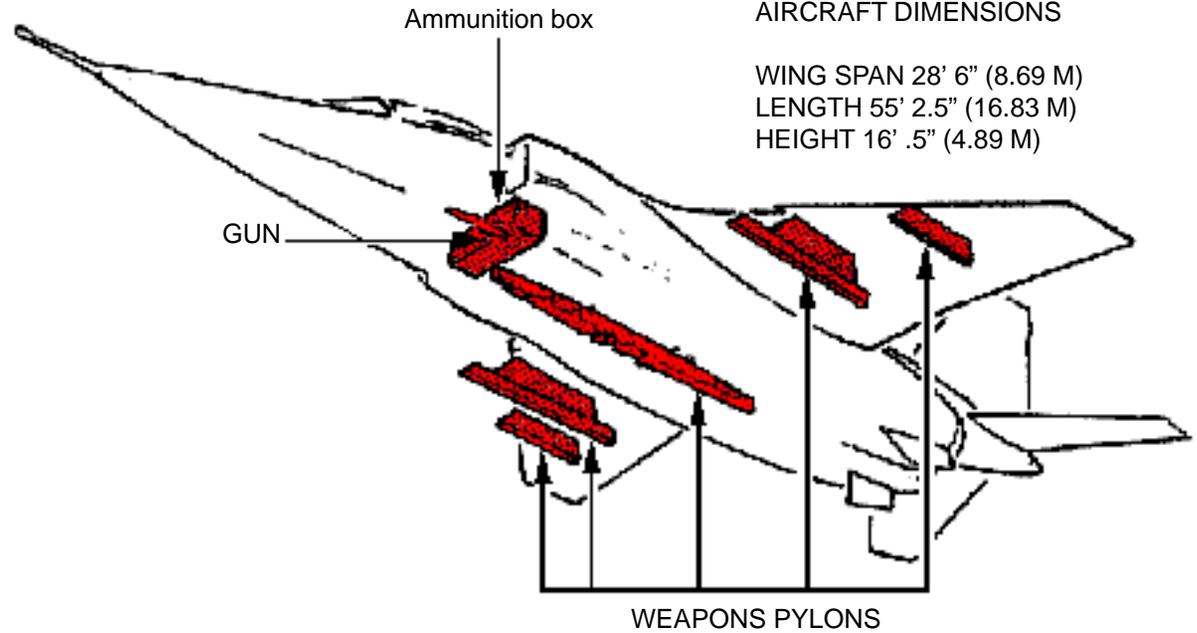
OTHER HAZARDS:

- Battery acid
- Assisted escape system
- Beryllium +beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cartridge operated equipment
- Chlorobromoethane (Fire Extinguishant)
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature bulbs)
- Methyl Bromide (Fire Extinguishant)
- Miniature Detonating Cord (MDC)
- Polytetrafluoroethylene
- Radioactive sources
- Sonar locator beacon(s) (1-Lithium battery)
- Thallium
- Tritium light sources
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-26
- Oxygen: LOX
- Oxygen: Cylinders mounted on ejection seats

JAGUAR T2

AIRCRAFT DIMENSIONS

WING SPAN 28' 6" (8.69 M)
 LENGTH 55' 2.5" (16.83 M)
 HEIGHT 16' .5" (4.89 M)



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- Crash Ax
- Ladder

JAGUAR T2

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. On left side of fuselage, press down on release button, to release handle.
- b. Pull release handle and lift canopies.

2. EMERGENCY ENTRY

- a. On left or right side of fuselage, break window.

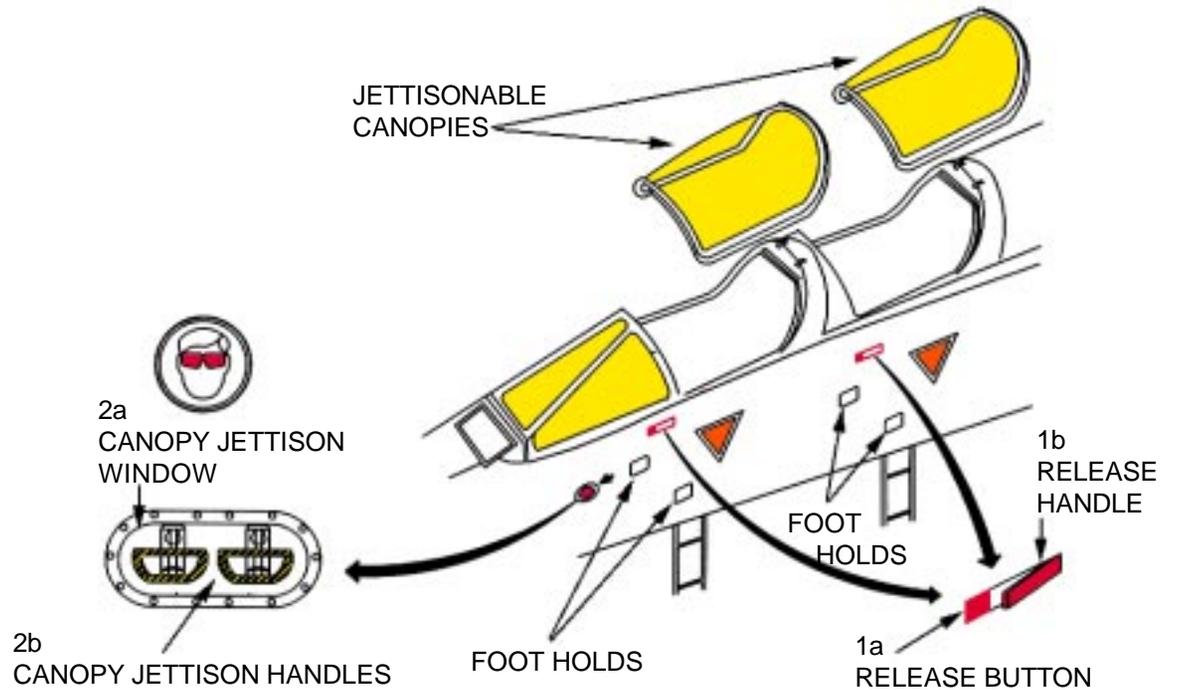
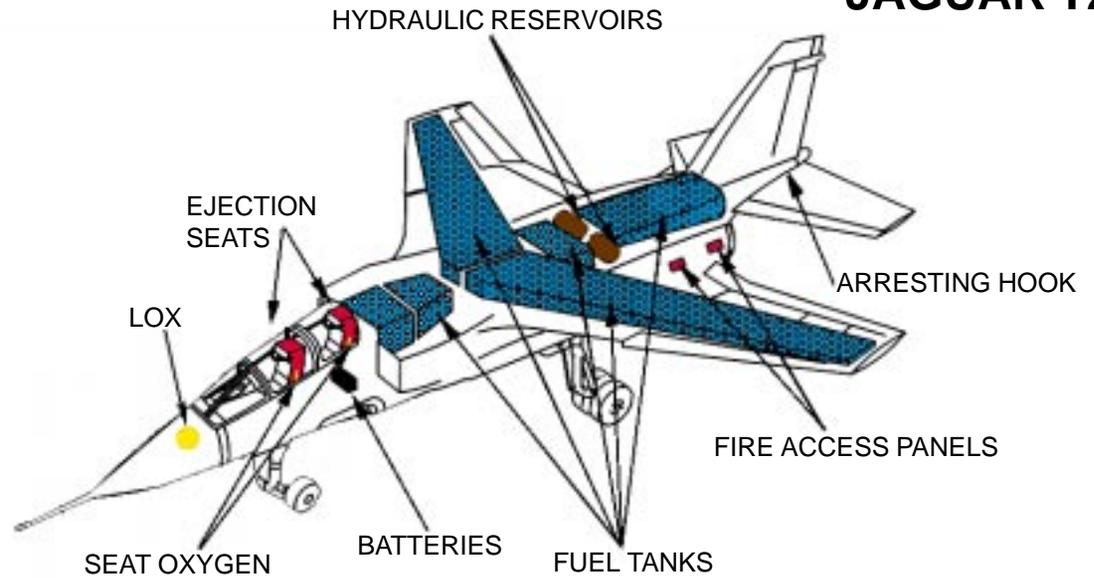
NOTE:

Canopy must be locked prior to jettison.

- b. Pull corresponding handle to jettison corresponding canopy.

3. CUT-IN

- a. Use power rescue saw to cut-in canopy. Cut all four sides.



JAGUAR T2.3

ENGINE SHUTDOWN, SAFETY ARMAMENT AND ELECTRIC POWER SHUTDOWN

JAGUAR T2

T.O. 00-105E-9

1. ENGINE SHUTDOWN

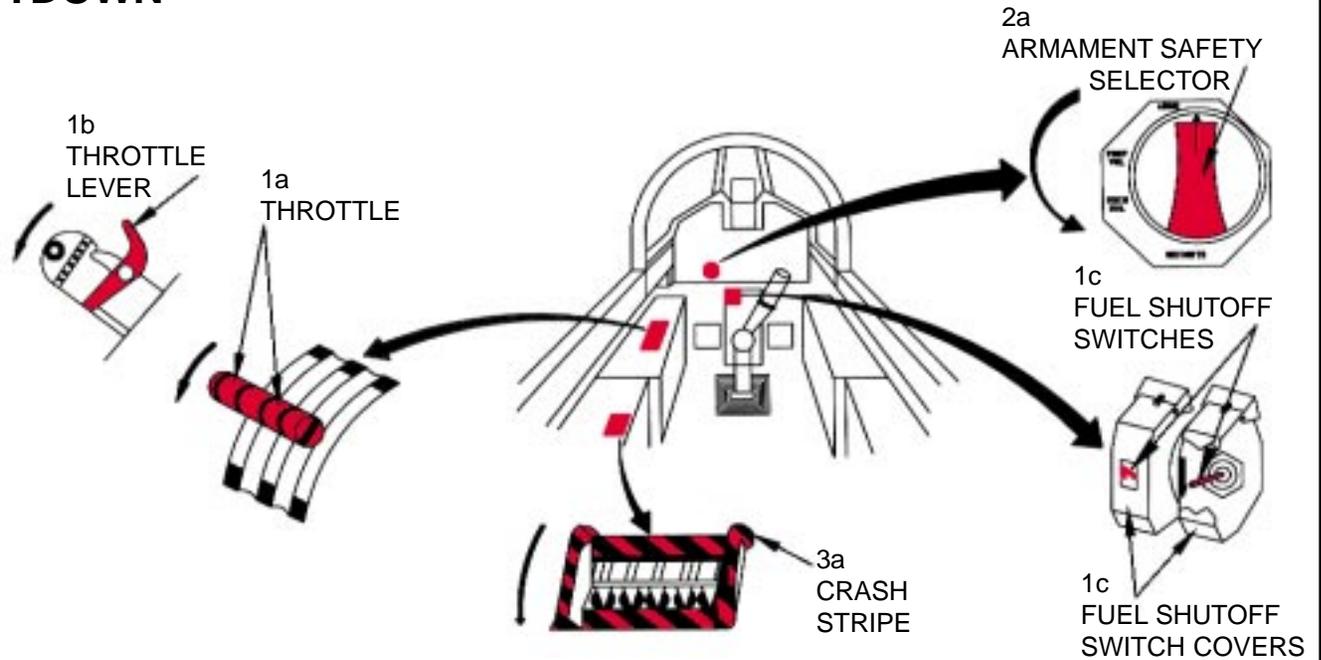
- a. Pull throttle, located on left console, to AFT position.
- b. Push throttle levers and set throttle in aft STOP position.
- c. Lift both fuel shutoff switch covers, located on center pedestal, and place switches in DOWN position.

2. SAFETY ARMAMENT

- a. Turn safety armament selector, located on center console, to the left on the SAFETY position.

3. ELECTRIC POWER SHUTDOWN

- a. Lift electric power crash stripe, located on left aft console, to the AFT position.



SEAT SAFETYING AND AIRCREW EXTRACTION

JAGUAR T2

NOTE:

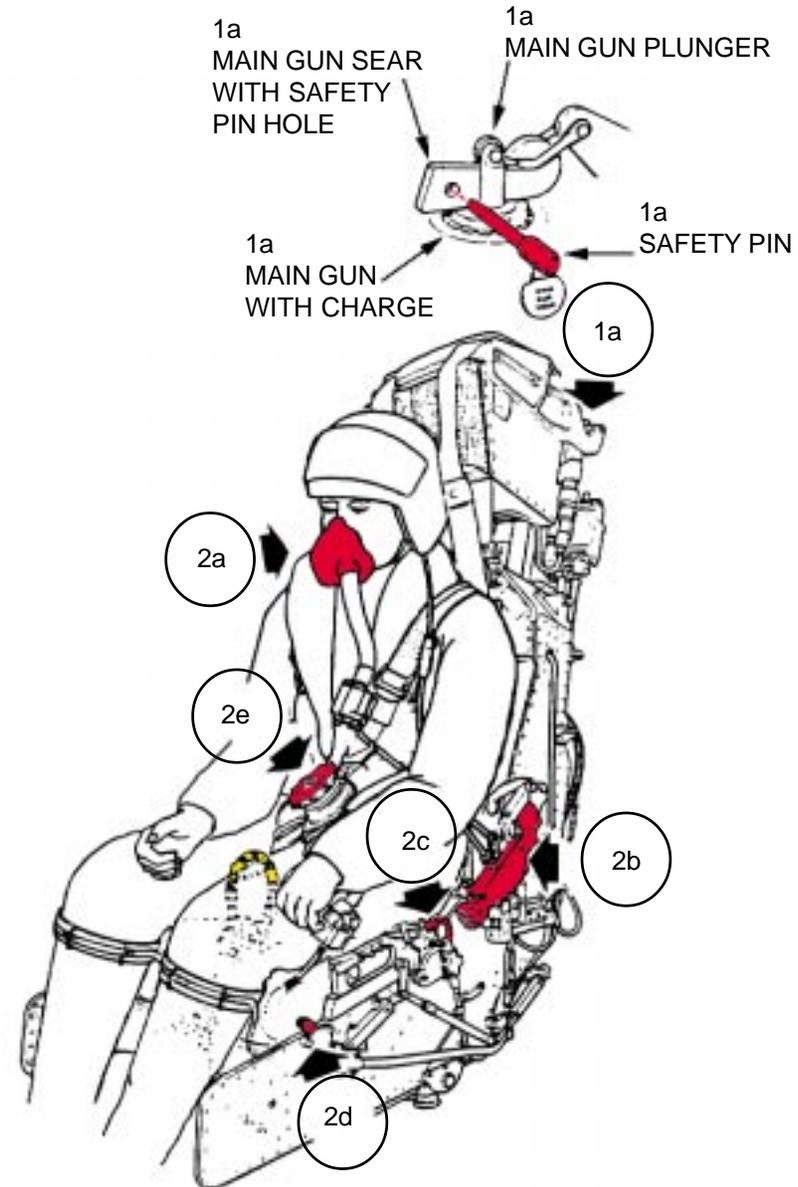
The Jaguar T2 uses a Martin-Baker IN9B MK II zero-zero ejection seats. In two seat versions, the aft seat is 15" or 38 cm higher than the forward seat.

1. SEAT SAFETYING

- a. Insert main gun sear safety pin.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Operate PEC.
- c. Release PSP.
- d. Operate toggle switch to release leg restraints and pull lines through garters.
- e. Release QRF and turn and press box firmly. Lay clear all harness and restraints.
- f. Remove aircrew member.
- g. Install remaining safety pins into ejection seat.

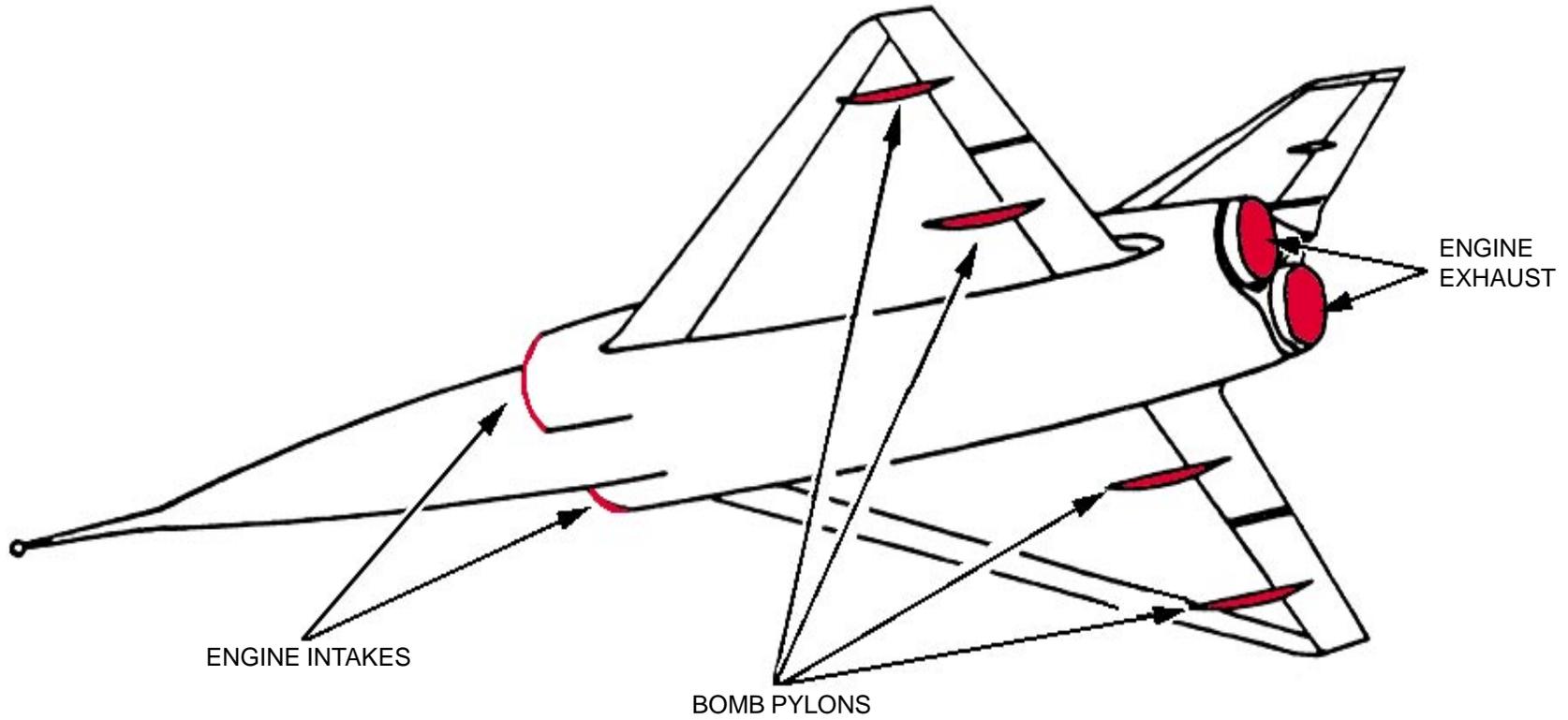


AIRCRAFT HAZARDS

Flare and chaff pod located on starboard outer pylon.

Carries ASMP medium range air to surface nuclear missiles.

MIRAGE IV



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
 Crash Ax
 Ladder
 Canopy Wrench

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. To manual release, insert wrench into holes of male drive square.
- b. Turn wrench clockwise.

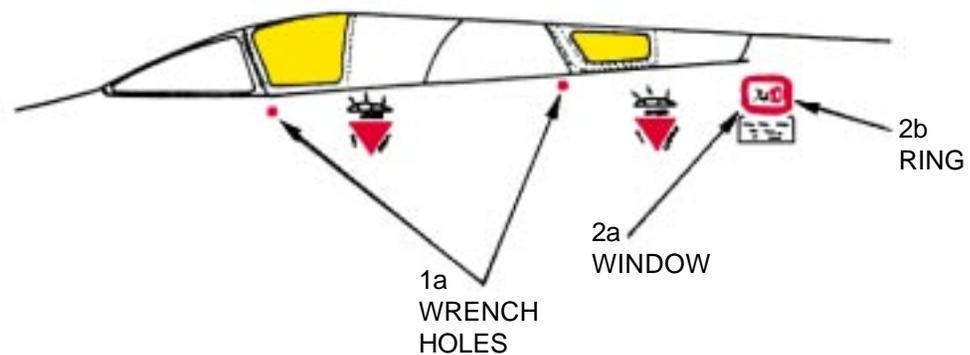
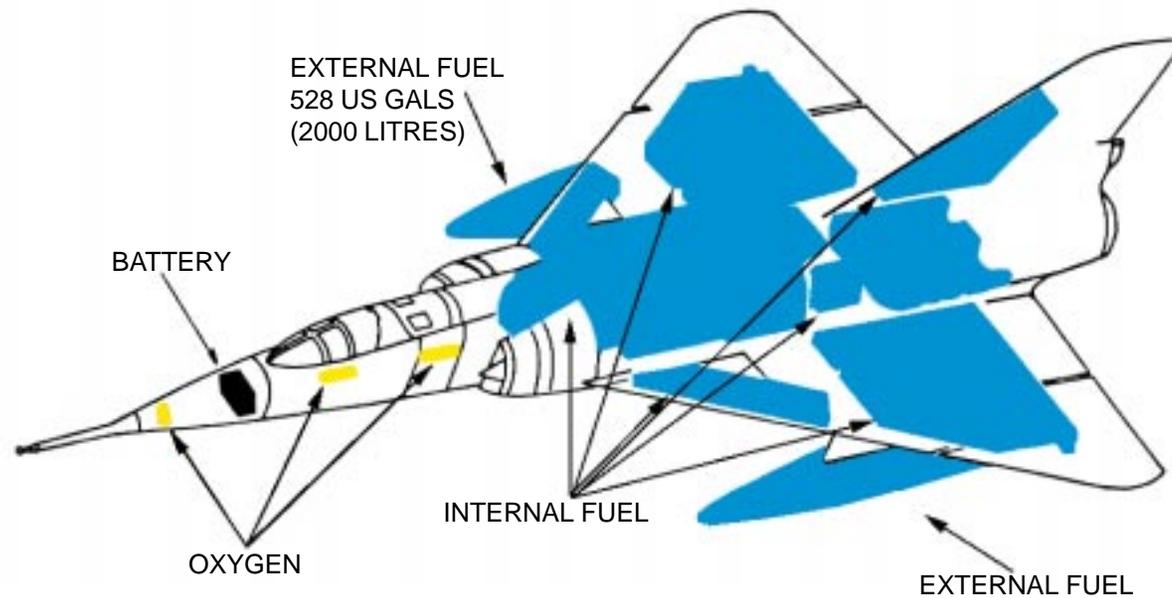
2. EMERGENCY ENTRY

- a. To release pyrotechnically, break window glass for canopy jettison.
- b. Pull ring in recess.

3. CUT-IN

- a. Cut canopy on all four sides.

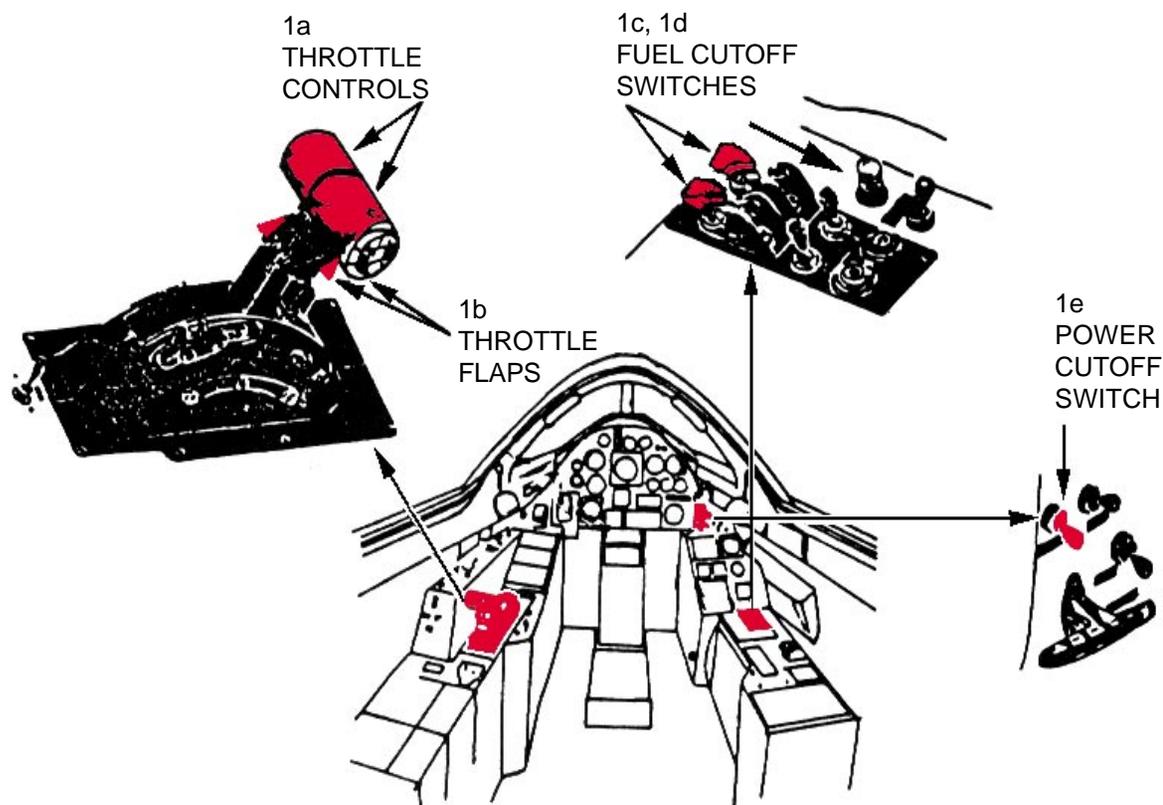
MIRAGE IV



ENGINE SHUTDOWN

MIRAGE IV

1. ENGINE SHUTDOWN
 - a. Move throttle controls, located on left console, completely AFT.
 - b. Lift throttle flaps, located below throttle controls, to STOP position.
 - c. Lift fuel cutoff switch covers, located on right console.
 - d. Move fuel cutoff switches to AFT.
 - e. Move power cutoff switch, located on right forward instrument panel, DOWN.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

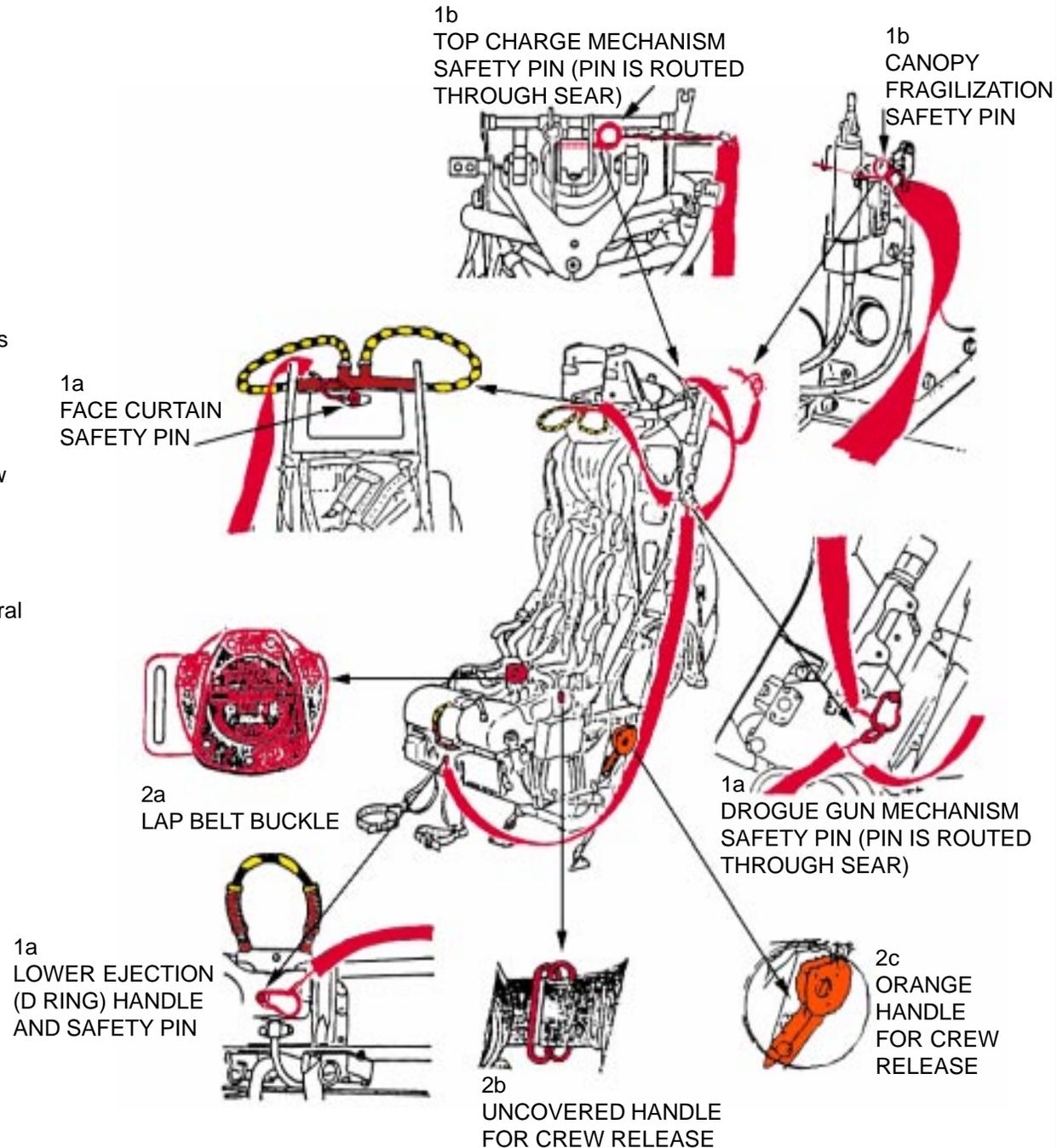
NOTE:

The Mirage IV uses a Martin Baker ejection seat. The graphic identifies critical components and safety pin locations for safetying and crew extraction.

- a. Install safety pins in face curtain, drogue gun, lower ejection handle, leg restraints.
- b. Install safety pins in canopy fragilization initiator. Pin is clip type.

2. AIRCREW EXTRACTION

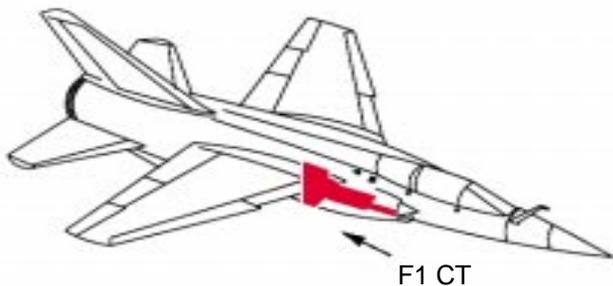
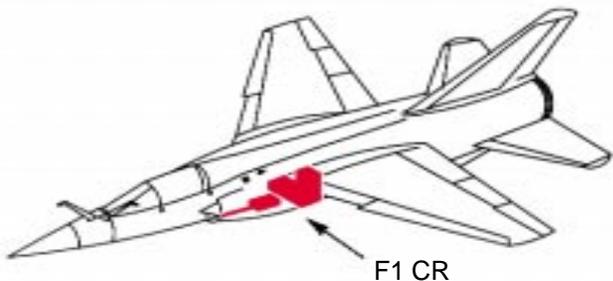
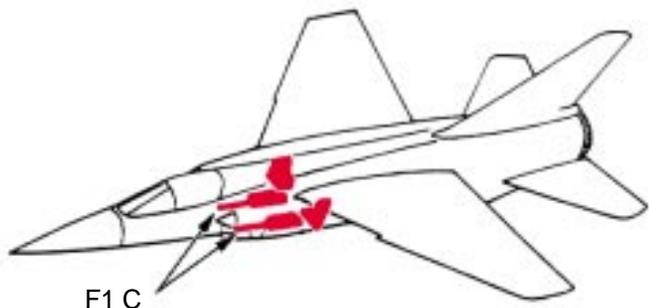
- a. Release lap belt buckle. Lap belt buckle secures crew member by lap belt and shoulder harness.
- b. Release uncovered handle to release leg restraints.
- c. Pull orange handle on left side of seat. This is a central harness quick release for the release of all restraints.



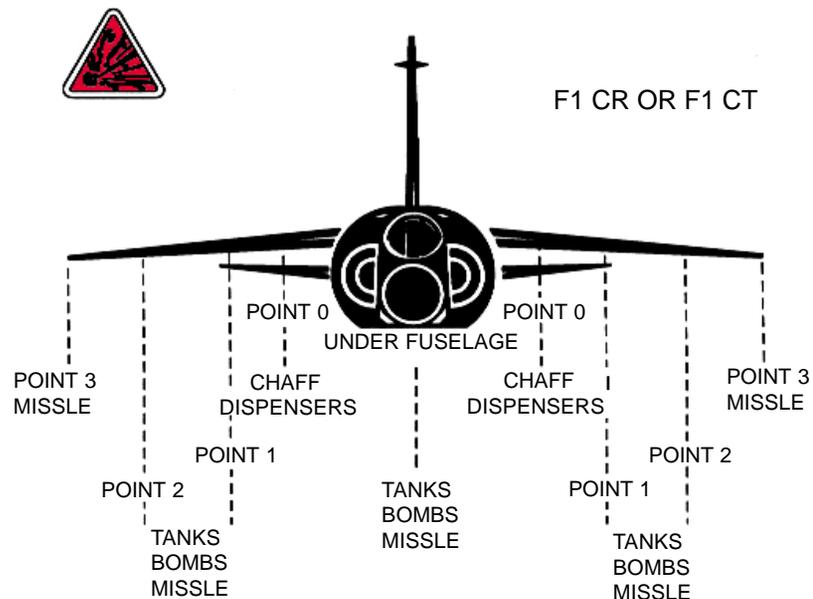
AIRCRAFT HAZARDS

NOTE:
This file of the Mirage includes:
CT or CR, F 1C, and C-14(F-1).

MIRAGE F1 CT F-1/C-14



NOTE:
Carriage units are provided with either an air vane or an initiator access door which, in open position, neutralizes load drop.

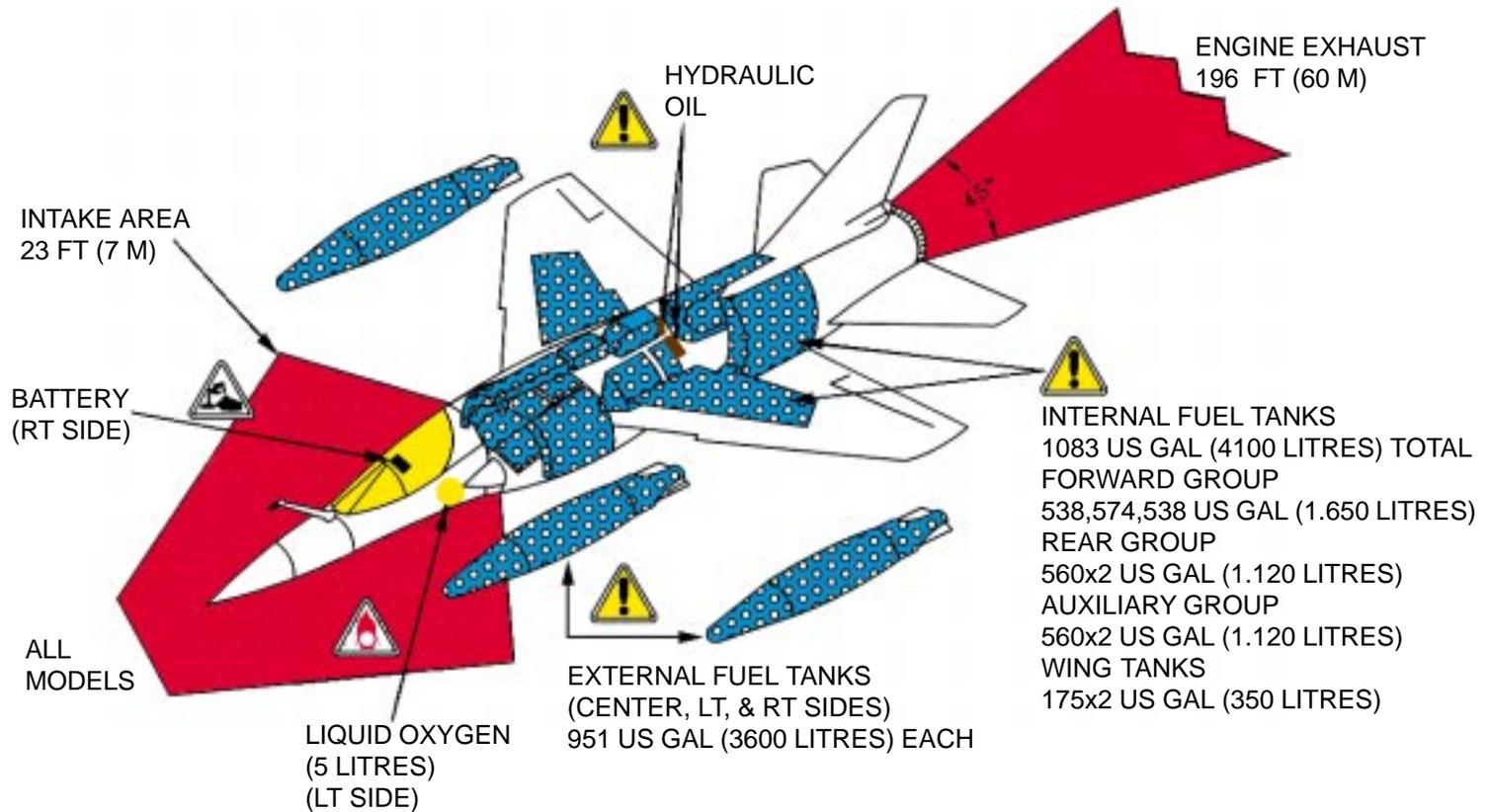
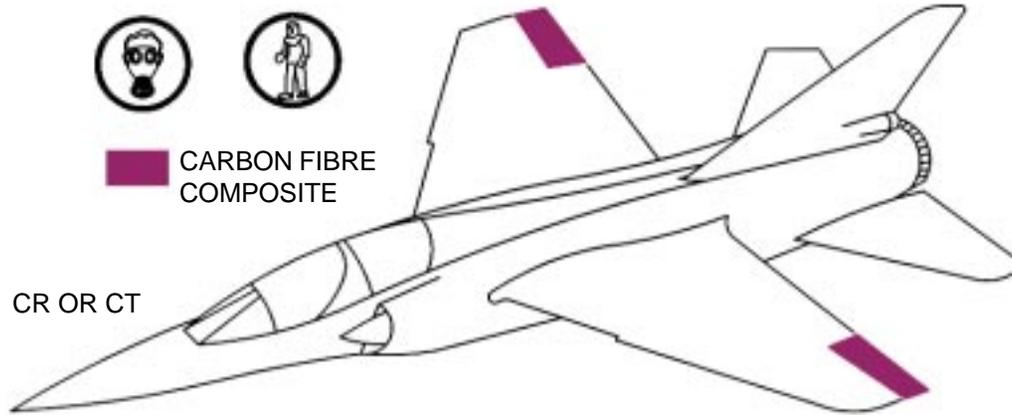


AIRCRAFT HAZARDS-Continued

MIRAGE F1 CT F-1/C-14



 CARBON FIBRE COMPOSITE



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MIRAGE F1 CT

F-1/C-14

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

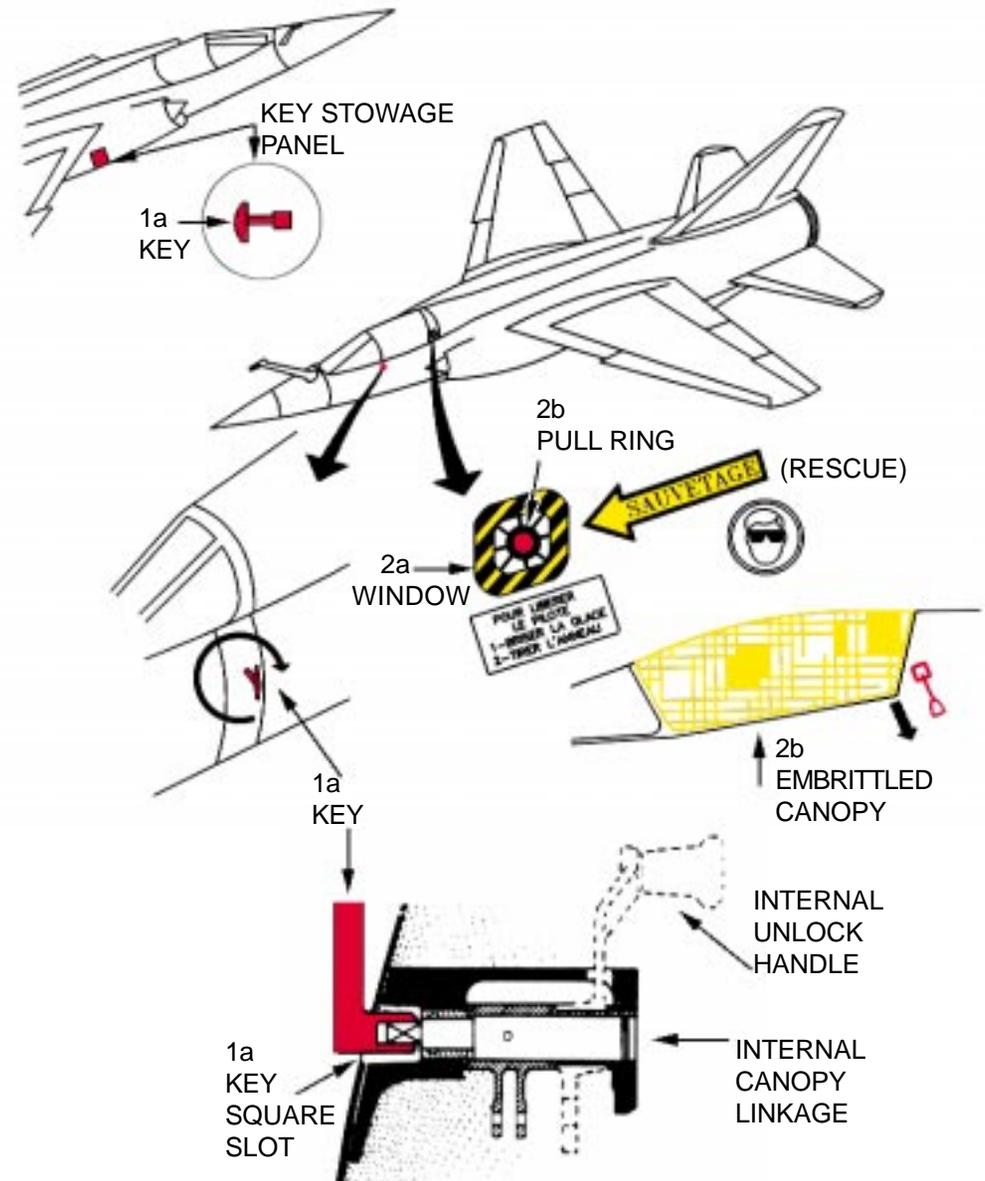
- Insert key in square slot, located on left side of fuselage forward left corner of canopy.
- Turn key clockwise to unlock and open canopy.
- Lift up canopy.

2. EMERGENCY ENTRY

- Break window glass, located on left side of fuselage aft of canopy, to expose ring.
- Pull ring to embrittle or shatter canopy.

3. CUT-IN

- If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE, ARMAMENT, AND ELECTRIC SHUTDOWN

1. ENGINE SHUTDOWN

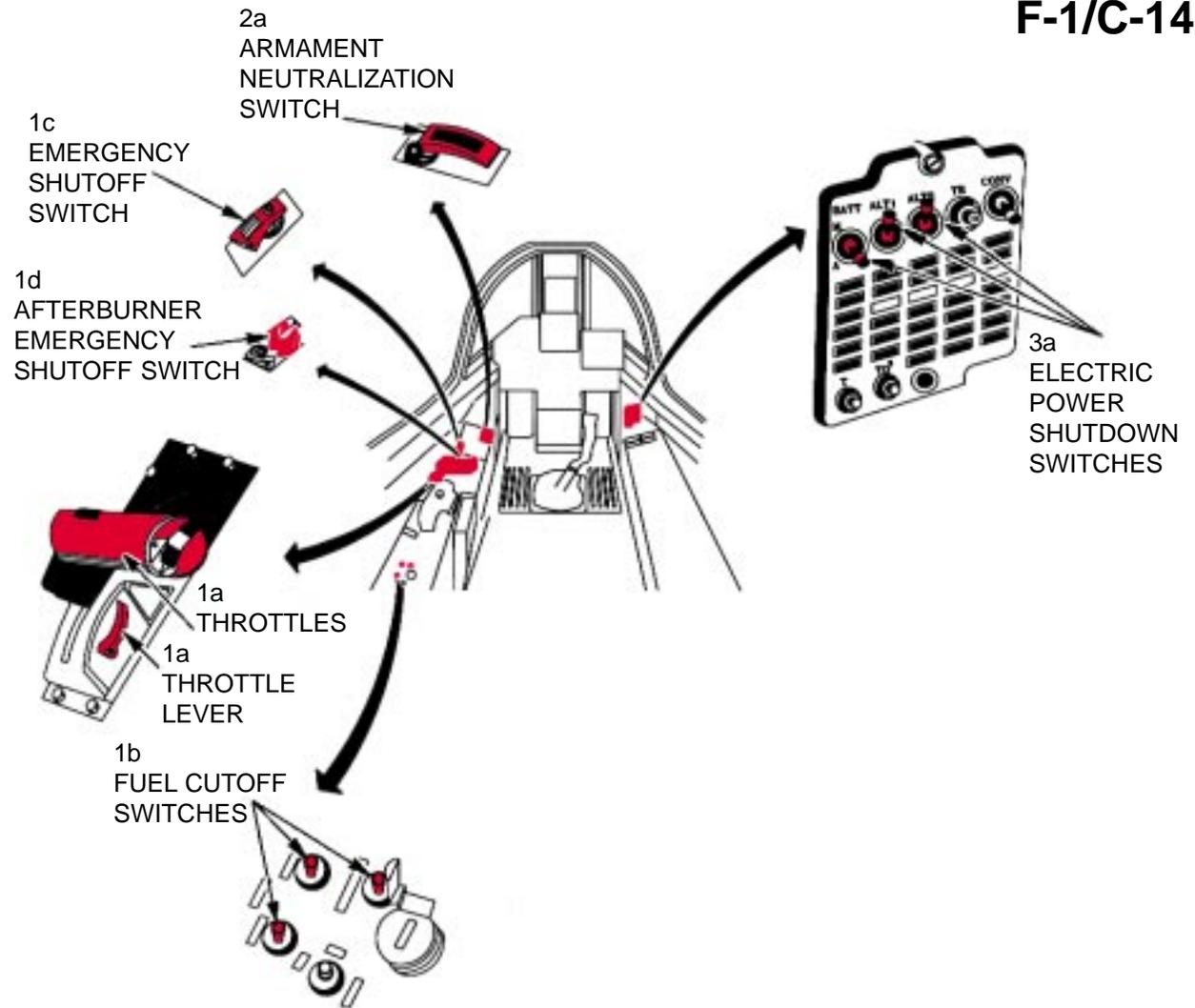
- Retard throttles, located on left console, AFT while pressing throttle lever.
- Place fuel cutoff switches, located on aft left console, to OFF, to stop fuel flow.
- Lift emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.
- Lift afterburner emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

2. ARMAMENT SHUTDOWN

- Pull armament neutralization switch guard, located on upper left console, down and INWARD toward seat.

3. ELECTRIC SHUTDOWN

- Pull electric power shutdown switches (3), located on upper right console, DOWN, to shutoff battery, ALT 1 and ALT 2.



EXTERNAL GROUND EGRESS

1. EXTERNAL GROUND EGRESS - C-14 (F-1)

NOTE:

If the canopy is damaged during ditching procedures, the canopy will need to be unlocked, the canopy system safetied and disconnected and the canopy actuator disconnected.

WARNING

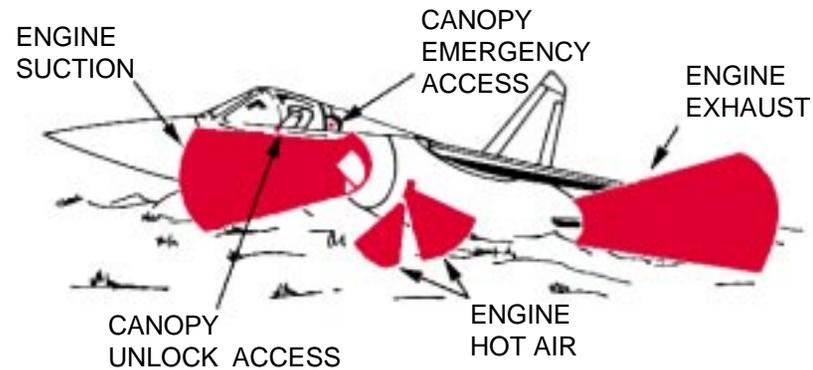
Engines may still be running, be aware of existing dangers with intakes, hot air exhausts, and hot engine exhaust. Airborn debris may also be present that can endanger personnel.

NOTE:

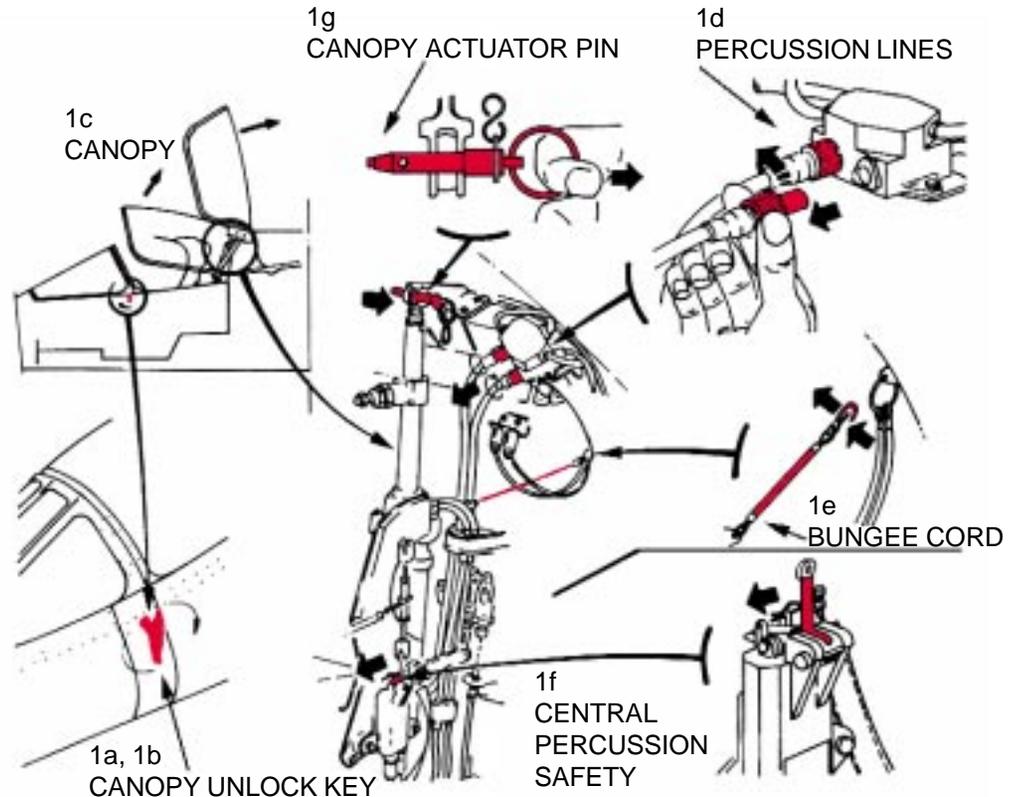
Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

- Insert key in square slot, located on left side of fuselage forward left corner of canopy.
- Turn key clockwise to unlock and open canopy.
- Lift up canopy and hold open for next two steps.
- If canopy is damaged and will hinder ground egress, disconnect two percussion lines by turning knurled connectors counterclockwise.
- Disconnect bungee cord from percussion lines.
- Place central percussion on safety.
- Disconnect canopy actuator by pulling pin out at top of actuator and set canopy aside.

EXTERNAL GROUND EGRESS DANGERS



MIRAGE F1 CT F-1/C-14



SEAT SAFETYING AND AIRCREW EXTRACTION

MIRAGE F1 CT
F-1/C-14

1. SEAT SAFETYING - F-1C FR VARIATION

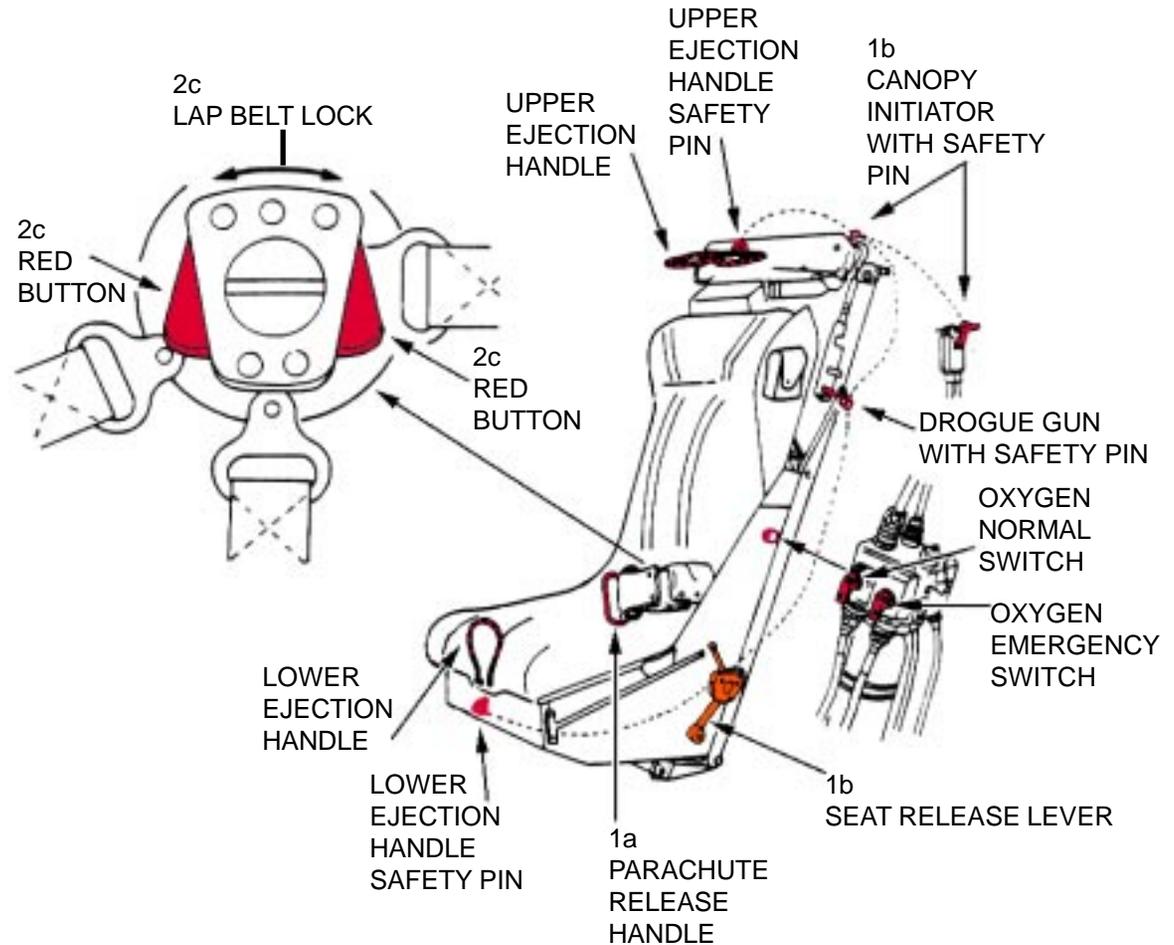
- Install seat catapult safety pin, located top aft of seat.
- Install canopy initiator safety pin, located top left side of seat.

NOTE:

Install safety pins in upper, lower ejection handles and drogue gun if time allows.

2. AIRCREW EXTRACTION

- Pull parachute release handle, located left aft of seat bucket.
- Pull pilot seat release lever, located left aft bottom side of seat bucket.
- Push red buttons on lap belt and twist belt lock right or left to release lap belt.
- Pull up on pilot with shoulder straps to remove aircrew member.



SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

1. SEAT SAFETYING - C-14 (F-1) SP VARIATION

NOTE:

Once the canopy is opened, proceed to install TWO main safety pins.

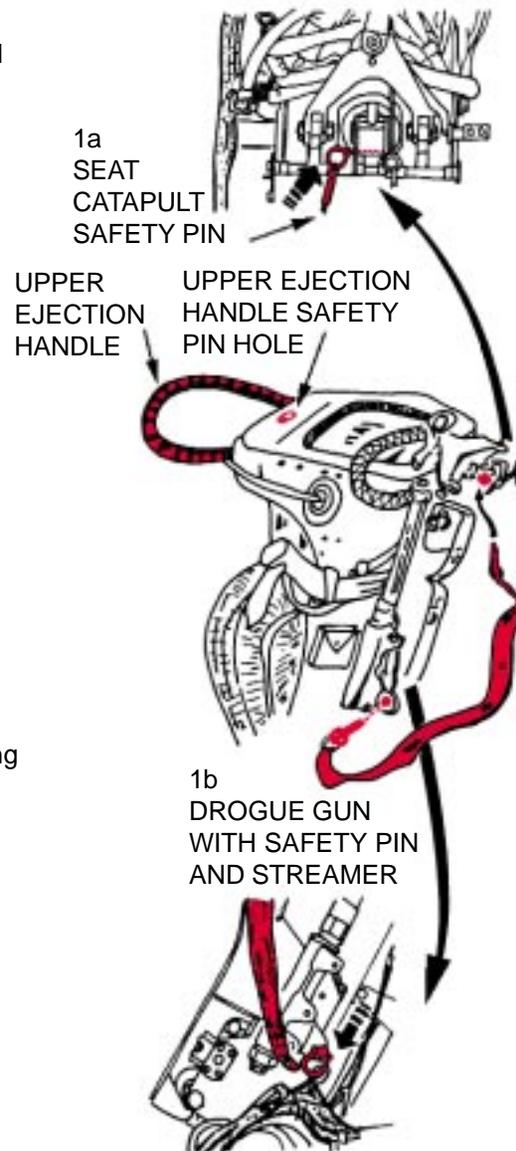
- Install seat catapult safety pin, located top aft of seat.
- Install drogue gun safety pin, located on left side of seat.

NOTE:

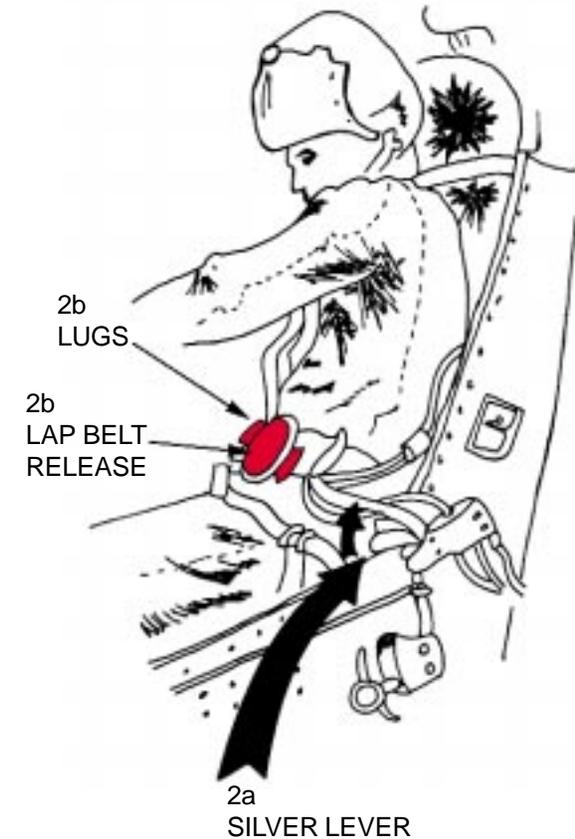
Install safety pins in upper and lower ejection handles if time allows.

2. AIRCREW EXTRACTION

- Unlatch harnesses actuating the silvered lever, which form is like a trigger, located on the left side of the lower portion of the seat.
- Release the anchor of the harnesses by pressing the lugs (red buttons) and rotating the center portion of the release.
- Release survival kit, pressing both sides of the clip on the red strap, located on the pilot's left thigh.
- Enter the cockpit and grab the pilot under arms and lift him as much as possible.
- Carry the pilot carefully to ground personnel.



MIRAGE F1 CT F-1/C-14



SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

MIRAGE F1 CT F-1/C-14

1. SEAT SAFETYING - F-1 CT OR CR FR VARIATION

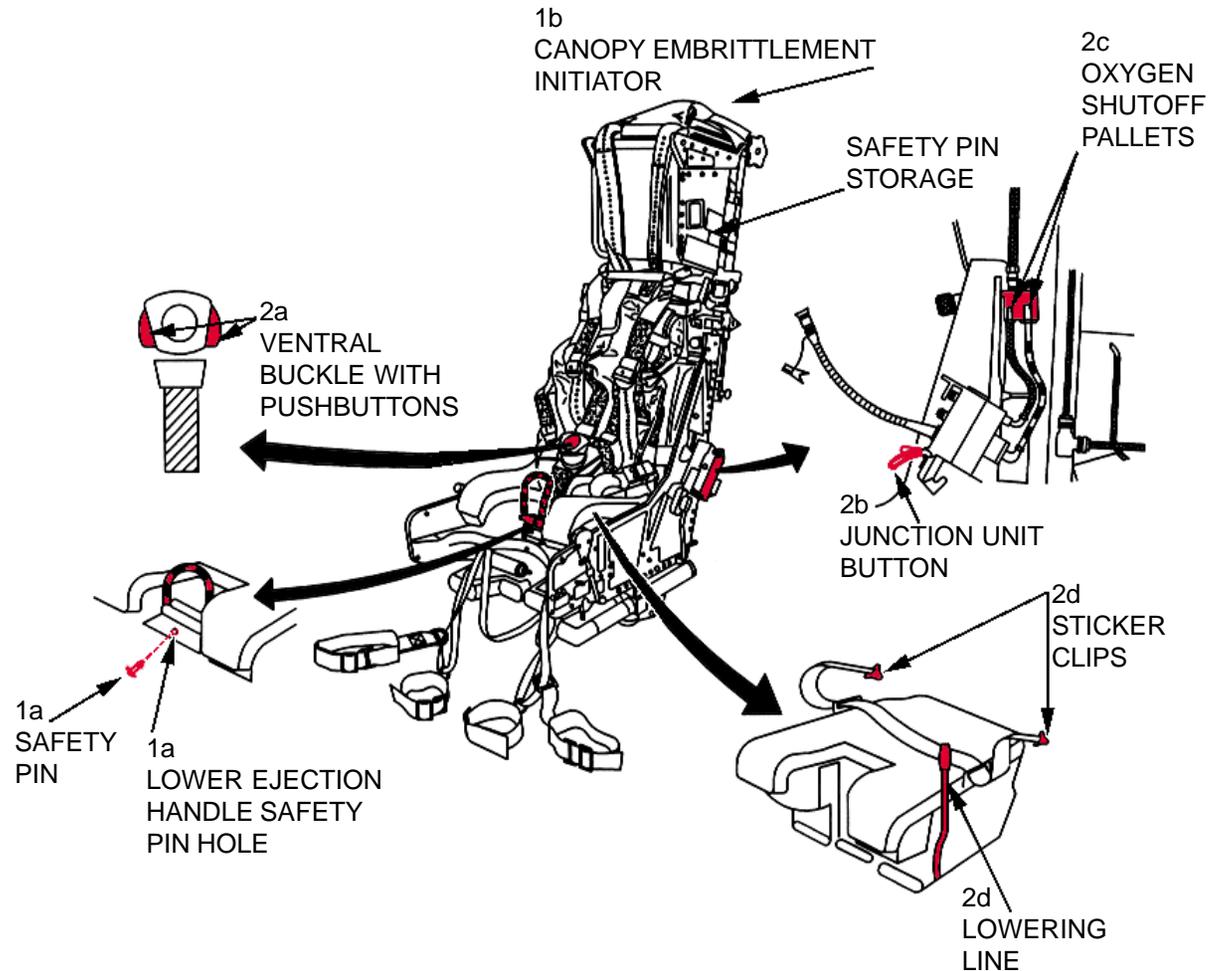
NOTE:

The Mirage F1 CR or CT uses the Martin Baker MK 10 Ejection seat. Safety pin storage pouch is located on the upper left side of the seat.

- a. Install lower ejection handle safety pin, located at bottom forward center of seat.
- b. Install canopy embrittlement initiator safety pin, located top left side of seat.

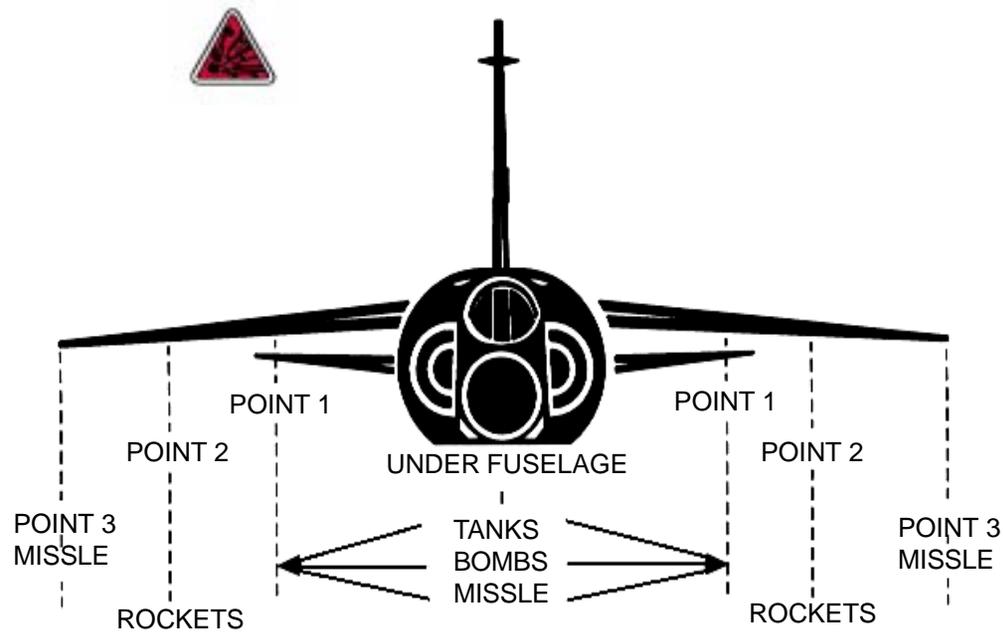
2. AIRCREW EXTRACTION

- a. Press ventral buckle pushbuttons and turn center portion one quarter turn clockwise to release straps.
- b. Press button to disconnect junction unit to lift and release oxygen, radio, and leggings connections.
- c. Set both oxygen shutoff pallets to OFF.
- d. To release the survival kit, unclip the sticker clips or cut the lowering line.



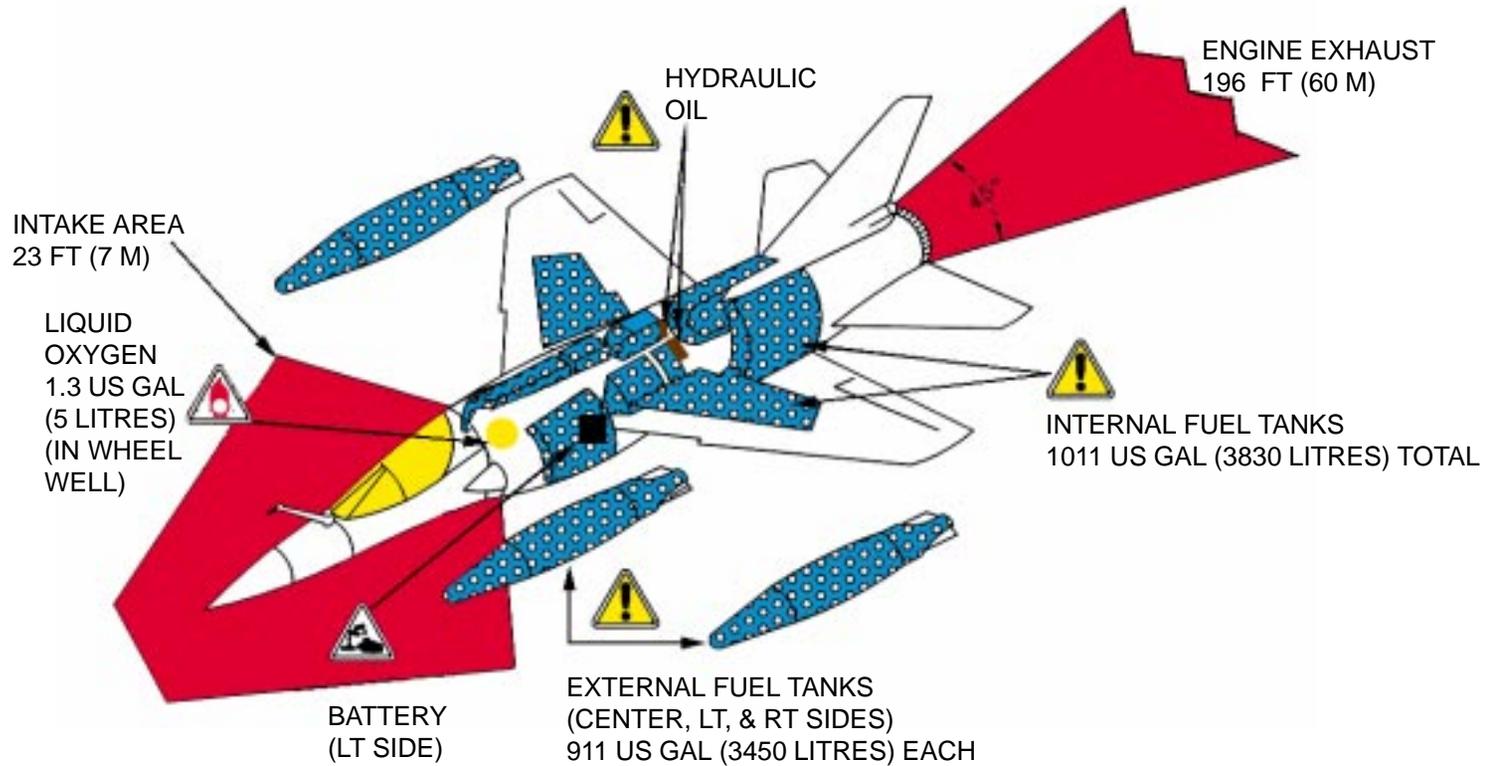
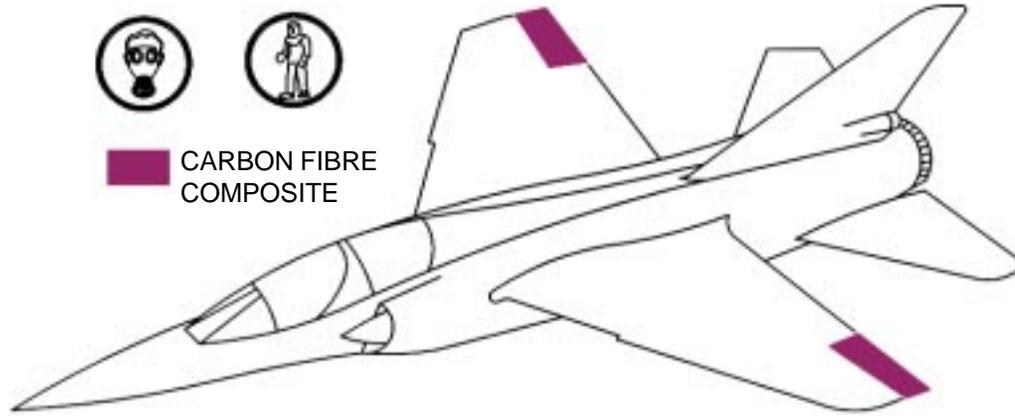
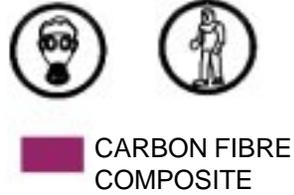
NOTE:

Carriage devices are provided with either an air vane or an access door to thrusters which, in open position, neutralize air drop.



AIRCRAFT HAZARDS-Continued

MIRAGE F1 B



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MIRAGE F1 B

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Canopy unlock key is stowed in panel located on right side of fuselage aft of right intake.

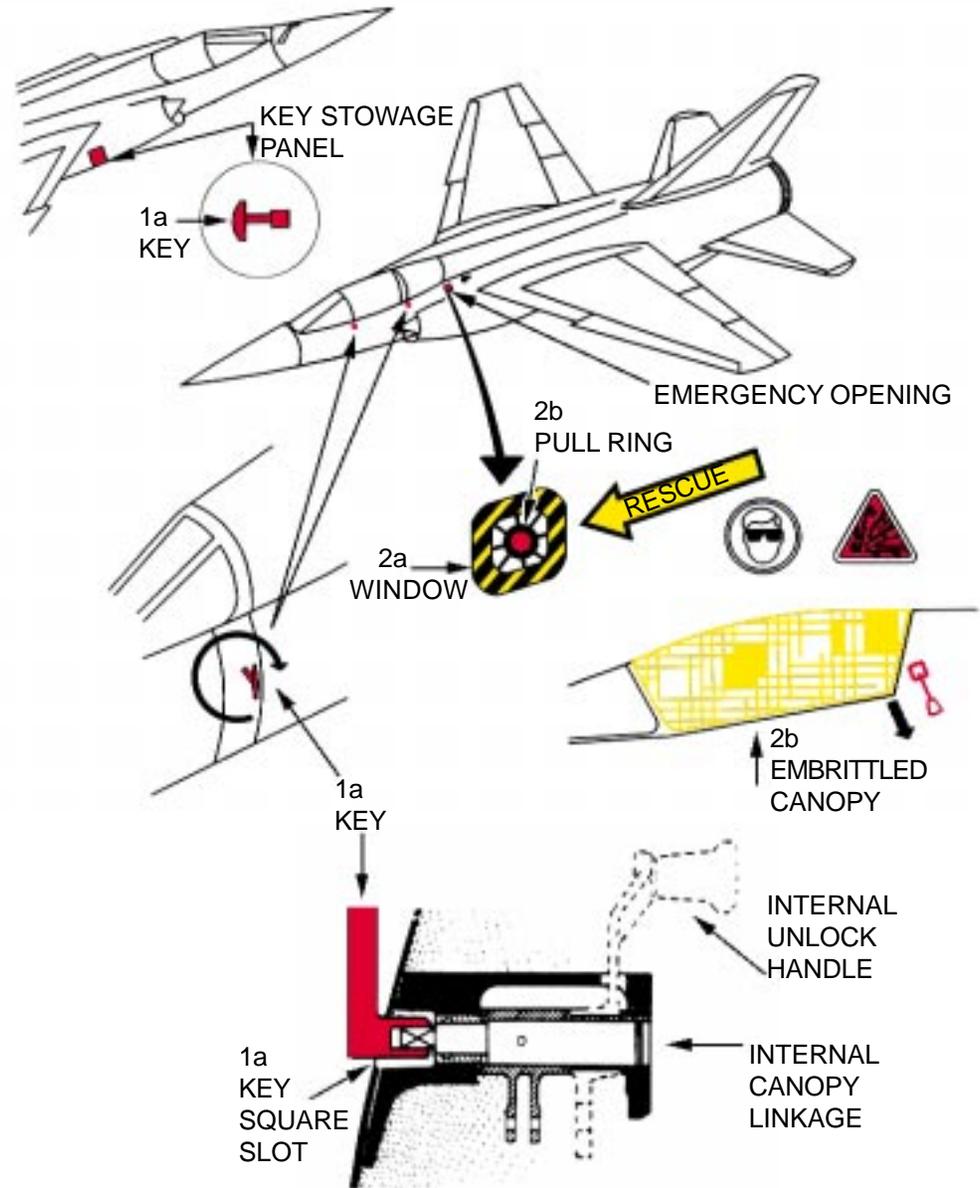
- Insert key in square slot, located on left side of fuselage forward left corner of canopy.
- Turn key clockwise to unlock and open canopy.
- Lift up canopy.

2. EMERGENCY ENTRY

- Break window glass, located on left side of fuselage aft of canopy, to expose ring.
- Pull ring to embrittle or shatter canopy. Both canopies are weakened simultaneously.

3. CUT-IN

- If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.



ENGINE, ARMAMENT, AND ELECTRIC SHUTDOWN

1. ENGINE SHUTDOWN

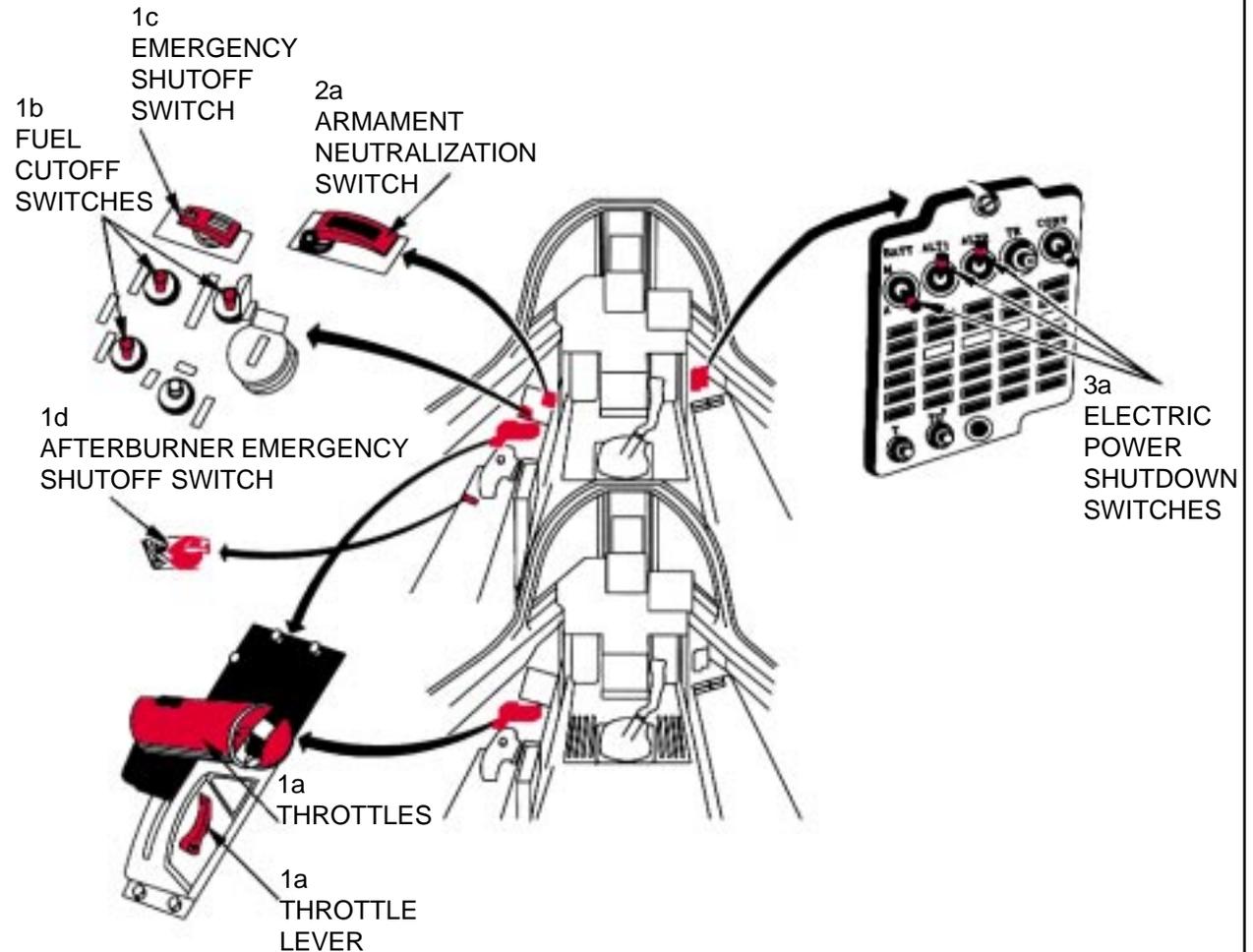
- Retard throttles, located on left console, AFT while pressing throttle lever.
- Place fuel cutoff switches, located on aft left console, to OFF, to stop fuel flow.
- Lift emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.
- Lift afterburner emergency shutoff valve switch guard, located just forward of throttles, and tip up switch AFT.

2. ARMAMENT SHUTDOWN

- Pull armament neutralization switch guard, located on upper left console, down and INWARD toward seat.

3. ELECTRIC SHUTDOWN

- Pull electric power shutdown switches (3), located on upper right console, DOWN, to shutoff battery, ALT 1 and ALT 2.



SEAT SAFETYING AND AIRCREW EXTRACTION-Continue

1. SEAT SAFETYING - F-1 B FR VARIATION

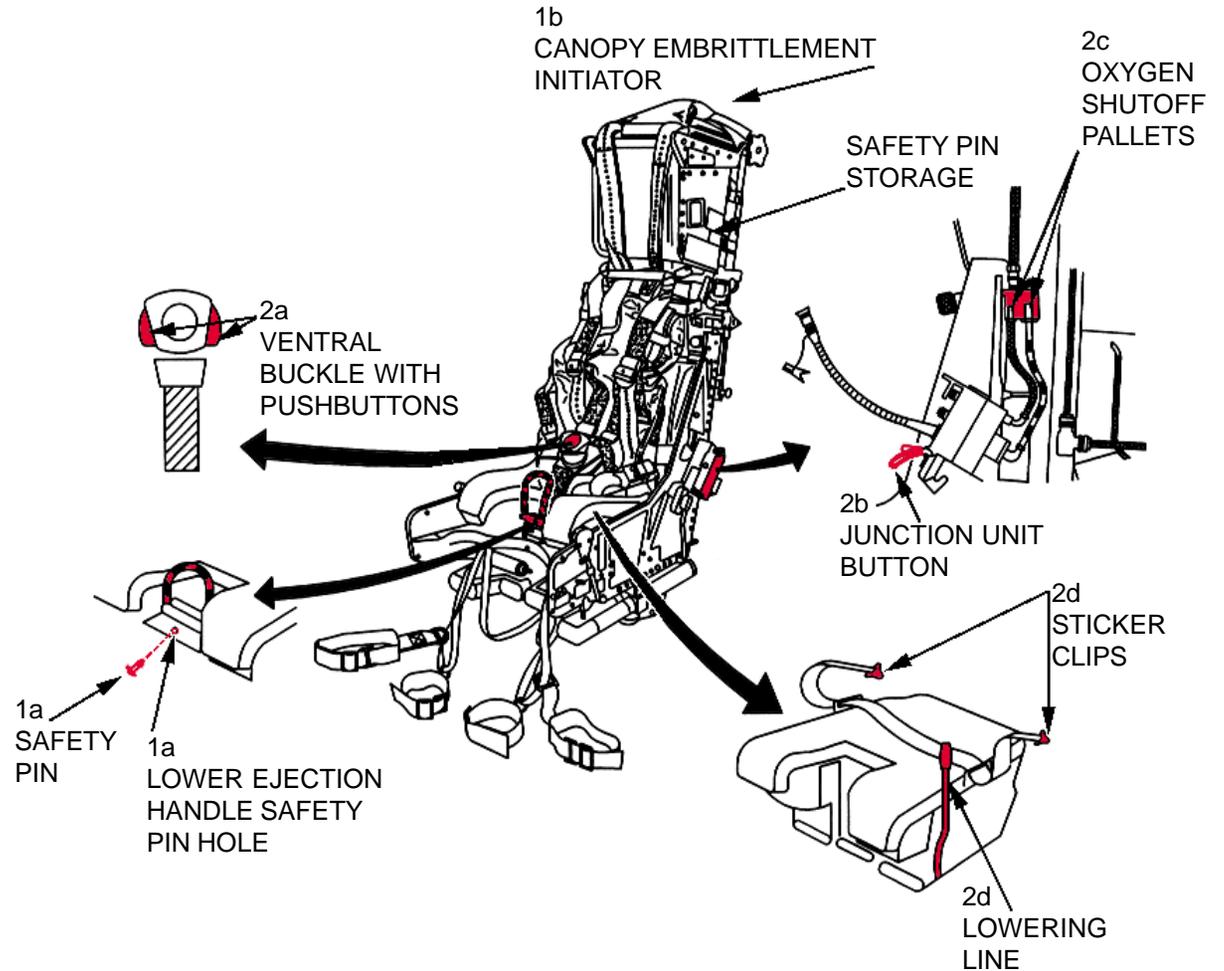
NOTE:

The Mirage F1 B uses the Martin Baker MK 10 Ejection seat. Safety pin storage pouch is located on the upper left side of the seat.

- a. Install lower ejection handle safety pin, located at bottom forward center of seat.
- b. Install canopy embrittlement initiator safety pin, located top left side of seat.

2. AIRCREW EXTRACTION

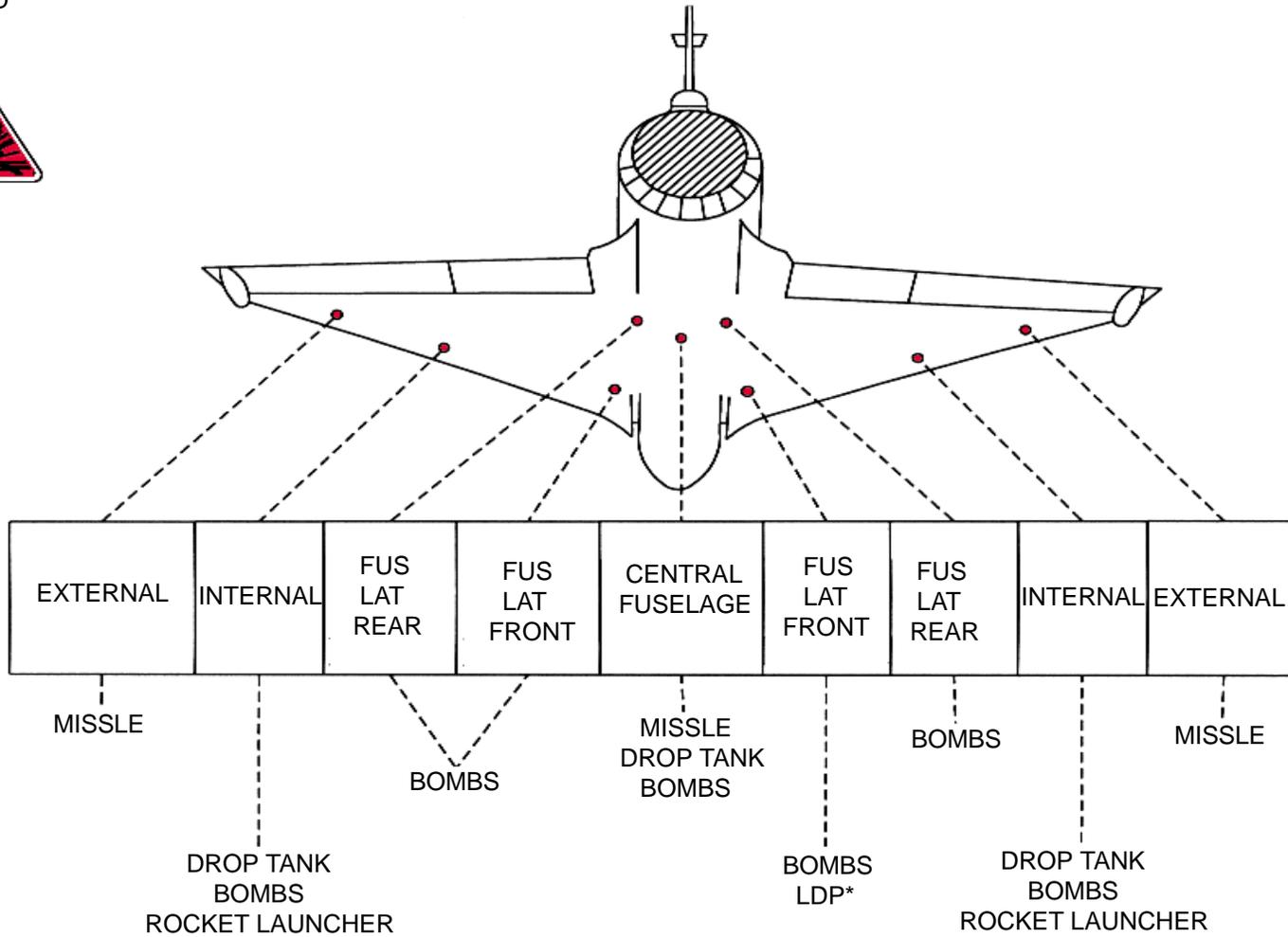
- a. Press ventral buckle pushbuttons and turn center portion one quarter turn clockwise to release straps.
- b. Press button to disconnect junction unit to lift and release oxygen, radio, and leggings connections.
- c. Set both oxygen shutoff pallets to OFF.
- d. To release the survival kit, unclip the sticker clips or cut the lowering line.



AIRCRAFT HAZARDS

ARMAMENT LOAD

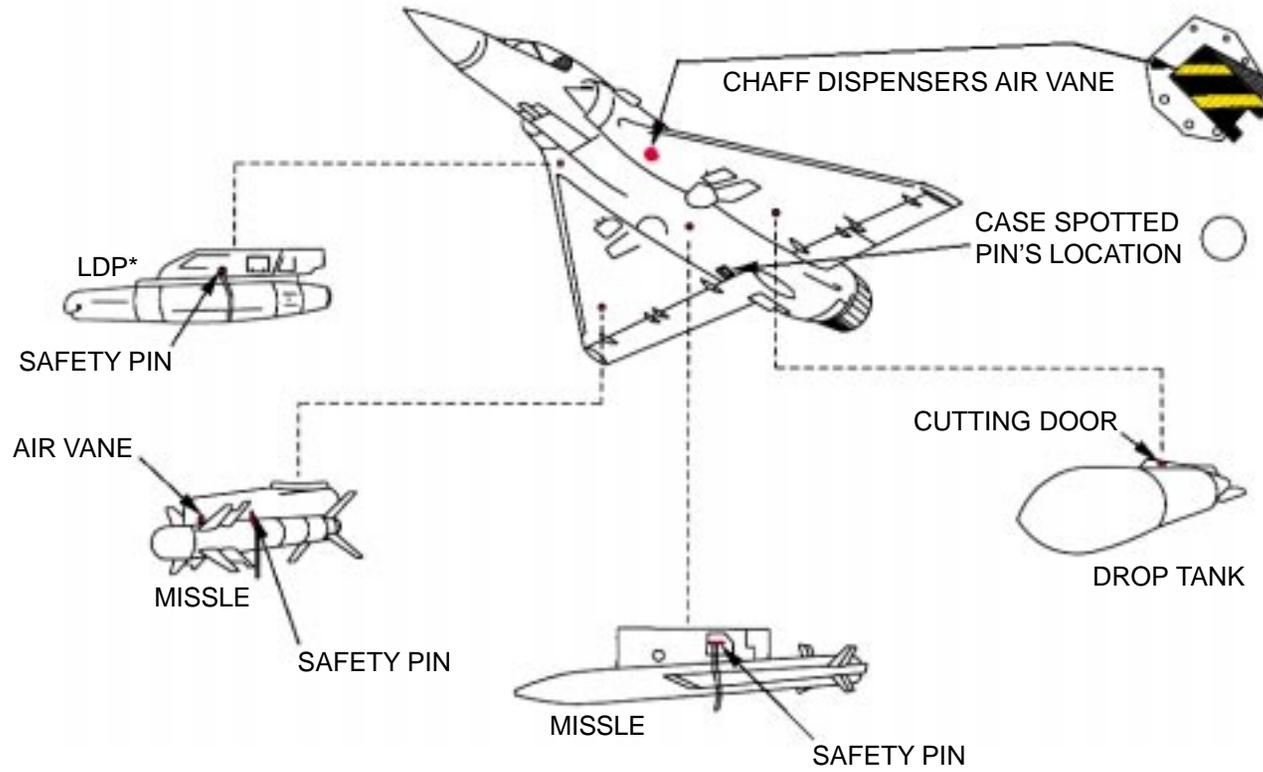
MIRAGE 2000 B-N-D



AIRCRAFT HAZARDS-Continued

MIRAGE 2000 B-N-D

NOTE:
LDP = Laser Designation Pod

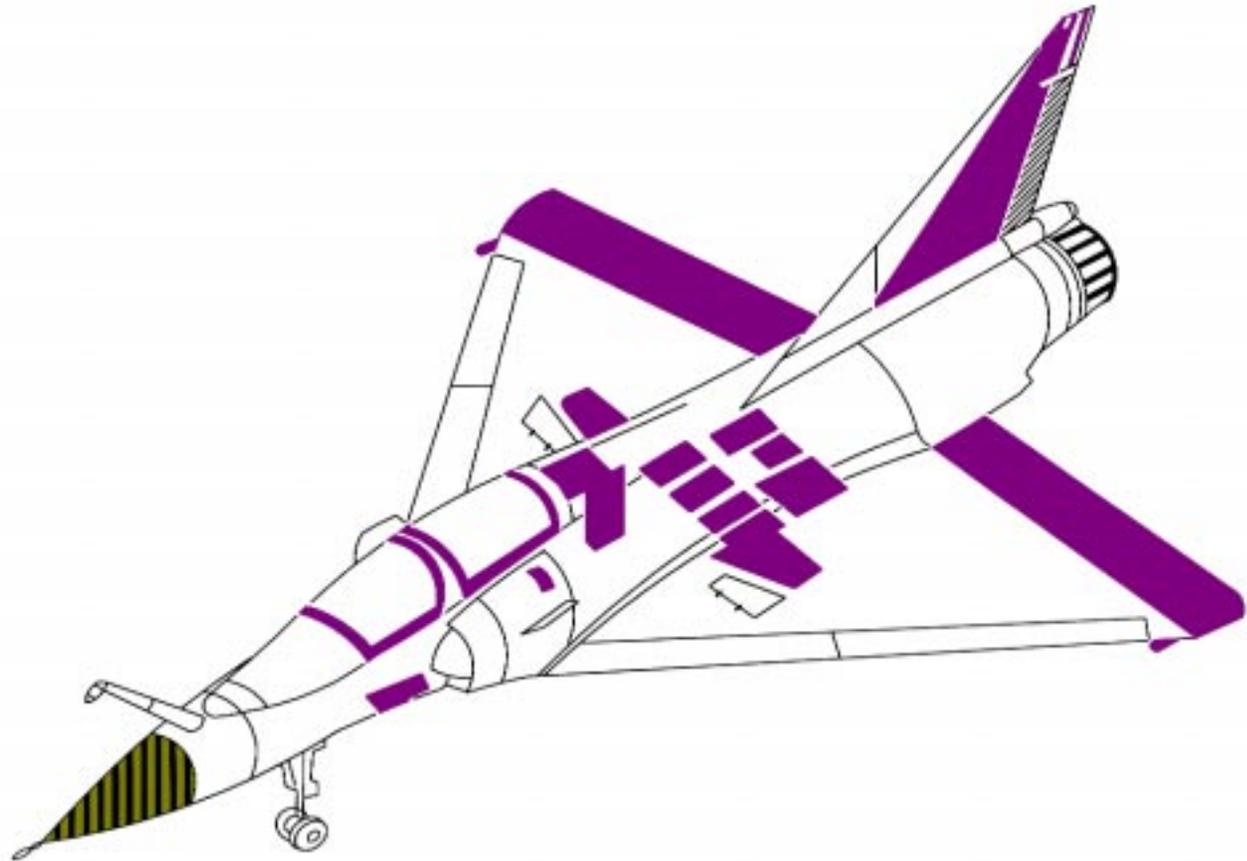


AIRCRAFT HAZARDS-Continued

MIRAGE 2000 B-N-D

AIRFRAME MATERIALS

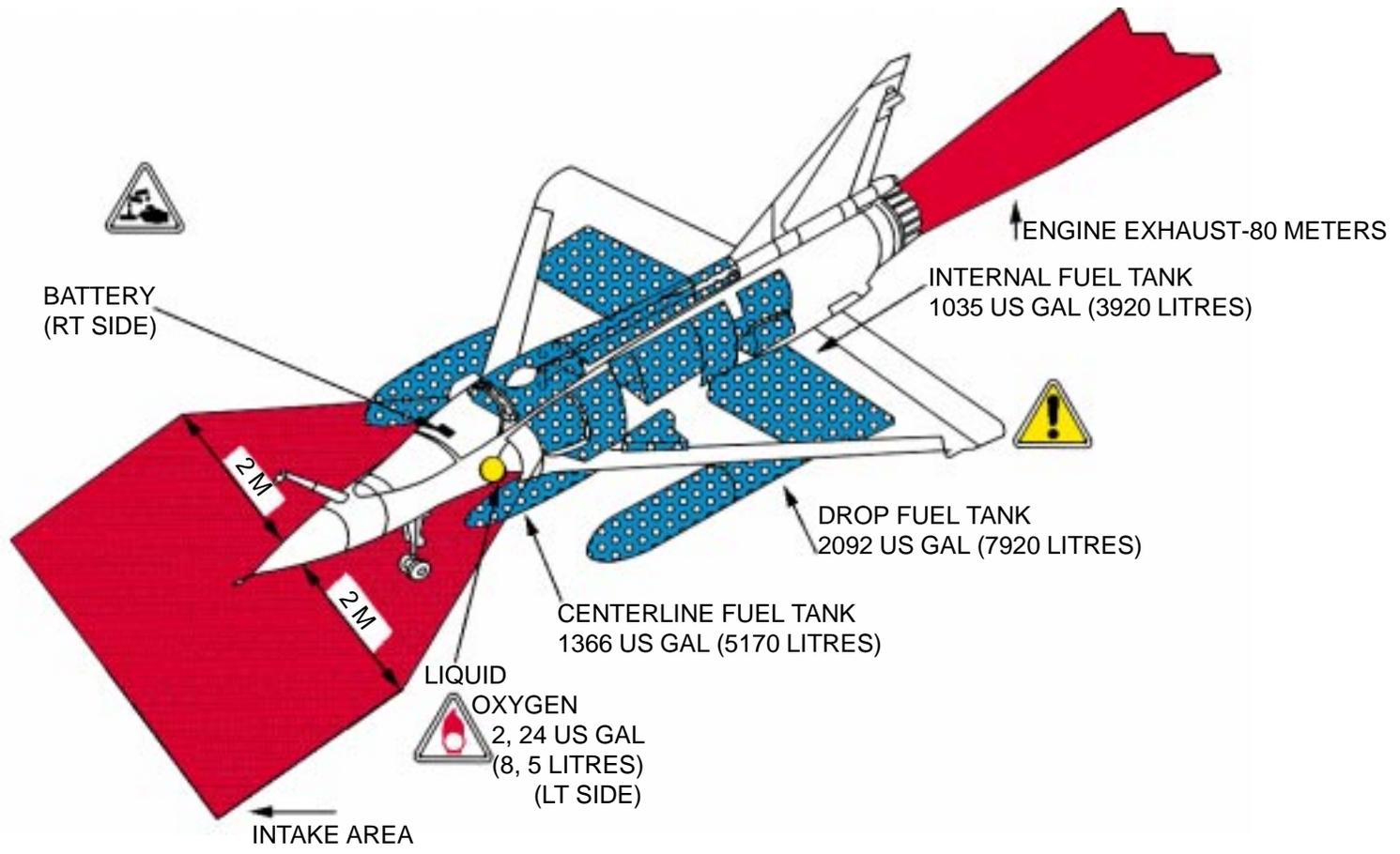
-  CARBON FIBRES
-  FIBREGLASS
-  CARBON FIBRES + BORON



AIRCRAFT HAZARDS-Continued

DUAL EJECTION SEAT VERSION

MIRAGE 2000 B-N-D



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MIRAGE 2000 B-N-D

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Press release buttons, located on release handle left side fuselage, to release unlock handles.
- Pull unlock handle down to unlock and open corresponding canopy.

NOTE:

Move handles up to close and lock canopies, if applicable.

- Lift corresponding canopy.

2. EMERGENCY ENTRY

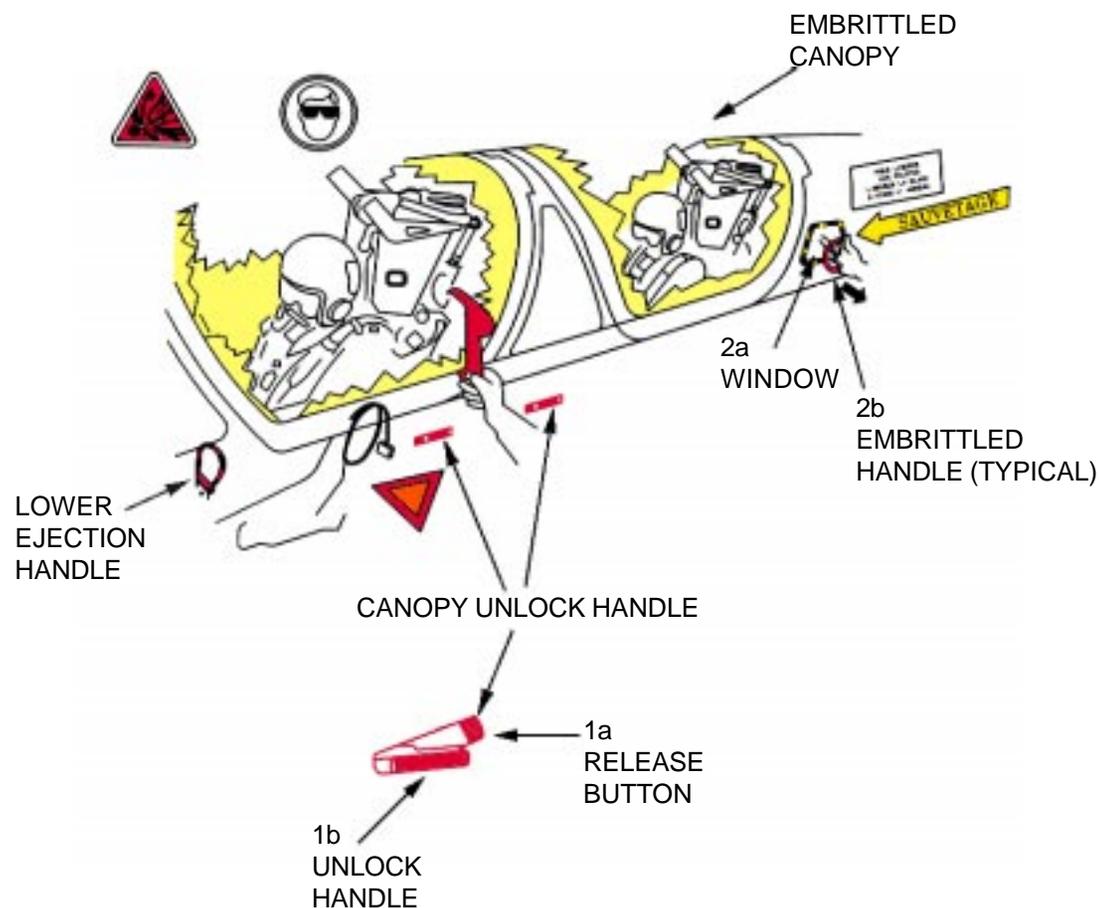
NOTE:

Emergency controls are located on both sides of fuselage.

- Break window glass to expose embrittlement handle.
- Pull canopy embrittlement handle about 8 inches or 20 centimeters. Do not watch canopy while embrittling.
- Dislocate canopy.

3. CUT-IN

- If embrittlement system is damaged or inoperative, use power rescue saw for all four sides of canopy or smash canopy with crash ax.



ENGINE, ARMAMENT AND BATTERY SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:

Directional arrows provide for direction of switch final placement for shutdown.

- Bring throttle, located on the left console, AFT.
- Press "STOP" notch, located forward of the throttle, and bring throttle to rear stop.
- Place the fuel shutoff valve switch with guard, located on the right aft console, up and to OFF.
- Place the three fuel pump switches, located on the right aft console, in the left position to OFF.

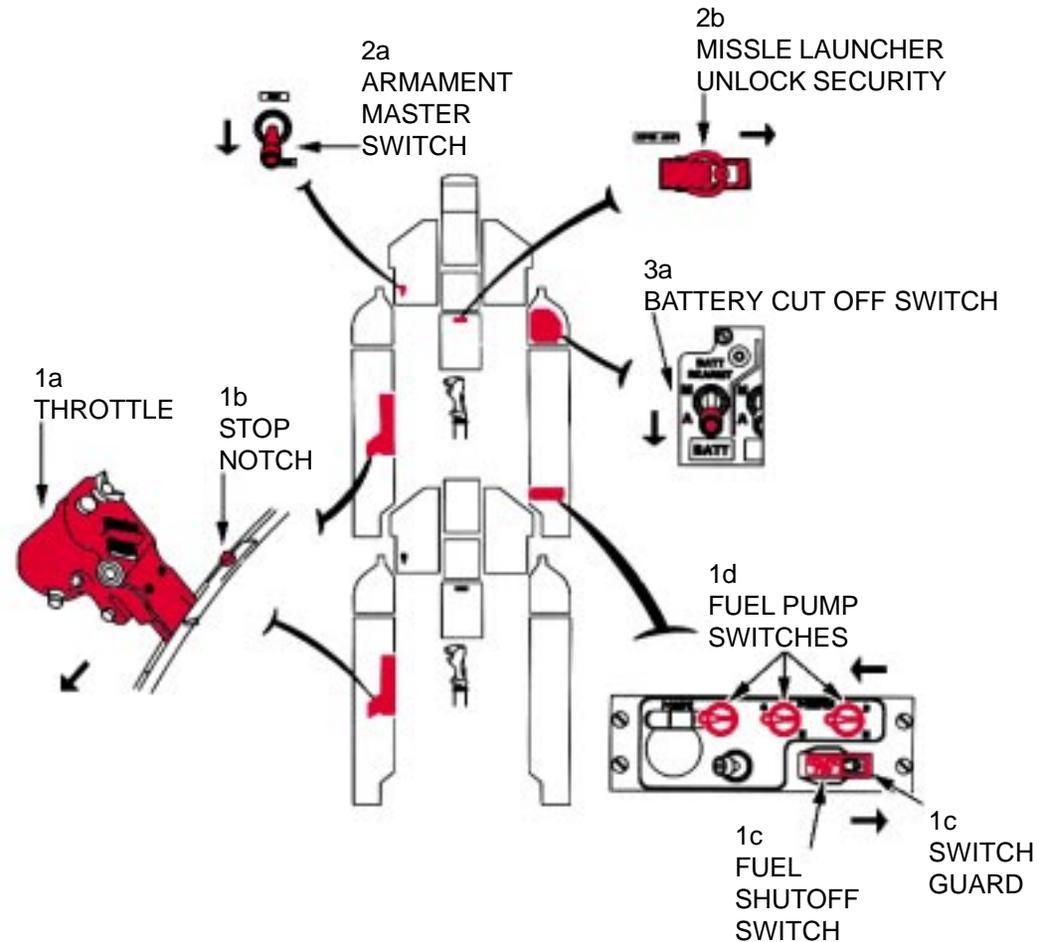
2. ARMAMENT SHUTDOWN

- Place the armament master switch, located on the left side of the forward instrument panel, downward to OFF.
- Push missile launcher unlock security guard and switch, located in front of front cockpit control stick, DOWN.

3. BATTERY SHUTDOWN

- Place the battery cutoff switch, located on right side of the forward instrument panel, downward to OFF.

MIRAGE 2000 B-N-D



SEAT SAFETYING AND AIRCREW EXTRACTION

MIRAGE 2000 B-N-D

1. SEAT SAFETYING

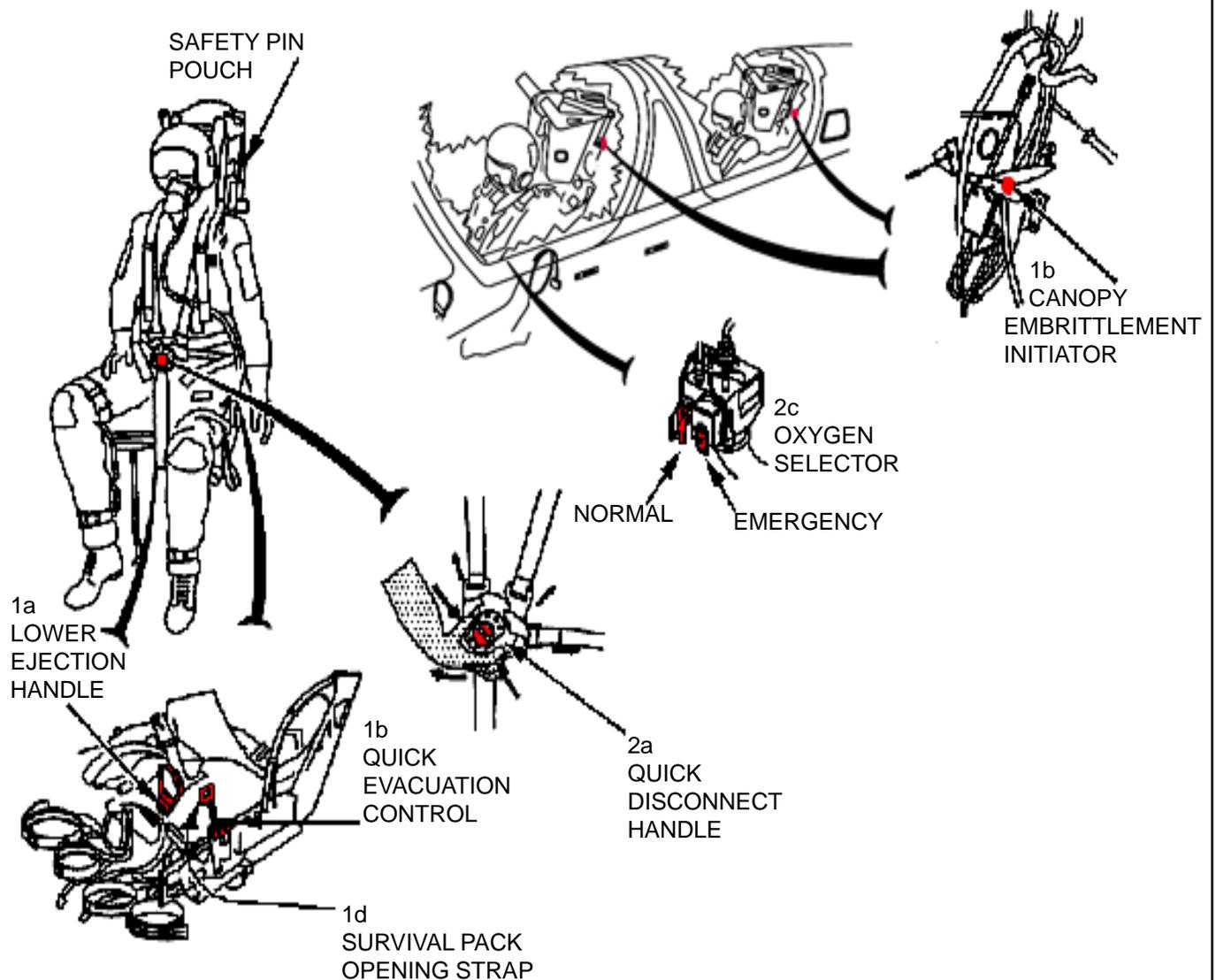
NOTE:

Safety pins are located in storage pouch on upper left side of ejection seat.

- Insert safety pin in lower ejection handle.
- Insert safety pin in canopy embrittlement initiator, located at central percussion behind seat. Approach from left side of seat.

2. AIRCREW EXTRACTION

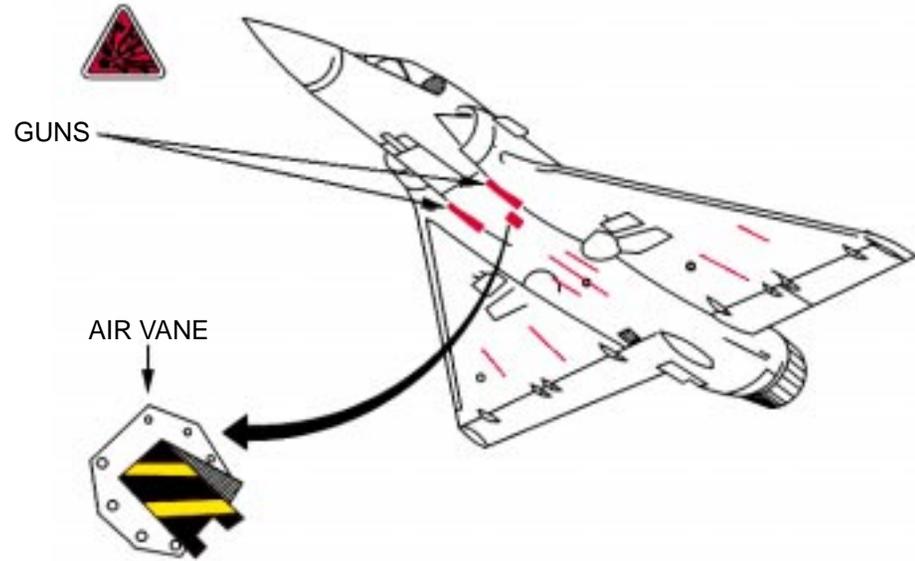
- Release quick disconnect handle at center of personnel restraints buckle. Lap belts and shoulder harness will be released.
- Pull quick evacuation control, located on forward left armrest area.
- Set "NORMAL - EMERGENCY" oxygen selector on OFF position.
- Unhook or cut survival pack opening strap to free crewmember from survival pack.
- Remove crewmember.



AIRCRAFT HAZARDS

NOTE:
To neutralize the guns, pull air vane open to oneself on striped yellow and black panel.

NOTE:
Armament is loaded on the fuselage and wings. The fuselage can be loaded with fuel tanks and bombs. The wings can be loaded with fuel tanks, bombs, rocket launcher, and missiles. Red stripes on graphic illustrate location of devices.



AIRFRAME MATERIALS

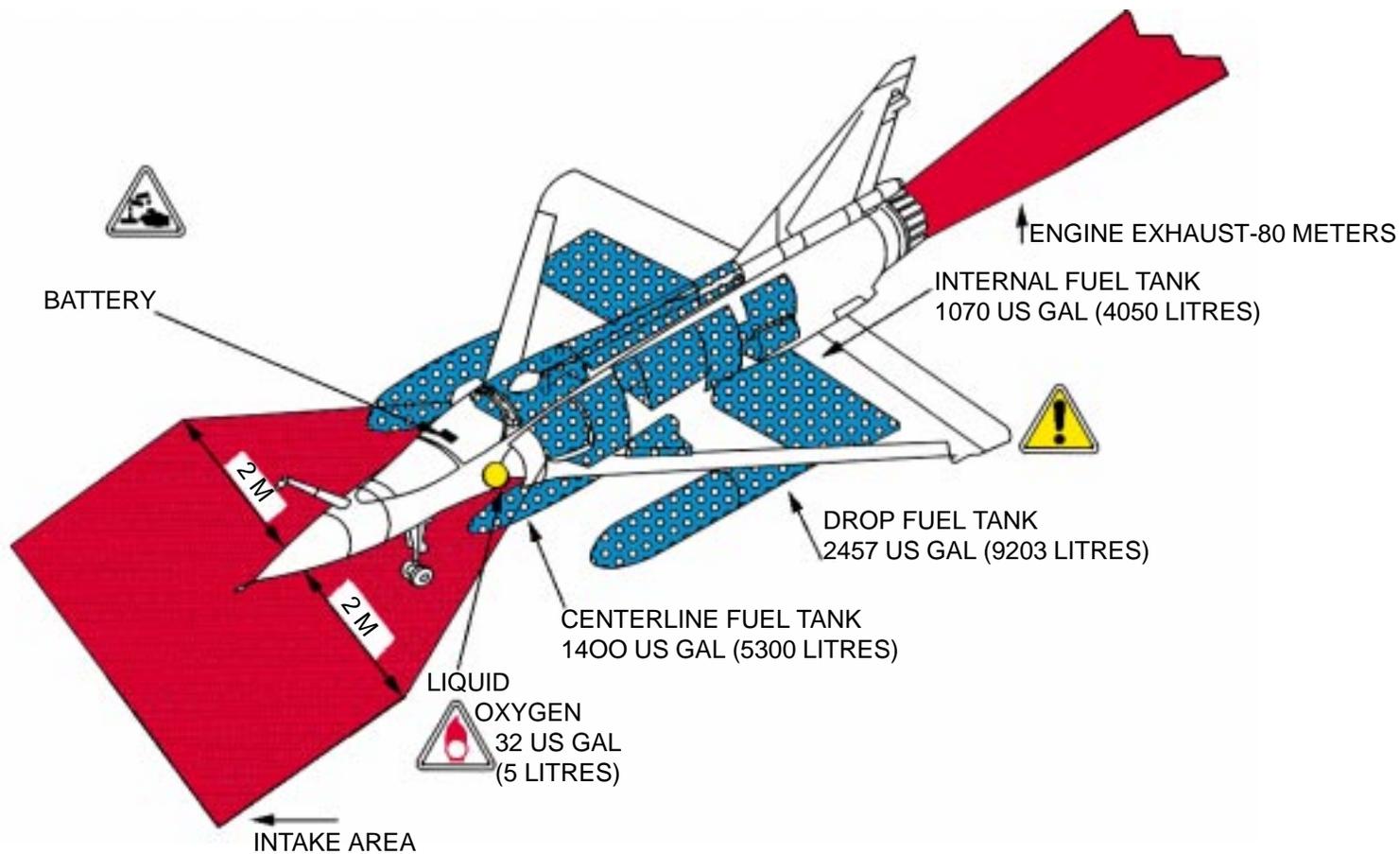
-  CARBON FIBRES
-  FIBREGLASS
-  CARBON FIBRES + BORON



AIRCRAFT HAZARDS-Continued

SINGLE EJECTION SEAT VERSION

MIRAGE 2000 C



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Press release button, located on release handle left side fuselage, to release unlock handle.
- b. Pull unlock handle down to unlock and open canopy.

NOTE:

Move handle up to close and lock canopy, if applicable.

- c. Lift canopy.

2. EMERGENCY ENTRY

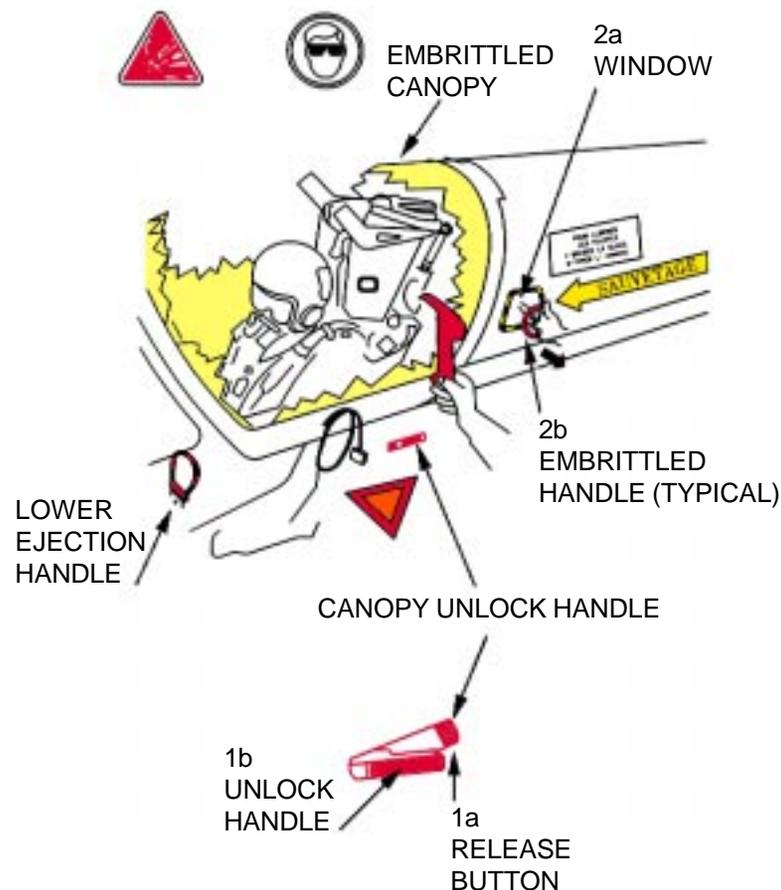
NOTE:

Emergency controls are located on both sides of fuselage.

- a. Break window glass to expose embrittlement handle.
- b. Pull canopy embrittlement handle about 8 inches or 20 centimeters. Do not watch canopy while embrittling.
- c. Dislocate canopy.

3. CUT-IN

- a. If embrittlement system is damaged or inoperative, use power rescue saw for all four sides of canopy or smash canopy with crash ax.



ENGINE, ARMAMENT AND BATTERY SHUTDOWN

1. ENGINE SHUTDOWN

NOTE:

Directional arrows provide for direction of switch final placement for shutdown.

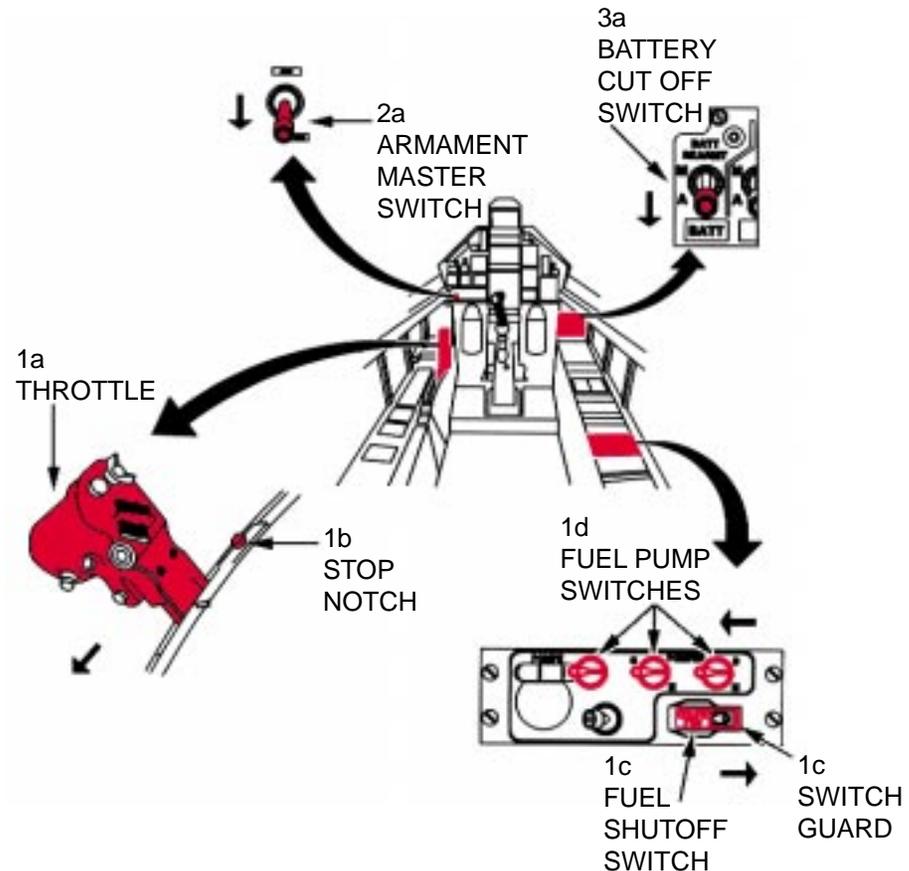
- Bring throttle, located on the left console, AFT.
- Press "STOP" notch, located forward of the throttle, and bring throttle to rear stop.
- Place the fuel shutoff valve switch with guard, located on the right aft console, up and to OFF.
- Place the three fuel pump switches, located on the right aft console, in the left position to OFF.

2. ARMAMENT SHUTDOWN

- Place the armament master switch, located on the left side of the forward instrument panel, downward to OFF.

3. BATTERY SHUTDOWN

- Place the battery cutoff switch, located on right side of the forward instrument panel, downward to OFF.



SEAT SAFETYING AND AIRCREW EXTRACTION

MIRAGE 2000 C

1. SEAT SAFETYING

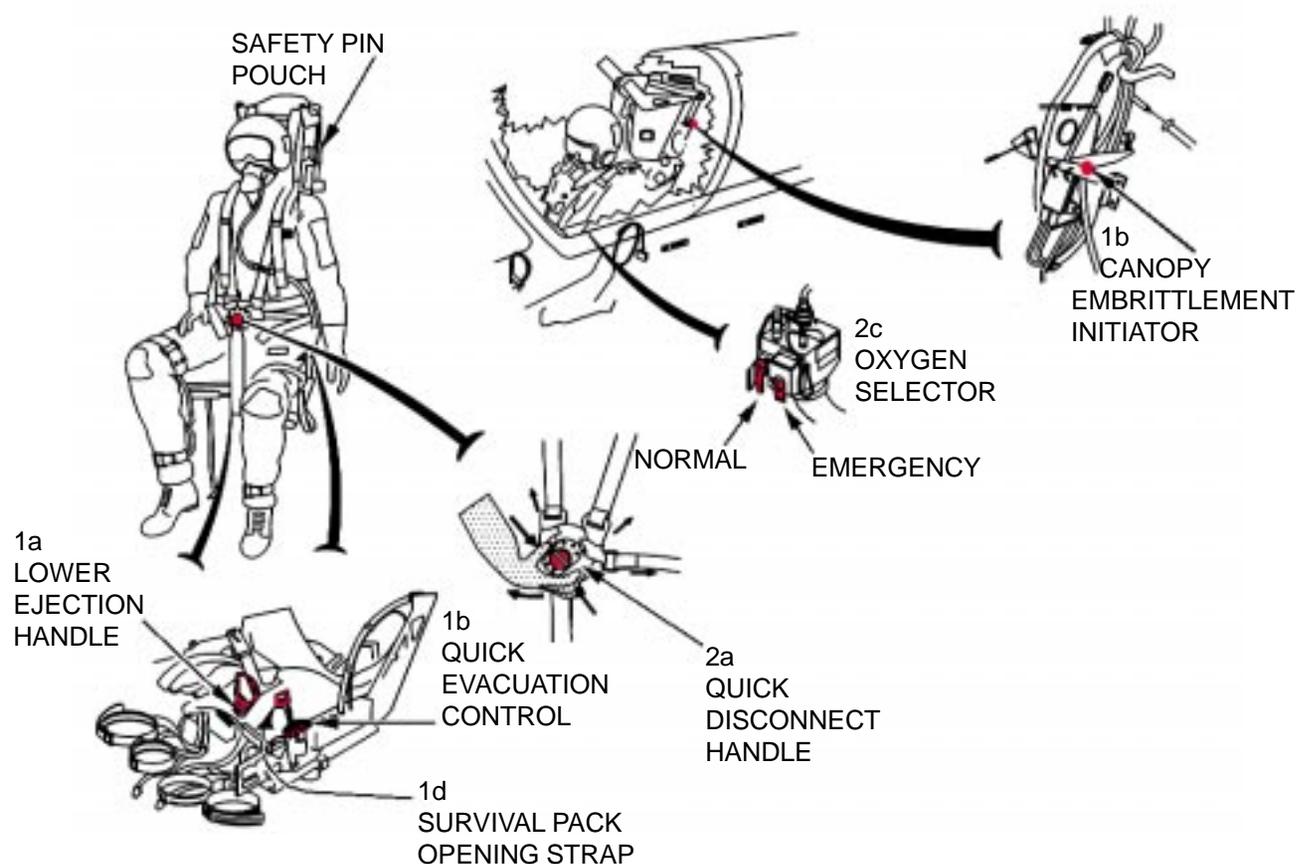
NOTE:

Safety pins are located in storage pouch on upper left side of ejection seat.

- Insert safety pin in lower ejection handle.
- Insert safety pin in canopy embrittlement initiator, located at central percussion behind seat. Approach from left side of seat.

2. AIRCREW EXTRACTION

- Release quick disconnect handle at center of personnel restraints buckle. Lap belts and shoulder harness will be released.
- Pull quick evacuation control, located on forward left armrest area.
- Set "NORMAL - EMERGENCY" oxygen selector on OFF position.
- Unhook or cut survival pack opening strap to free crewmember from survival pack.
- Remove crewmember.



PAINT SCHEME

TORNADO ADV/IDS

TORNADO ADV/IDS.1

T.O. 00-105E-9



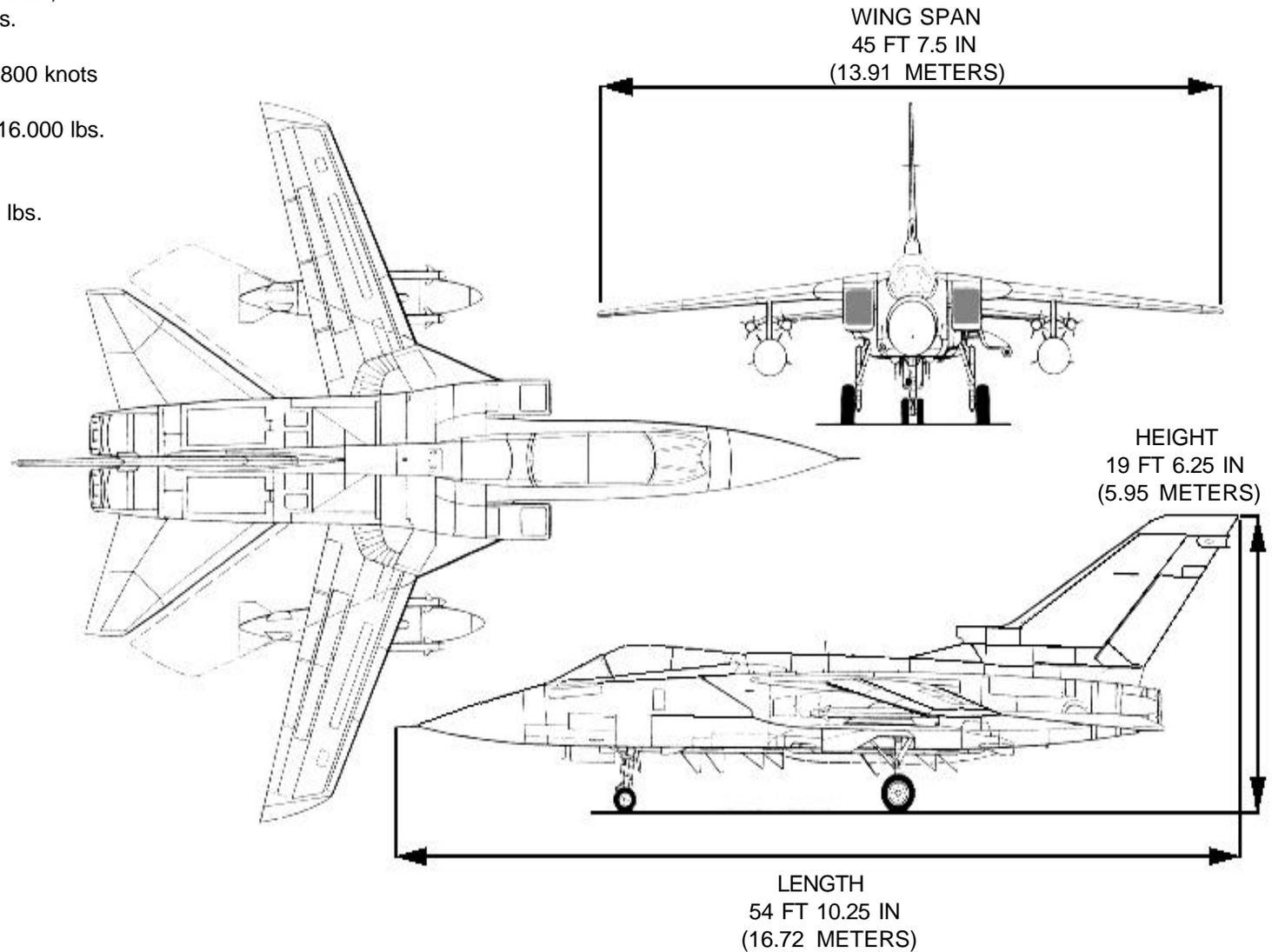
AIRCRAFT DIMENSIONS

GENERAL INFORMATION

The Tornado Interdictor Strike (IDS) and Air Defence Variant (ADV) use similar airframes and the same engines, but different radar, avionics software and weapon suites.

Maximum Level Speed: Mach 2.2, 800 knots
Thrust Per Engine: Over 9,000 lbs.
Reheated Thrust Per Engine: Over 16,000 lbs.
Design Fatigue Life: 16,000 hrs.
Minimum Service Life: 4,000 hrs.
Operational Weight, Empty: 30,800 lbs.
Max. Take-Off Wt: 61,700 lbs.
Max. Payload: Over 19,800 lbs.
Manufacturer: PANVIA,
Munich, Germany

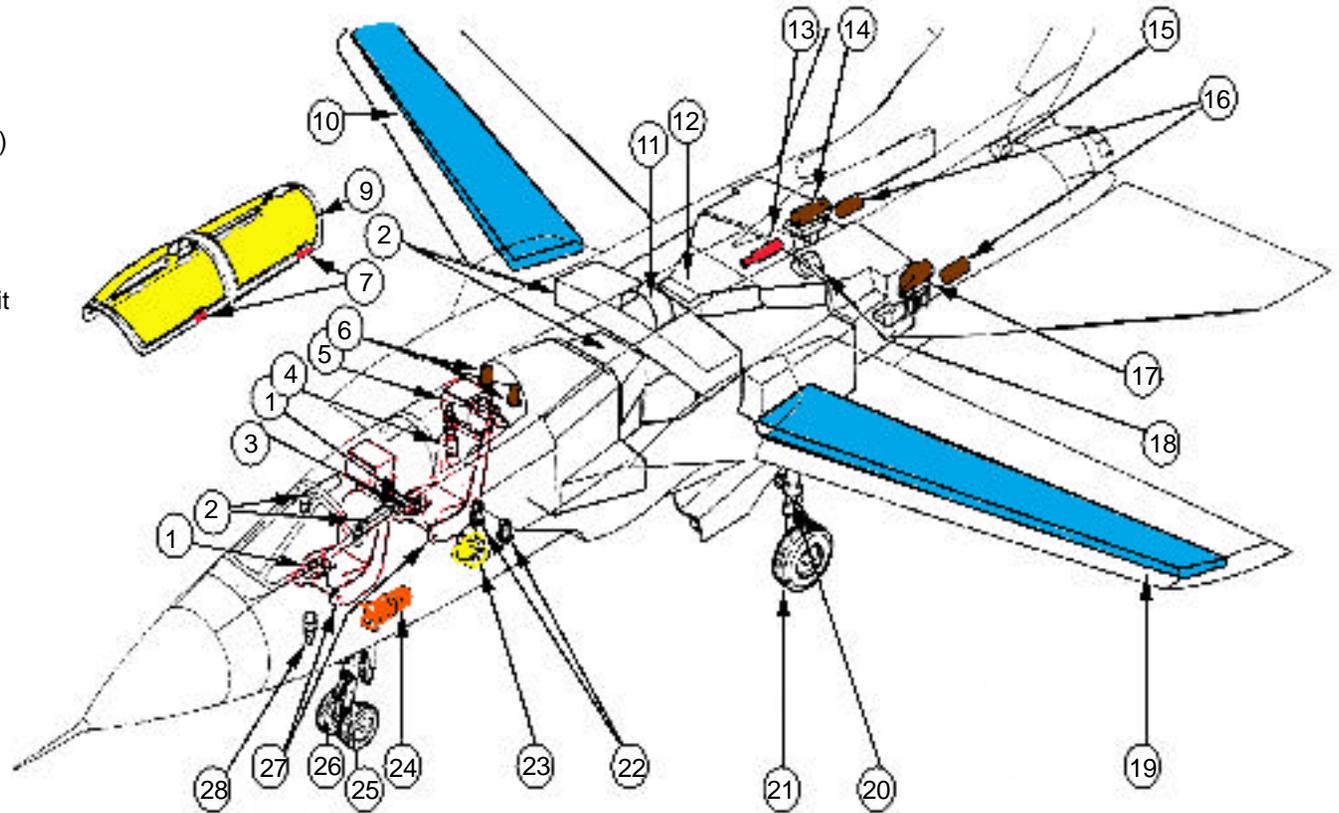
TORNADO ADV/IDS



AIRCRAFT HAZARDS

FIRE AND EXPLOSION HAZARDS

- 1 CO2 Bottle
- 2 LH and RH Canopy Jettison Rocket Motors
- 3 Cartridges, Canopy Jettison Initiator Unit
- 4 Canopy Accumulator
- 5 Brake Accumulator
- 6 Pitch Feel Accumulator (up to Serial # 4028)
- 7 Initiator Unit, MDC System
- 8 Forward Tank Group
- 9 MDC Cords
- 10 Right Wing Fuel Tank
- 11 Cartridge, Crash Recorder Airfoil Release Unit
- 12 Rear Tank Group
- 13 Fire Extinguisher Bottle
- 14 Hydraulic Reservoir #2
- 15 33 MB Emergency Battery
- 16 Main Accumulators #1 & #2
- 17 Hydraulic Reservoir # 1
- 18 Lubricating Oil Tank
- 19 Left Wing Fuel Tank
- 20 Main Landing Gear (MLG) Strut
- 21 Main Wheel Tire
- 22 Pitch Feel Accumulator (from Serial # 4029 onwards)
- 23 LOX Converter
- 24 Nitrogen Bottle, Landing Gear Emergency Lowering System
- 25 Nose Landing Gear (NLG) Strut
- 26 Nose Wheel Tire
- 27 Ejection Seat
- 28 Canopy and Windscreen Seal Air Reservoir

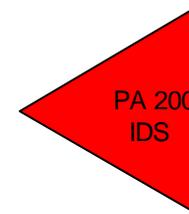
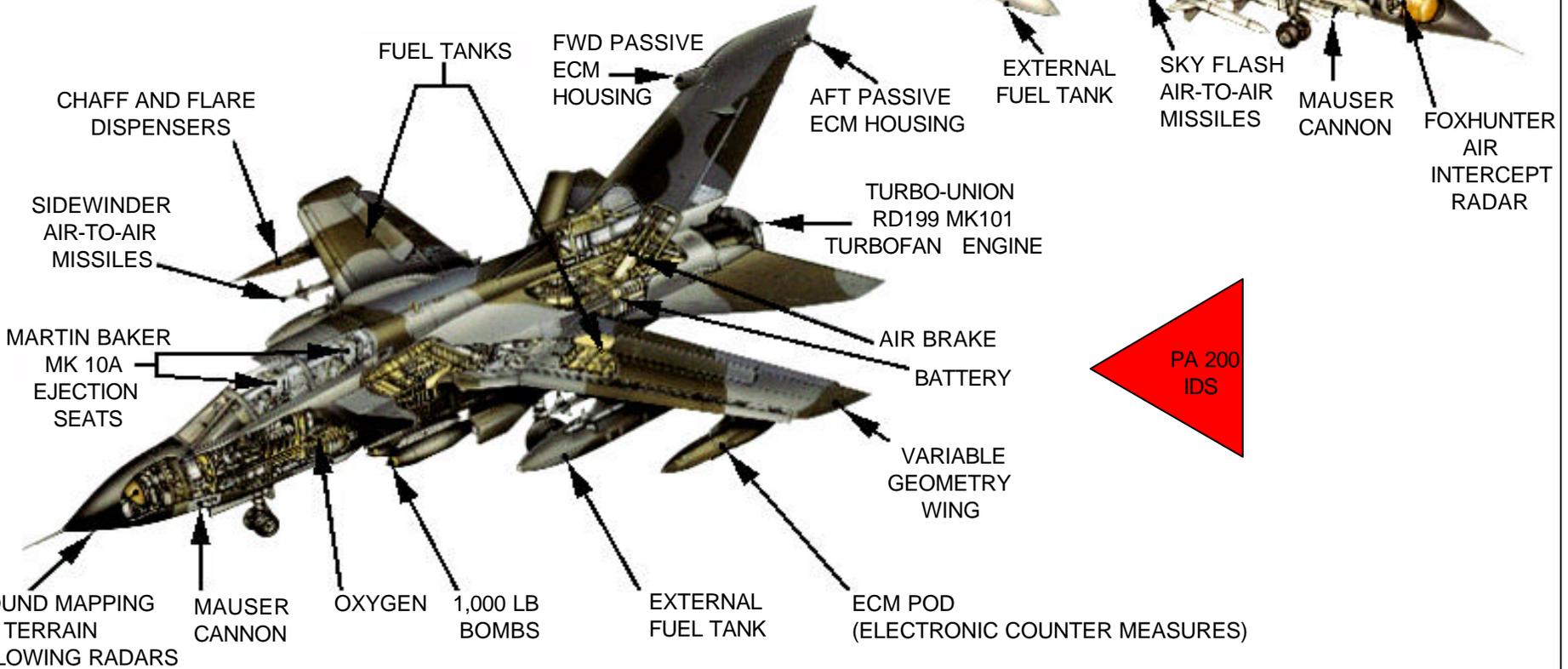
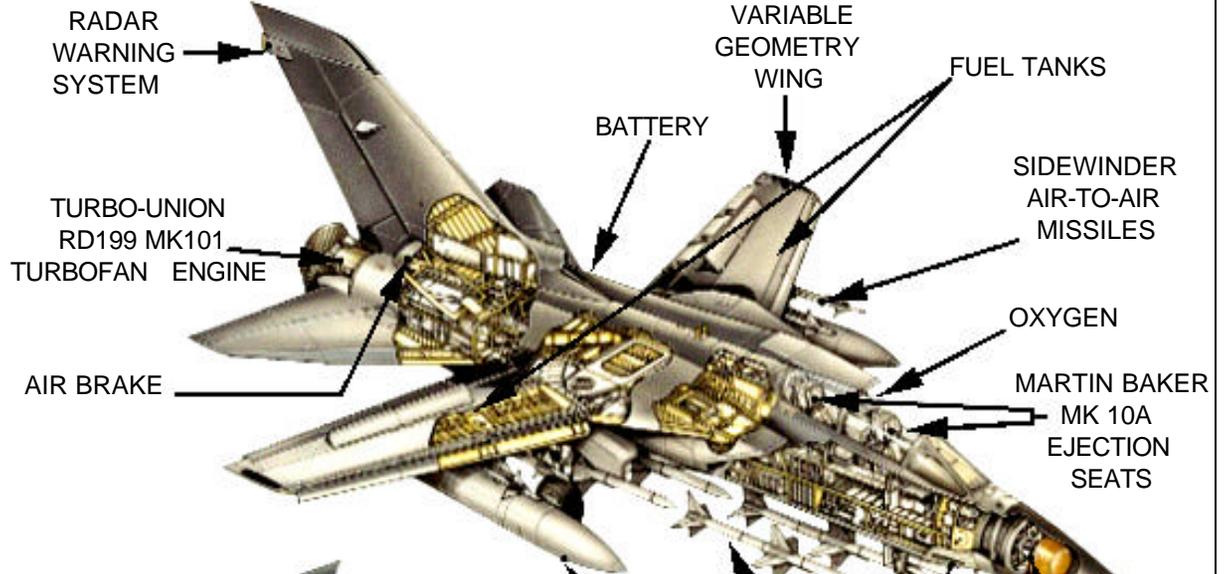
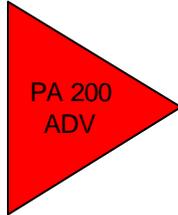


TORNADO ADV/IDS

AIRCRAFT HAZARDS-Continued

HAZARDS AND ARMAMENT

TORNADO ADV/IDS



SPECIAL TOOLS/EQUIPMENT

- Fire Drill II
- Power Rescue Saw

AIRCRAFT ENTRY

1. NORMAL ENTRY

WARNING

If the aircrew has to be rescued with assistance from the outside, special attention has to be paid to the hazards resulting from the ejections seats, the canopy jettison system and the MDC system.

NOTE:

Various canopy opening procedures are described. The ejection seats, the canopy jettison system and the MDC system are equipped with pyrotechnic components.

WARNING

Inadvertent initiation may cause extremely severe or even fatal injuries. Therefore, it is mandatory that the systems be provided with adequate safety devices before the rescue actions are begun. If the canopy was jettisoned, only the ejection seats are to be secured. If possible, the MDC system has to be deactivated on the jettisoned. The individual operations necessary to rescue the aircrew are described. If the aircrew is unable to open the canopy, the rescue crew has various possibilities of gaining access to the cockpits.

- a. The canopy can be opened by means of the external canopy control handle. If this is impossible, the canopy can be raised manually after it has been unlocked or the transparencies can be detonated.

WARNING

If the left engine is running, the danger of the left engine air intake has to be considered and the aircrew has to be protected before opening the canopy to prevent ingestion into the air intake.

- b. If the canopy is undamaged, it can be opened from the outside by the external canopy control handle located on the left side of the front fuselage. If the canopy cannot be opened by the external canopy control handle, it has to be opened, by unlocking the canopy using the external canopy control handle.
- c. Pull out the external jack release handle, thereby uncoupling the canopy jack. The uncoupling process can also be initiated by the aircrew by operating the internal jack release handle in the front or rear cockpit. Raise cockpit manually and secure against closing.

2. EMERGENCY ENTRY

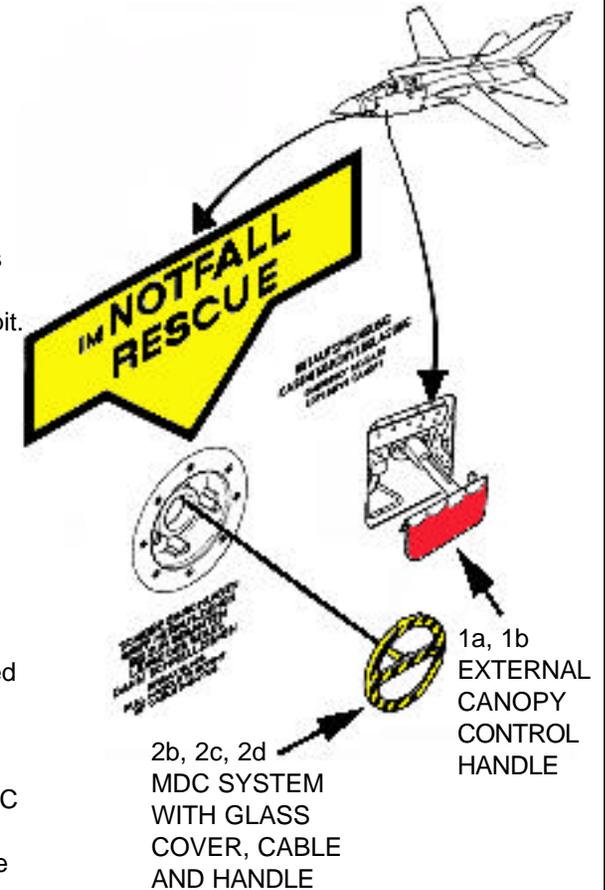
- a. If the canopy cannot be raised manually, detonate the canopy transparencies.

WARNING

When pulling the external MDC handle, move underneath aircraft, if possible, to avoid injuries by fractured airborne debris. In any case, turn face away from aircraft and cover exposed places on the body.

- b. The canopy transparencies are detonated by the MDC system and blown clear of the canopy frame. The external MDC handle is located on the left side of the front fuselage and covered by a panel.
- c. For detonation of the canopy transparencies break the glass.
- d. Pull the handle to the total extent of the cable (approx. 3 m) and then tug.

TORNADO ADV/IDS



ENGINE SHUTDOWN

1. EMERGENCY ENGINE SHUTDOWN

NOTE:

The following procedure shall among other things be applied, if, in an emergency, the engines have to be shut down by personnel not authorized to accomplish engine runs.

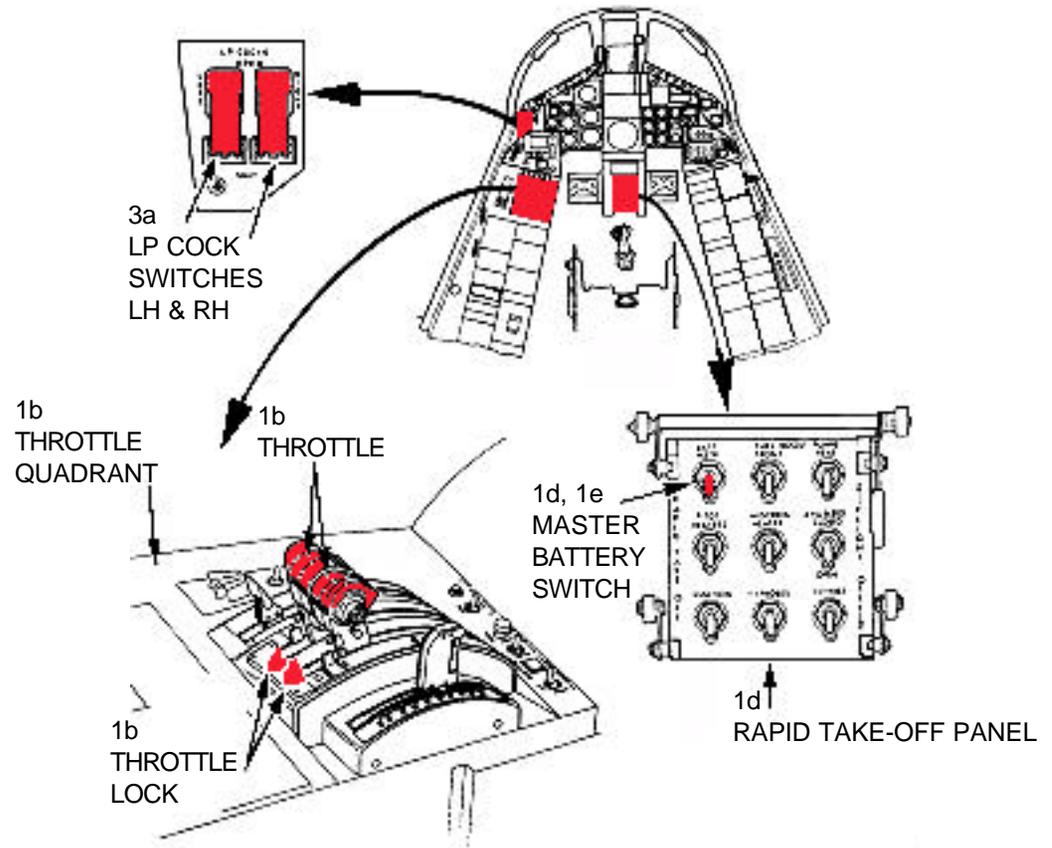
NOTE:

The engine throttles are located on the left console in the front cockpit. The GT variant is equipped with two additional throttles in the rear cockpit which, however, cannot be used for engine shutdown.

WARNING

Do not enter the engine air intake area while the engines are running. Air intake ingestion can cause injury or death to personnel.

- a. Access the cockpits using the entry procedures.
- b. On the throttle quadrant, push throttle lock forward and select throttle to the HP SHUT position.
- c. Select LP cock switches LP COCKS LEFT and RIGHT, located on the left side of forward instrument panel, to the SHUT position.
- d. Select all switches on the rapid take-off panel, except the battery master switch BATT MSTR to the OFF position.
- e. When the engine has run down, select battery master switch BATT MSTR to the OFF position.



APU SHUTDOWN

1. EMERGENCY MANUAL APU SHUTDOWN

NOTE:

In an emergency, e. g. in case of a fire or fracture of oil, fuel or hydraulic lines during operation of the secondary power system, the APU may be shut down by actuating one of the following switches.

a. SHUTDOWN INITIATED IN THE FRONT COCKPIT

- (1) Select APU switch to OFF.
- (2) Select APU fire test switch APU AUTO TEST to TEST.
- (3) Select battery master switch BATT MSTR to OFF (only possible up to Serial No. 4299).

b. SHUTDOWN IN THE RIGHT MAIN LANDING GEAR BAY

- (1) Select APU SAFETY switch to SAFE.

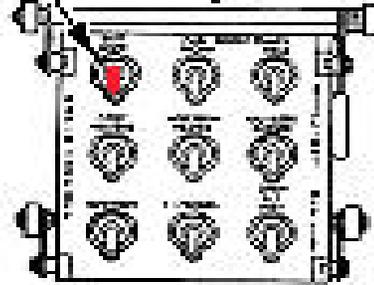
1a(1)
APU
SWITCH



TORNADO ADV/IDS

FORWARD
COCKPIT

1a(3)
BATTERY
MASTER
SWITCH

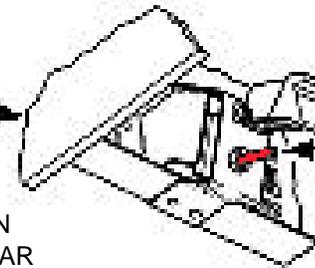


1a(2)
APU FIRE
TEST SWITCH



RIGHT MAIN
LANDING GEAR
BAY

1b(1)
APU
SAFETY
SWITCH

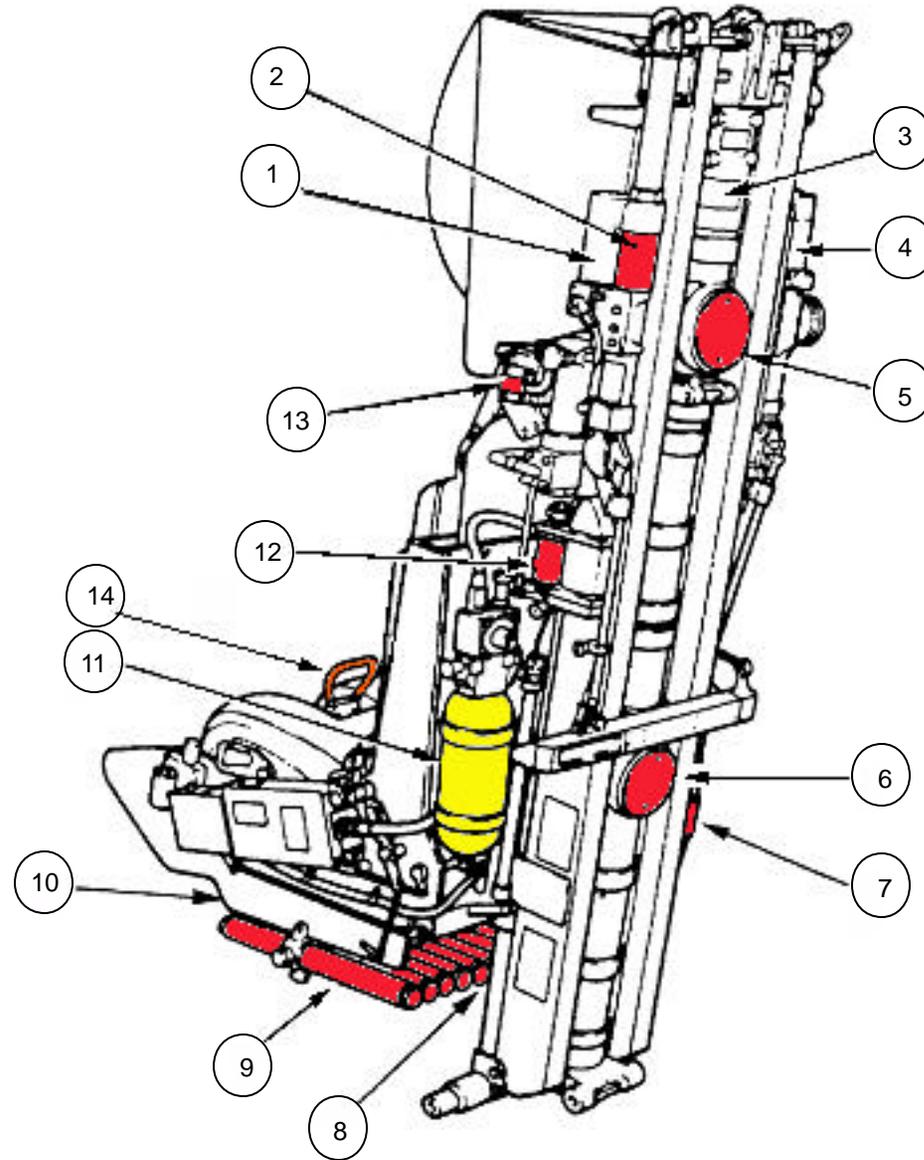


MARTIN BAKER MK10A EJECTION SEAT

TORNADO ADV/IDS

EJECTION SEAT COMPONENTS

- 1 Secondary Cartridge, Drogue Gun
- 2 Primary Cartridge, Drogue Gun
- 3 Primary Cartridge, Ejection Gun (Catapult)
- 4 Cartridge, Barostatic Time Release Unit
- 5 Secondary Cartridge, Upper, Ejection Gun
- 6 Secondary Cartridge, Lower, Ejection Gun
- 7 Cartridge, Manual Separation Firing Unit
- 8 Cartridge, Rocket Pack Firing Unit
- 9 Rocket Pack
- 10 Cartridge, Seat Pan Firing Unit
- 11 Emergency Oxygen Cylinder
- 12 Cartridge, Rocket Pack Firing Unit
- 13 Cartridge, Harness Power Retraction Unit
- 14 Ejection Control Handle



AIRCREW EXTRACTION

1. LOCKING/SAFETYING OF THE ESCAPE SYSTEMS

WARNING

When accomplishing rescue and recovery actions in the cockpit area, it is mandatory that the canopy jettison system, the MDC system and the ejection seats be completely locked/safetied.

NOTE:

The following rescue procedure has to be accomplished to rescue an unconscious aircrew member from an ejection seat. It only applies to the technical sequence of activities; medical care is to be provided by the responsible medical specialist personnel.

WARNING

If the oxygen mask is still fitted to the helmet, remove mask to prevent death due to suffocation.

Post Ta FL1241: If the aircrew member wears NBC

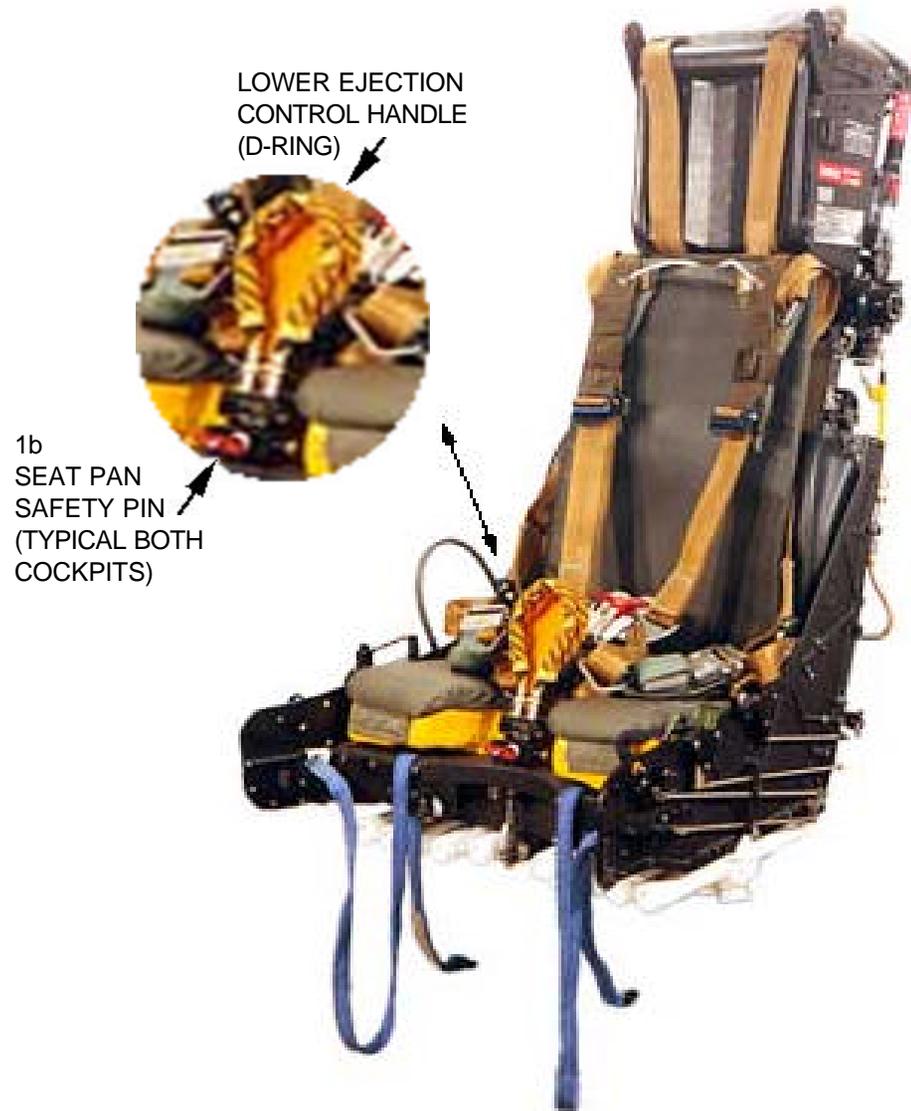
- protective equipment, both hood zippers have to be opened. If necessary, the quick-release handle on the upper right side of the hood is to be operated. The
- oxygen mask is now freely accessible and has to be removed.

NOTE:

If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

- a. Make forward seat safe first by selecting the safe position at the command ejection selector, located in aft cockpit.
- b. Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.
- c. Insert canopy jettison initiator unit safety pin, located between cockpits, if applicable.

TORNADO ADV/IDS

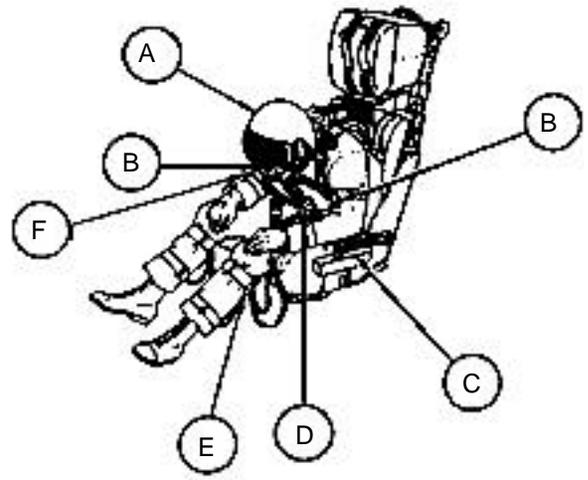


MARTIN BAKER EJECTION SEAT MK10

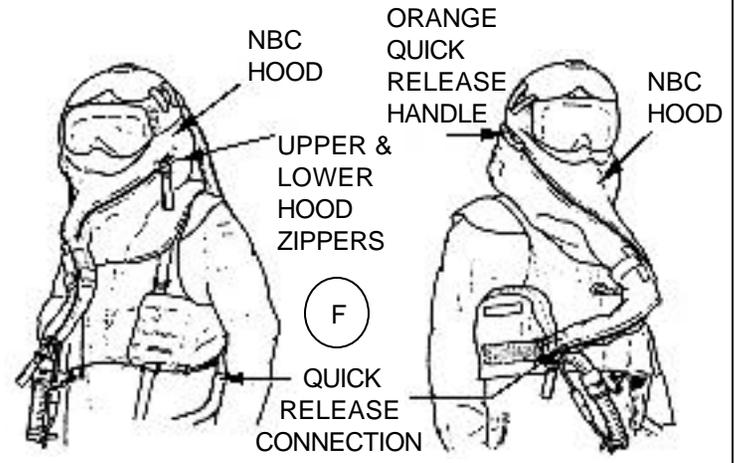
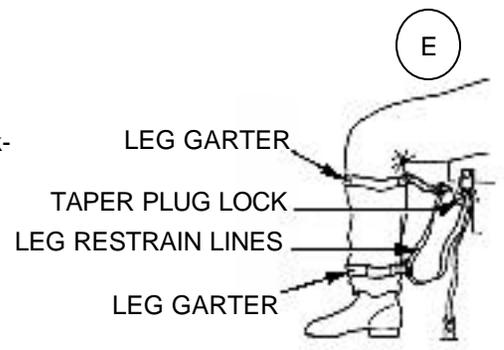
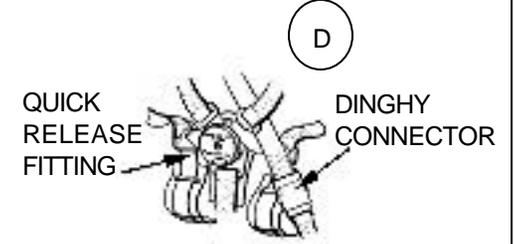
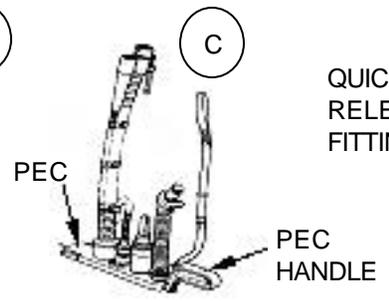
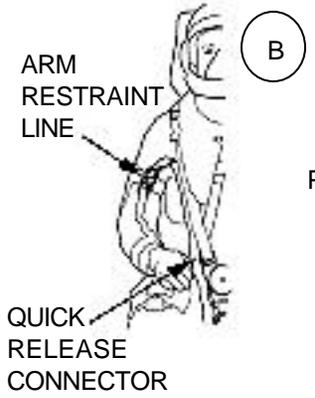
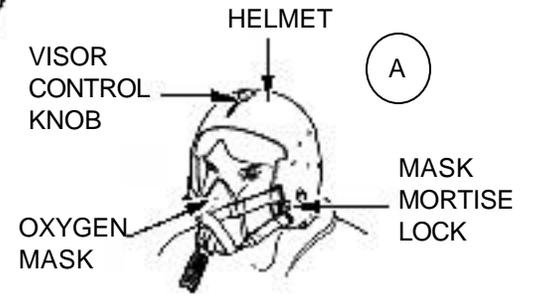
AIRCREW EXTRACTION-Continued

- NOTE:
Operation/step d applies only to aircrew members equipped with NBC protective equipment post TA FL1241.
- d. Open upper and lower hood zippers. If required, operate the orange quick-release handle. (Detail F)
 - e. Operate control knob and raise visor. (Detail A)
 - f. Open mask mortise lock and remove oxygen mask. (Detail A)
 - g. Open connector and release dinghy retaining lanyard. (Detail D)
 - h. Release arm restraint lines on quick-release connector. (Detail B)
 - i. Open quick-release fitting and release leg and shoulder straps. (Detail D)
 - j. Unlock PEC man portion handle and release PEC man portion. (Detail C)
 - k. Ensure that the leg restraint lines are removed from the taper plug lock and the leg garters. (Detail E)

- NOTE:
Operation/step l applies only to aircrew members equipped with NBC protective equipment post TA FL1241.
- l. Disconnect/remove hood scavenging line on the quick-release connection i. a. w. Detail F from the blower.
 - m. Rescue aircrew from the aircraft.

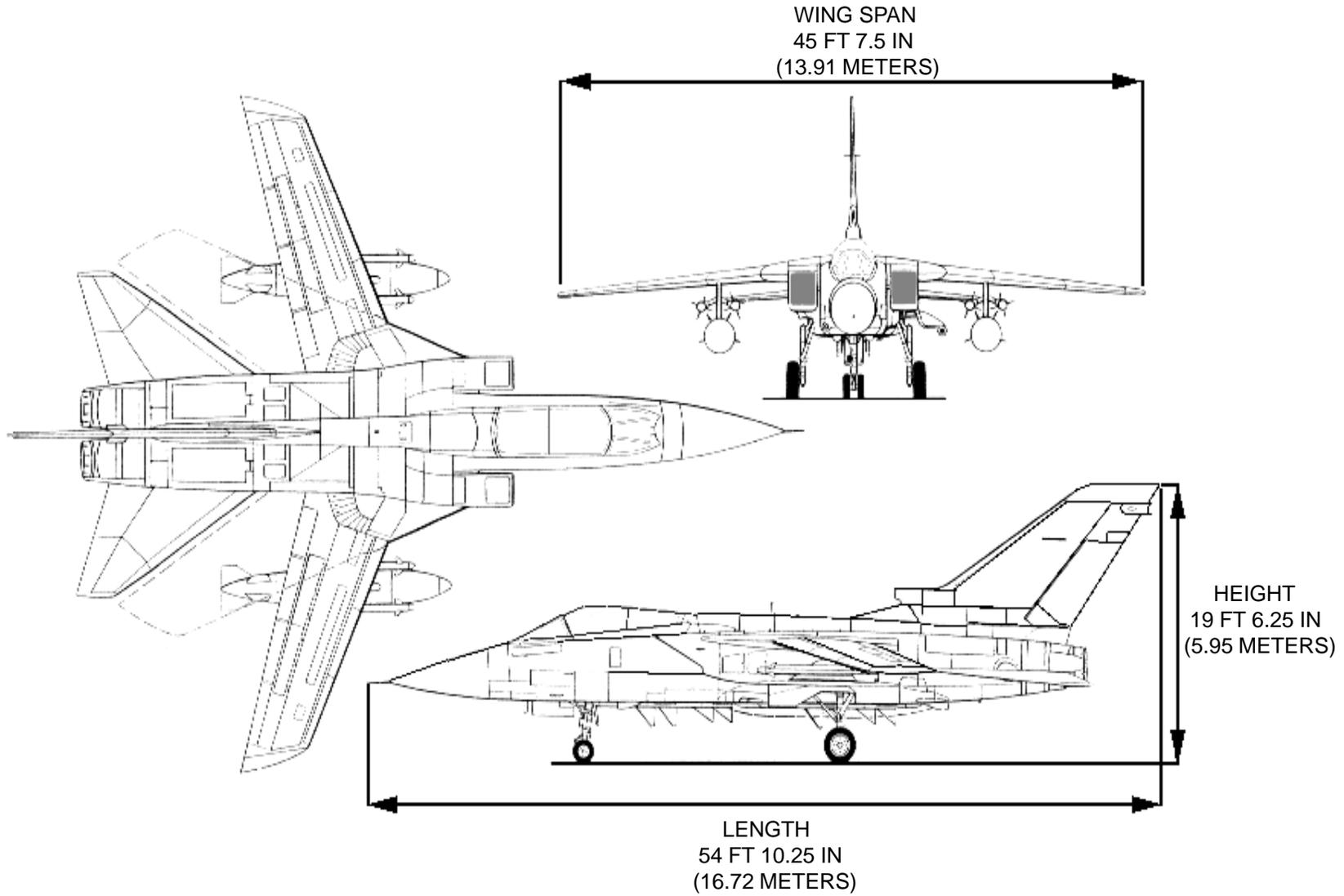


TORNADO ADV/IDS



AIRCRAFT DIMENSIONS

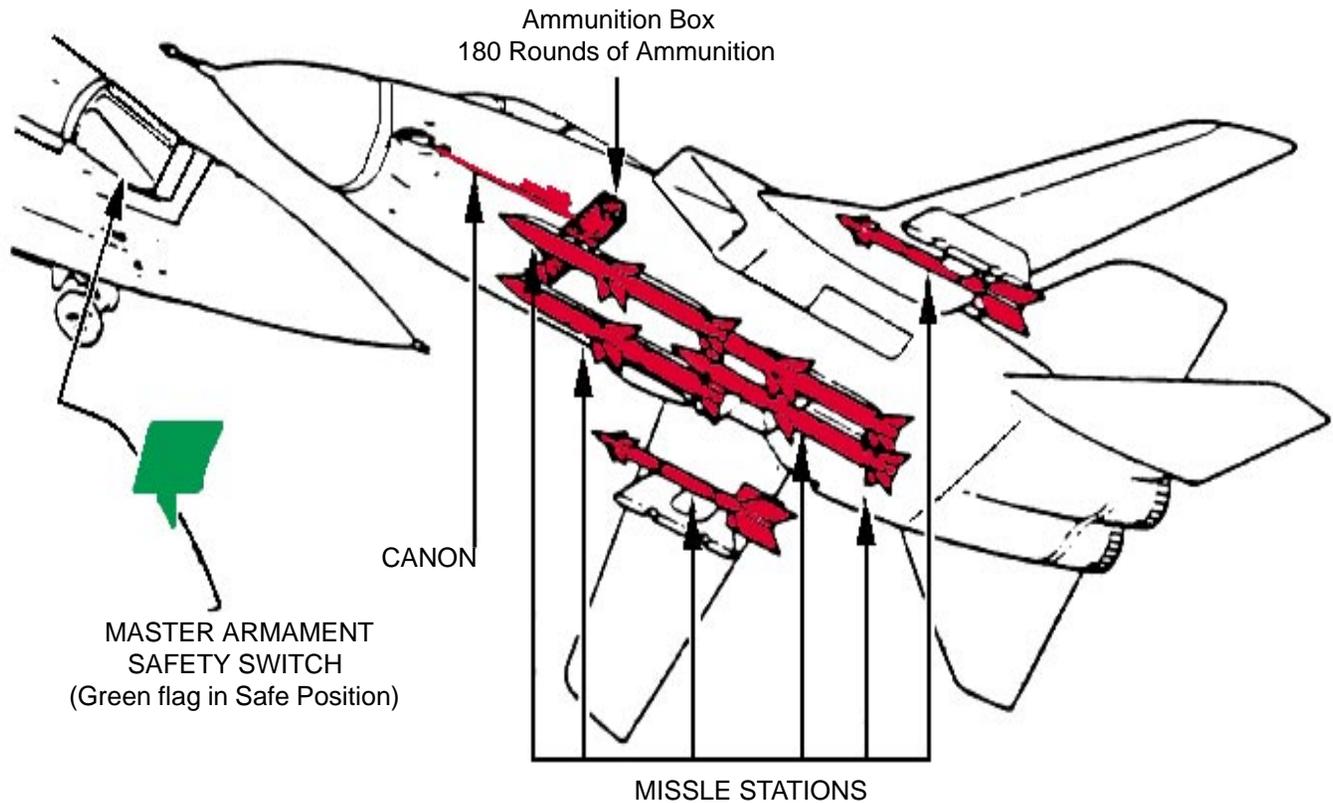
TORNADO F3



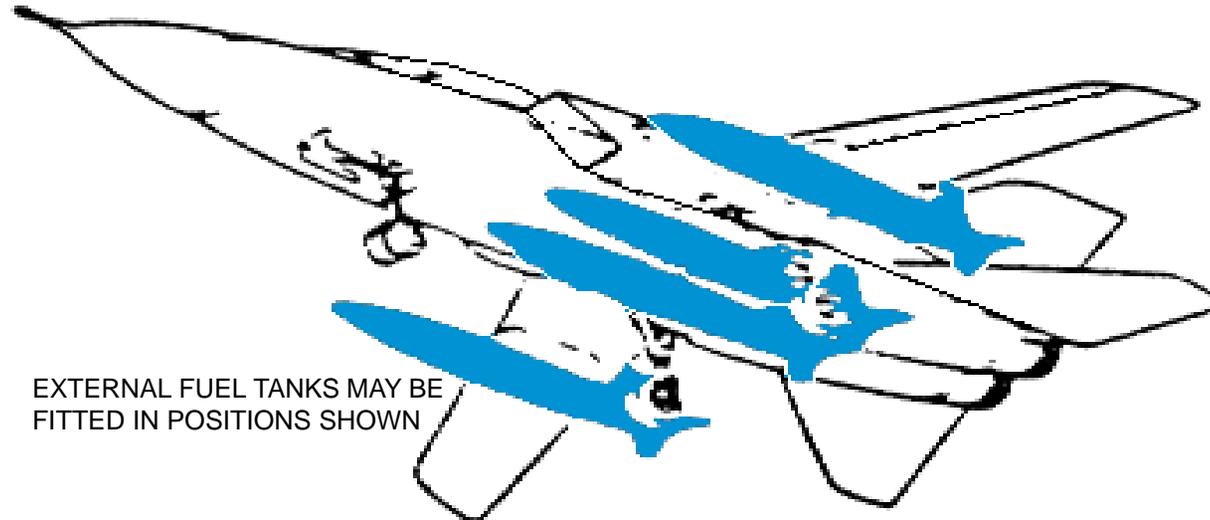
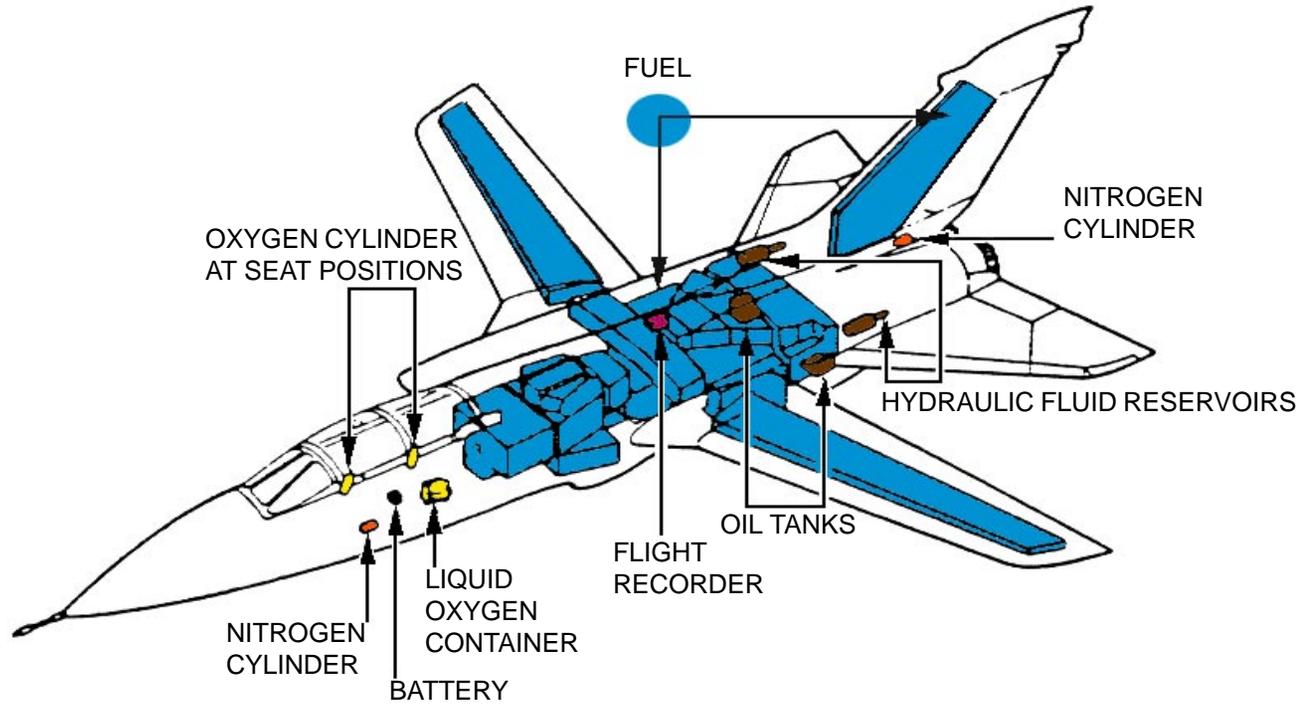
AIRCRAFT HAZARDS

OTHER HAZARDS:

- Battery acid
- Assisted escape system
- Asbestos
- Beryllium + beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cadium (Battery/Bolt protection/Steel protection)
- Cartridge operated equipment
- Composite Materials (Man-made mineral fibres)
- Coolanol
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature bulbs)
- Miniature Detonating Cord (MDC)
- Polytetrafluoroethylene
- Potassium Hydroxide
- Radioactive sources
- Sonar locator beacon(s) (1-Lithium battery)
- Thallium
- Thorium Fluoride
- Weapon Load
- Zinc Selenide
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-26
- Oxygen: LOX



NOTE:
A variety of missles are carried externally.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Press access door, located on left side of the fuselage, release lever and pull lever to STOP position.

2. MANUAL ENTRY

- a. Pull yellow/black marked O-handle, located behind normal entry release lever, to STOP position. (Not illustrated.)
- b. Press canopy upwards and install steadying strut.

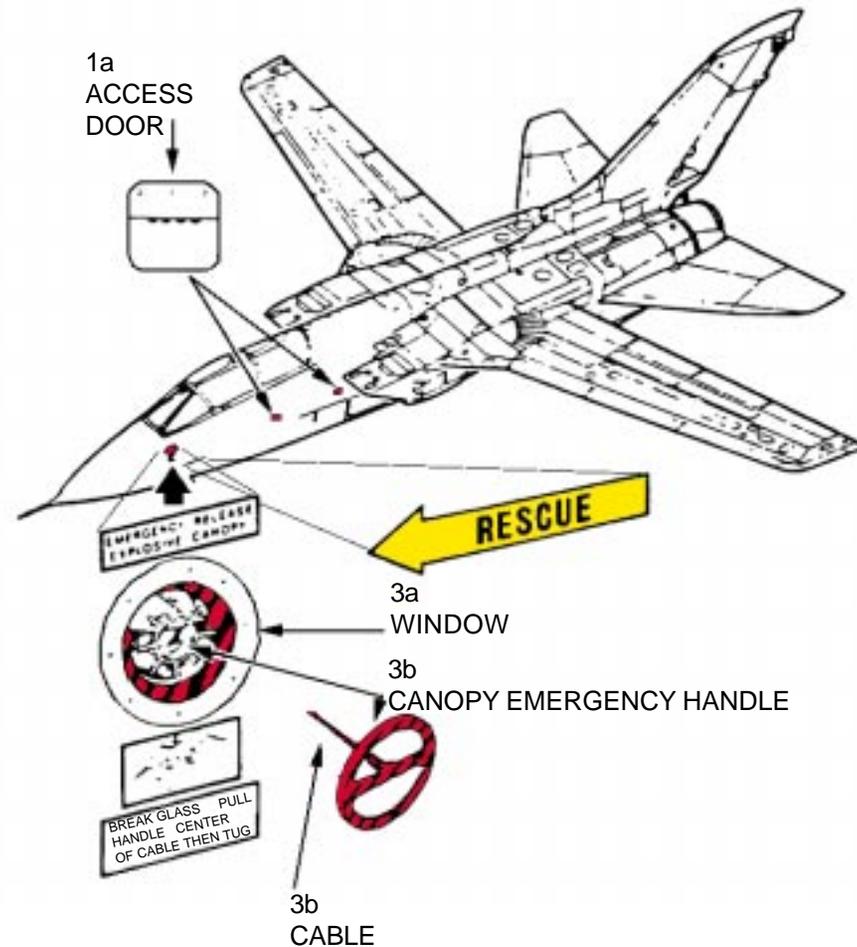
3. EMERGENCY ENTRY

WARNING

Personnel other than the operator of the emergency release explosive canopy handle must stand well clear of the aircraft. Handle is located on port side of aircraft and has Mild Detonating Cord (MDC) installed.

- a. Break the frangible panel, located on the left side of the fuselage, by striking it in the center with the heel of the hand with fist clenched, to expose emergency canopy handle.
 - b. Grasp the emergency canopy handle with the right hand and move forward and away along a line approximately 45 degrees to the fuselage until the cable becomes taut.
 - c. Facing away from the aircraft with handle in the right hand, pull the handle sharply.
4. CUT-IN
- a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.

TORNADO F3



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

WARNING

Before operating crash switches, the throttles must be selected back to HP SHUT position.

WARNING

Failure to follow the above procedure will cause the engines to rapidly accelerate, possibly to destruction.

NOTE:

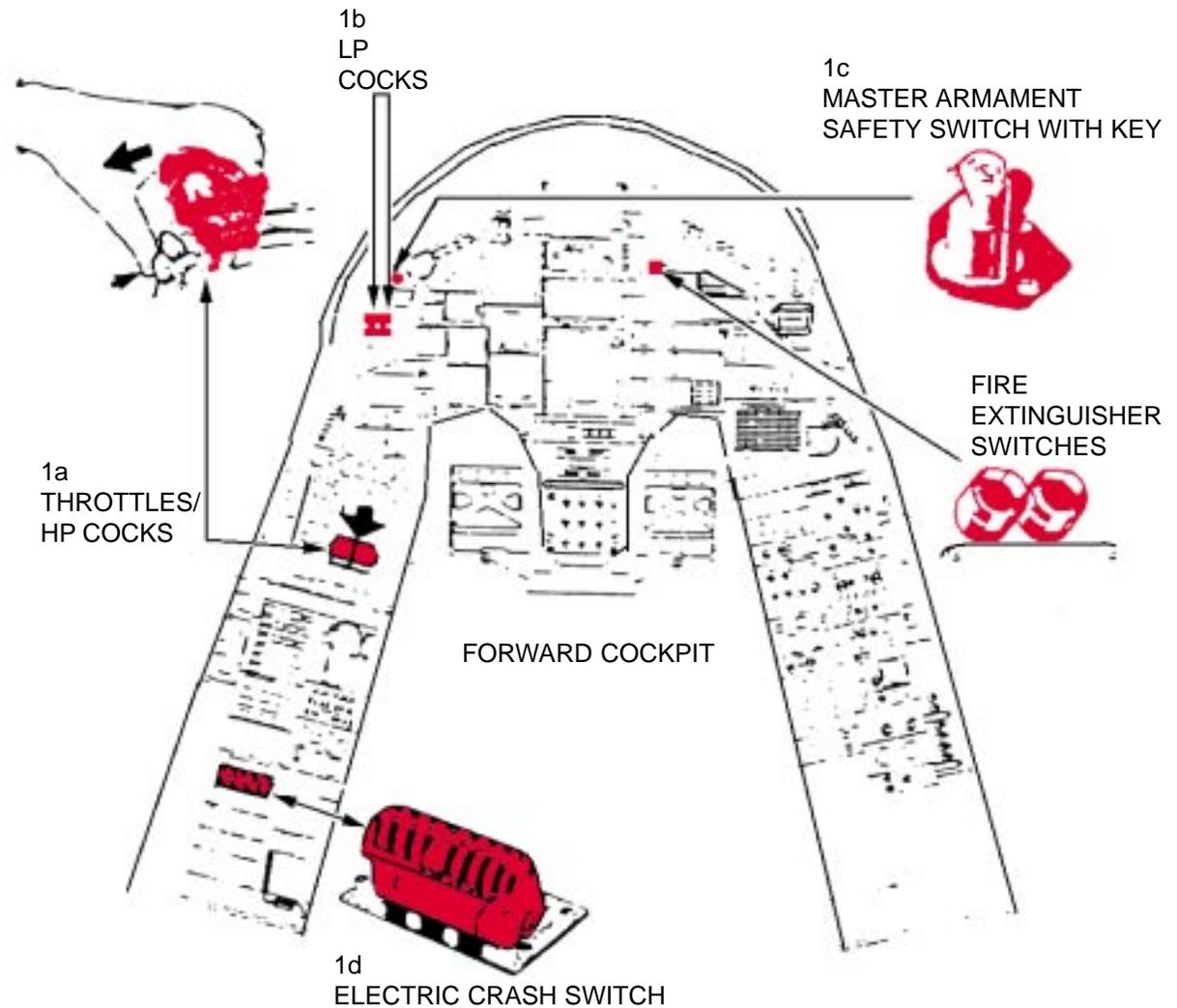
Thumb plates must be pushed forward to allow the throttle/HP cocks to be selected fully back to SHUT position.

- Pull fully back the throttles/HP cocks, located on the left console.
- Place LP cocks, located on forward left panel, down to SHUT position.
- Place the master armament safety switch and key, located on the forward left panel down to the OFF position.

NOTE:

Fire extinguisher switches are located on the forward instrument panel.

- Lift and pull the electric crash switch, located aft on the left console, to isolate and discharge the fire extinguishers in the engine compartments.

TORNADO F3

SEAT SAFETYING AND AIRCREW EXTRACTION

TORNADO F3

1. SEAT SAFETYING

WARNING

Seat pan must be fitted to both forward and aft seats before attempting further rescue of either crew member.

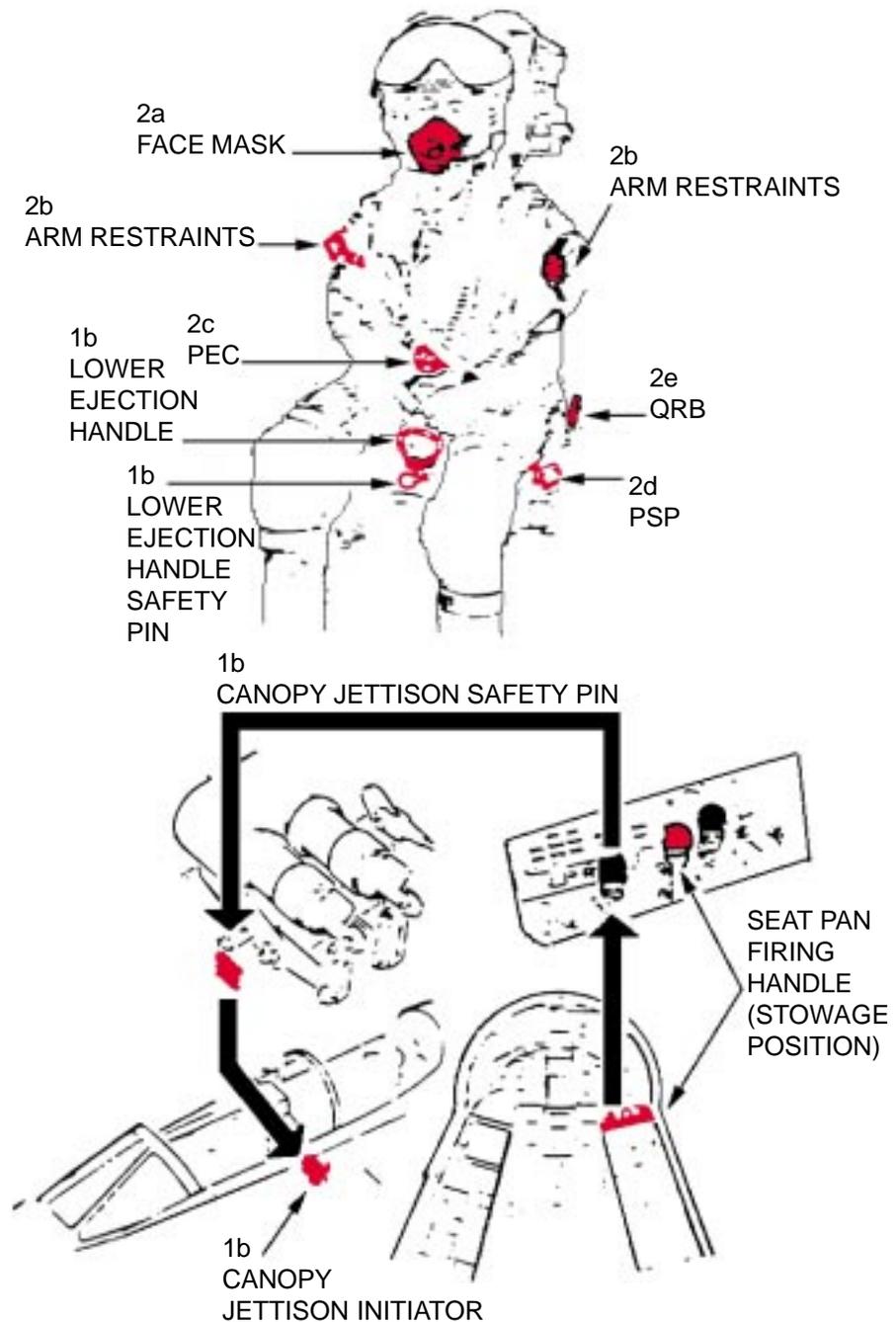
NOTE:

If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

- a. Make forward seat safe first by selecting the safe position at the command ejection selector, located in aft cockpit.
- b. Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.
- c. Insert canopy jettison initiator unit, located between cockpits, safety pin.

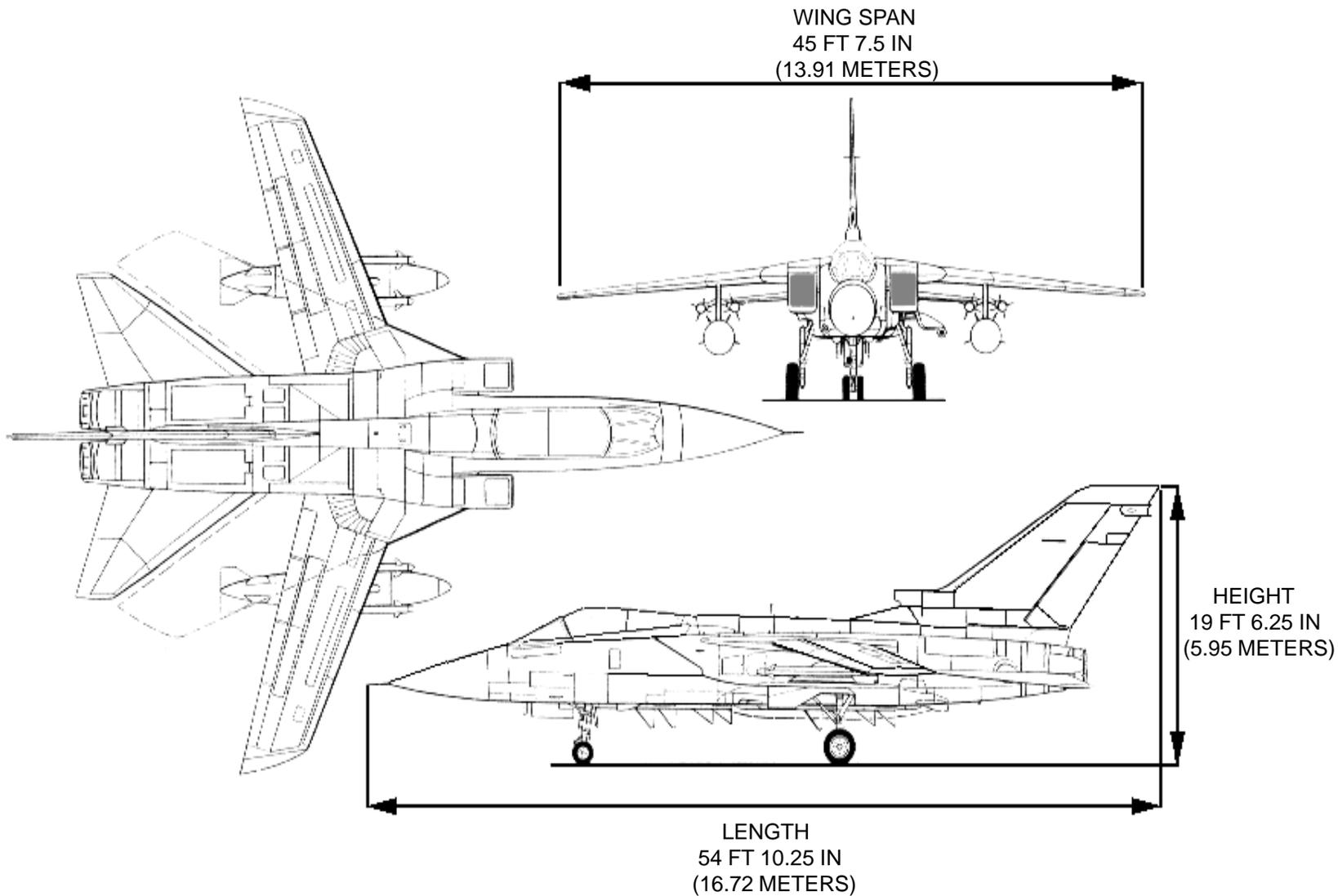
2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Release arm restraint straps by pressing plungers. Place aside the right and left shoulder straps.
- c. Remove PEC, located on left side of seat, by pulling up from seat which also releases leg restraints straps.
- d. Release PSP, located left side of seat, by pressing plungers and lay aside.
- e. Release QRB, located left side of seat, by turning and pressing. Pull out lugs.
- f. Remove crewmember.



AIRCRAFT DIMENSIONS

TORNADO GR MK 1A

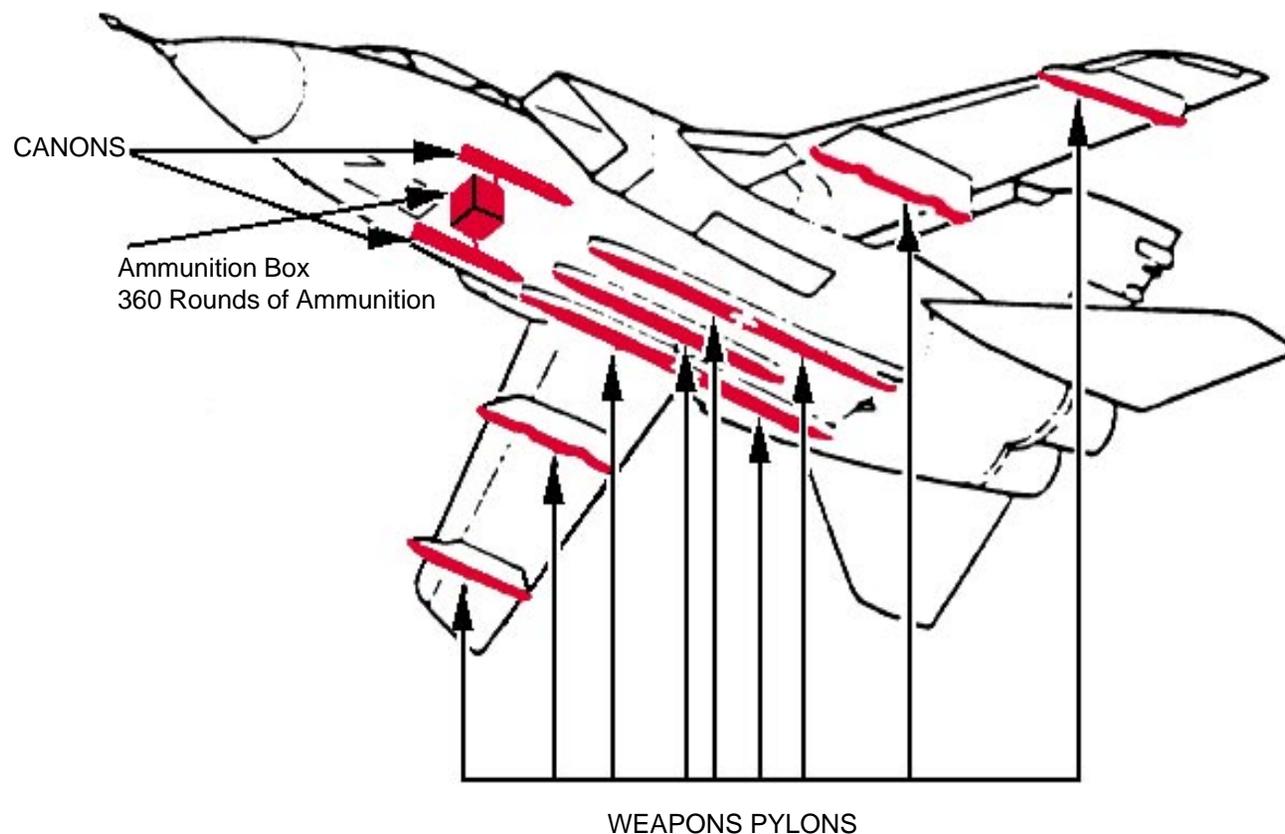


AIRCRAFT HAZARDS

OTHER HAZARDS:

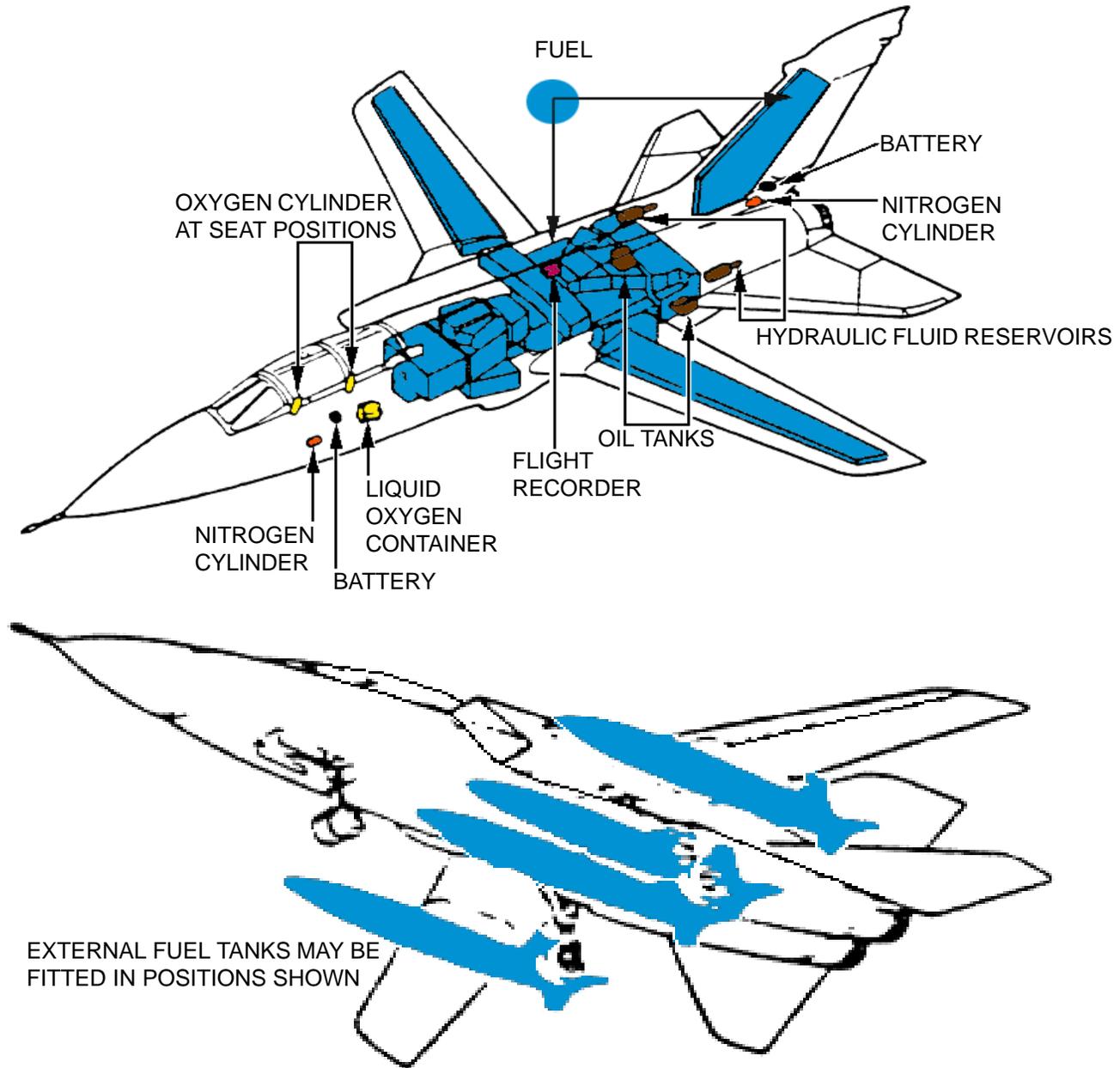
Battery acid
 Assisted escape system
 Asbestos
 Beryllium + beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cadmium (Battery/Bolt protection/Steel protection)
 Cartridge operated equipment
 Composite Materials (Man-made mineral fibres)
 Coolanol
 Chaff Dispenser
 Dimethylformamide (Strobe power pack)
 Ejector release units
 Flare dispenser
 Lithium (Batteries)
 Mercury (Temperature bulbs)
 Miniature Detonating Cord (MDC)
 Polytetrafluoroethylene
 Potassium Hydroxide
 Radioactive sources
 Sonar locator beacon(s) (1-Lithium battery)
 Thallium
 Thorium Fluoride
 Weapon Load
 Zinc Selenide
 Fuel: Avtur
 Hydraulic oil: OM-15
 High pressure gases: Nitrogen
 Engine oil: OX-26
 Oxygen: LOX

TORNADO GR MK 1A



NOTE:

A variety of missiles are carried externally on 9 pylons.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Press access door, located on left side of the fuselage, release lever and pull lever to STOP position.

2. MANUAL ENTRY

- a. Pull yellow/black marked O-handle, located behind normal entry release lever, to STOP position. (Not illustrated.)
- b. Press canopy upwards and install steadying strut.

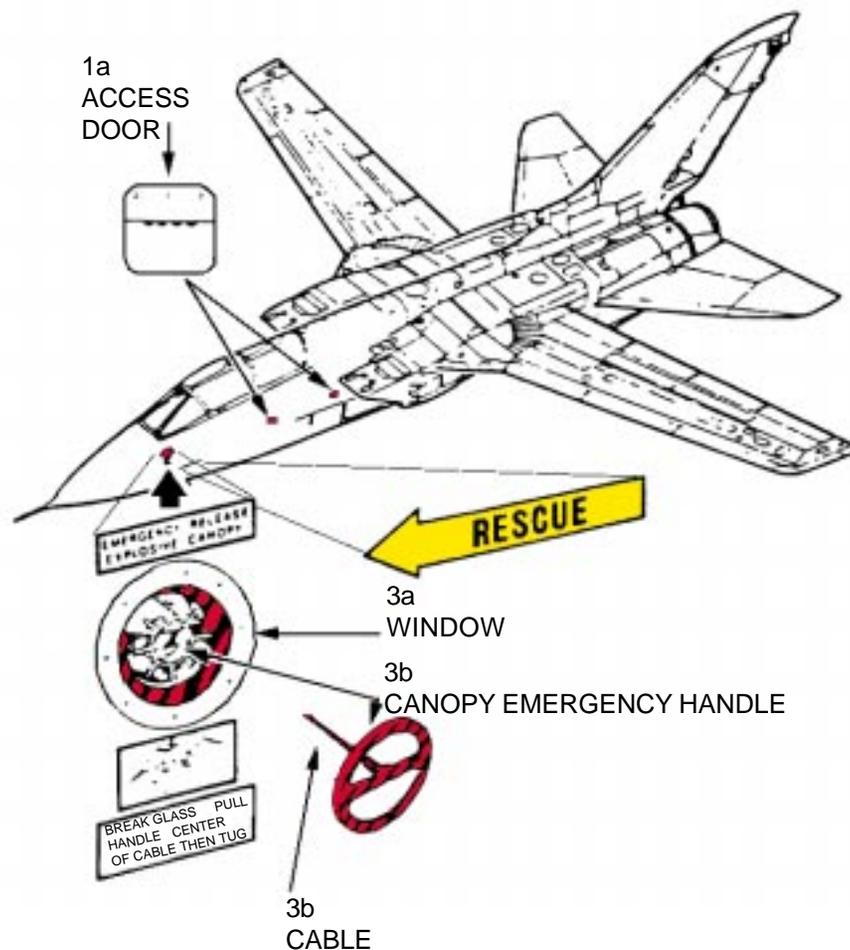
3. EMERGENCY ENTRY

WARNING

Personnel other than the operator of the emergency release explosive canopy handle must stand well clear of the aircraft. Handle is located on port side of aircraft and has Mild Detonating Cord (MDC) installed.

- a. Break the frangible panel, located on the left side of the fuselage, by striking it in the center with the heel of the hand with fist clenched, to expose emergency canopy handle.
 - b. Grasp the emergency canopy handle with the right hand and move forward and away along a line approximately 45 degrees to the fuselage until the cable becomes taut.
 - c. Facing away from the aircraft with handle in the right hand, pull the handle sharply.
4. CUT-IN
- a. If emergency entry can not be accomplished, use the power rescue saw or crash ax to enter cockpit area. Cut all four sides to gain access.

TORNADO GR MK 1A



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

WARNING

Before operating crash switches, the throttles must be selected back to HP SHUT position.

WARNING

Failure to follow the above procedure will cause the engines to rapidly accelerate, possibly to destruction.

NOTE:

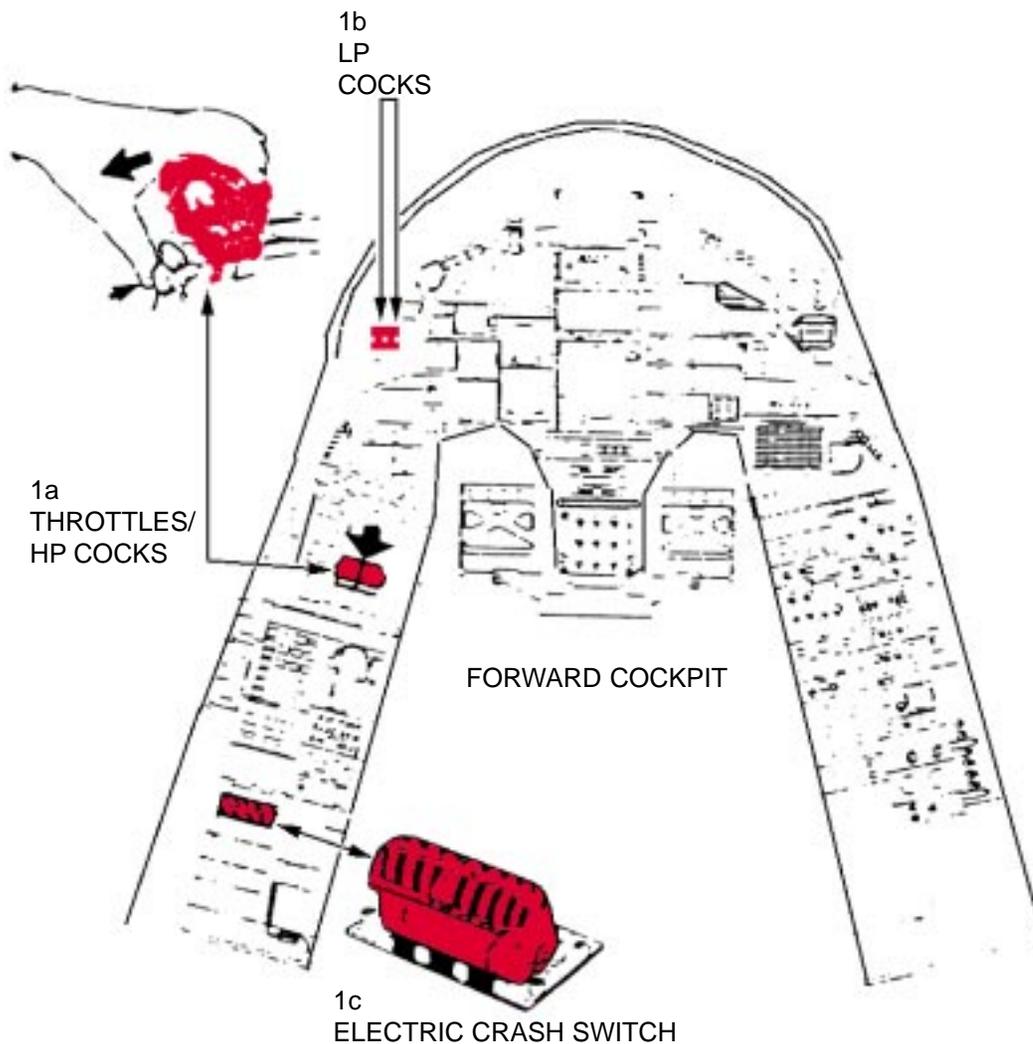
Thumb plates must be pushed forward to allow the throttle/HP cocks to be selected fully back to SHUT position.

- a. Pull fully back the throttles/HP cocks, located on the left console.
- b. Place LP cocks, located on forward left panel, down to SHUT position.

NOTE:

Fire extinguisher switches are located on the forward instrument panel.

- c. Lift and pull the electric crash switch, located aft on the left console, to isolate and discharge the fire extinguishers in the engine compartments.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

WARNING

Seat pan must be fitted to both forward and aft seats before attempting further rescue of either crew member.

NOTE:

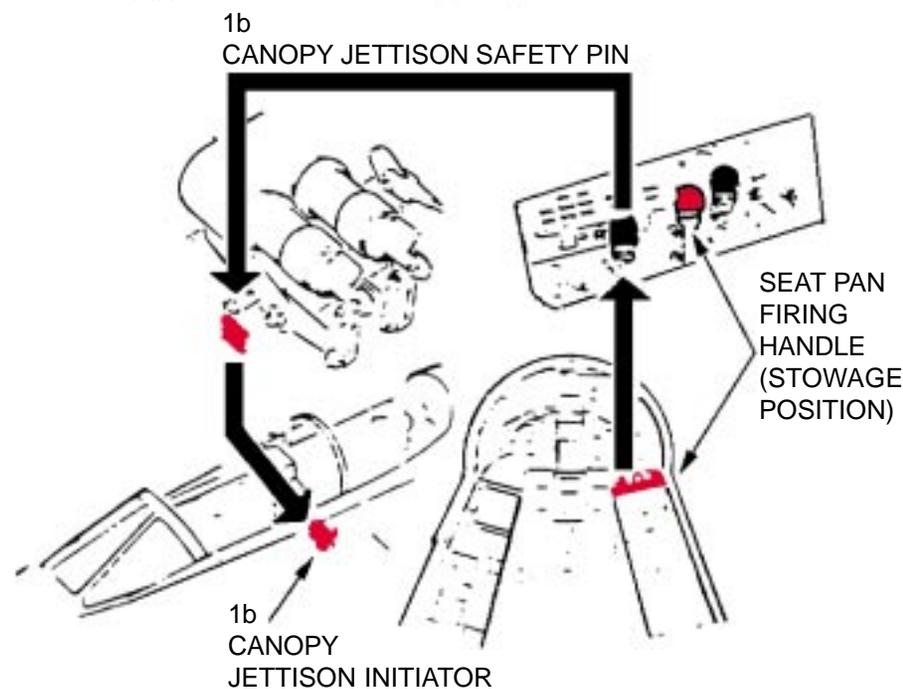
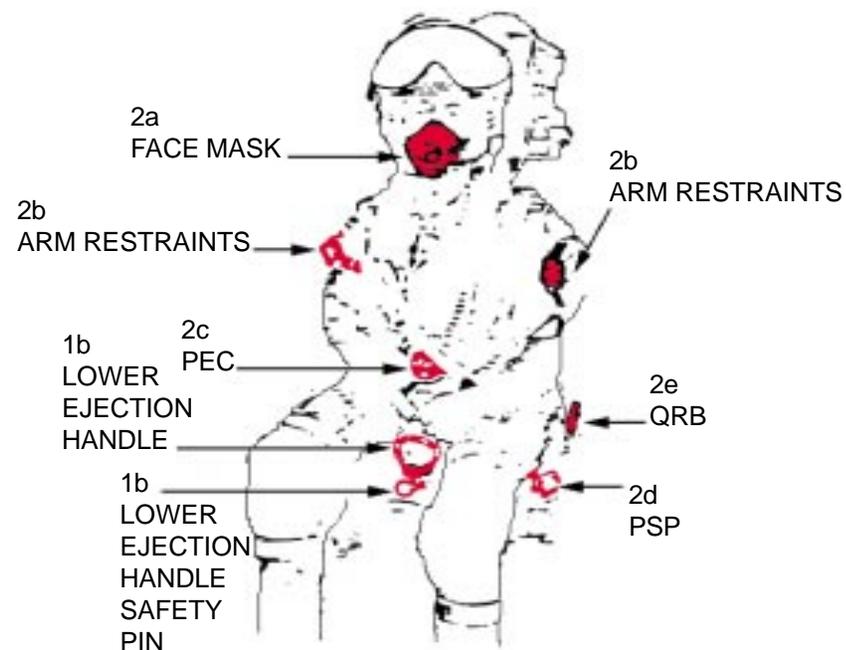
If rescue is attempted via open canopy (MDC not fired) then MDC initiator unit safety pins must be fitted to both cockpits. Pin stowage position similar for both cockpits.

- Make forward seat safe first by selecting the safe position at the command ejection selector, located in aft cockpit.
- Insert seat pan safety pin (yellow color) in the forward and aft seats at the lower ejection handle.
- Insert canopy jettison initiator unit, located between cockpits, safety pin.

2. AIRCREW EXTRACTION

- Remove face mask.
- Release arm restraint straps by pressing plungers. Place aside the right and left shoulder straps.
- Remove PEC, located on left side of seat, by pulling up from seat which also releases leg restraints straps.
- Release PSP, located left side of seat, by pressing plungers and lay aside.
- Release QRB, located left side of seat, by turning and pressing. Pull out lugs.
- Remove crewmember.

TORNADO GR MK 1A



The aircraft information is pending release.

NOTE

Chapter 27 contains emergency rescue and mishap response information for the following NATO aircraft:

DEU, FRA, ITA	ATLANTIC BR 1150
GBR	CANBERRA PR7
GBR	CANBERRA PR9
GBR	CANBERRA T4
GBR	CANBERRA TT18
NLD, ESP	FOKKER 50
ITA	MB 326
ITA	MB 339
GBR	NIMROD MR. MK 2P
GBR	NIMROD R-1
CAN, GRC, NOR, PRT, ESP, USA	P-3/CP-140/CP-140A

* Aircraft information pending

CHAPTER 27

NATO

BOMBER/MARITIME

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

27-1. INTRODUCTION AND USE.

27-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

27-3. GENERAL ARRANGEMENT.

27-4. 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.

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Pull release lever of hatch cover, located aft section lower side of the fuselage, and clasp hatch cover downwards.
- Go up steps leading forward, located inside of the fuselage, to the pressure cabin door.
- Pull the sliding bolt of the cabin door to the right and push door inwards, up to STOP position.

2. EMERGENCY ENTRY

- Escape hatches are located on both sides overwing.
- Pull red or yellow/black marked lever, located above window, turn lever clockwise to STOP position and remove hatch.
- Disconnect dinghy pack, located on the step, and clasp step outwards.

3. CUT-IN

- Marked cut-in areas are located on both sides aft fuselage and one at the top side of fuselage. Cut-in along marked areas.
- Disconnect fuselage extension from the tail, by cutting or pulling.

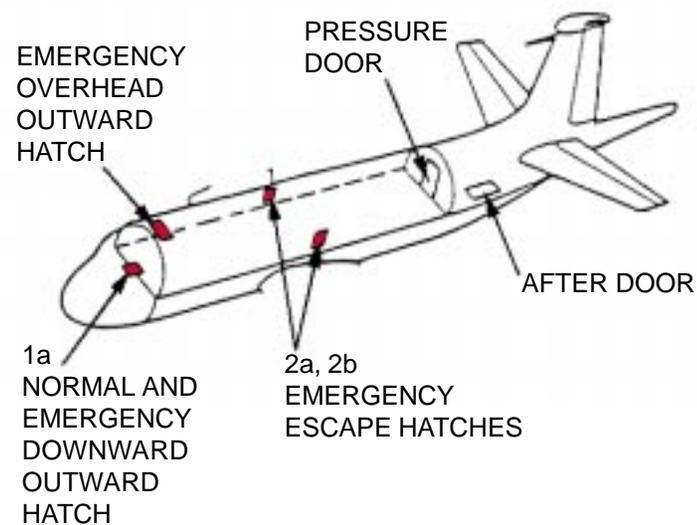
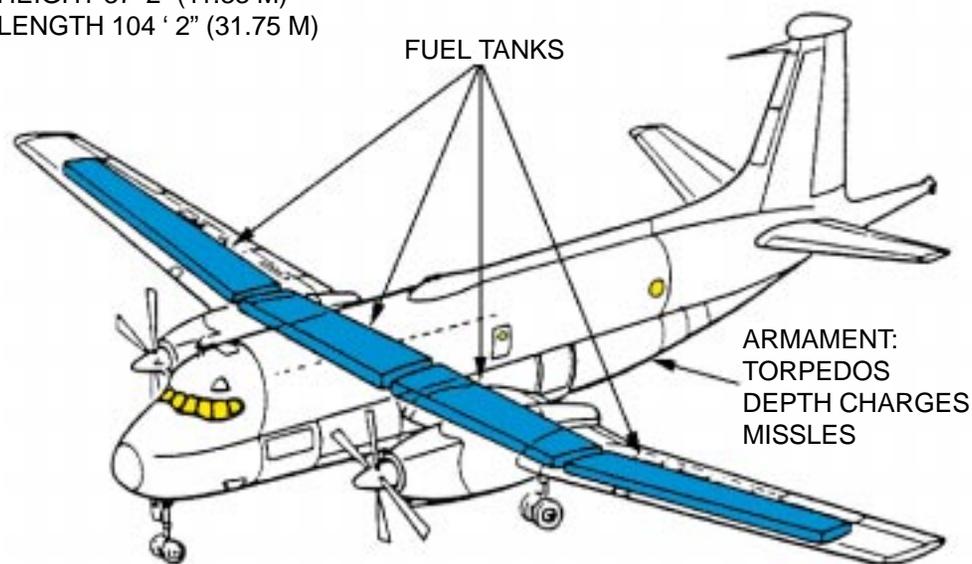
DIMENSIONS

WING SPAN 119 ' 1" (36.30 M)

HEIGHT 37' 2" (11.33 M)

LENGTH 104 ' 2" (31.75 M)

ATLANTIC BR 1150



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

ATLANTIC BR 1150

1. ENGINE SHUTDOWN

- Pull the three yellow/black marked fire "T" handles located center pilot's overhead panel, up to STOP position.
- Depress the yellow/black marked "CRASH-BAR", located left beside the fire "T" handles of the pilot's overhead panel.

2. AIRCREW EXTRACTION

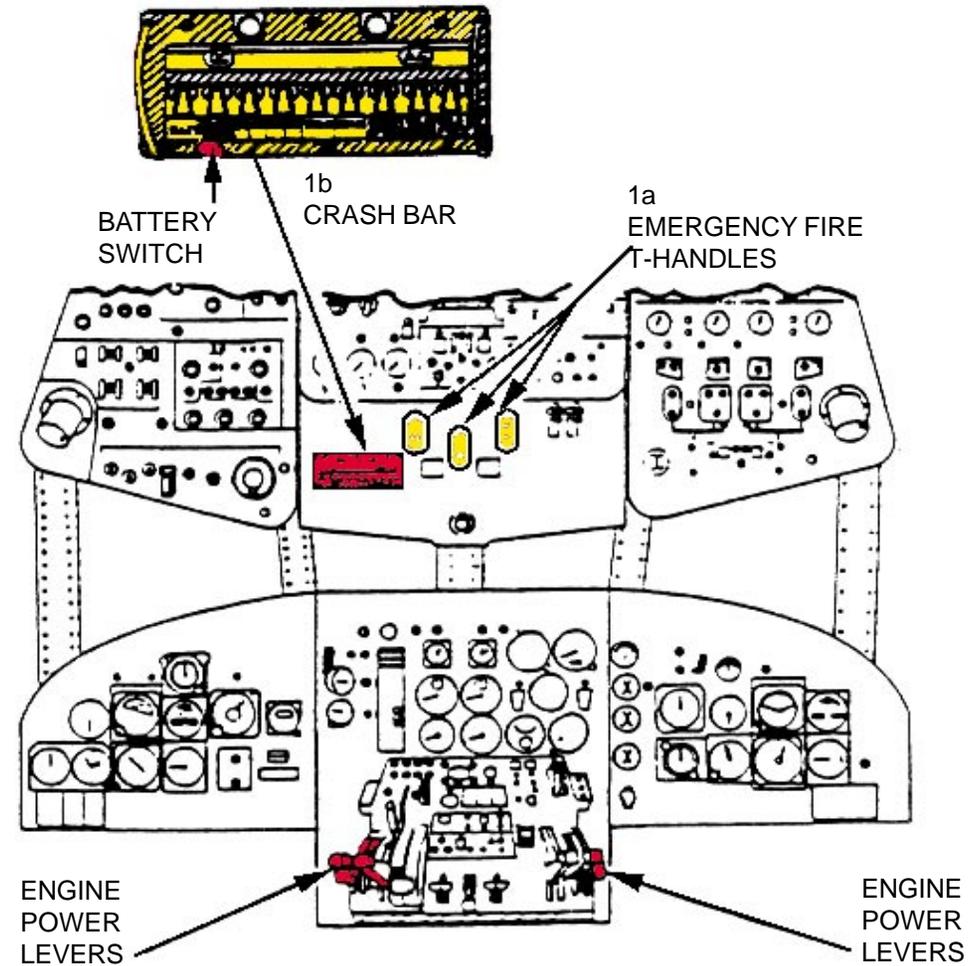
NOTE:

All crewmembers, except the pilot and co-pilot, are secured by safety belts. Crew size is 12.

- Open the quick releases, located at each mid-section of crewmembers, and lay belts aside.
- Rotate outer assembly to the left or right until shoulder straps are released. Lay straps aside.

NOTE:

Do not remove parachute harness. Transportation of injured crewmember will be easier.

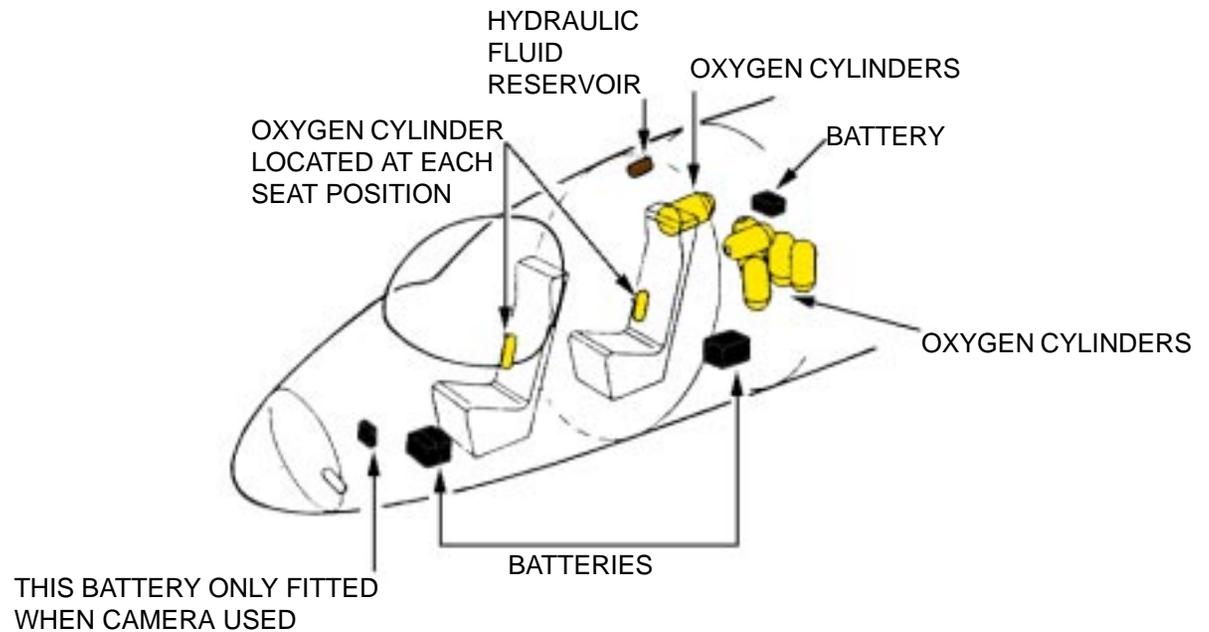
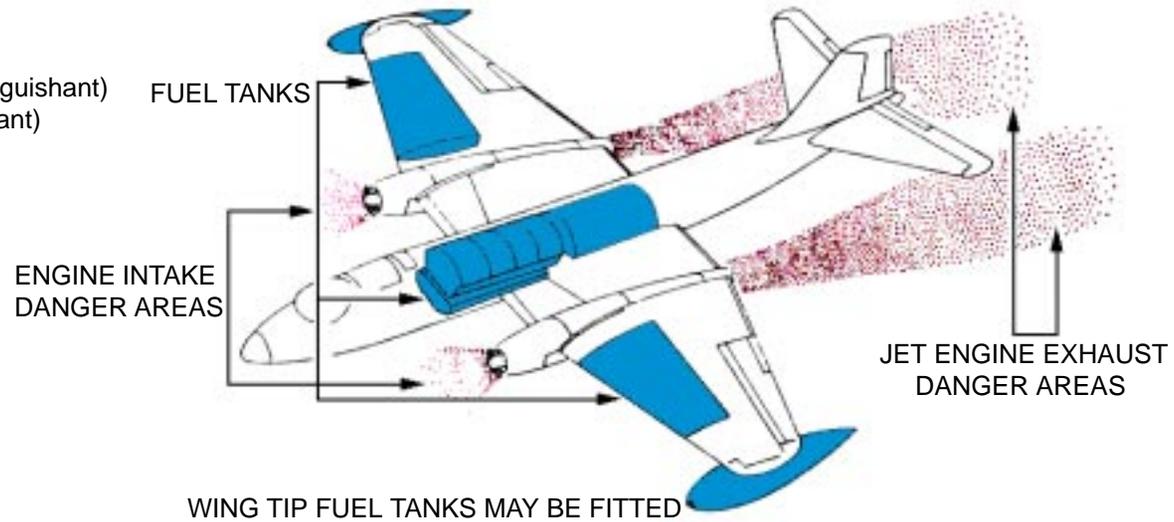


AIRCRAFT HAZARDS

OTHER HAZARDS:

- Battery acid
- Assisted escape system
- Beryllium + beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cartridge operated equipment
- Chlorobromoethane (Fire Extinguishment)
- Coolanol
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Ground Illuminating Flare Dispenser
- Isopropyl Nitrate (AVPIN)
- Lithium (Batteries)
- Methyl Bromide (Fire Extinguishment)
- Radioactive sources
- Sonar locator beacon(s) (1-Lithium battery)
- Strontium Chromates
- Fuel: Avgas
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OMD-160
- Oxygen: NIL

CANBERRA PR7



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

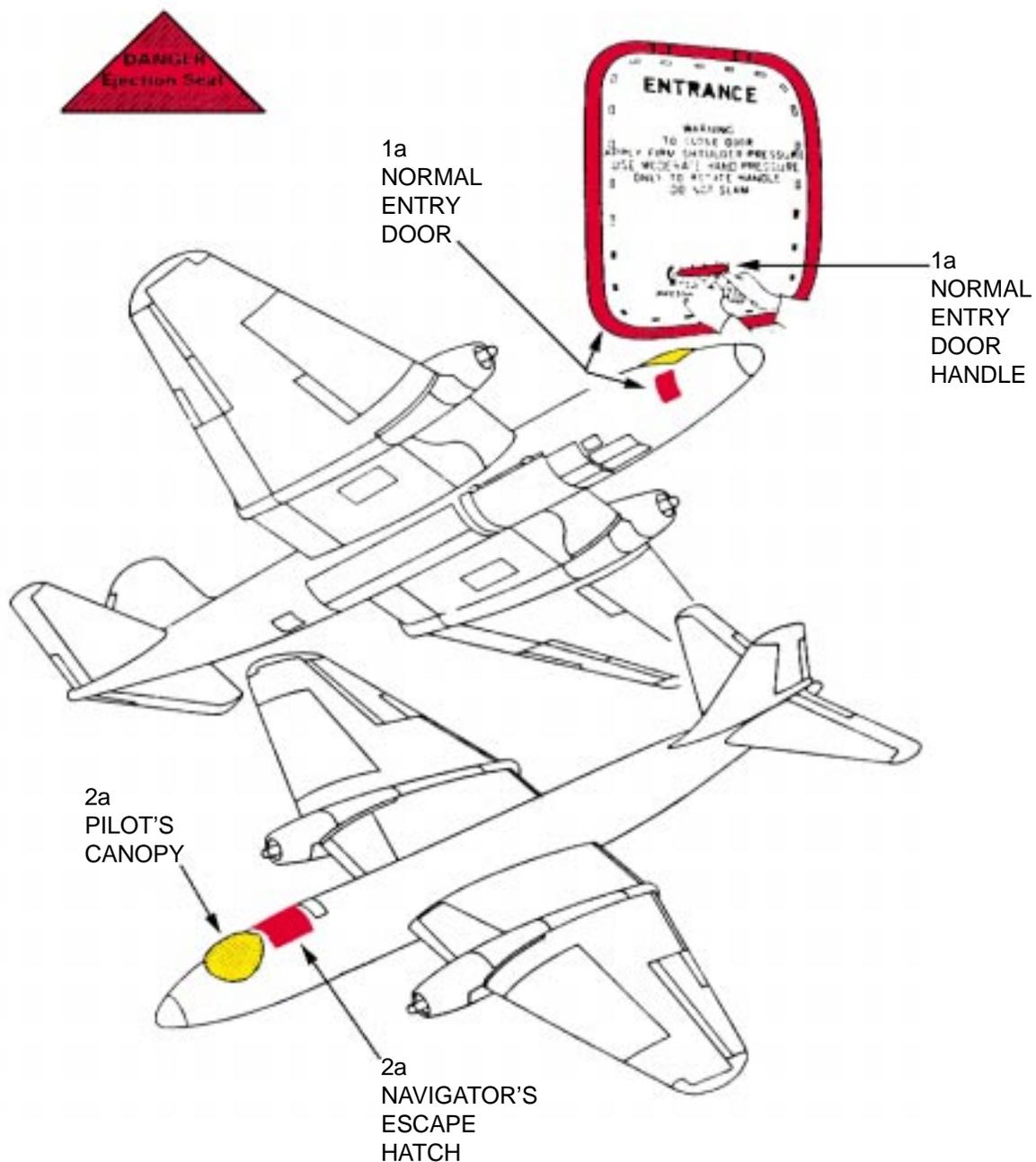
1. NORMAL ENTRY

- a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.
- b. Rotate handle, located bottom center of door, counterclockwise.

2. EMERGENCY ENTRY

- a. Break in through navigator's escape hatch or pilot's canopy.
3. CUT-IN
- a. Cut-in areas are marked by broken yellow lines.

CANBERRA PR7



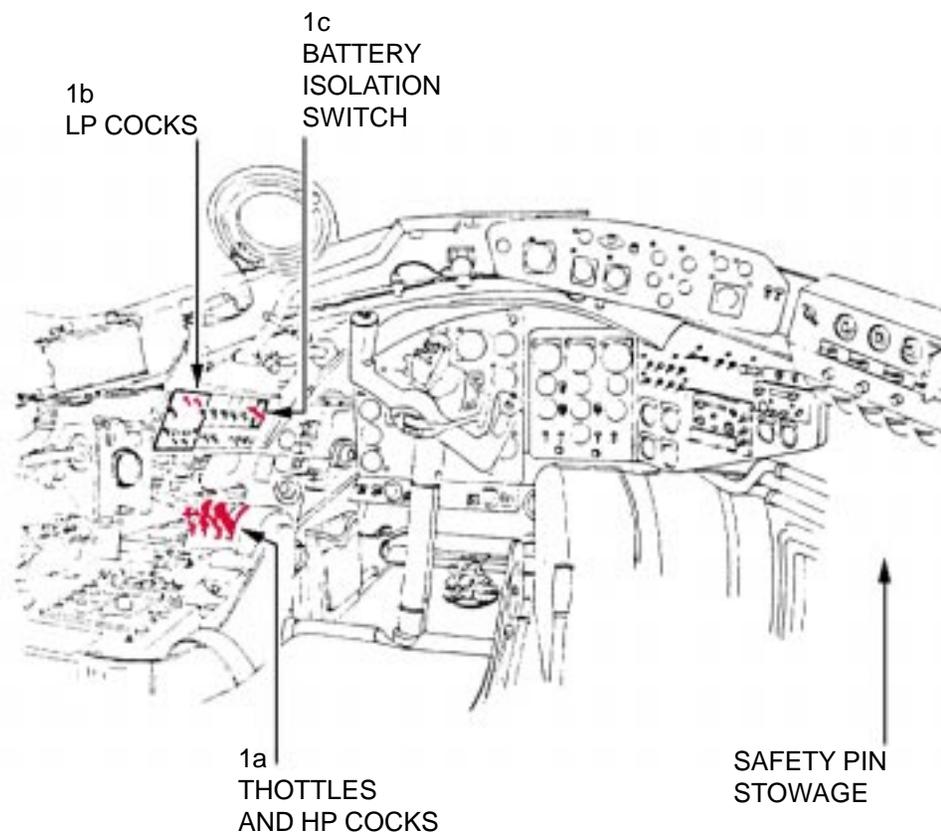
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Pull throttle and HP cocks, located on the left console, back to OFF.
- b. Set LP cocks, located on upper left console, to OFF.
- c. Set battery isolation switch, located on upper left console, to OFF.

NOTE:

Safety pin stowage area located on right console.



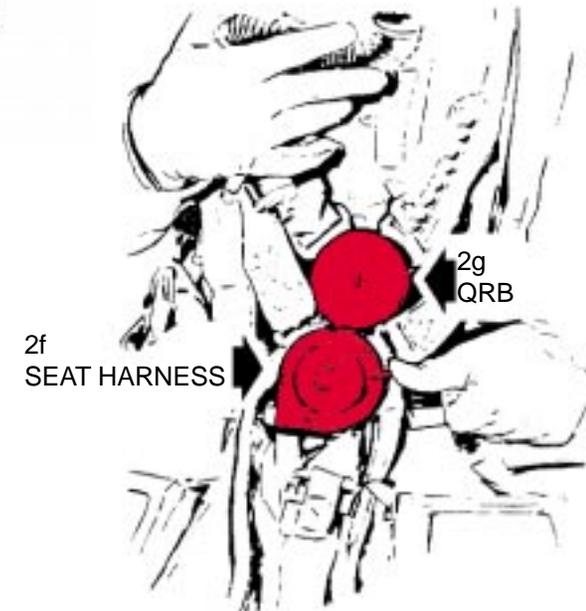
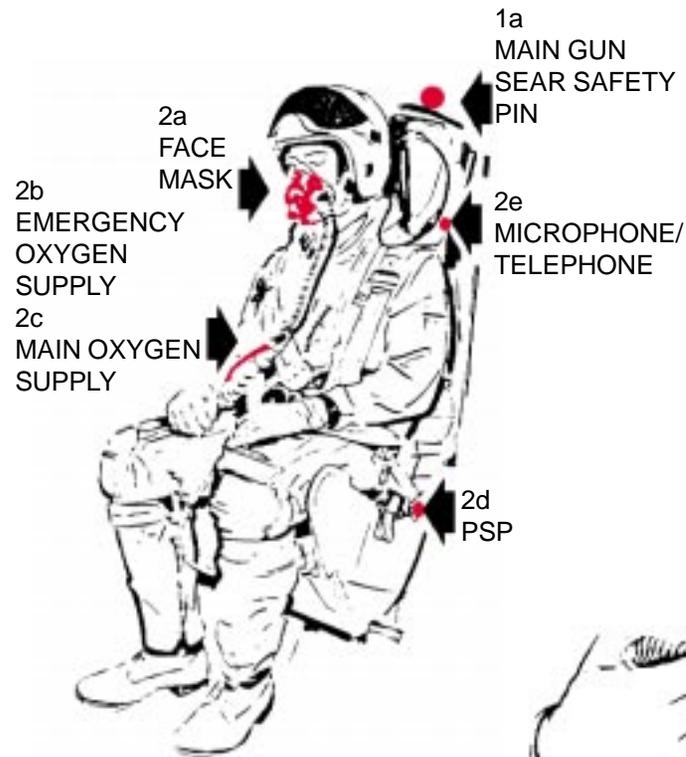
SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

- a. Insert main gun sear safety pin located on top of seat.
- b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Disconnect emergency oxygen supply.
- c. Disconnect main oxygen supply.
- d. Release PSP.
- e. Disconnect Microphone/Telephone.
- f. Release seat harness. Also releases negative G strap and leg restraints.
- g. Release QRB. Turn and press pull out lugs.
- h. Remove crewmember.
- i. Fit remaining safety pins to render ejection seat safe if not previously done.



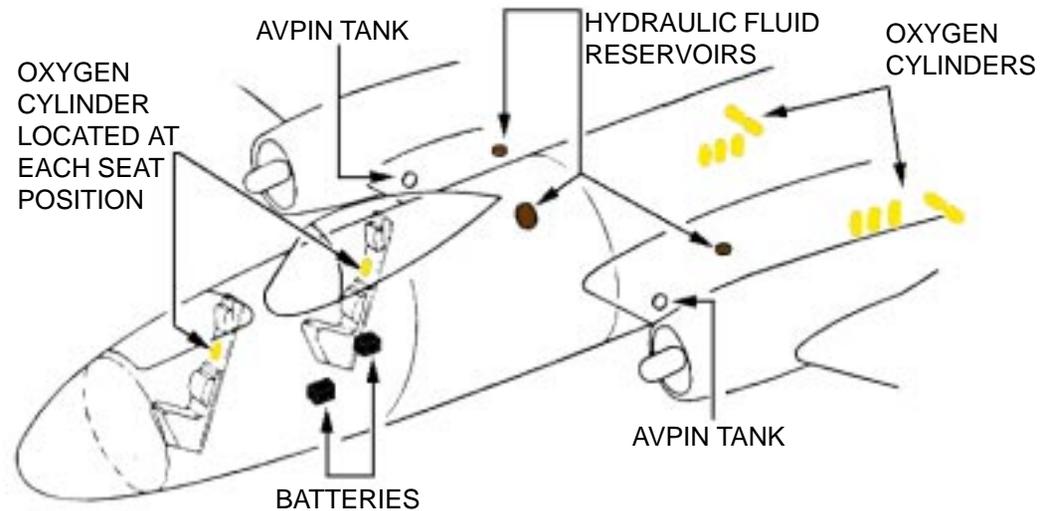
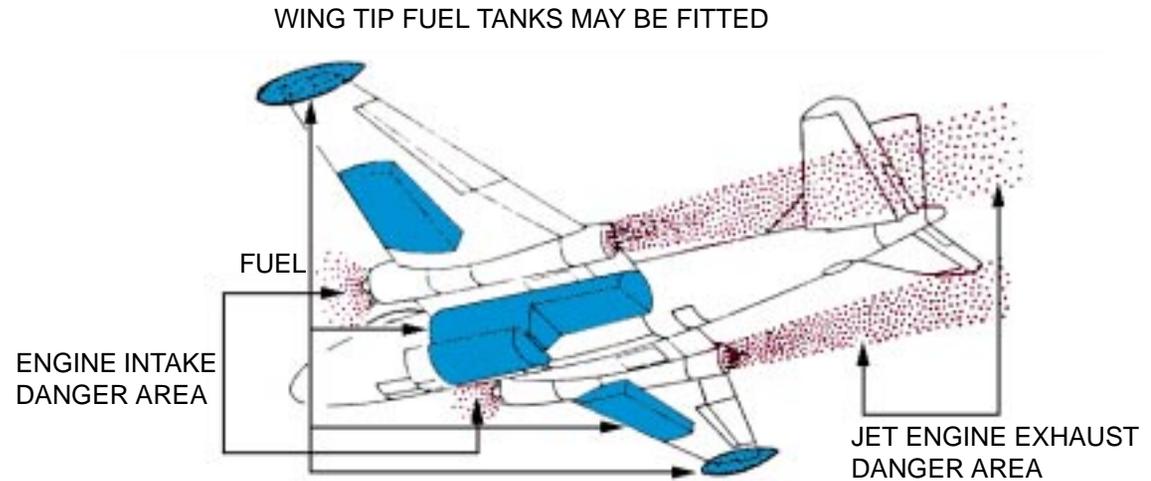
CANBERRA PR7

AIRCRAFT HAZARDS

OTHER HAZARDS:

Battery acid
 Assisted escape system
 Beryllium + beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge operated equipment
 Chlorobromoethane (Fire Extinguishment)
 Coolanol
 Chaff Dispenser
 Dimethylformamide (Strobe power pack)
 Ejector release units
 Flare dispenser
 Ground Illuminating Flare Dispenser
 Isopropyl Nitrate (AVPIN)
 Lithium (Batteries)
 Methyl Bromide (Fire Extinguishment)
 Radioactive sources
 Sonar locator beacon(s) (1-Lithium battery)
 Strontium Chromates
 Fuel: Avgas
 Hydraulic oil: OM-15
 High pressure gases: Nitrogen
 Engine oil: OMD-160
 Oxygen: NIL

CANBERRA PR9



NOTE:

One aircraft has rear battery moved forward.

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Open navigator's escape hatch, located on starboard (RT) side of fuselage, by the external release handle at forward end of hatch. Press and turn handle.
- b. Entry to navigator via hinged nose. Handle is recessed in port (LH) side.
- c. Open pilot's canopy handle, located on port side of fuselage, by pressing the recessed release handle and turning clockwise.

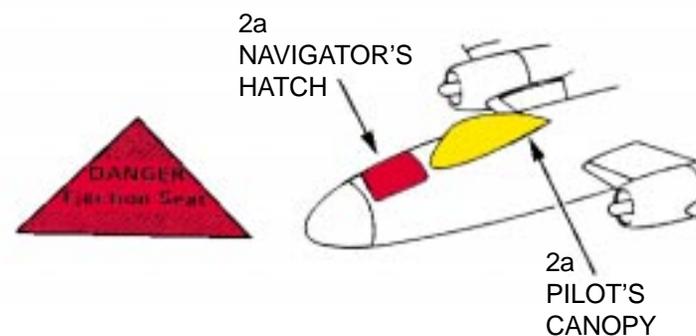
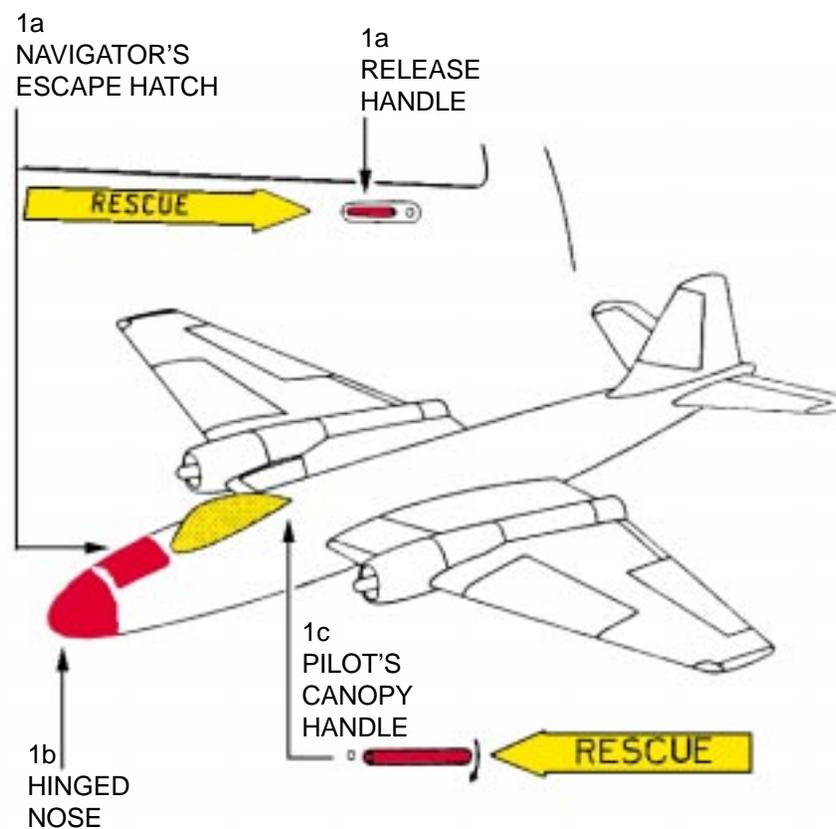
2. EMERGENCY ENTRY

- a. Break in through navigator's escape hatch or pilot's canopy.

3. CUT-IN

- a. Cut-in areas are marked by broken yellow lines.

CANBERRA PR9



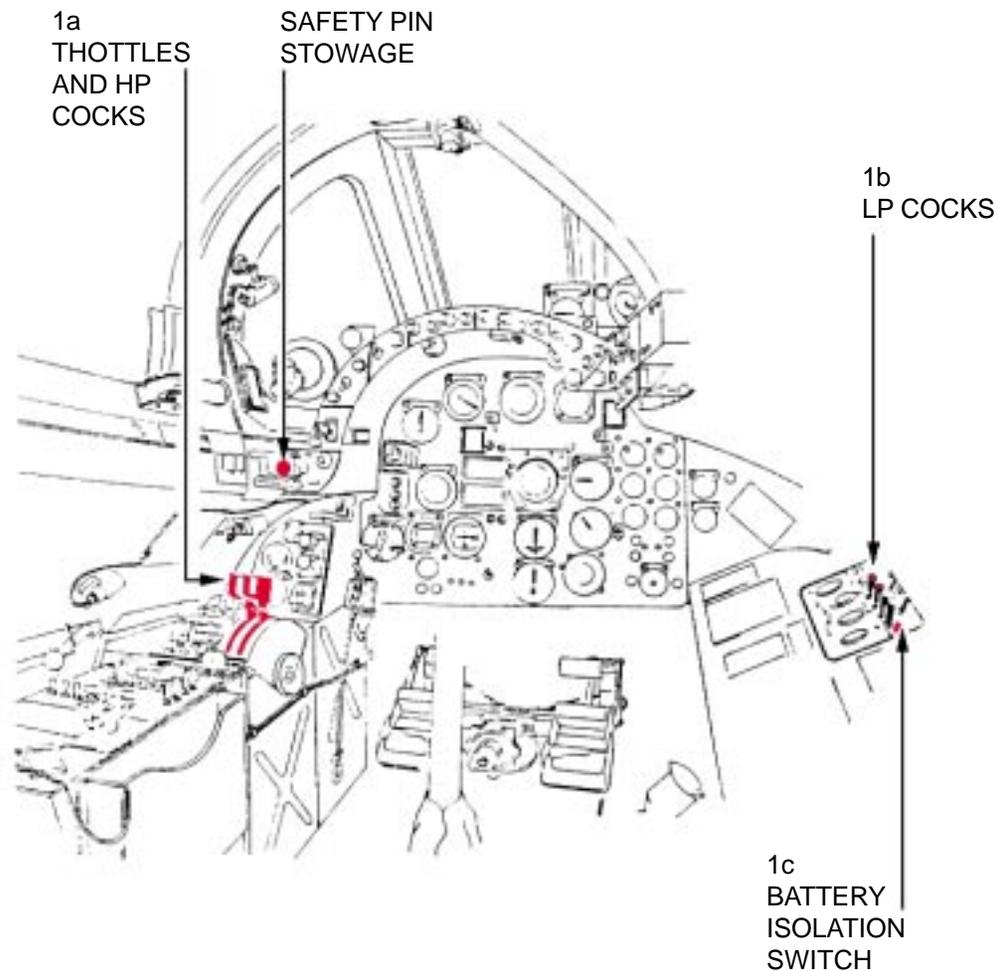
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Pull throttle and HP cocks, located on the left console, back to OFF.
- b. Set LP cocks, located on right console, to OFF.
- c. Set battery isolation switch, located on right console, to OFF.

NOTE:

Safety pin stowage area located on upper left panel above the throttles.



SEAT SAFETYING AND AIRCREW EXTRACTION

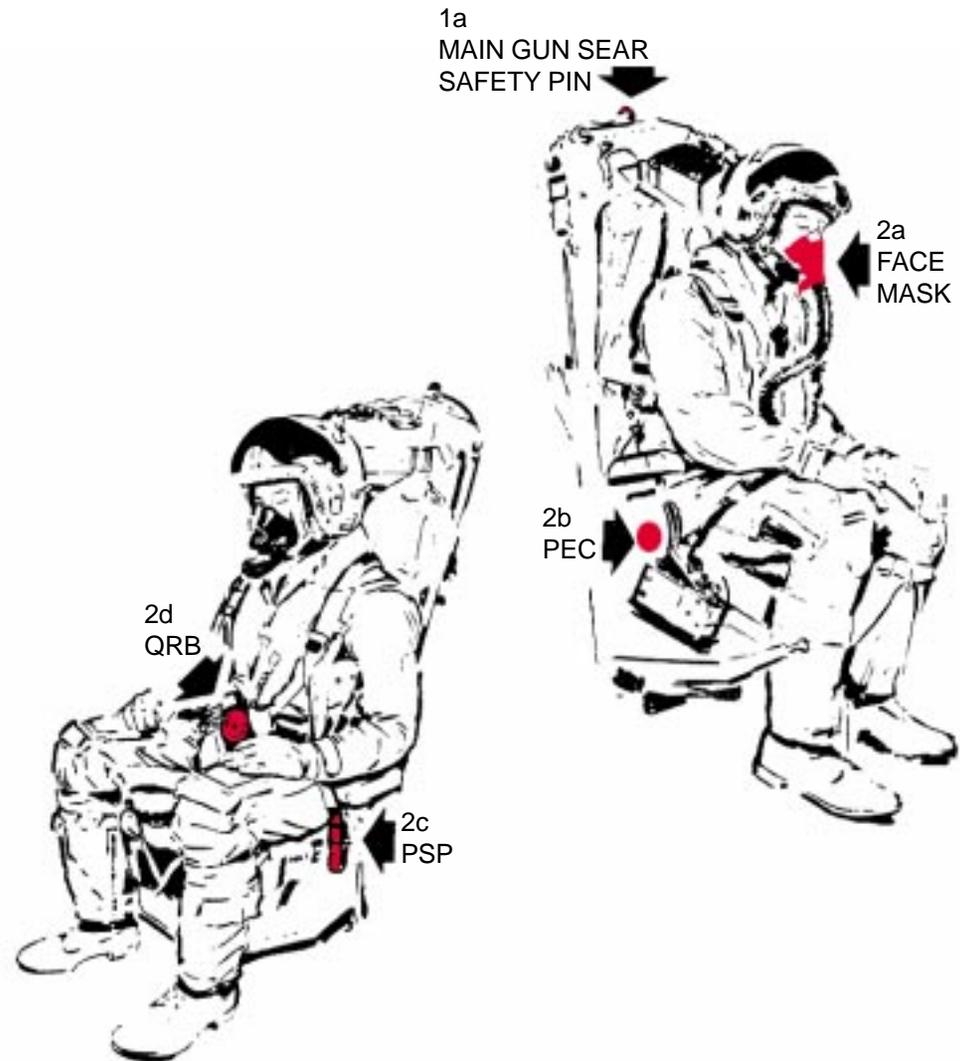
1. SEAT SAFETYING

- a. Insert main gun sear safety pin located on top of seat.
- b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Release PEC by pulling up to free from seat, also releases leg restraint straps.
- c. Release PSP.
- d. Release QRB. Turn and press pull out lugs.
- e. Remove crewmember.
- f. Fit remaining safety pins to render ejection seat safe if not previously done.

CANBERRA PR9



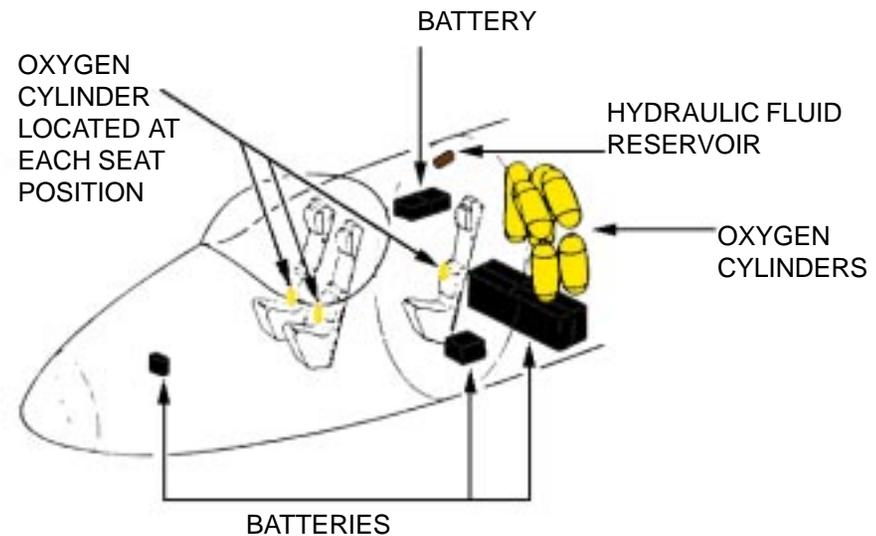
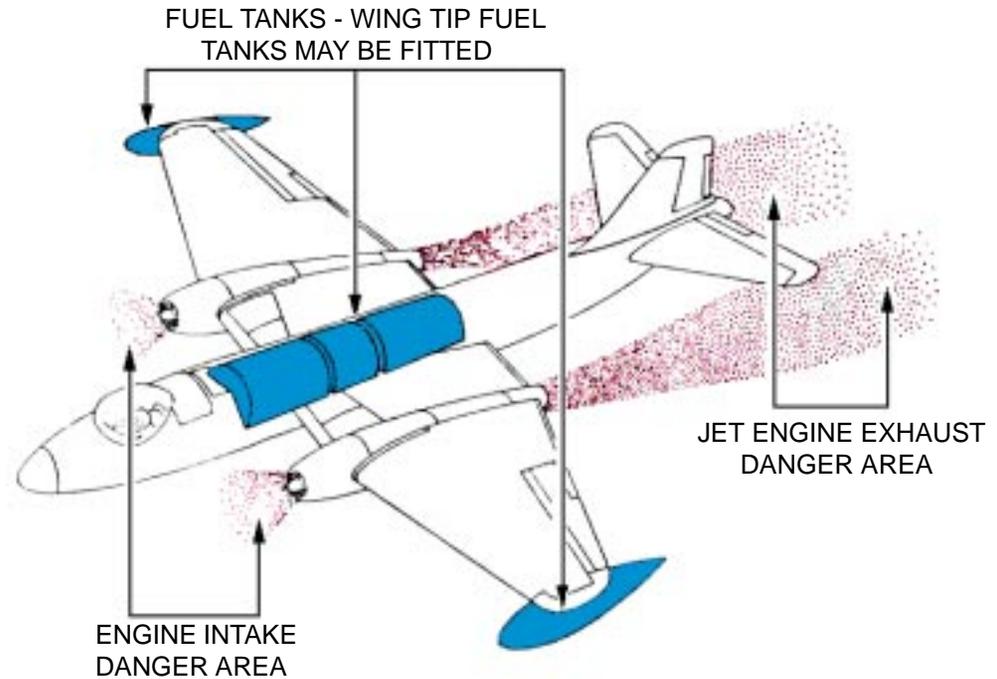
AIRCRAFT HAZARDS

OTHER HAZARDS:

Battery acid
 Assisted escape system
 Beryllium + beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge operated equipment
 Chlorobromoethane (Fire Extinguishment)
 Coolanol
 Chaff Dispenser
 Dimethylformamide (Strobe power pack)
 Ejector release units
 Flare dispenser
 Ground Illuminating Flare Dispenser
 Isopropyl Nitrate (AVPIN)
 Lithium (Batteries)
 Methyl Bromide (Fire Extinguishment)
 Radioactive sources
 Sonar locator beacon(s) (1-Lithium battery)
 Strontium Chromates
 Fuel: Avgas
 Hydraulic oil: OM-15
 High pressure gases: Nitrogen
 Engine oil: OMD-160
 Oxygen: NIL

NOTE:
 No armament is carried.

CANBERRA T4



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

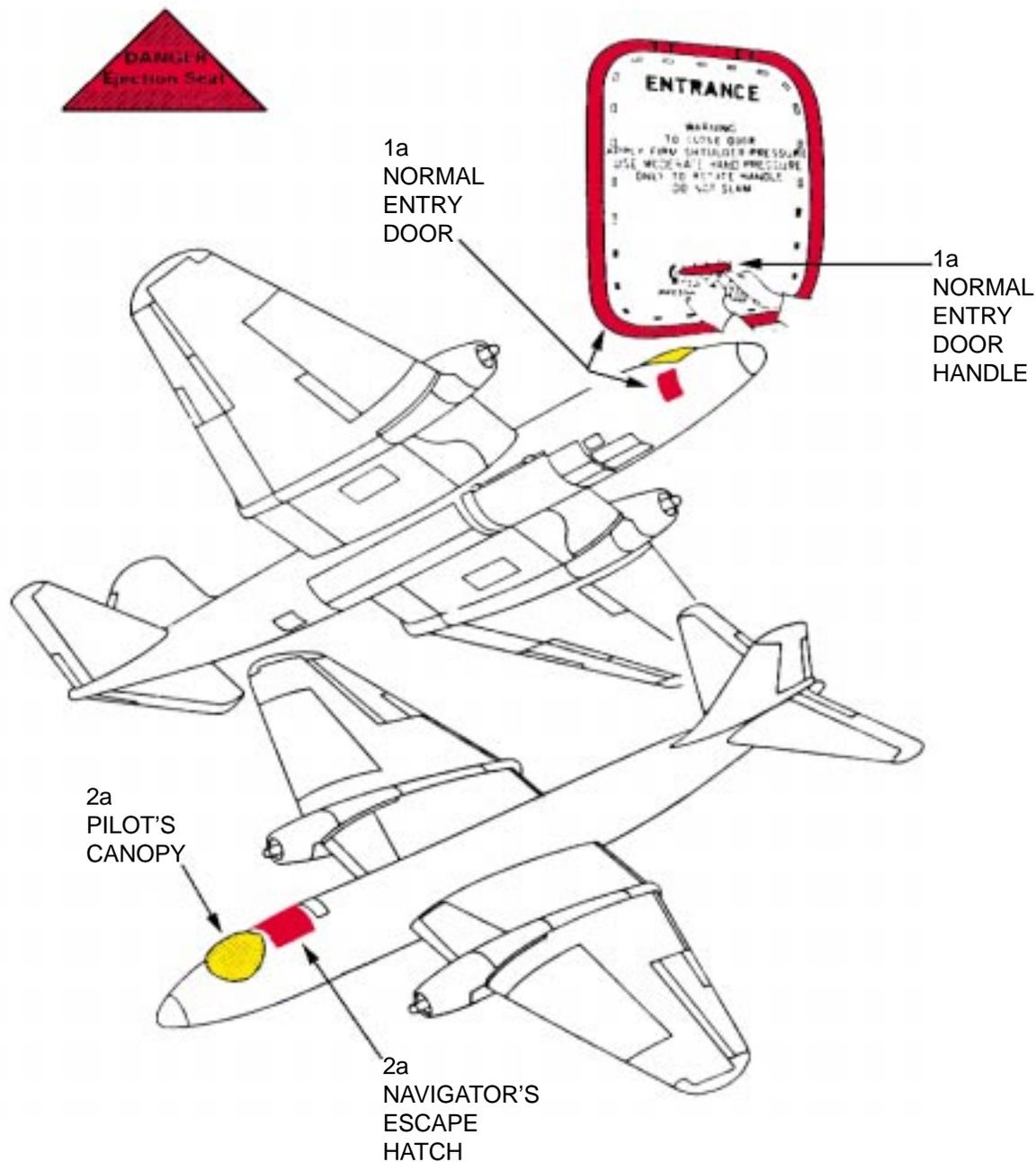
1. NORMAL ENTRY

- a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.
- b. Rotate handle, located bottom center of door, counterclockwise.

2. EMERGENCY ENTRY

- a. Break in through navigator's escape hatch or pilot's canopy.
3. CUT-IN
- a. Cut-in areas are marked by broken yellow lines.

CANBERRA T4



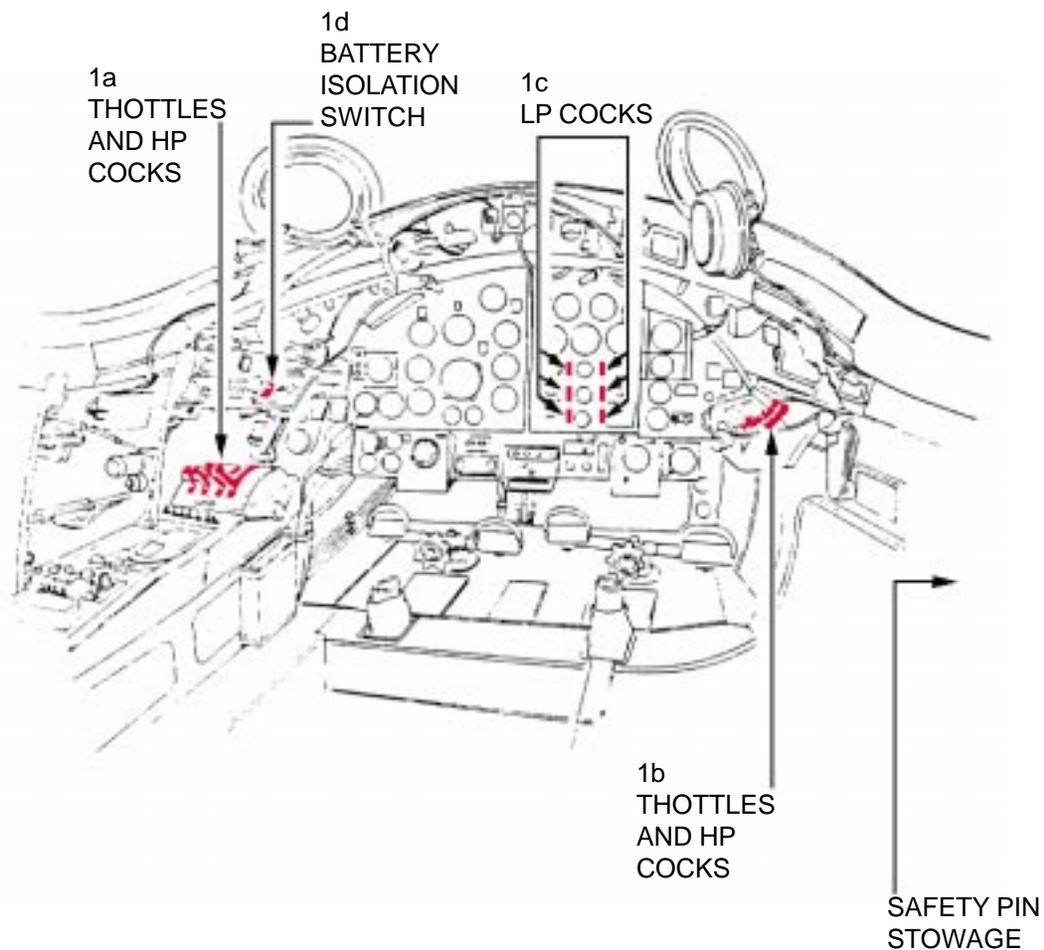
ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Pull throttle and HP cocks, located on the left console, back to OFF.
- b. Set throttles and HP cocks, located on the right console, back to OFF.
- c. Set LP cocks, located on right console, to OFF.
- d. Set battery isolation switch, located on right console, to OFF.

NOTE:

Safety pin stowage area located on upper left panel above the throttles.



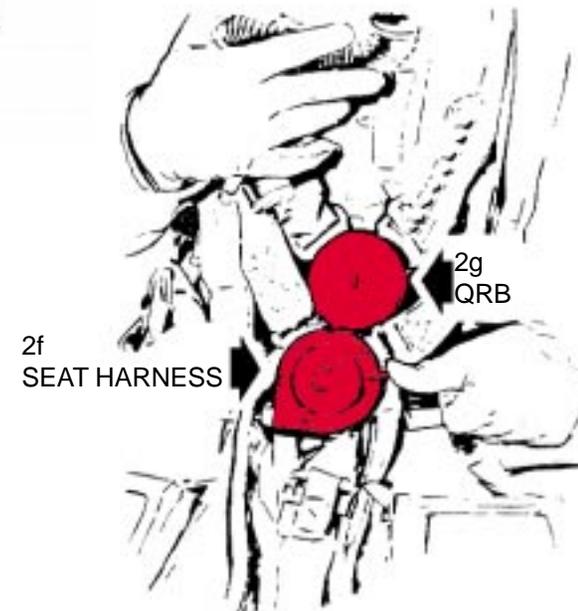
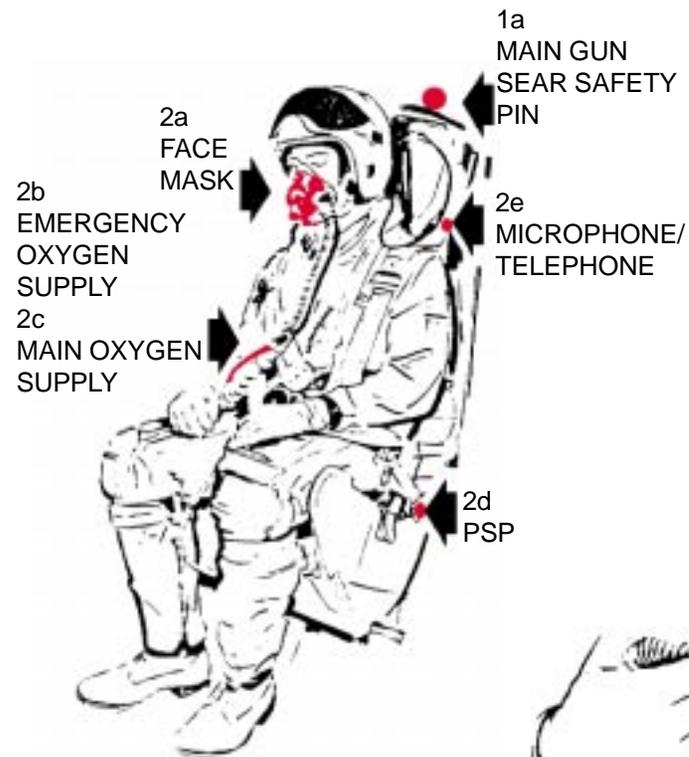
SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

- a. Insert main gun sear safety pin located on top of seat.
- b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Disconnect emergency oxygen supply.
- c. Disconnect main oxygen supply.
- d. Release PSP.
- e. Disconnect Microphone/Telephone.
- f. Release seat harness. Also releases negative G strap and leg restraints.
- g. Release QRB. Turn and press pull out lugs.
- h. Remove crewmember.
- i. Fit remaining safety pins to render ejection seat safe if not previously done.



CANBERRA T4

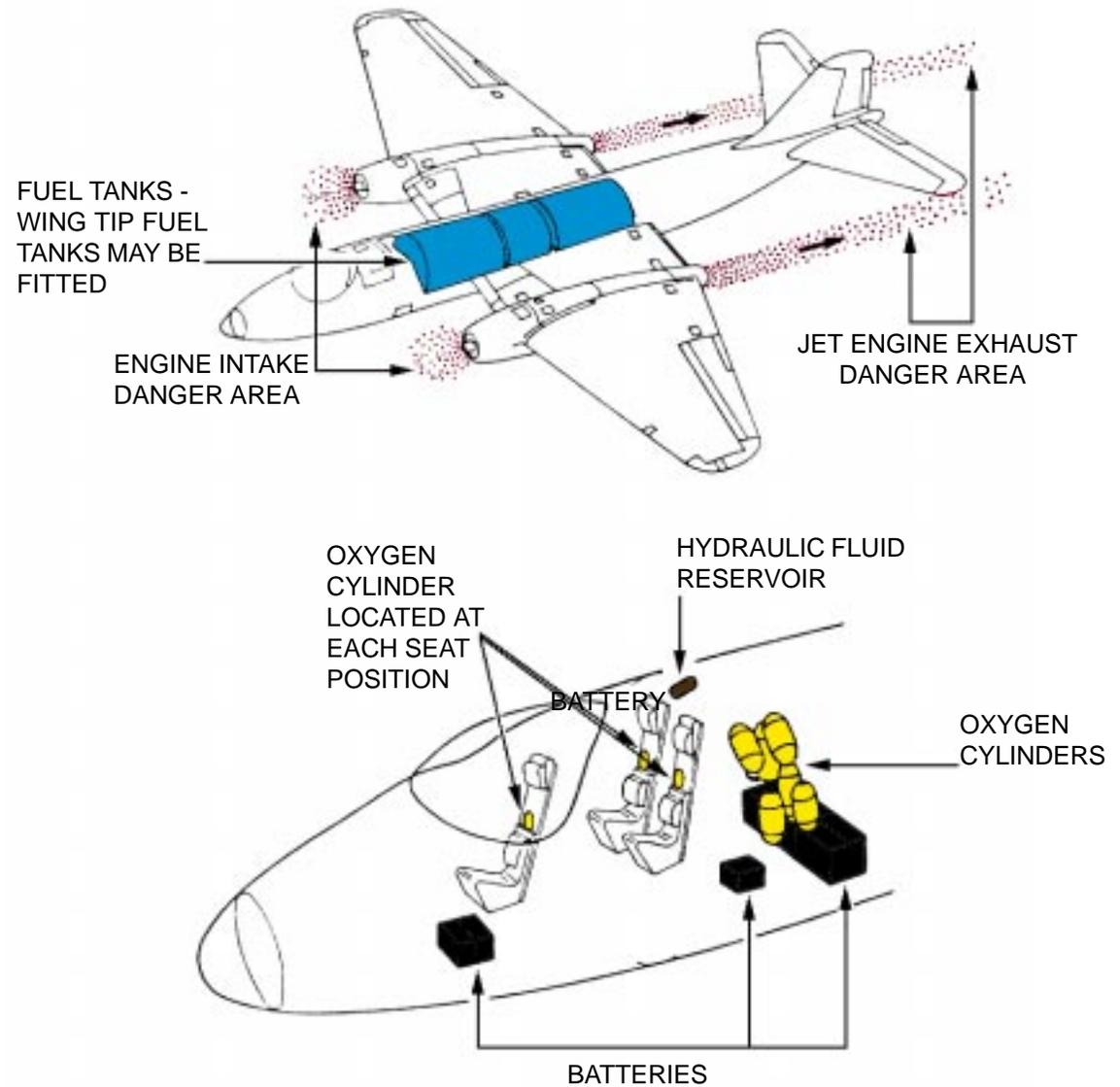
AIRCRAFT HAZARDS

OTHER HAZARDS:

Battery acid
 Assisted escape system
 Beryllium + beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bromotrifluoromethane (BTM Fire Extinguishant)
 Cartridge operated equipment
 Chlorobromoethane (Fire Extinguishment)
 Coolanol
 Chaff Dispenser
 Dimethylformamide (Strobe power pack)
 Ejector release units
 Flare dispenser
 Ground Illuminating Flare Dispenser
 Isopropyl Nitrate (AVPIN)
 Lithium (Batteries)
 Methyl Bromide (Fire Extinguishment)
 Radioactive sources
 Sonar locator beacon(s) (1-Lithium battery)
 Strontium Chromates
 Fuel: Avgas
 Hydraulic oil: OM-15
 High pressure gases: Nitrogen
 Engine oil: OMD-160
 Oxygen: NIL

NOTE:
 No armament is normally carried.

CANBERRA TT18



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

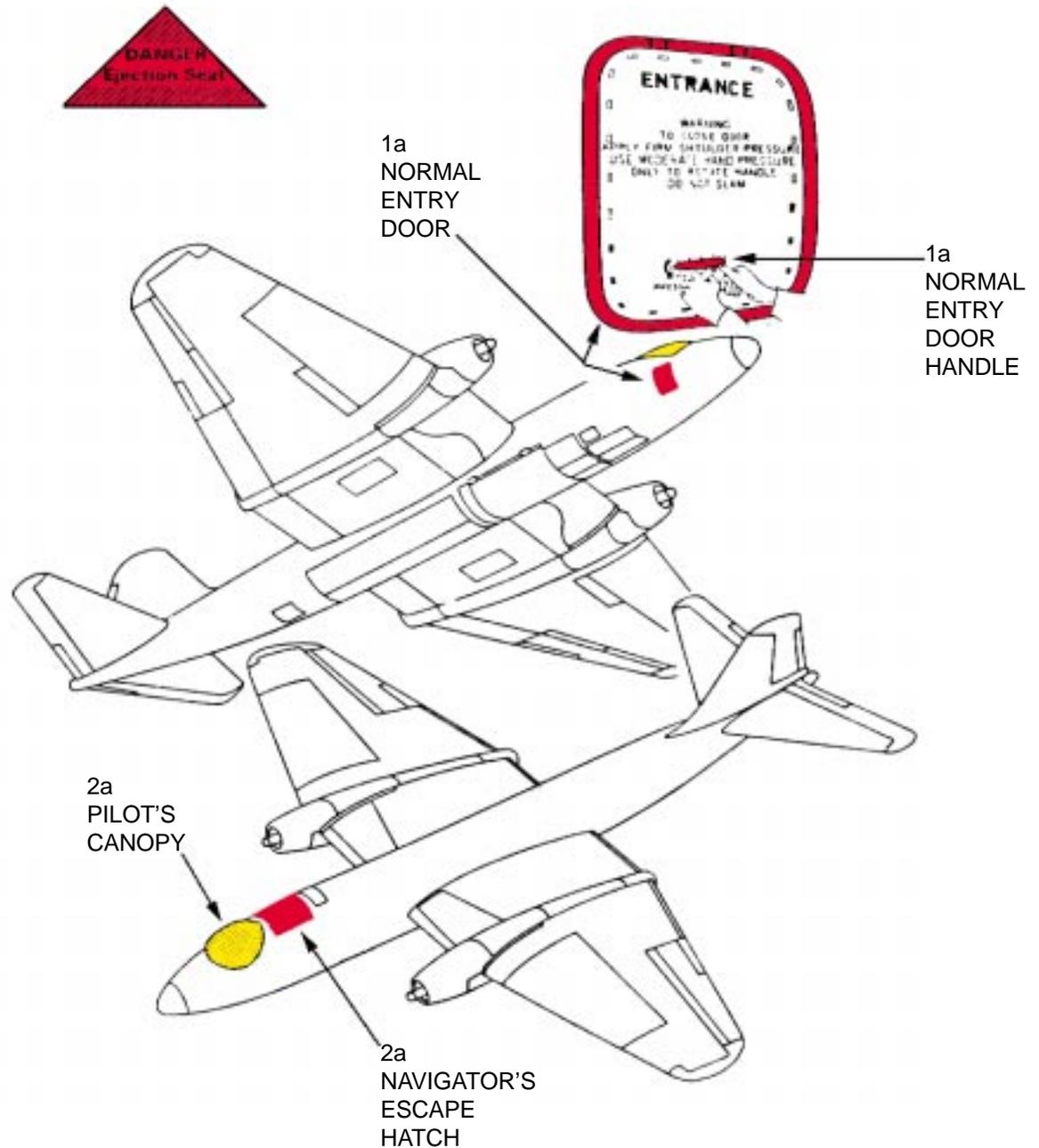
1. NORMAL ENTRY

- a. Open entry door, located on right fuselage below cockpit level, by using moderate hand pressure.
- b. Rotate handle, located bottom center of door, counterclockwise.

2. EMERGENCY ENTRY

- a. Break in through navigator's escape hatch or pilot's canopy.
3. CUT-IN
- a. Cut-in areas are marked by broken yellow lines.

CANBERRA TT18

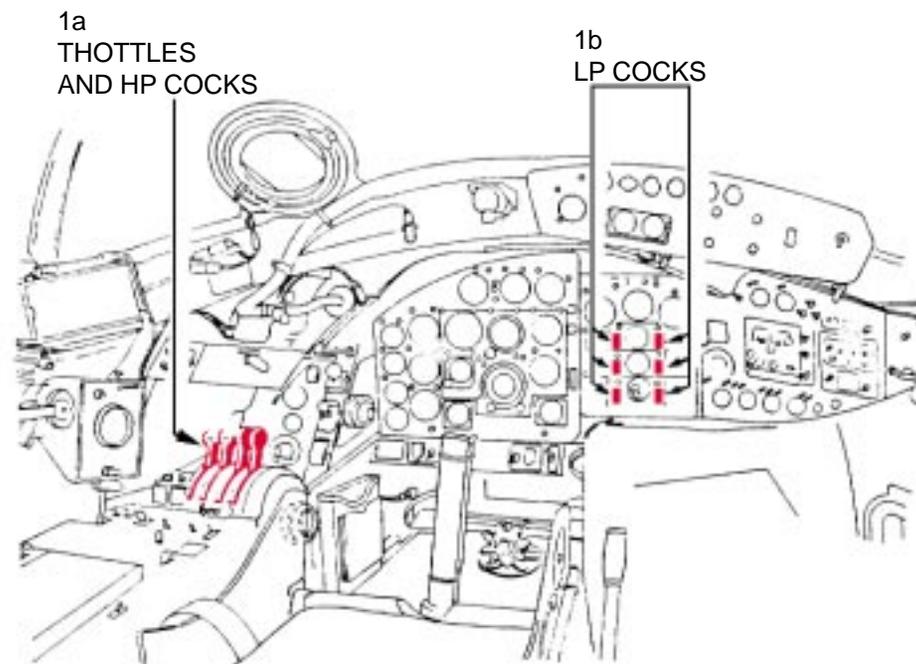


ENGINE SHUTDOWN

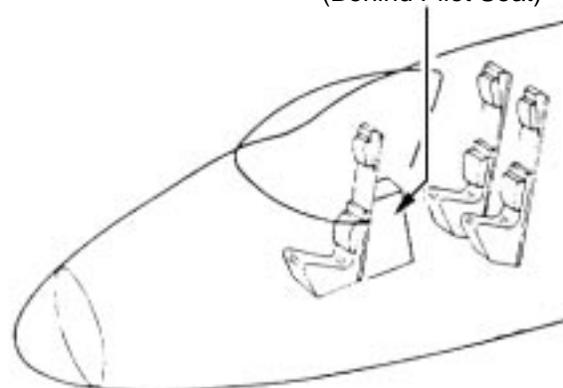
1. ENGINE SHUTDOWN

- a. Pull throttle and HP cocks, located on the left console, back to OFF.
- b. Set LP cocks, located on right side of forward instrument panel, to OFF.
- c. Set battery isolation switch, located behind pilot's seat, to OFF.

CANBERRA TT18



1c
BATTERY ISOLATION SWITCH
(Behind Pilot Seat)



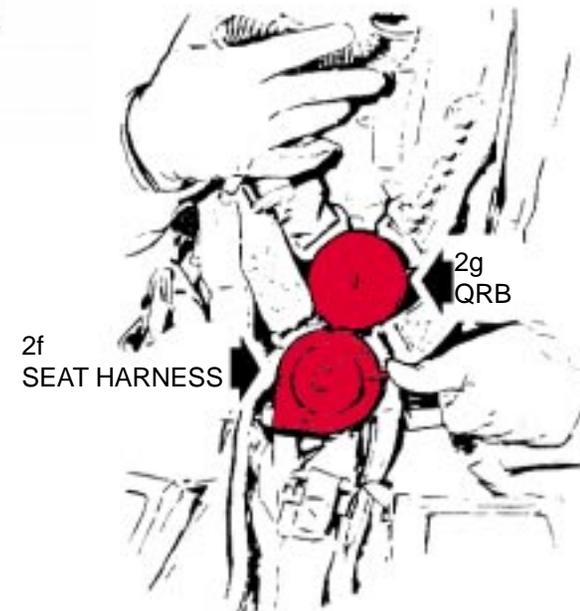
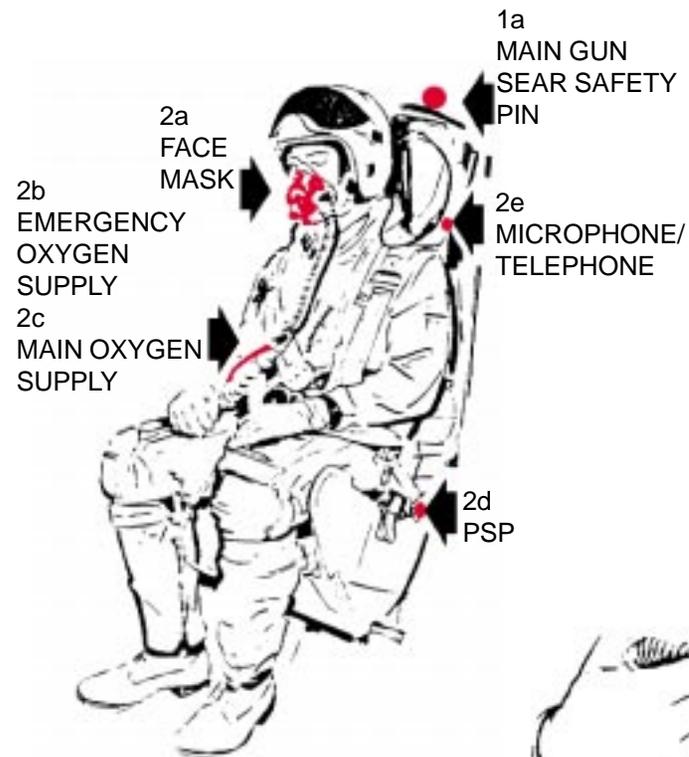
SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

- a. Insert main gun sear safety pin located on top of seat.
- b. If time permits, fit remaining safety pins to render ejection seat safe.

2. AIRCREW EXTRACTION

- a. Remove face mask.
- b. Disconnect emergency oxygen supply.
- c. Disconnect main oxygen supply.
- d. Release PSP.
- e. Disconnect Microphone/Telephone.
- f. Release seat harness. Also releases negative G strap and leg restraints.
- g. Release QRB. Turn and press pull out lugs.
- h. Remove crewmember.
- i. Fit remaining safety pins to render ejection seat safe if not previously done.



CANBERRA TT18

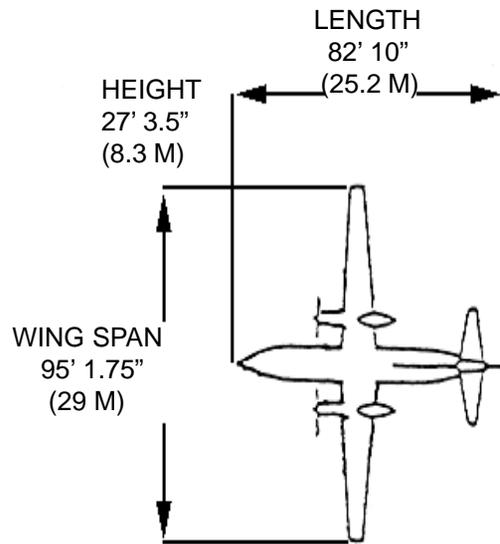
AIRCRAFT HAZARDS

FUEL: 1356 US GAL
 1130 IMP GAL
 5136 LITRES

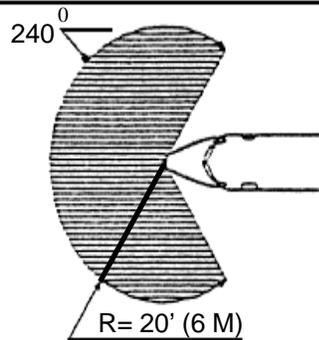
CREW: 3

PASSENGERS: MAXIMUM 30

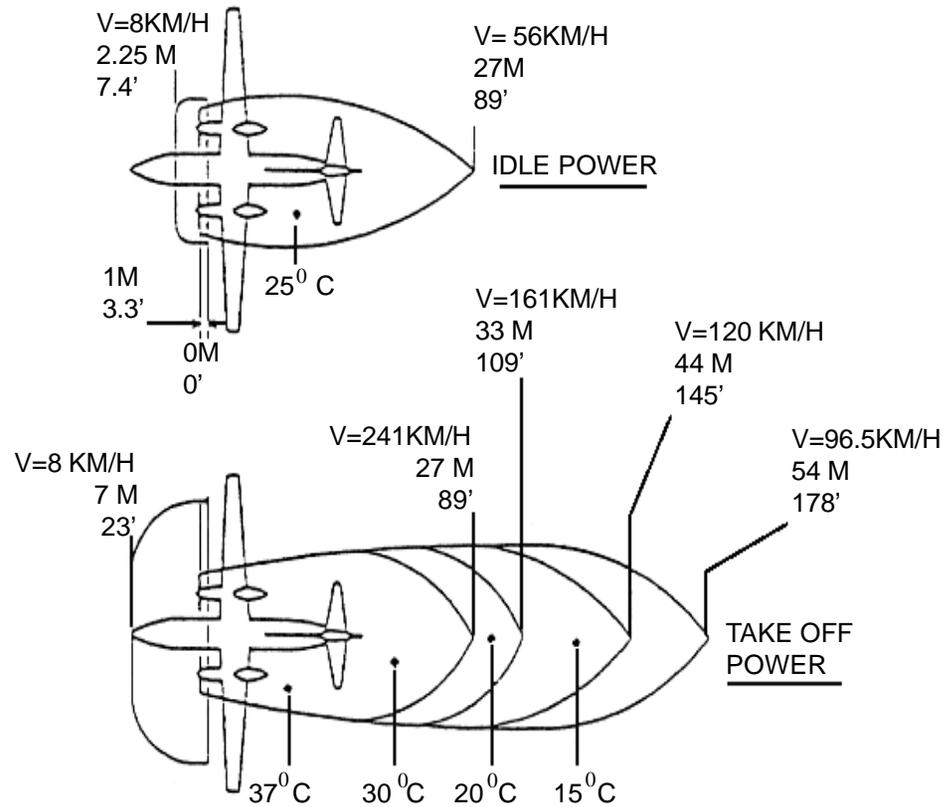
AIRCRAFT DIMENSIONS



DANGER AREA: RADAR RADIATION



DANGER ZONES: ENGINES AND PROPELLERS



AIRCRAFT HAZARDS-Continued

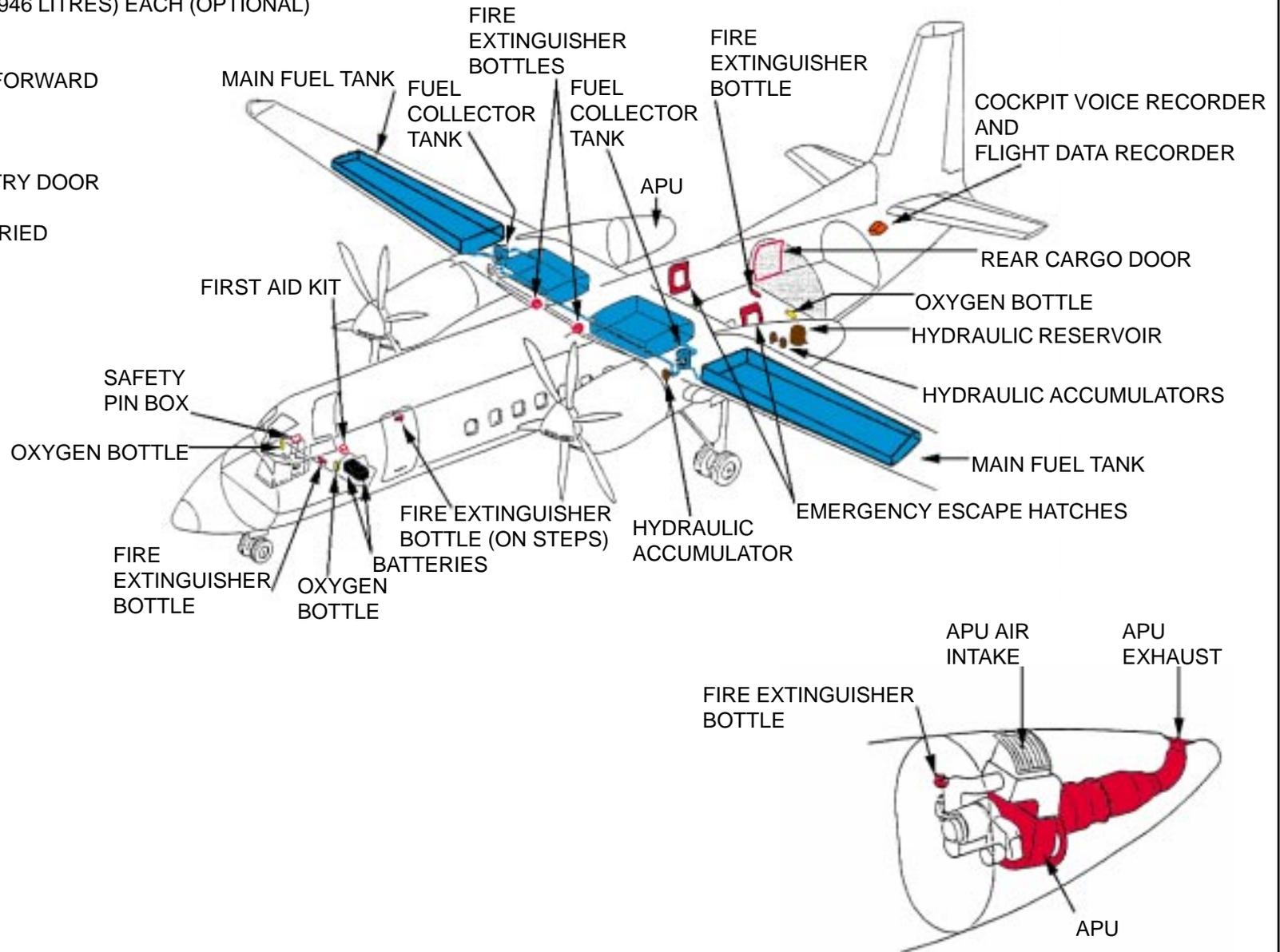
FUEL INFORMATION

- COLLECTOR FUEL TANK 13 GAL (49.2 LITRES)
- INTEGRATION TANK (2 INNER TANKS) 475 GAL (1797.5 LITRES) EACH
- ENLARGED INTERNAL MAIN TANKS 670 GAL (2535 LITRES) EACH
- PYLON TANK 250 GAL (946 LITRES) EACH (OPTIONAL)

ENGINE OIL
LOCATED ON TOP OF FORWARD
ENGINE NACELLE

PNEUMATIC BOX
LOCATED BY MAIN ENTRY DOOR

NO ARMAMENT IS CARRIED
(MARITIME MISSIONS)



SPECIAL TOOLS/EQUIPMENT

- Skin Penetration Tool
- Power Rescue Saw
- Crash Ax

AIRCRAFT ENTRY

1. CARGO AND REAR ENTRY

- a. Lift handle at "PUSH".
- b. Rotate handle counterclockwise to 'OPEN".
- c. Pull door upwards.

2. FORWARD PASSENGER 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.

4. CUT-IN

- a. Cut-in areas are applicable only if indicated on airframe. (Both sides of aircraft.)

SLIDING WINDOWS OPEN ONLY FROM INSIDE ESCAPE ROPE ABOVE SLIDING WINDOWS (INSIDE)

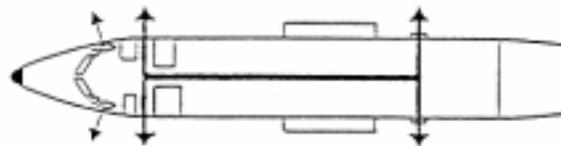
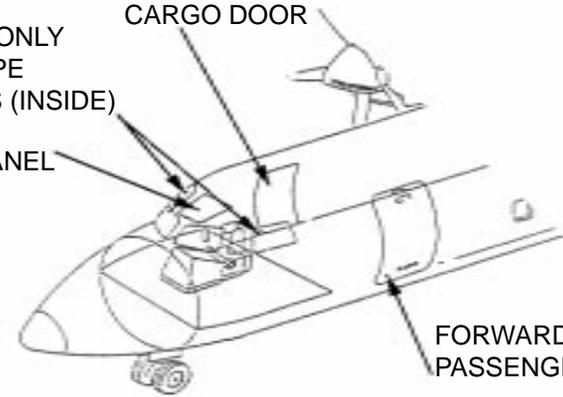
FORWARD CARGO DOOR

OVERHEAD PANEL

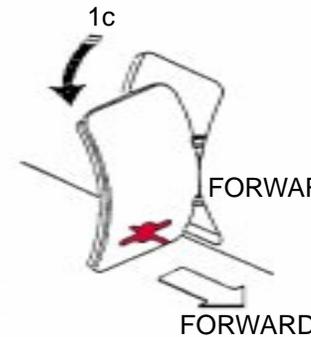
FORWARD PASSENGER DOOR



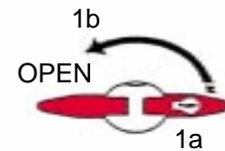
EMERGENCY ESCAPE HATCH



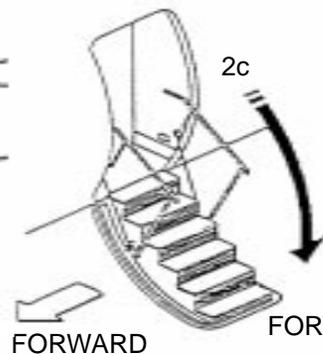
CABIN ESCAPE ROUTES



FORWARD AND REAR CARGO DOOR



CUT-IN AREAS LH/RH SIDES



FORWARD PASSENGER DOOR



SKIN PENETRATION AREA



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

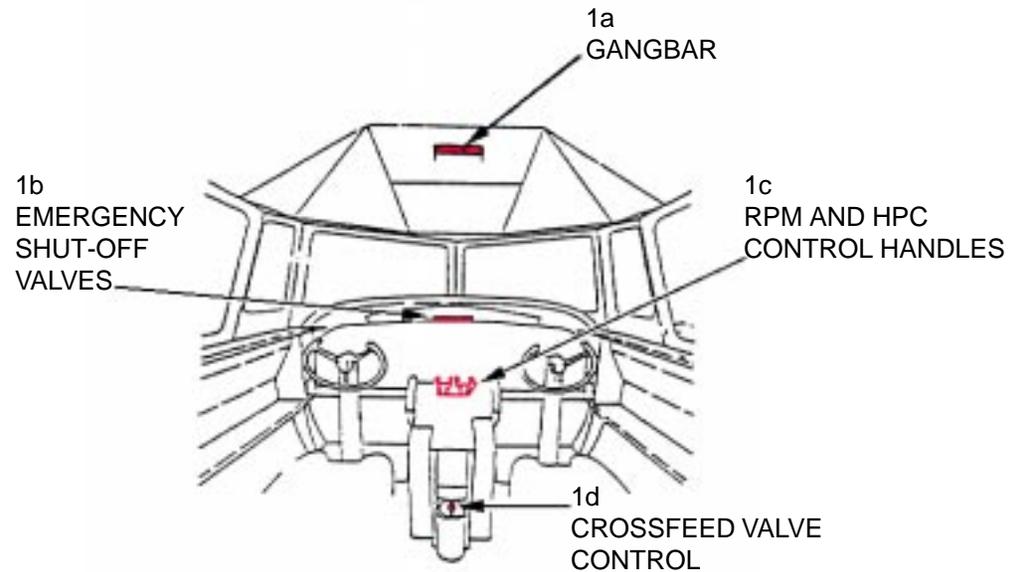
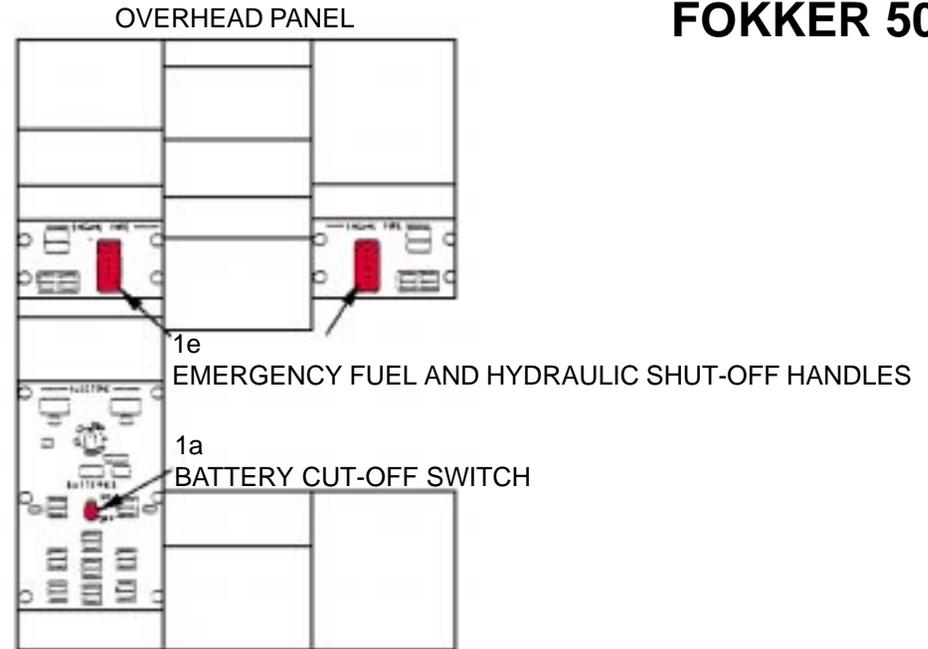
NOTE:
Configurations may vary.

- 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.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

MB 326

T.O. 00-105E-9

AIRCRAFT ENTRY

1. NORMAL ENTRY

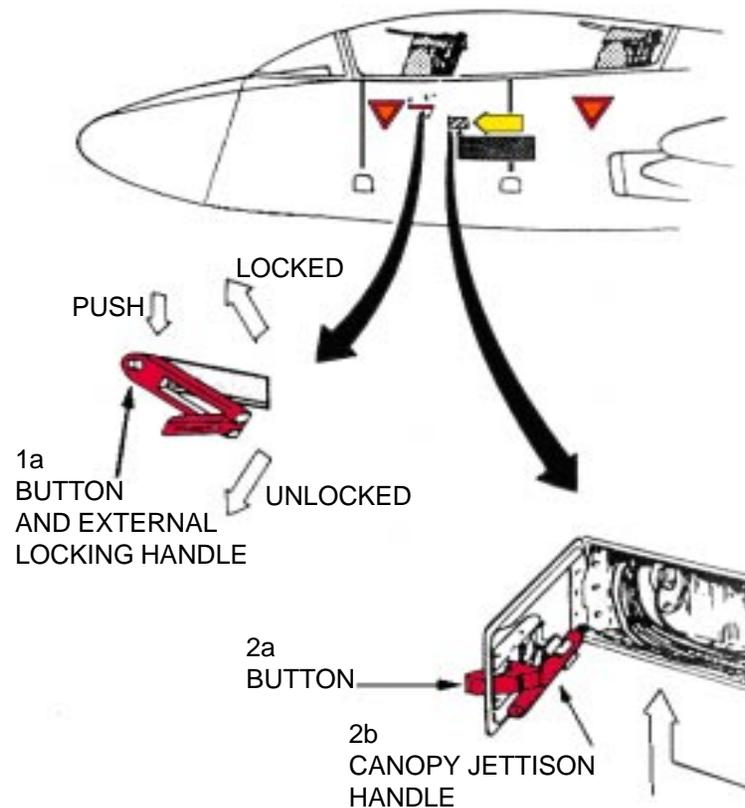
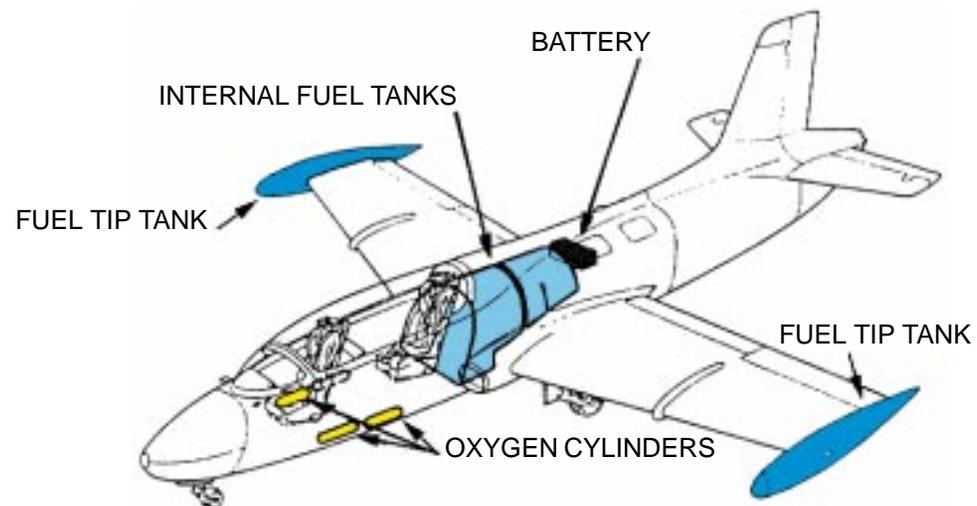
- a. Push button on external locking handle, located on forward left fuselage, to expose recessed handle.
- b. Pull recessed handle and rotate clockwise to unlock canopy.
- c. Raise canopy to full open position. (Canopy is hinged on right side.)

2. EMERGENCY ENTRY

- a. Push button on emergency canopy jettison access door.
- b. Pull canopy jettison handle to full 2 meter length to jettison canopy.

3. CUT-IN

- a. Cut canopy along canopy frame.



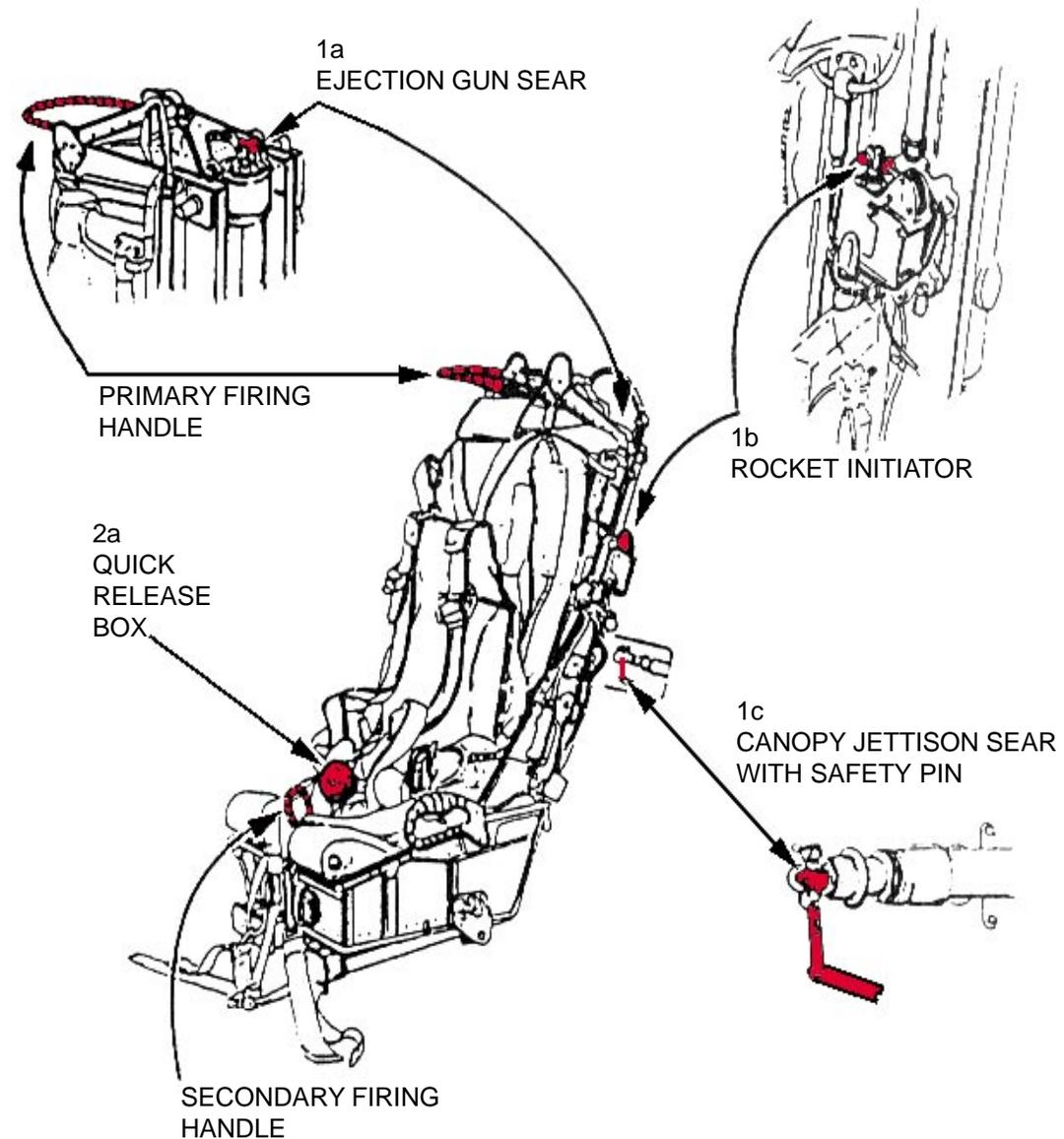
SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING (MARTIN BAKER)

- a. Insert safety pin in ejection gun sear, located at top of seat.
- b. Insert safety pin in rocket initiator sear, located on upper left side of seat.
- c. Insert safety pin in canopy jettison sear, located in forward cockpit left aft bulkhead.

2. AIRCREW EXTRACTION

- a. Remove safety fork from harness quick release box.
- b. Rotate outer assembly of quick release box 90 degrees clockwise and strike it to open and unlock belts.
- c. Release of cut leg restraints and any further connections restricting the removal of the crew member.
- d. Remove crew member's oxygen mask and shut off oxygen switch. See location of page MB 326.2, item 1d.



AIRCRAFT HAZARDS

LOAD AND ARMAMENT CAPABILITIES FOR MB 339C:

BOMBS AND FLARES

ROCKET LAUNCHERS FOR 50, 68, 81 MM AND
2.75 IN ROCKETS

LAU 10A OR TB 100-4 ROCKET LAUNCHERS

ECM POD

BAGGAGE CONTAINER

UNDER WING TANKS WITH 324 LITRES OF FUEL

SMOKE OR SMOKE/FUEL TANK

GUN POD DEFA 30 MM GUN WITH 125 ROUNDS PER POD

PHOTO RECONNAISSANCE POD

BOMBS/ROCKERS DISPENSER

ANTI-RUNWAY BOMBS BAP-100 OR TACTICAL SUPPORT

BOMBS BAT-120

MAVERICK A/G MISSILES (UP TO 2)

MATRA 550 MAJIC OR AIM 9 SIDEWINDER A/A MISSILES

MARTE MK 2 ANTI-SHIP MISSILE

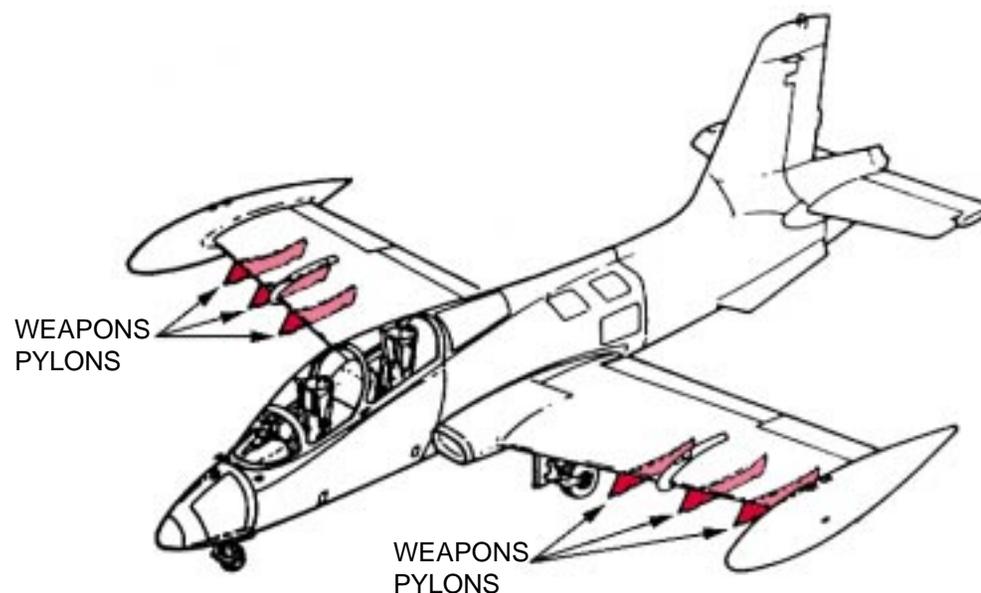
AIRCRAFT DIMENSIONS

WING SPAN WITH TIP TANKS 36' 9.25" (11.22M)

LENGTH 36' 10.5" (11.24 M)

HEIGHT 13' 1" (3.99 M)

MB 339



SPECIAL TOOLS/EQUIPMENT
 Power Rescue Saw
 Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

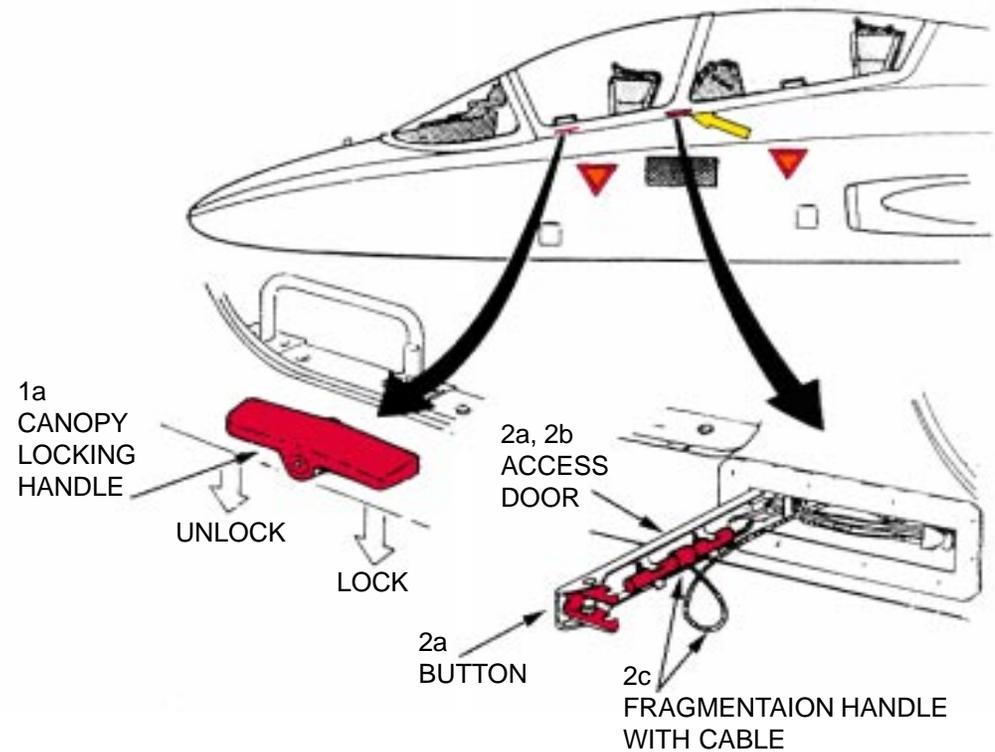
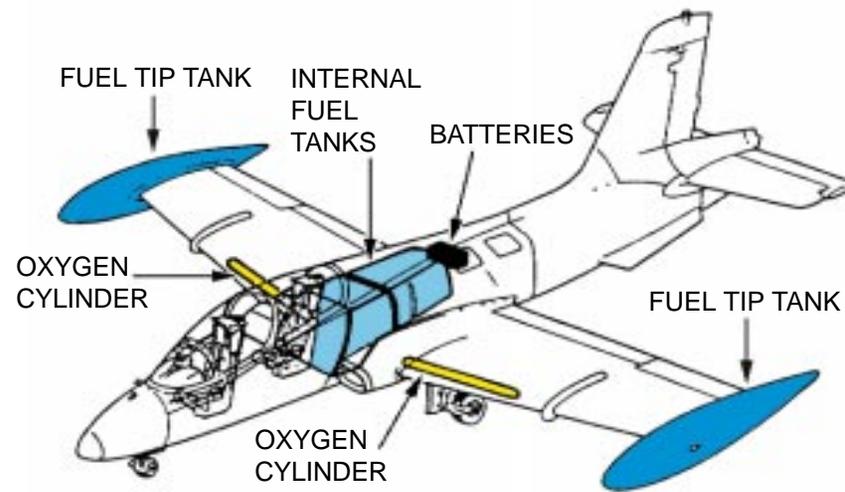
- a. Pull forward part of canopy locking handle, located on left side of fuselage, DOWNWARD, to unlock the canopy.
- b. Raise the canopy to full open position. The canopy is hinged on right side.

2. EMERGENCY ENTRY

- a. To access canopy fragmentation handle, located on left fuselage, push button to open access door.
- b. Pull access door forward to expose fragmentation handle mounted on the backside of the access door.
- c. Remove canopy fragmentation handle from secure clips and pull handle and cable full length to fragment canopies. (Both sides of canopy frame.)

3. CUT-IN

- a. Cut along canopy frame on all sides.



ENGINE SHUTDOWN

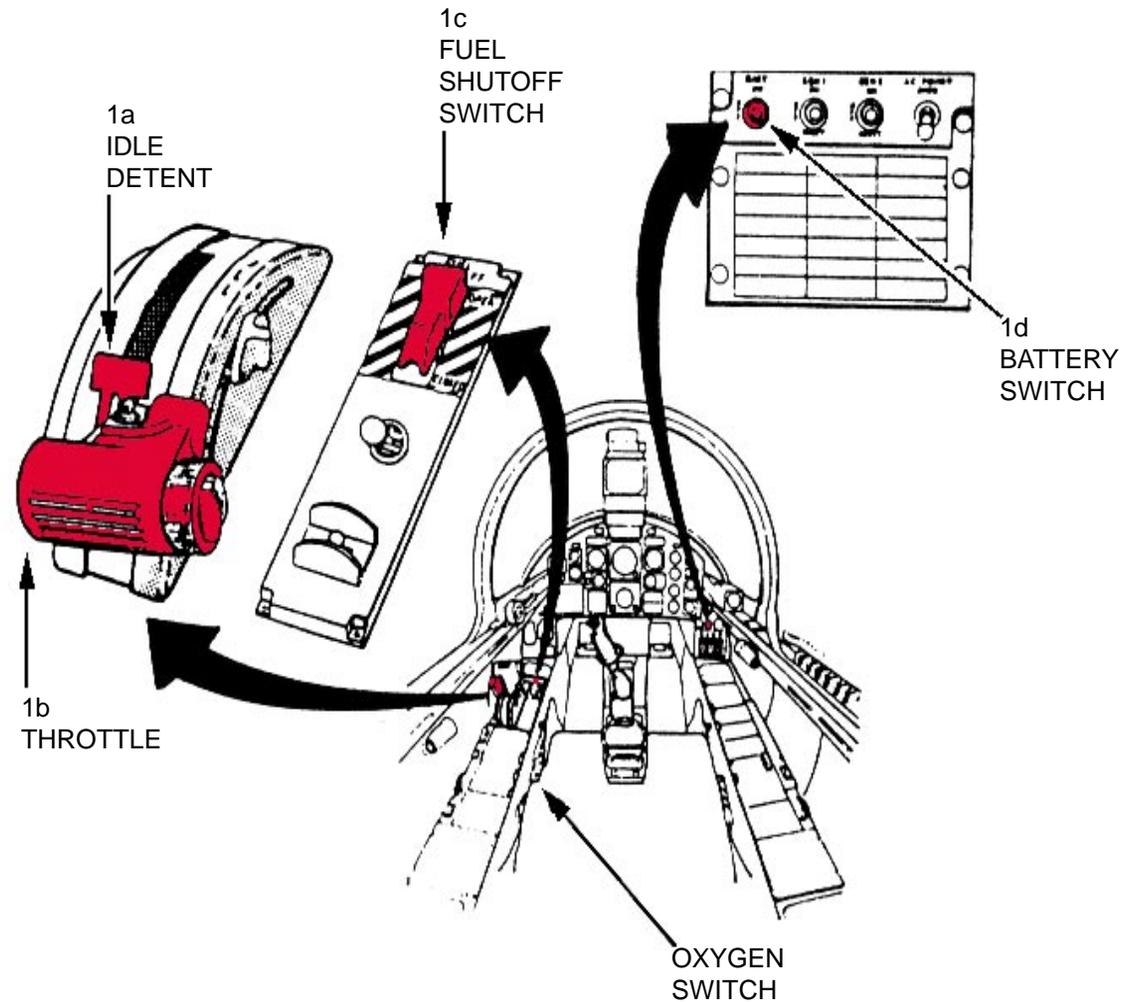
MB 339

1. ENGINE SHUTDOWN

- a. Raise idle detent, located on left console forward of throttle, allowing throttle movement.
- b. Pull throttle, located on left console, aft to OFF.
- c. Place fuel shutoff switch, located forward of throttle on left console, to OFF.
- d. Place battery switch, located on forward right panel, to OFF.

NOTE:

Oxygen switch is located on left console below the throttle area.



SEAT SAFETYING AND AIRCREW EXTRACTION

1. SEAT SAFETYING

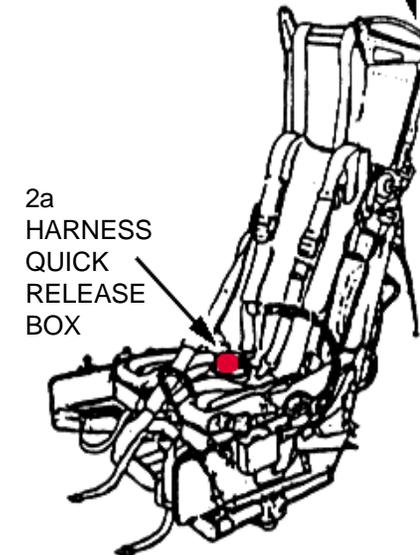
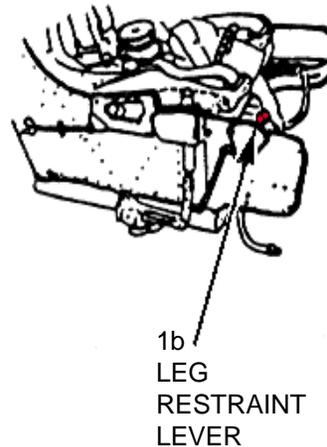
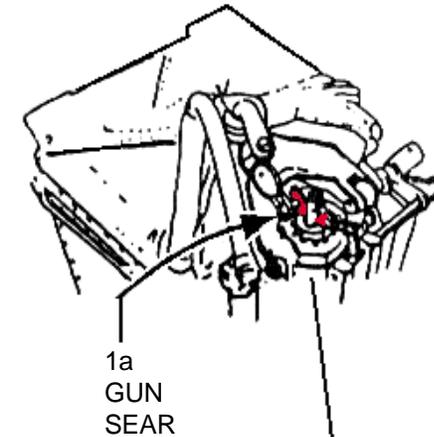
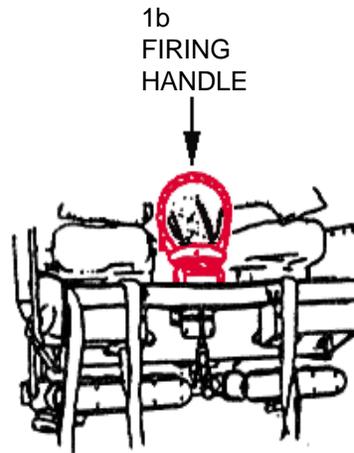
- a. Safety ejection gun sear, located on top of seat by inserting safety pin.
- b. Safety firing handle, located at bottom forward portion of seat, by inserting safety pin. Safety "T" pin is stored on left side of canopy frame, close to canopy handle.

NOTE:

Safety pins are stored in recess on right side of seat.

2. AIRCREW EXTRACTION

- a. Rotate outer assembly of harness quick release box, located on lap of crewmember, 90 degrees clockwise and strike it to open and unlock belts.
- b. Move full aft leg restraint lever, located on right forward portion of seat to release garters.
- c. Release or cut any further connections restricting aircrew extraction.
- d. Remove crewmember oxygen mask and shut-off oxygen switch.

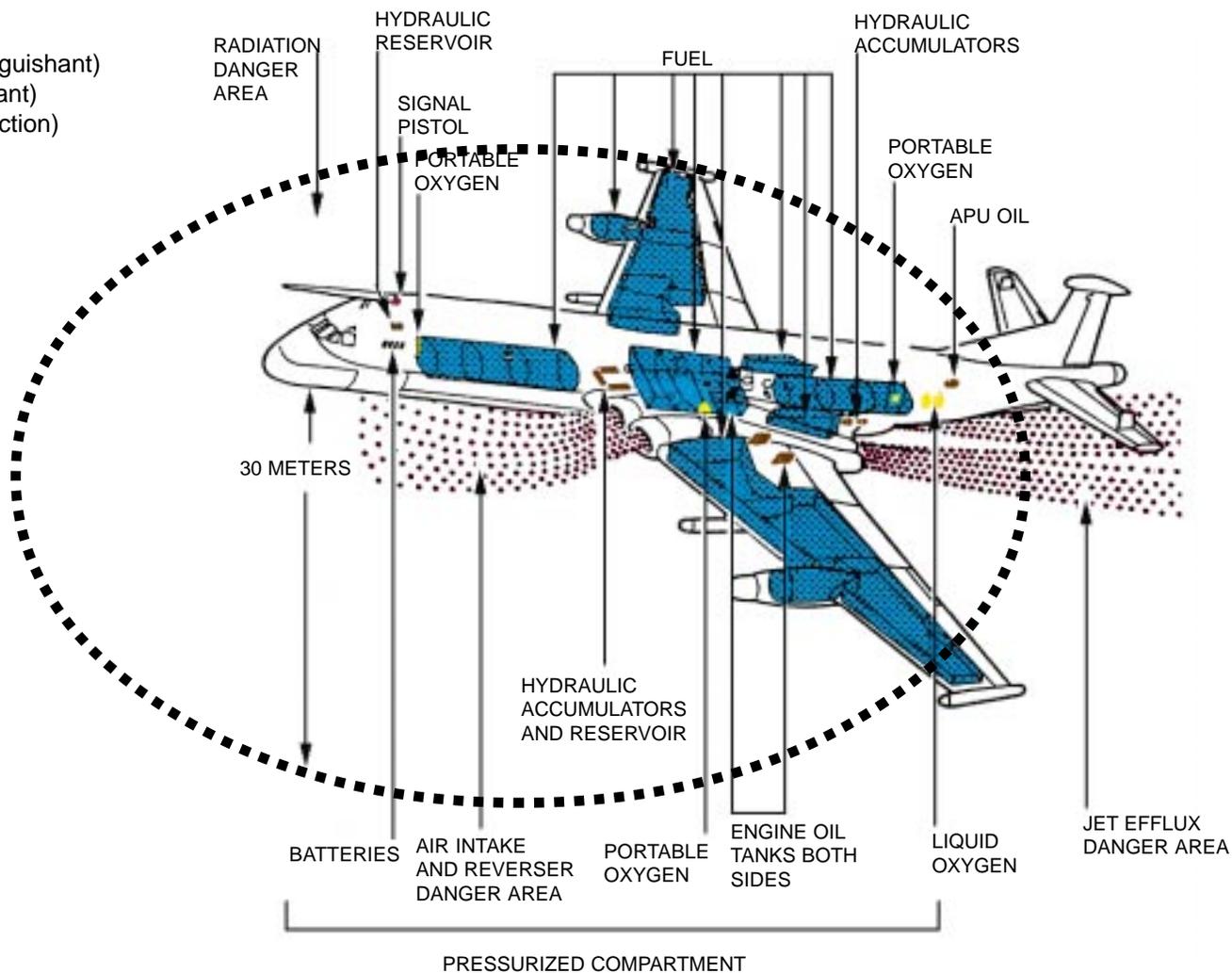


AIRCRAFT HAZARDS

OTHER HAZARDS:

- Battery acid
- Asbestos
- Beryllium + beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cadium (Batteries/Bolt Protection/Steel Protection)
- Chlorobromoethane (Fire Extinguishment)
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature Bulbs)
- Methyl Bromide (Fire Extinguishment)
- Polytetrafluoroethylene (PTFE)
- Sonar locator beacon(s) (1-Lithium battery)
- Strontium Chromates
- Thallium
- Thorium Fluoride
- Tritium Light Sources (Beta Lights)
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-38
- Oxygen: Gaseous

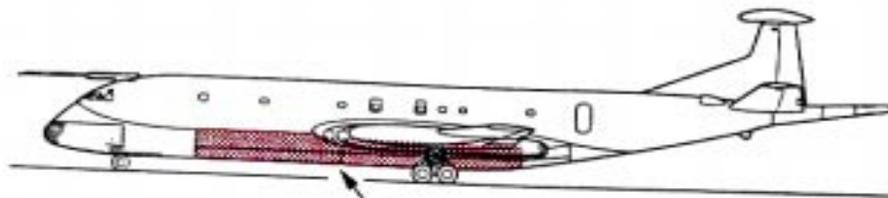
NIMROD MR.MK 2P



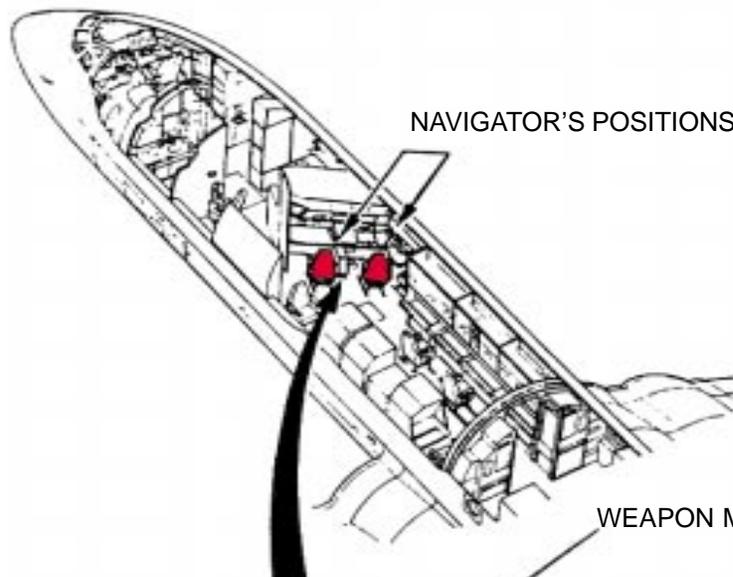
AIRCRAFT HAZARDS-Continued

NIMROD MR.MK 2P

- ARMAMENT:
- TORPEDOS
- BOMBS
- WEAPONS OR FUEL MAY BE IN BOMB BAY
- FLARES
- MARKERS OR SIGNALS



ARMAMENT AREA



NAVIGATOR'S POSITIONS

WEAPON MASTER SWITCH

RETRO LAUNCHER MASTER SWITCH

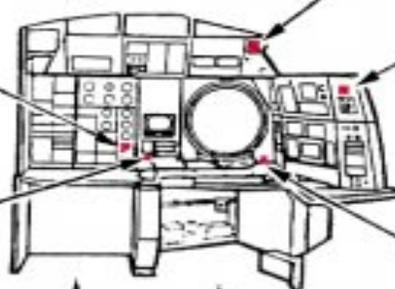
MASTER ARMAMENT SAFETY SWITCH

SONOBUOY LAUNCHER SELECTOR SWITCH

TORPEDO, STORES AND FLARES SELECTOR SWITCHES

ROUTINE NAVIGATOR'S POSITION

TACTICAL NAVIGATOR'S POSITION



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Doors are located on the forward right and aft left sides of the fuselage. Turn door handle to open, then push. Doors open inward.

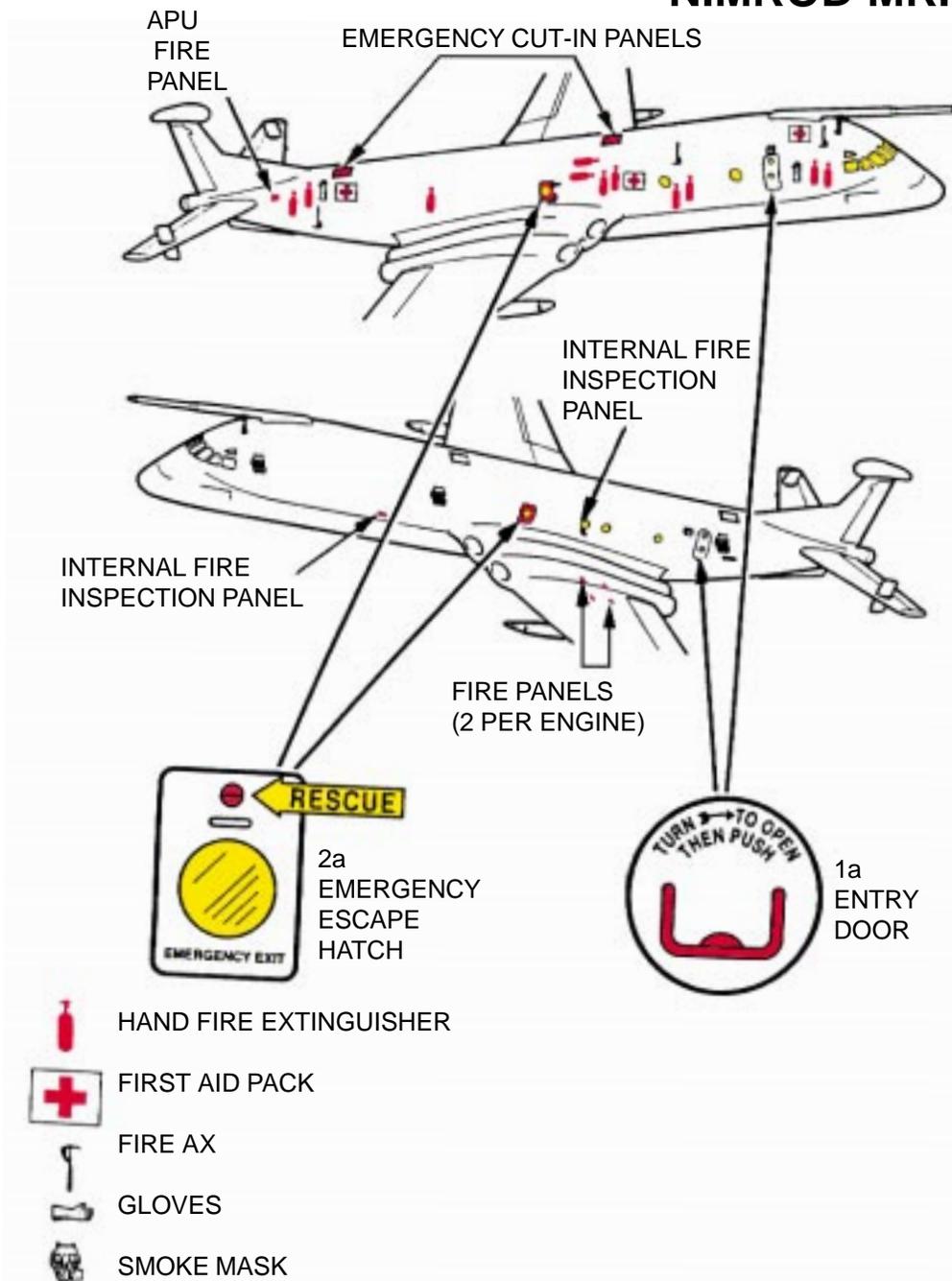
2. EMERGENCY ENTRY

- a. Escape hatches are located over each wing. To open, press handle at top of hatch, pull outward and set aside.

3. CUT-N

- a. Emergency cut-in panels are located on top of fuselage at mid and aft cabin areas. Use the power rescue saw or crash ax to gain entry.

NIMROD MR.MK 2P



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

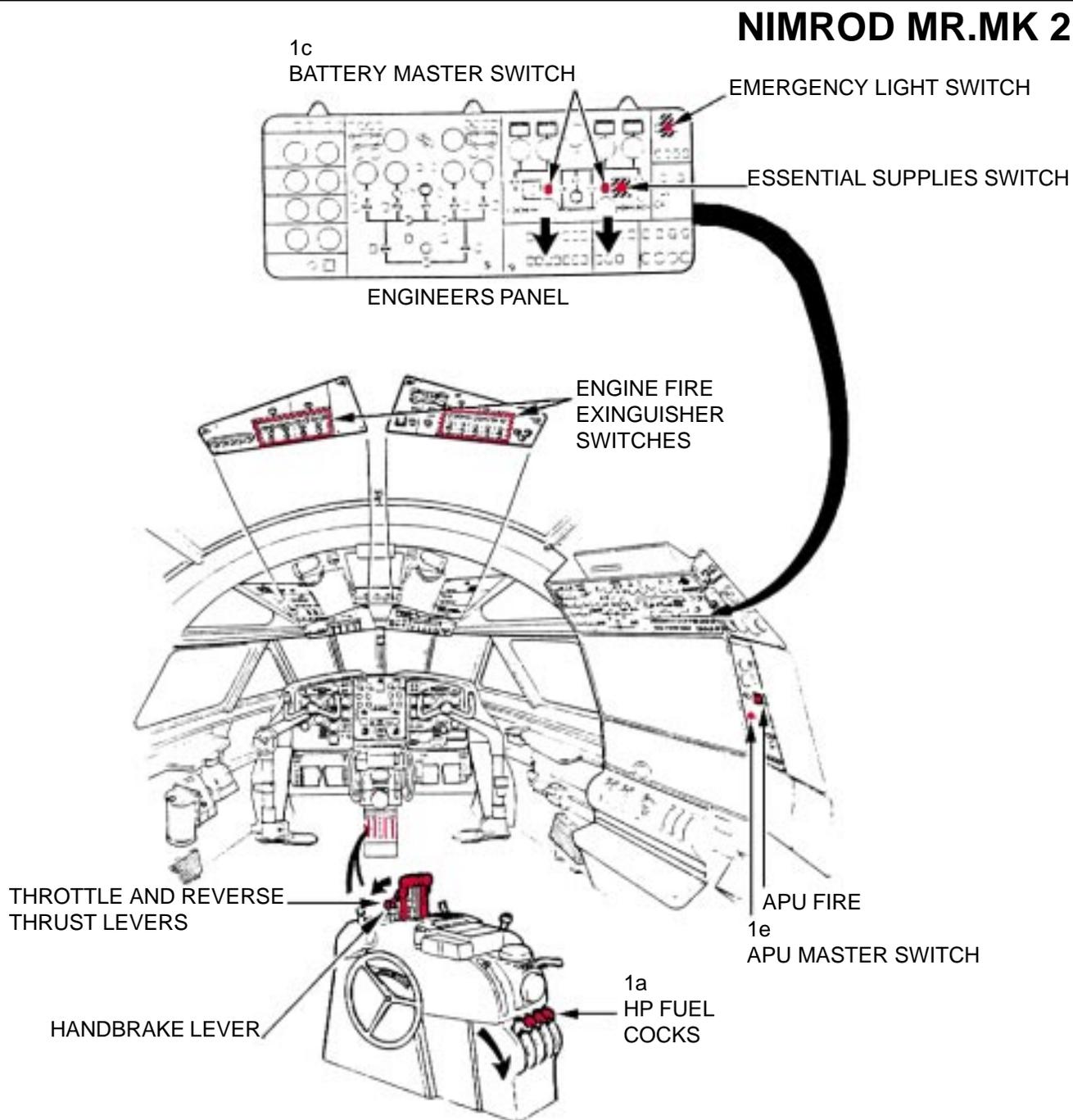
- Release the safety catches on the HP fuel cocks, located on the center console.
- Move the HP fuel cocks DOWN to limit of travel.
- Place the battery master switch, located on the engineer's panel aft of the right side window, to OFF.

In case of engine fire:

- When fire warning lamps are illuminated, operate the engine fire extinguisher switches, located on the right and left overhead panels, to release fire extinguishant into the corresponding engine.

In case of APU fire:

- Place APU master switch, located on right engineers panel, down to OFF.

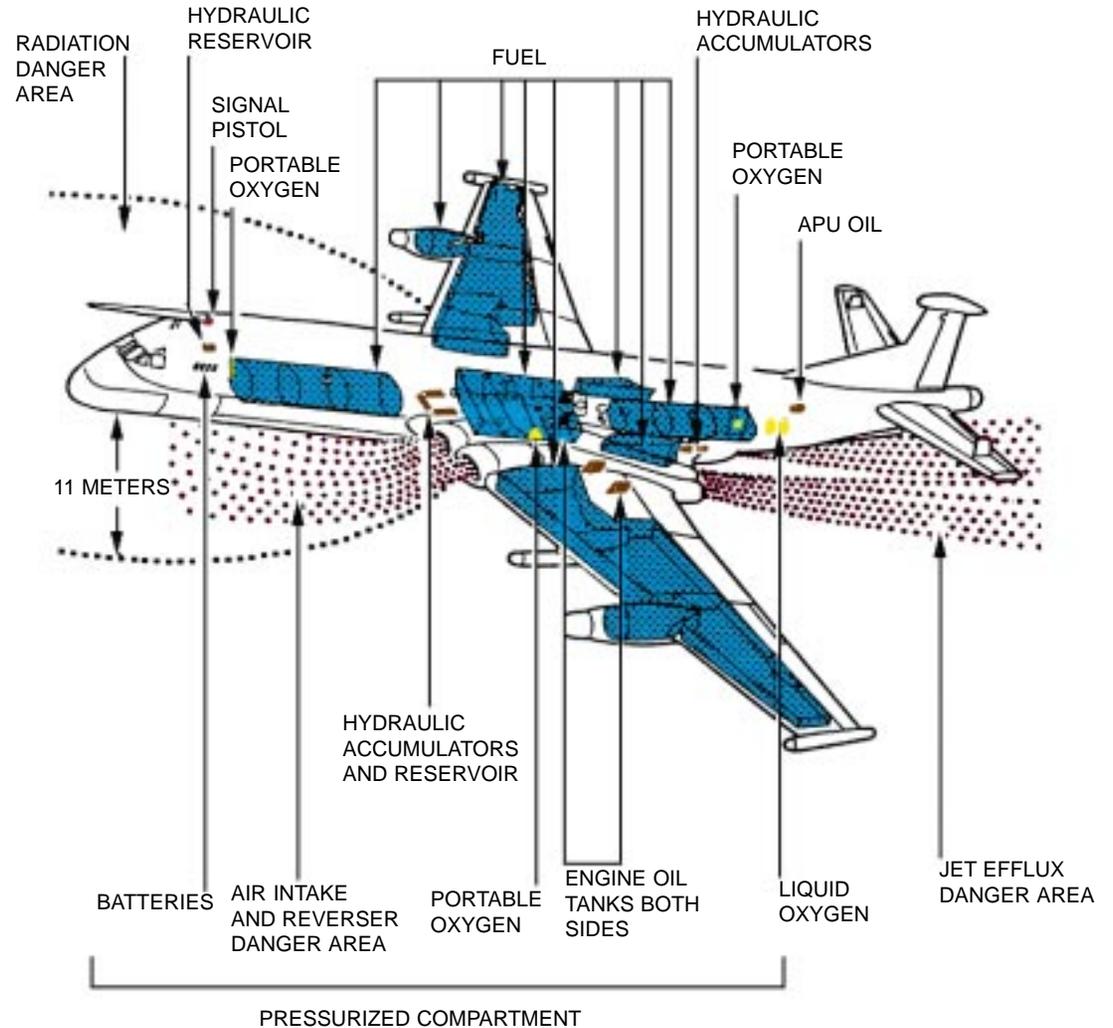


AIRCRAFT HAZARDS

OTHER HAZARDS:

- Battery acid
- Asbestos
- Beryllium + beryllium oxides
- Bromochlorodifluoromethane (BCF Fire Extinguishant)
- Bromotrifluoromethane (BTM Fire Extinguishant)
- Cadium (Batteries/Bolt Protection/Steel Protection)
- Chlorobromoethane (Fire Extinguishment)
- Chaff Dispenser
- Dimethylformamide (Strobe power pack)
- Ejector release units
- Flare dispenser
- Lithium (Batteries)
- Mercury (Temperature Bulbs)
- Methyl Bromide (Fire Extinguishment)
- Polytetrafluoroethylene (PTFE)
- Sonar locator beacon(s) (1-Lithium battery)
- Strontium Chromates
- Thallium
- Thorium Fluoride
- Tritium Light Sources (Beta Lights)
- Fuel: Avtur
- Hydraulic oil: OM-15
- High pressure gases: Nitrogen
- Engine oil: OX-38
- Oxygen: Gaseous

NIMROD R-1



NO ARMAMENT IS CARRIED

SPECIAL TOOLS/EQUIPMENT
 Power Rescue Saw
 Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

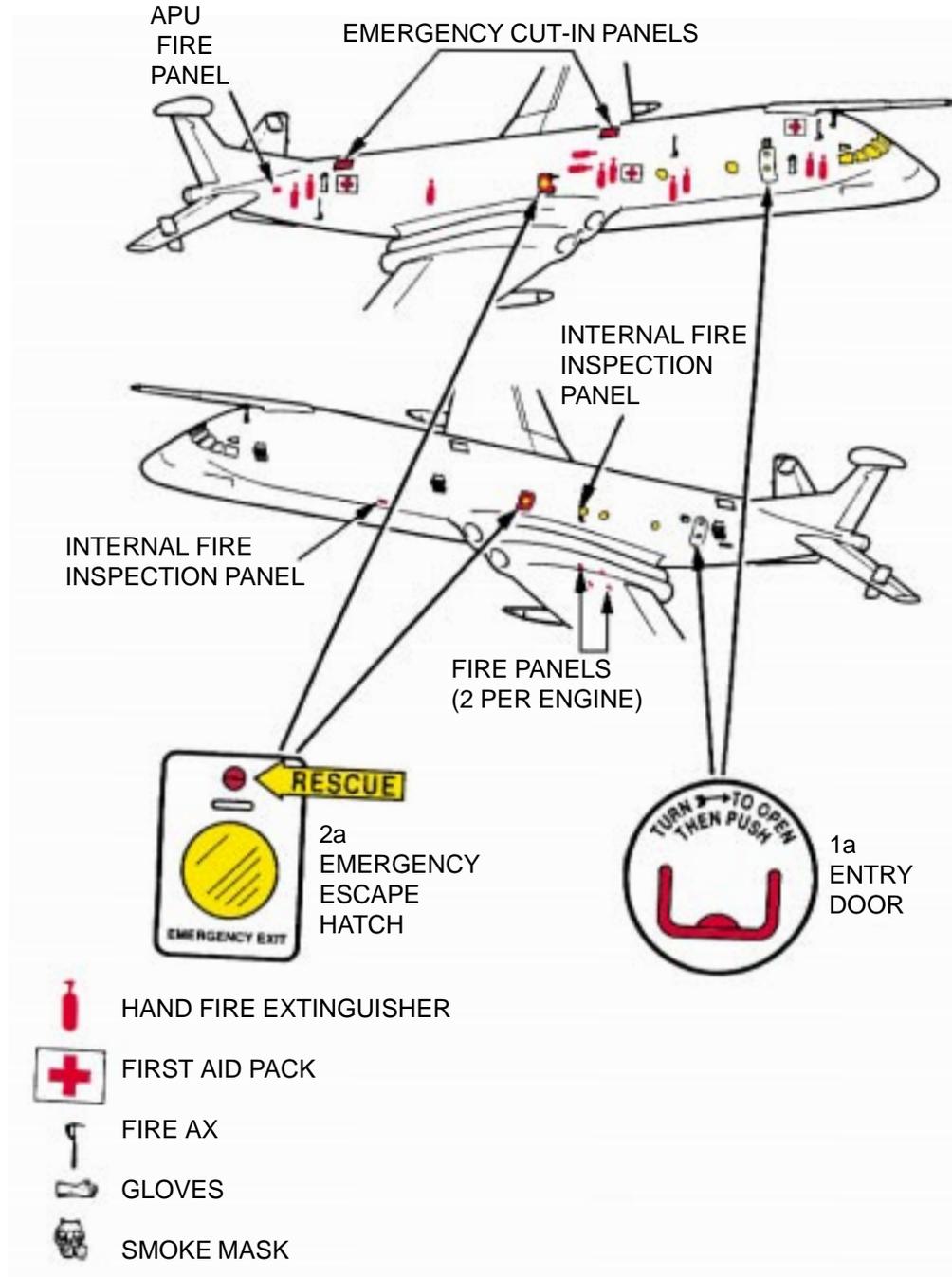
a. Doors are located on the forward right and aft left sides of the fuselage. Turn door handle to open, then push. Doors open inward.

2. EMERGENCY ENTRY

a. Escape hatches are located over each wing. To open, press handle at top of hatch, pull outward and set aside.

3. CUT-N

a. Emergency cut-in panels are located on top of fuselage at mid and aft cabin areas. Use the power rescue saw or crash ax to gain entry.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

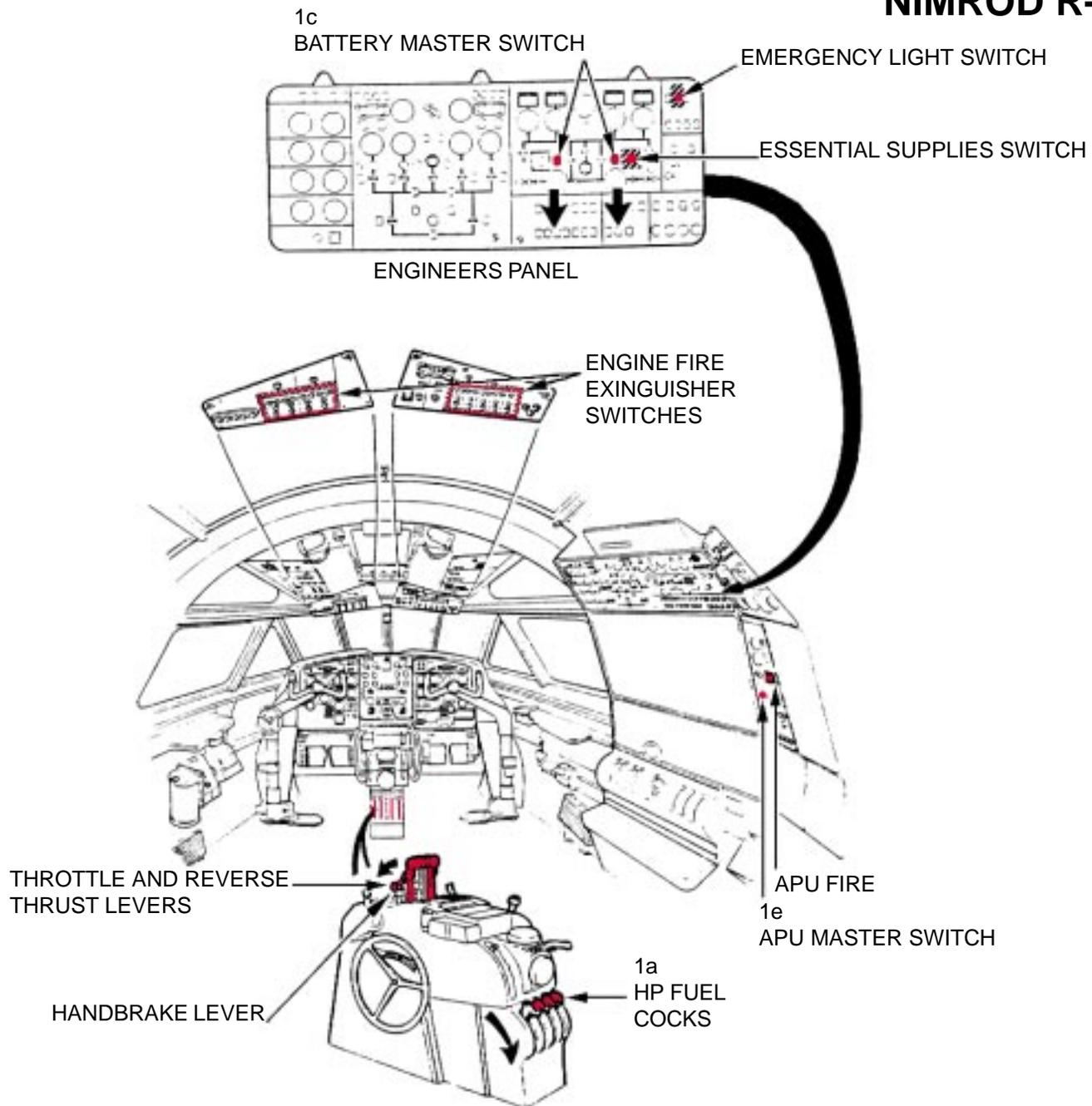
- a. Release the safety catches on the HP fuel cocks, located on the center console.
- b. Move the HP fuel cocks DOWN to limit of travel.
- c. Place the battery master switch, located on the engineer's panel aft of the right side window, to OFF.

In case of engine fire:

- d. When fire warning lamps are illuminated, operate the engine fire extinguisher switches, located on the right and left overhead panels, to release fire extinguishant into the corresponding engine.

In case of APU fire:

- e. Place APU master switch, located on right engineers panel, down to OFF.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

Aircraft does not have ejection systems.

- a. On crew seats, remove face masks before disconnecting hoses.
- b. Release the seat harness by turning restraint release in either direction.

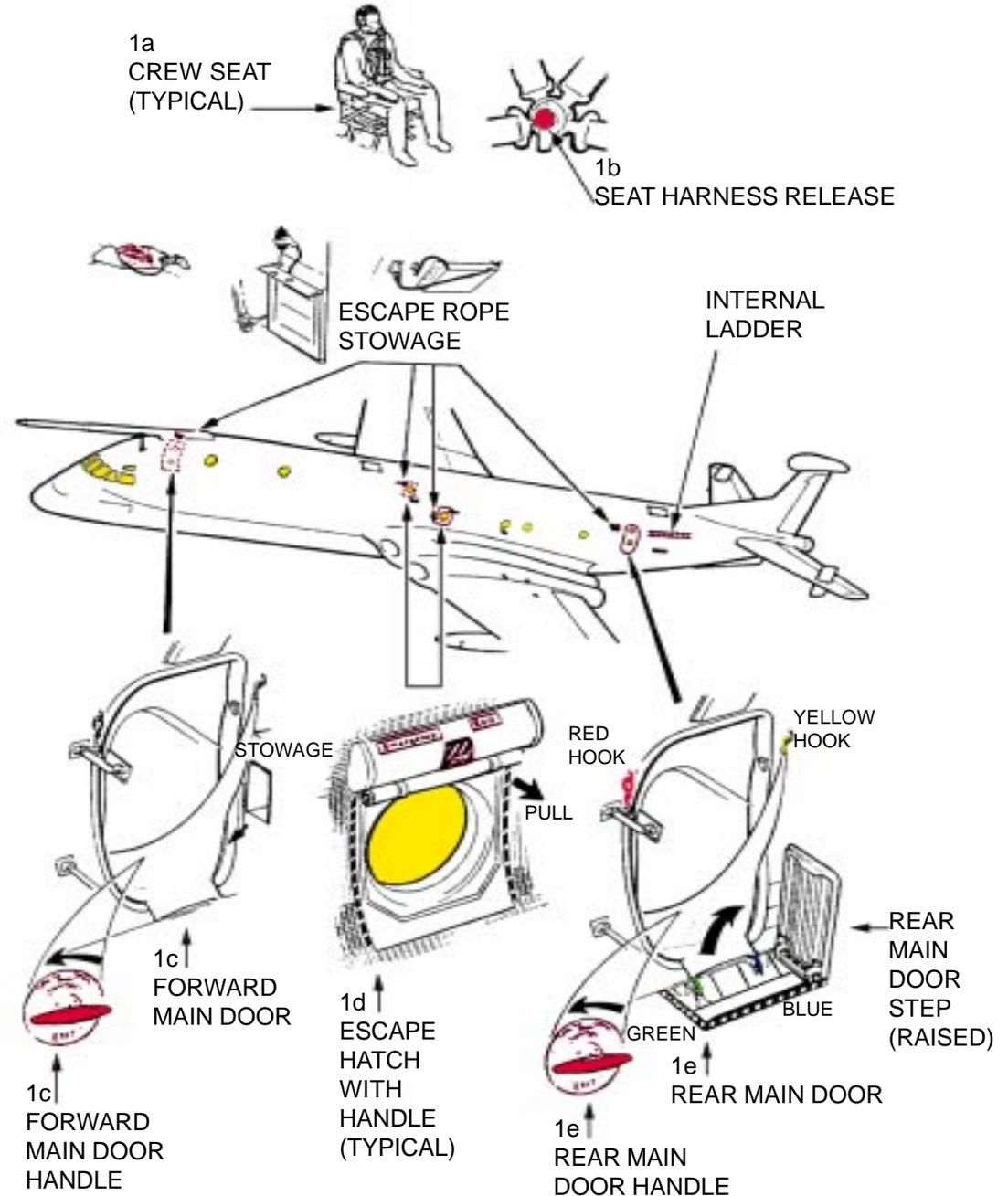
NOTE:

Escape ropes are located at forward and rear main doors and escape hatches.

- c. Forward main door can be opened by turning and pulling the internal door release handle. Door opens inward. Door is equipped with an escape chute.
- d. Side escape hatches at port and starboard wings can be opened by pulling the emergency exit hatch handle located top center of hatch.
- e. Main rear door can be opened by turning and pulling the internal door release handle. Door opens inward. The door is equipped with an escape chute.

NOTE:

The aircraft is equipped with a ladder mounted at the rear.



The aircraft information is located in Chapter 22
containing US Navy aircraft.

NOTE

Chapter 28 contains emergency rescue and mishap response information for the following NATO aircraft:

FRA, CAN	AIRBUS A310-300/CC-150
DEU	AIRBUS A310-304
EUROPEAN UNION	AIRBUS A340-500/600
ESP, PRT, USA	AVIOCAR 212
GBR	BAE 146
BEL	BN 2A
DNK, ITS, TUR	C-20/H
USA, ITA	C-27A/G222
USA, NLD	C-31A/F-27
TUR	C-47
MULTI-NATION	C-130/T-10
FRA	C-130H
MULTI-NATION	C-135
FRA	C-135 FR
DEU	C-140
FRA, DEU, TUR	C-160 TRANSALL ASTARTE
FRA	C-160 TRANSALL GABRIEL
CAN, USA	CC-138/UV-18A/B
CAN, USA	CC-142/E-9A
CAN	CC/CE/CP-144
FRA, ESP	CN-235M
NLD	DO-28
NLD	FOKKER 60
BEL, GBR	748 HAWKER SIDDELEY
GRC	HU-16B
FRA	NORD 262
GBR	TRISTAR C2/C2K
GRC	YS-11A

* Aircraft information pending

CHAPTER 28

NATO

CARGO

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

28-1. INTRODUCTION AND USE.

28-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical 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

AIRBUS A310-300

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:

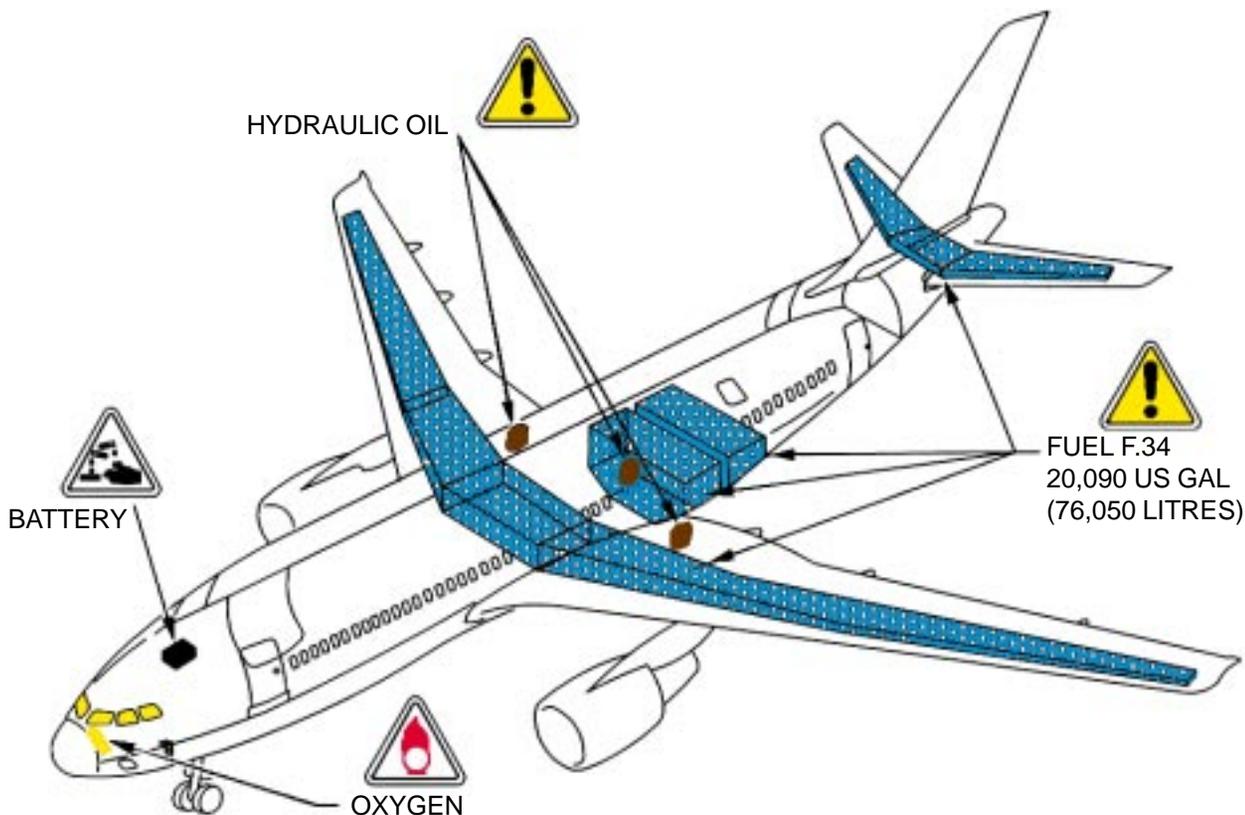
The Airbus 310-300 is an extended range airliner. Additional fuel tanks can be added to the lower cargo area to extend range or it can be configured as a cargo carrier.

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.

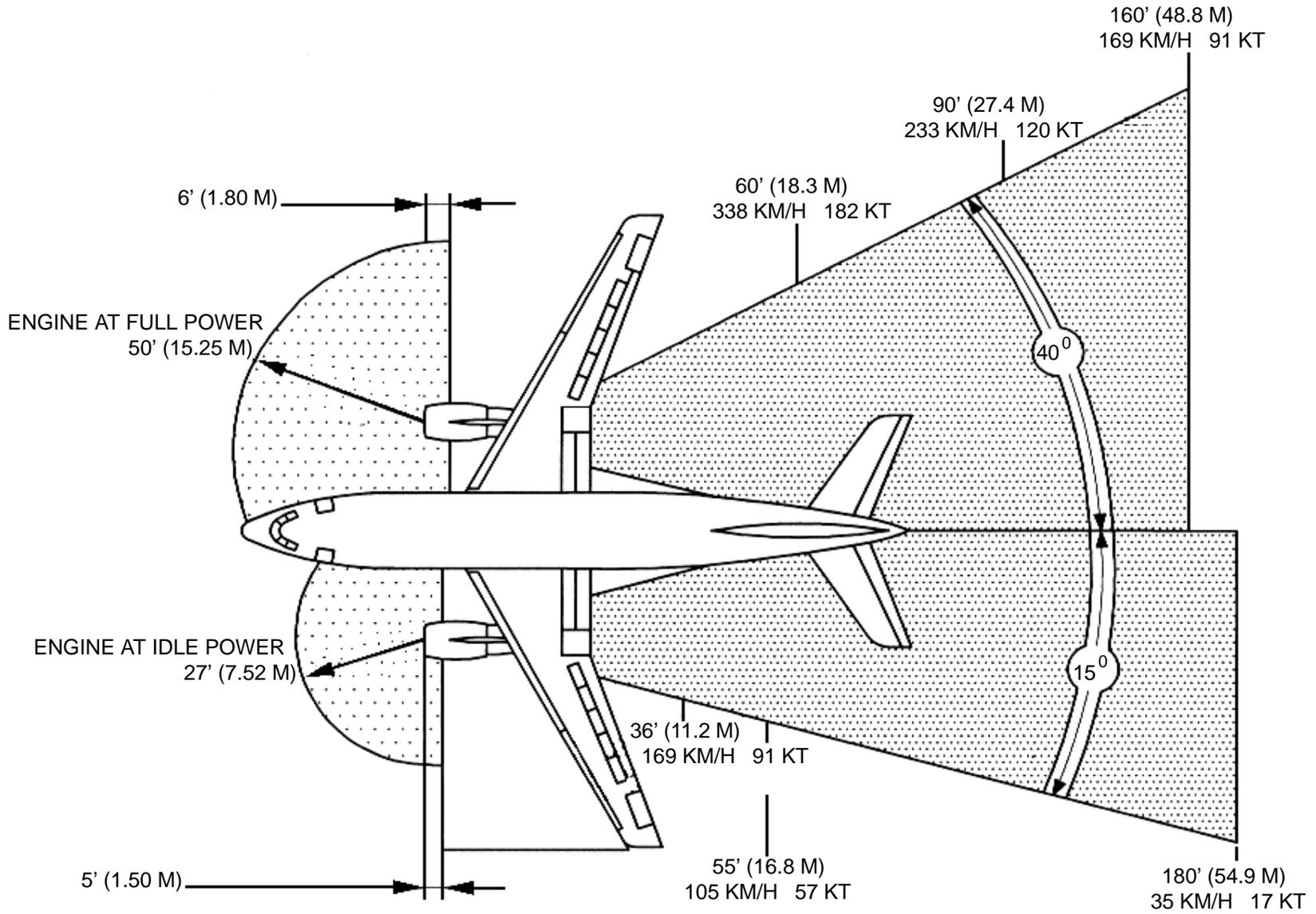
ARMAMENT:

None carried.



AIRCRAFT HAZARDS-Continued

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.

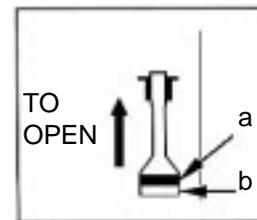
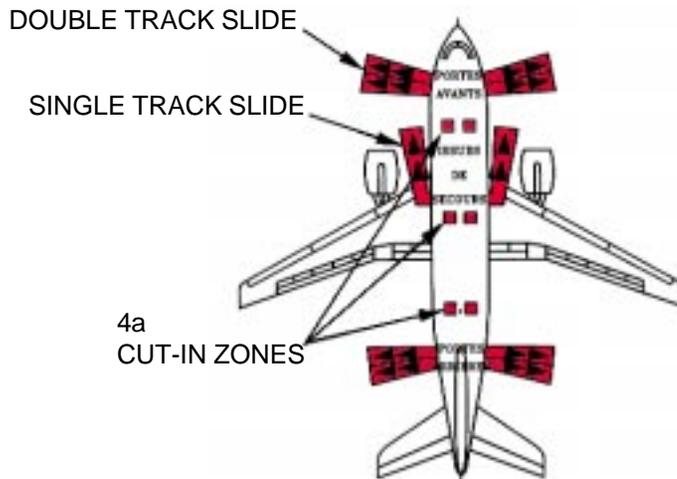
3. BULK DOOR - AFT RIGHT SIDE

- a. Pree 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.

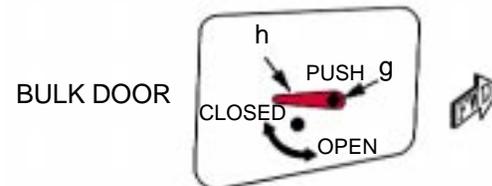
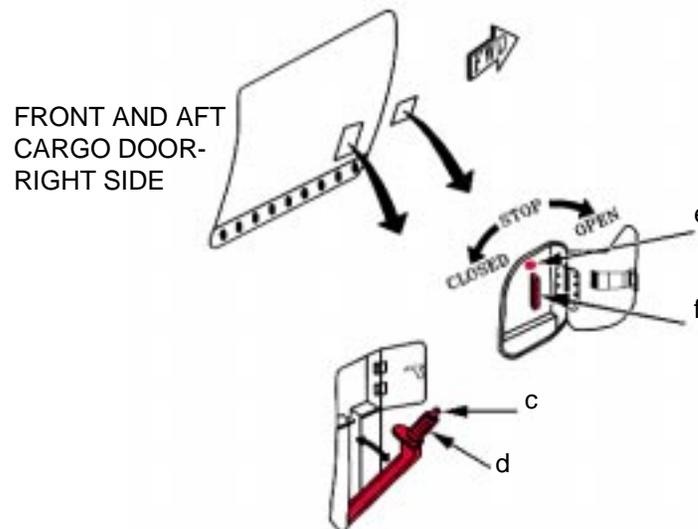
4. CUT-IN

- a. Use the skin penetrator, power rescue saw, or crash ax as applicable. See 6 zones.

AIRBUS A310-300



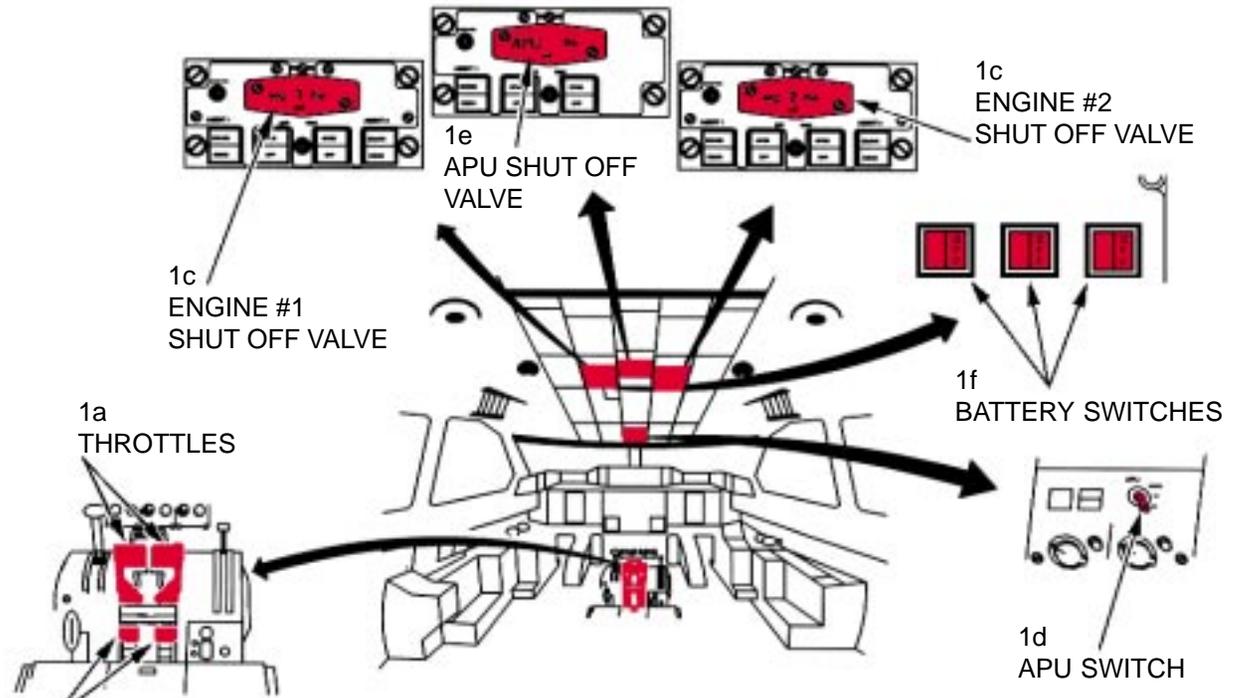
FRONT, AFT, AND EMERGENCY EXITS (EXTERNAL ENTRY)



ENGINE AND APU SHUTDOWN

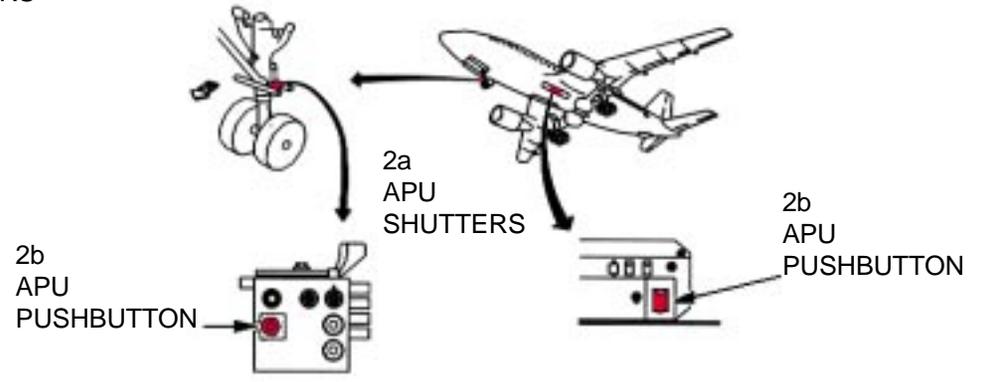
1. ENGINE SHUTDOWN

- 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

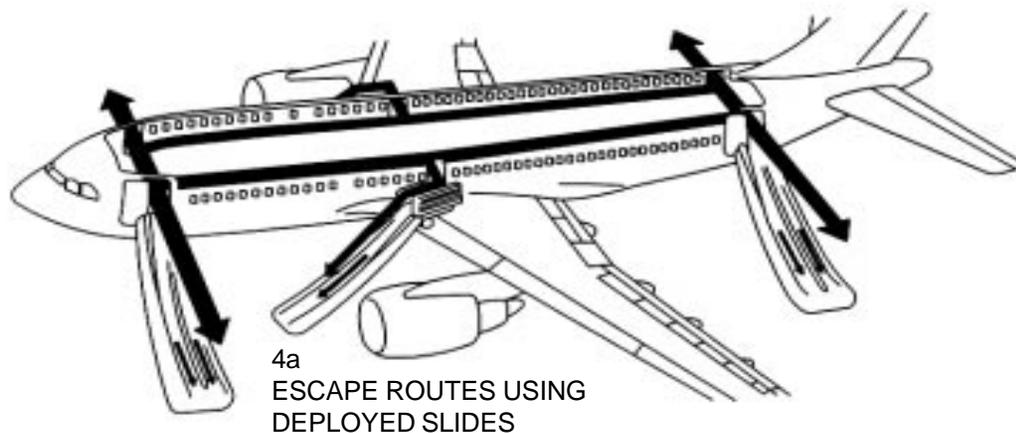
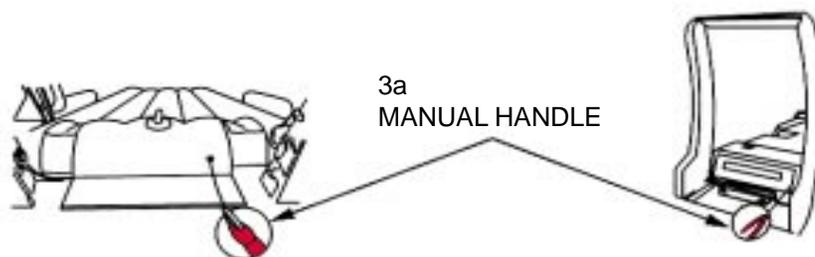
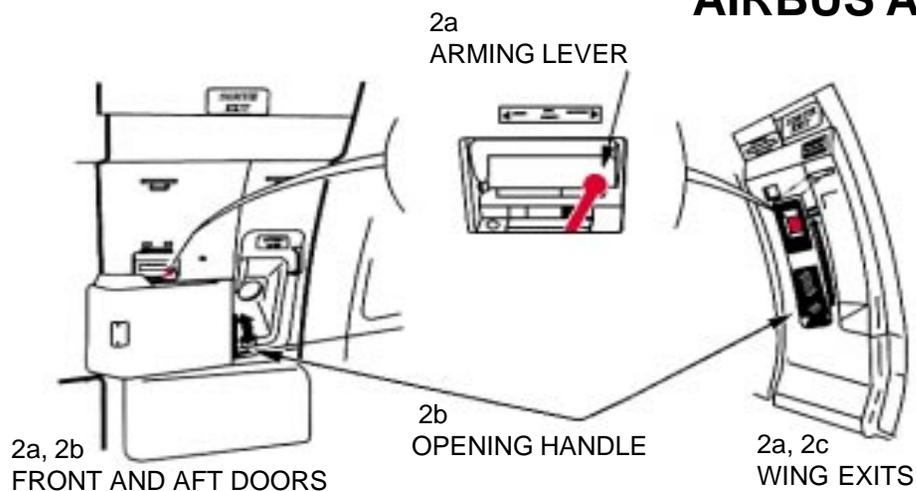
- a. Set arming lever, located on front, aft and wing exits, to ARMED position.
- b. Hold and lift opening door handle. Front and aft doors have a system that assist their opening.
- c. Push wing exits from up to down.

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.

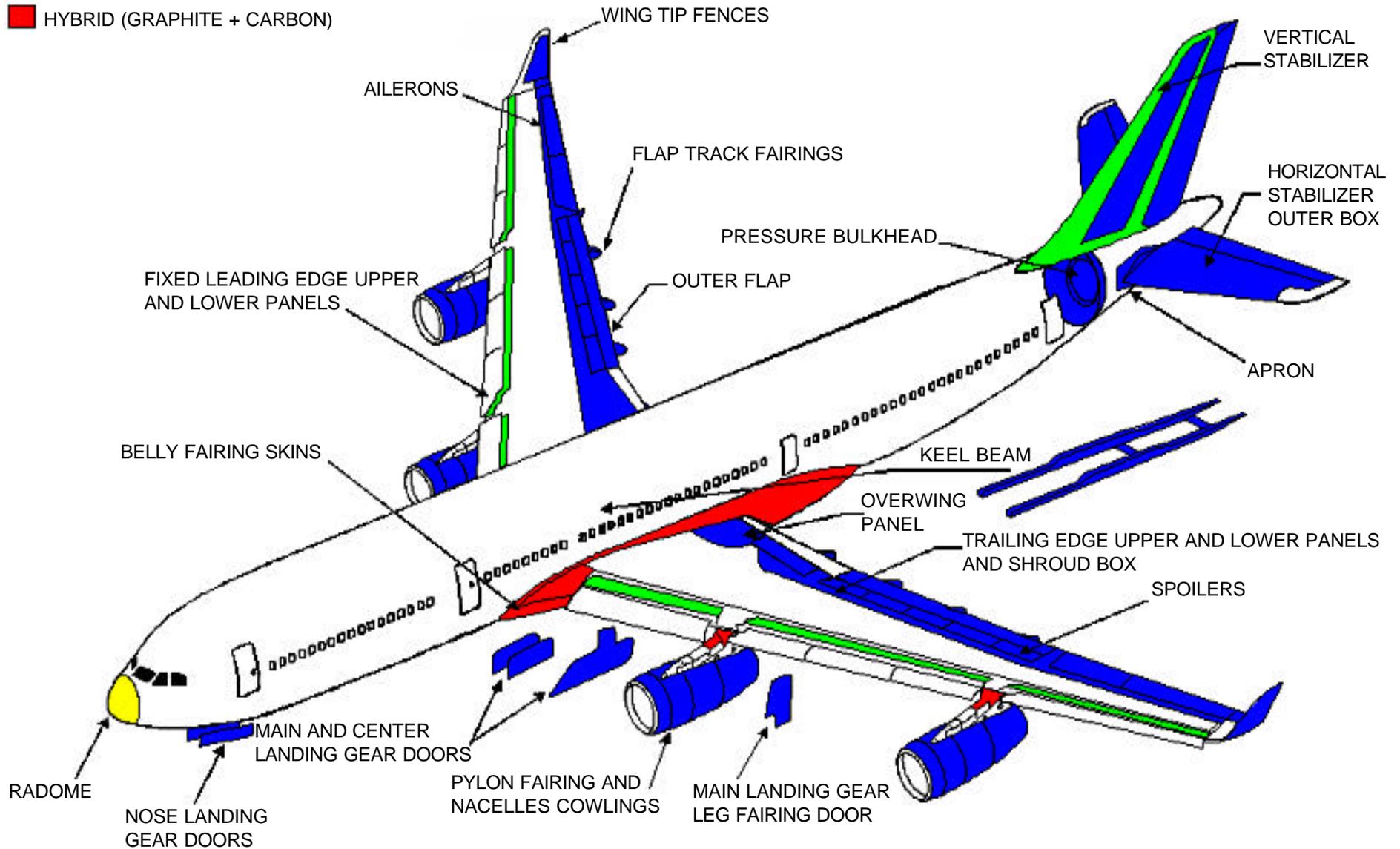


The aircraft information is pending release.

AIRCRAFT COMPOSITE MATERIALS

AIRBUS A340-500/600

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

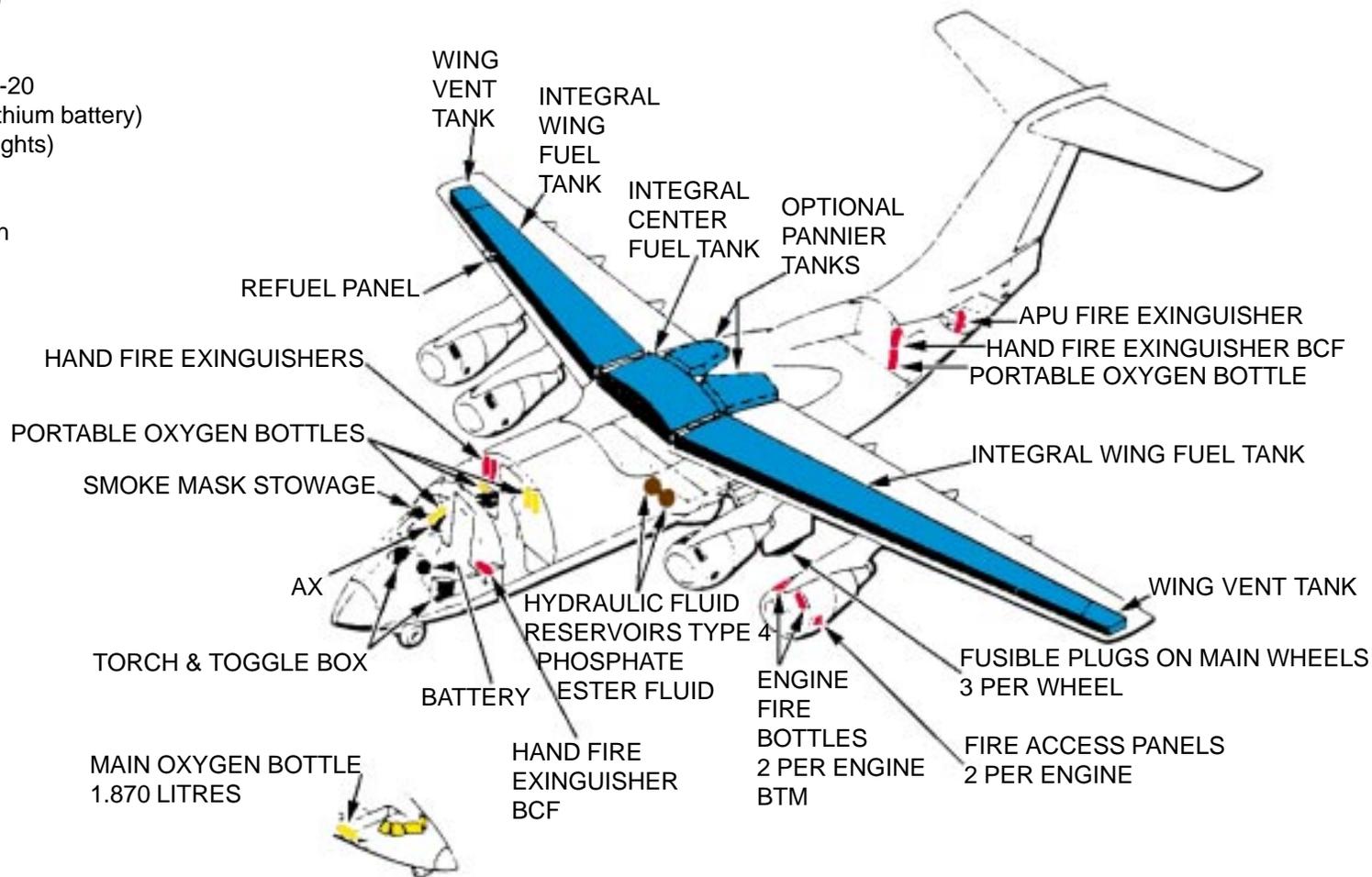


The aircraft information is located in Chapter 6
containing US Air Force aircraft.

AIRCRAFT HAZARDS

OTHER HAZARDS:

Battery acid
 Asbestos
 Beryllium + beryllium oxides
 Bromochlorodifluoromethane (BCF Fire Extinguishant)
 Bomotrifluoromethane (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

BAE 146

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

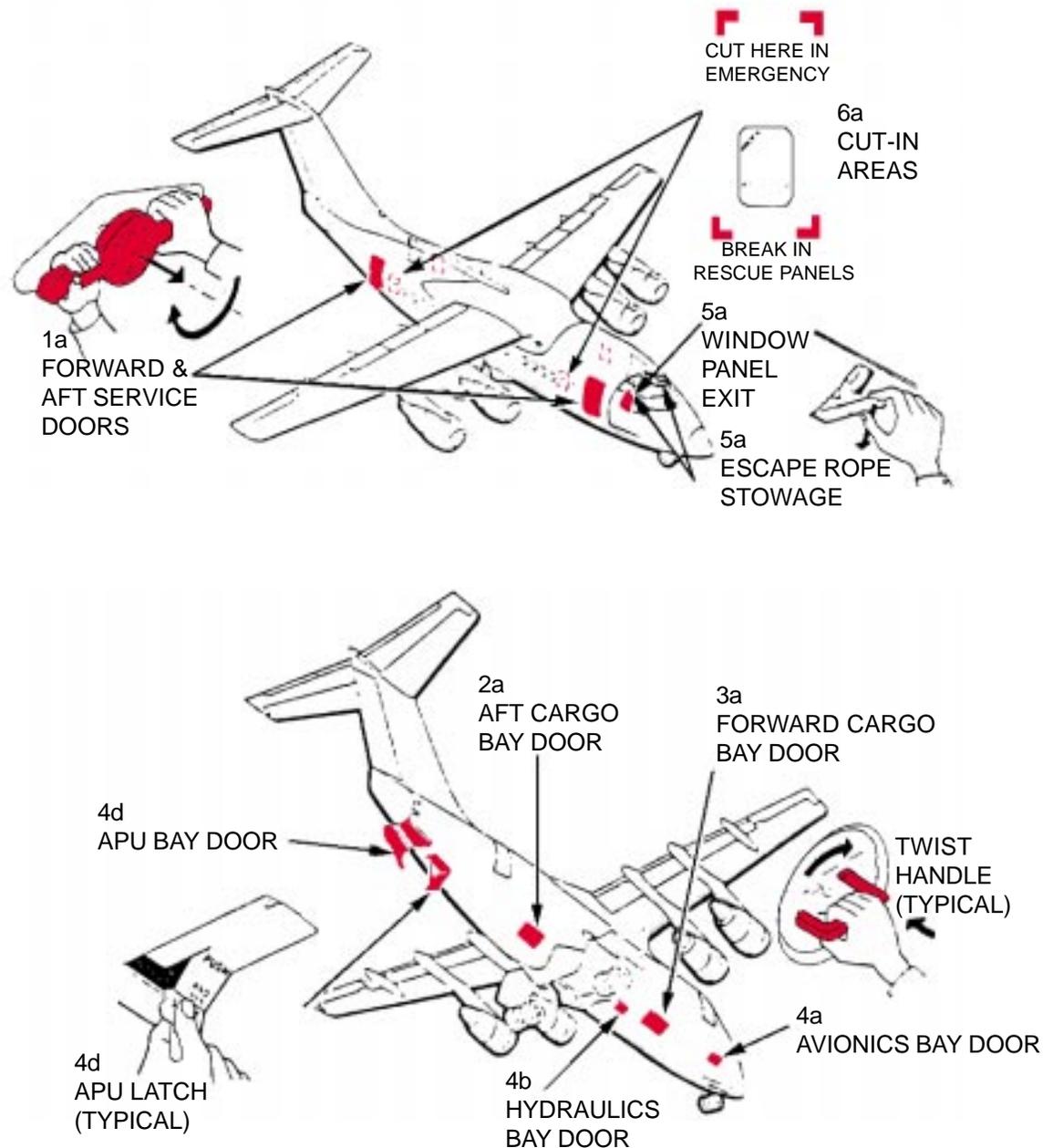
- a. To open avionics bay door, located under forward service door, twist handle to "UNLOCK", then push door inwards.
- b. To open hydraulics bay door, located just aft of forward cargo bay door, twist handle to "UNLOCK", then push door inwards.
- c. To open air conditioning bay door, located forward 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

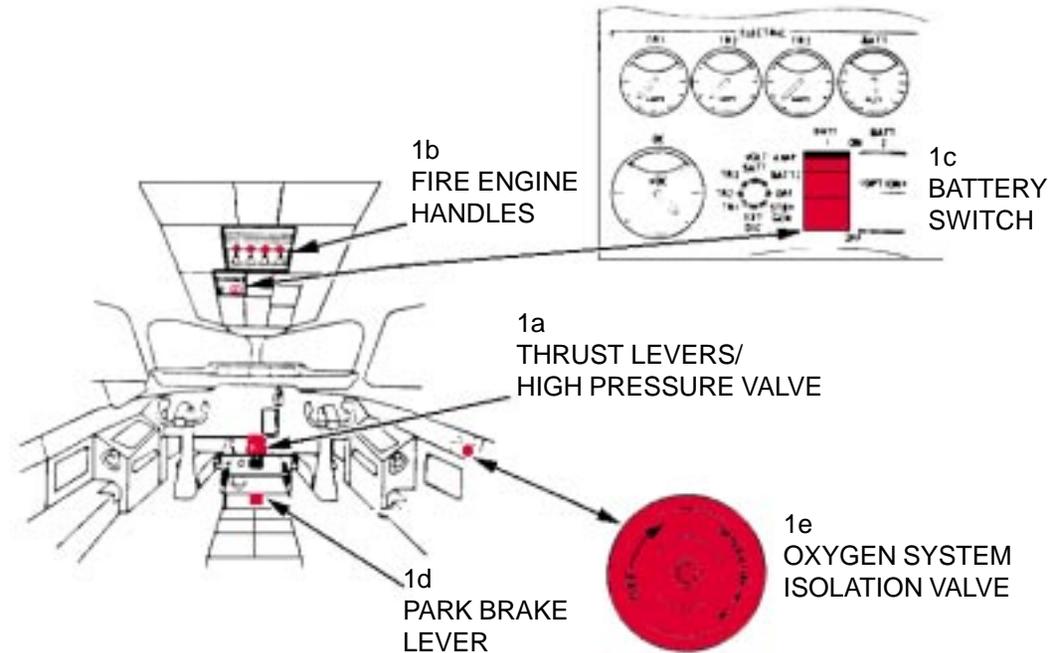
- a. Slide baulk release down and move thrust levers/High Pressure valve, located on center pedestal, back to fullest extent to CLOSE.
- b. For fire engine handles 1, 2, 3, and 4, located on center overhead panel, pull through rotary baulk to fullest extent (4.75") to close Low Pressure valve.
- c. Place 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.

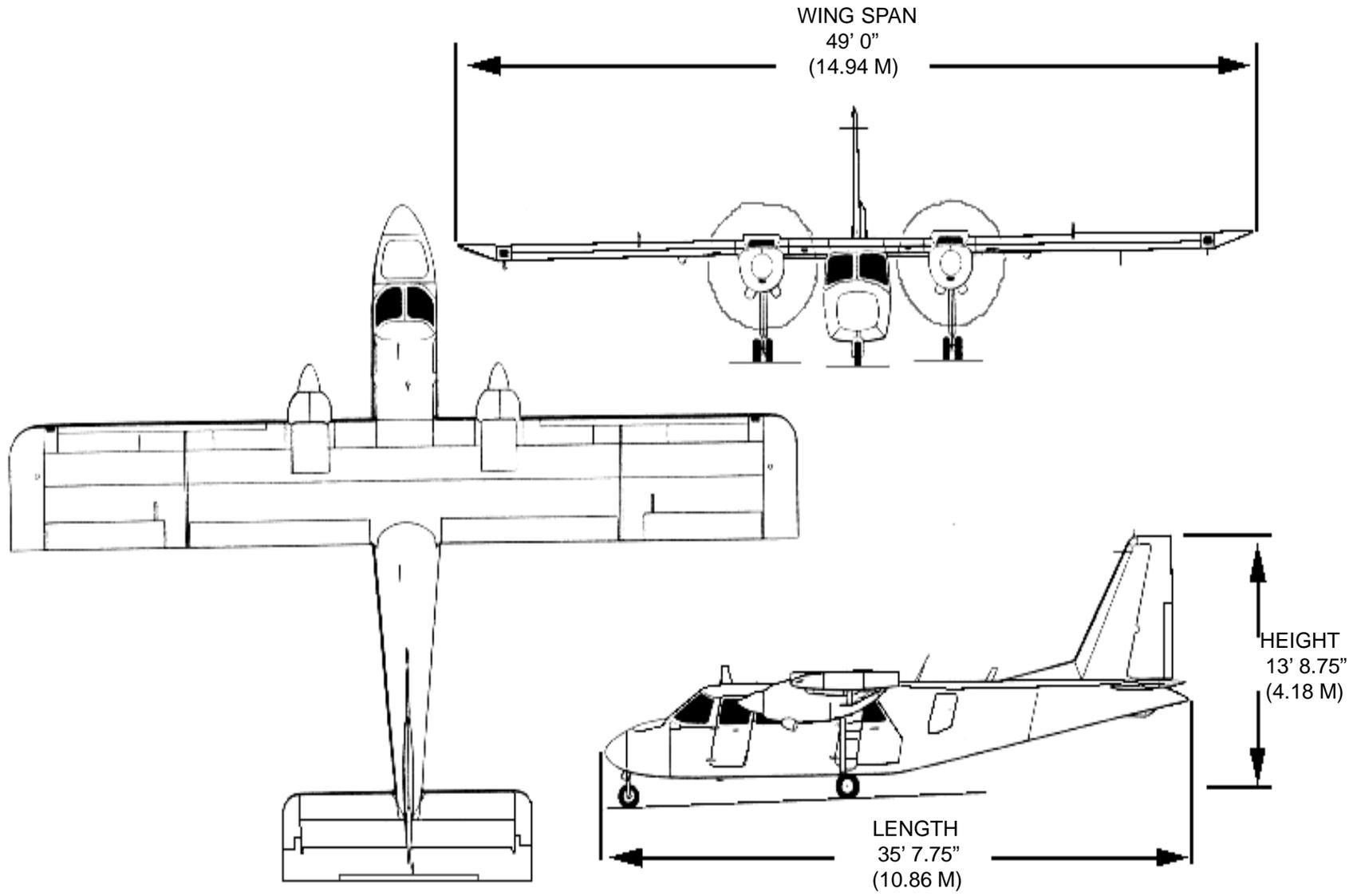
2. AIRCREW EXTRACTION

- a. Disconnect seat belts and shoulder harness from crew members.
- b. Disconnect seat belts from passengers.



AIRCRAFT DIMENSIONS

BN 2A



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- 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.
- 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

- Use three entry doors for emergency entry or exit.
- Cargo door, located on aft right side of fuselage may also be used as an emergency exit by removing door/window.

3. OTHER CONFIGURATIONS

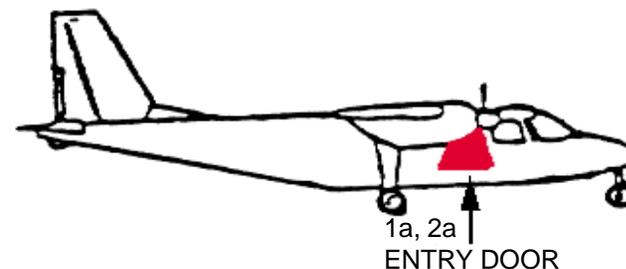
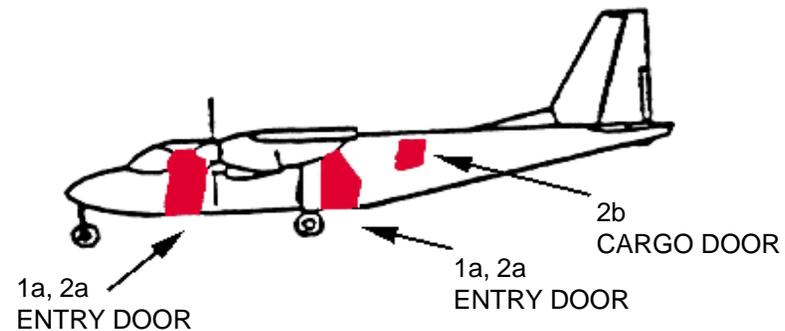
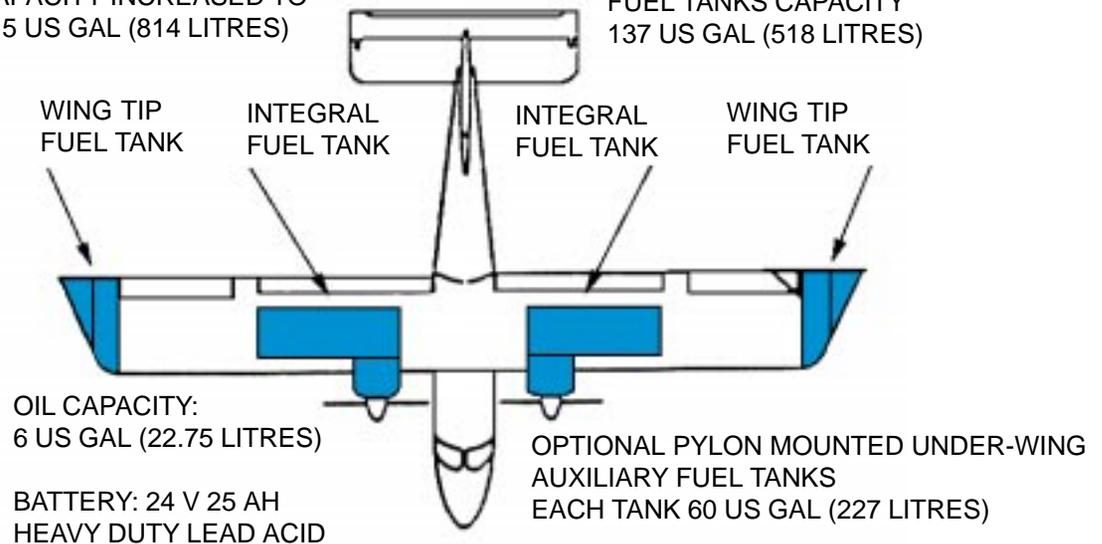
- During entry, rescue personnel may encounter aircraft configurations consisting of passenger, freighter, photographic, geophysical survey, parachutist transport (8 parachutists with 1 dispatcher), trainer, firefighting, environmental protection, cropspraying, or ambulance with up to 3 stretchers and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

4. CUT-IN

- If doors are inoperable, use power rescue saw or crash ax to gain access.

WITH WING TIP FUEL TANKS
CAPACITY INCREASED TO
215 US GAL (814 LITRES)

TOTAL INTEGRAL
FUEL TANKS CAPACITY
137 US GAL (518 LITRES)



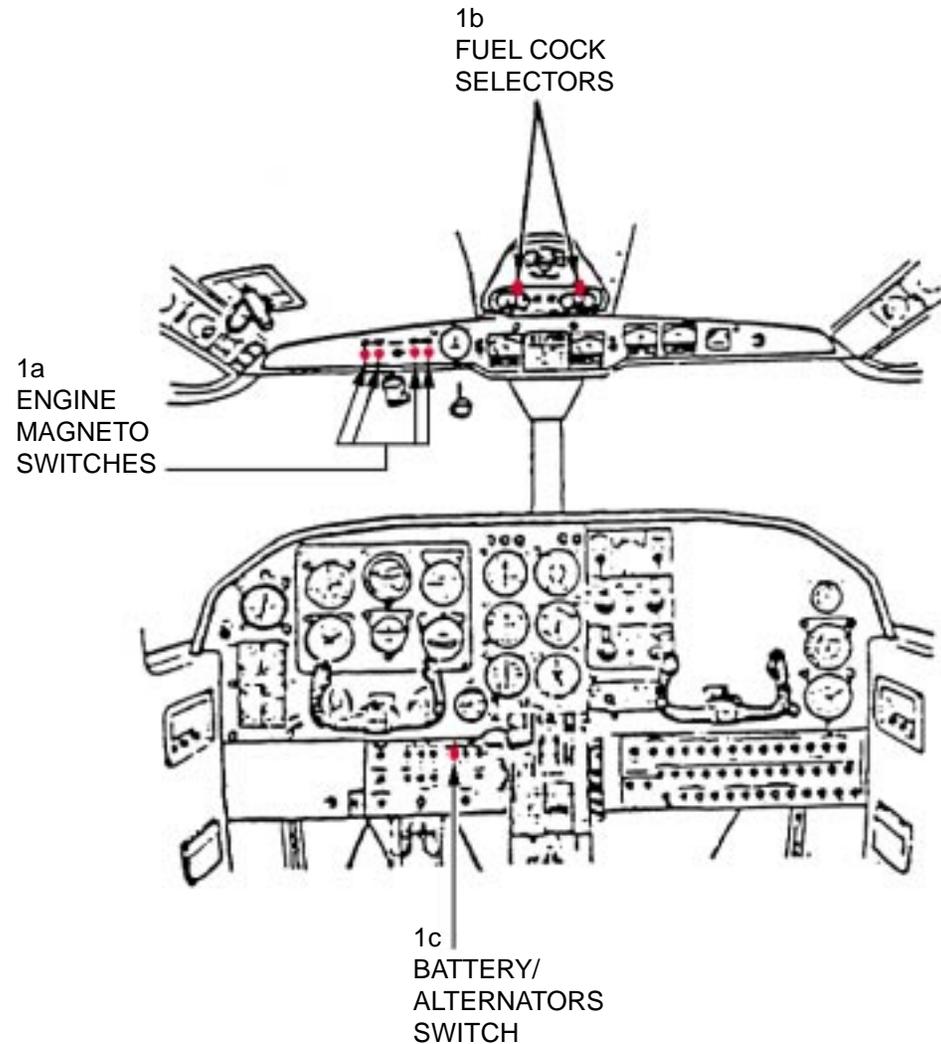
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

C-47

AIRCRAFT ENTRY

1. NORMAL ENTRY

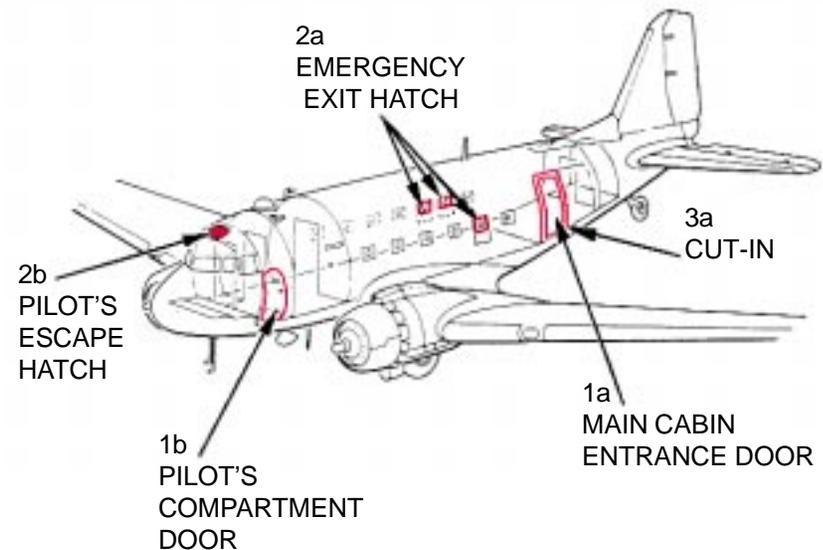
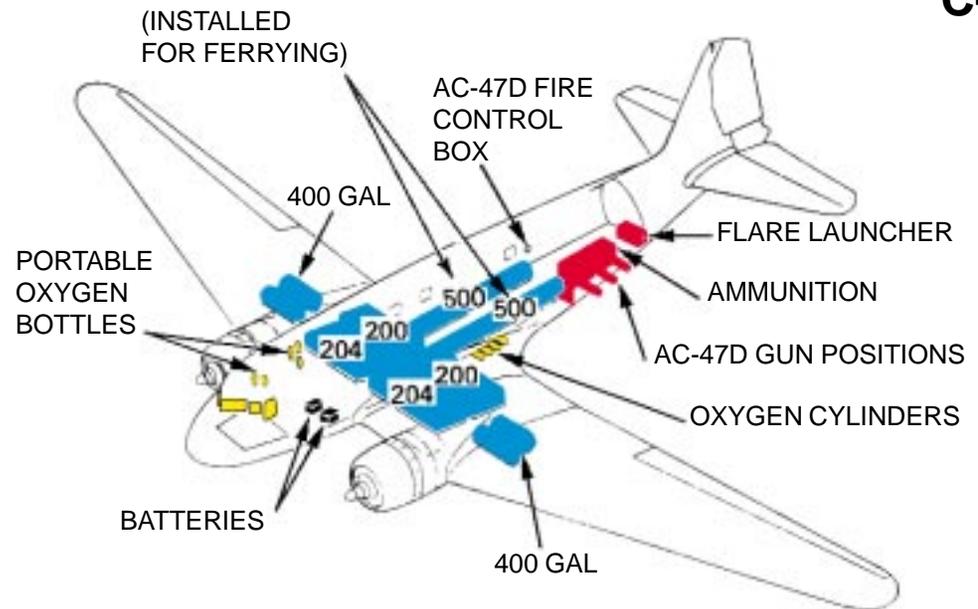
- a. Rotate door handle, located on main cabin entrance door, clockwise, then open door outward.
- b. Pull door handle, located on pilot's compartment door, down, then open door outward.

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:

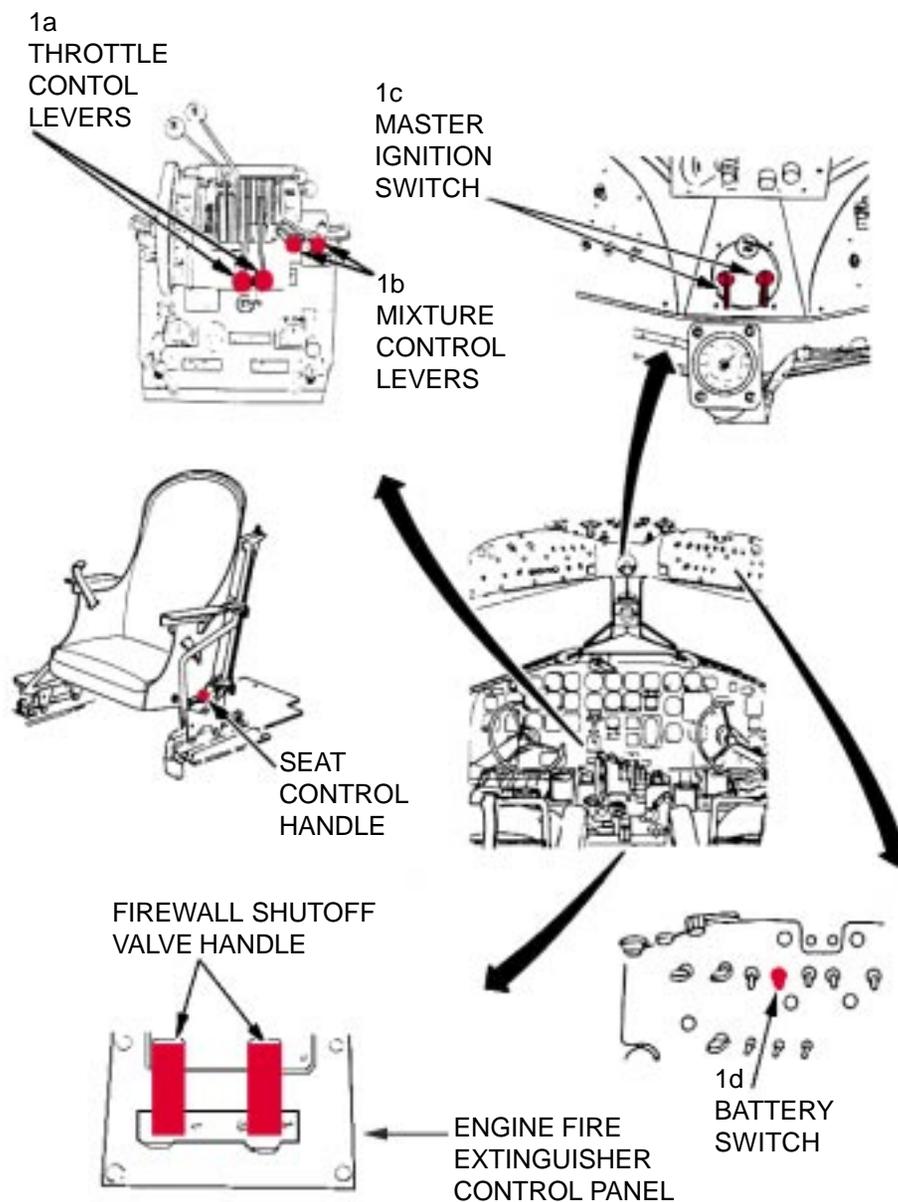
If engines fail to shutdown, pull firewall shutoff valve handle, located on engine fire extinguisher control panel, OUT.

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 DIMENSIONS

WING SPAN 133' (40.5M)
LENGTH (C-130H) 98' (29.8M)
(C-130H 30) 113' (34.3M)
HEIGHT 38.3' (11.68M)

C-130H

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

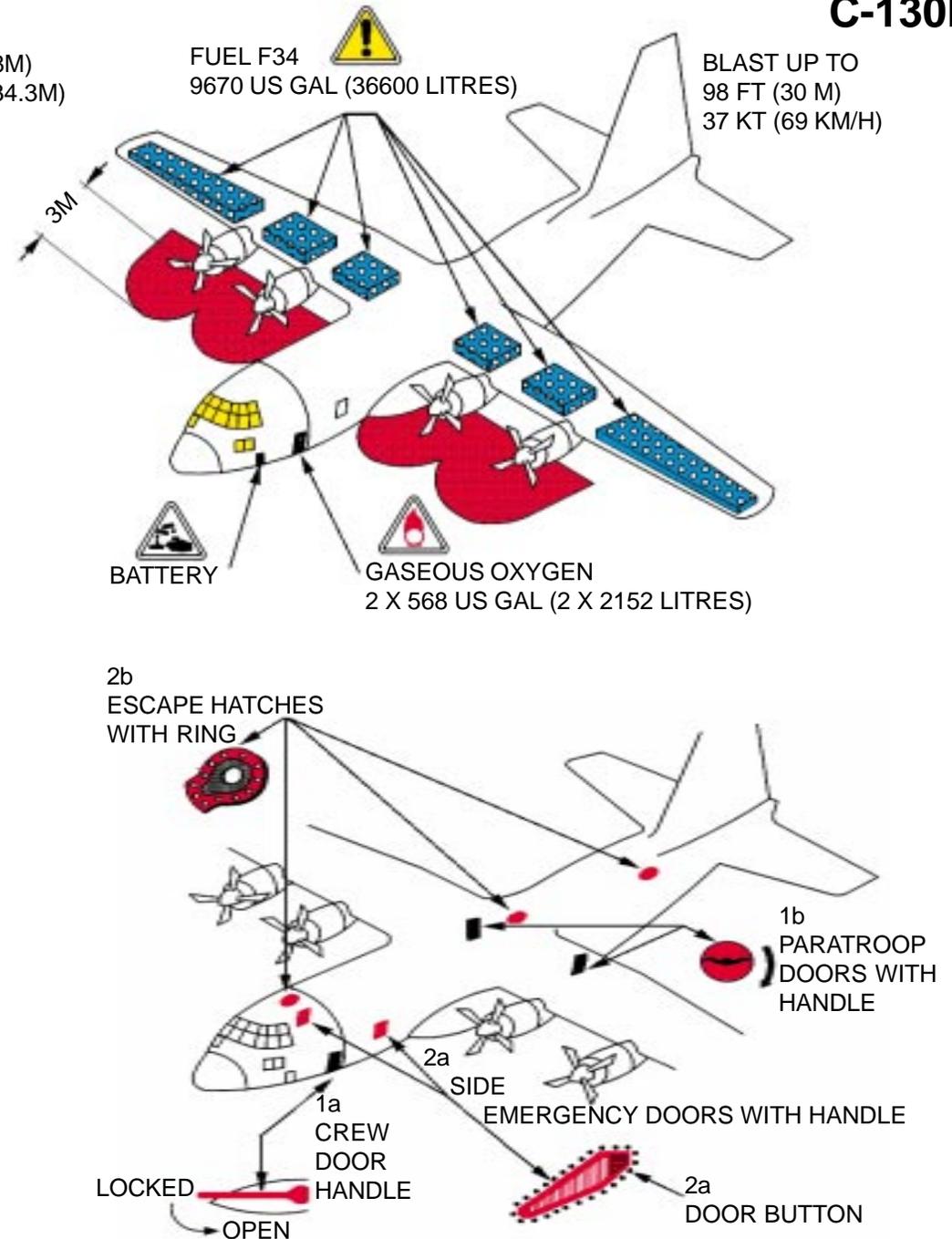
- a. To open crew door, located forward left side of fuselage, turn door handle counterclockwise.
- b. To open paratroop doors, located aft of engines on right and left side of fuselage, turn door handle clockwise, then push in and lift up the door.

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

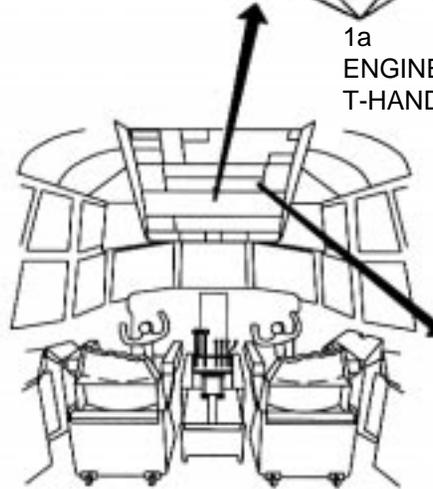
1. ENGINE SHUTDOWN

- Pull all four engine shutdown T-handles, located on center overhead panel.
- Pull APU shutdown handle, located on center overhead panel right of engine shutdown T-handles.
- Set electric power shutdown switch, located on center overhead panel right side, to OFF position.
- Close oxygen cocks, located in compartment in front of crew door, to CLOSE position.

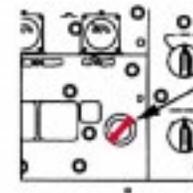


1a
ENGINE
T-HANDLES

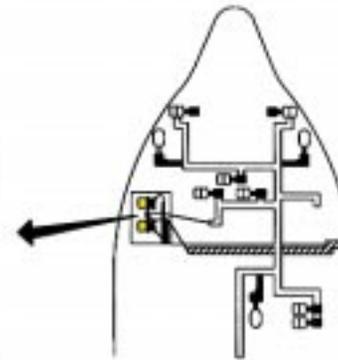
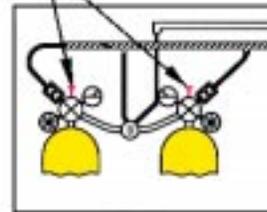
1b
APU T-HANDLE



1c
ELECTRIC
POWER
SWITCH



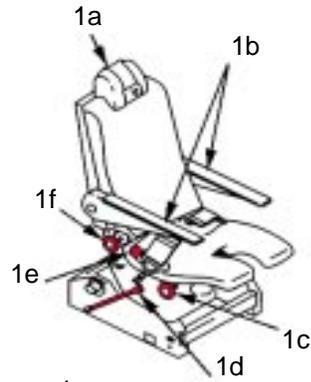
1d
OXYGEN
COCKS



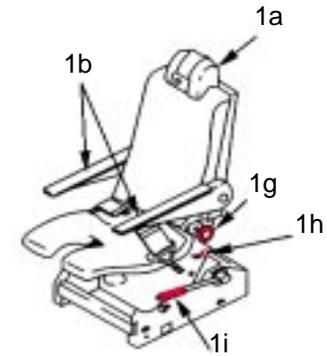
AIRCREW EXTRACTION AND ESCAPE ROUTES

1. AIRCREW EXTRACTION-SEAT COMPONENTS

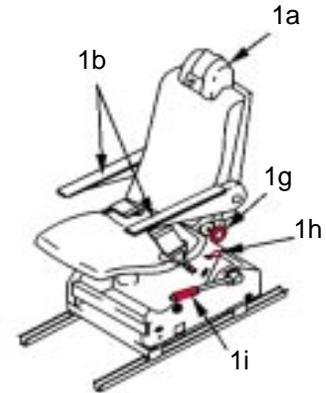
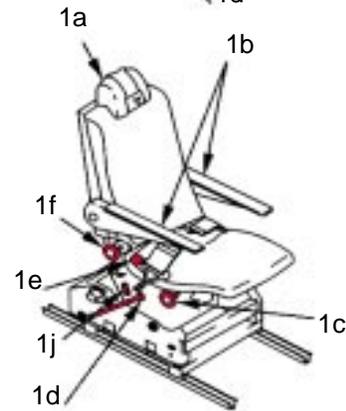
- a. Adjustable headrest
- b. Tip-up armrest
- c. Thigh support control
- d. Front-rear horizontal setting lever
- e. Harness winding locking lever
- f. Lumbars horizontal support setting
- g. Lumbars vertical support setting
- h. Back seat inclination lever
- i. Height setting lever
- j. Seat rotation lever



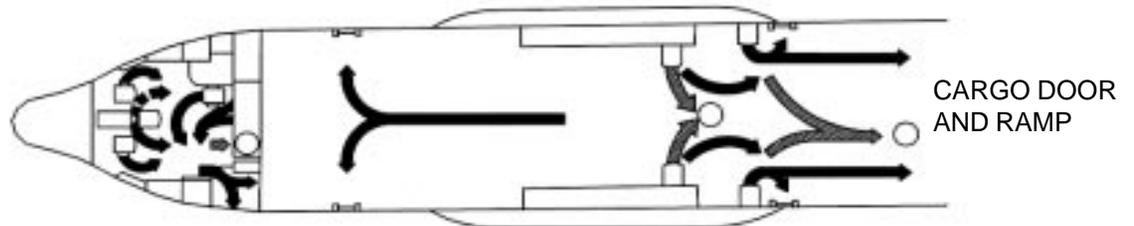
PILOT'S SEAT



NAVIGATOR AND FLIGHT ENGINEER'S SEAT



ESCAPE ROUTES



The aircraft information is located in Chapter 6
containing US Air Force aircraft.

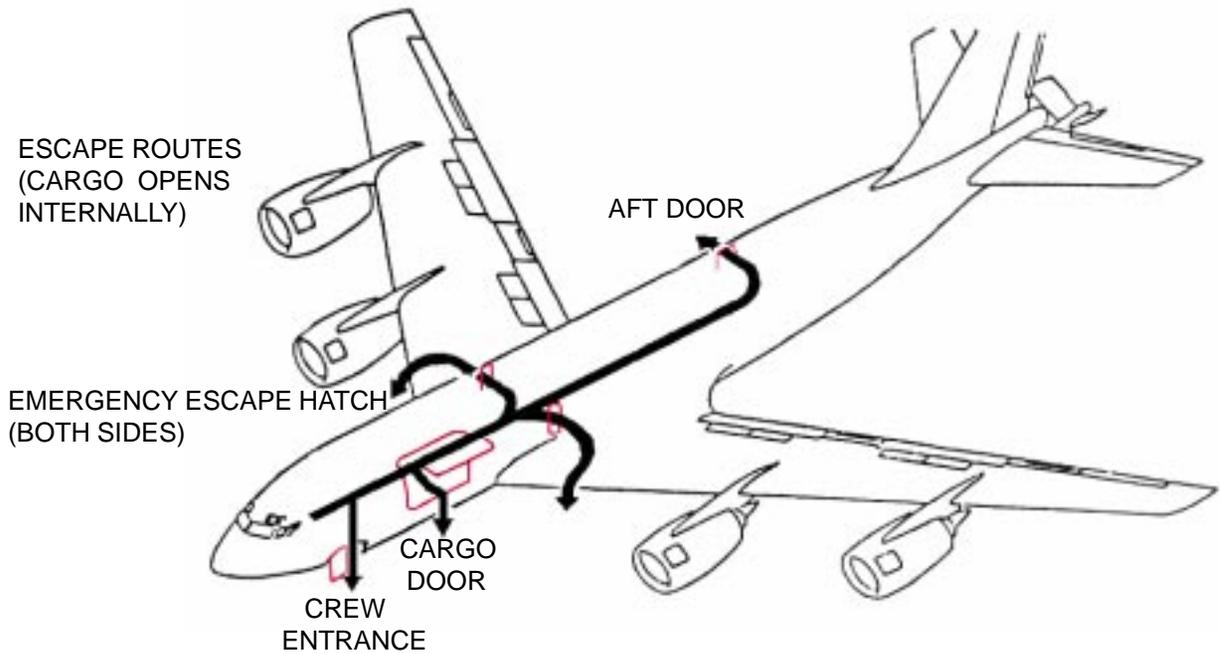
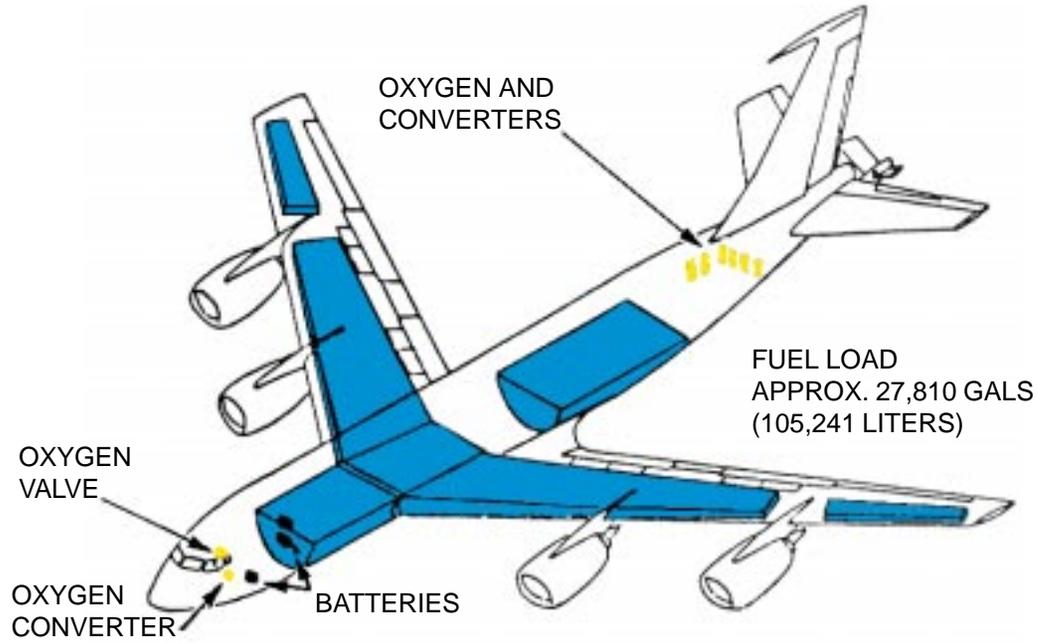
SPECIAL TOOLS/EQUIPMENT

- 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.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

C-135FR

1. ENGINE SHUTDOWN

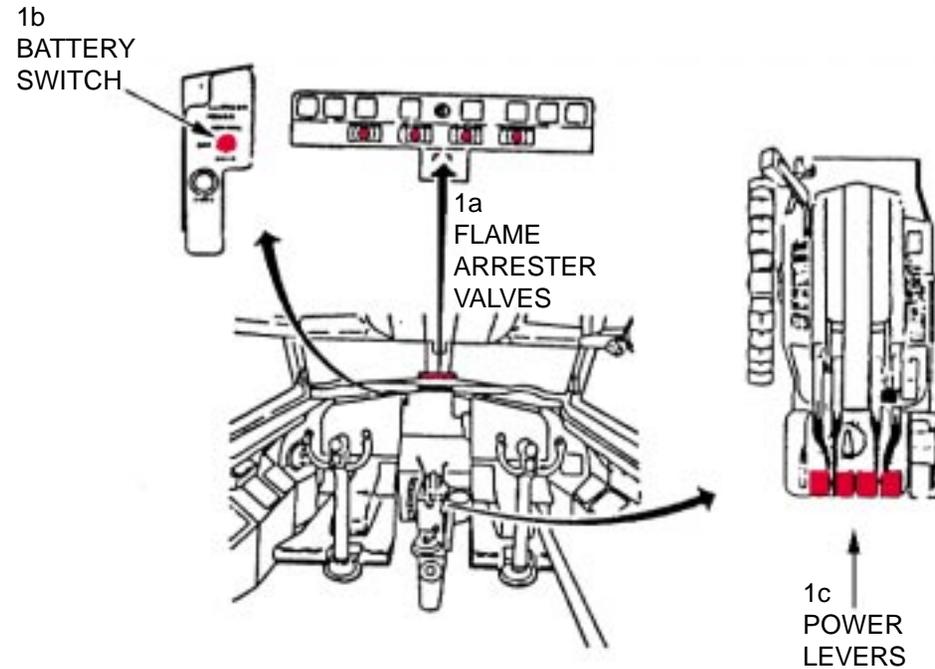
NOTE:

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.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Skin Penetrator Tool
Crash Ax

NO ARMAMENT IS CARRIED

CAUTION

C-140

AIRCRAFT ENTRY

1. NORMAL ENTRY

- Pull exterior door handle, located left forward side of fuselage, out and turn clockwise.
- 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

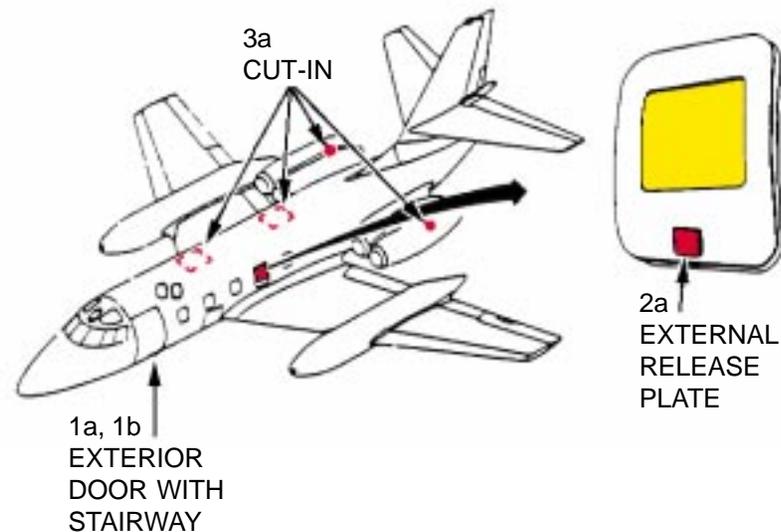
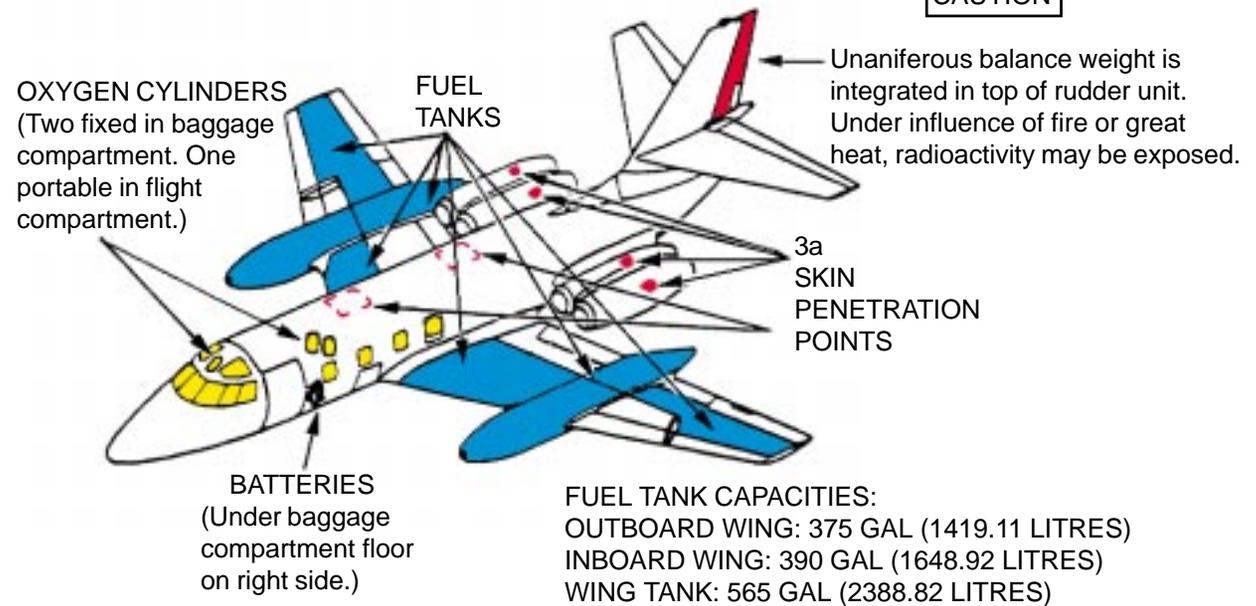
- Push external plate, located left and right side over wing, to open emergency escape windows. Use caution while pushing inward.

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

- Cut in areas as marked on fuselage and engine cowlings. (See skin penetration locations.)



ENGINE SHUTDOWN

1. NORMAL ENGINE SHUTDOWN

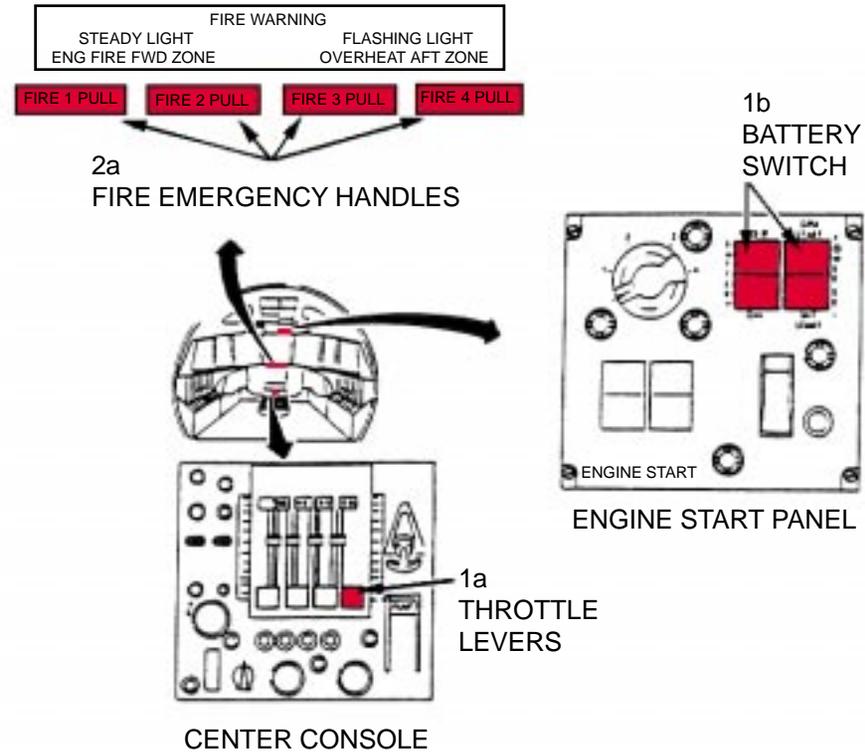
NOTE:

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.



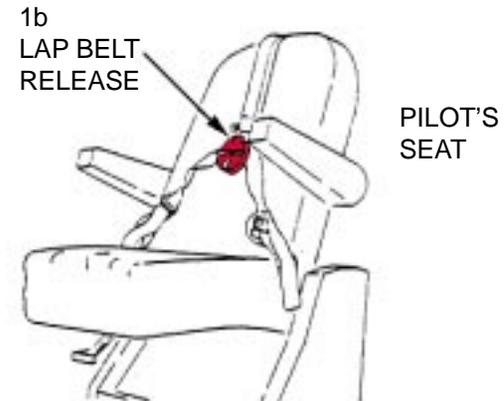
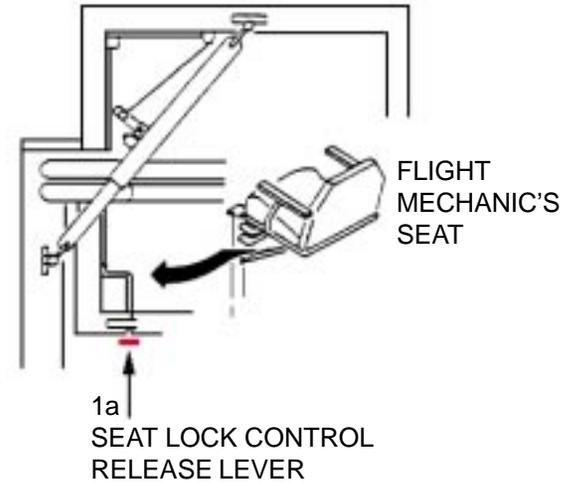
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

If seat tracks are not damaged 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).



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

**NO ARMAMENT
IS CARRIED**

C-160 TRANSALL ASTARTE

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

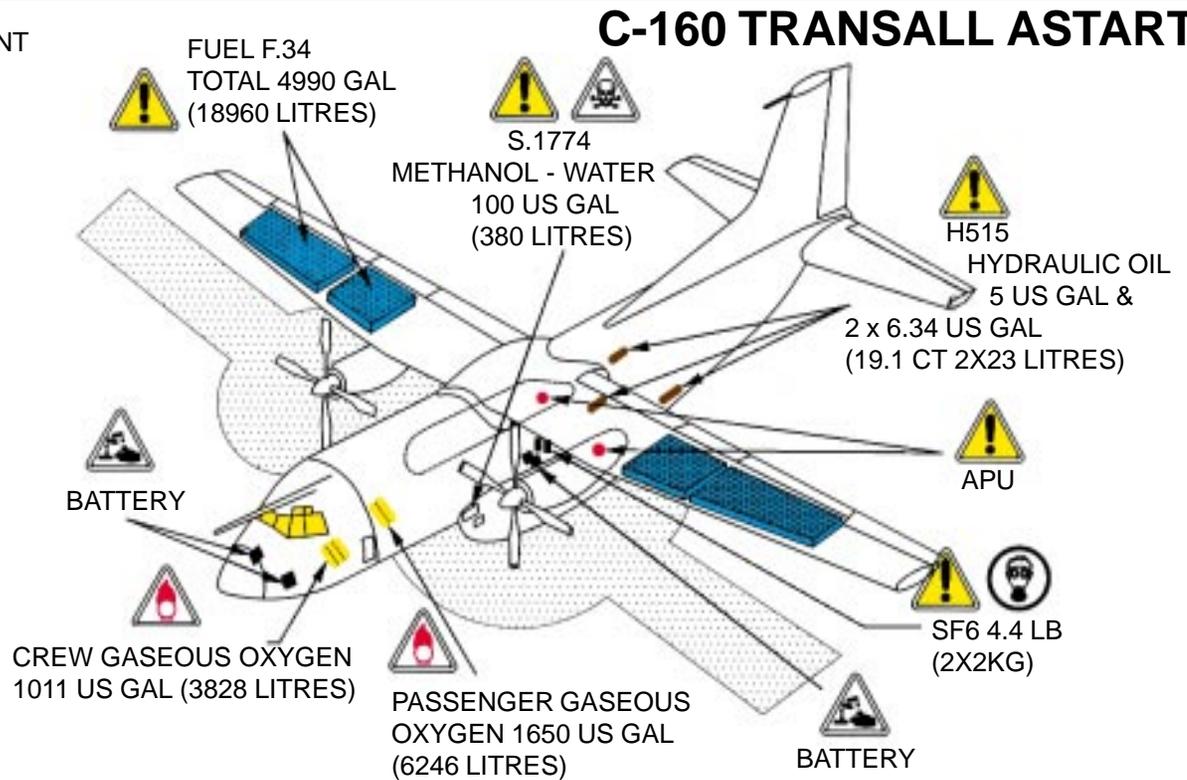
- a. For side emergency door, located on forward right side fuselage, pull ring, press button, rotate handle, then push door inward.
- b. For top aft emergency hatches, located at base of vertical stabilizer, pull ring, press button, rotate handle, then push door inward.

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.



**2a
SIDE EMERGENCY DOOR**

1a
DOOR
SHUTTER

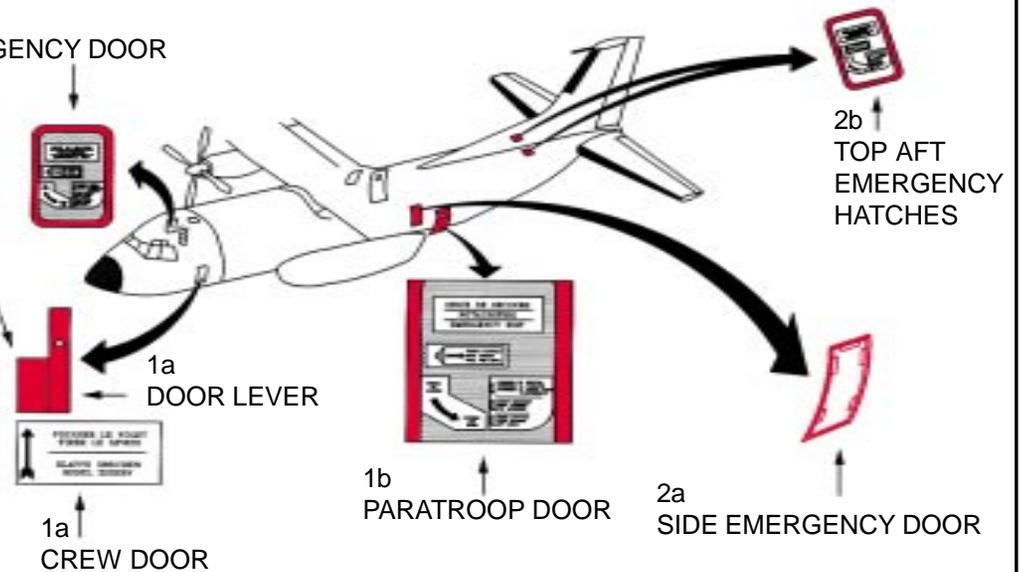
1a
DOOR
LEVER

1a
CREW DOOR

1b
PARATROOP DOOR

2a
SIDE EMERGENCY DOOR

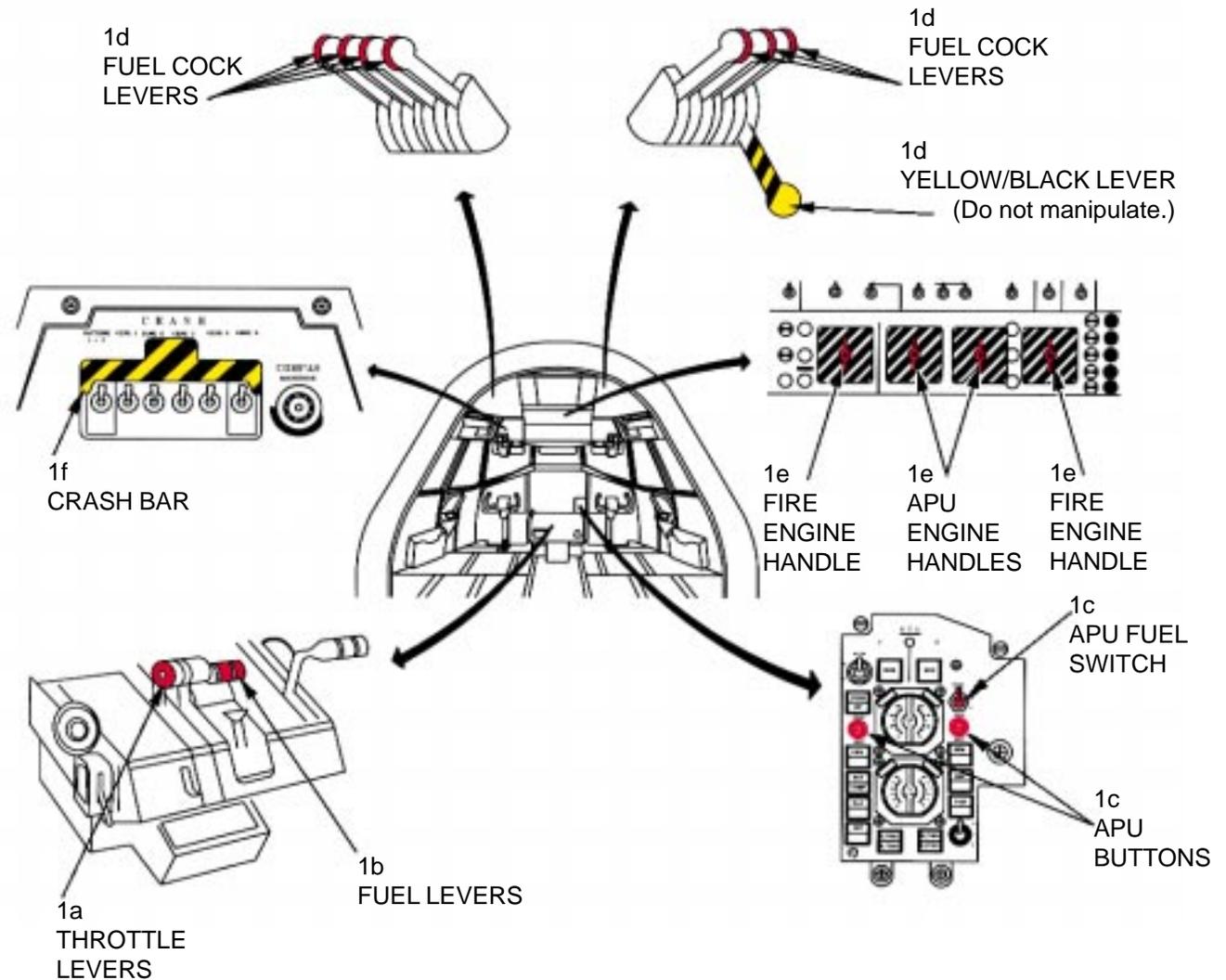
2b
TOP AFT
EMERGENCY
HATCHES



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- Pull both throttle levers, located on center console, to AFT position.
- Pull both fuel levers, located on center console right of throttle levers, to AFT position.
- For APU shutdown, press on both APU buttons, located upper right center console, then press on APU switch to cut off right APU fuel.
- For fuel cut off, switch off cocks for fuel tanks, then bring levers to AFT position. **DO NOT MANIPULATE YELLOW AND BLACK LEVER.**
- 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.
- For electric power cut off, pull down crash bar, located on upper left overhead panel, to OFF position.



C-160 TRANSALL ASTARTE

AIRCREW EXTRACTION, CABIN CONFIGURATION AND ESCAPE ROUTES

1. AIRCREW EXTRACTION

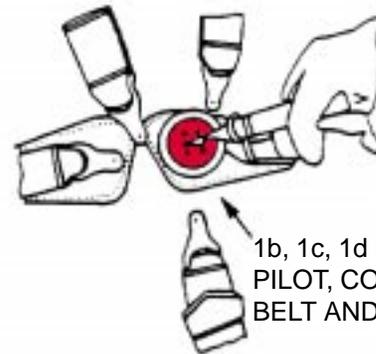
NOTE:

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:

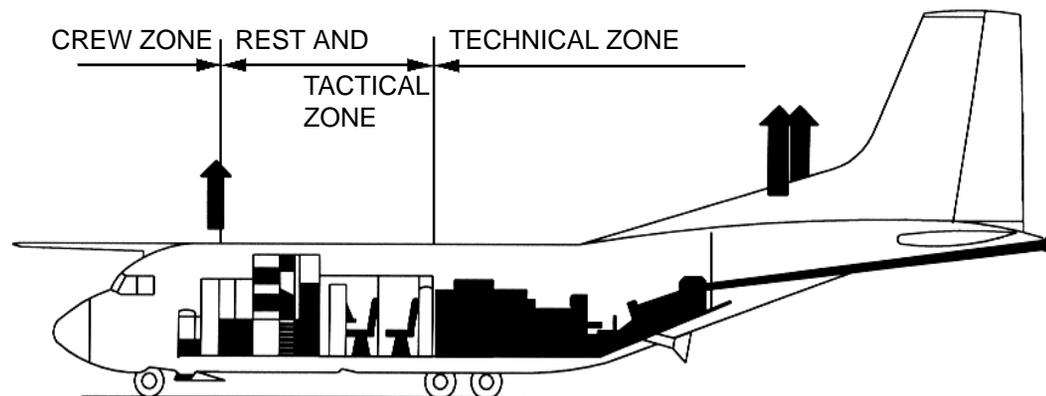
Passengers and crew may not exceed 18 personnel.



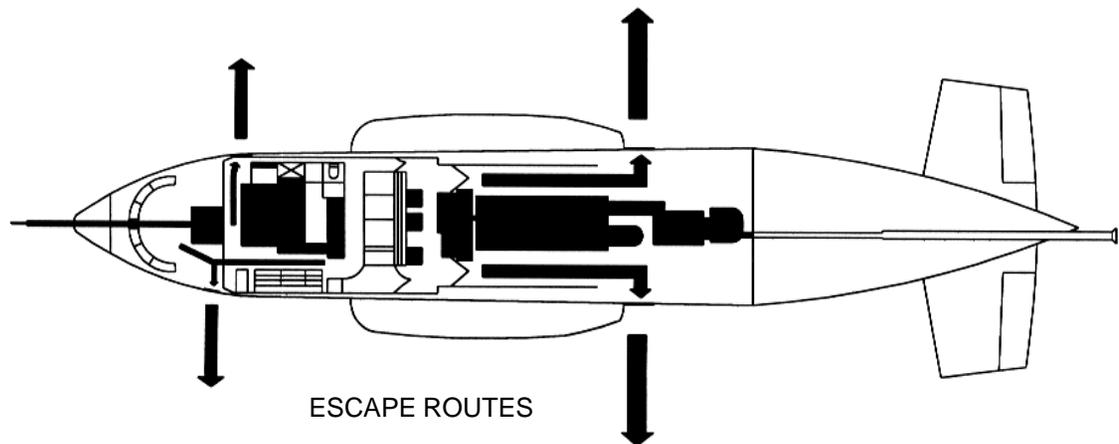
1b, 1c, 1d
PILOT, CO-PILOT, AND FLIGHT ENGINEER SEAT
BELT AND HARNESS STRAP COMBINATION



1a
NAVIGATOR AND LOADMASTER SEAT BELT



CABIN CONFIGURATION



ESCAPE ROUTES

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

NO ARMAMENT
IS CARRIED

C-160 TRANSALL GABRIEL

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

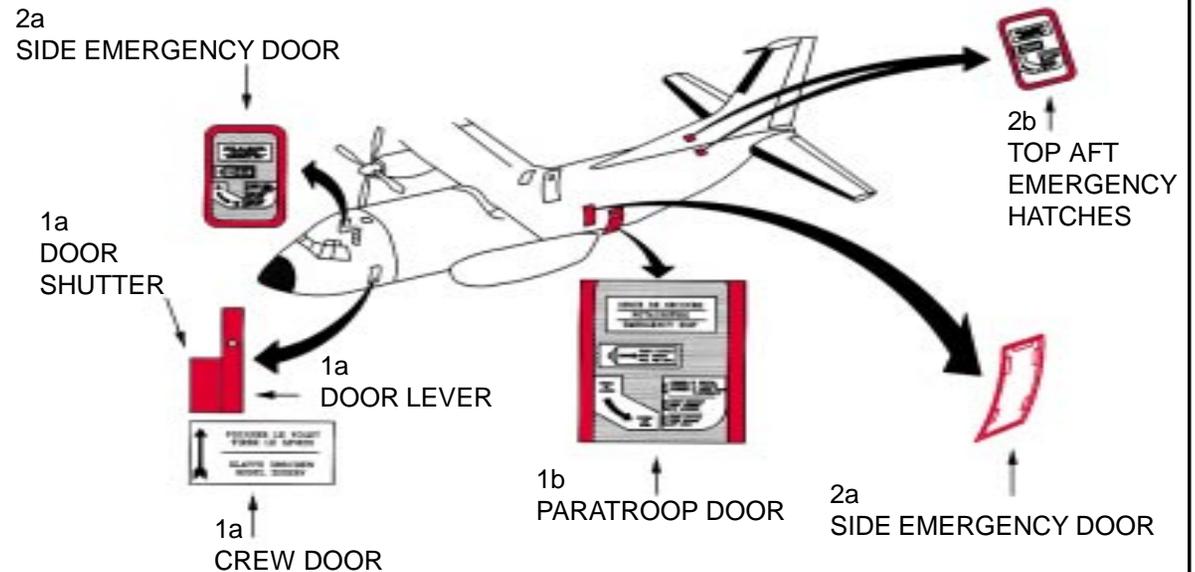
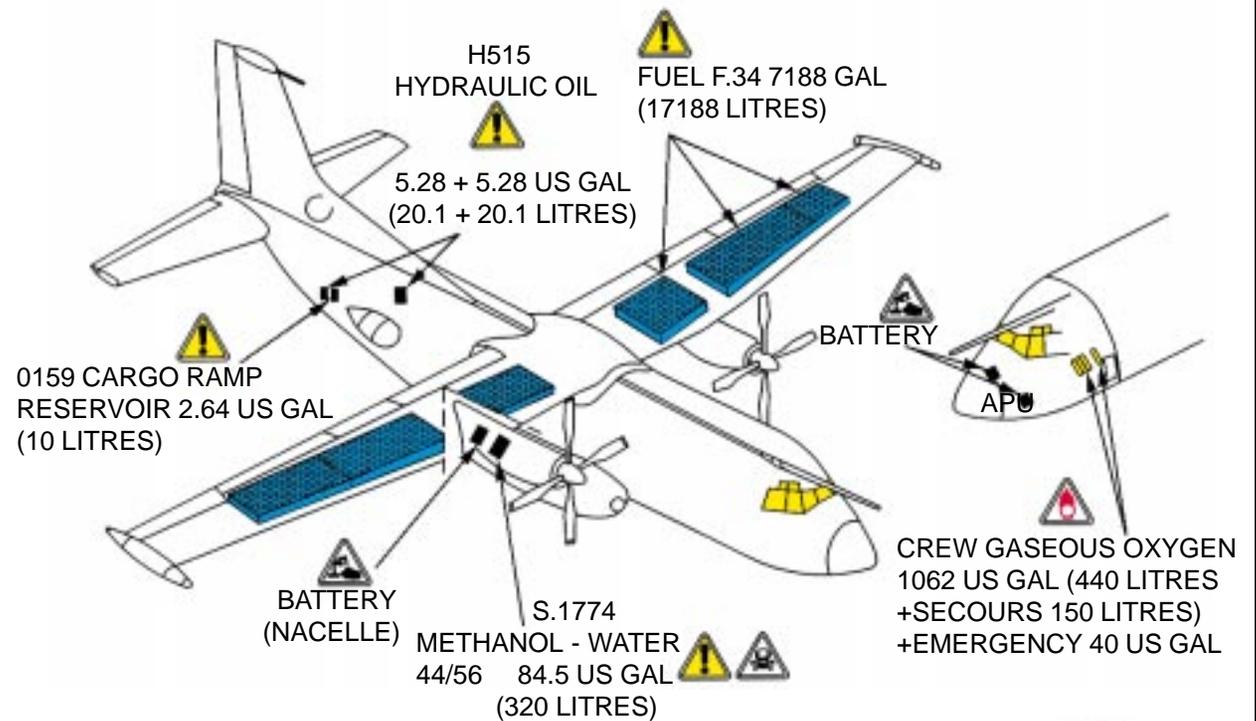
- a. For side emergency door, located on forward right side fuselage, pull ring, press button, rotate handle, then push door inward.
- b. For top aft emergency hatches, located at base of vertical stabilizer, pull ring, press button, rotate handle, then push door inward.

NOTE:

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

3. CUT-IN

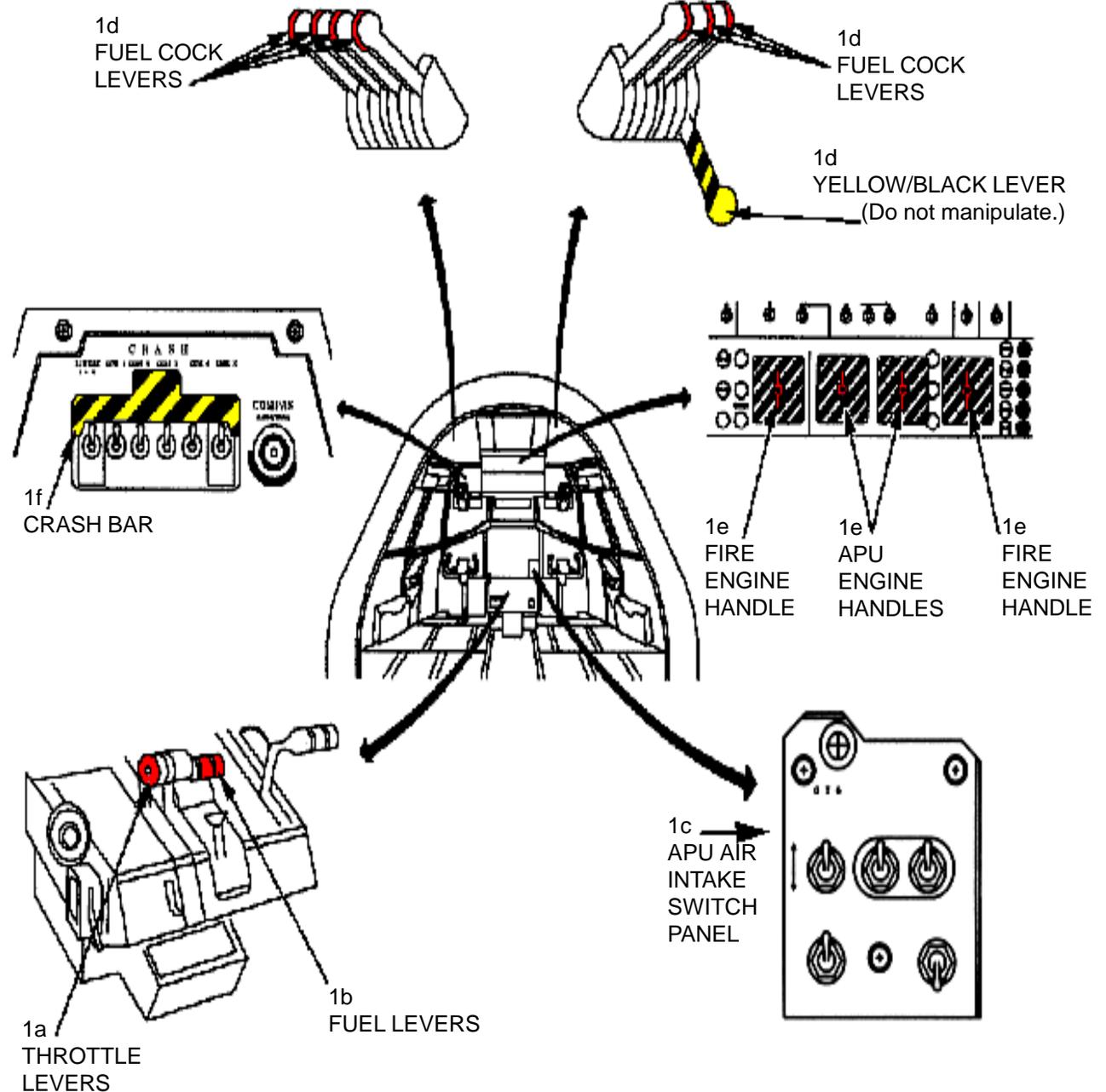
- a. Cut in panels for emergency rescue.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- Pull both throttle levers, located on center console, to AFT position.
- Pull both fuel levers, located on center console right of throttle levers, to AFT position.
- For APU shutdown, set air intake valve switch to CLOSE position.
- For fuel cut off, switch off cocks for fuel tanks, then bring levers to AFT position. **DO NOT MANIPULATE YELLOW AND BLACK LEVER.**
- 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.
- For electric power cut off, pull down crash bar, located on upper left overhead panel, to OFF position.



C-160 TRANSALL GABRIEL

AIRCREW EXTRACTION, CABIN CONFIGURATION AND ESCAPE ROUTES

1. AIRCREW EXTRACTION

NOTE:

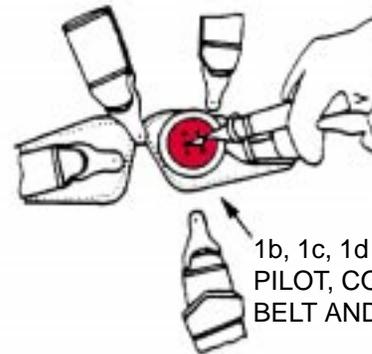
Navigator and loadmaster, sitting right beside the staircase, are secured by seat belts, all other crewmembers are secured by a seat belt and harness strap combination.

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

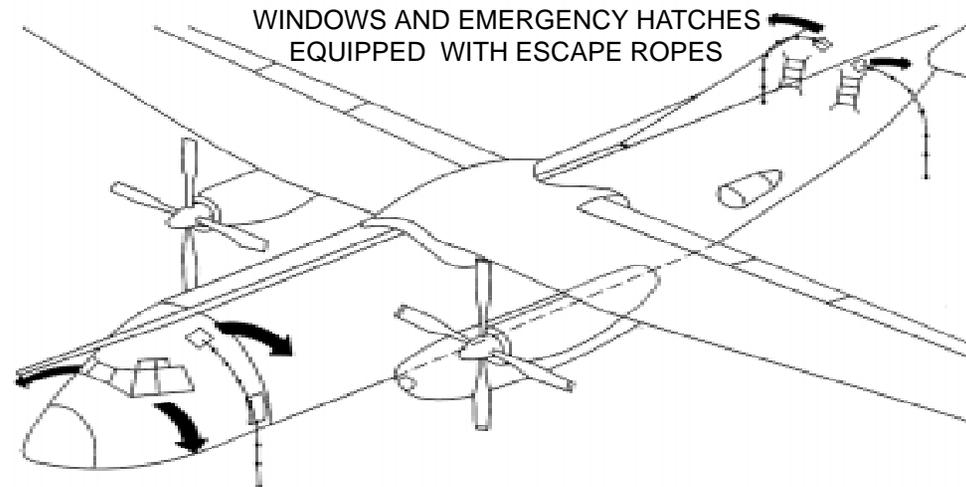
C-160 TRANSALL GABRIEL



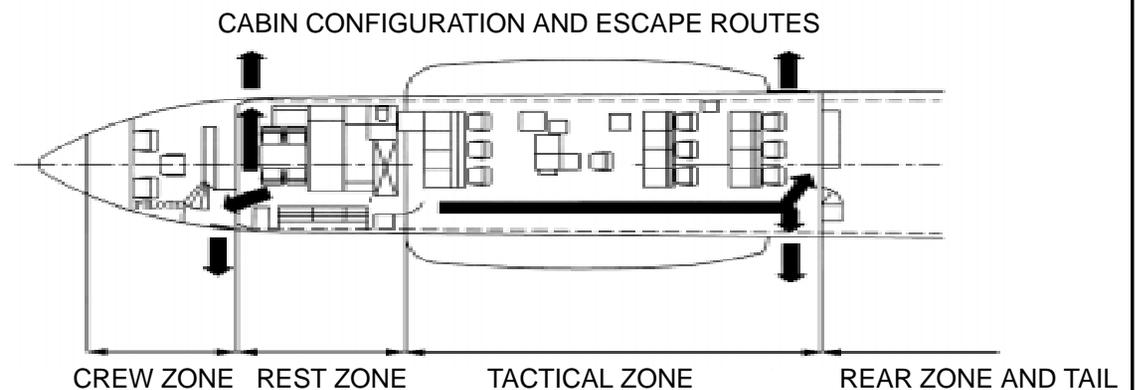
1b, 1c, 1d
PILOT, CO-PILOT, AND FLIGHT ENGINEER SEAT
BELT AND HARNESS STRAP COMBINATION



1a
NAVIGATOR AND LOADMASTER SEAT BELT



WINDOWS AND EMERGENCY HATCHES
EQUIPPED WITH ESCAPE ROPES



CABIN CONFIGURATION AND ESCAPE ROUTES

CREW ZONE REST ZONE TACTICAL ZONE REAR ZONE AND TAIL

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

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

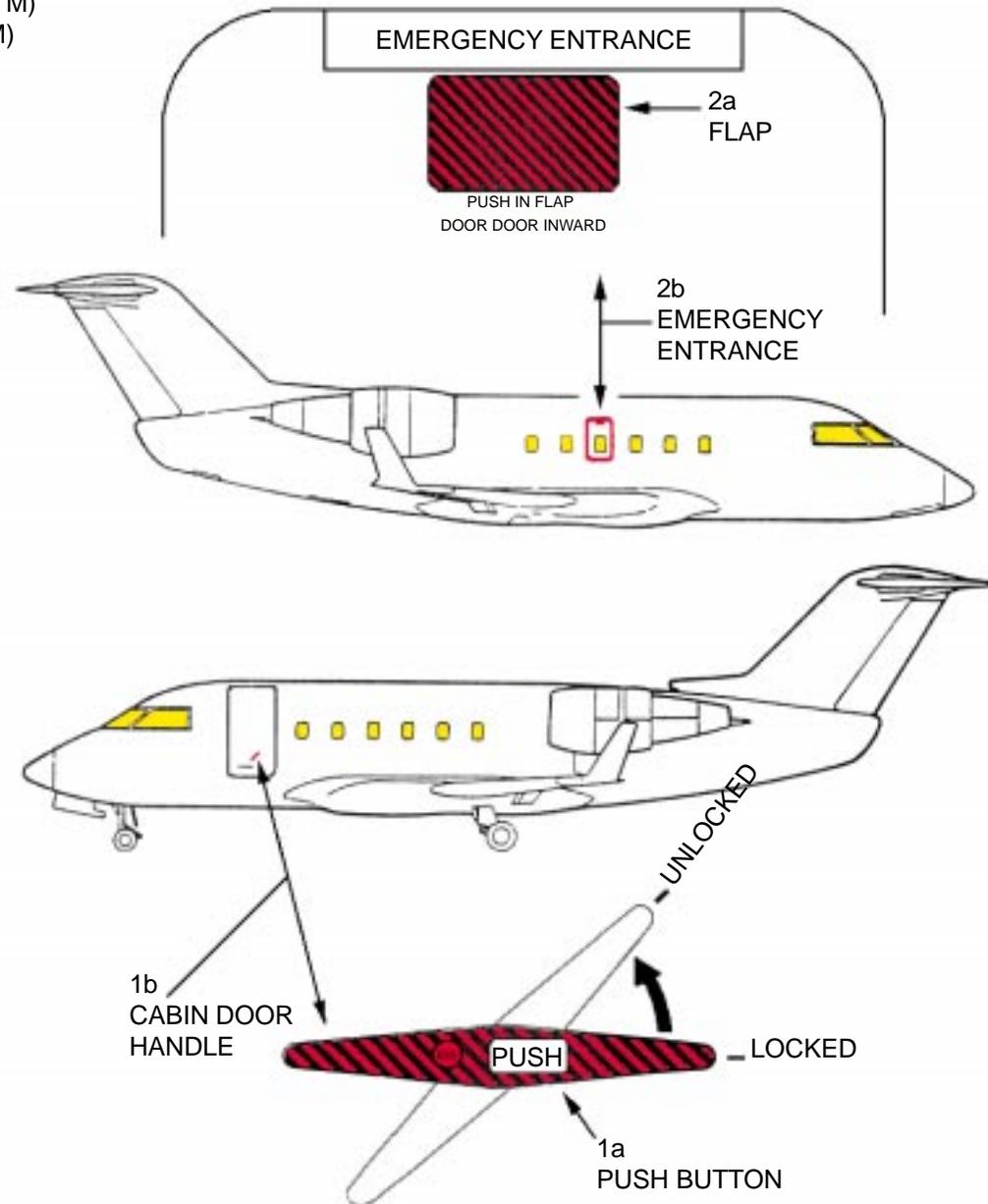
- a. Push in flap on emergency entrance door, located on right side of fuselage over right wing.
- b. Push door inward. Be careful of passengers while pushing door. Do not block entrance with door.

3. CUT-IN

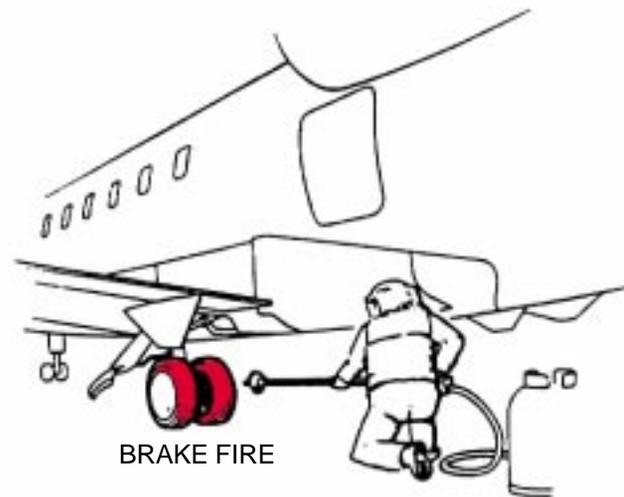
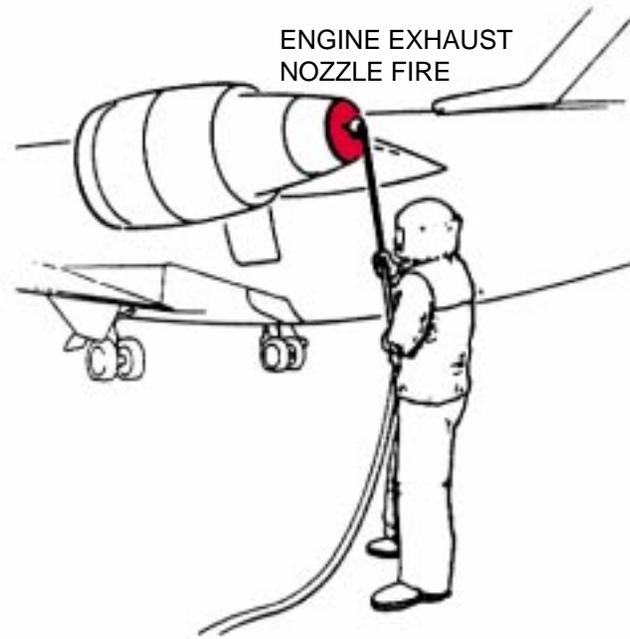
- a. Cut-in where applicable, normally around cabin windows.

NOTE:

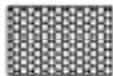
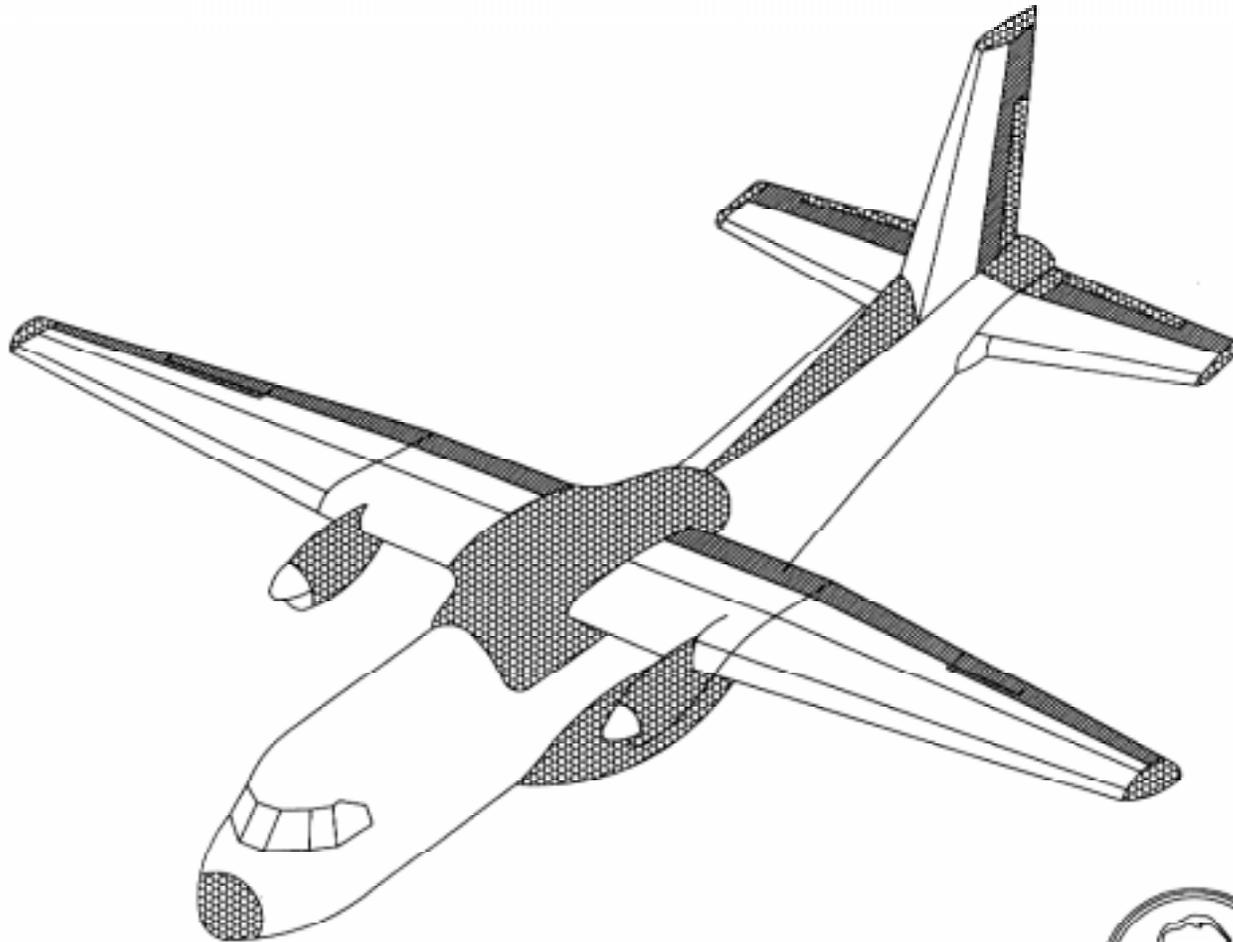
Aircraft accommodates a two pilot flight deck. Cabin seats 19 passengers. Seats will have typical restraint systems.



FIRE FIGHTING HAZARDS



AIRFRAME MATERIALS



FIBREGLASS AND RESIN COMPOSITE



CARBON COMPOSITES



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

CN 235M

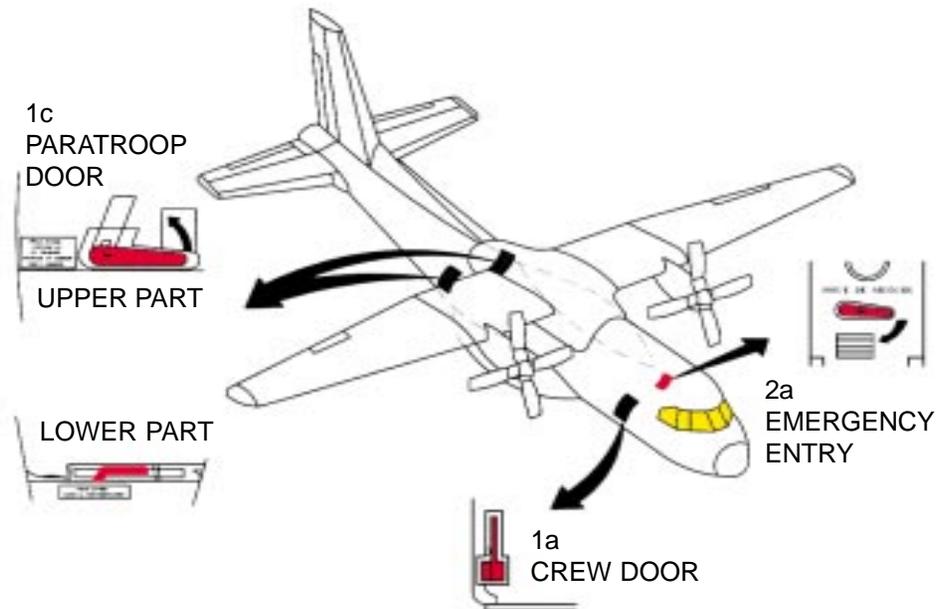
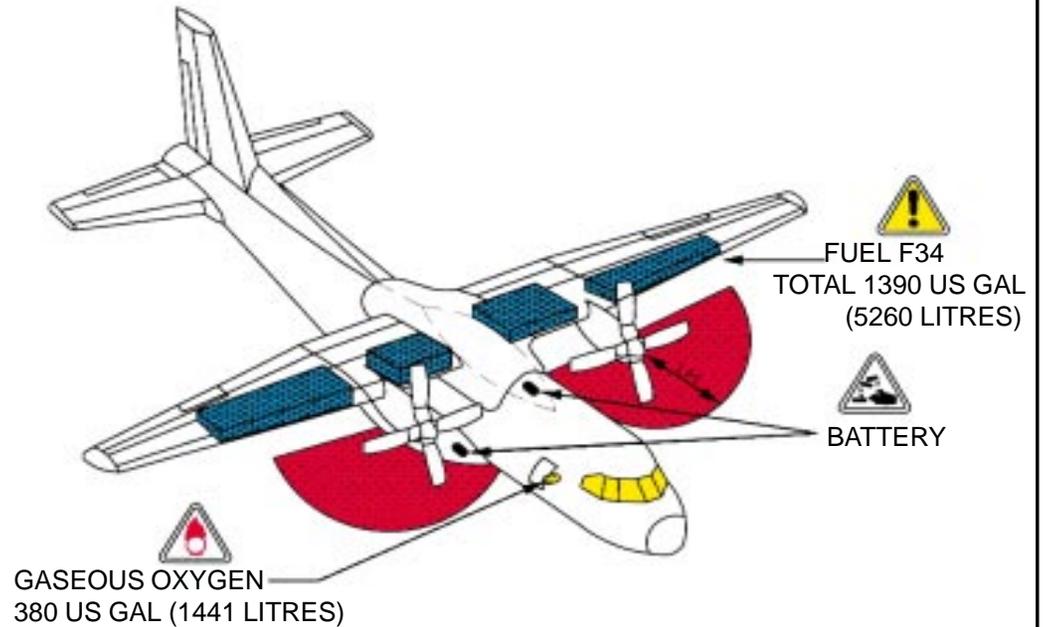
AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. For crew door, located on the left side of fuselage, push button on door handle.
- b. Pull door handle outward exposing stairwell.
- c. For paratroop doors, located aft of wing either side of fuselage, upper part, push handle.
- d. Rotate paratroop door handle clockwise.
- e. Push and slide this part aft.
- f. For paratroop doors, lower part, unlock door using inside handle.
- g. Lift up and turn door up to 45 degrees.
- h. Lift up and release door out of the hinges.

2. EMERGENCY ENTRY

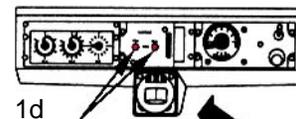
- a. Press handle on emergency entry hatch, located on left side of fuselage, to extend handle outward.
 - b. Rotate handle clockwise.
 - c. Push door inwards.
3. CUT-IN
- a. Cut-in as applicable.



ENGINE SHUTDOWN

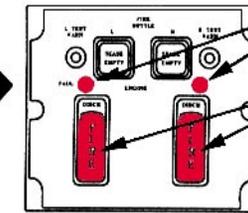
1. ENGINE SHUTDOWN

- a. Pull both fuel stop levers, located on the center pedestal, to AFT position.
- b. Push the emergency shutoff valve buttons, located on the overhead panel right side.
- c. Pull both engine fire T-handles, located on the overhead panel right side, OUT. When turned to the left, the fire extinguishing bottle will activate on the engine corresponding to the lever. When turned to the right the other fire extinguishing bottle will activate on the engine corresponding to the levers.
- d. Pull both electric power shutdown switches, located on the overhead panel lower center, and lower to the OFF position.

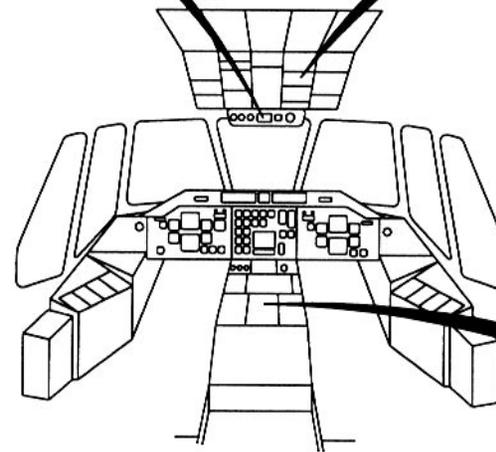


1d
ELECTRIC
POWER
SHUTDOWN
SWITCHES

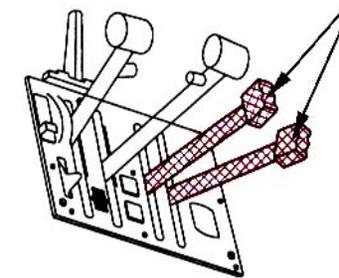
1b
EMERGENCY
SHUT OFF
VALVE BUTTONS



1c
ENGINE FIRE
T-HANDLES



1a
FUEL STOP
LEVERS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

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.

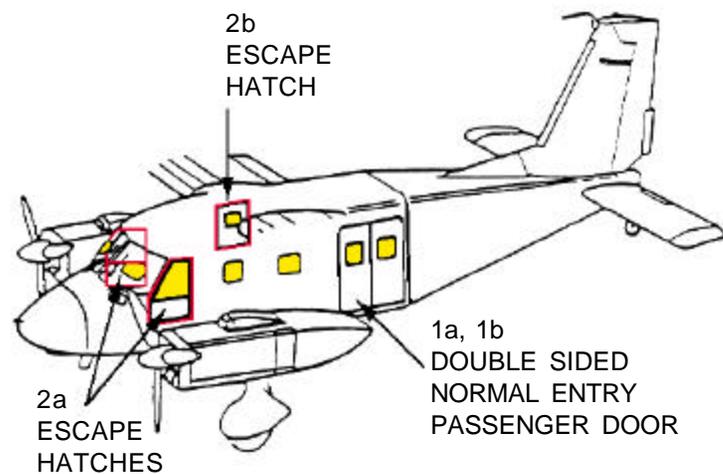
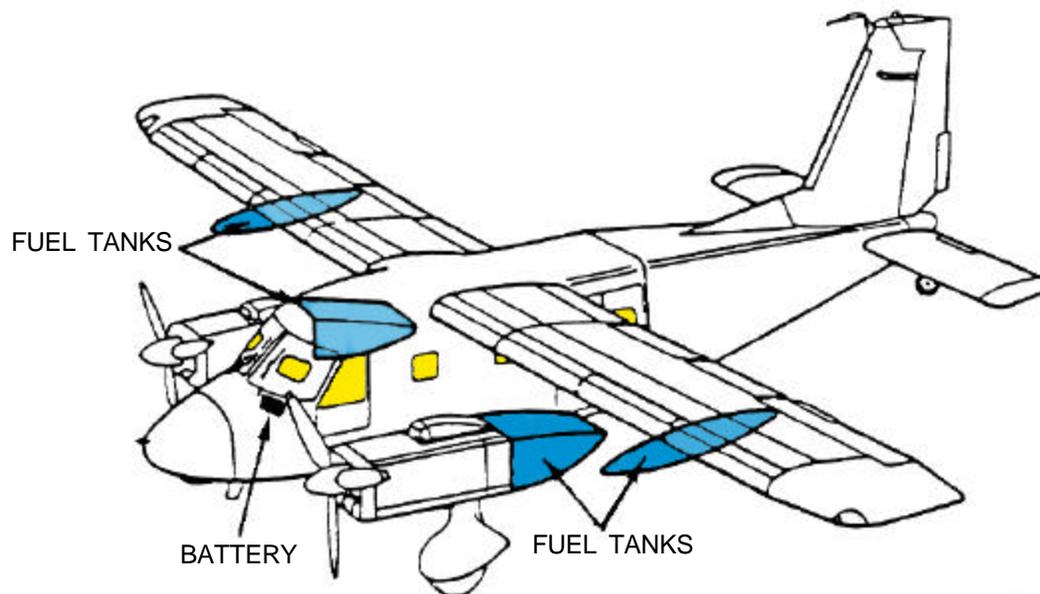
WARNING

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 windshild and doors.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

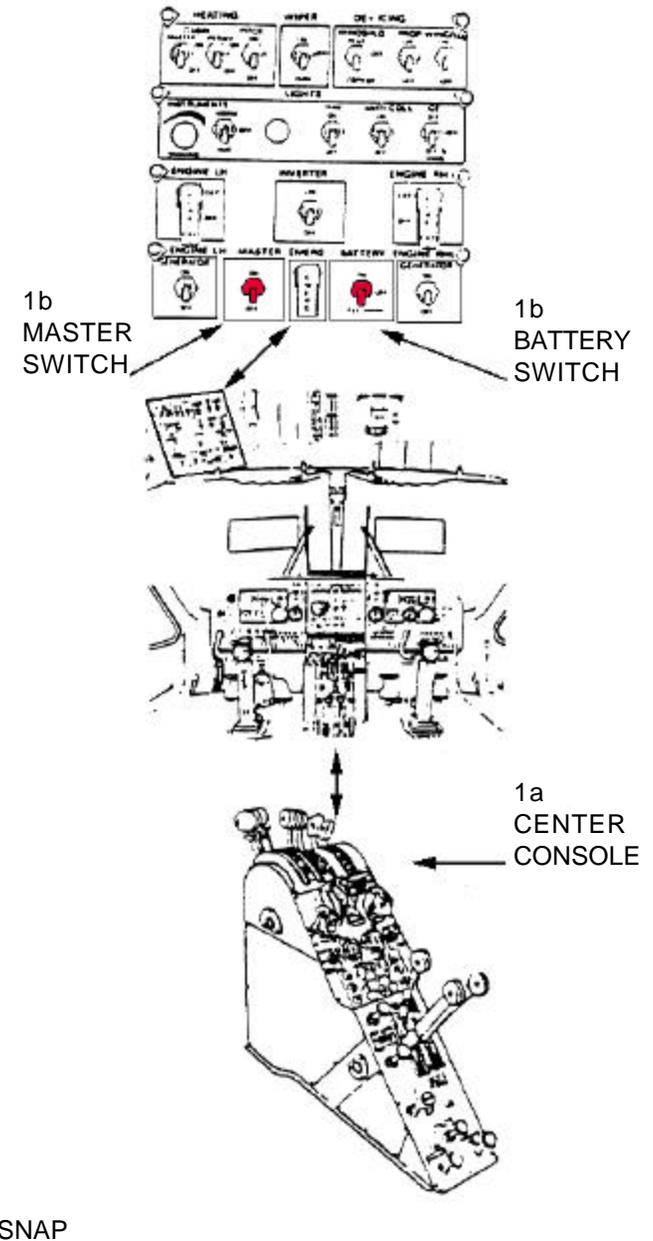
1. ENGINE SHUTDOWN

- 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:

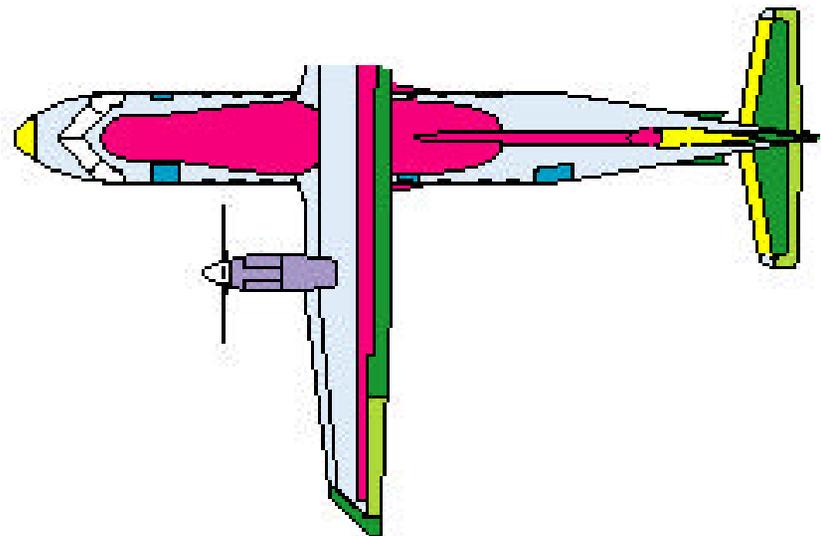
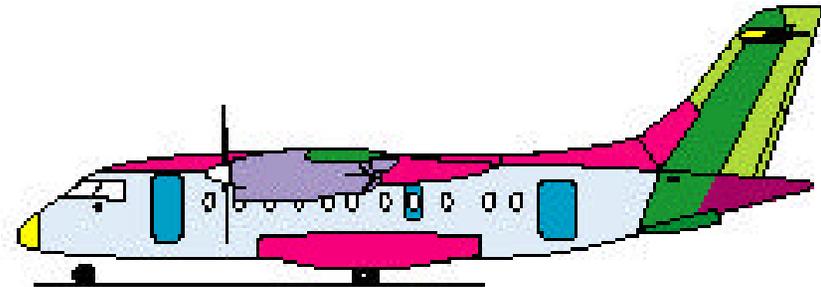
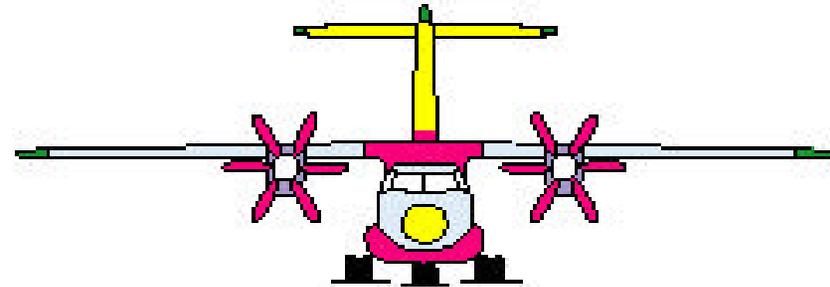
- Pilot and co-pilot seats are equipped with a lap belt and harness combination.
- a. Pull red release snap from harness quick release box until lap belt and harness straps are released.



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)

DO 28



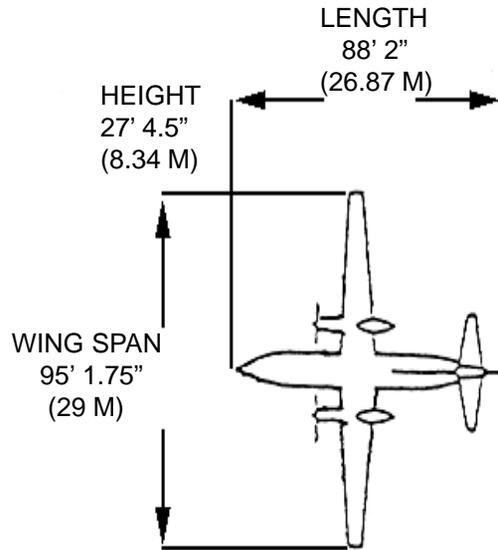
AIRCRAFT HAZARDS

FUEL: 1356 US GAL
 1130 IMP GAL
 5136 LITRES

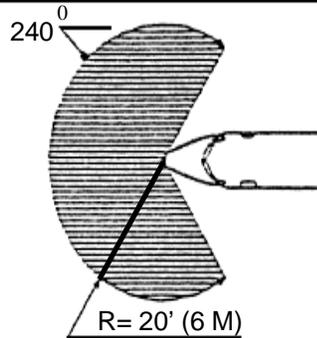
CREW: 3

PASSENGERS: MAXIMUM 45

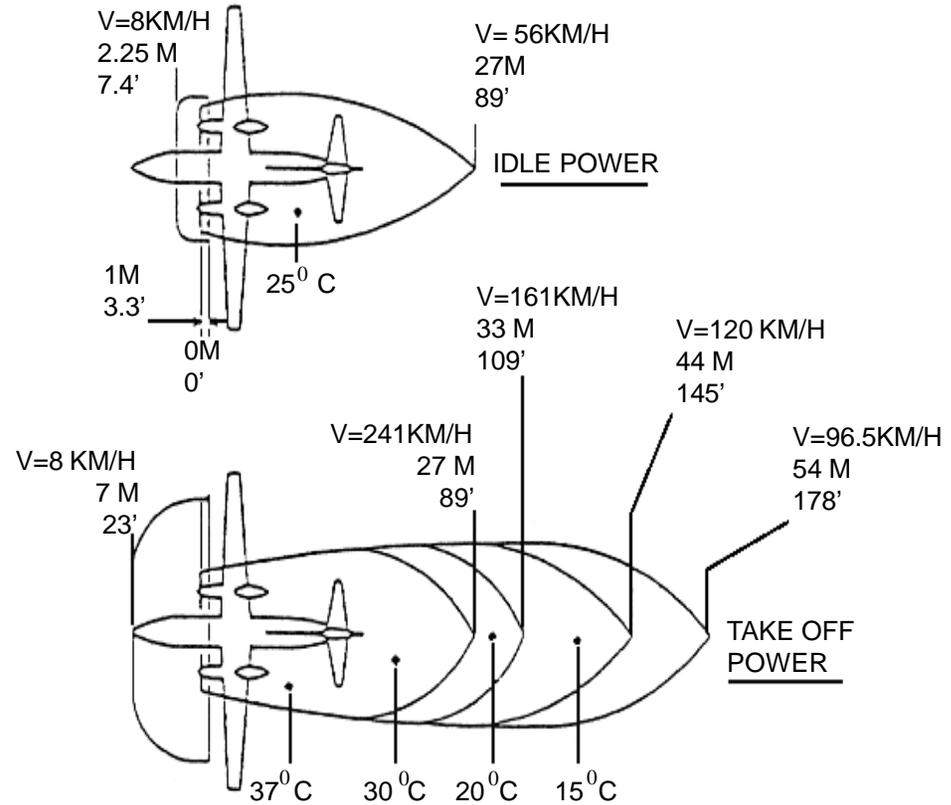
AIRCRAFT DIMENSIONS



DANGER AREA: RADAR RADIATION



DANGER ZONES: ENGINES AND PROPELLERS



AIRCRAFT HAZARDS-Continued

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

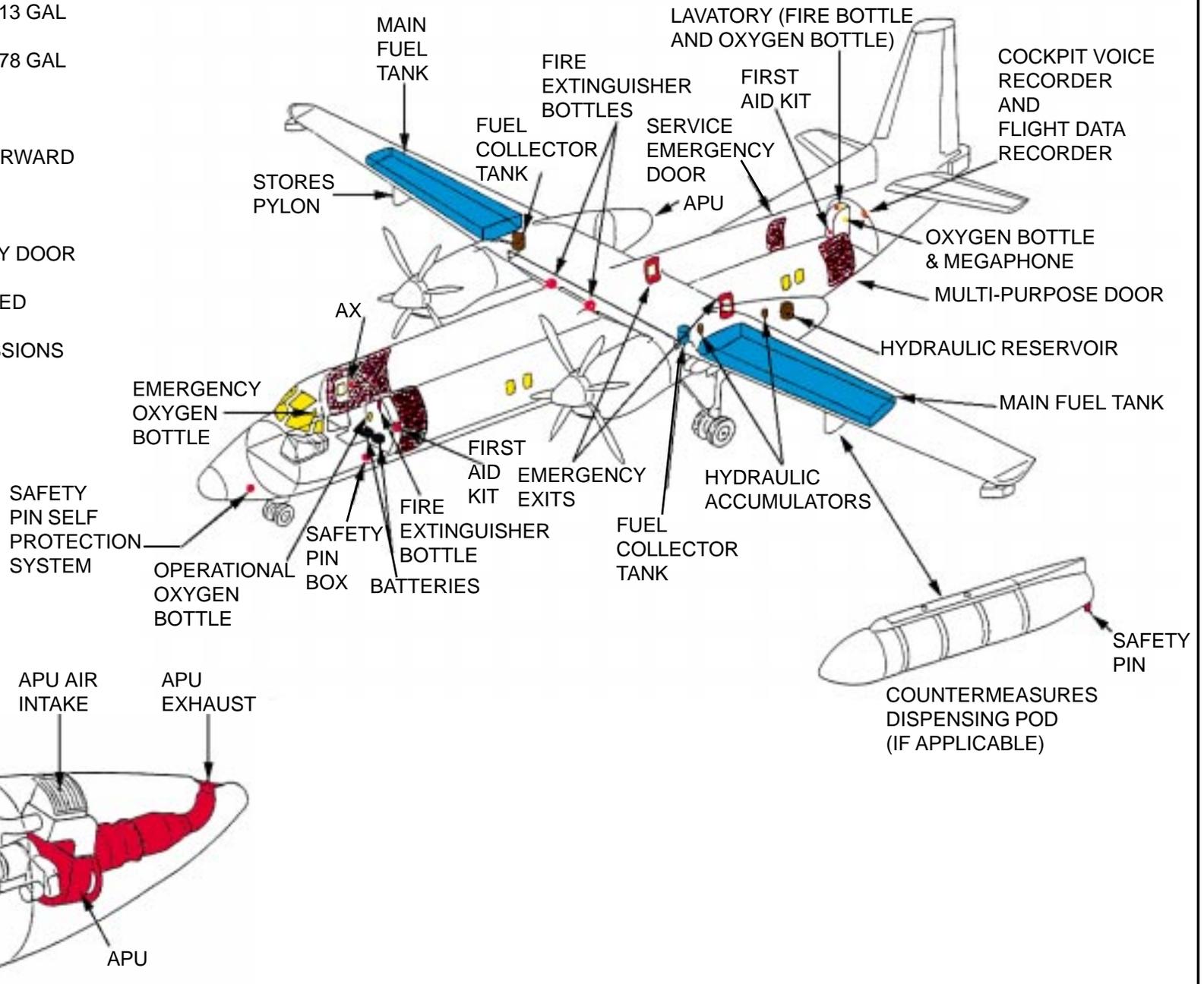
ENGINE OIL
 LOCATED ON TOP OF FORWARD
 ENGINE NACELLE

PNEUMATIC BOX
 LOCATED BY MAIN ENTRY DOOR

NO ARMAMENT IS CARRIED

UTILITY TRANSPORT MISSIONS

- STAFF
- LOGISTIC
- TROOP
- MEDIVAC
- CARGO



SPECIAL TOOLS/EQUIPMENT

- Skin Penetration Tool
- Power Rescue Saw
- Crash Ax

FOKKER 60

AIRCRAFT ENTRY

1. SERVICE /EMERGENCY DOOR

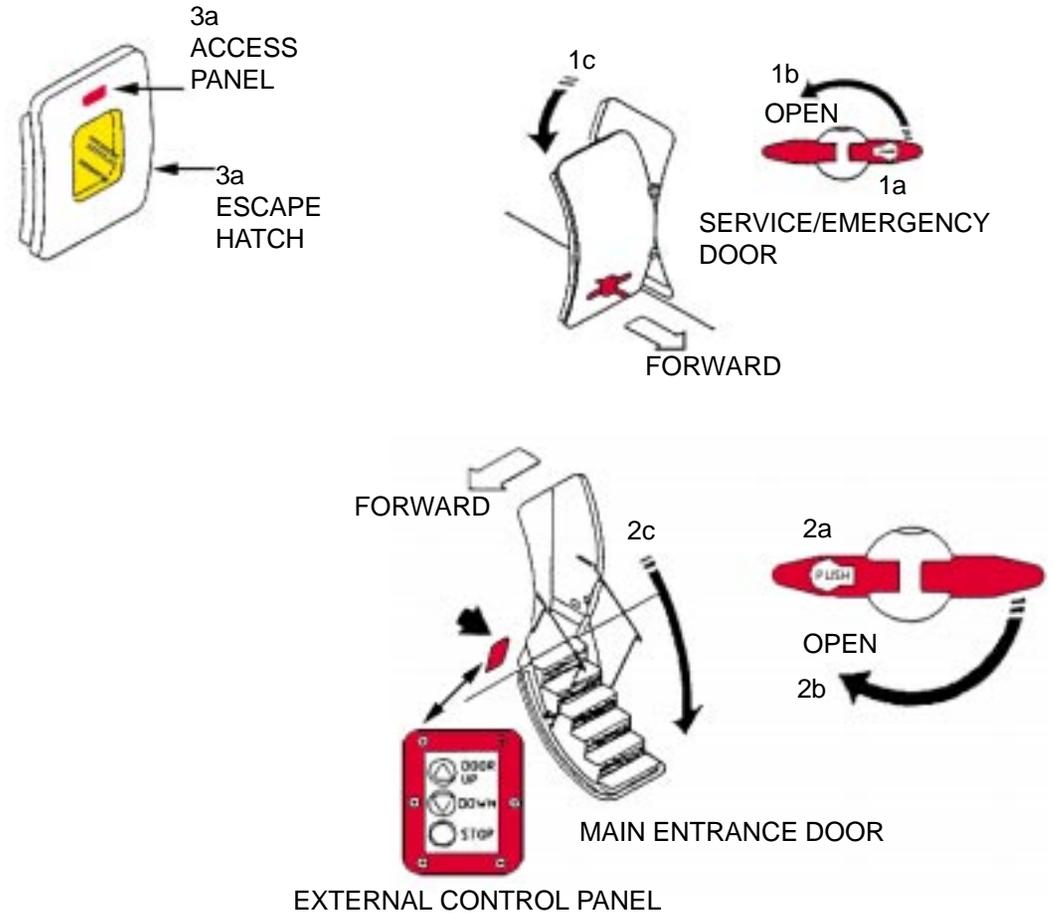
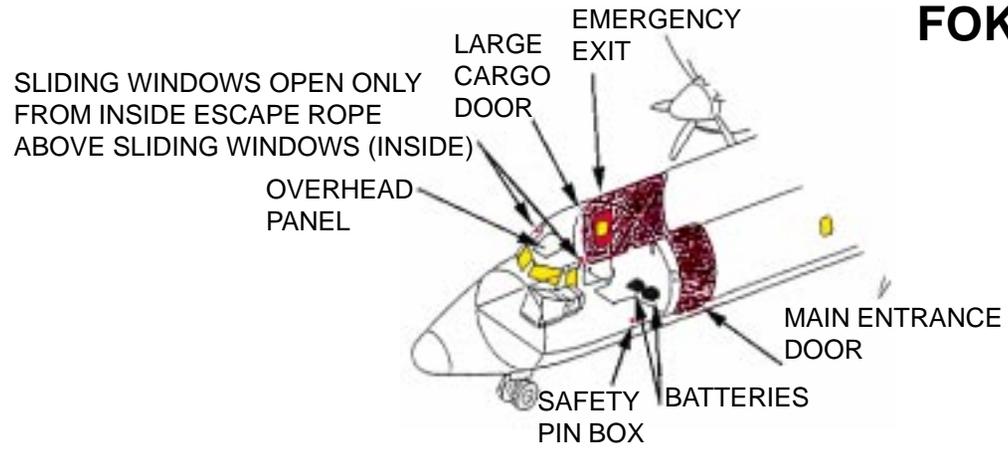
- a. Lift handle at "PUSH".
- b. Rotate handle counterclockwise to "OPEN".
- c. Pull door outward.

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

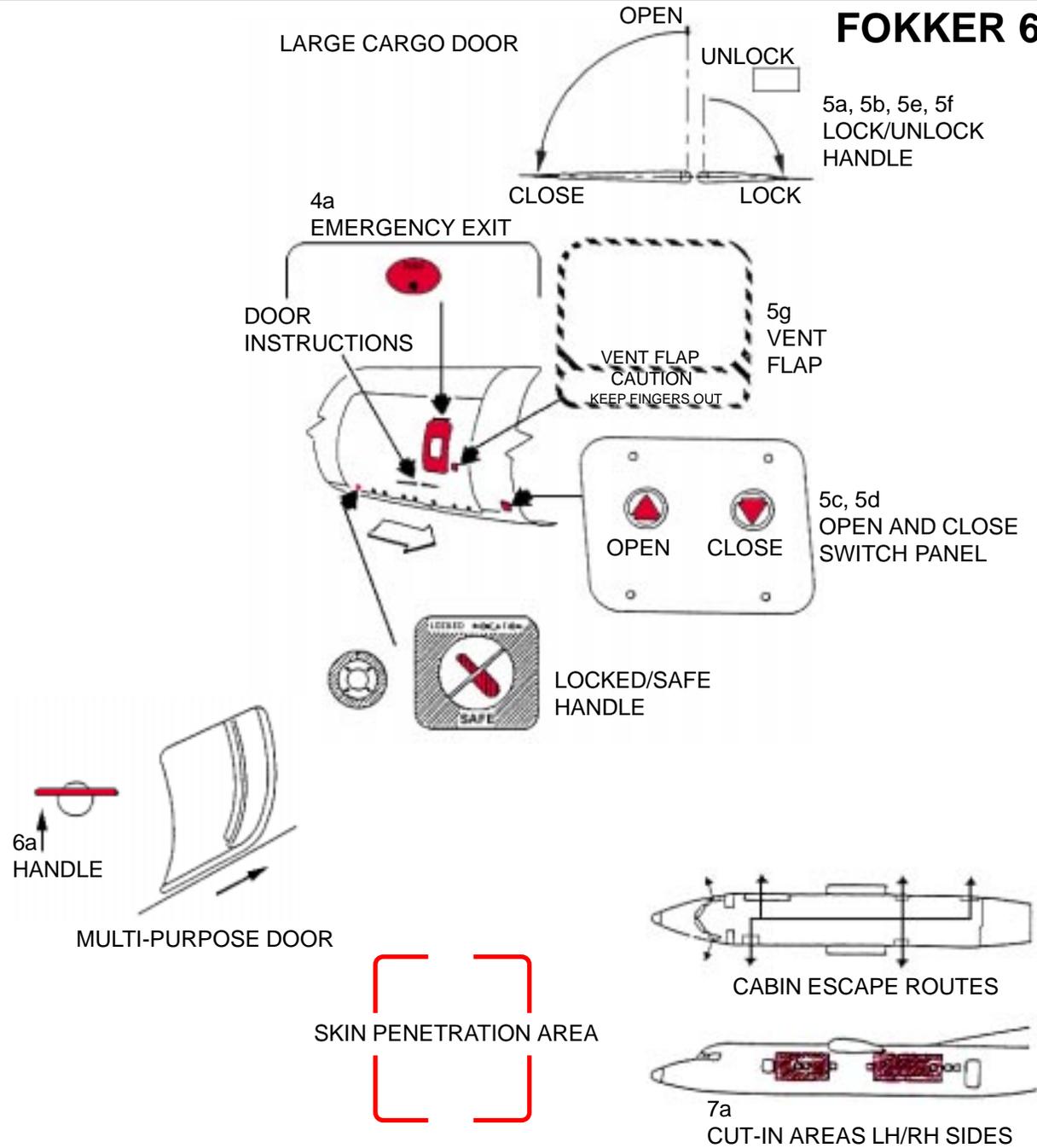
- a. To open, turn handle clockwise to unlock.
- b. Turn handle to OPEN.
- c. Open door with open switch.
- d. To close, lower door with close switch.
- e. Turn handle to close.
- f. Turn handle to LOCK.
- g. Check vent flap, insure closure.

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.

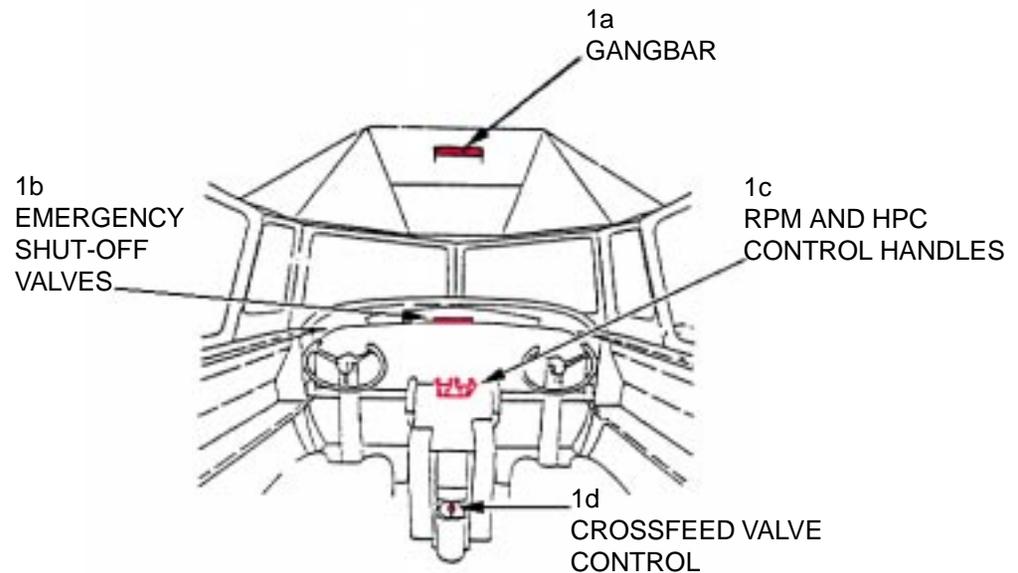
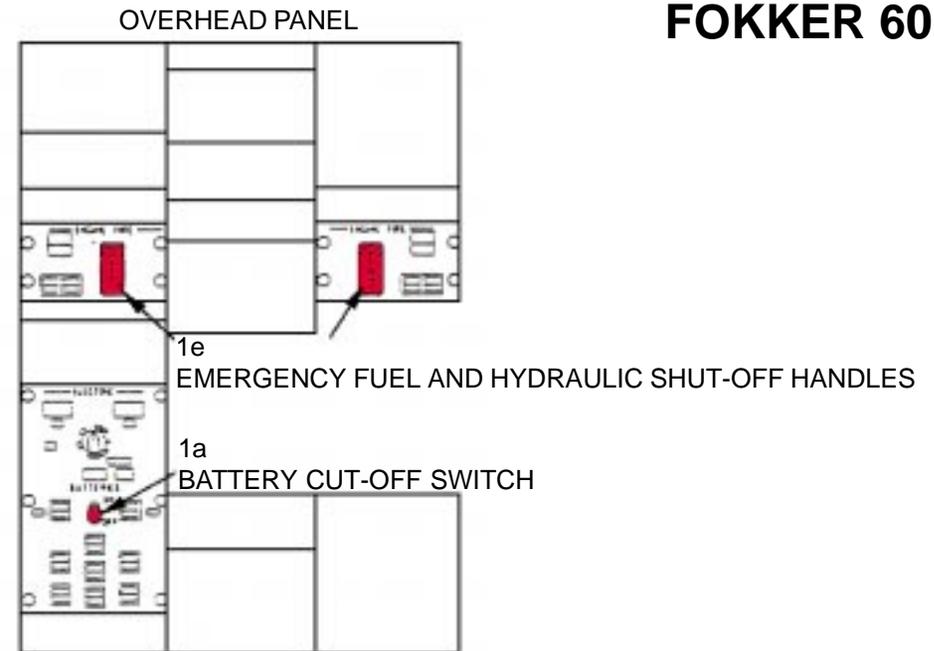
- Move gangbar or battery cut-off switch, located on overhead panel, DOWNWARD.
- Pull emergency shut-off valves, located on upper forward instrument panel, OUT.
- Move RPM and HPC control handles, located on center console, REARWARD.
- Turn crossfeed valve control, located on aft portion of center console, OFF.
- 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.

- Disconnect shoulder harnesses and seat belts from crewmembers and cabin attendants.
- Disconnect seat belts from passengers.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

748 HAWKER SIDDELEY

AIRCRAFT ENTRY

1. NORMAL ENTRY

- For passengers, enter through the passenger entrance door, located on the aft left side of the fuselage.
- For crew members, enter through the crew/freight door on the forward left side of the fuselage.

2. EMERGENCY ENTRY

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

3. CUT-IN

- Cut-in fuselage as required.

OTHER HAZARDS:

Battery acid

Asbestos

Bromochlorodifluoromethane (BCF Fire Extinguishant)

Cartridge operated equipment

Fluorolastomers (Burnt seals)

Lead

Polychlorinated Biphenyls (PCBs)

Water Methanol

Halon (Fire Extinguishant)

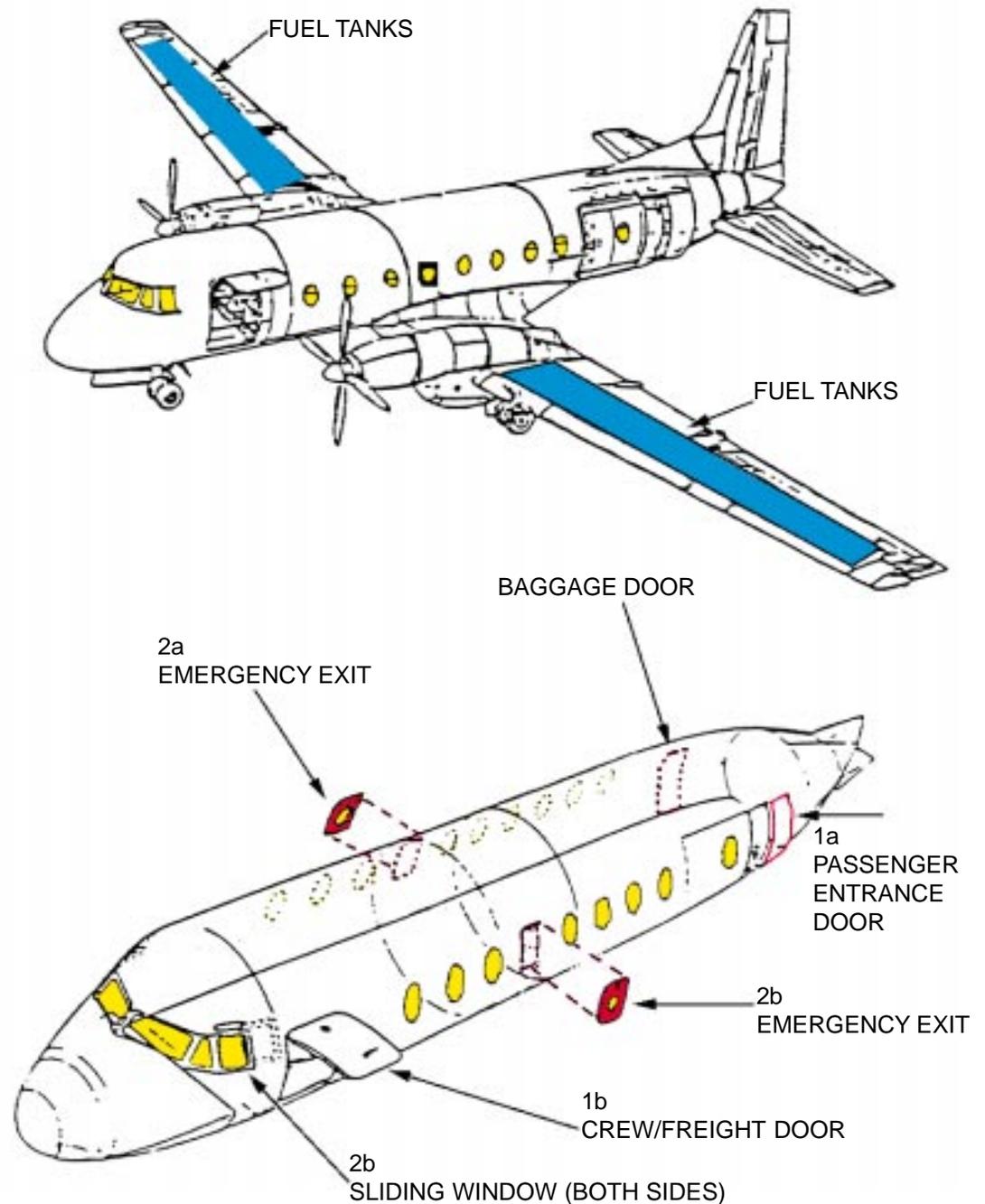
Fuel: JP-8

Hydraulic oil: H-515

High pressure gases: Air/Nitrogen

Engine oil: O-149

Oxygen



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

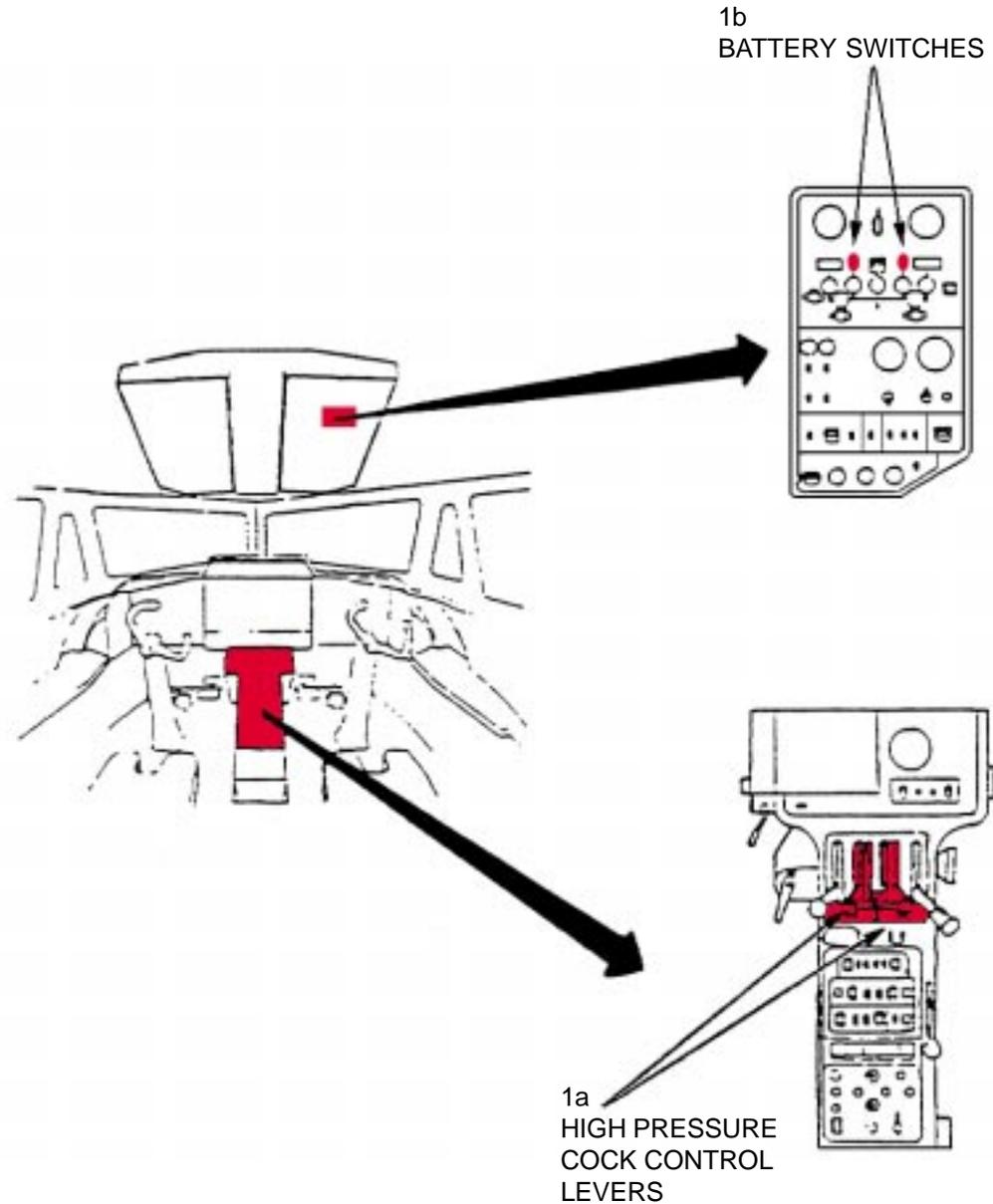
1. ENGINE SHUTDOWN

- 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.

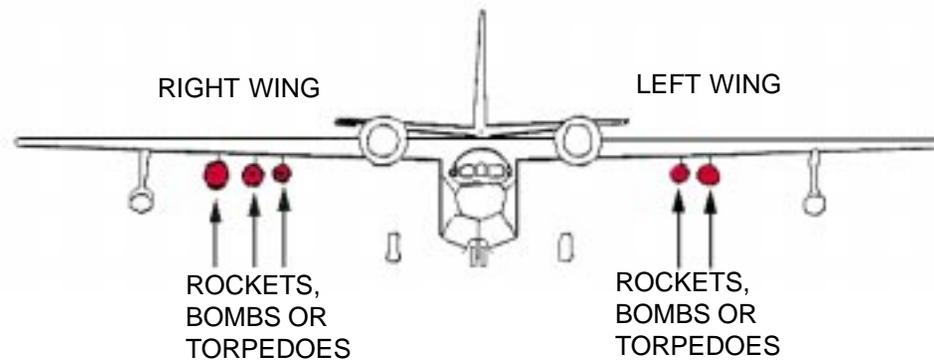
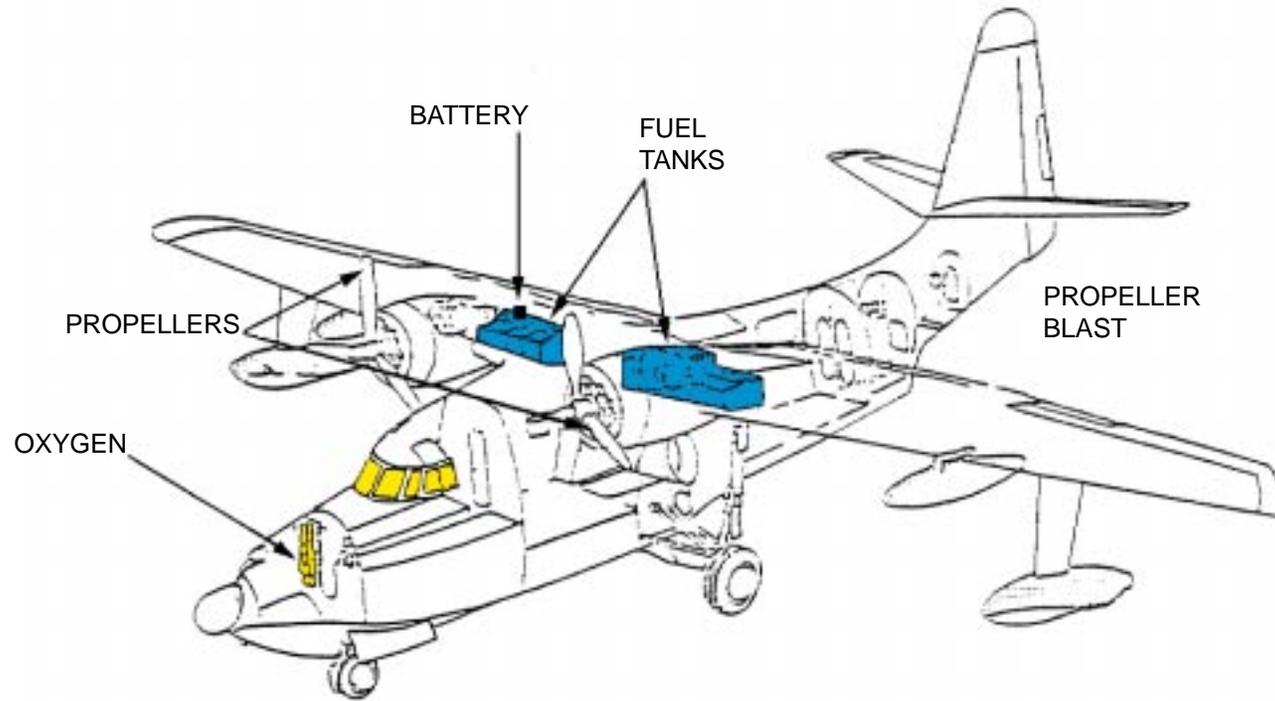
2. AIRCREW EXTRACTION

- a. Disconnect crew member's lap belt and shoulder harness.
- b. Disconnect passenger's lap belt.

748 HAWKER SIDDELEY



AIRCRAFT HAZARDS



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.

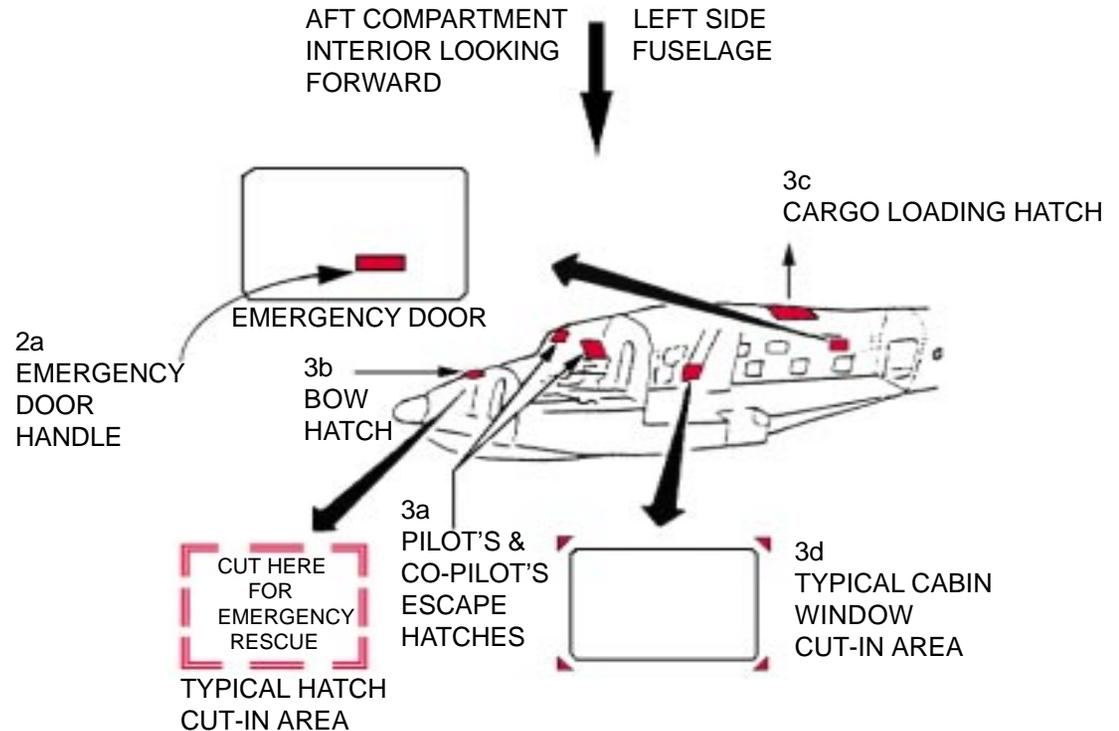
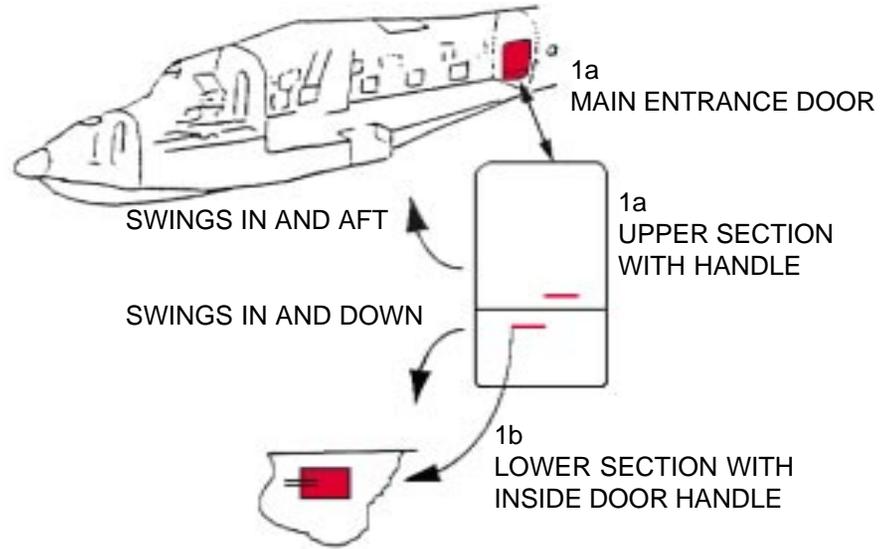
- a. Rotate upper section handle of main entrance door, located on left rear side of fuselage, up and swing door in.
- b. Reach inside aircraft and rotate lower section handle, located at top center of lower section of main entrance door, down and swing door in.

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.



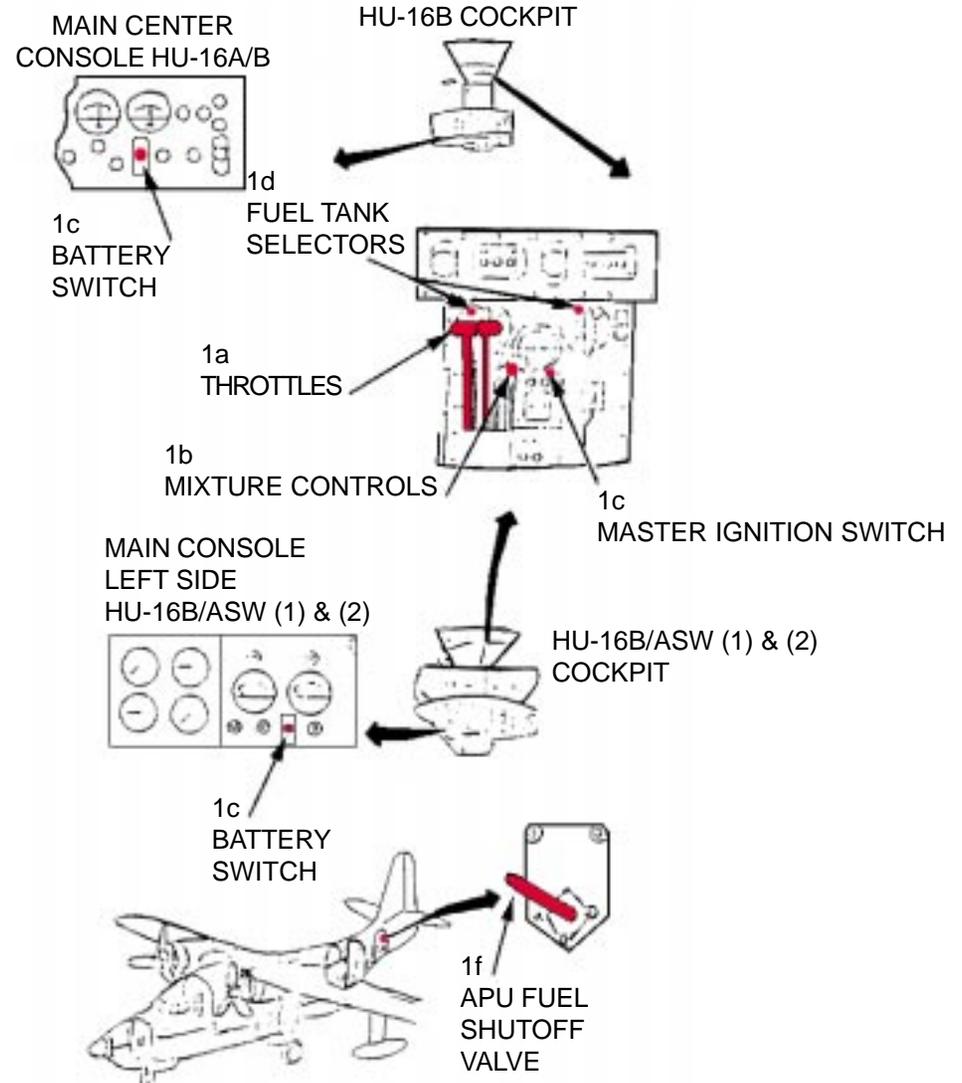
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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.



SPECIAL TOOLS/EQUIPMENT
 Power Rescue Saw
 Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

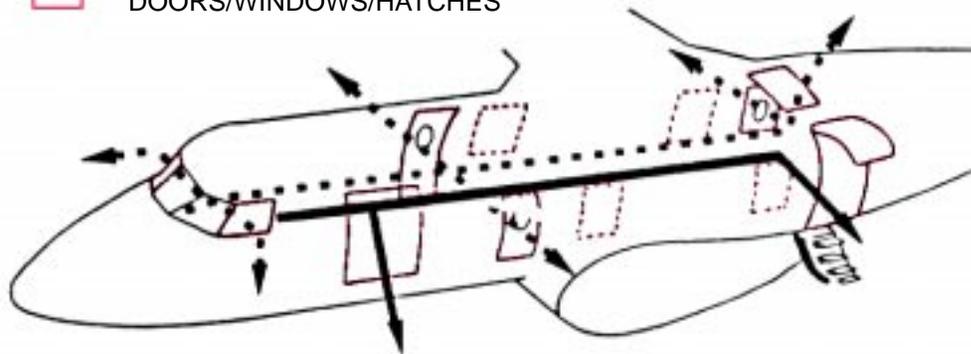
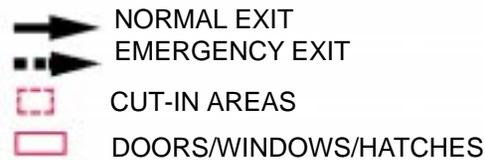
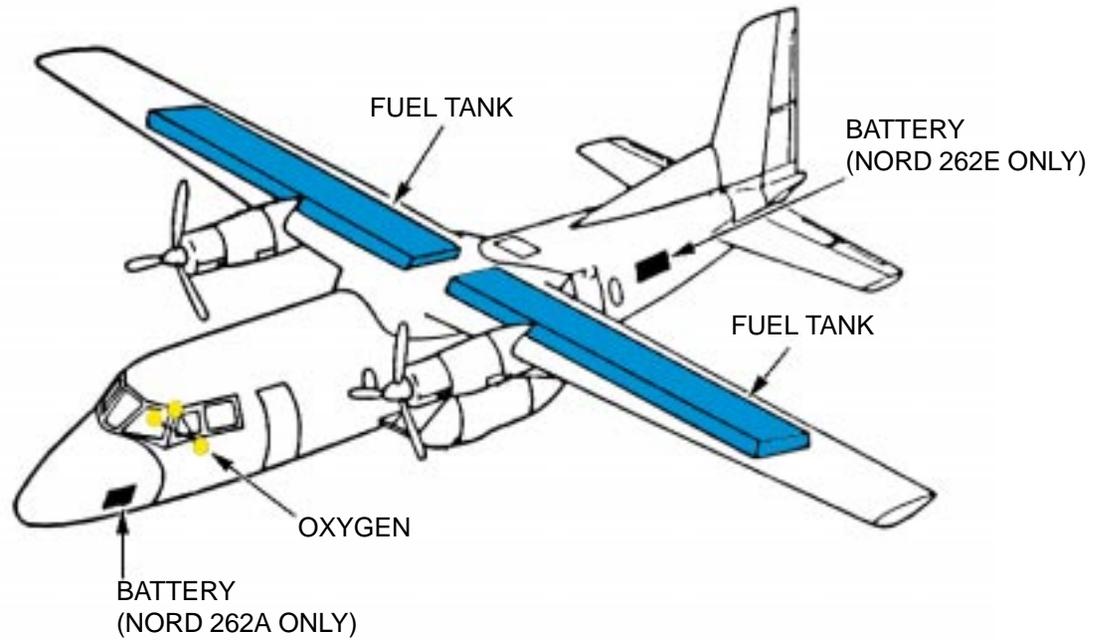
- a. Depending on model, entry is made through the crew or passenger doors located on the left side of the fuselage.
- b. Once inside, the left forward cargo can be used as an exit.

2. EMERGENCY ENTRY

- a. The aircraft is equipped with a right and left side emergency hatch.
- b. The aircraft is equipped with an aft overhead escape hatch.
- c. The flight deck windows can be used for evacuation.

3. CUT-IN

- a. There are four cut-in areas as marked on the right and left side of the fuselage.



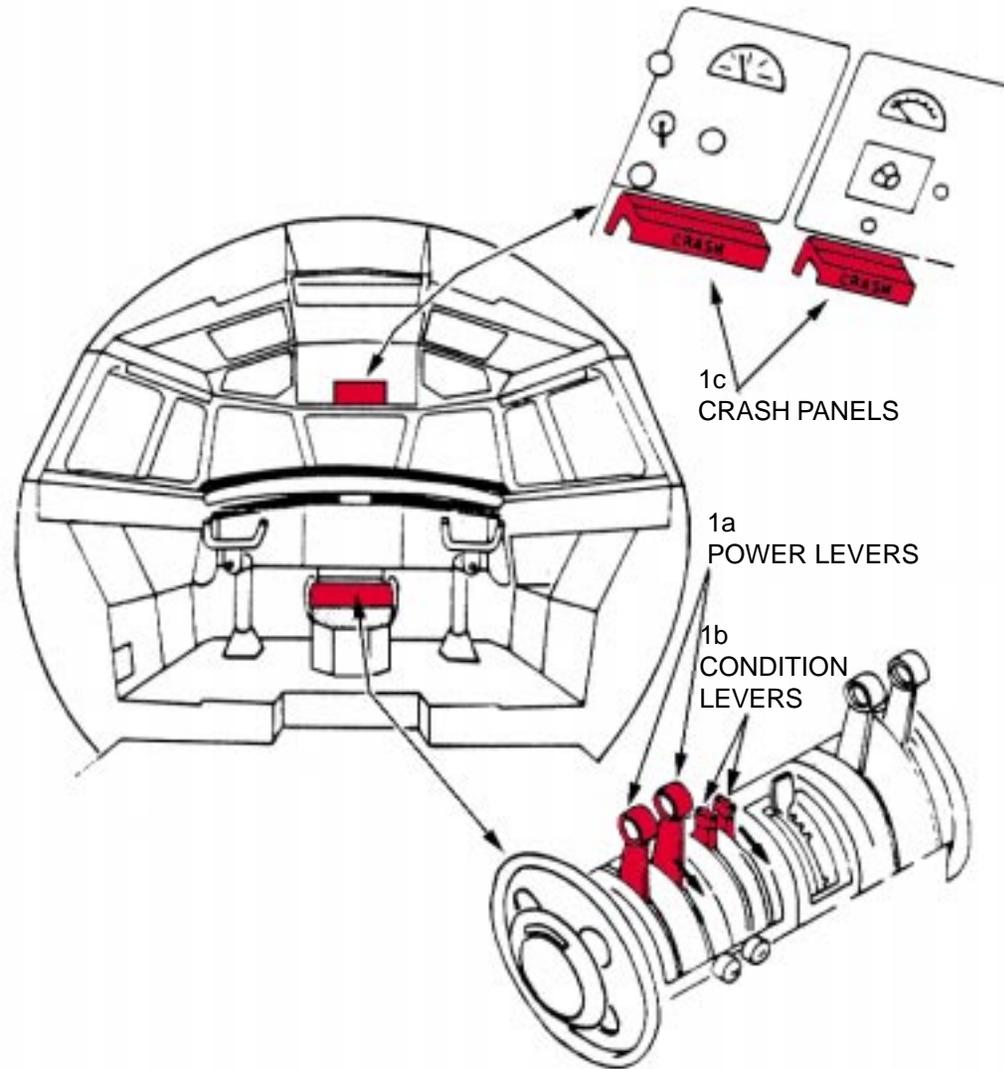
ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- a. Retard power levers, located on center console, to AFT.
- b. Retard condition levers, located on center console, aft to fuel shut-off position.
- c. Pull crash panels, located on overhead console.

2. AIRCREW EXTRACTION

- a. Aircrew seats are equipped with shoulder harness and lap belts.
- b. Troop/passenger seats are fitted with safety belts only.



AIRCRAFT HAZARDS

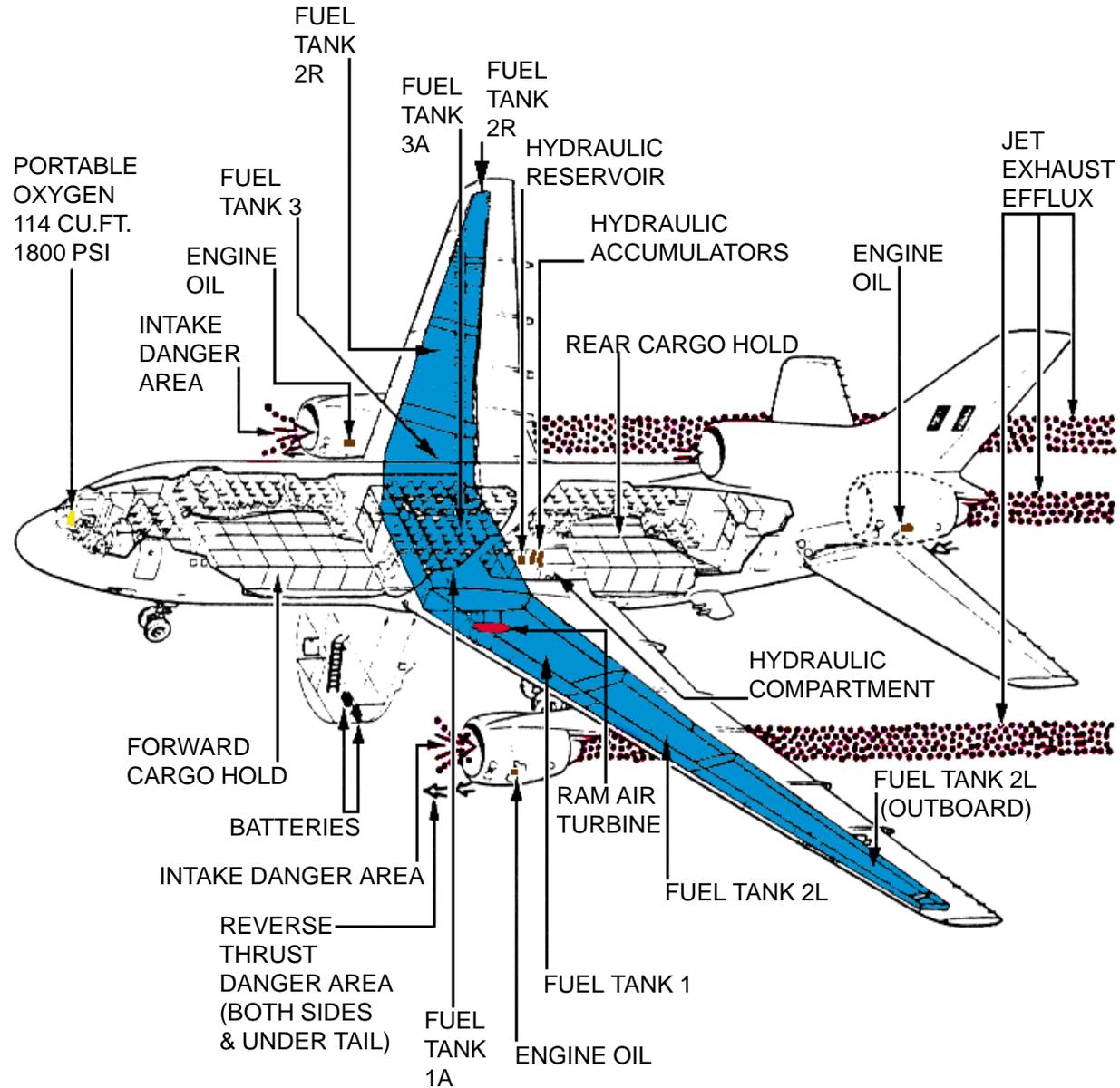
OTHER HAZARDS:

- 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.

TRISTAR C2/C2K



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- Crash Ax
- Skin Penetrator
- Hand Crank

TRISTAR C2/C2K

AIRCRAFT ENTRY

1. NORMAL ENTRY

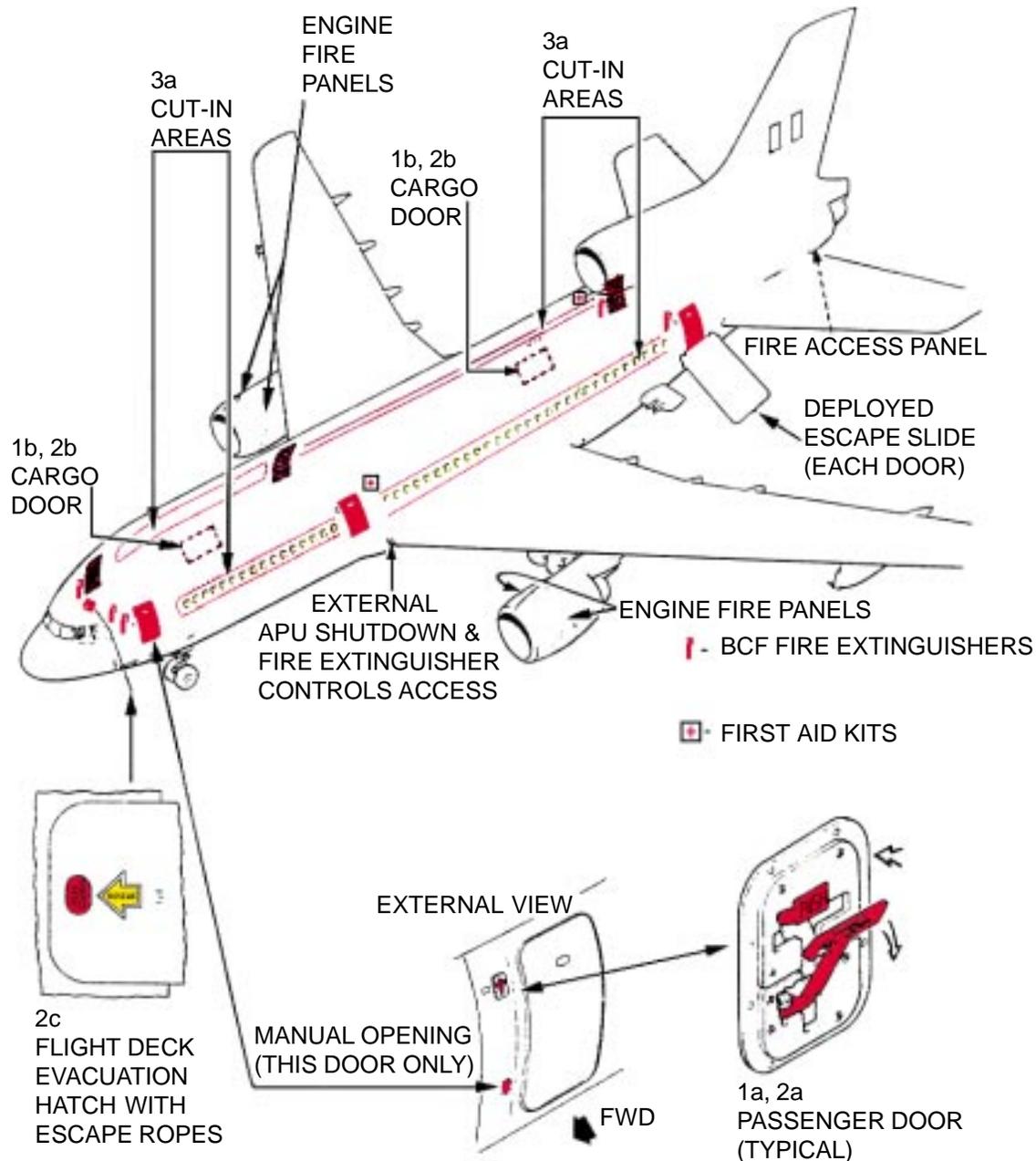
- a. To open all passenger doors, three each doors located on right and left sides of fuselage, push in button and pull down lever. Slide does not deploy when door is open externally.
- b. To open cargo doors, two doors located on right side of fuselage, can only be opened with hand crank tool. (A hand 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.

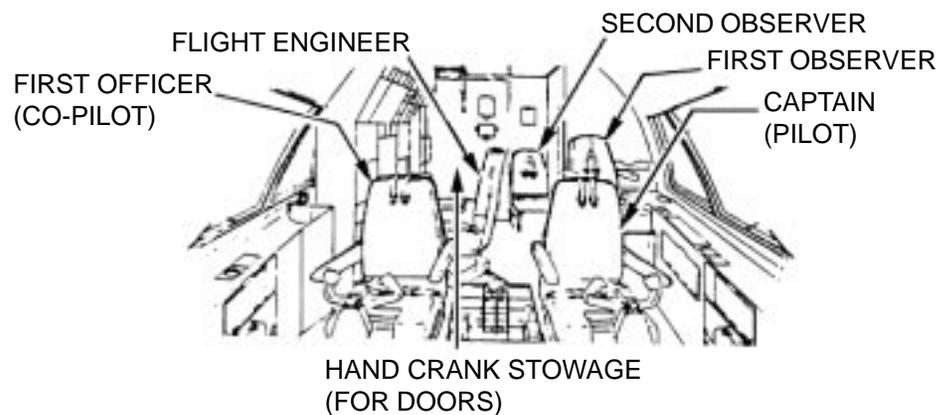
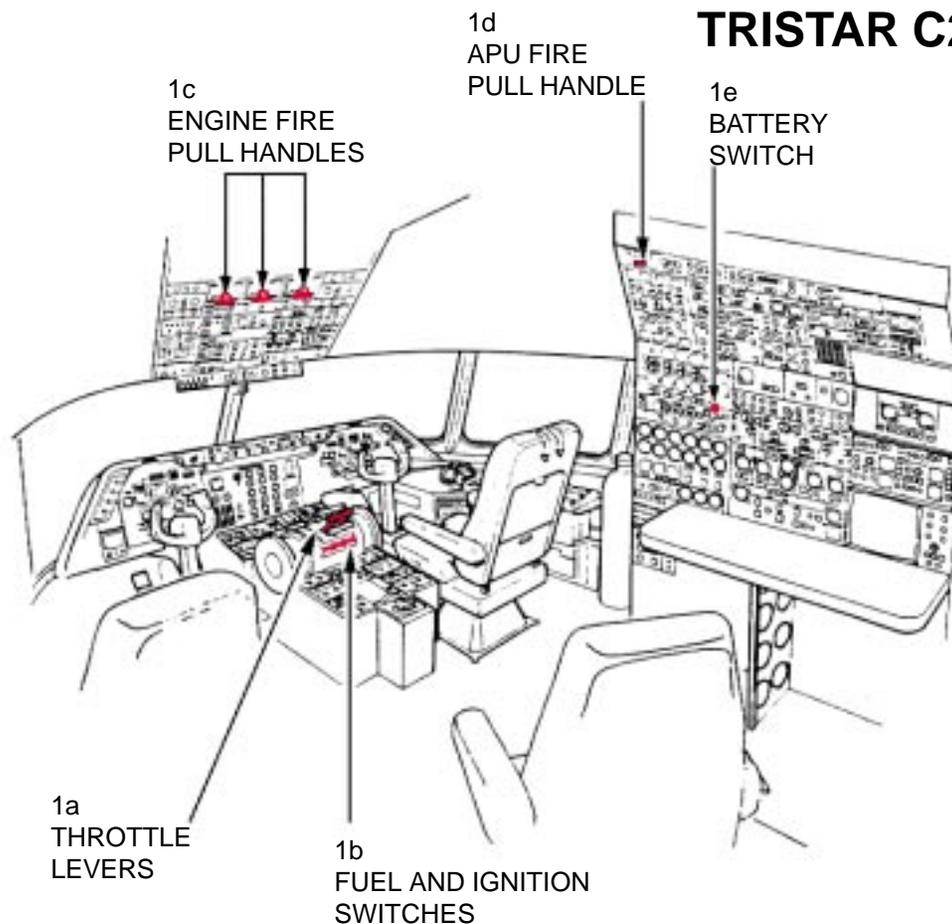
3. CUT-IN

- 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.



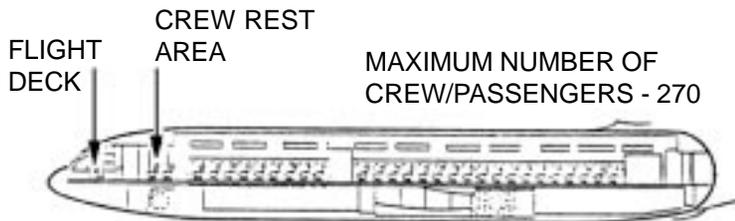
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

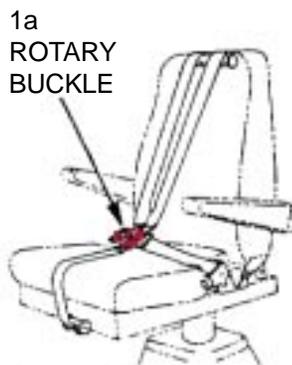
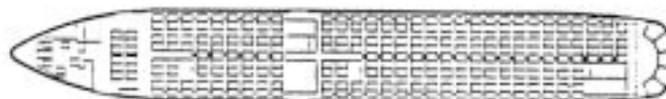
- a. Disconnect crew seats by rotating the rotary buckle.
- b. Disconnect the attendant seats restraint system at the central release point.
- c. Disconnect lap belts on the passenger seats by lifting the central buckle.
- d. Evacuate personnel through doors that are operational. Use interior controls and switches if power is still available.
- e. Deploy escape slides using interior switches.

NOTE:

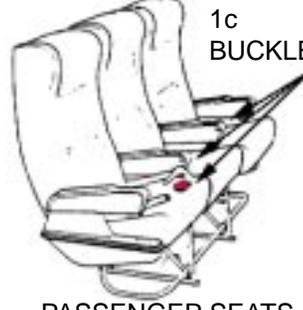
Five escape ropes are mounted in the flight deck for overhead escape hatch evacuation.



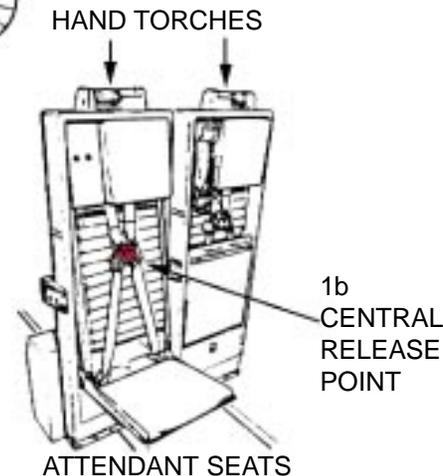
CREW AND PASSENGER SEATING ARRANGEMENT



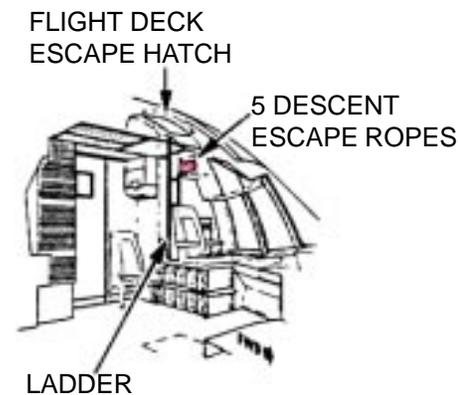
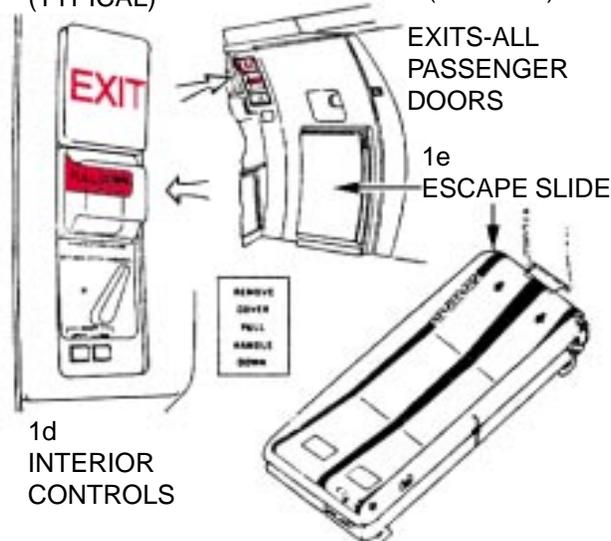
CREW SEATS
(TYPICAL)



PASSENGER SEATS
(TYPICAL)



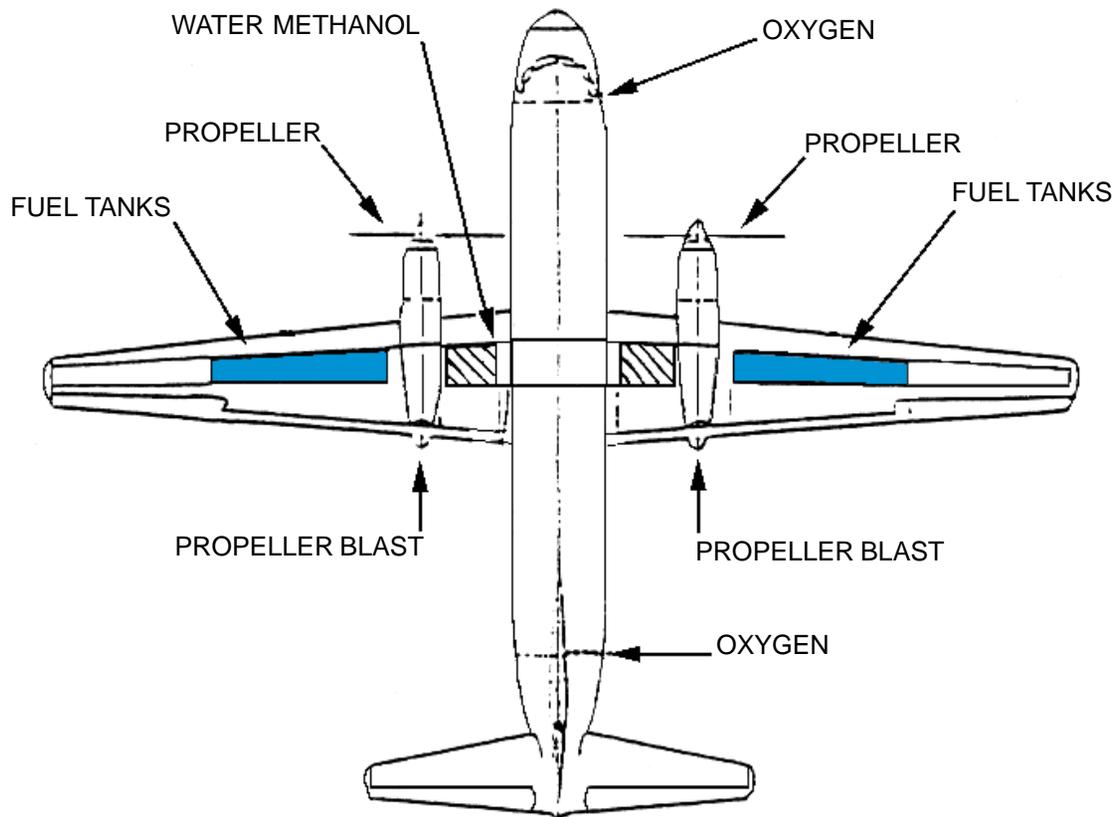
ATTENDANT SEATS



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

YS-11A

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 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

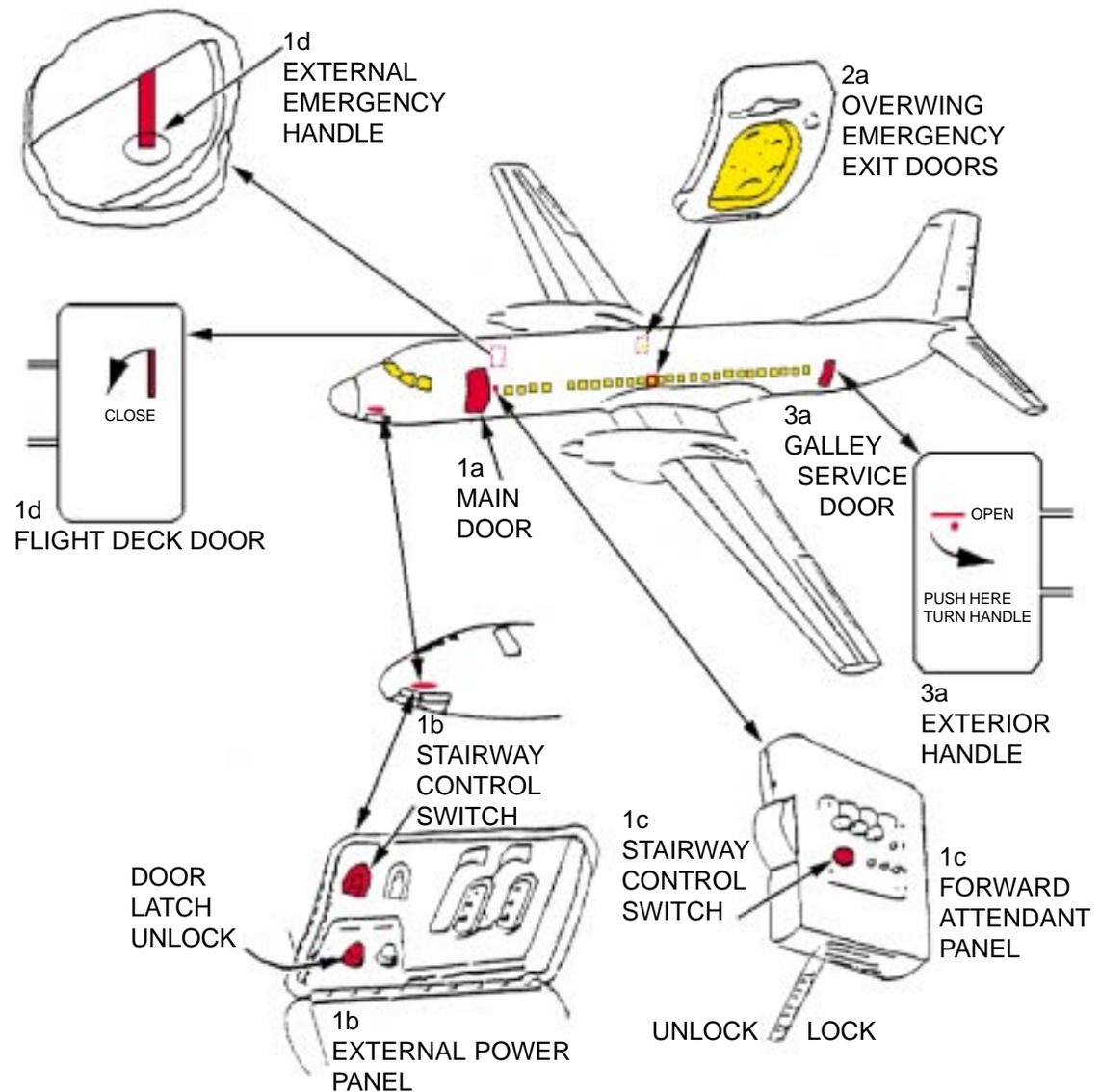
- a. Manually push in at the PUSH HERE button and turn handle from inside and outside.

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.

