

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

THIS IS SEGMENT 15 COVERING CHAPTER 18 TO THE DC-10.

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

WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF

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



E-MAIL: Tom.Stemphoski@tyndall.af.mil

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:
<http://www.afcesa.af.mil/CEX/fire/index.asp>

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

FAX: (850) 283-6390
DSN 523-6390

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

SEGMENT 15 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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>
18	N/A	18-1	Added CRAF Information to Chapter Introduction page.
18	N/A	1	Added Boeing ARFF Categories for the FAA and ICAO.
18	DC-3	ALL	Added new file.
18	DC-6	ALL	Added new file.
18	DC-7	ALL	Added new file.
18	DC-8	ALL	Updated existing file.
18	DC-9	ALL	Updated existing file.
18	DC-10	ALL	Updated existing file.

NOTE: All Boeing aircraft files are updated based on the latest ARFF information and all of these aircraft, regardless of age, are still being used and making aviation contributions in various functions besides CRAF, such as cargo, freight, and wild fire suppression.

NOTE

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

**DC-3
DC-6
DC-7
DC-8
DC-9
DC-10
MD-11
MD-80
MD-90
L-1011-1
L-1011-500
707
717
720
727
737
747
757
767
777**

CHAPTER 18

COMMERCIAL/CIVIL RESERVE AIRFLEET(CRAF)

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

18-1. INTRODUCTION AND USE.

18-2. This section contains emergency rescue and mishap response information illustrations in 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.

18-3. GENERAL ARRANGEMENT.

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

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

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

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

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

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

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

18-5. CIVIL RESERVE AIR FLEET (CRAF)

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

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

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

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

There are three stages in a call-up emergency:

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

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

Stage III: Must be authorized by an emergency declaration from the US President or Congress. Would likely cause a serious impact on US civilian transportation schedules.



Boeing Commercial Aircraft - Rescue & Fire Fighting Categories (FAA & ICAO)

FAA Part 139.315 - Index Categories Based on Aircraft Length

Index A - < 90'
 Index B - 90' - <126'
 Index C - 126' - <159'
 Index D - 159' - <200'
 Index E - 200' or greater

FAA ARFF (Aircraft Rescue & Fire Fighting) Index

Aircraft	A	B	C	D	E
707 (all)			X		
717-200		X			
720			X		
727-100			X		
727-200			X		
737-100		X			
737-200		X			
737-300		X			
737-400		X			
737-500		X			
737-600		X			
737-700		X			
737-800			X		
737-900			X		
BBJ		X			
BBJ2			X		
747SP				X	
747-100,200,300					X
747-400, 400ER					X
757-200			X		
757-300				X	
767-200				X	
767-300				X	
767-400					X
777-200, 200LR					X
777-300, 300ER					X
DC-8-43,55			X		
DC-8-61,71				X	
DC-8-62,72				X	
DC-8-63,73				X	
DC-9-15		X			
DC-9-21		X			
DC-9-32		X			
DC-9-41		X			
DC-9-51			X		
DC-10-10				X	
DC-10-30,40				X	
MD-11					X
MD-81,82,83,88			X		
MD-87			X		
MD-90-30			X		

ICAO Annex 14 - RFFS Categories Based on Aircraft Length & Fuselage Width

(aircraft overall length; maximum fuselage width)

Category 1 - < 9m (29.5'); 2m (6.6')
 Category 2 - 9m (29.5') - <12m (39.4'); 2m (6.6')
 Category 3 - 12m (39.4') - <18m (59.1'); 3m (9.8')
 Category 4 - 18m (59.1') - <24m (78.7'); 4m (13.1')
 Category 5 - 24m (78.7') - <28m (91.9'); 4m (13.1')
 Category 6 - 28m (91.9') - < 39m (128.0'); 5m (16.4")
 Category 7 - 39m (128.0') - <49m (160.8'); 5m (16.4")
 Category 8 - 49m (160.8') - <61m (200.1'); 7m (23.0')
 Category 9 - 61m (200.1') - <76m (249.3'); 7m (23.0')
 Category 10 - 76m (249.3') - <90m (295.3'); 8m (26.3')

ICAO RFFS (Rescue Fire Fighting Service) Category*

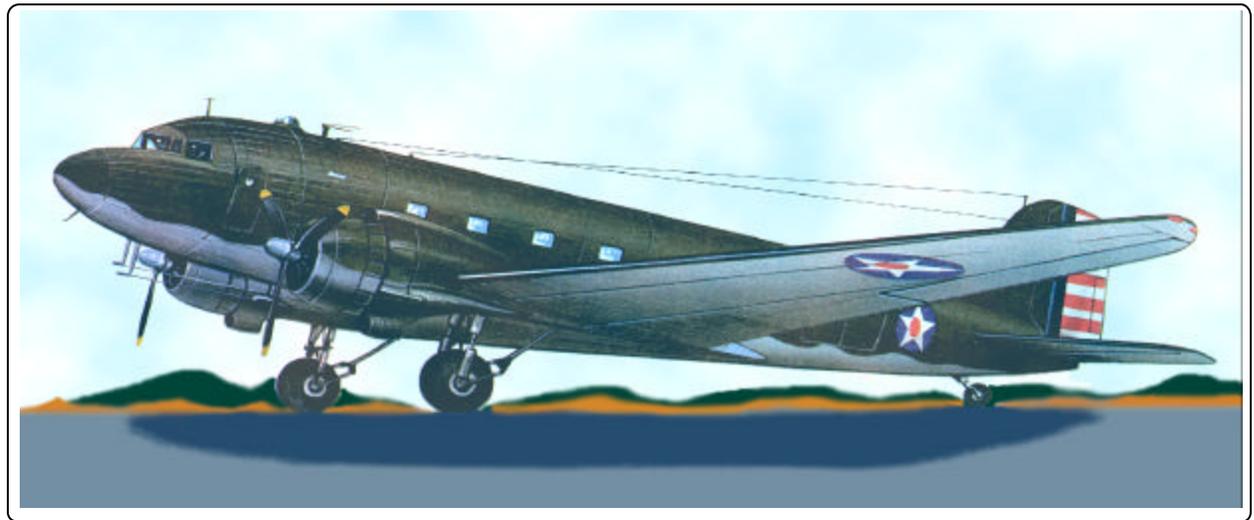
Aircraft	6	7	8	9	10
707 (all)		X			
717-200	X				
720		X			
727-100		X			
727-200		X			
737-100	X				
737-200	X				
737-300	X				
737-400	X				
737-500	X				
737-600	X				
737-700	X				
737-800		X			
737-900		X			
BBJ	X				
BBJ2		X			
747SP			X		
747-100,200,300				X	
747-400, 400ER				X	
757-200		X			
757-300			X		
767-200		X			
767-300			X		
767-400				X	
777-200, 200LR				X	
777-300, 300ER				X	
DC-8-43,55		X			
DC-8-61,71			X		
DC-8-62,72			X		
DC-8-63,73			X		
DC-9-15	X				
DC-9-21	X				
DC-9-32	X				
DC-9-41	X				
DC-9-51		X			
DC-10-10			X		
DC-10-30,40			X		
MD-11				X	
MD-81,82,83,88		X			
MD-87		X			
MD-90-30		X			

* No Boeing Commercial Jet Aircraft In Categories 1 - 5 or 10

AIRCRAFT PAINT SCHEME

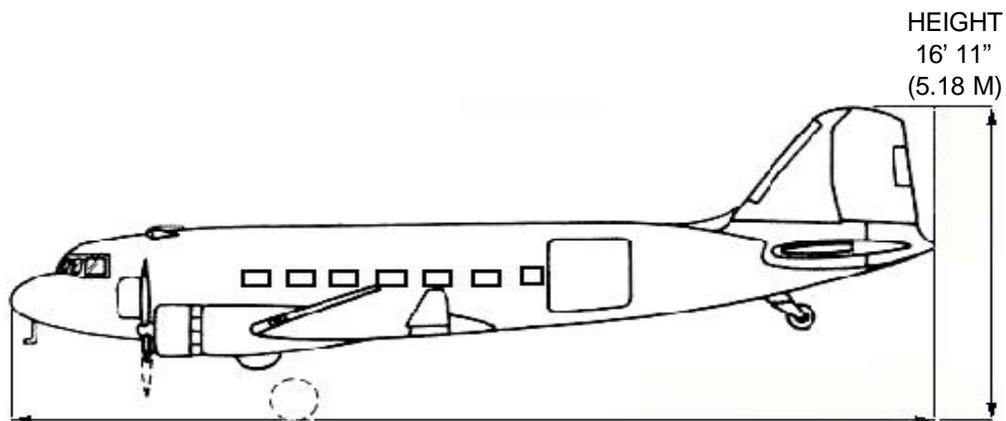


DC-3



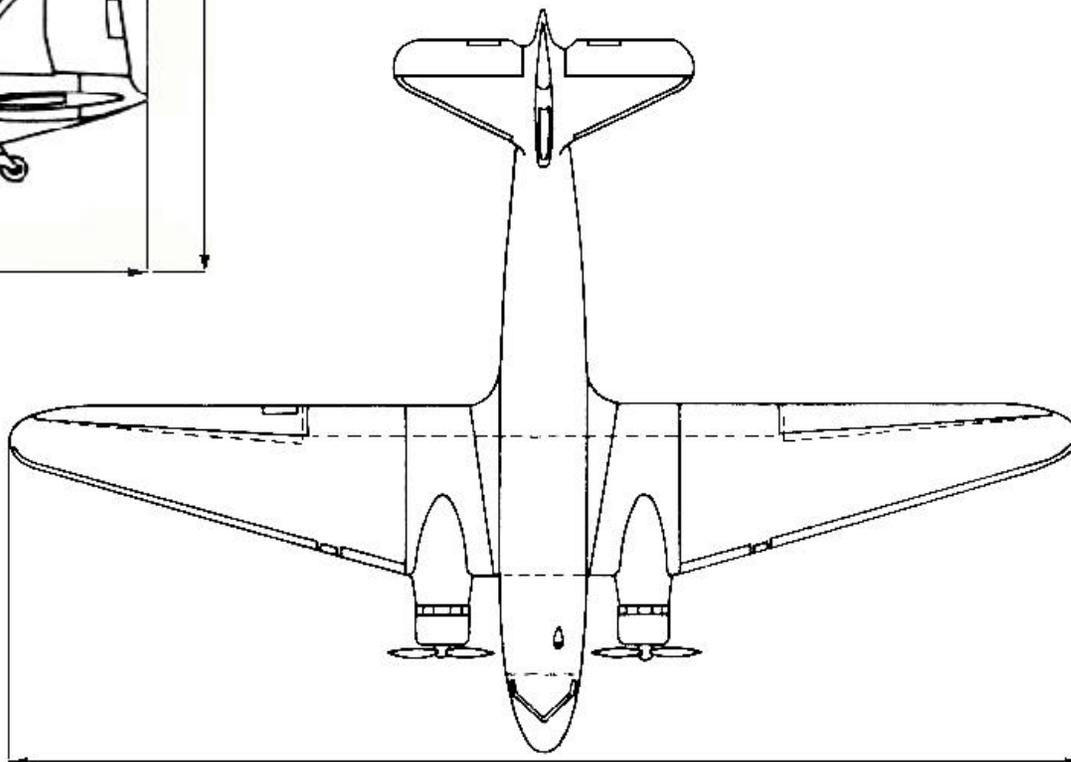
C-47

AIRCRAFT DIMENSIONS

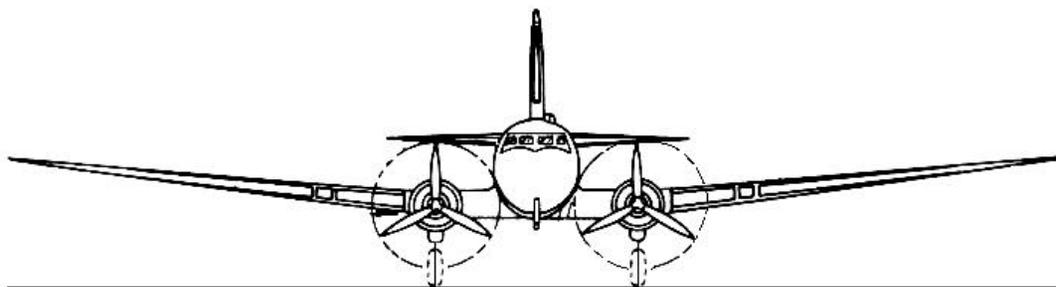


HEIGHT
16' 11"
(5.18 M)

LENGTH
63' 9" (19.43 M)

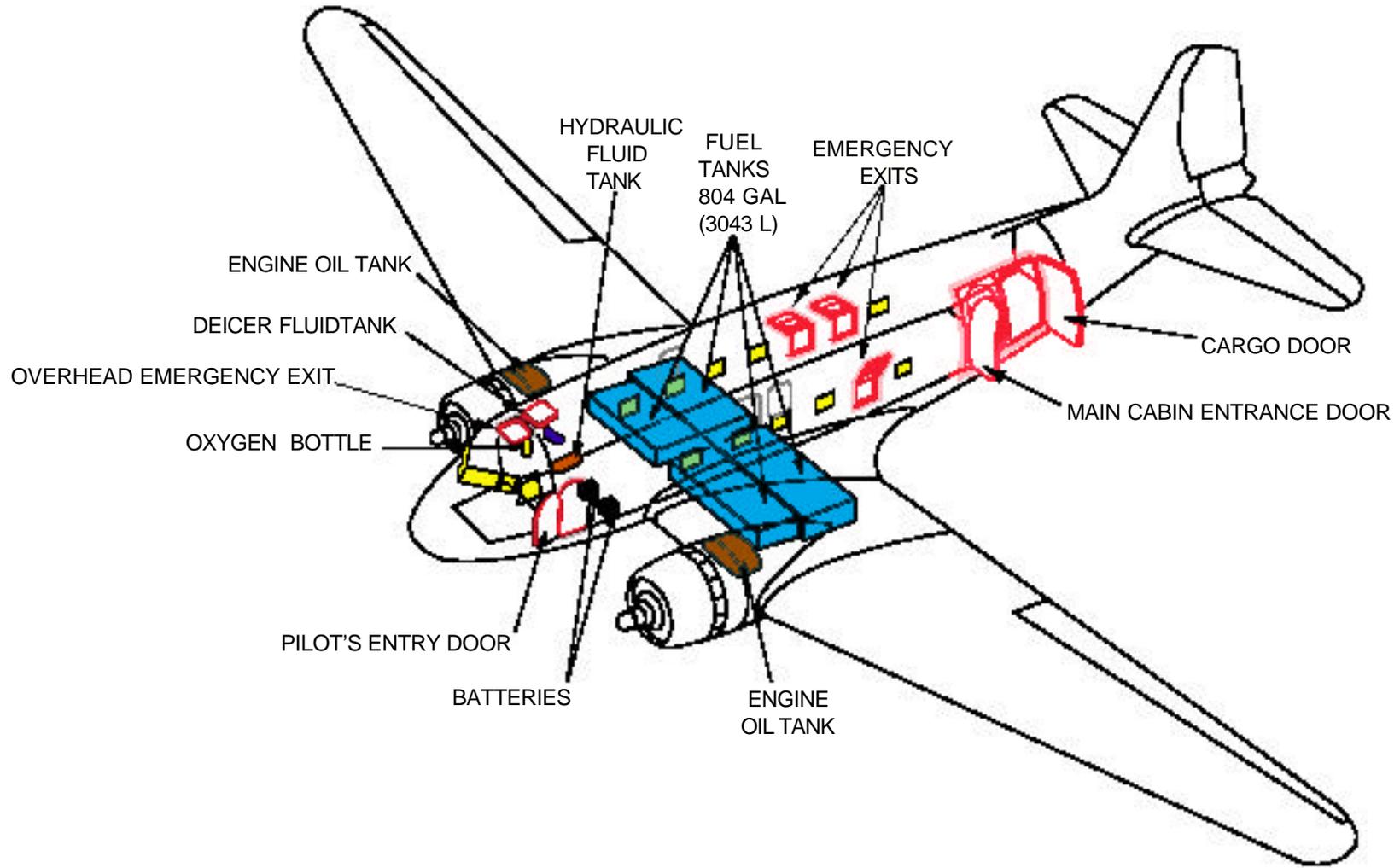


WING SPAN
95' 6" (29.20 M)



FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS

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



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY

1. EMERGENCY ENTRY - DC-3/C-47

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

2. NORMAL ENTRY

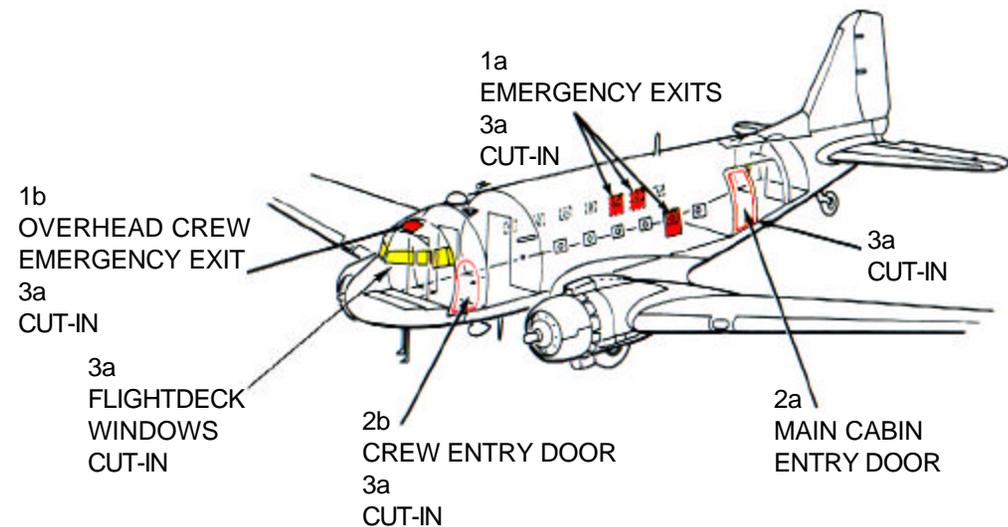
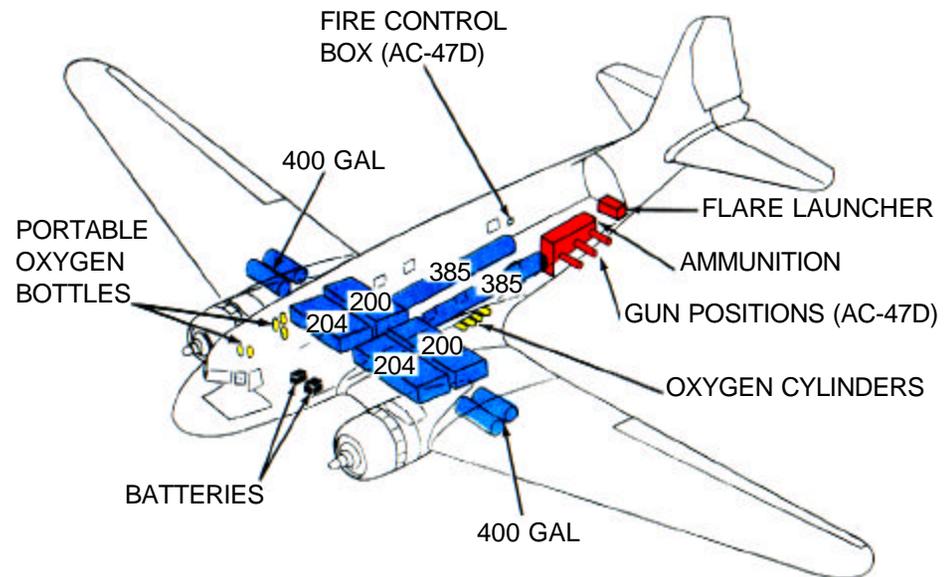
- a. Rotate main cabin entry handle, located on main cabin entry door, clockwise, then open door outward.
- b. Pull pilot's cargo door handle, located on fuselage forward right side on pilot's cargo door, down. Open door outward.

3. CUT-IN

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

NOTE:

Crew size: 2 to 3. Passengers: 27 to 28.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE EMERGENCY SHUTDOWN

- Pull firewall shutoff valve handle, located on engine fire extinguisher control panel, to the OUT position.
- Turn master ignition switch, located on center overhead panel, to OFF position.
- Turn battery switch, located on overhead switch panel, to OFF position.

2. ENGINE NORMAL SHUTDOWN

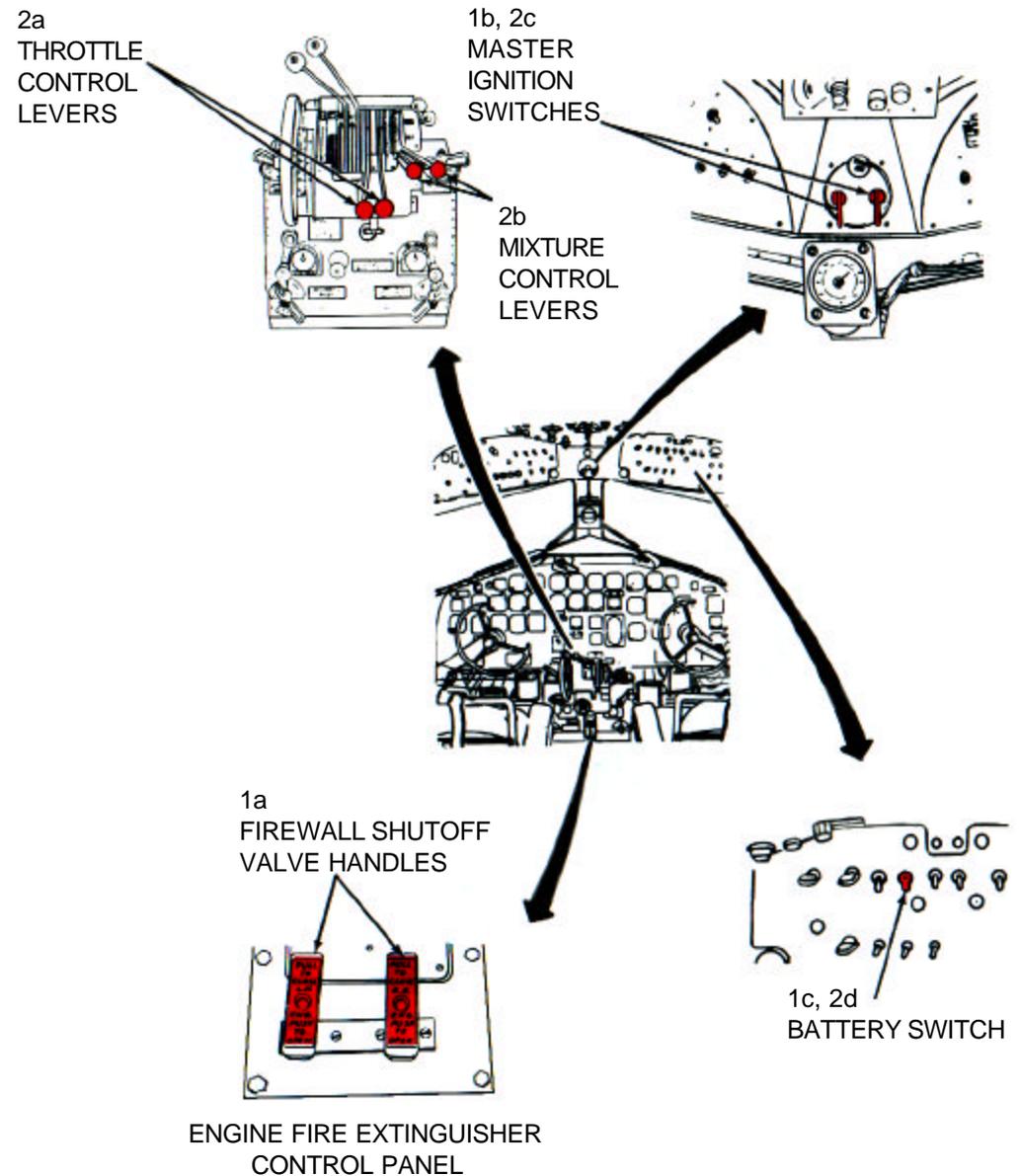
- Retard throttle control levers, located between pilot's and co-pilot's seats, to full CLOSE position.
- Place mixture control levers, located between pilot's and co-pilot's seats, to the aft CUT-OFF position.
- Turn master ignition switch, located on center overhead panel, to OFF position.
- Turn battery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

3. AIRCREW EXTRACTION

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

NOTE:

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



AIRCRAFT PAINT SCHEME



"Still in service."

DC-6 FIREBOMBER

DC-6



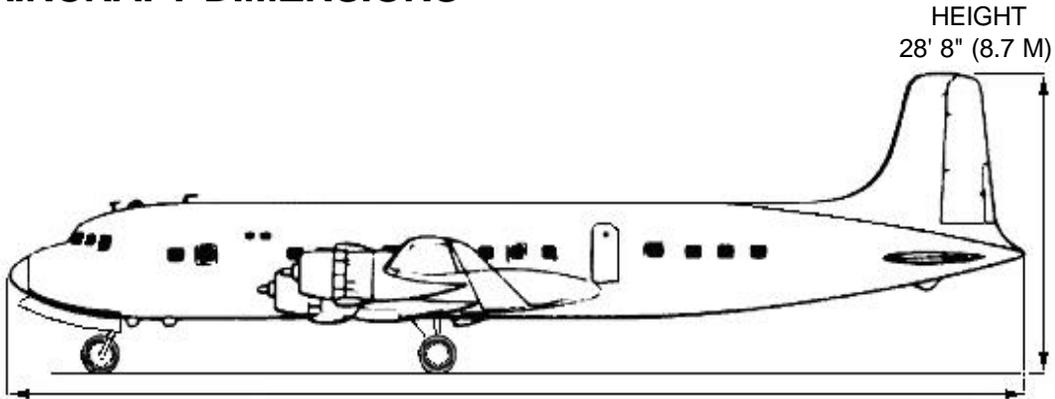
DC-6 FIREBOMBER



U.S. Air Force Photo

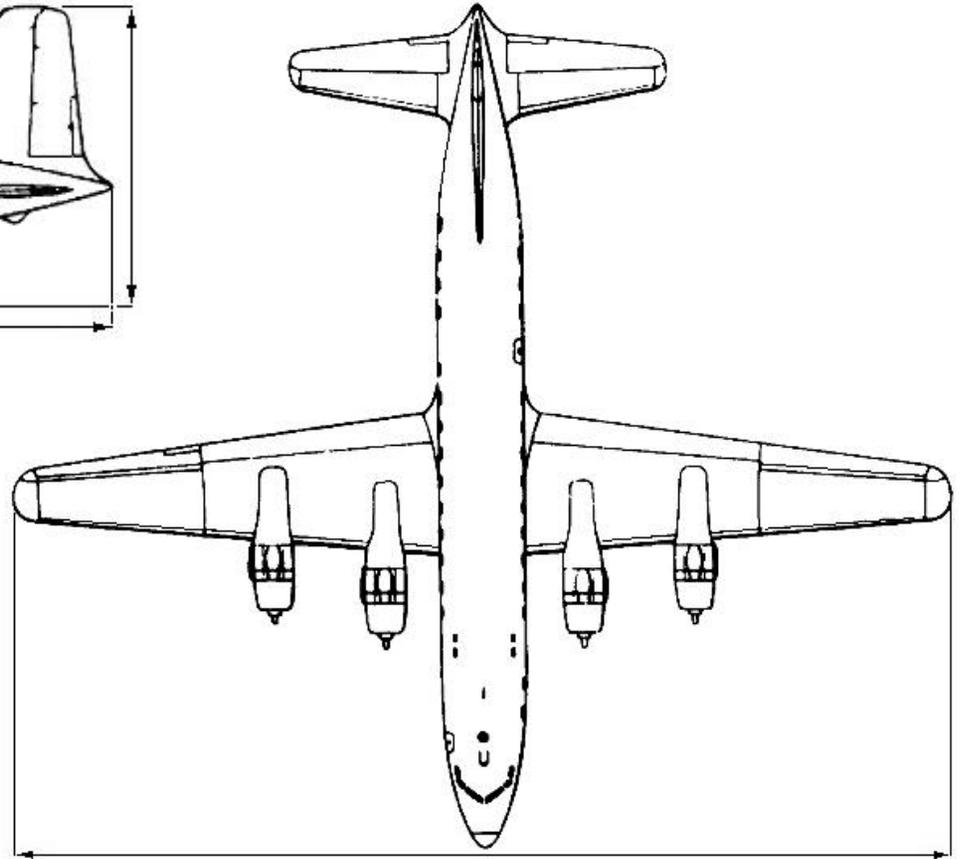
USAF: C-118 USN: R6D "LIFTMASTER"
VC-118 "The Independence" AND VIP

AIRCRAFT DIMENSIONS

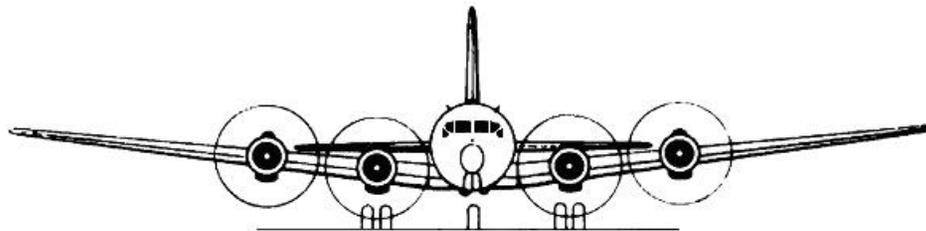


HEIGHT
28' 8" (8.7 M)

LENGTH
105' 7" (32.1 M)

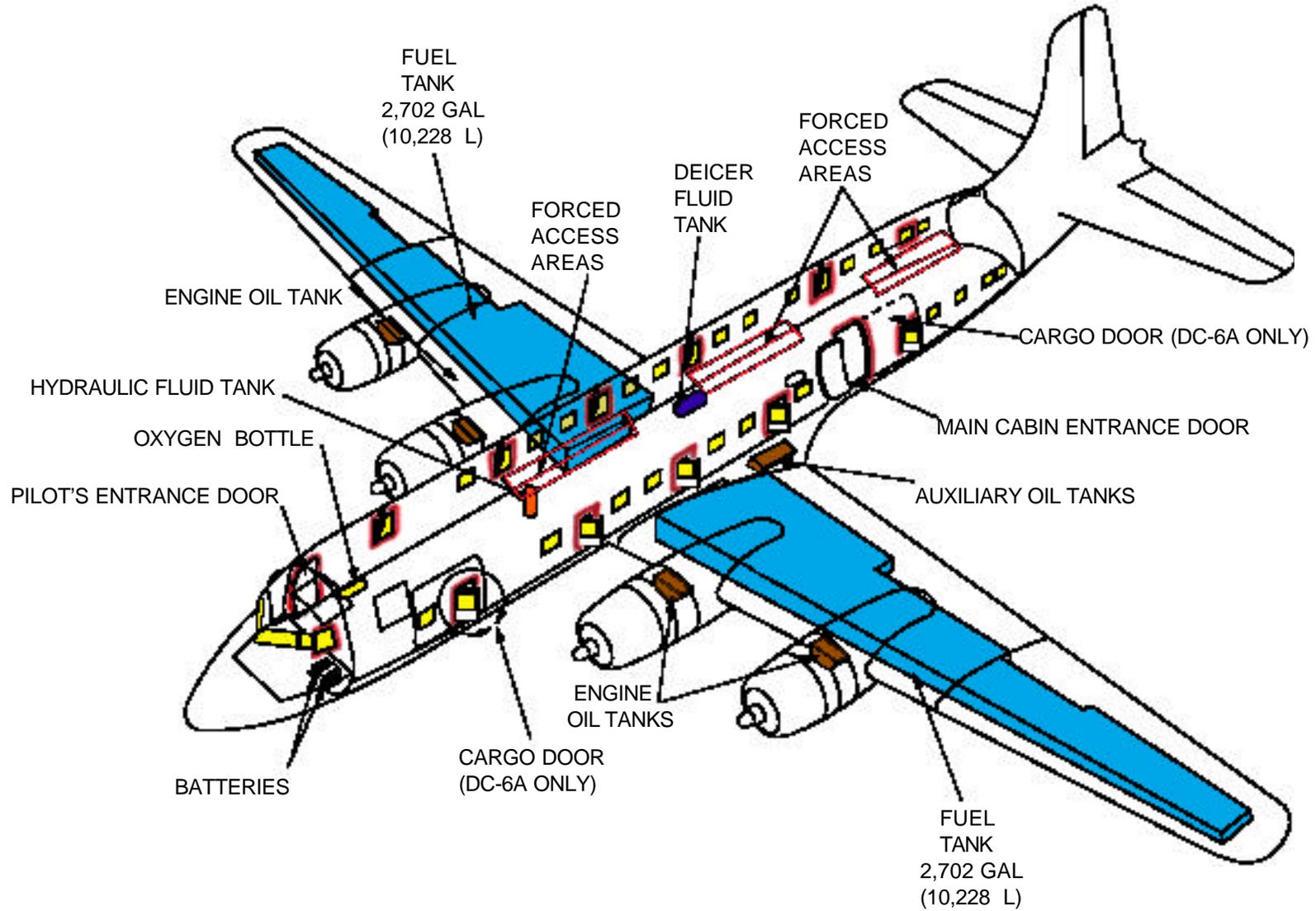


WINGSPAN
117' 6" (35.8 M)



FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS

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



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY - DC-6/C-118

1. NORMAL ENTRY

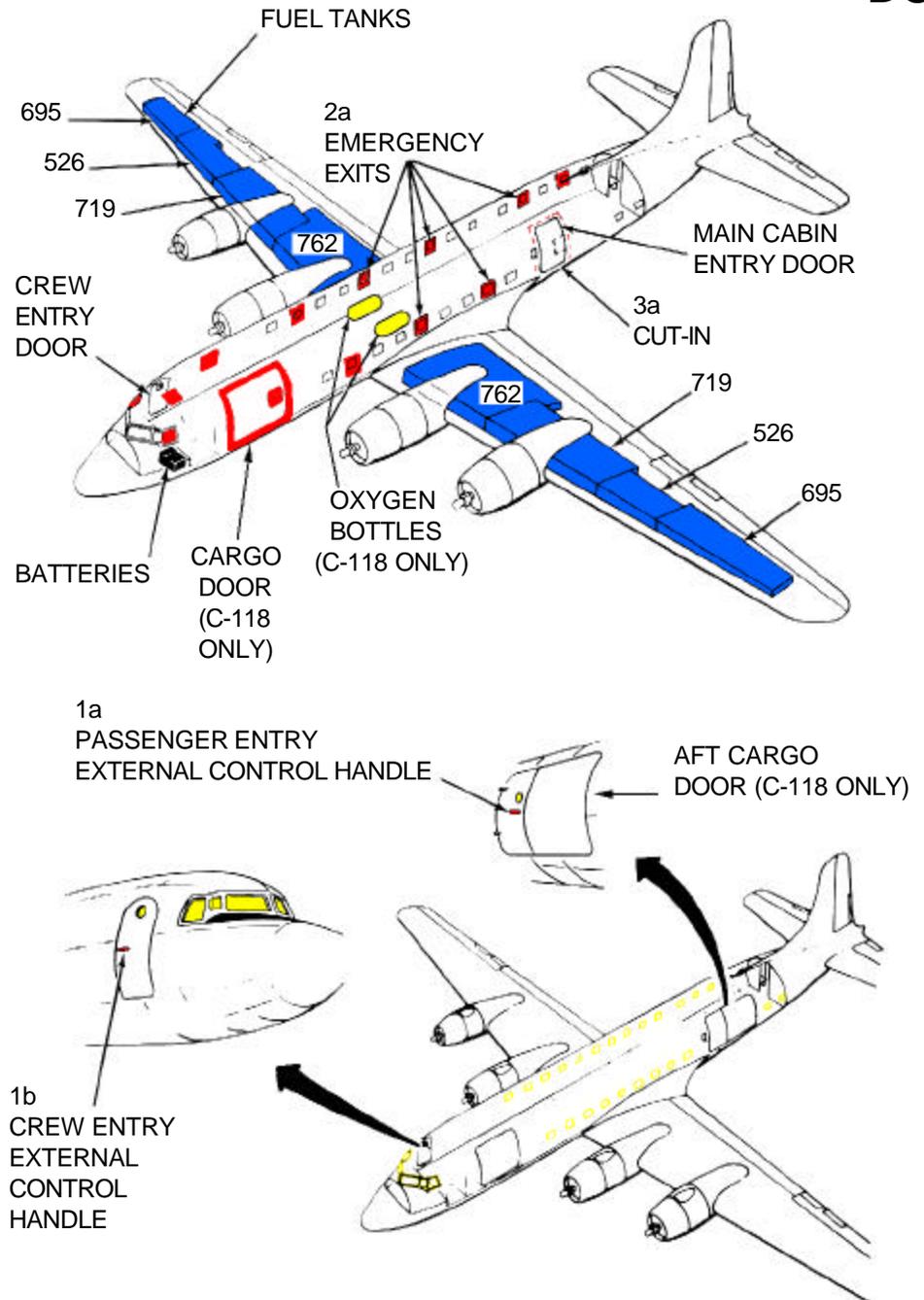
- a. Rotate external control handle, located on main cabin entry door aft left side of fuselage, UP to open door.
- b. Rotate external control handle, located on crew entry door forward right side of fuselage, UP to open door.

2. EMERGENCY ENTRY

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

3. CUT-IN

- a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Retard throttle control levers, located on control pedestal, to the CLOSED position.
- Place mixture control levers, located on the control pedestal, to the CLOSED position.
- Place ignition switches, located on forward overhead panel, to the OFF position.
- Place master battery/generator switches cutoff bar, located on forward overhead panel, to the OFF position.

NOTE:

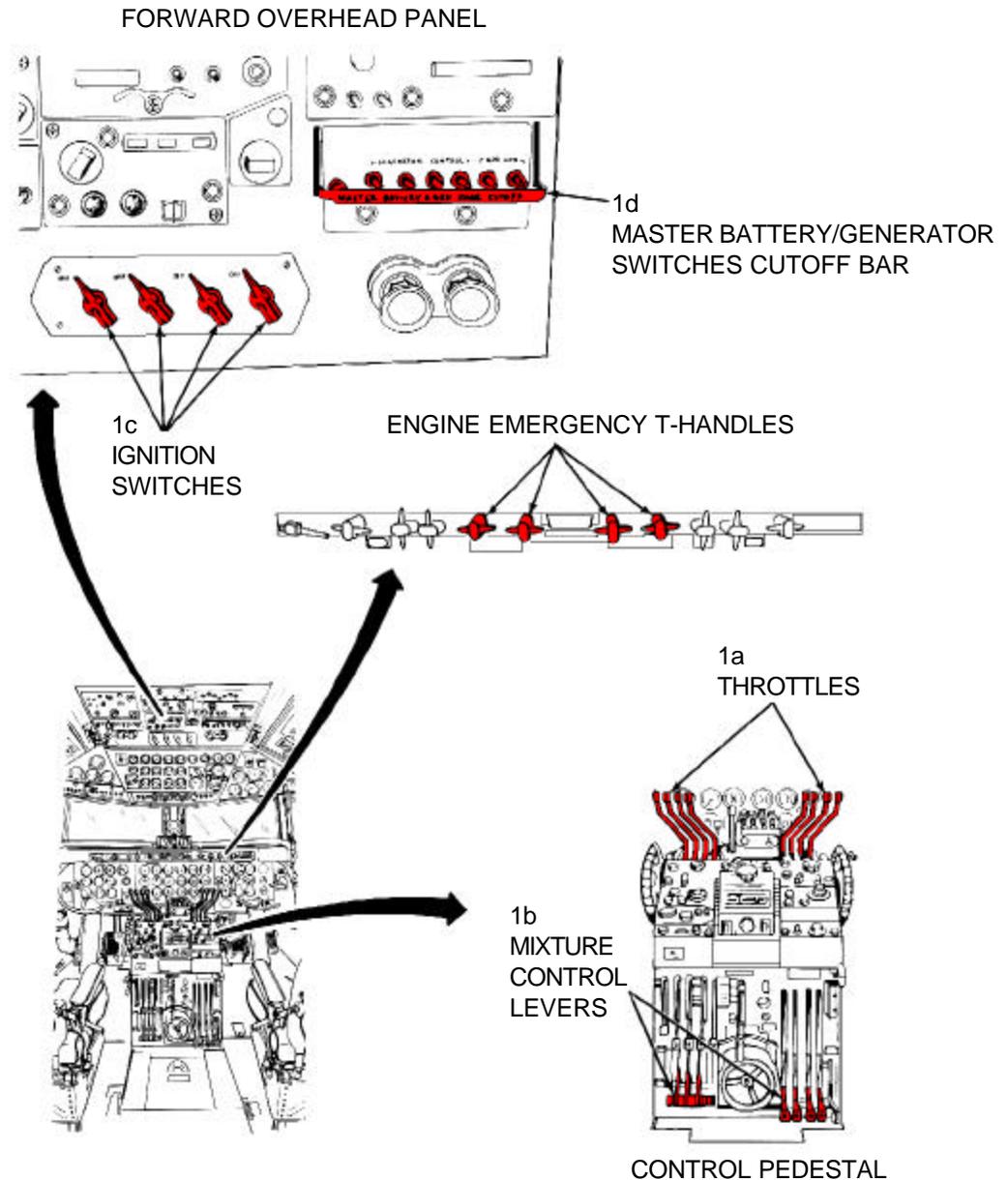
If engines fail to shutdown, pull engine emergency T-handles, located on the main fire control panel, to the FULL-OUT position.

3. AIRCREW EXTRACTION

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

NOTE:

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



AIRCRAFT PAINT SCHEME



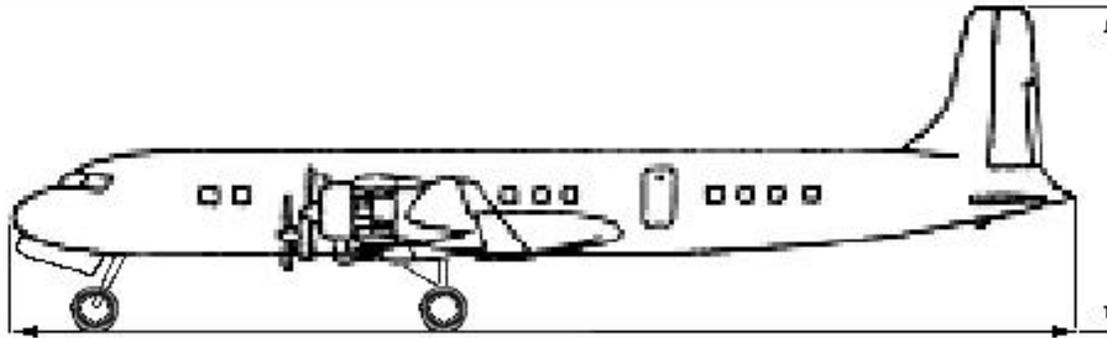
DC-7



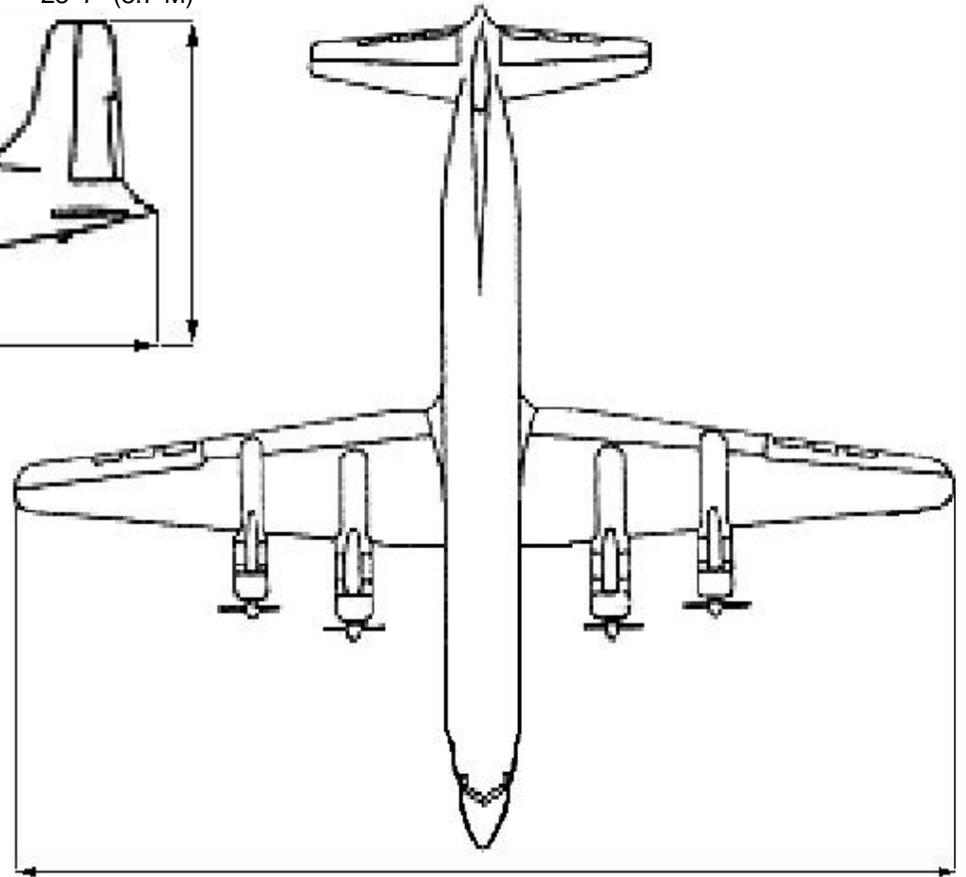
C-74 GLOBEMASTER I

AIRCRAFT DIMENSIONS

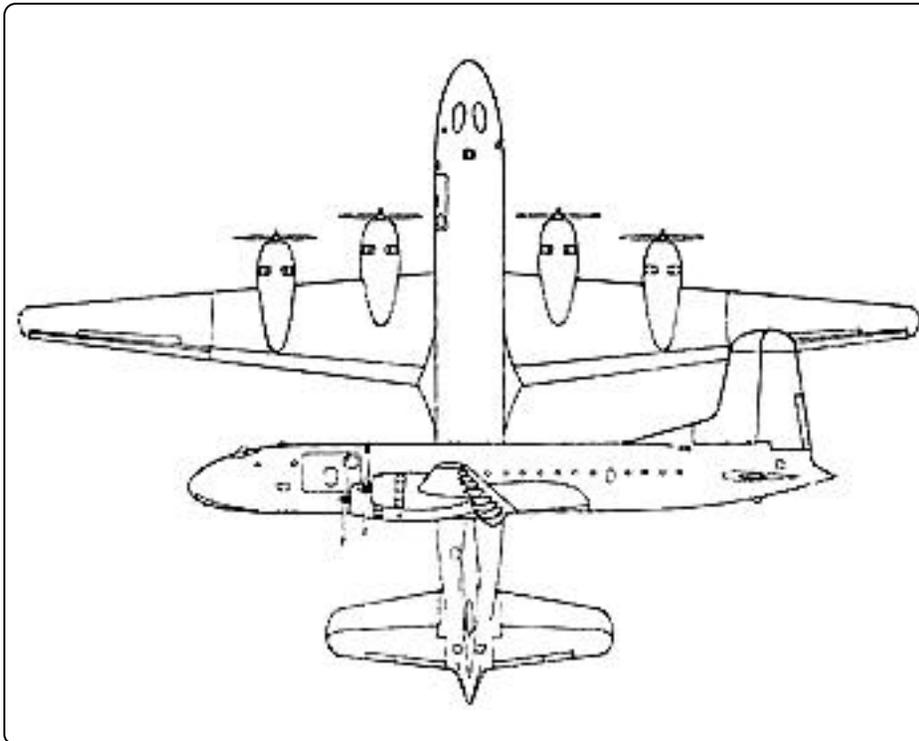
HEIGHT
28' 7" (8.7 M)



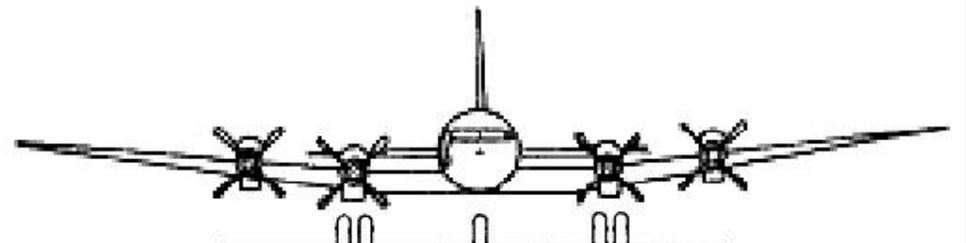
LENGTH
108' 11" (33.2 M)



WINGSPAN
117' 6" (35.8 M)

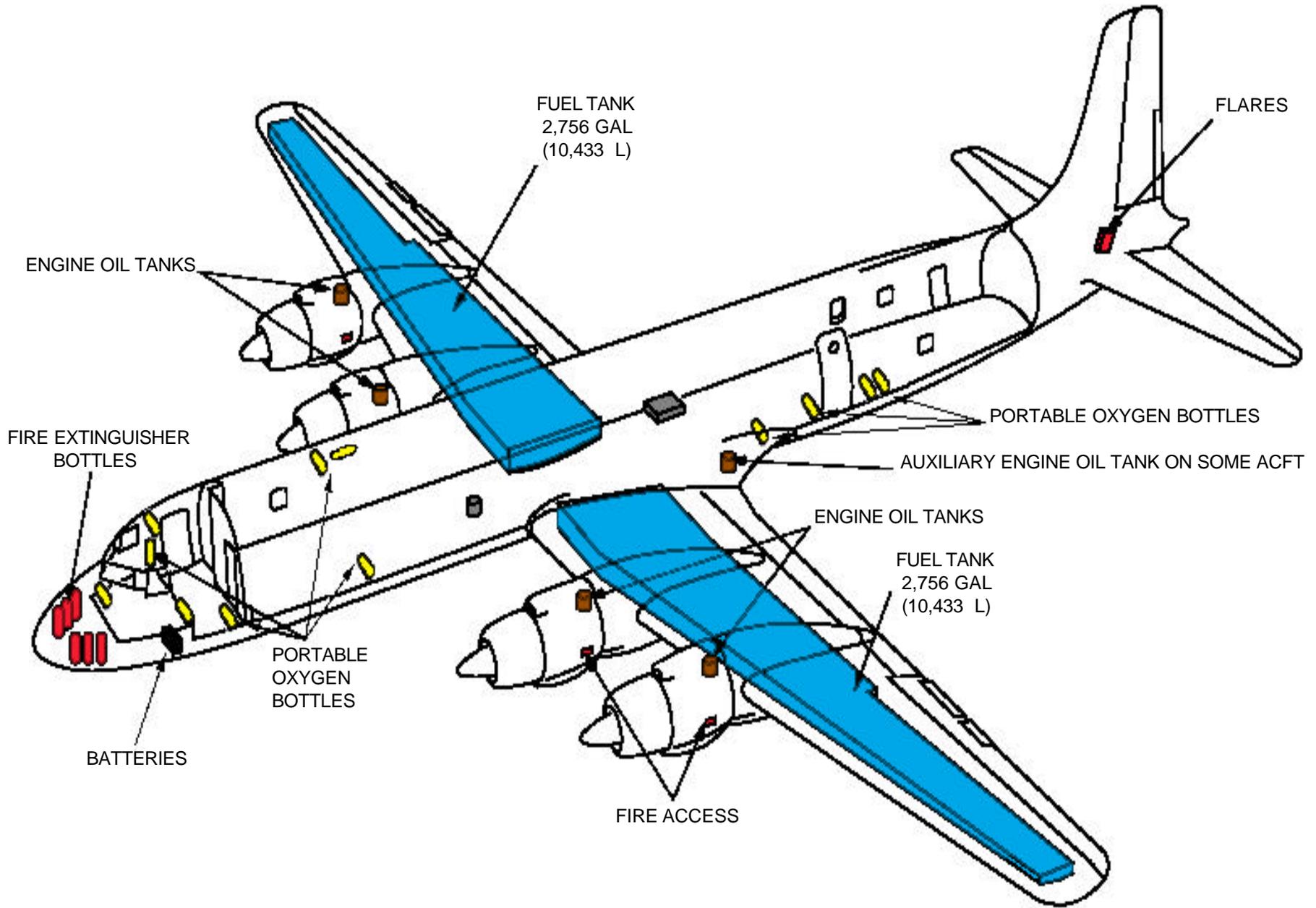


C-74



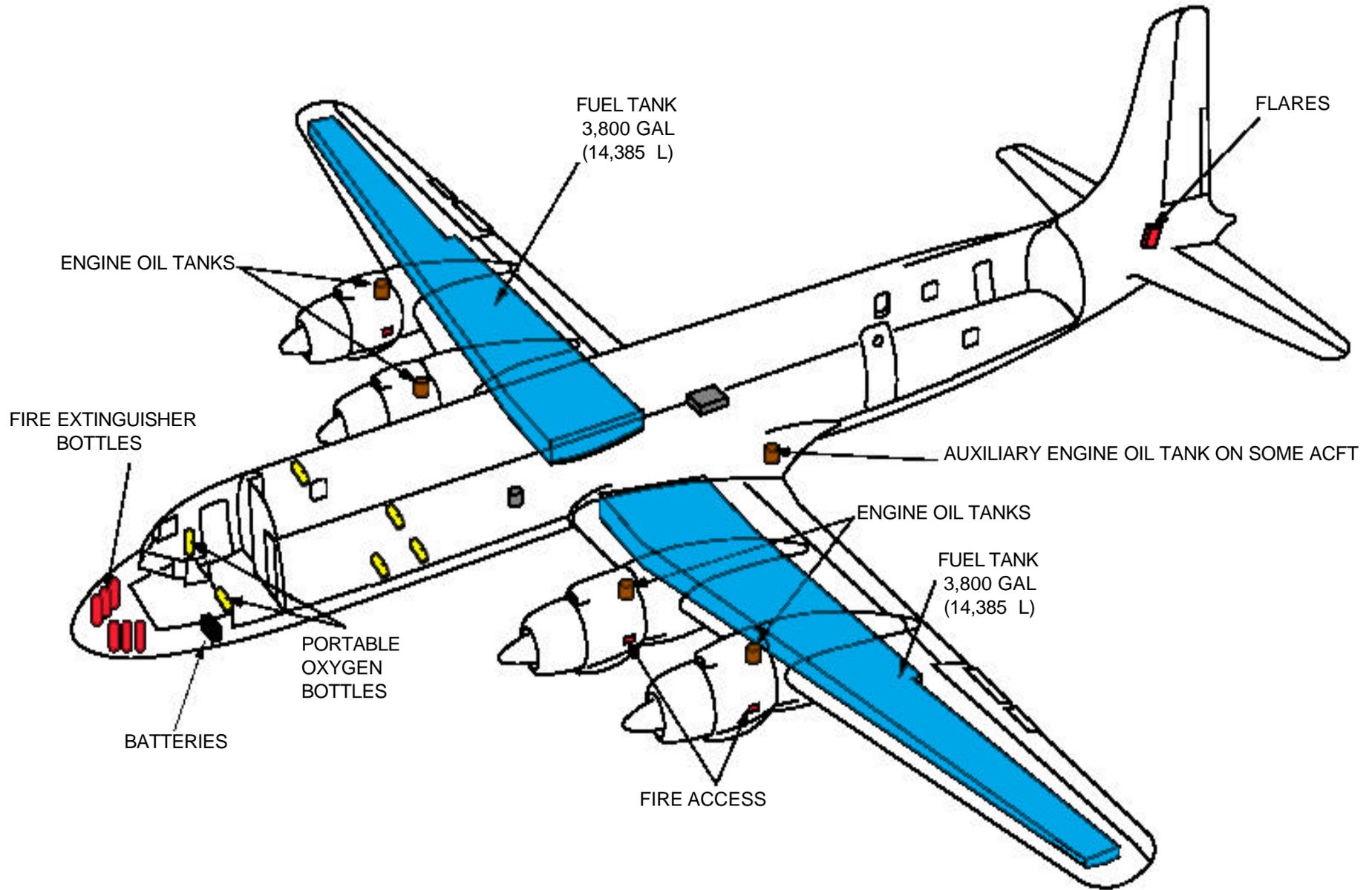
FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS

DC-7/DC-7B SERIES



FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS-Continued

DC-7C SERIES



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Fire Drill II

AIRCRAFT ENTRY - DC-7 SERIES

1. NORMAL ENTRY- CREW AND MAIN DOORS

- a. Rotate handle counterclockwise.
- b. Pull door outward.

2. EMERGENCY EXIT DOORS

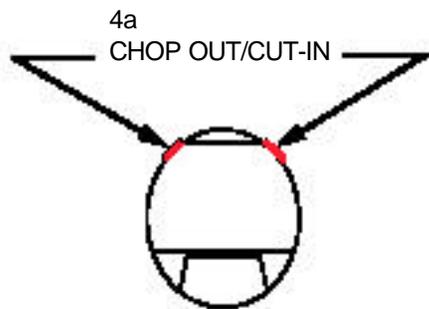
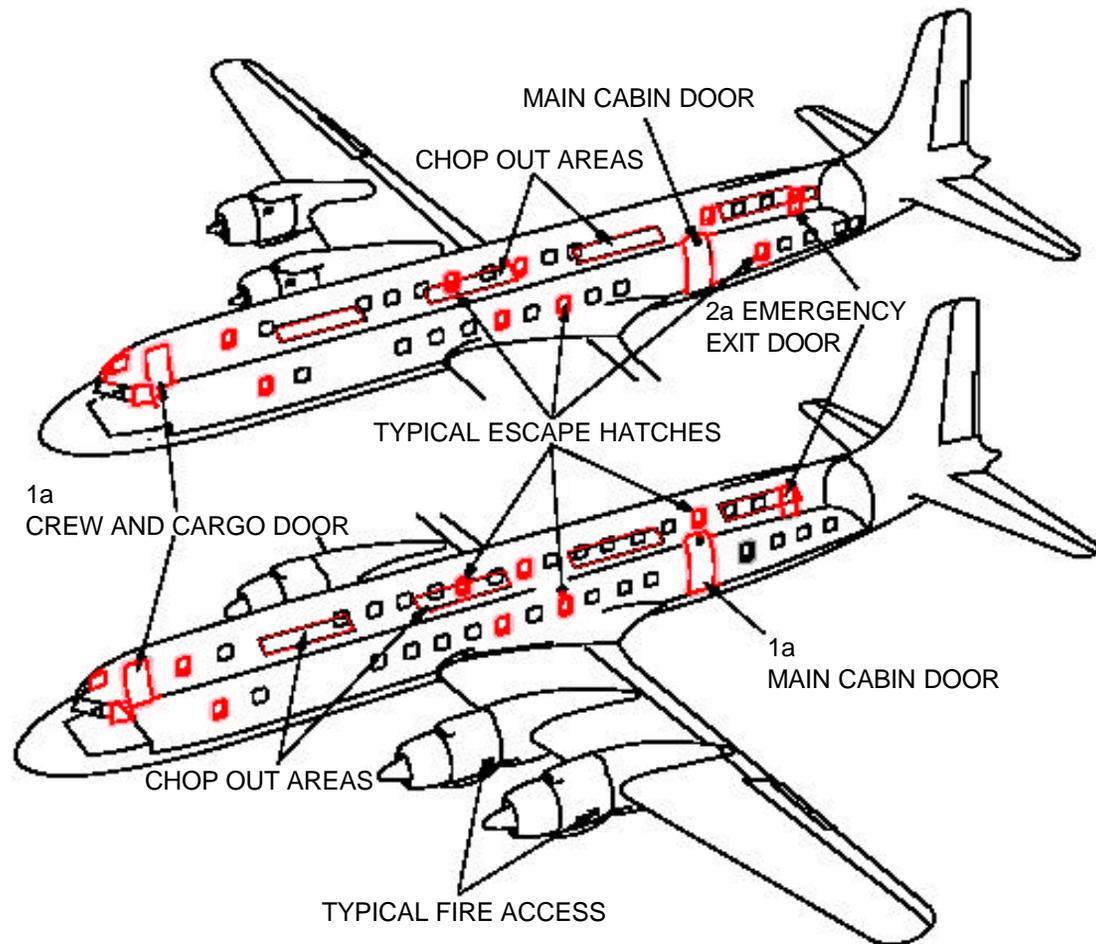
- a. Pull handle out.
- b. Push door inward.

3. ESCAPE HATCHES

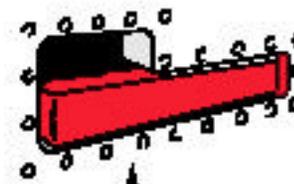
- a. Pull handle out.
- b. Rotate handle counterclockwise.
- c. Pull hatch out.

4. CHOP OUT/CUT-IN AREAS

- a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.

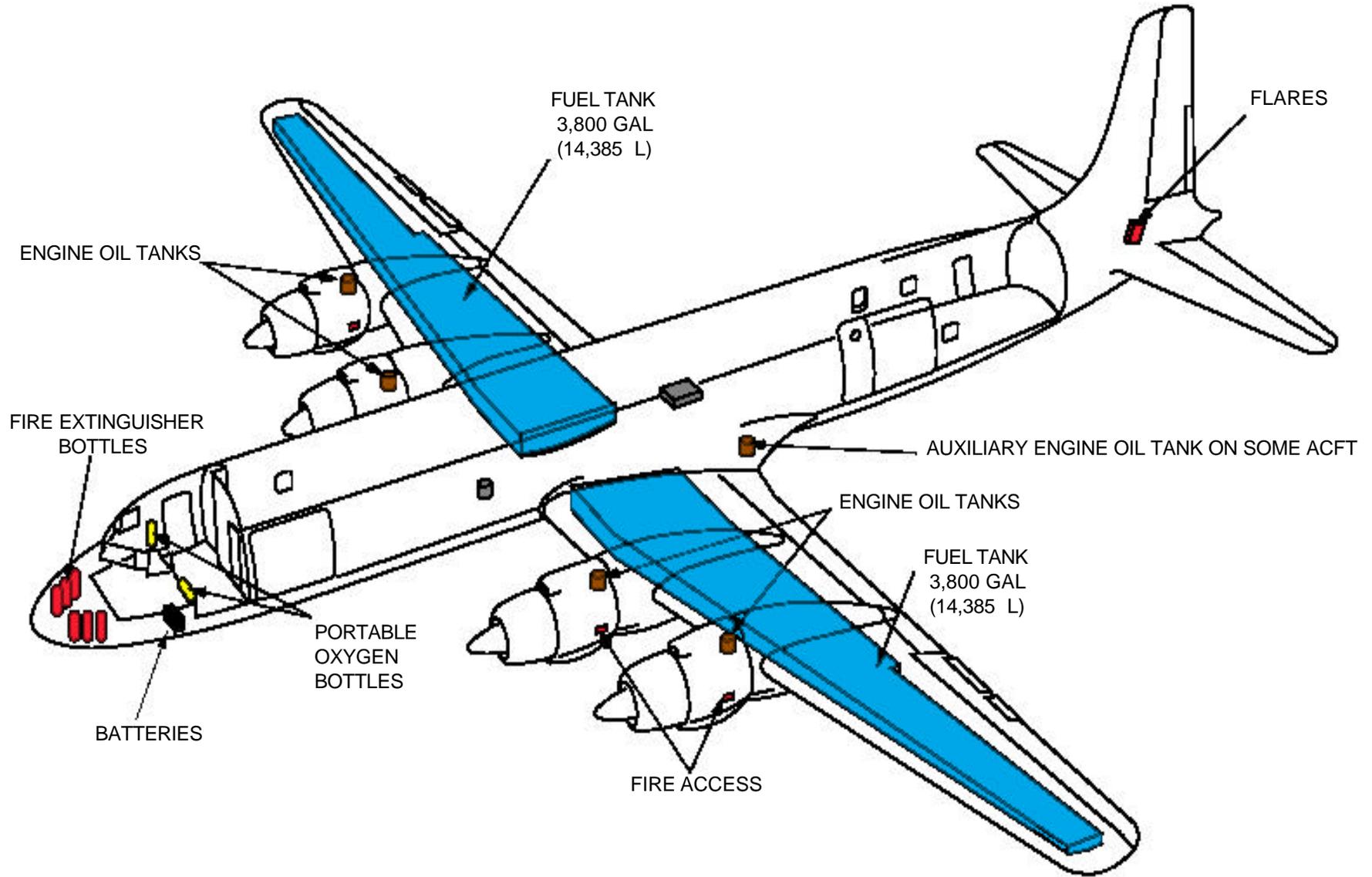


AIRCRAFT CROSS SECTION

1a
CREW, MAIN AND
CARGO DOOR HANDLE2a
EMERGENCY EXIT DOOR
EXTERNAL HANDLE3a
ESCAPE HATCH
EXTERNAL HANDLE

FLAMMABLE MATERIALS AND ENTRY/EXIT LOCATIONS-Continued

DC-7C CARGO



AIRCRAFT ENTRY - DC-7C CARGO

1. NORMAL ENTRY- CREW AND MAIN DOORS

- a. Rotate handle counterclockwise.
- b. Pull door outward.

2. EMERGENCY EXIT DOORS

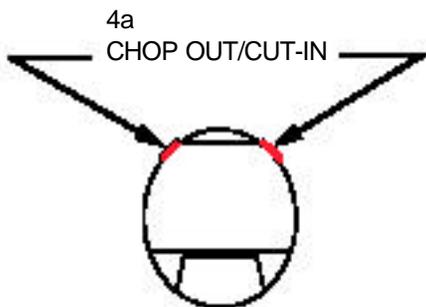
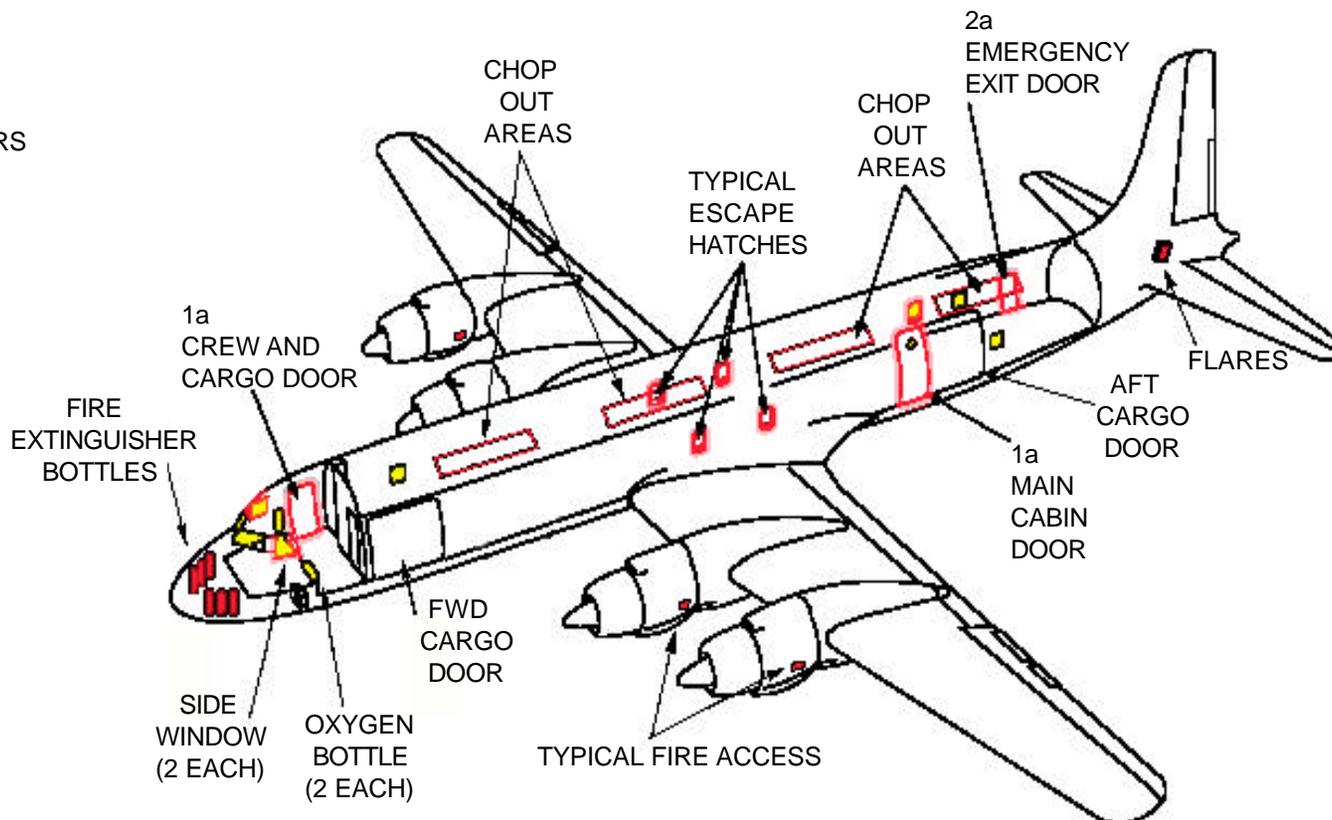
- a. Pull handle out.
- b. Push door inward.

3. ESCAPE HATCHES

- a. Pull handle out.
- b. Rotate handle counterclockwise.
- c. Pull hatch out.

4. CHOP OUT/CUT-IN AREAS

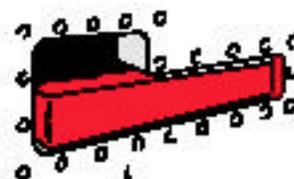
- a. Cut-in areas (marked in red) are located at normal and emergency entries and at cargo compartment windows and doors.



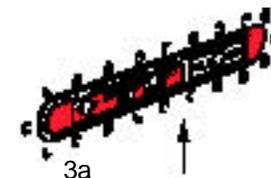
AIRCRAFT CROSS SECTION



1a
CREW, MAIN AND
CARGO DOOR HANDLE



2a
EMERGENCY EXIT DOOR
EXTERNAL HANDLE



3a
ESCAPE HATCH
EXTERNAL HANDLE

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

- Retard throttle control levers, located on control pedestal, to the CLOSED position.
- Place mixture control levers, located on the control pedestal, to the CLOSED position.
- Place ignition switches, located on forward overhead panel, to the OFF position.
- Place master battery/generator switches cutoff bar, located on forward overhead panel, to the OFF position.

NOTE:

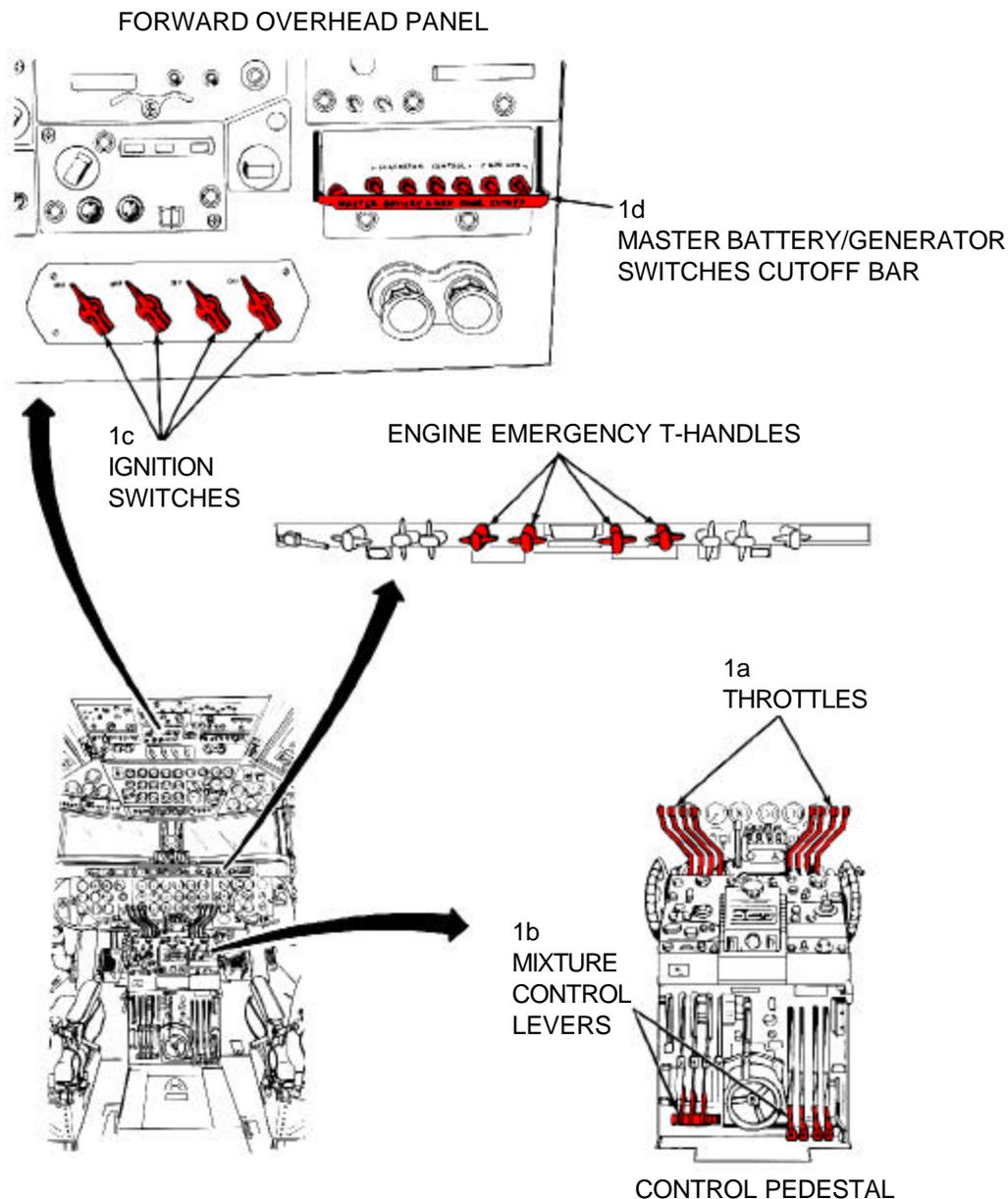
If engines fail to shutdown, pull engine emergency T-handles, located on the main fire control panel, to the FULL-OUT position.

3. AIRCREW EXTRACTION

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

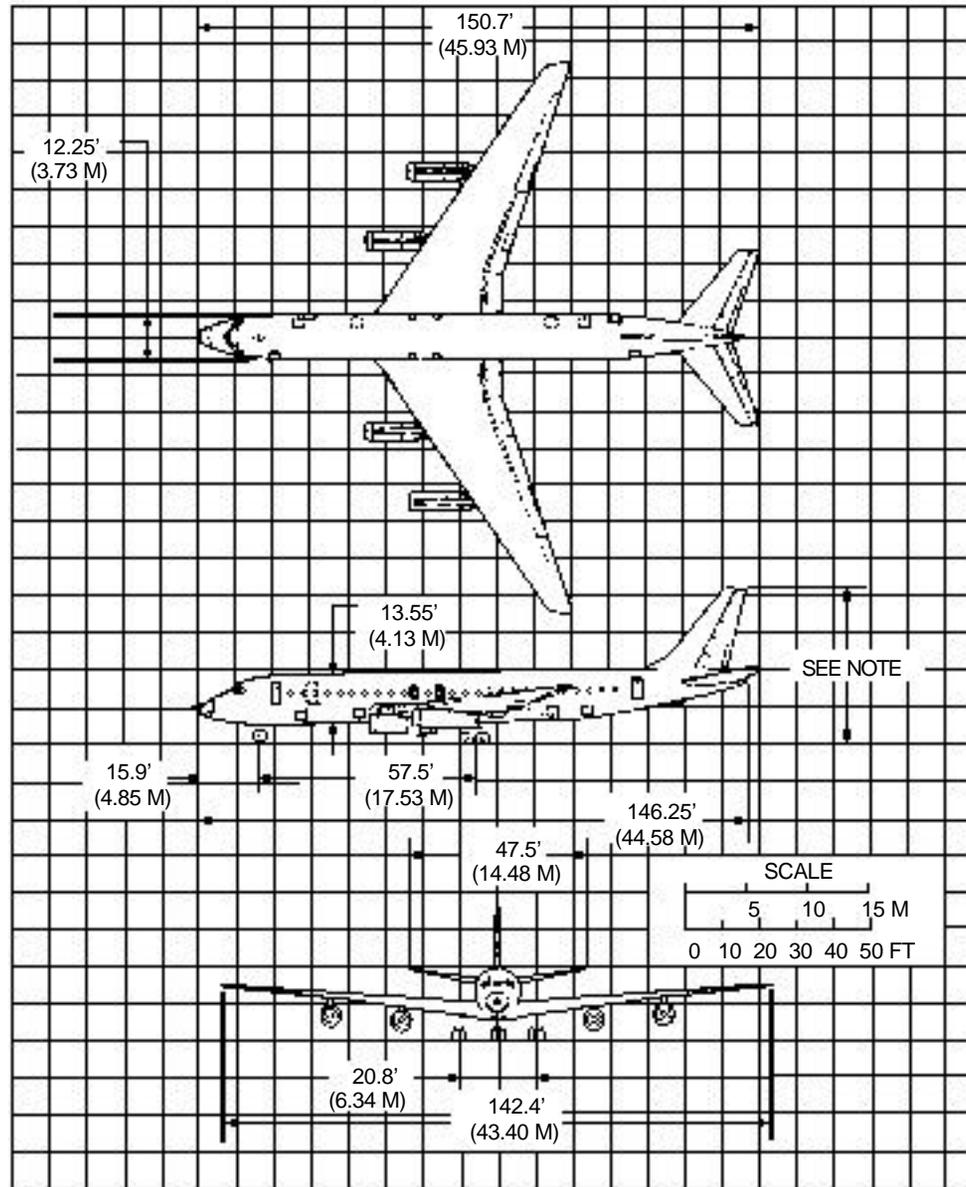
NOTE:

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





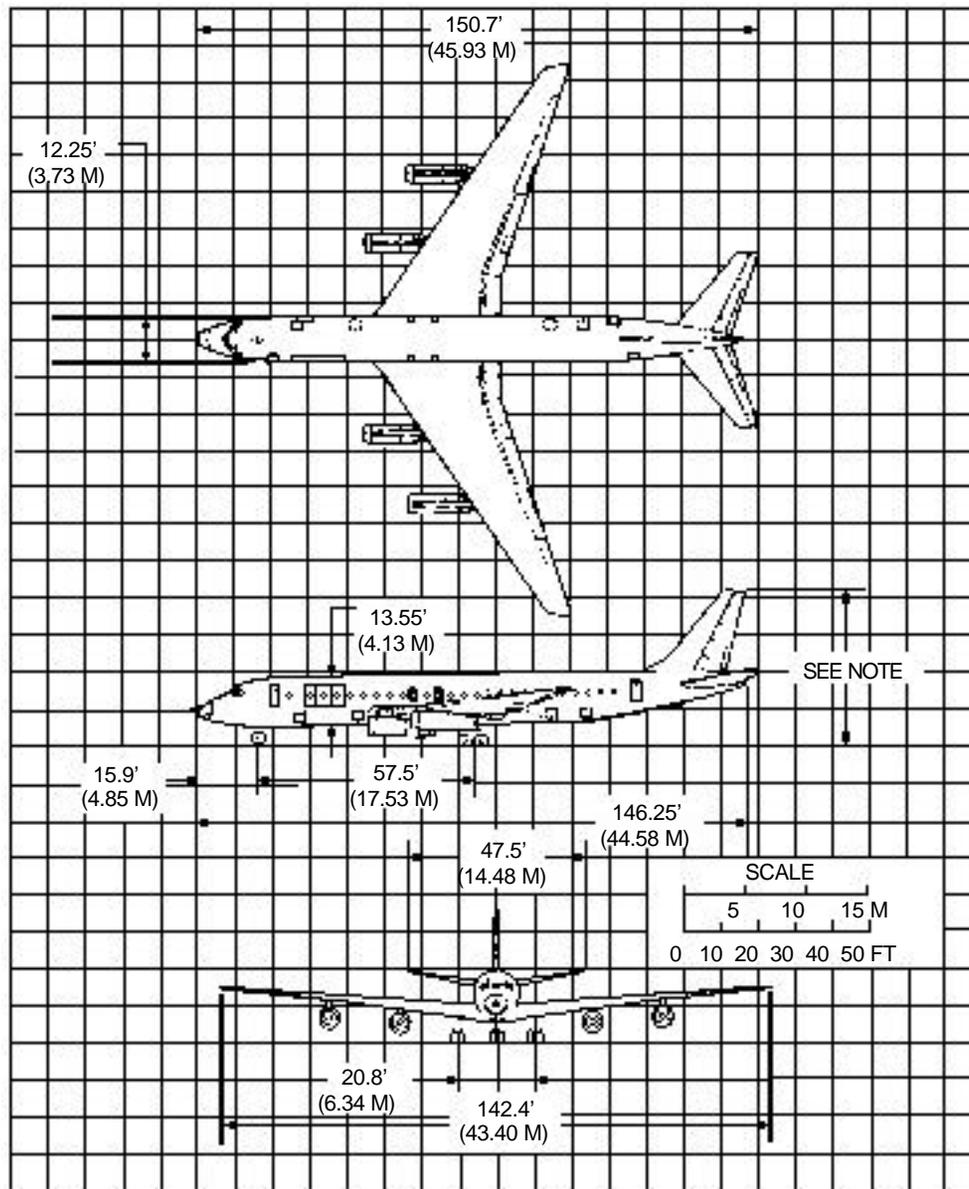
AIRCRAFT DIMENSIONS



NOTE:
HEIGHT VARIANCE

DC-8-43
43' 5.2" (13.24 M) MAXIMUM
42' 1.7" (12.84 M) MINIMUM

DC-8-43



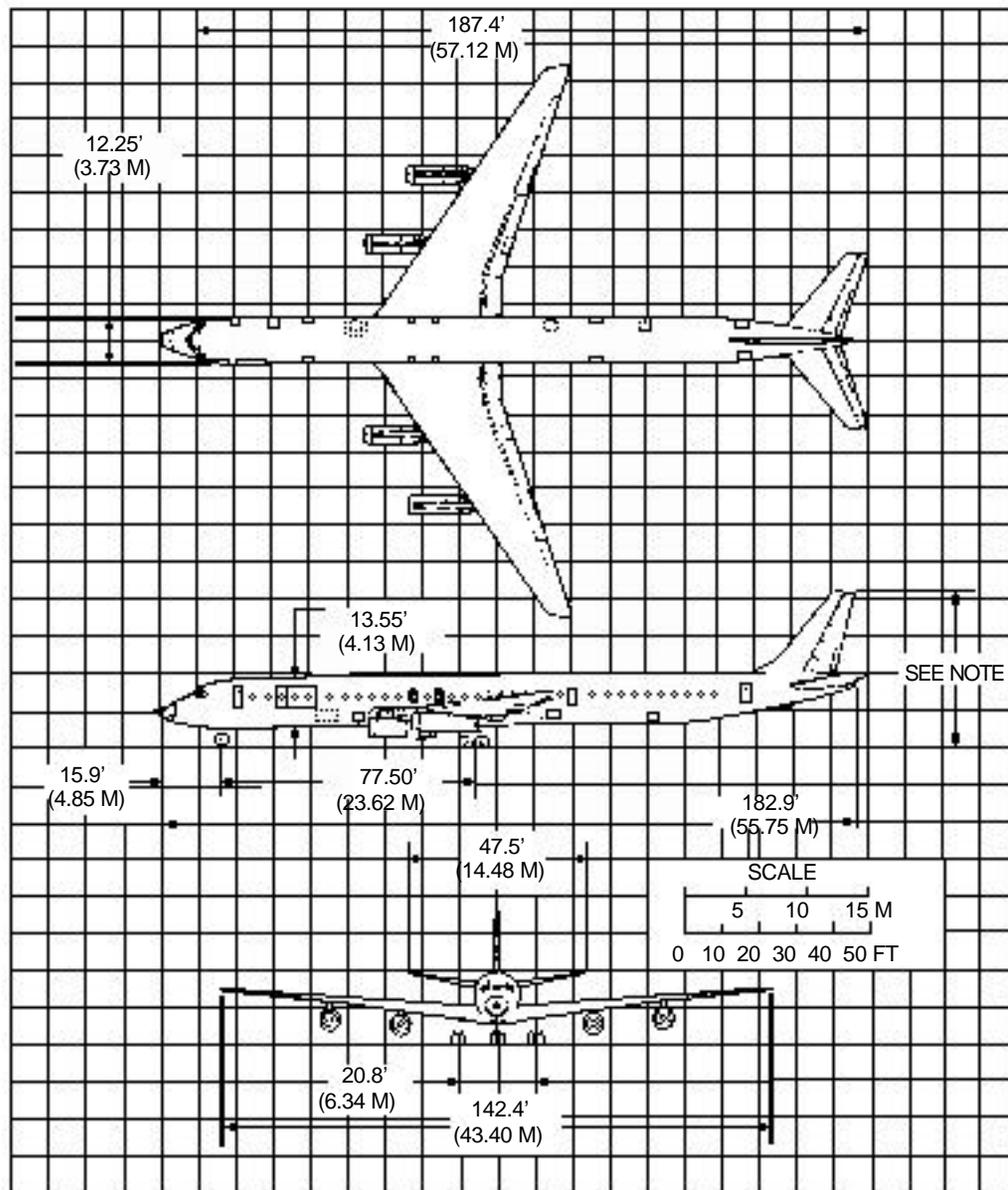
NOTE:
HEIGHT VARIANCE

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

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

DC-8-55, 55F

AIRCRAFT DIMENSIONS-Continued



NOTE:
HEIGHT VARIANCE

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

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

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

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

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

SPECIAL TOOLS/EQUIPMENT

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

AIRCRAFT ENTRY-DC-8

1. NORMAL/EMERGENCY ENTRY

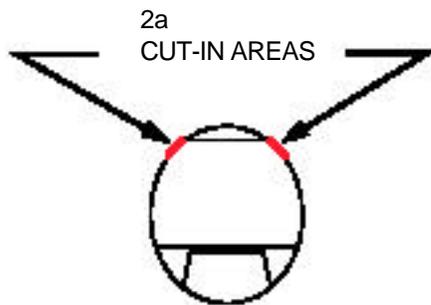
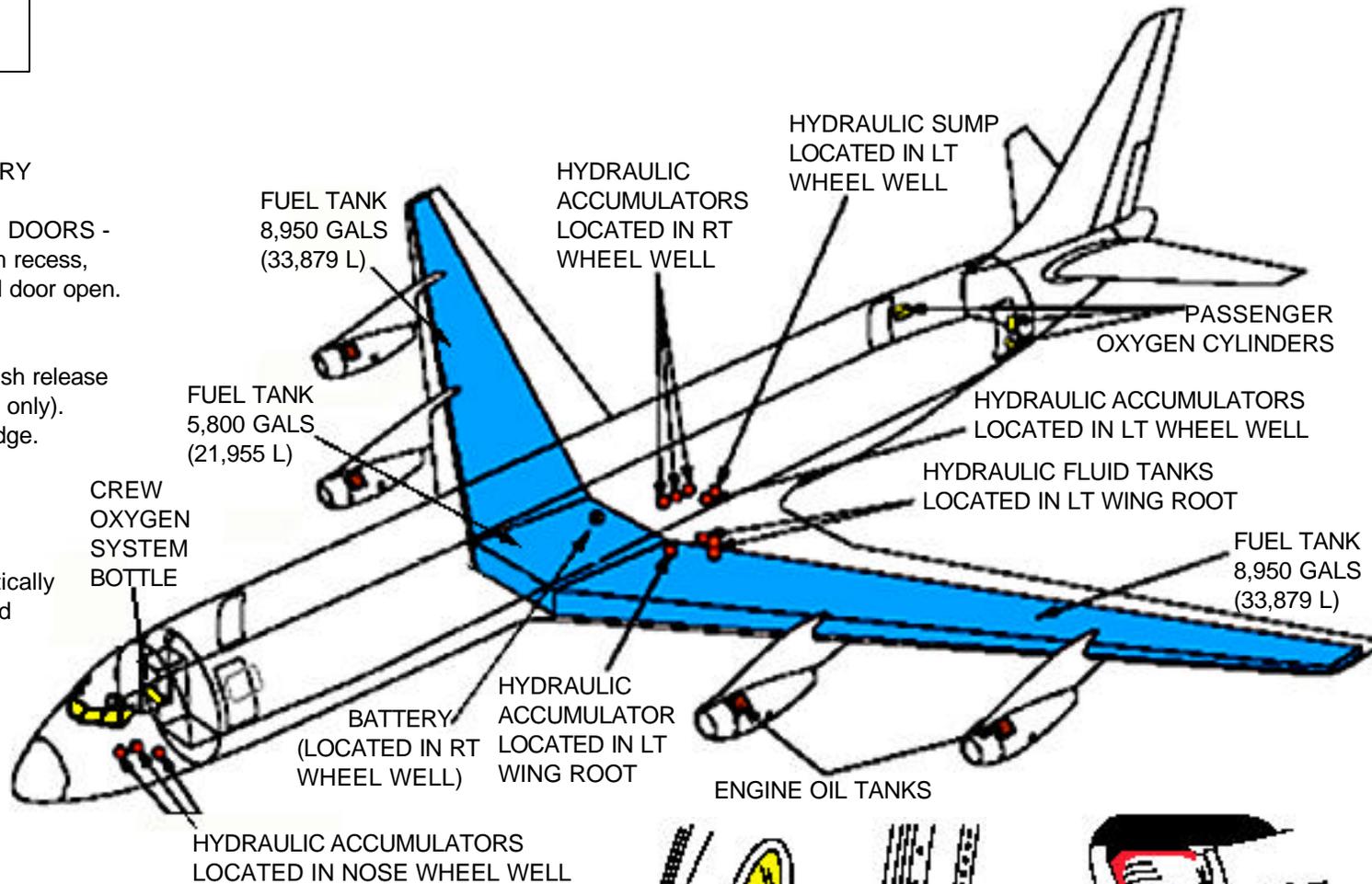
- a. **PASSENGER AND SERVICE DOORS -**
To open door, pull handle from recess, rotate handle forward, and pull door open.
- b. **EMERGENCY EXIT -**
To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

WARNING

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

2. CUT-IN

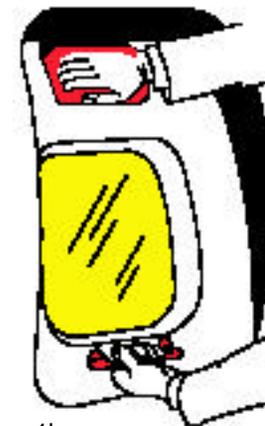
- a. Cut along window line as a last resort.



AIRCRAFT CROSS SECTION



1a PASSENGER AND SERVICE DOORS



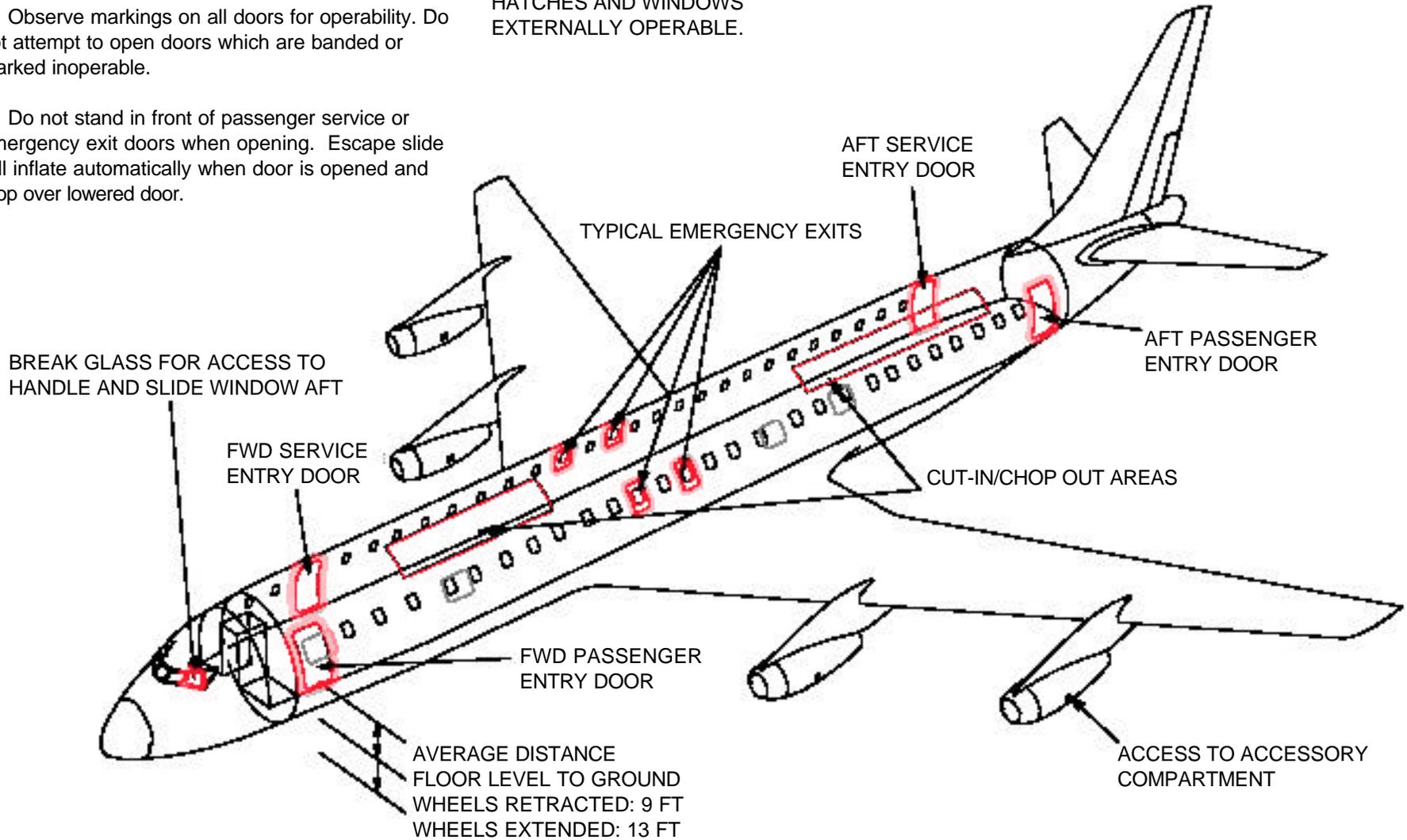
1b EMERGENCY EXIT

EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN - ALL MODELS

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

NOTE:

If engines fail to shutdown, pull emergency fire T-handles, located on center overhead panel.

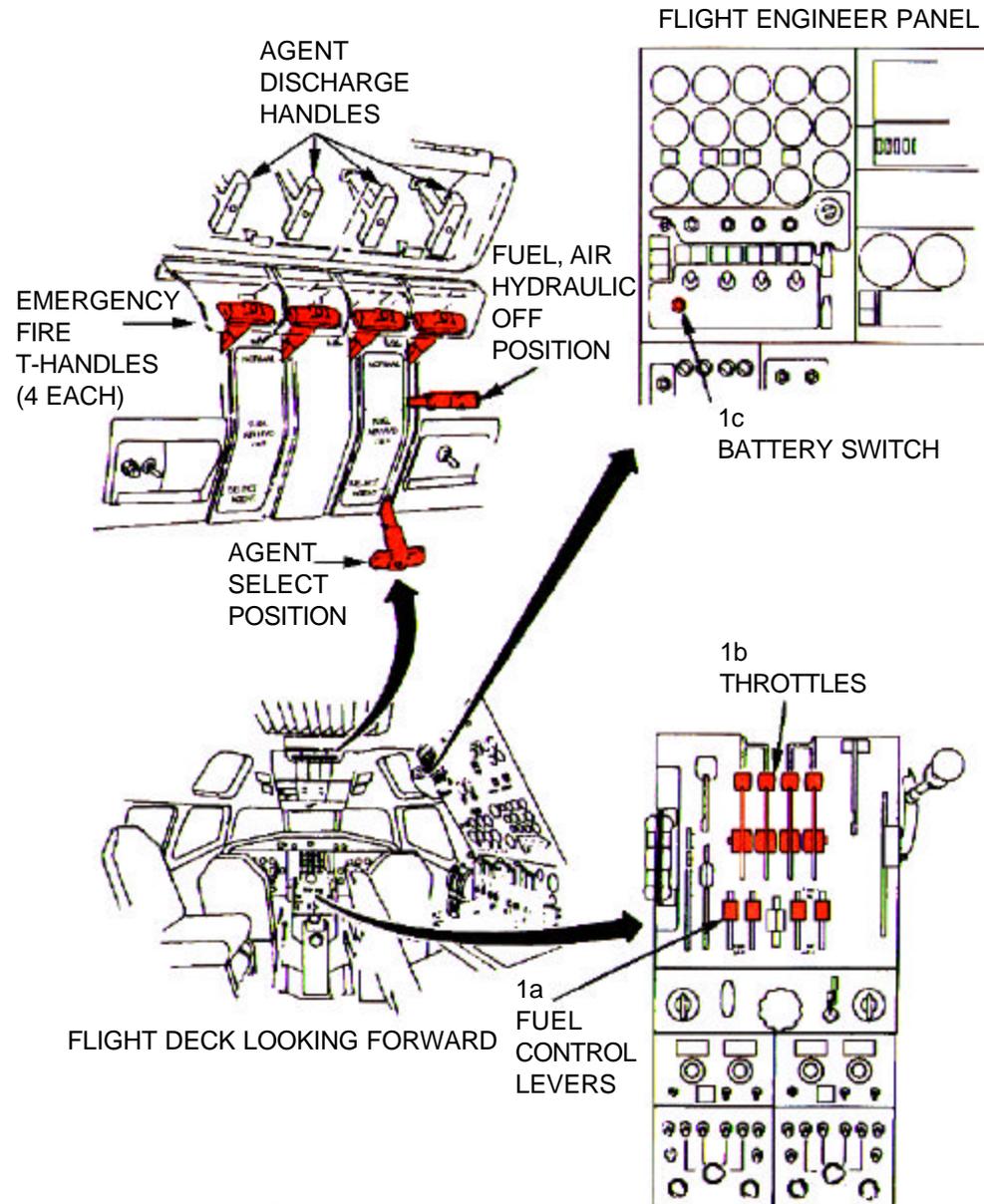
This type aircraft is not equipped with an APU.

2. AIRCREW EXTRACTION

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

NOTE:

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



SPECIAL TOOLS/EQUIPMENT

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

AIRCRAFT ENTRY-DC-8F

1. NORMAL/EMERGENCY ENTRY

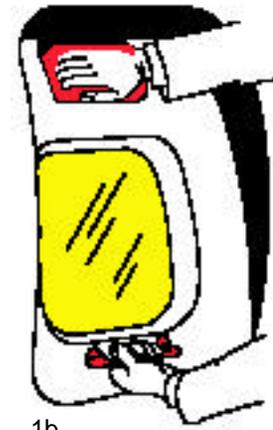
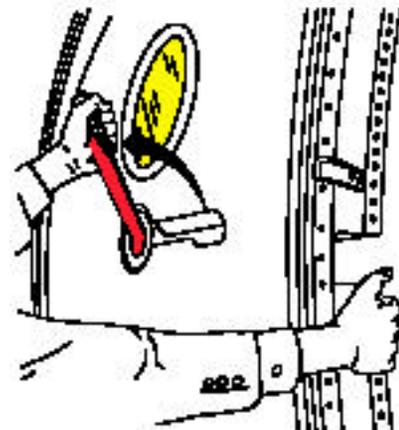
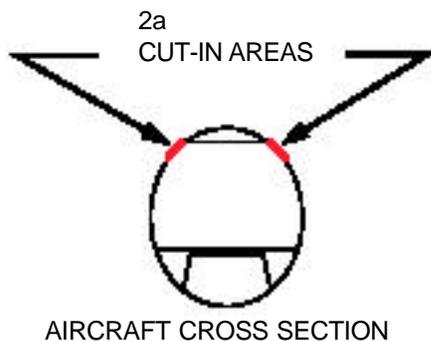
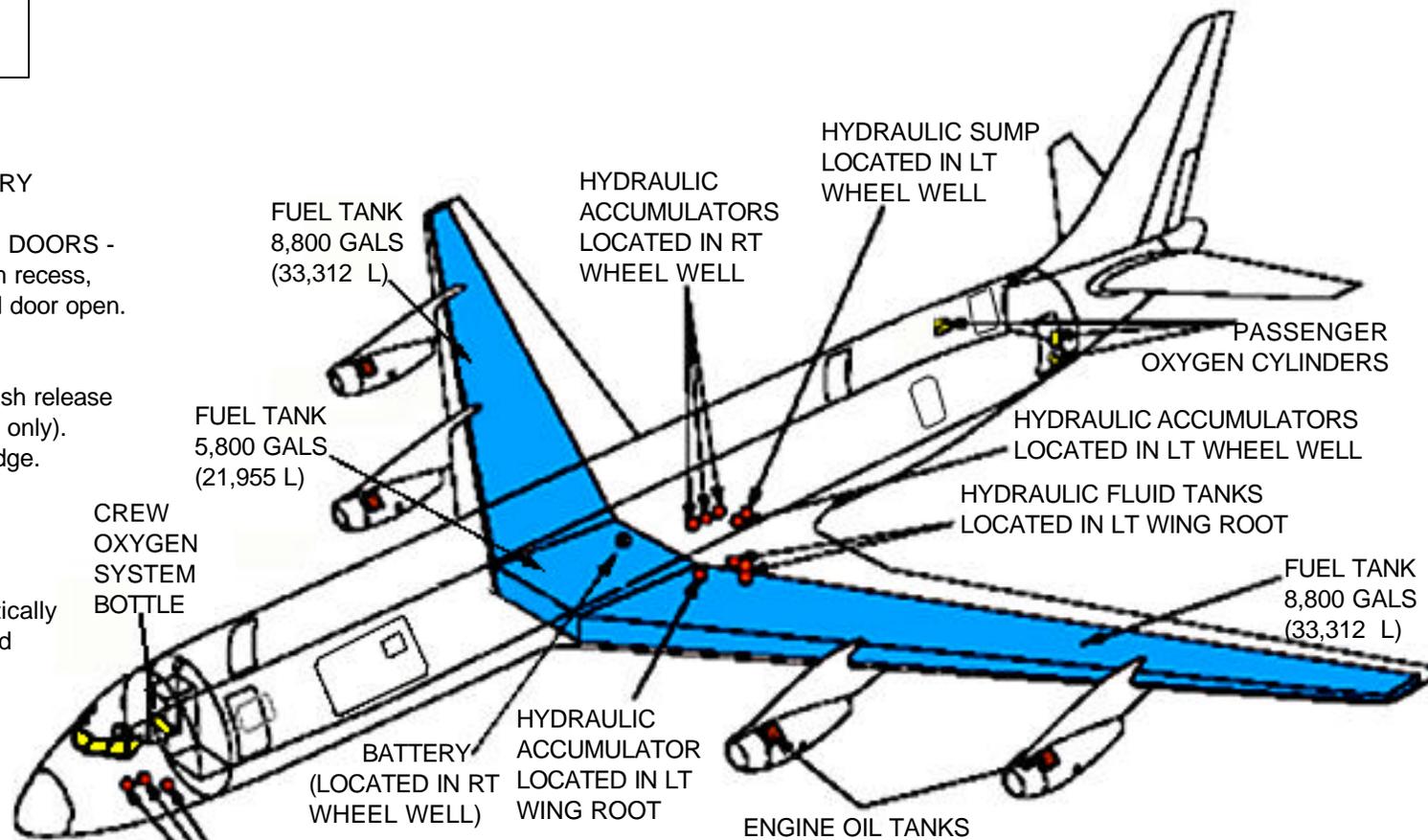
- a. **PASSENGER AND SERVICE DOORS -**
To open door, pull handle from recess, rotate handle forward, and pull door open.
- b. **EMERGENCY EXIT -**
To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

WARNING

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

2. CUT-IN

- a. Cut along window line as a last resort.



1a PASSENGER AND SERVICE DOORS

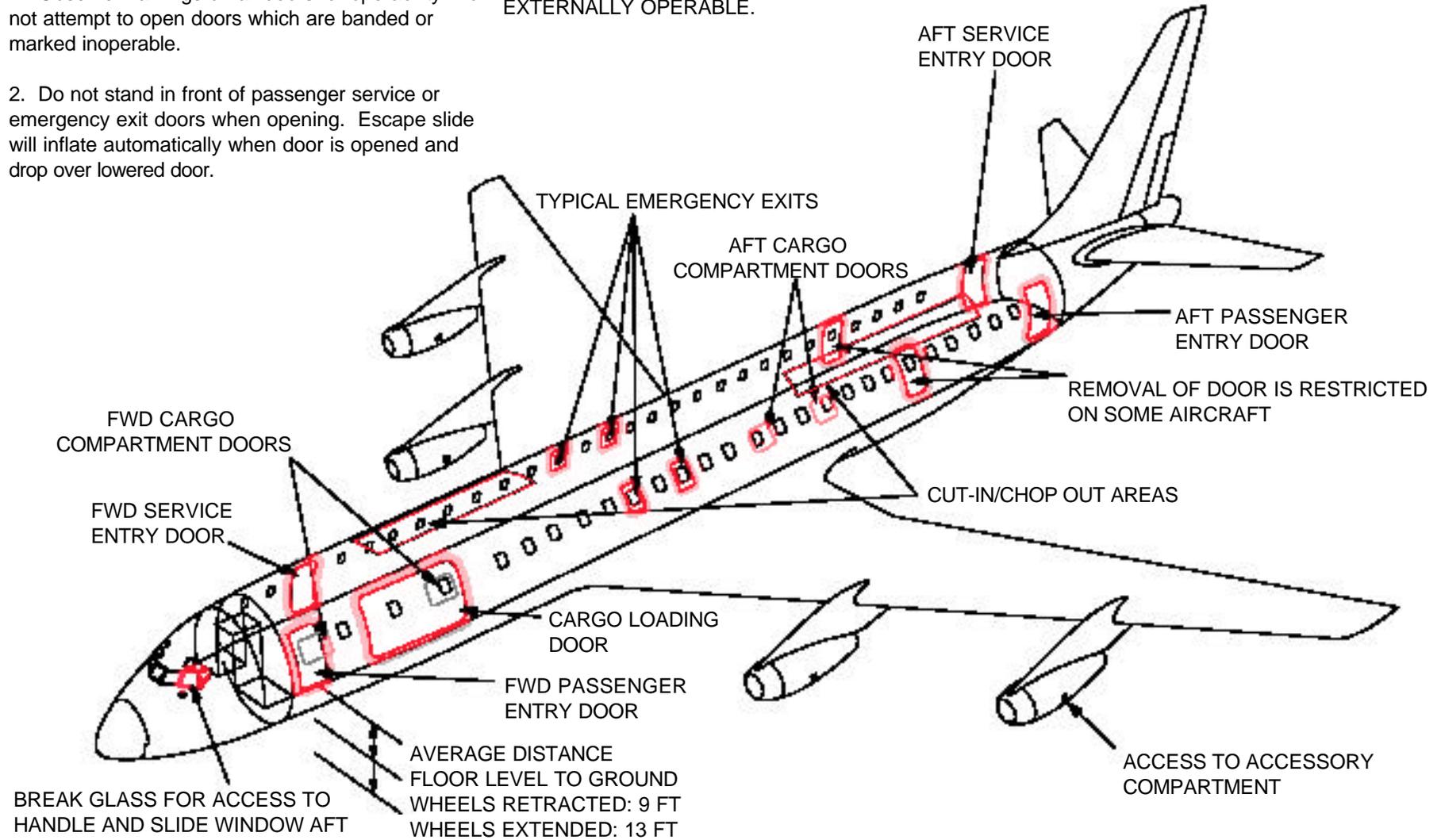
1b EMERGENCY EXIT

EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



SPECIAL TOOLS/EQUIPMENT

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

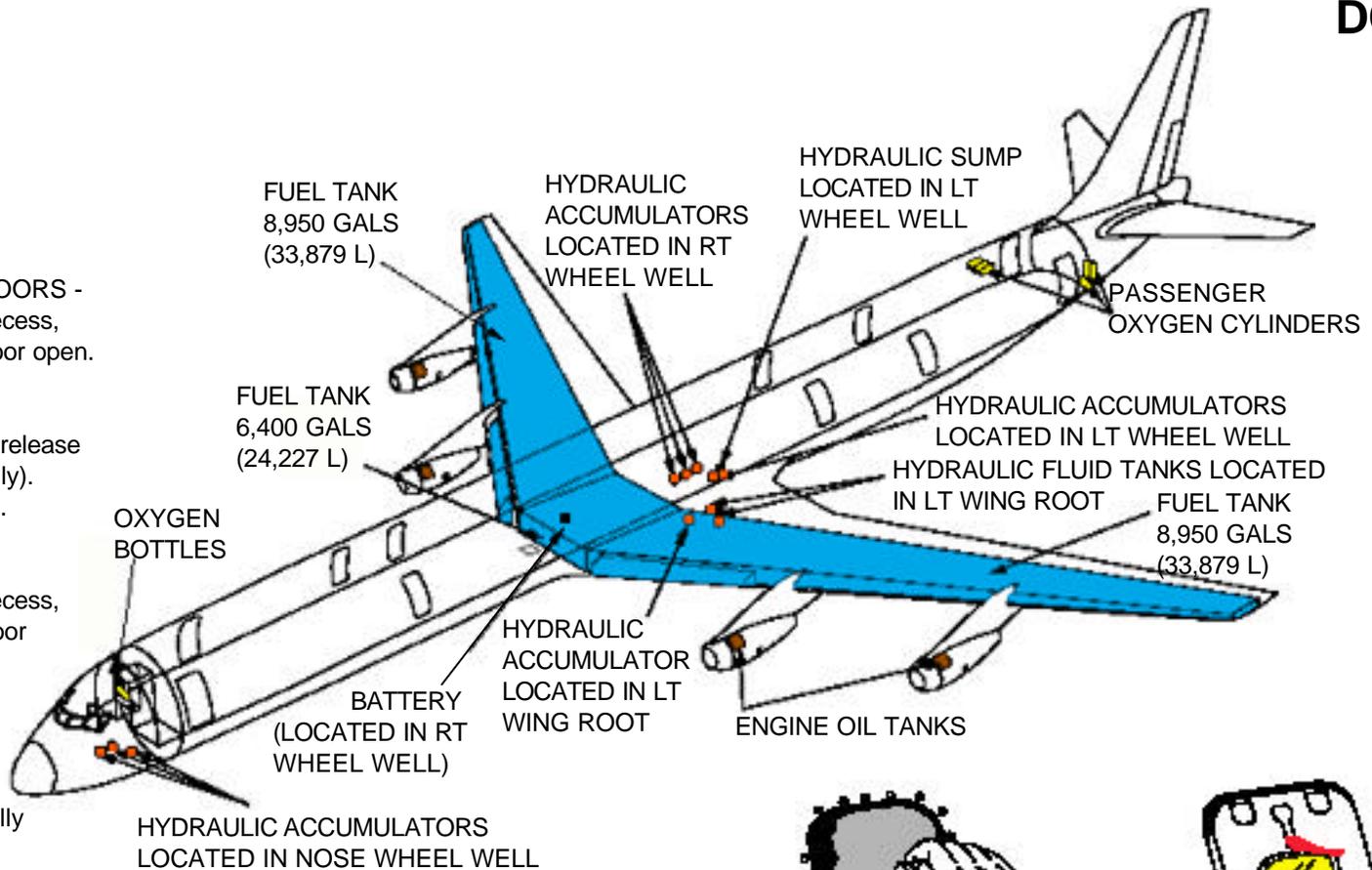
AIRCRAFT ENTRY-DC-8-61

1. NORMAL/EMERGENCY ENTRY

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

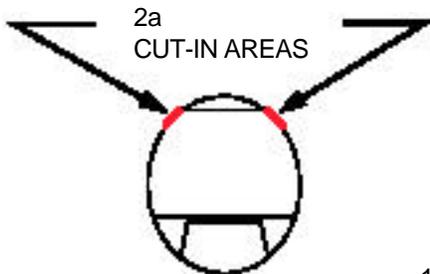
WARNING

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

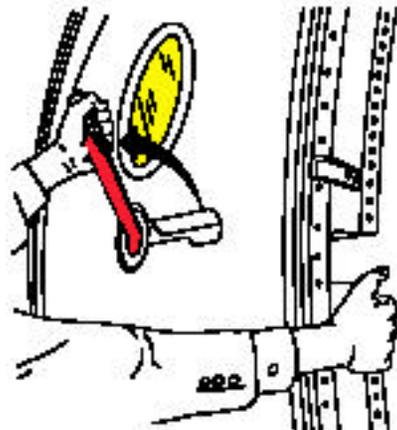


2. CUT-IN

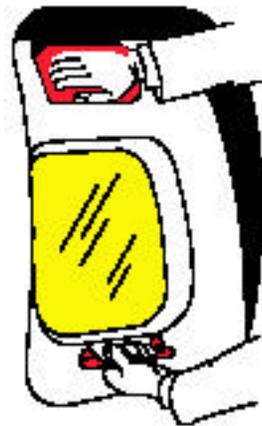
- a. Cut along window line as a last resort.



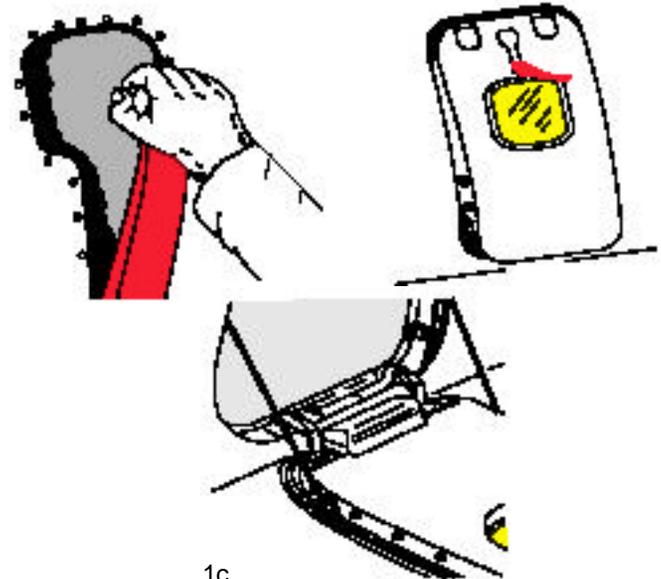
AIRCRAFT CROSS SECTION



1a PASSENGER AND SERVICE DOORS



1b EMERGENCY EXIT



1c EMERGENCY EXIT DOORS

EMERGENCY RESCUE ACCESS

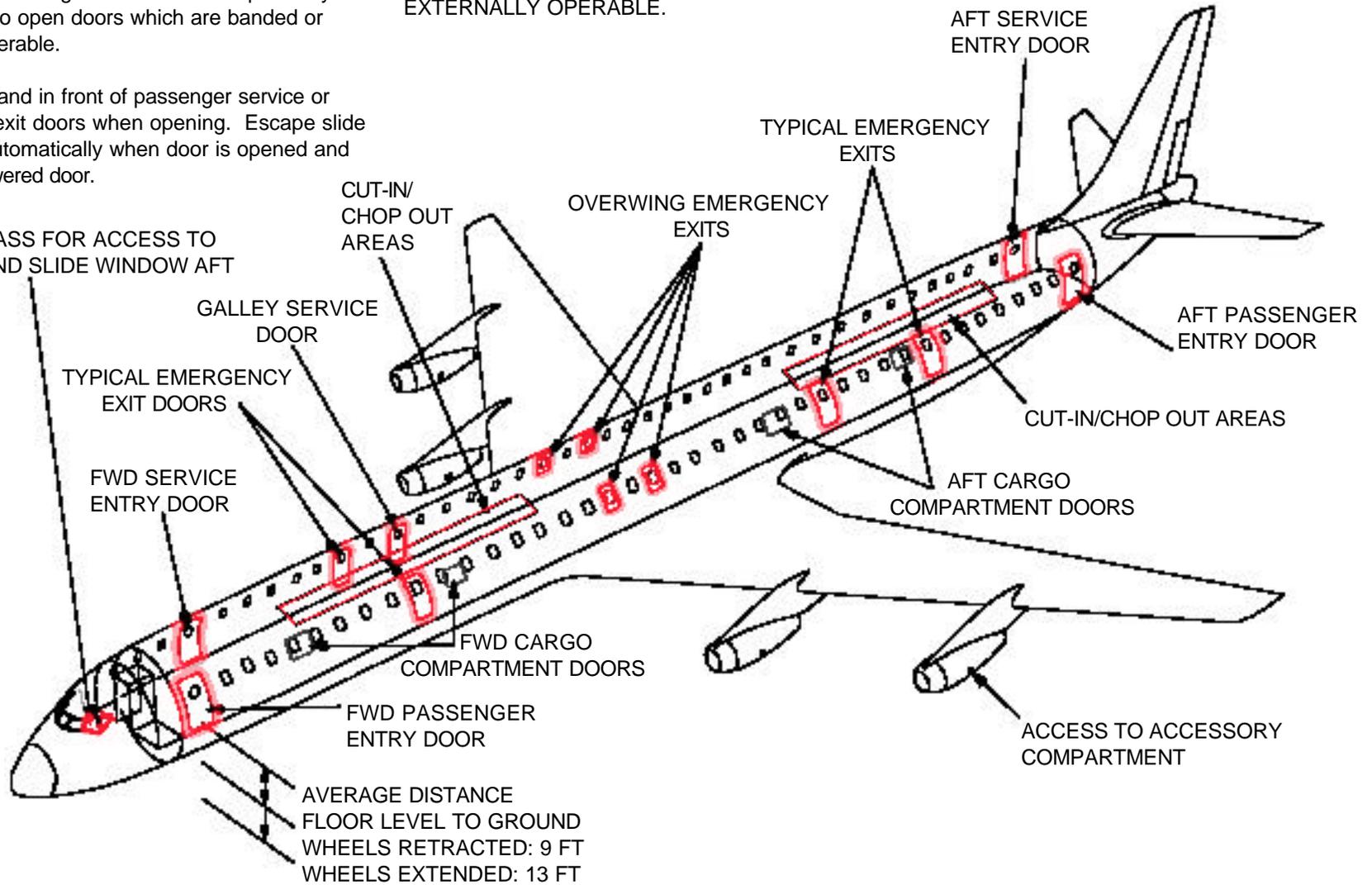
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

DC-8

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT



SPECIAL TOOLS/EQUIPMENT

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

AIRCRAFT ENTRY-DC-8-62

1. NORMAL/EMERGENCY ENTRY

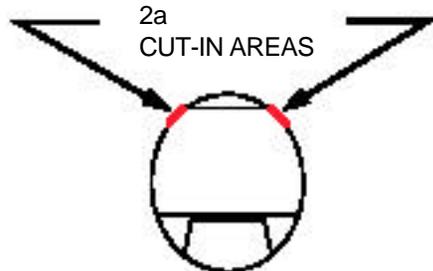
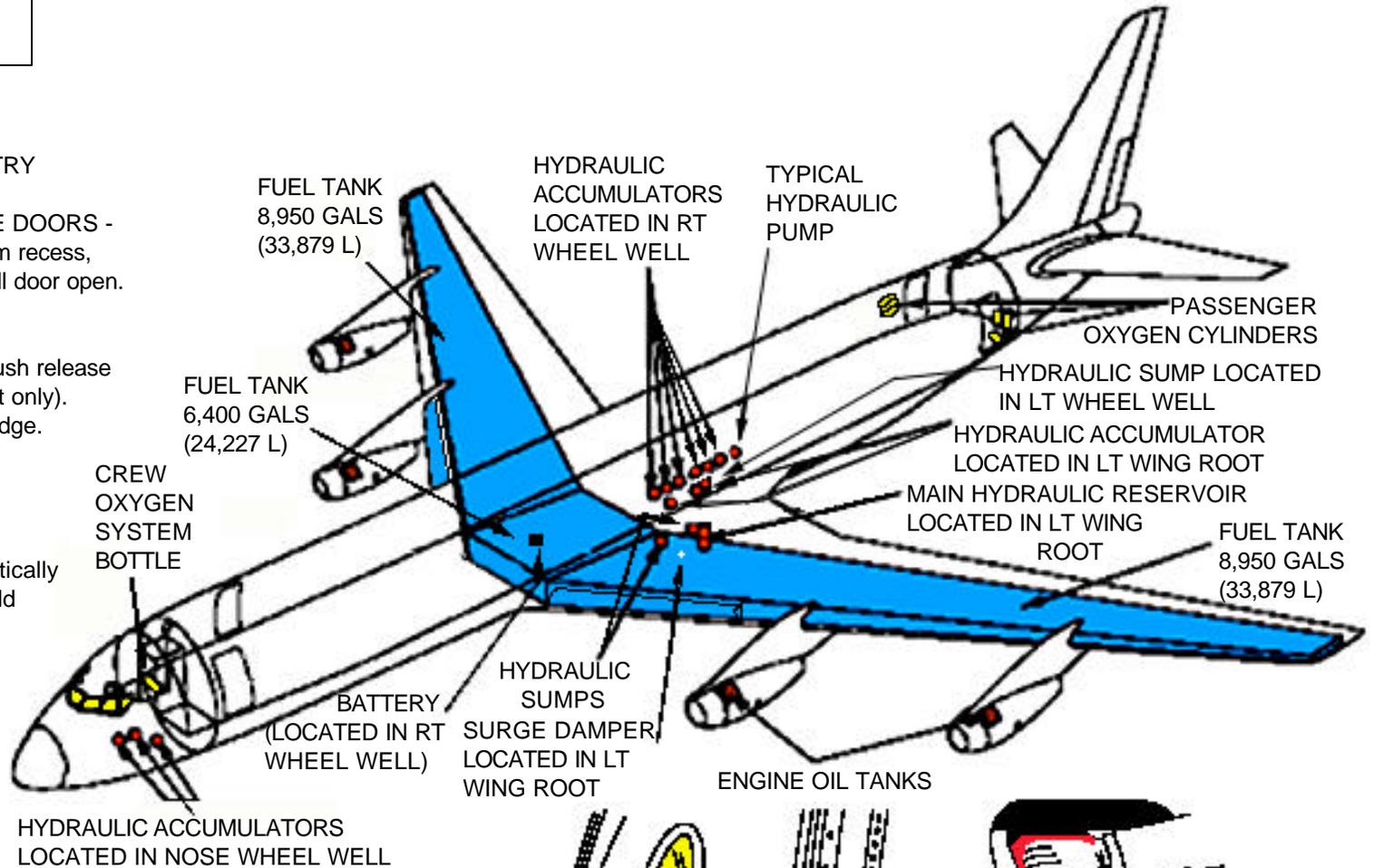
- a. PASSENGER AND SERVICE DOORS -
To open door, pull handle from recess, rotate handle forward, and pull door open.
- b. EMERGENCY EXIT -
To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.

WARNING

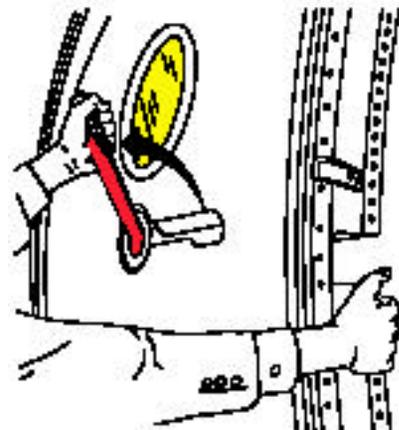
When doors are opened from outside, slide chutes automatically deploy. An opening door could injure rescue personnel

2. CUT-IN

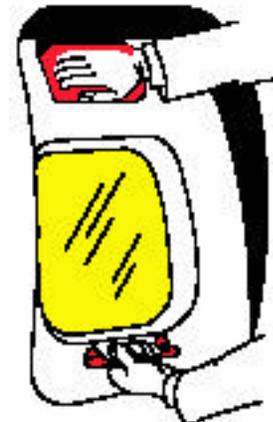
- a. Cut along window line as a last resort.



AIRCRAFT CROSS SECTION



1a PASSENGER AND SERVICE DOORS



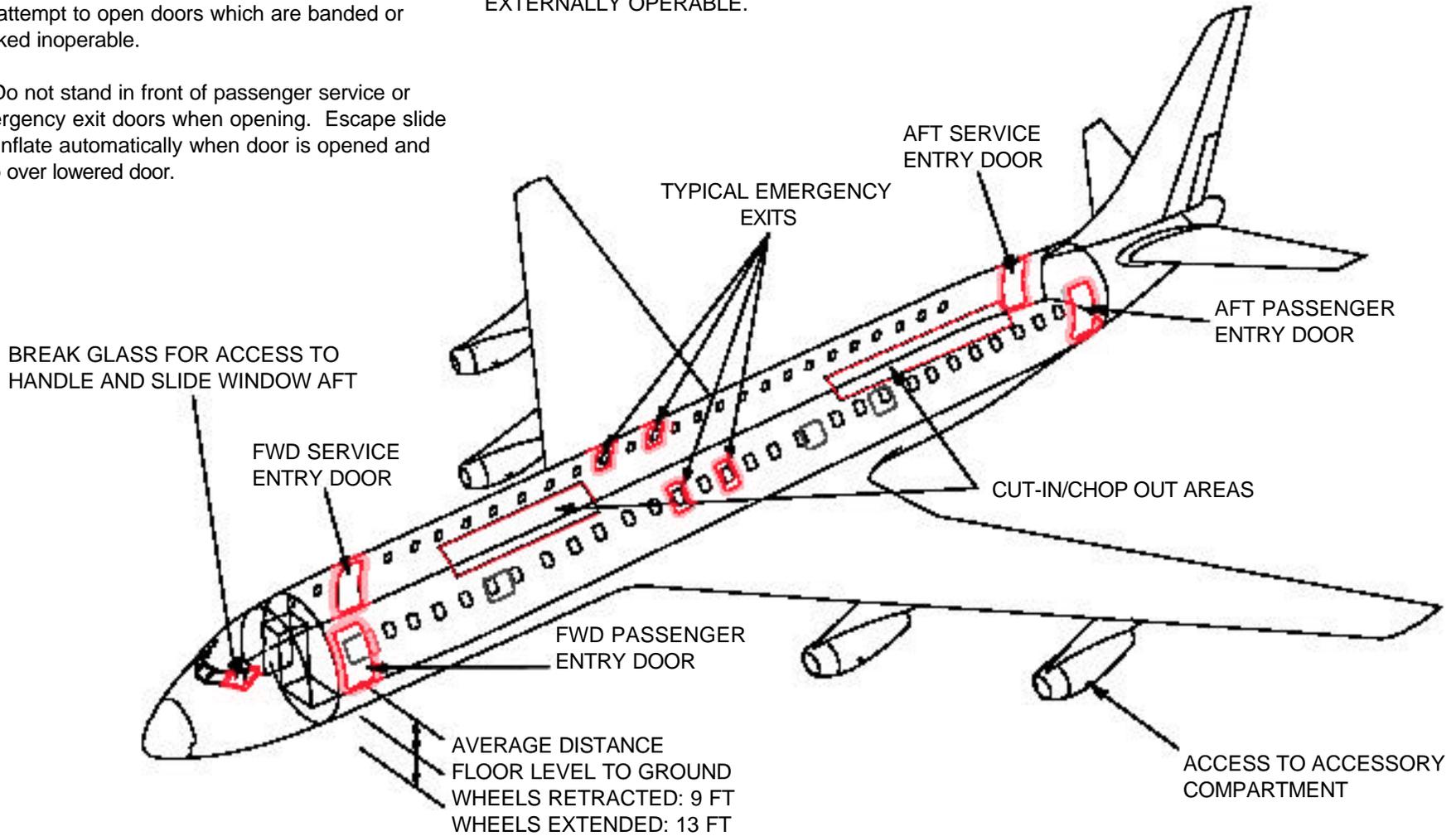
1b EMERGENCY EXIT

EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



SPECIAL TOOLS/EQUIPMENT

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

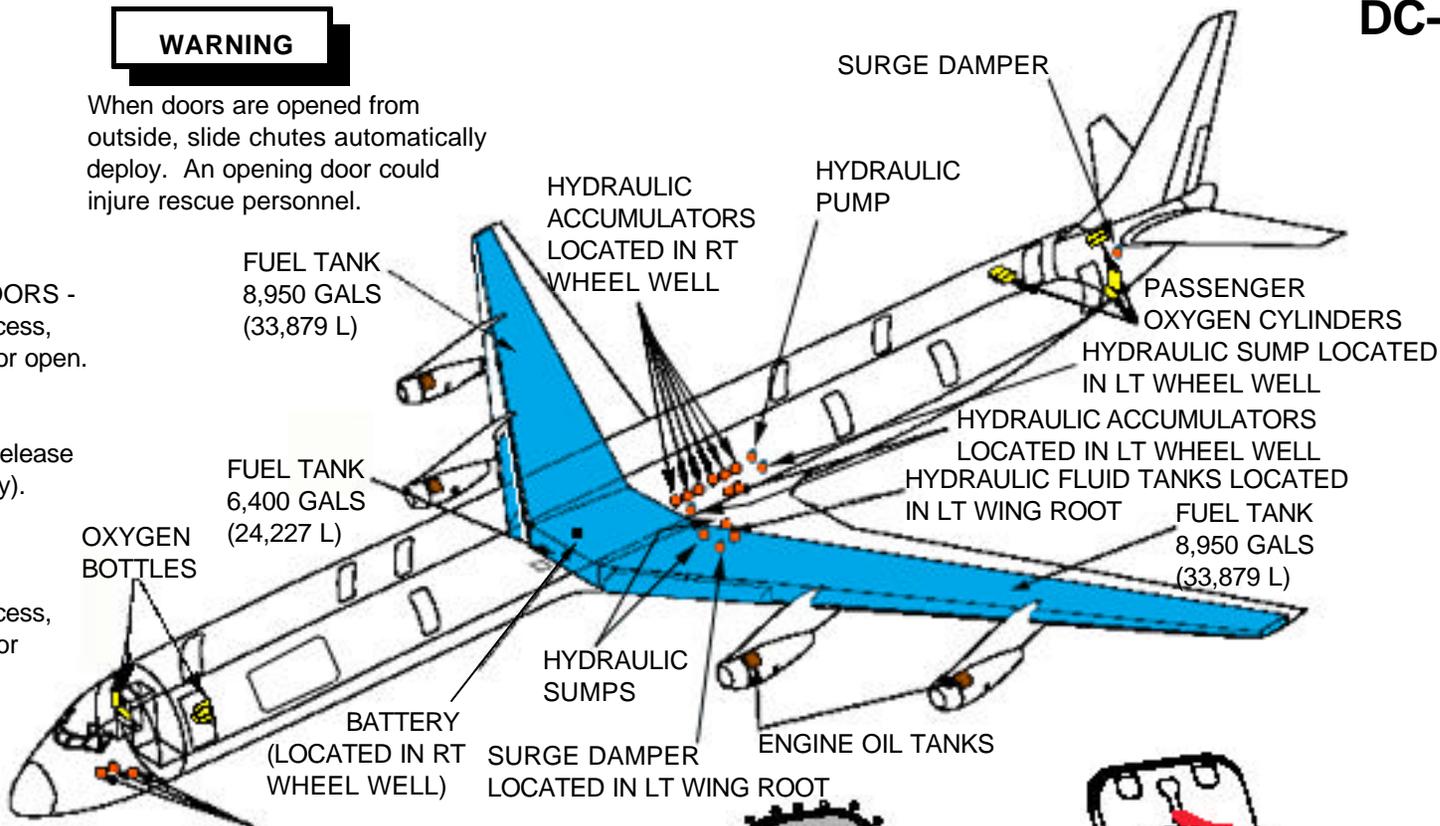
WARNING

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

AIRCRAFT ENTRY-DC-8-63

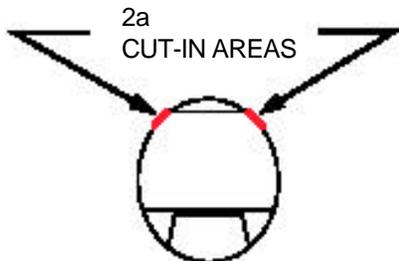
1. NORMAL/EMERGENCY ENTRY

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

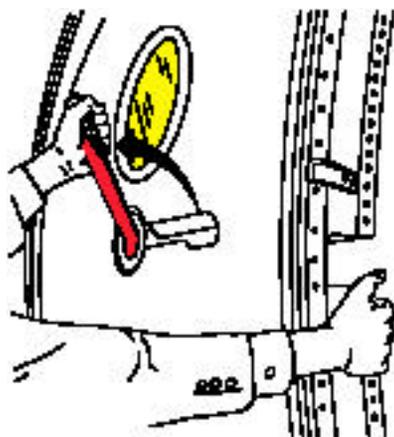


2. CUT-IN

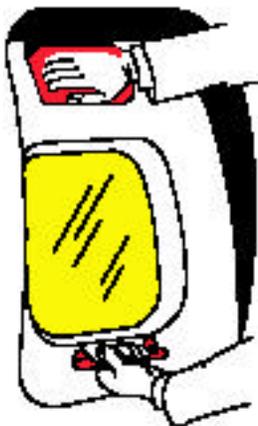
- a. Cut along window line as a last resort.



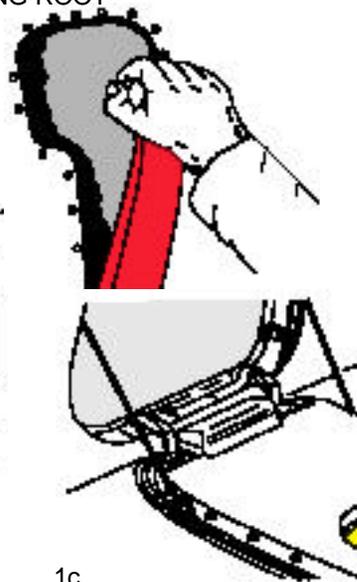
AIRCRAFT CROSS SECTION



1a PASSENGER AND SERVICE DOORS



1b EMERGENCY EXIT



1c EMERGENCY EXIT DOORS



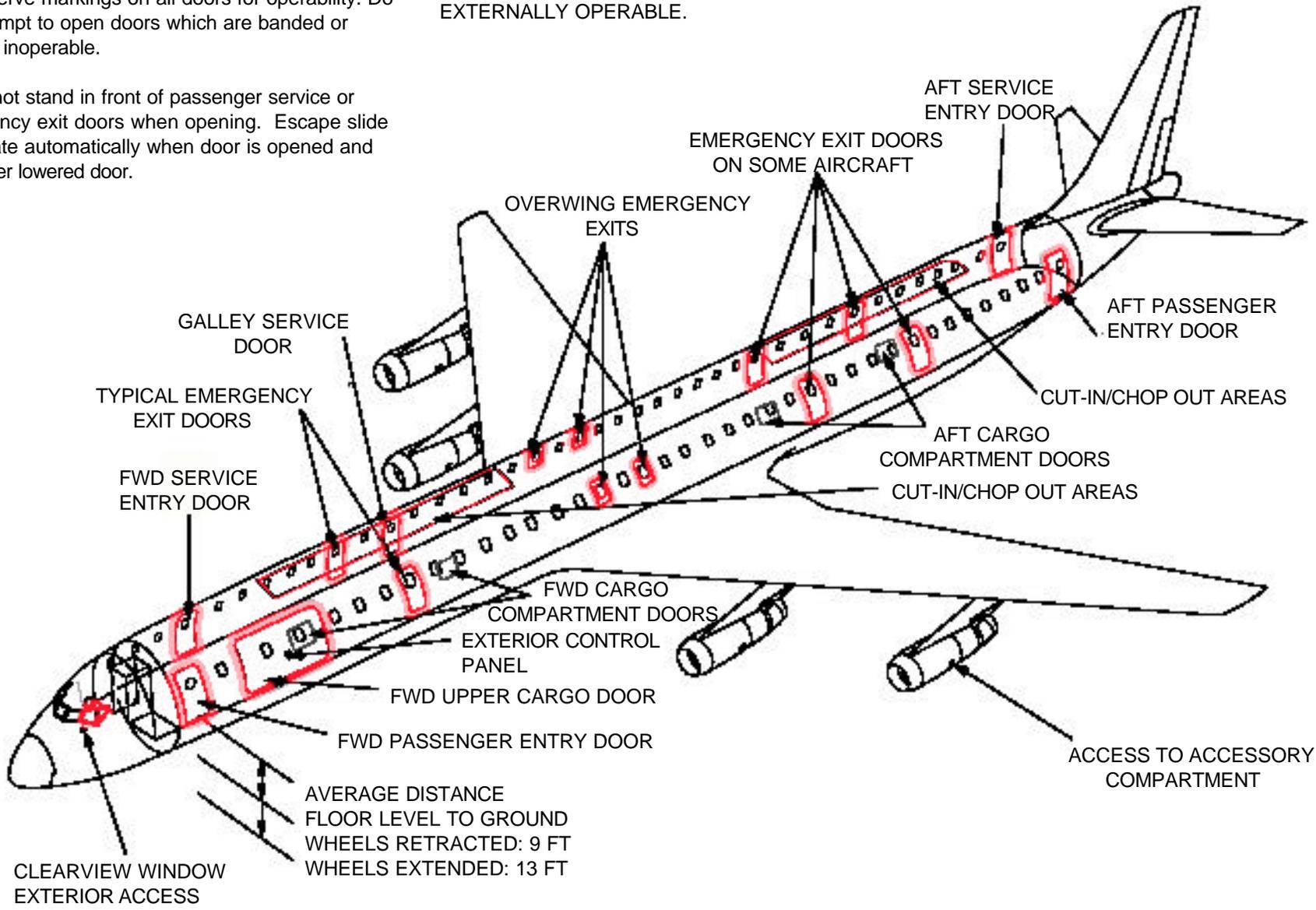
1d FWD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



SPECIAL TOOLS/EQUIPMENT

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

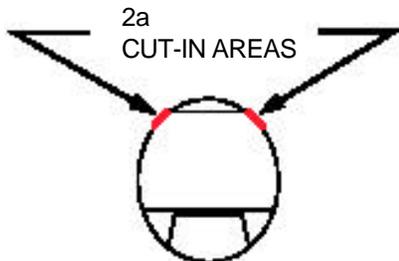
AIRCRAFT ENTRY-DC-8-71

1. NORMAL/EMERGENCY ENTRY

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

2. CUT-IN

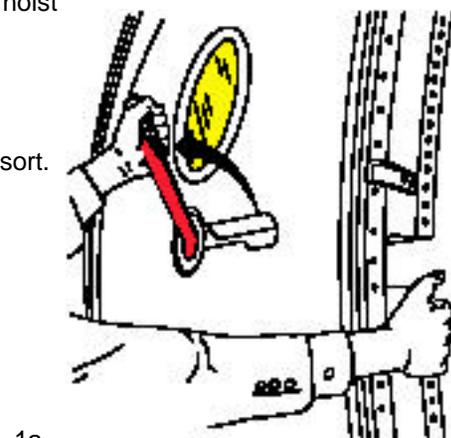
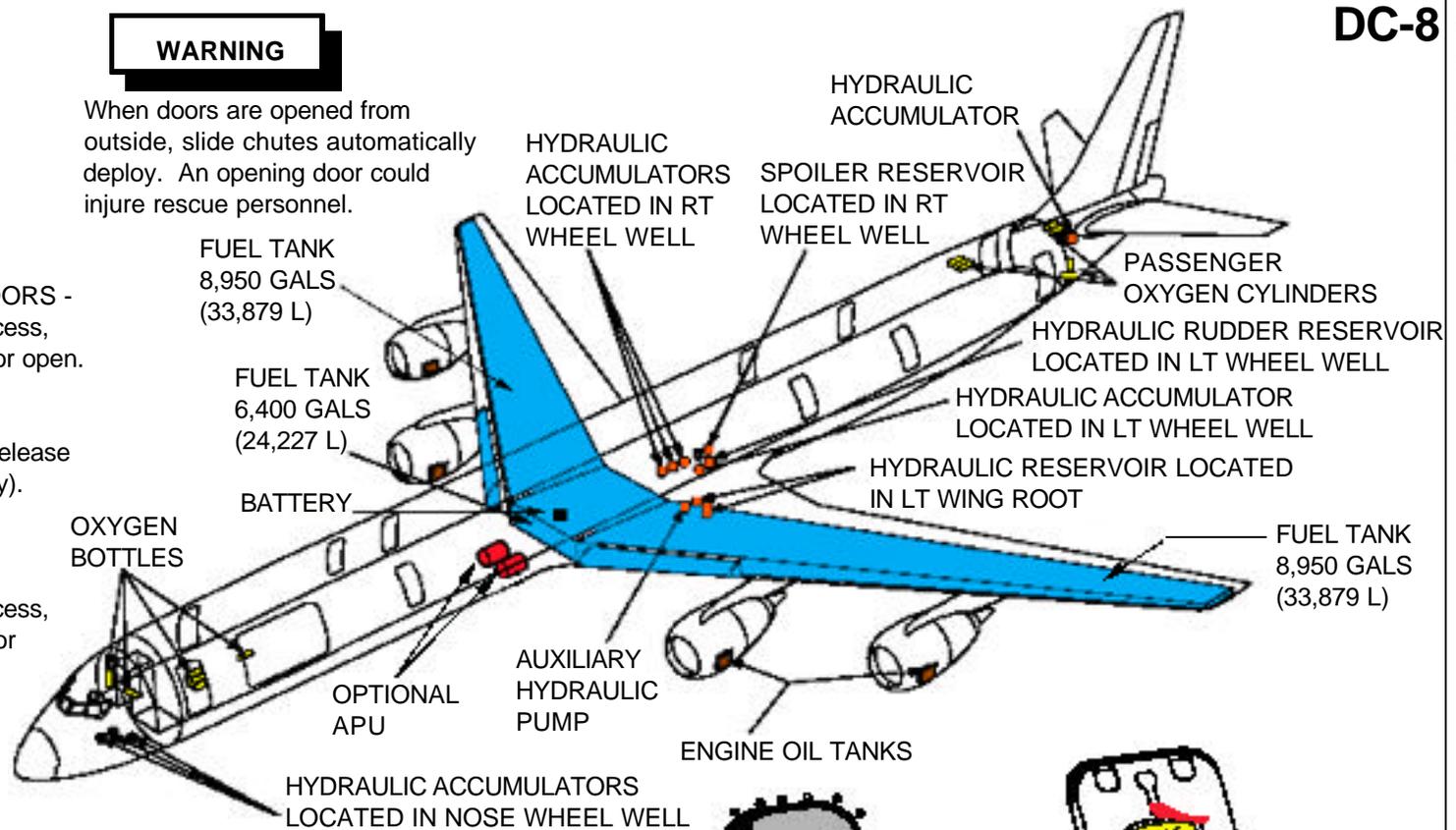
- a. Cut along window line as a last resort.



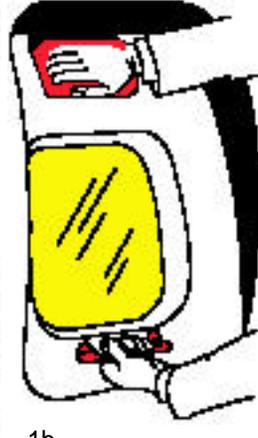
AIRCRAFT CROSS SECTION

WARNING

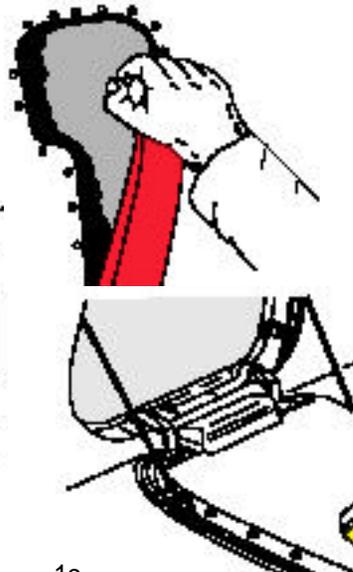
When doors are opened from outside, slide chutes automatically deploy. An opening door could injure rescue personnel.



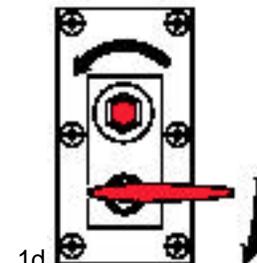
PASSENGER AND SERVICE DOORS



EMERGENCY EXIT



EMERGENCY EXIT DOORS



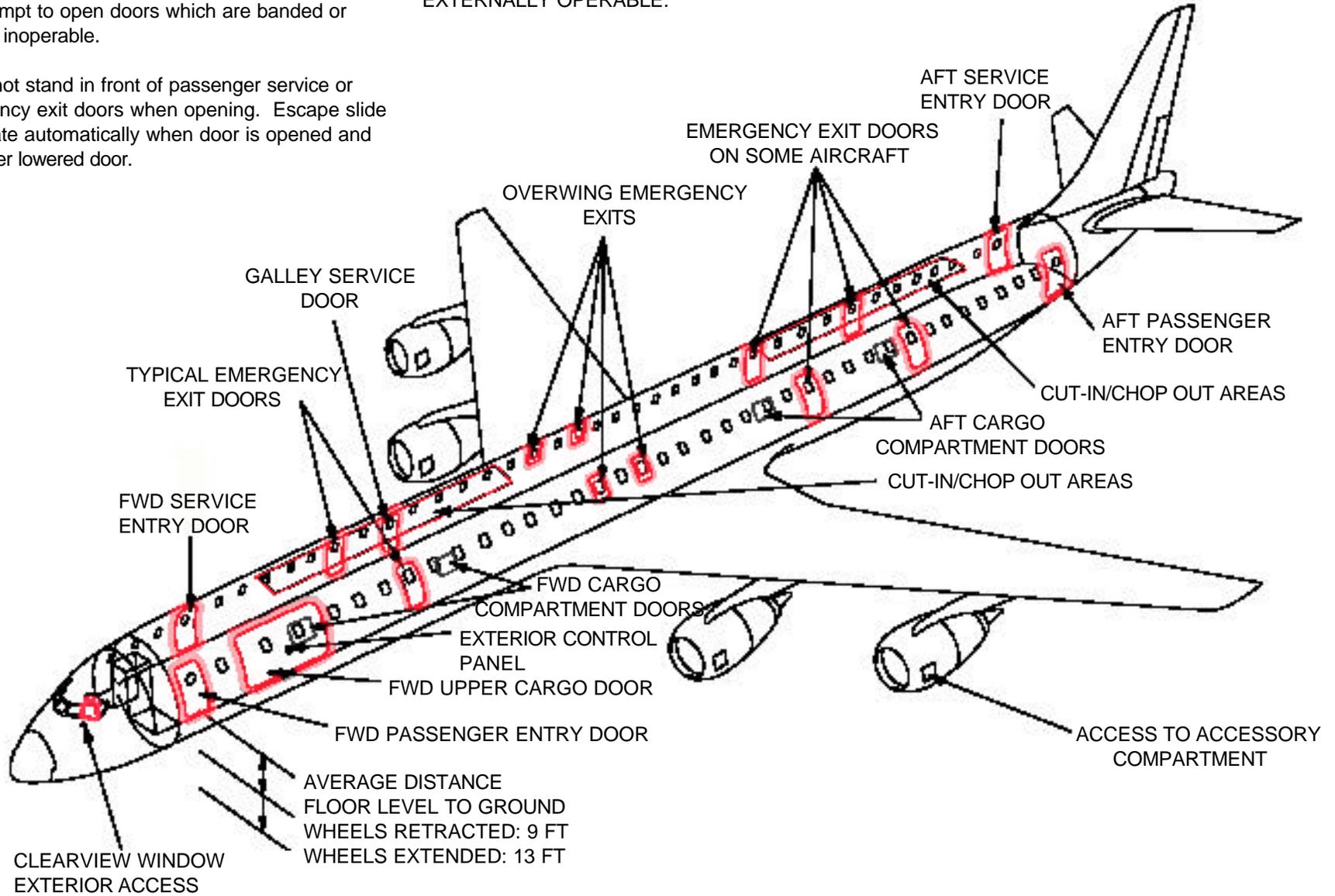
1d
FWD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



SPECIAL TOOLS/EQUIPMENT

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

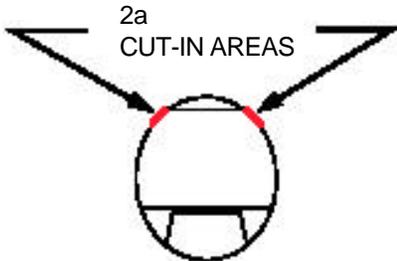
AIRCRAFT ENTRY-DC-8-72

1. NORMAL/EMERGENCY ENTRY

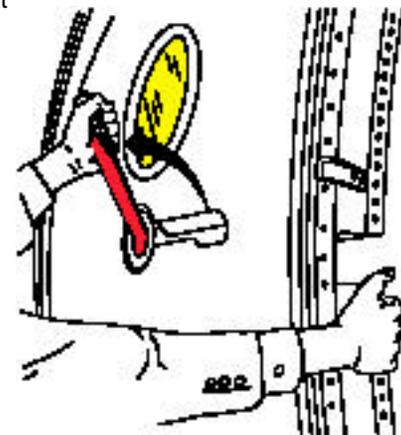
- a. **PASSENGER AND SERVICE DOORS -**
To open door, pull handle from recess, rotate handle forward, and pull door open.
- b. **EMERGENCY EXIT -**
To open door, hold handle, push release plate (handle on some aircraft only). Doors are hinged at bottom edge.
- c. **EMERGENCY EXIT DOORS -**
To open door,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

2. CUT-IN

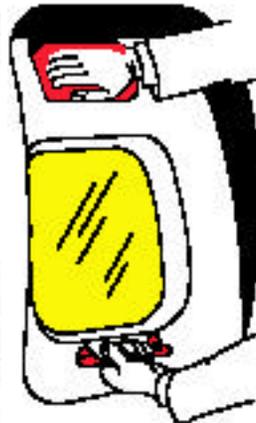
- a. Cut along window line as a last resort.



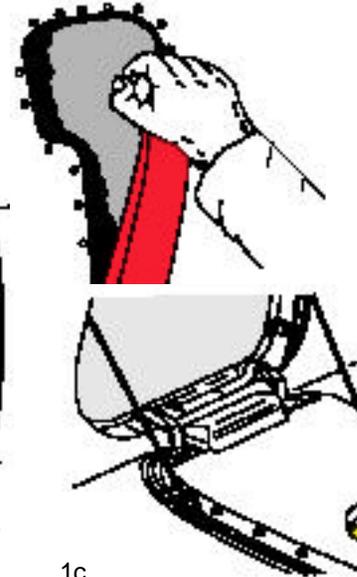
AIRCRAFT CROSS SECTION



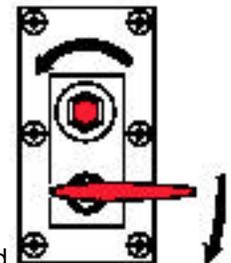
PASSENGER AND SERVICE DOORS



EMERGENCY EXIT



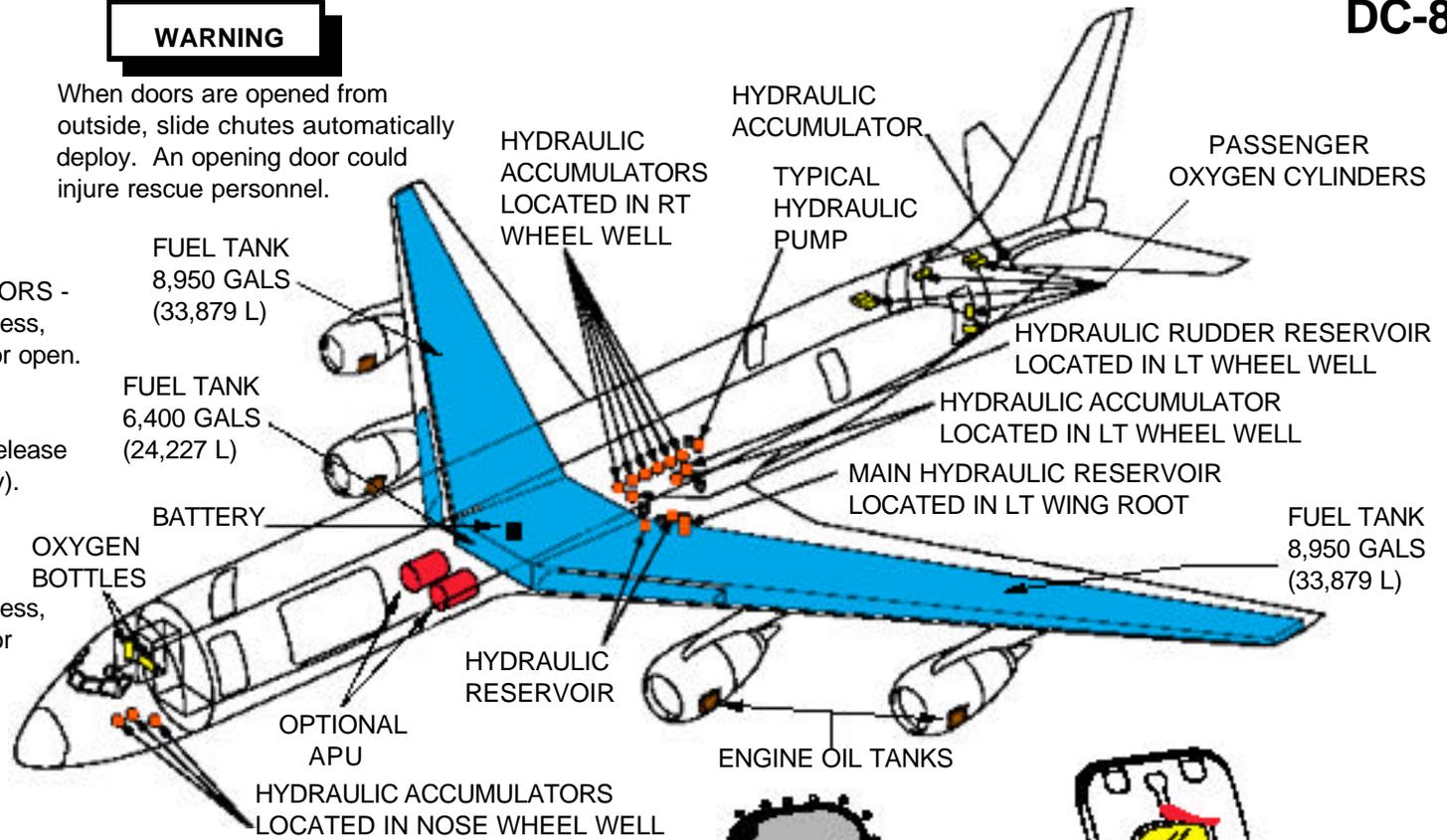
EMERGENCY EXIT DOORS



FWD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

WARNING

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

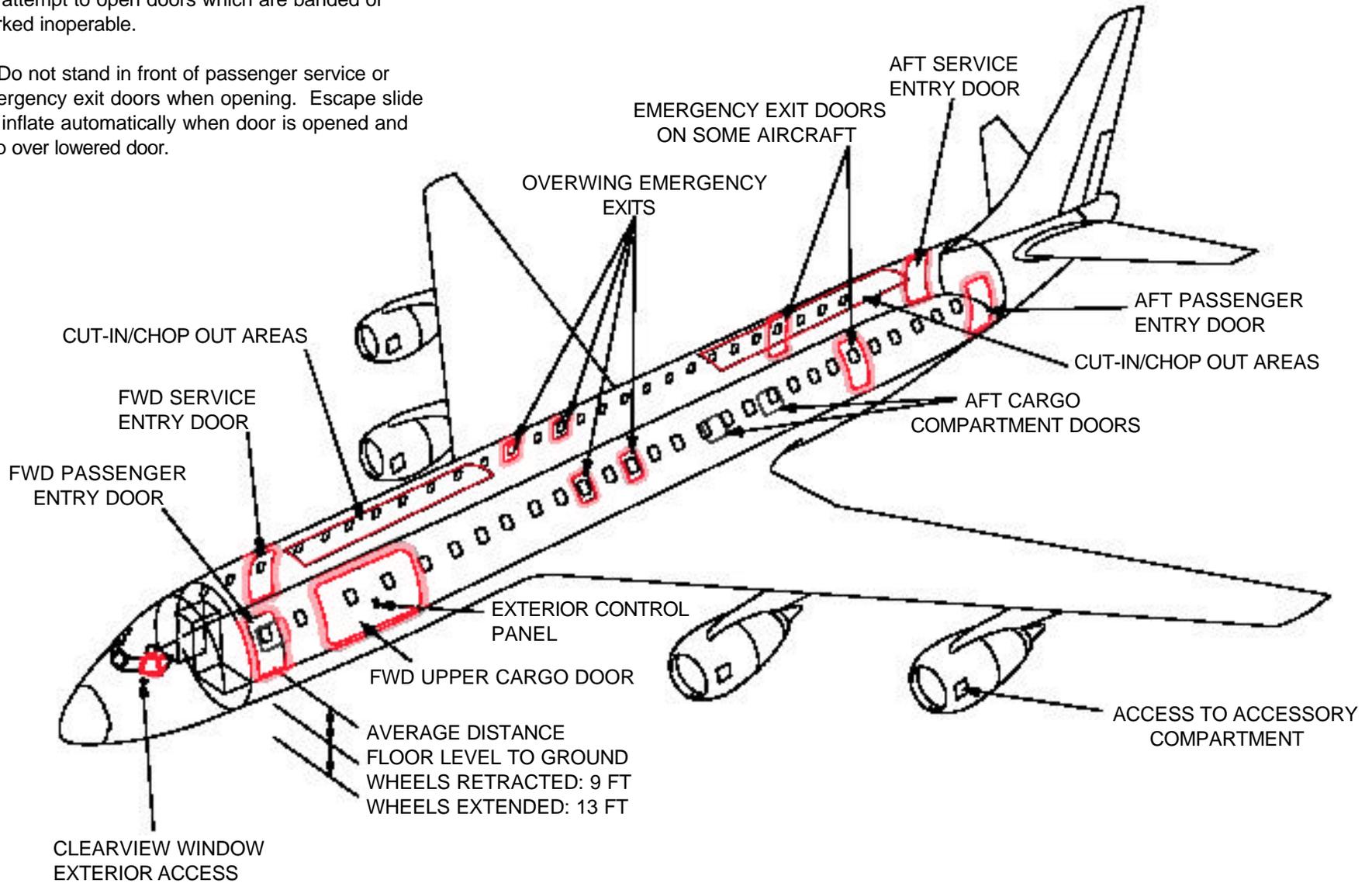


EMERGENCY RESCUE ACCESS

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

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.



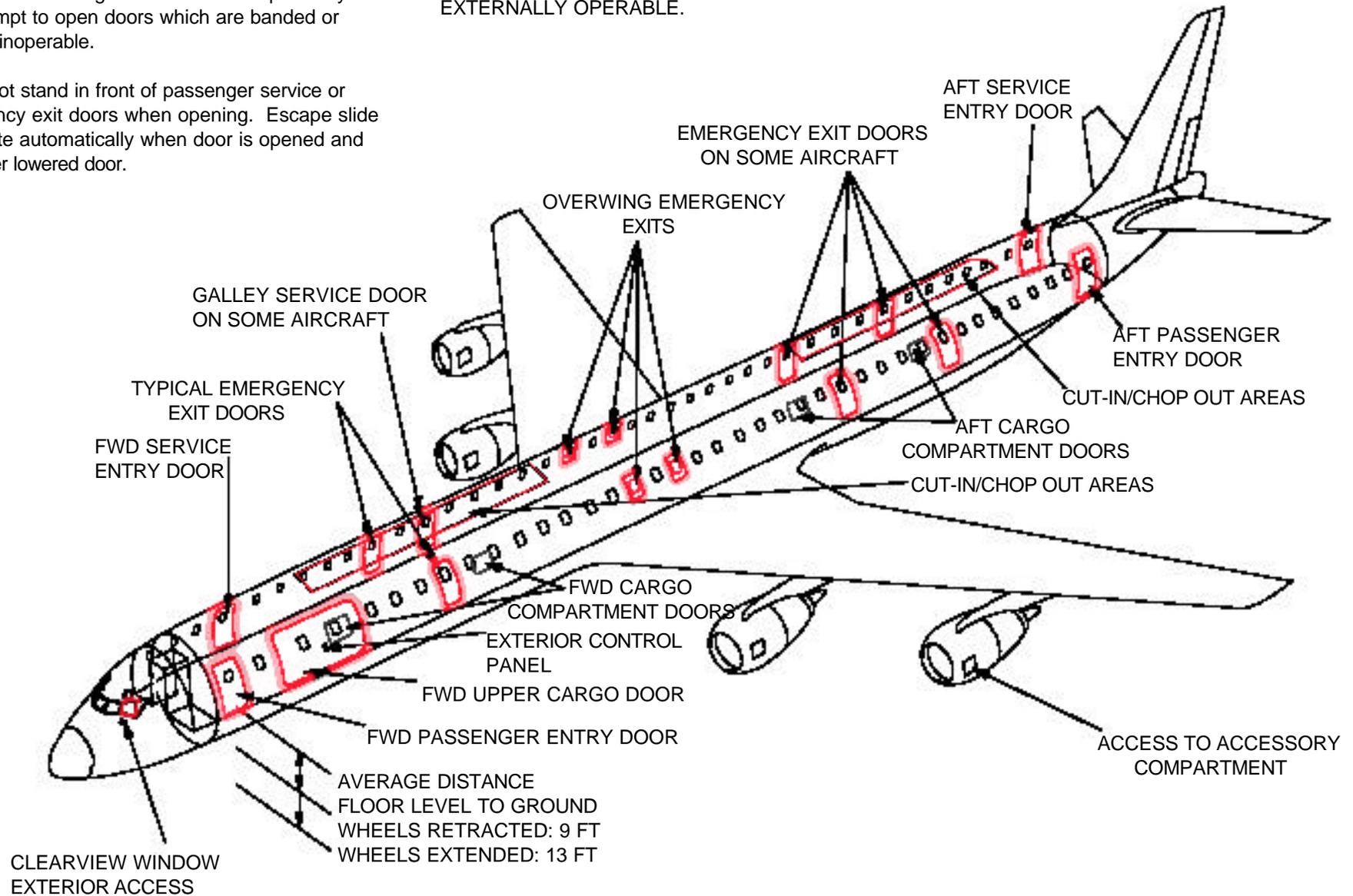
EMERGENCY RESCUE ACCESS

NOTE:

1. Observe markings on all doors for operability. Do not attempt to open doors which are banded or marked inoperable.
2. Do not stand in front of passenger service or emergency exit doors when opening. Escape slide will inflate automatically when door is opened and drop over lowered door.

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

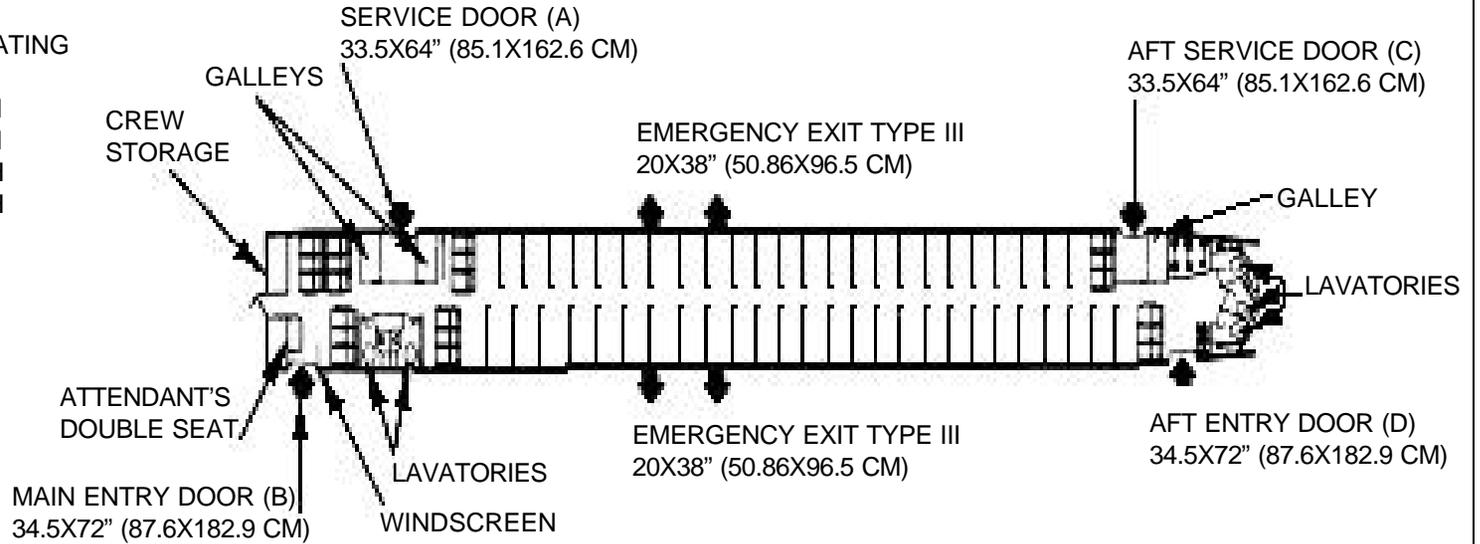
DC-8



CABIN CONFIGURATION

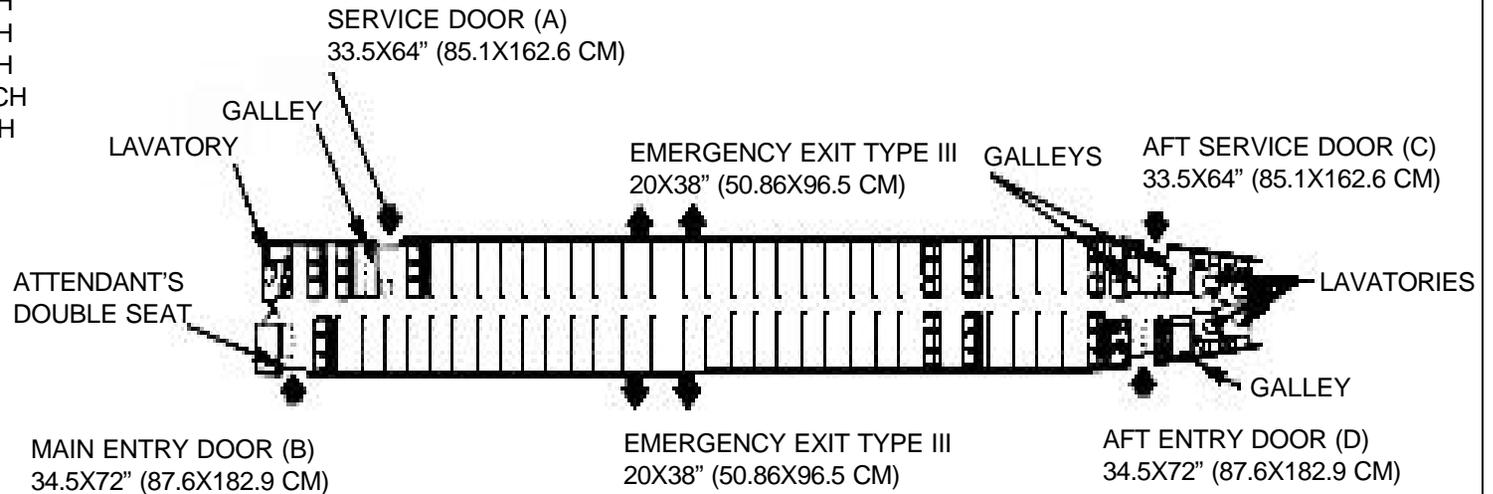
DC-8-43

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



DC-8-55

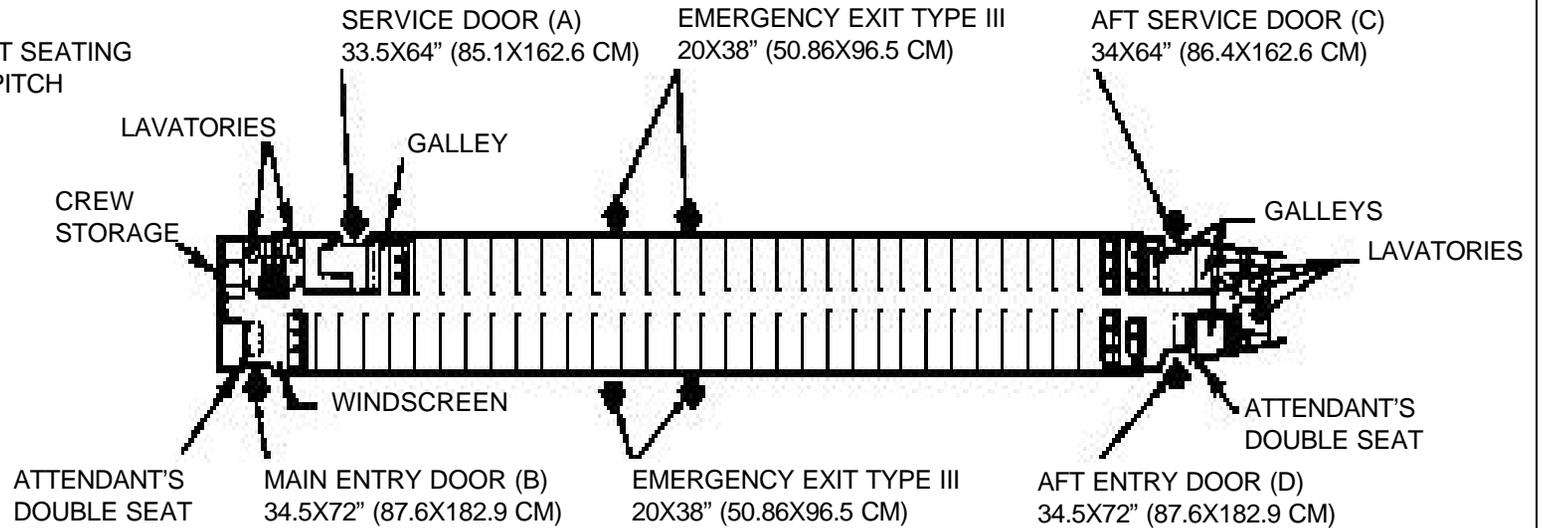
189 PASSENGERS 6 ABREAST SEATING
 66 SEATS ON 31" (78.7 CM) PITCH
 66 SEATS ON 32" (81.3 CM) PITCH
 39 SEATS ON 29" (99.1 CM) PITCH
 18 SEATS ON 40" (101.6 CM) PITCH
 6 SEATS ON 37" (94.0 CM) PITCH



CABIN CONFIGURATION-Continued

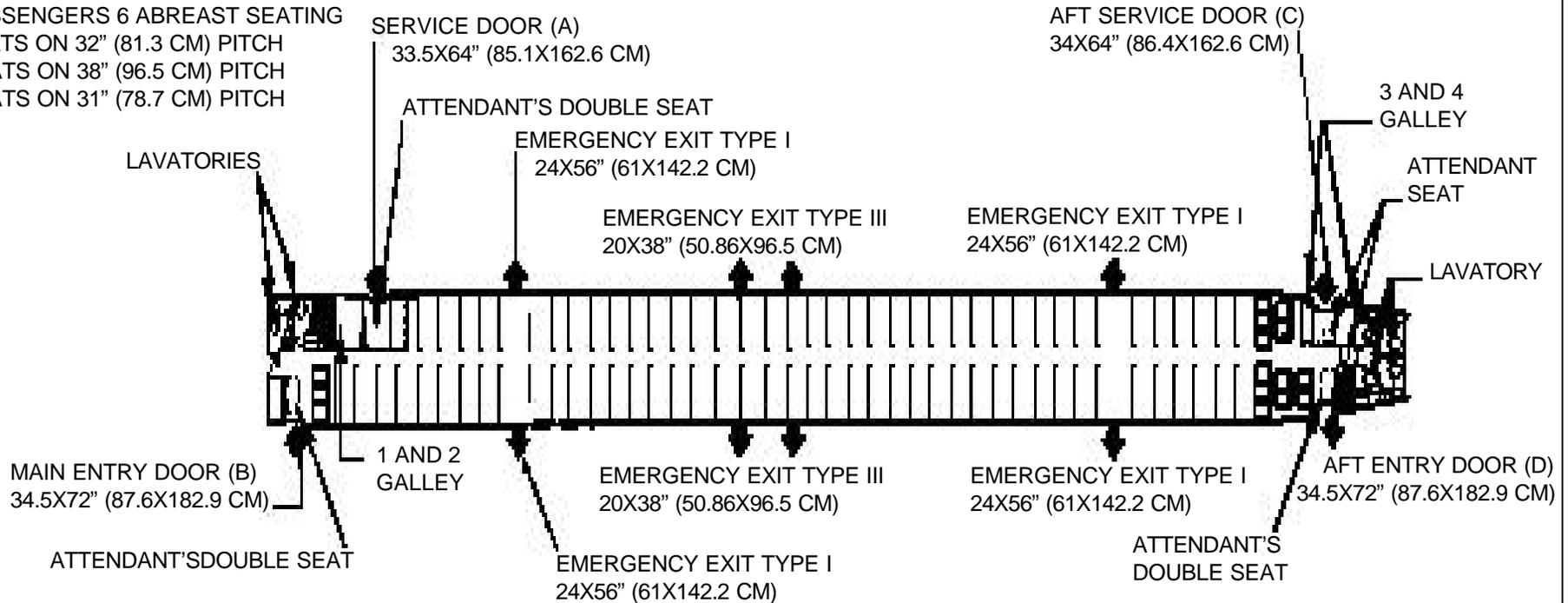
DC-8-62, -72

189 PASSENGERS 6 ABREAST SEATING
189 SEATS ON 34" (86.4 CM) PITCH



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

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

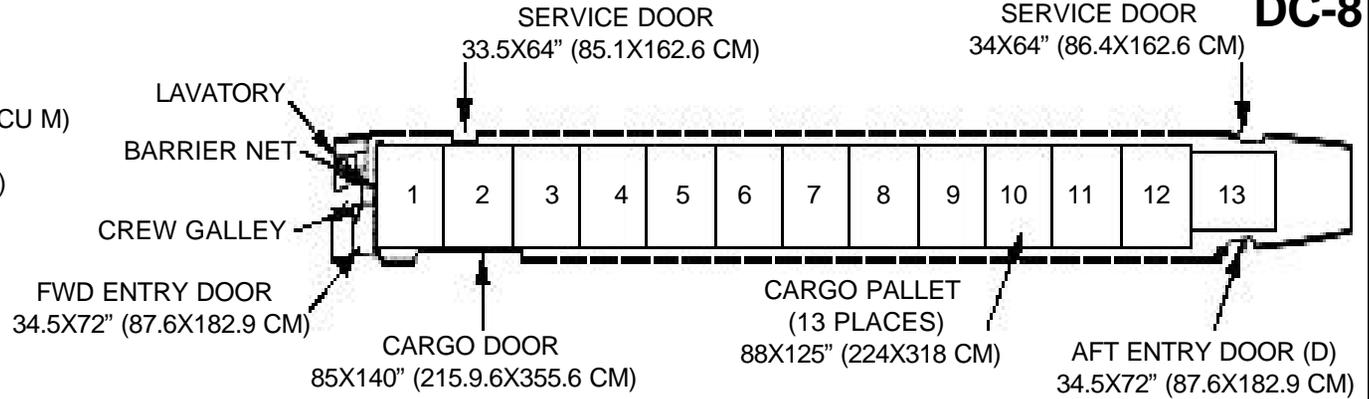


CARGO CONFIGURATION

DC-8

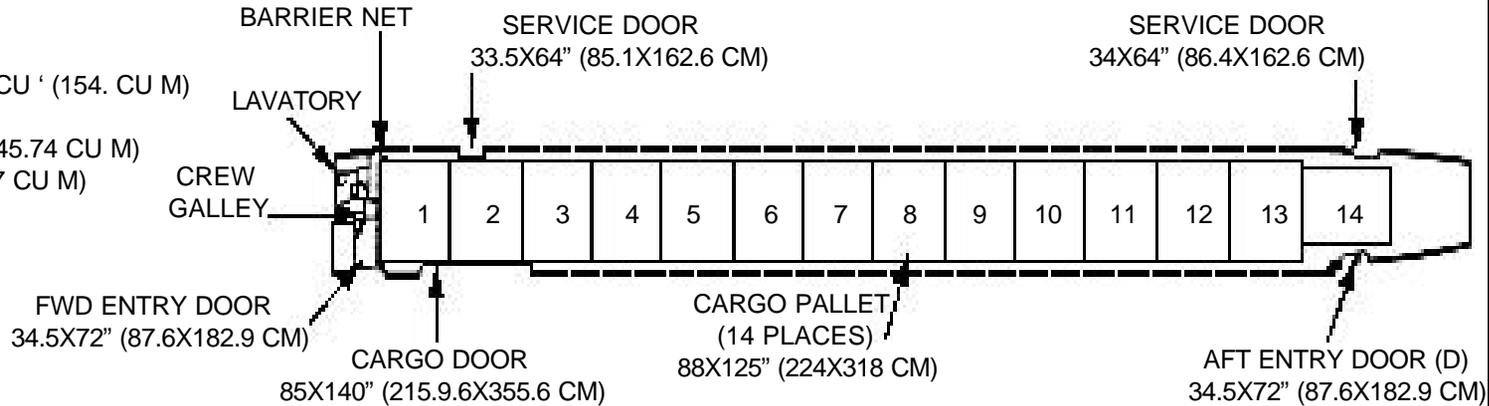
DC-8-55F

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



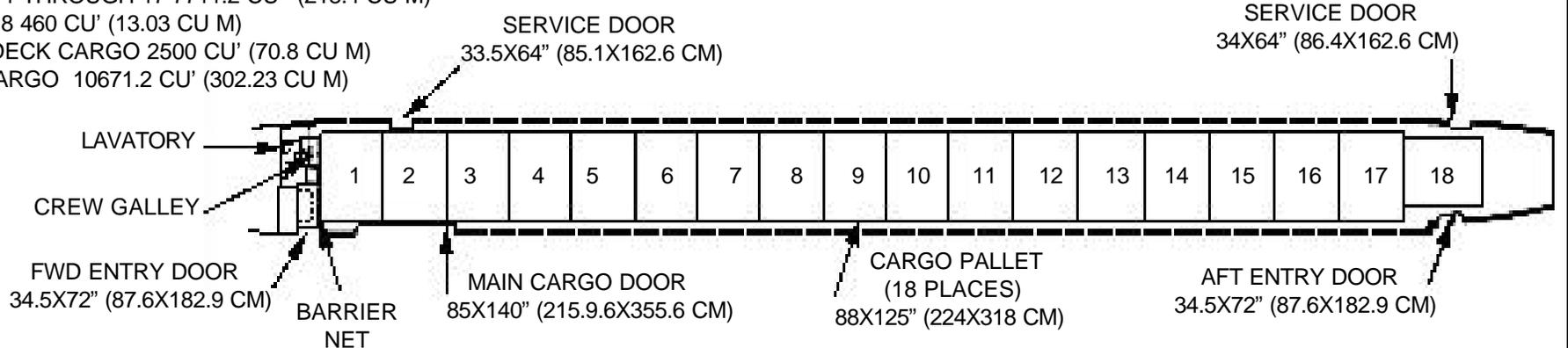
DC-8-62F, -72F

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



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

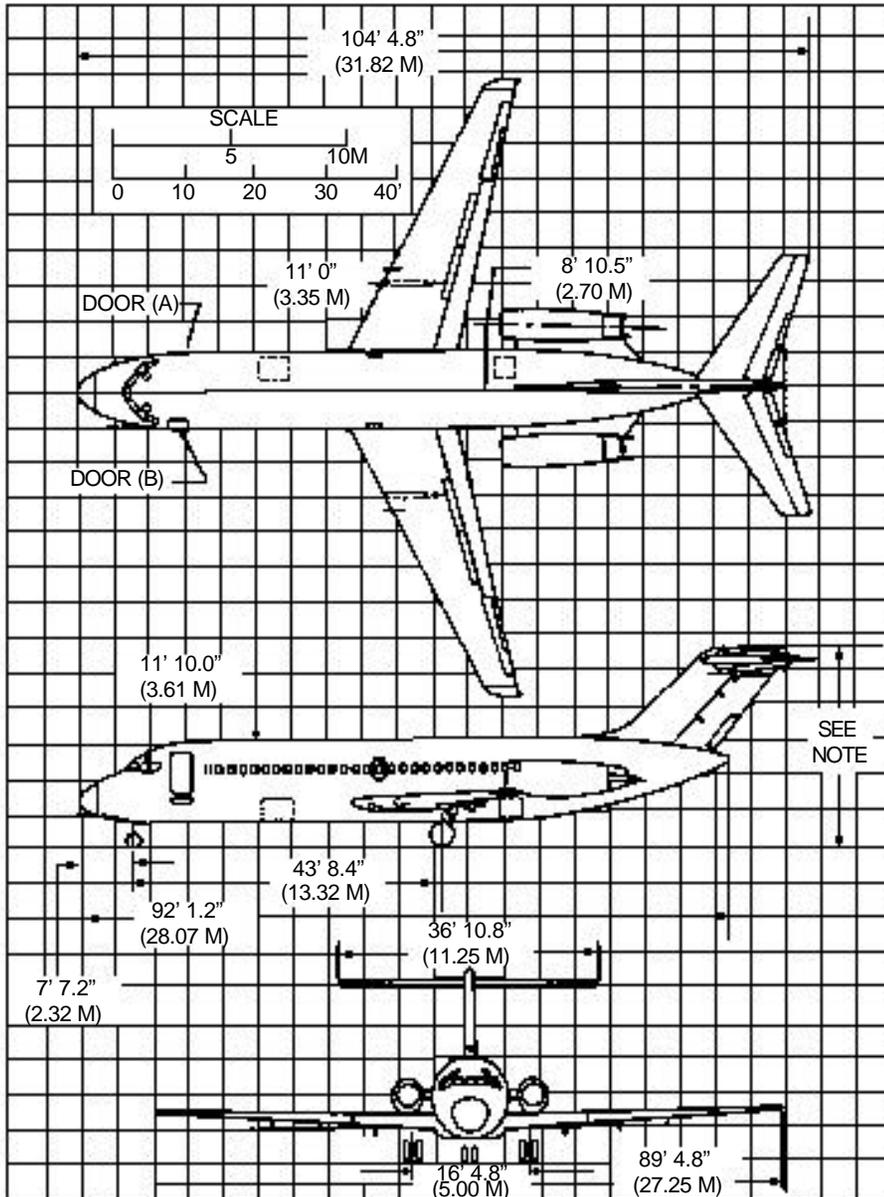
PALLETS 1 THROUGH 17 7711.2 CU ' (218.4 CU M)
 PALLET 18 460 CU' (13.03 CU M)
 LOWER DECK CARGO 2500 CU' (70.8 CU M)
 TOTAL CARGO 10671.2 CU' (302.23 CU M)



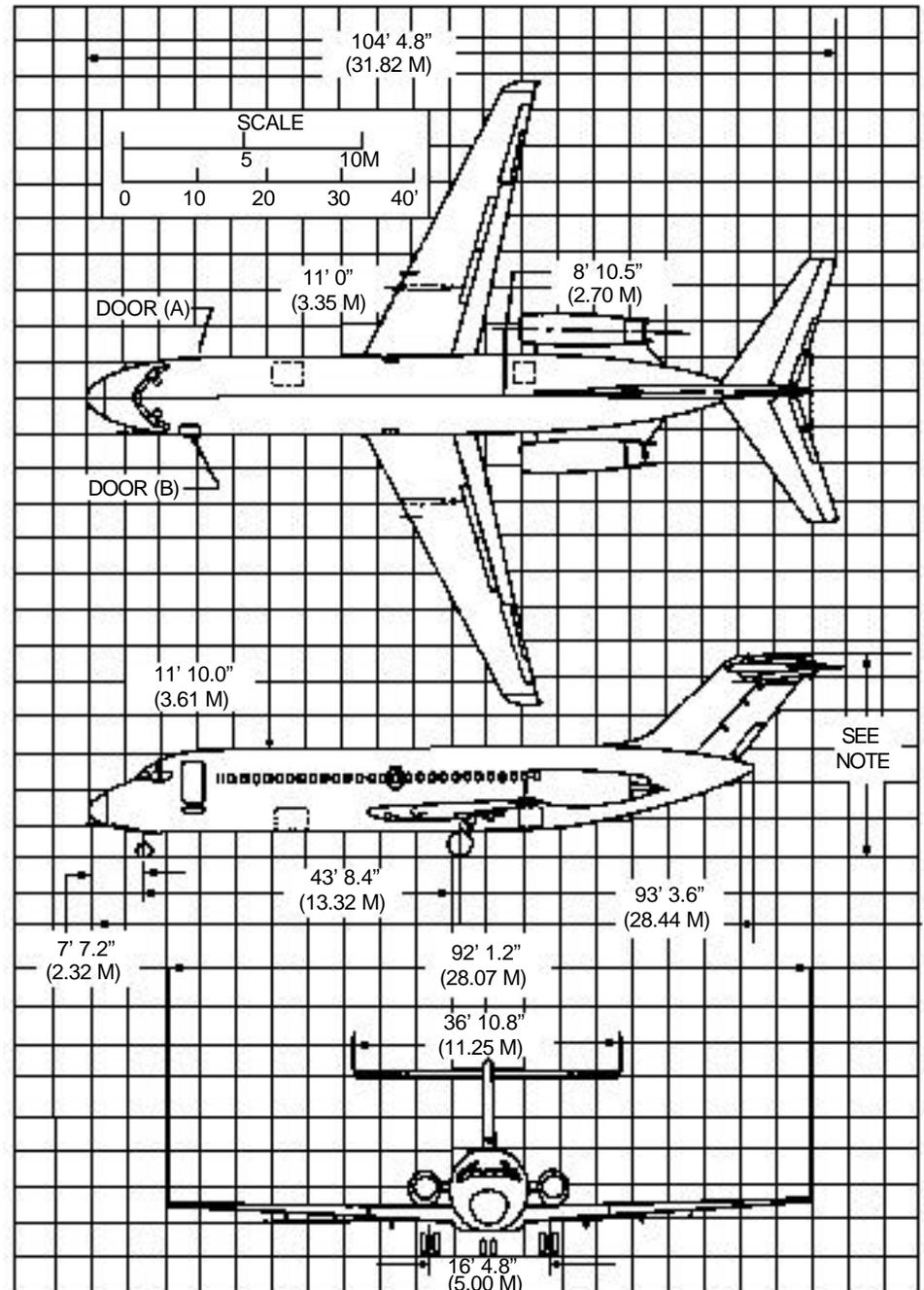
AIRCRAFT PAINT SCHEME



AIRCRAFT DIMENSIONS



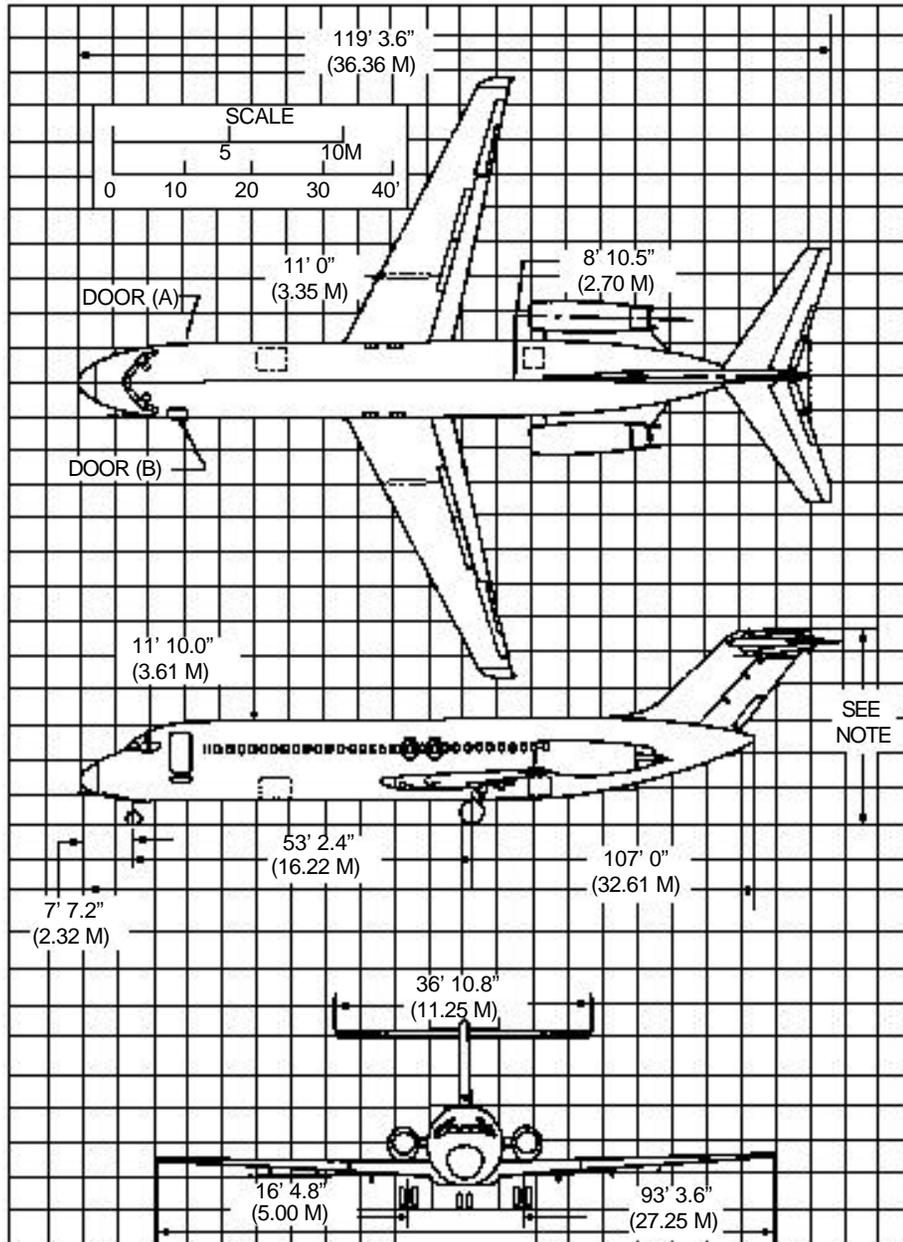
DC-9-15



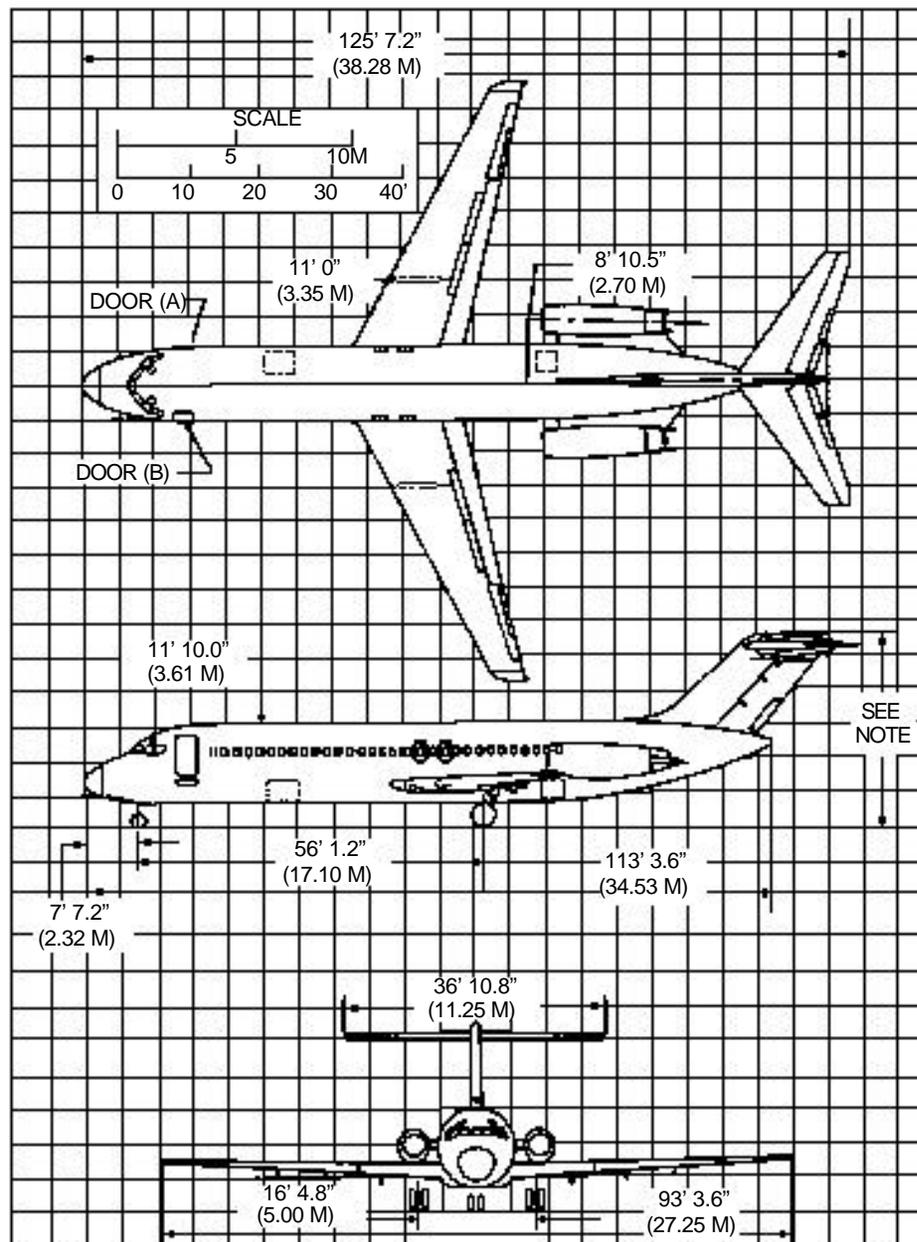
DC-9-21

NOTE: DC-9-15 MAX - 27' 7.0" (8.4 M) - MIN - 27' 5.0" (8.4 M)
 DC-9-21 MAX - 27' 5.0" (8.4 M) - MIN - 27' 5.0" (8.4 M)

AIRCRAFT DIMENSIONS-Continued



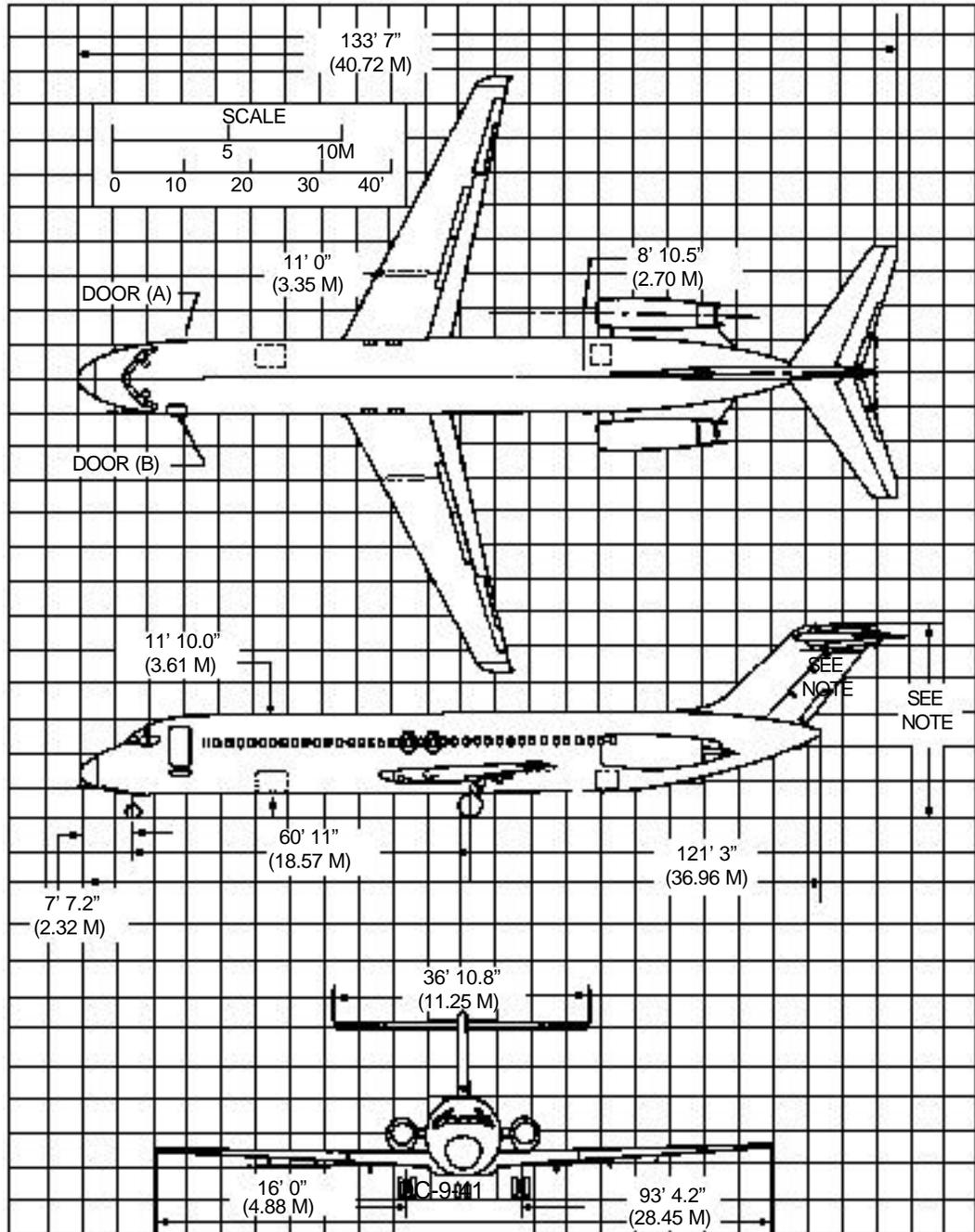
DC-9-32



DC-9-41

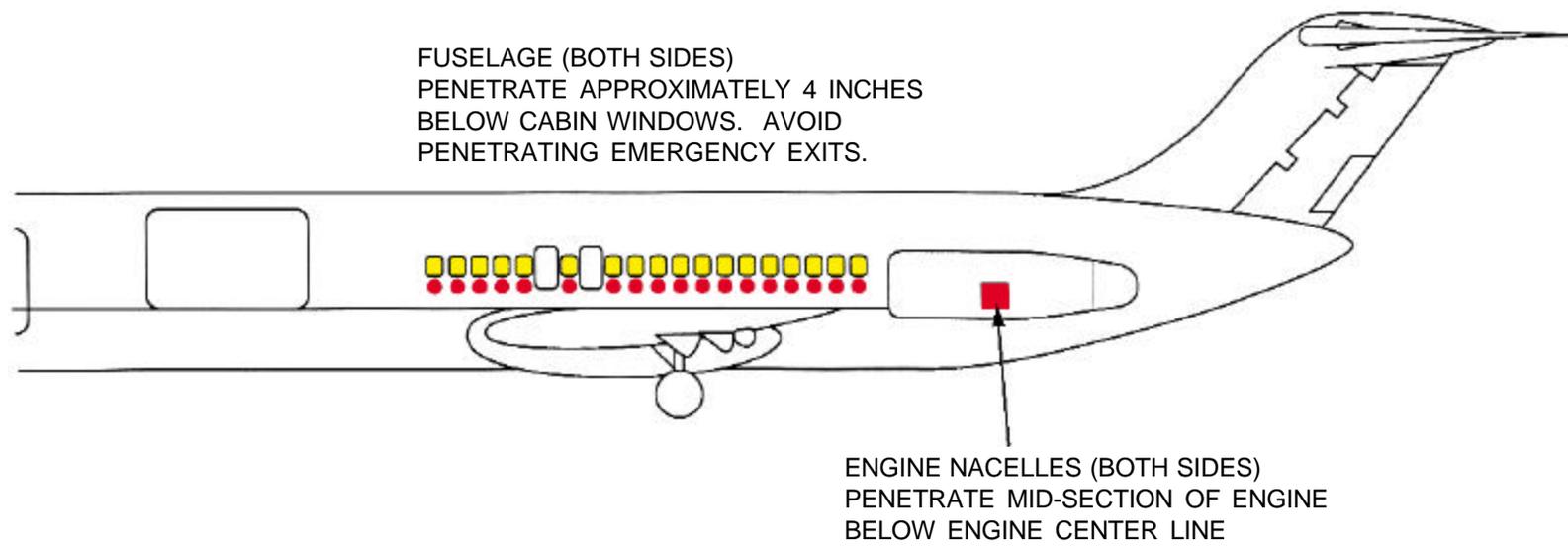
NOTE: DC-9-32 MAX - 27' 9.0" (8.5 M) - MIN - 27' 6.0" (8.4 M)
 DC-9-41 MAX - 28' 5.0" (8.7 M) - MIN - 27' 0" (8.5 M)

AIRCRAFT DIMENSIONS-Continued



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

DC-9-51



ENGINE DANGER AREAS

Jet Intake and Blast Distances

 25 FT ENGINE INTAKE DANGER AREA

ENGINE BLAST DANGER AREAS

 @ 35 MPH

 @ 45 MPH

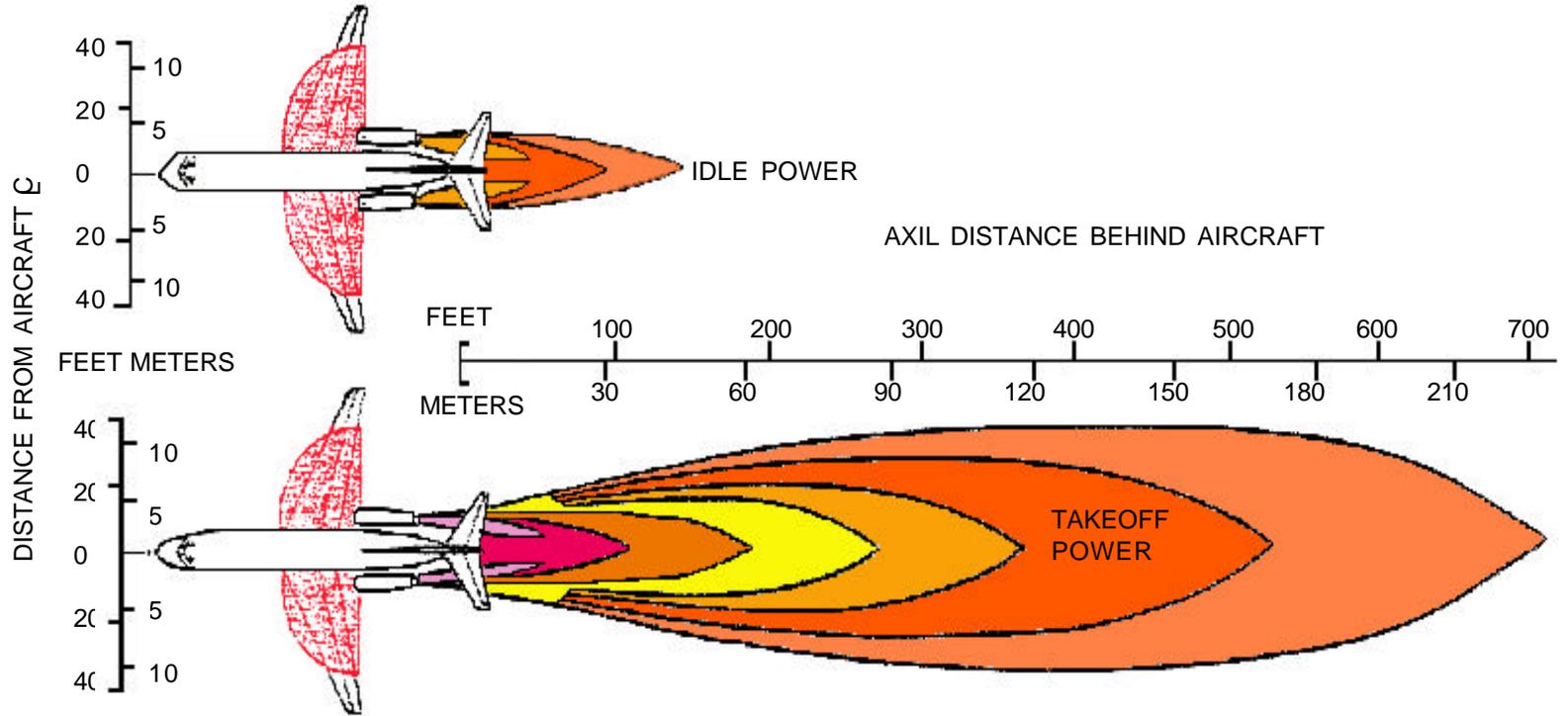
 @ 60 MPH

 @ 75 MPH

 @ 100 MPH

 @ 150 MPH

 @ 200 MPH



AIRCRAFT DANGER AREAS

APU ACCESS DOORS AND ENGINE NACELLE
LOWER COWL DOOR

WARNING

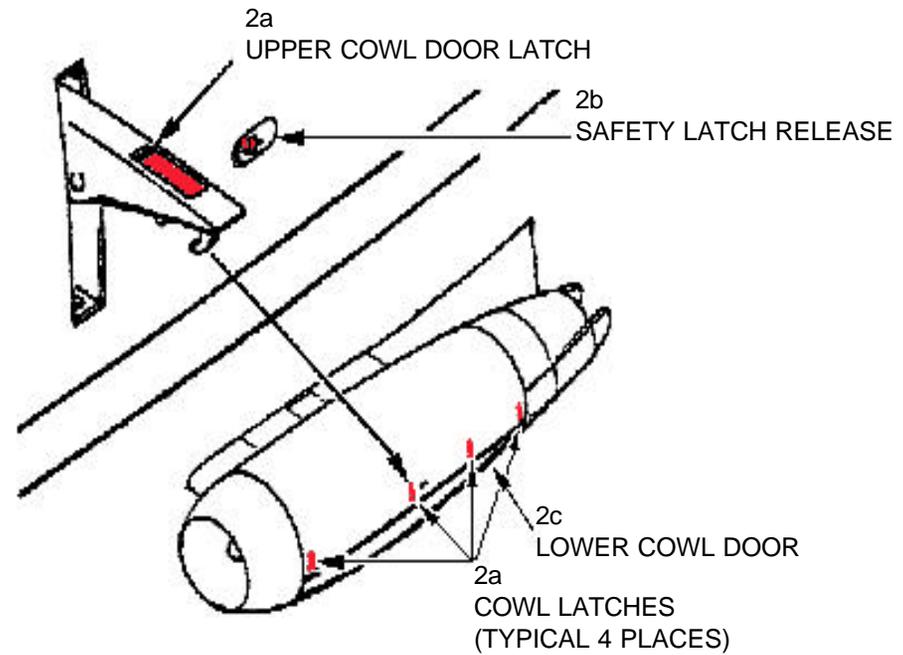
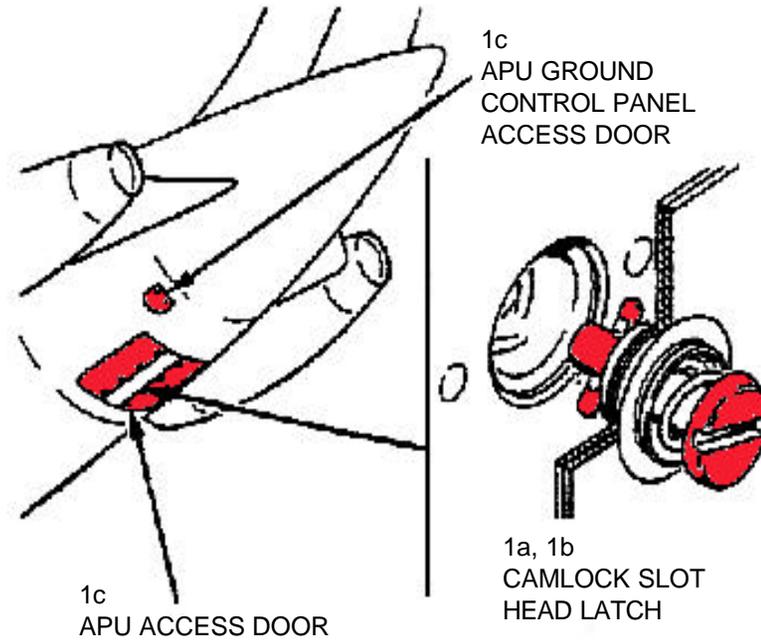
Use extreme caution when opening access areas where fire is evident.

1. APU ACCESS DOORS

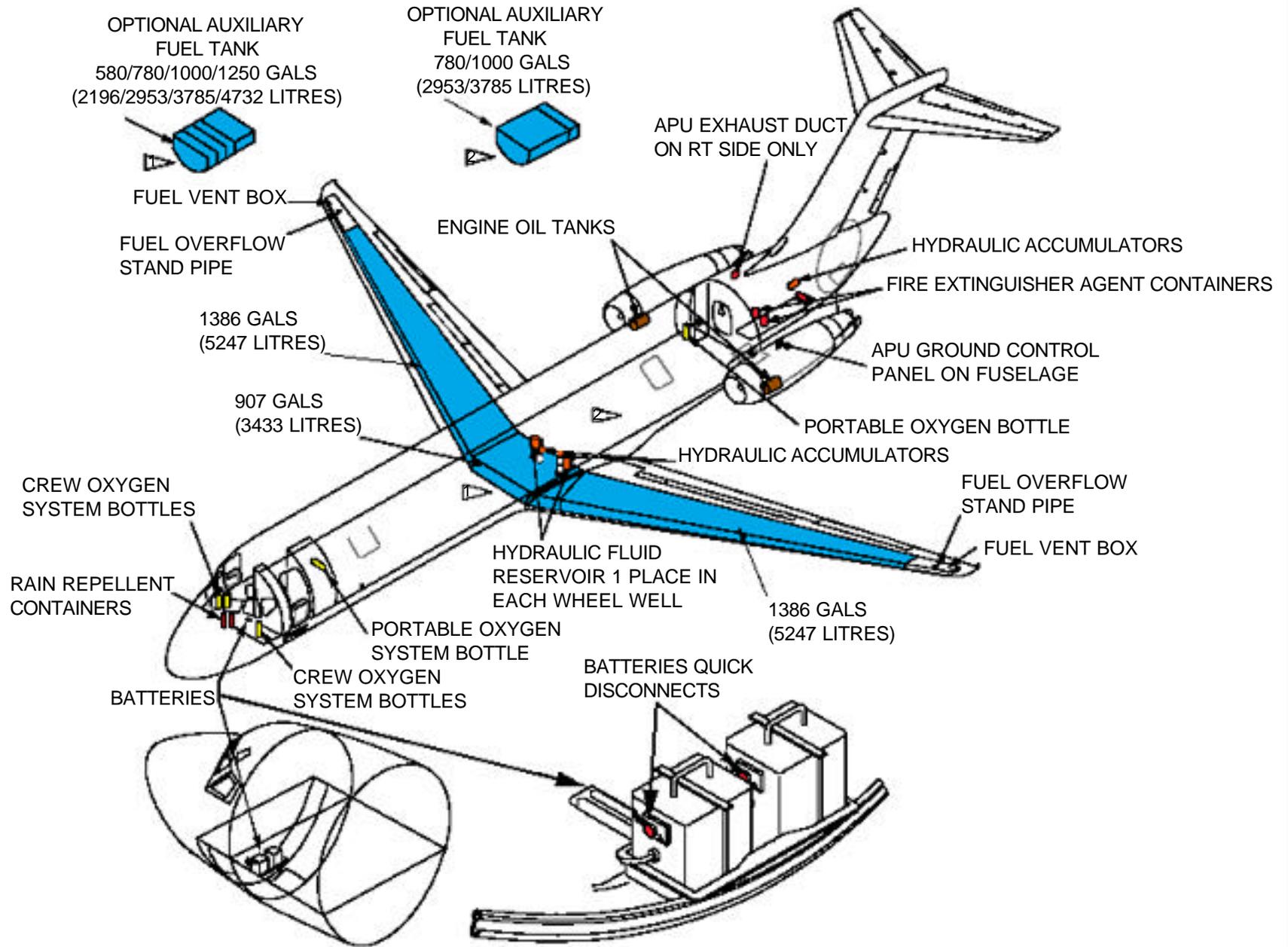
- Insert screwdriver or similar tool into slot of camlock fasteners.
- Turn fasteners to the left to open.
- Pull down access doors.

2. ENGINE NACELLE LOWER COWL DOOR

- Release four (4) latches on upper cowl door.
- Push in safety latch release while holding door up with one hand.
- Lower door to full open position.



AIRCRAFT FLAMMABLE MATERIAL LOCATIONS



SPECIAL TOOLS/EQUIPMENT

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

AIRCRAFT ENTRY

1. NORMAL ENTRY

CAUTION

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

- a. Pull handle, located on left forward entry door, out, rotate counterclockwise and pull door outward.
- b. Pull stairway handle, located forward left bottom side of fuselage, outward, press the open button to extend stairway.
- c. Pull handle, located on right forward service door, out, rotate clockwise and pull door outward.

2. EMERGENCY ENTRY

WARNING

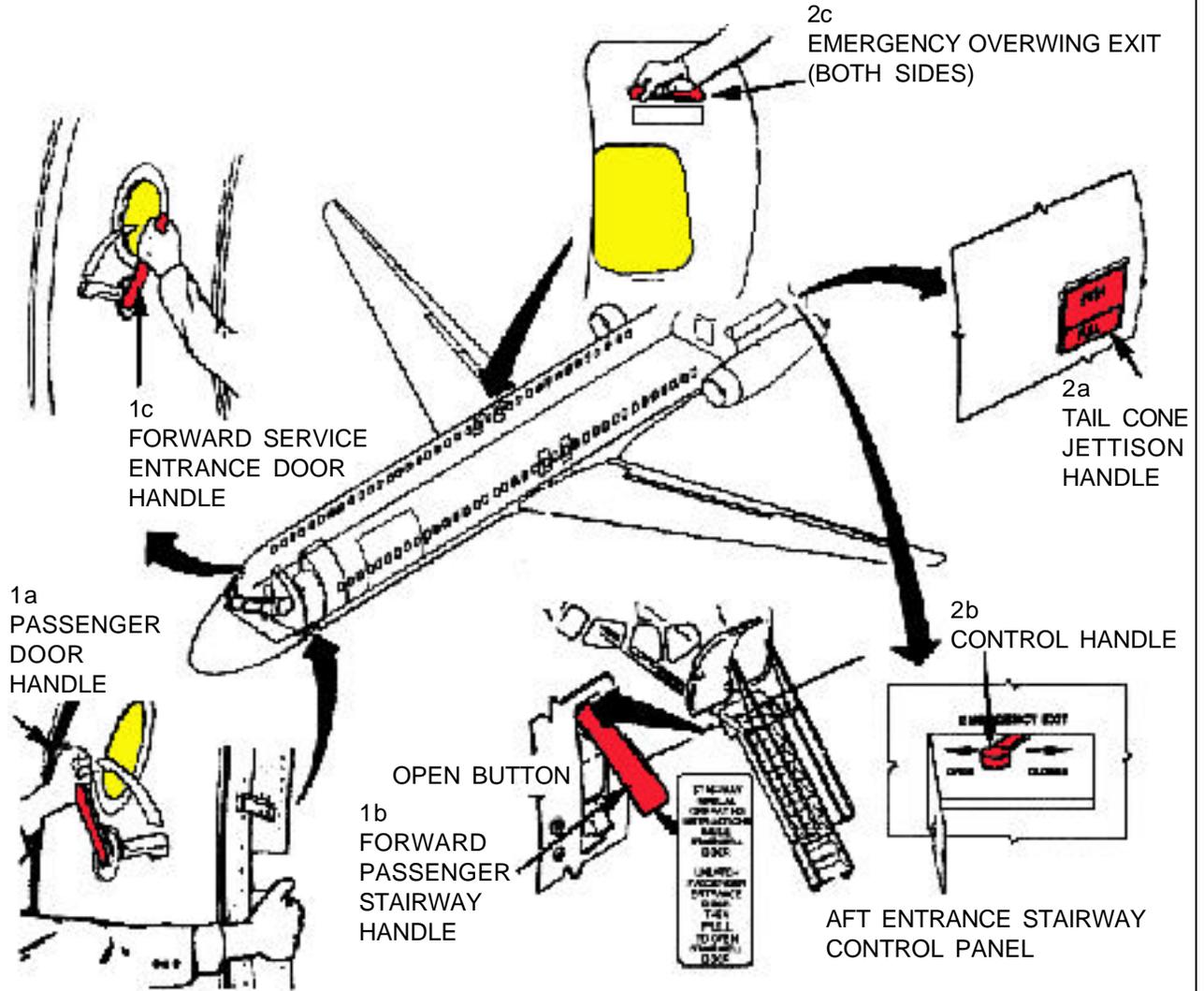
Caution must be exercised when releasing tail cone. Keep personnel clear. Tail cone free falls when released from aircraft.

- a. Push in jettisonable tail cone T-handle door, located on left fuselage forward of tail cone, pull T-handle to jettison tail cone. Jettison door is approximately 8.5 feet high.
- b. Open rear stairway control panel, located on aft left exterior fuselage, push control handle to forward OPEN position to release stairway.

CAUTION

Stairway free falls to down position.

- c. Push overwing exit door handle release, two doors are located over each wing, pull handle to unlatch door, push in and lift up forcibly.

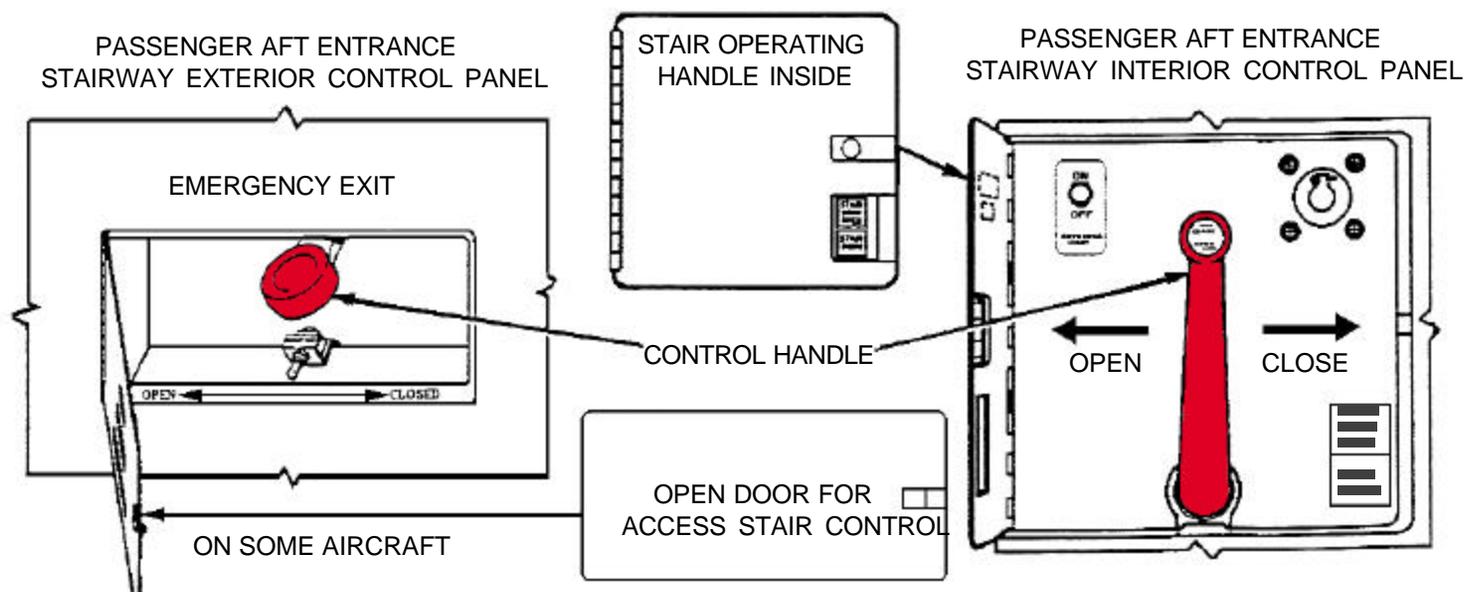


AIRCRAFT EMERGENCY EXITS

AFT PASSENGER DOOR STAIRWAY INTERIOR AND EXTERIOR CONTROLS

NOTE:

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



AIRCRAFT EMERGENCY EXITS-Continued

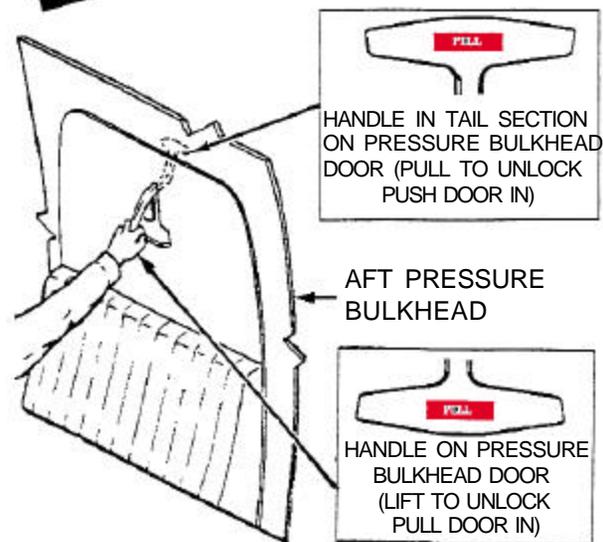
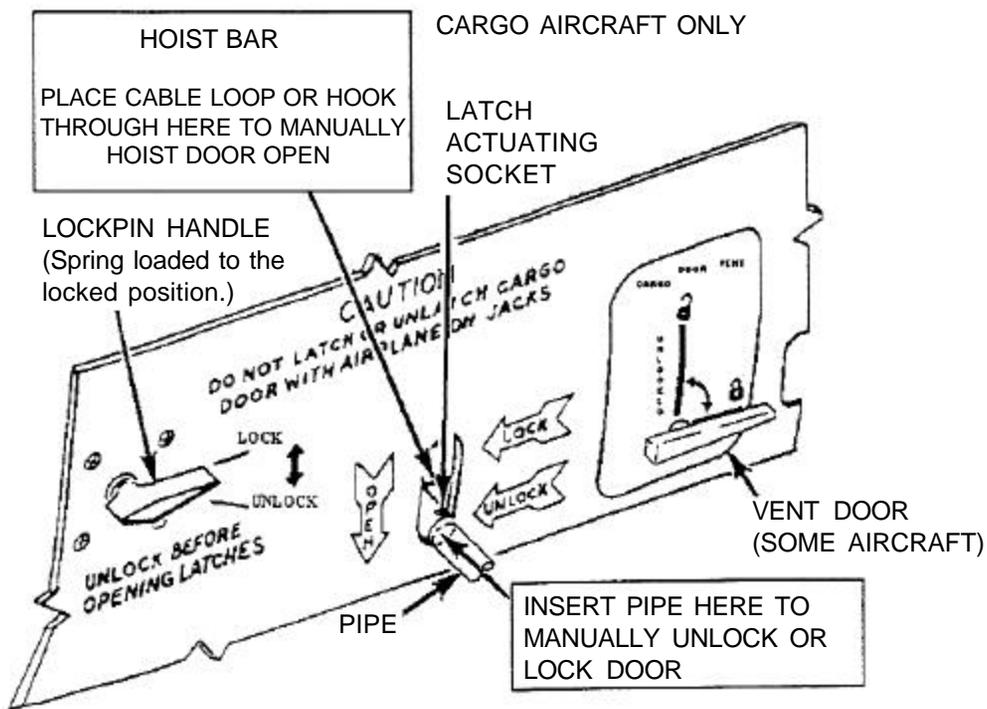
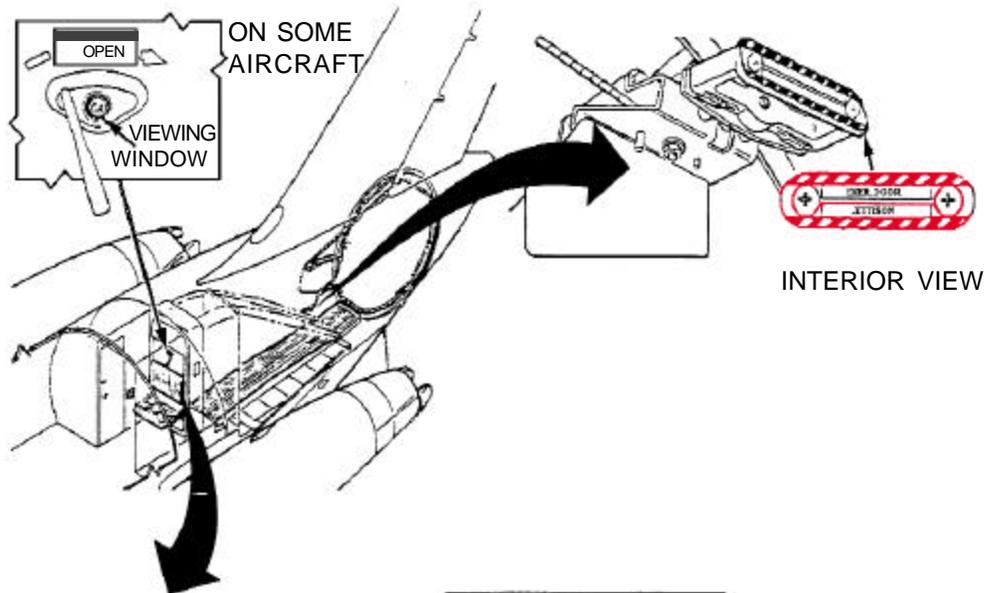
PRESSURE BULKHEAD EMERGENCY EXIT, TAILCONE JETTISON, AND MAIN CARGO DOOR OPERATION

MAIN CARGO DOOR (IF APPLICABLE)

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

MANUAL LATCH CONTROLS

- If installed, turn vent door handle to the UNLOCKED position.
- Turn lockpin handle to UNLOCK and hold.
- Insert pipe in latch fitting and move to UNLOCK.
- Release spring loaded lockpin handle.



AIRCRAFT EMERGENCY EXITS

1. CLEARVIEW WINDOW FOR CARGO AIRCRAFT ONLY

- Push in both access doors.
- Push window handle aft, then down.
- Push window aft.

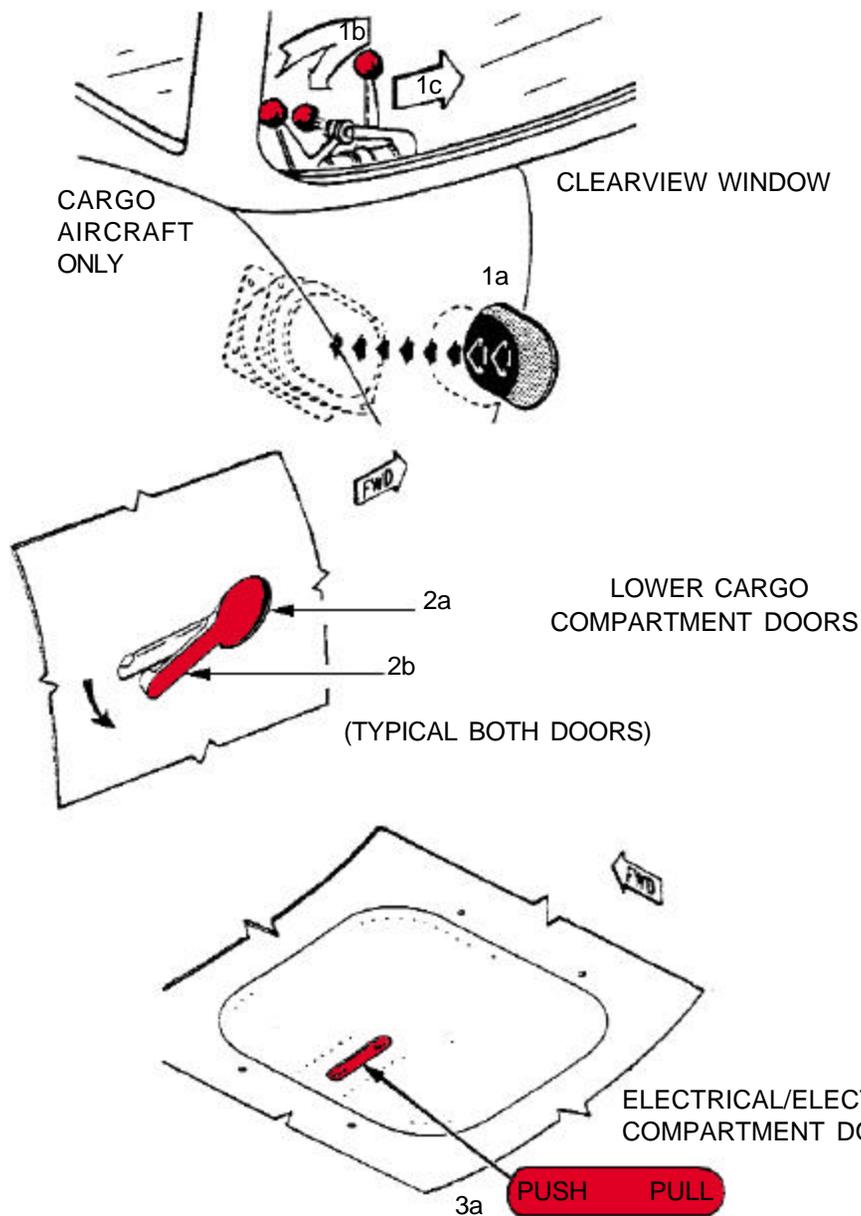
2. LOWER CARGO COMPARTMENT DOORS

- Push circular section of door handle inward to raise the handle.
- Rotate door handle counterclockwise to unlatch door.
- Push door upward into cargo compartment.

3. ELECTRICAL/ELECTRONIC COMPARTMENT DOOR

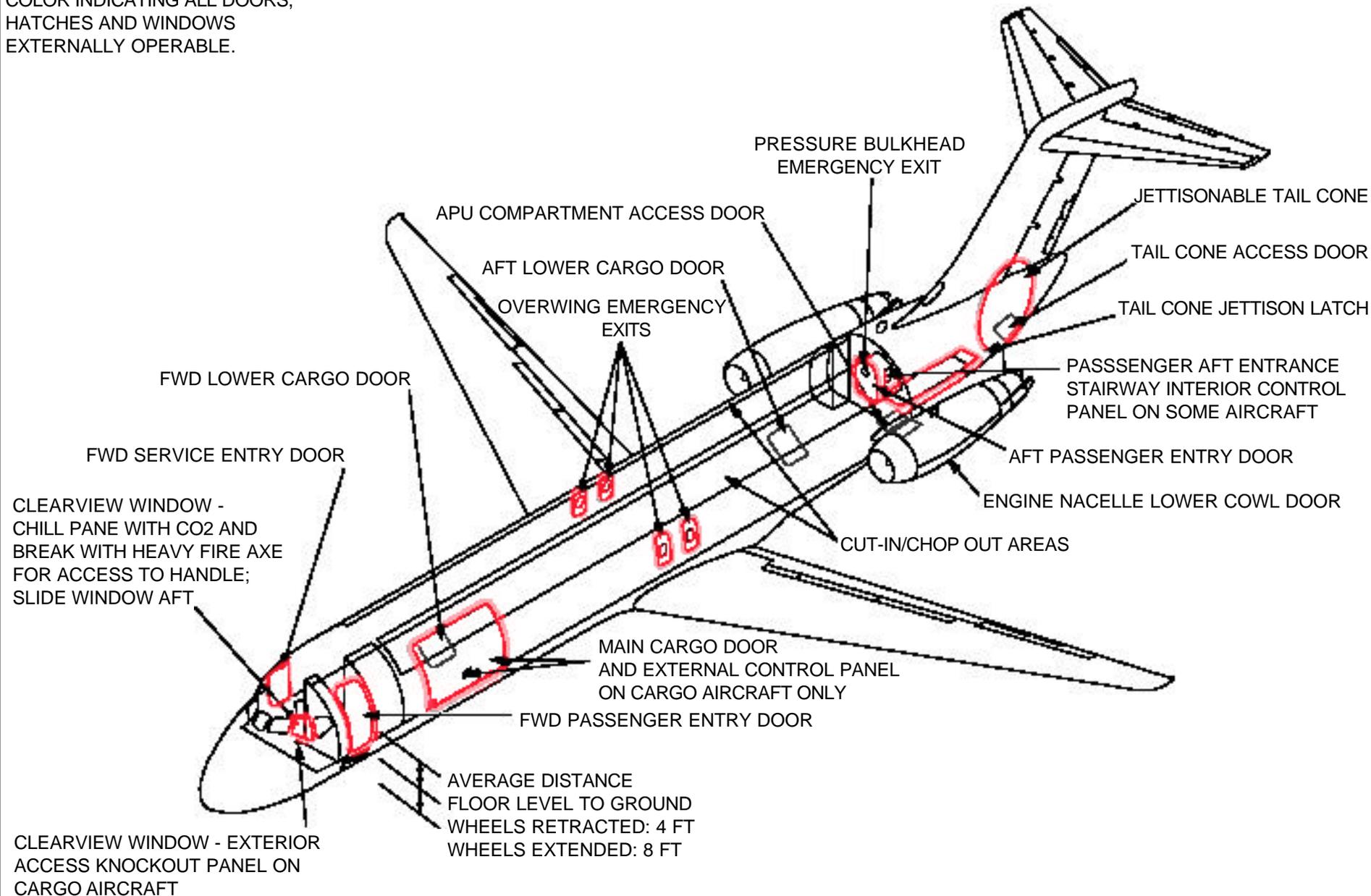
- Push right side of handle inward and pull left side of handle down to unlatch door.
- Push door inward and to the left to open.

EXTERIOR ACCESS (KNOCKOUT PANELS)



EMERGENCY RESCUE ACCESS

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



CLEARVIEW WINDOW - EXTERIOR ACCESS KNOCKOUT PANEL ON CARGO AIRCRAFT

ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE/APU SHUTDOWN

- a. Place fuel control levers, located on pilot's center console, to IDLE CUTOFF position.
- b. Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- c. Place battery switch, located on center over-head panel, to OFF position.

NOTE:

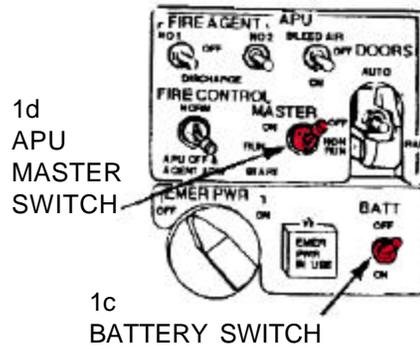
If engines fail to shutdown, pull emergency fire T-handles out, located on pilot's center forward panel.

- d. Place APU master switch, located on center overhead panel, to OFF position.
- e. On the APU ground control panel, located to left of APU access doors on the tailcone, open door by pushing two latches. Place APU master switch to the APU shutoff (up) position. If "Fire" light is illuminated ...place discharge fire switch (up) position to release fire agent 1. Wait 10 seconds to use fire agent 2, if applicable.

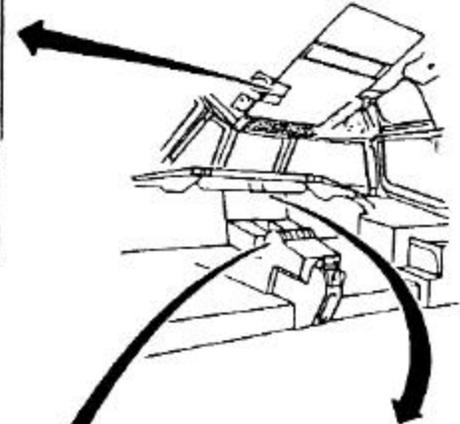
2. AIRCREW EXTRACTION

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

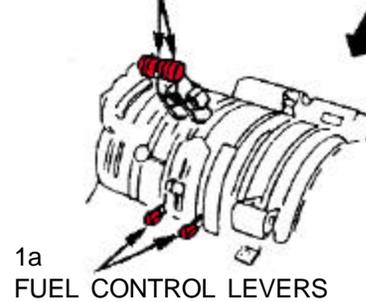
CENTER OVERHEAD PANEL



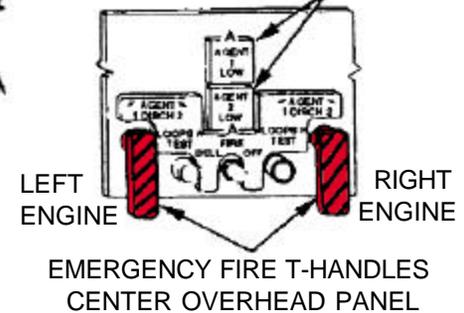
PILOT'S STATION (TYPICAL)



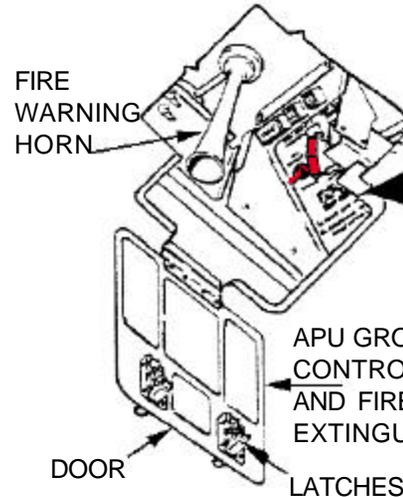
1b
THROTTLES



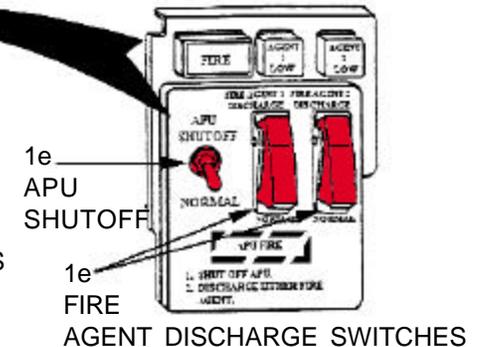
LOW AGENT INDICATING LIGHTS



FIRE
WARNING
HORN



APU GROUND CONTROL PANEL

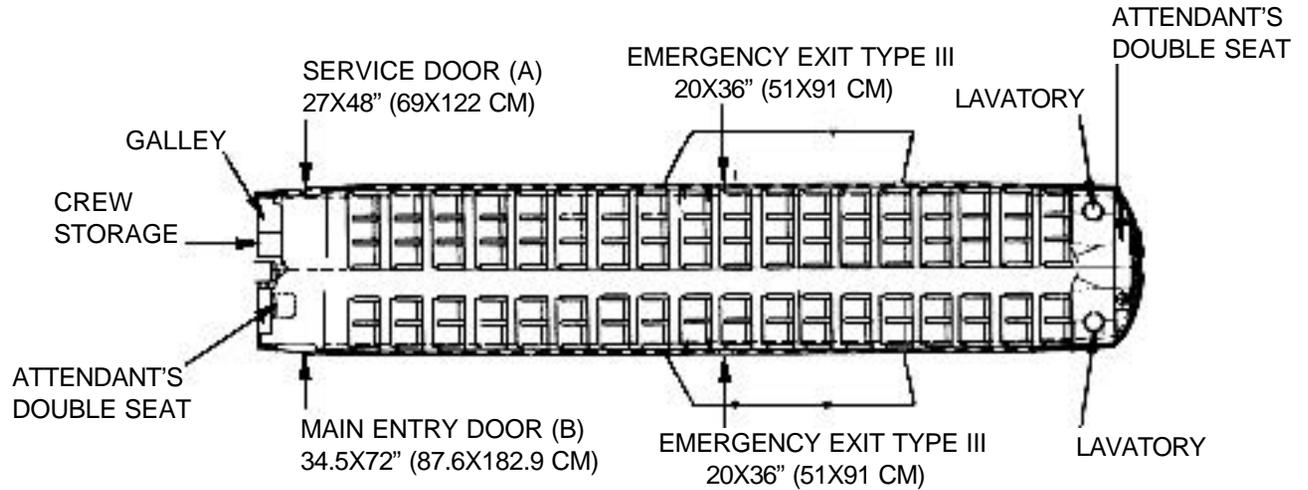
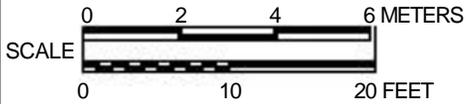


CABIN CONFIGURATION

DC-9-15,-21

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

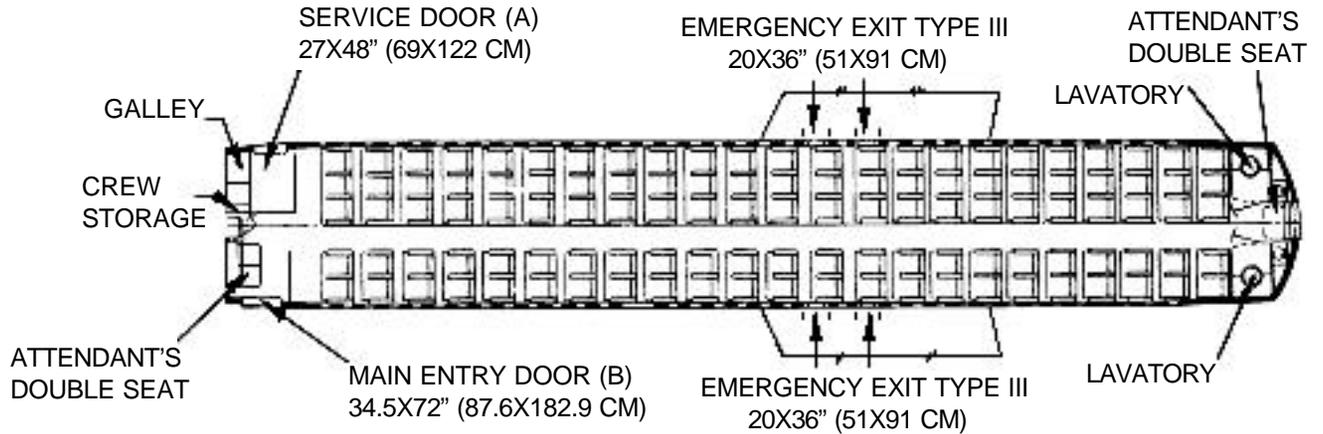
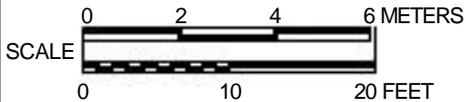
NOTE:
 Maximum of 90 passengers, 5-abreast seating available.



DC-9-32

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

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

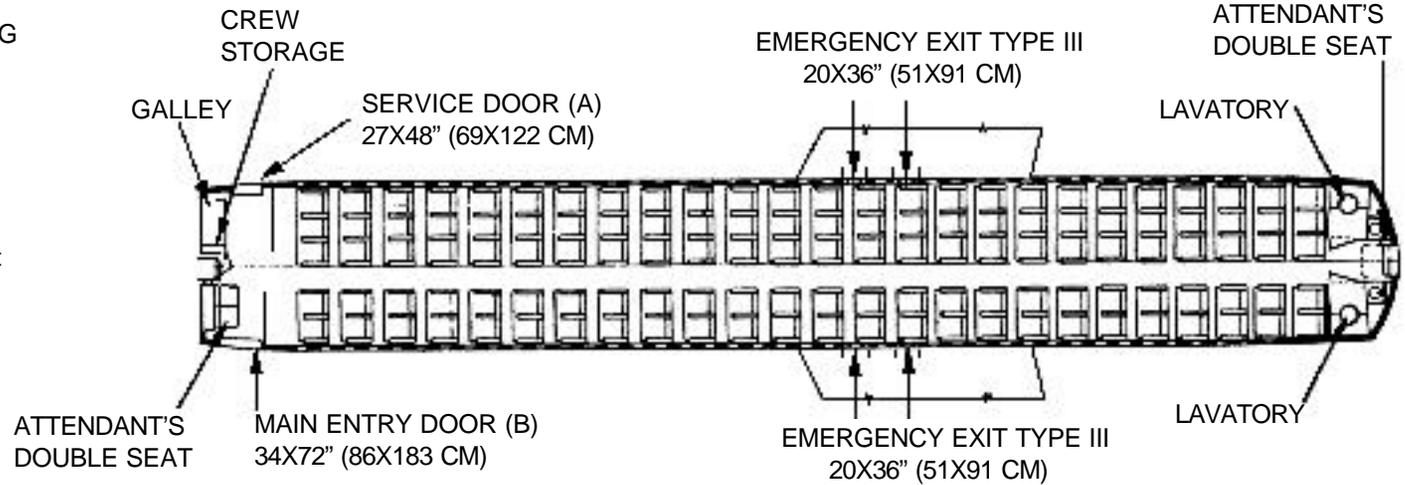
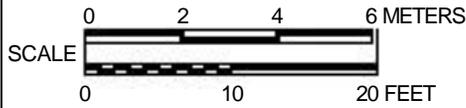


CABIN CONFIGURATION-Continued

DC-9-41

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

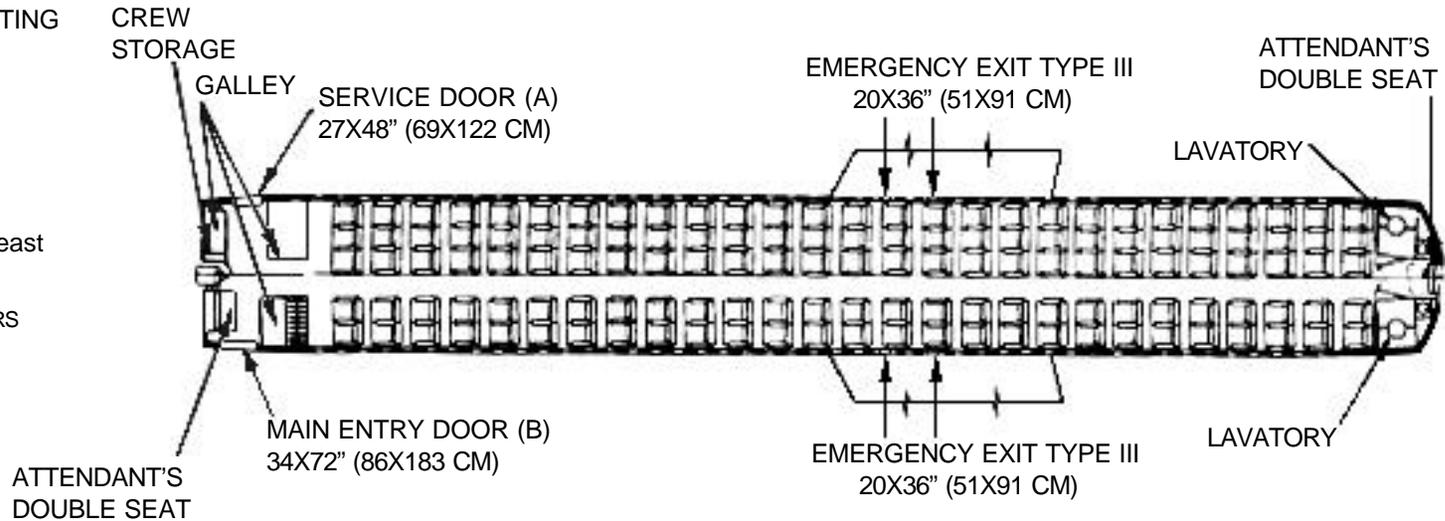
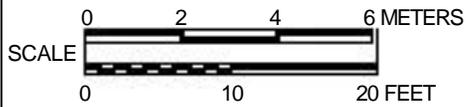
NOTE:
 Maximum of 128 passengers, 5-abreast seating available.



DC-9-51

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

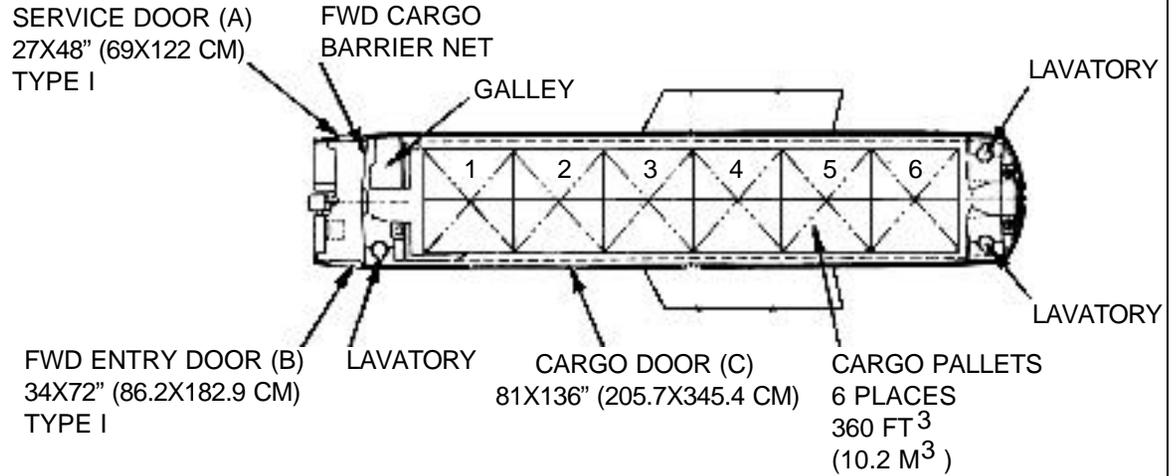
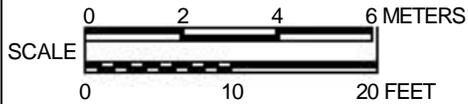
NOTE:
 Maximum of 397 passengers, 5-abreast seating available.



CARGO CONFIGURATION

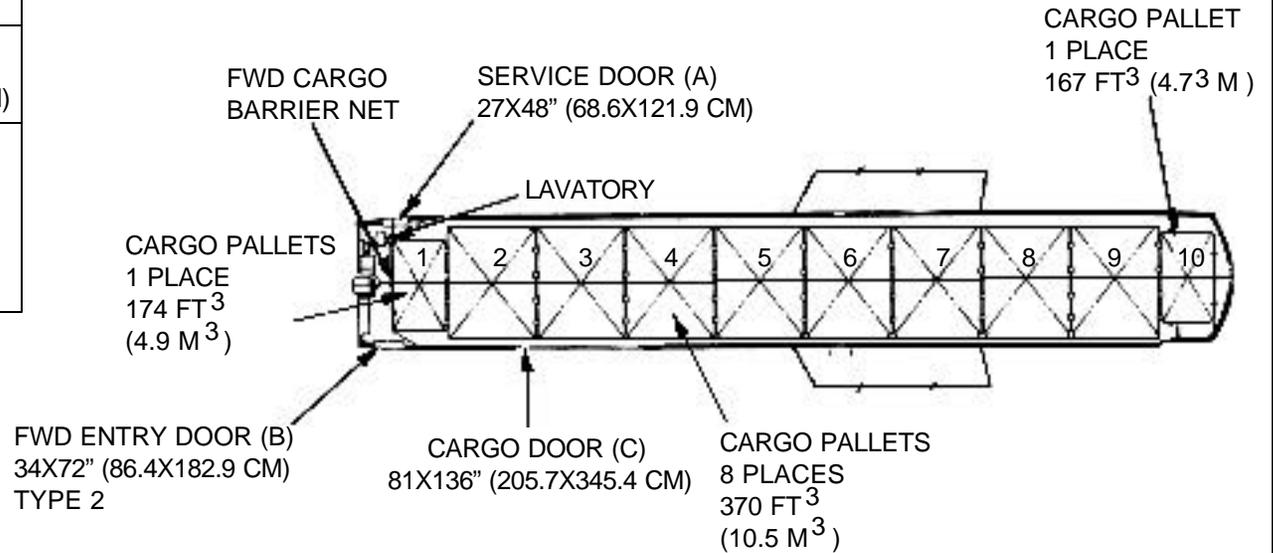
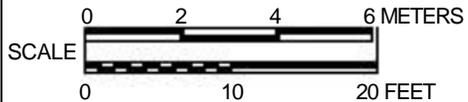
DC-9-15F

CARGO VOLUMES	
PALLET SIZE #1 THRU 6	88X108" (224X274 CM)
PALLETS 1 THRU 6 LOWER DECK CARGO	2161 FT ³ (61.2 M ³)
TOTAL CARGO	600 FT ³ (17.0 M ³)
	2761 FT ³ (78.2 M ³)



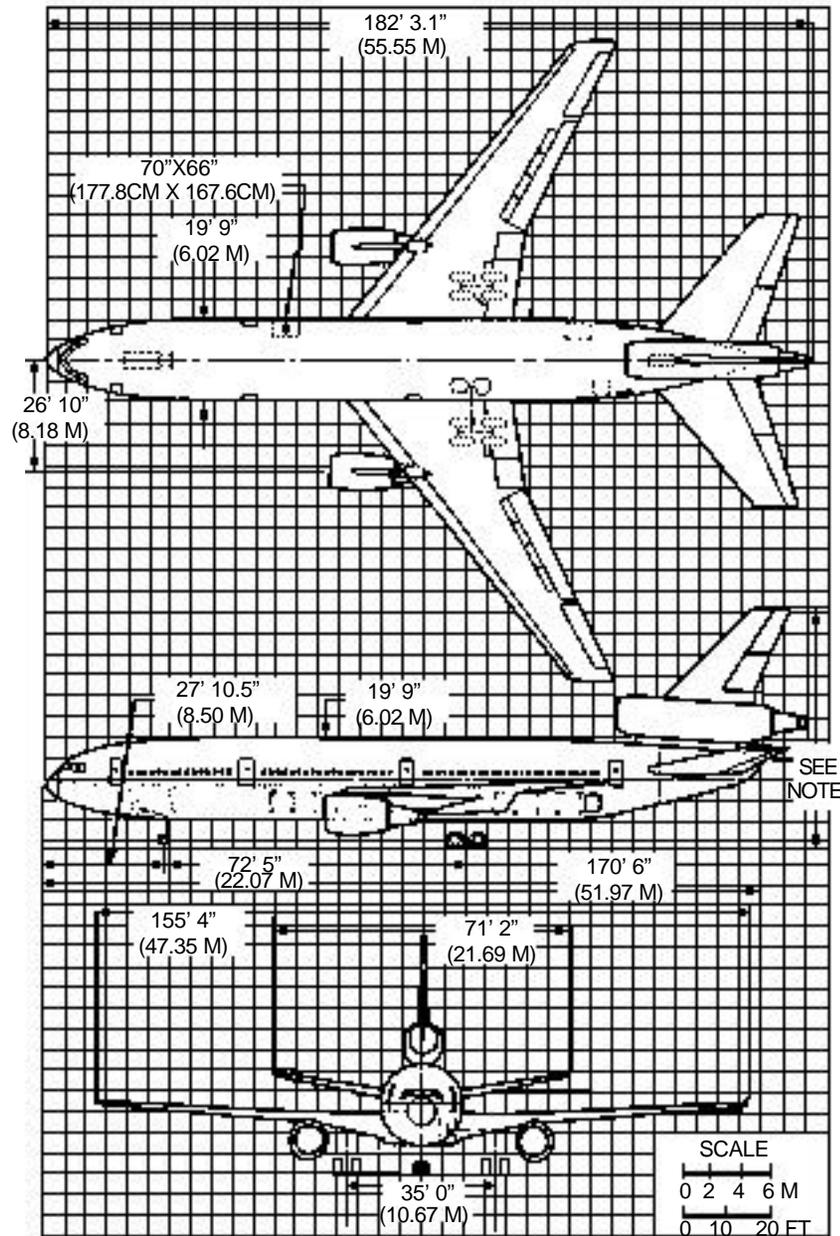
DC-9-32F

CARGO VOLUMES	
PALLET SIZES #1 and 10 #2 THRU 9	54X88" (137X224 CM) 88X108" (224X274 CM)
PALLET 1	174 FT (4.9 M ³)
PALLETS 2 THRU 9	2959 FT (83.8 M ³)
PALLET 10	167 FT (4.7 M ³)
LOWER DECK CARGO	895 FT (25.3 M ³)
TOTAL CARGO	4195 FT (118.8 M ³)

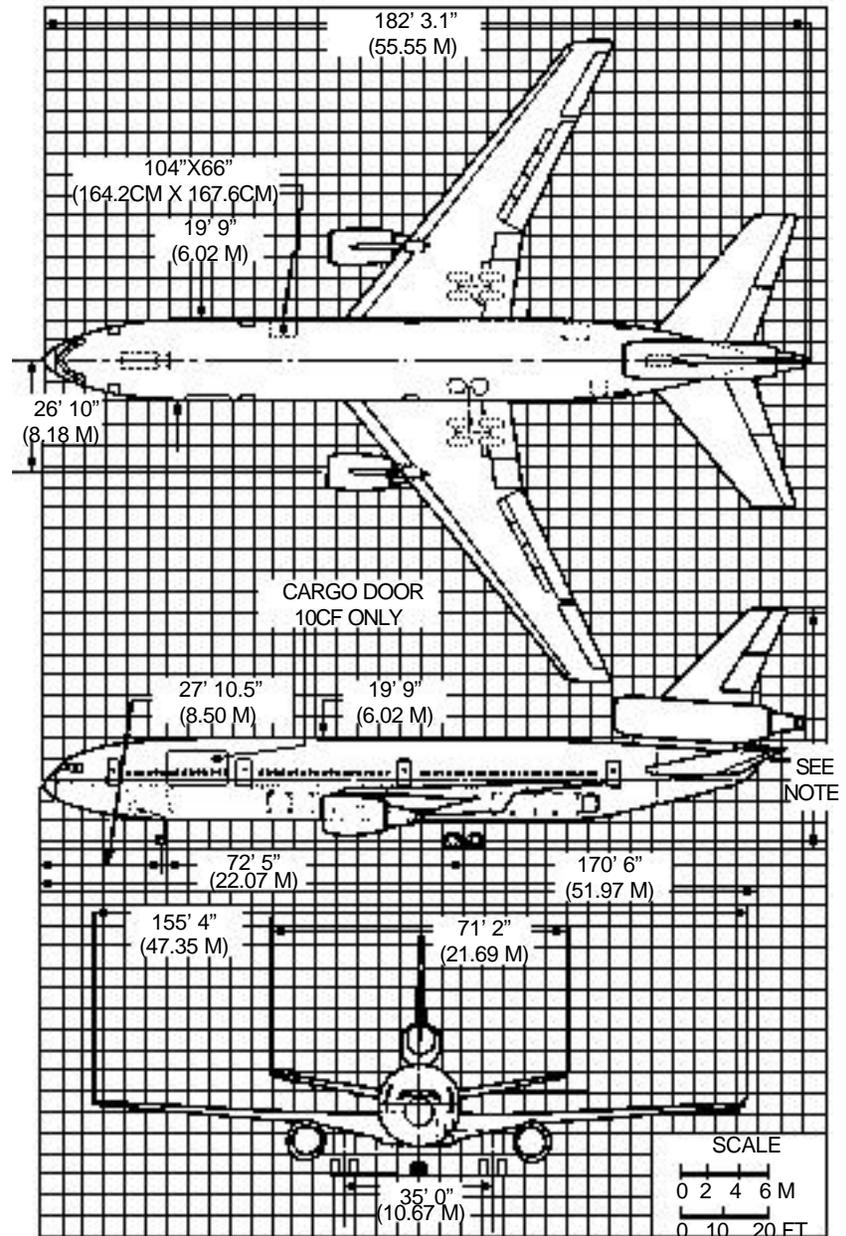




AIRCRAFT DIMENSIONS



DC-10 SERIES 10 (LOWER GALLEY)

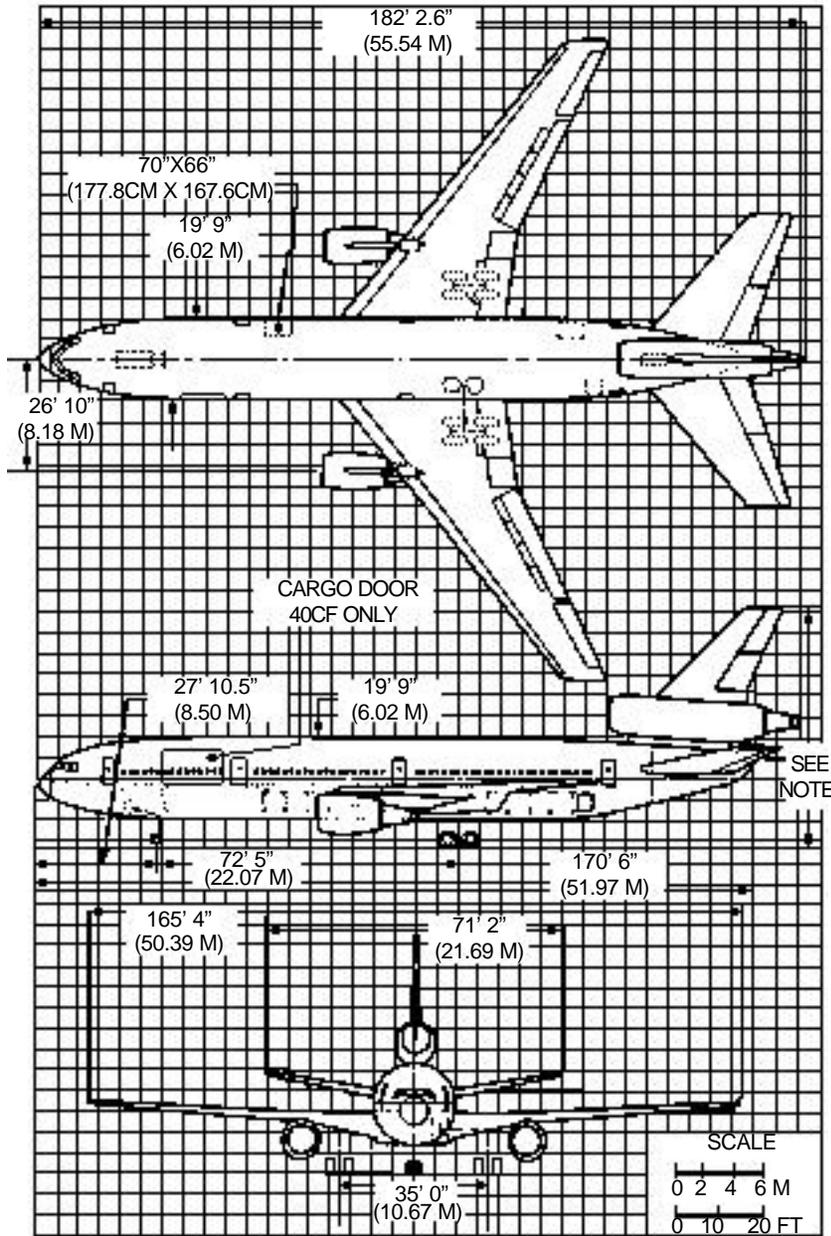


DC-10 SERIES 10 AND 10CF (UPPER GALLEY)

NOTE:

Height, depending on load varies from 57' 4" (17.48M) to 58' 5" (17.81M).

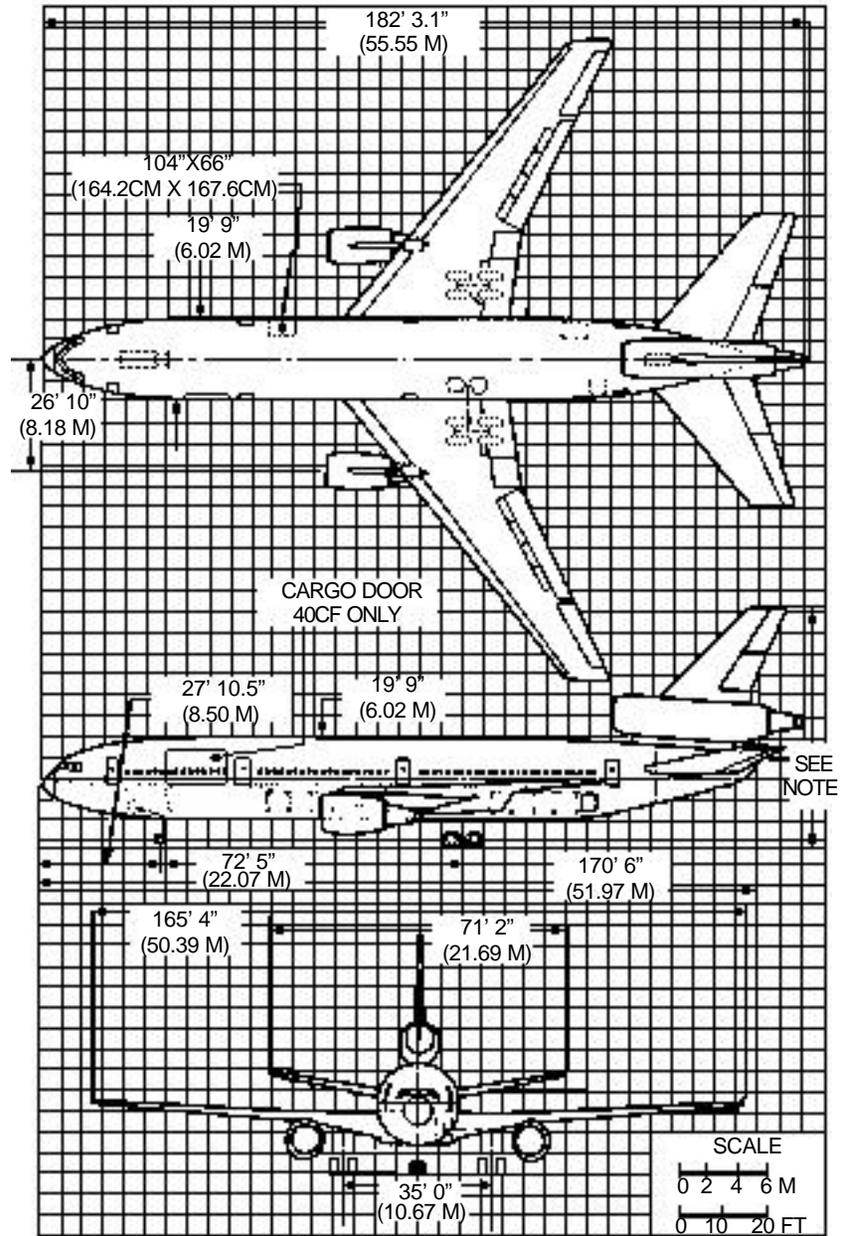
AIRCRAFT DIMENSIONS-Continued



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

NOTE:

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



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

ENGINE DANGER AREAS

JET INTAKE AND BLAST DISTANCES

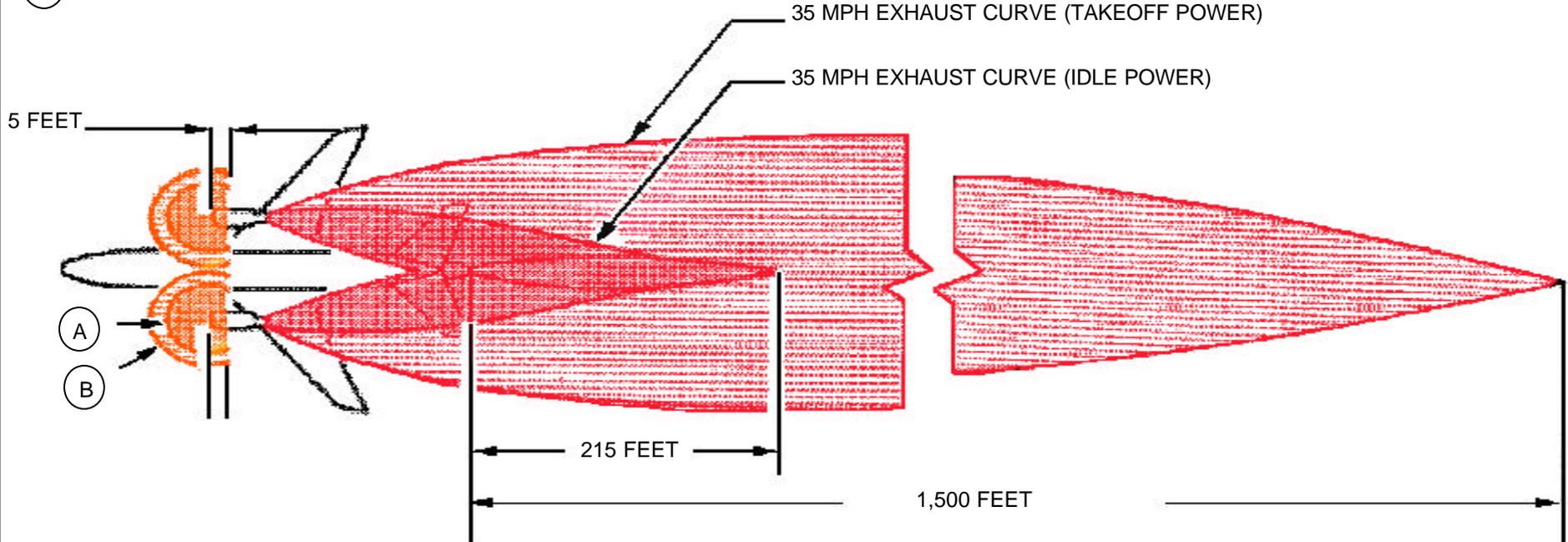
NOTE:

Crosswinds will have considerable effect on contours.

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

(A) 20 FOOT RADIUS

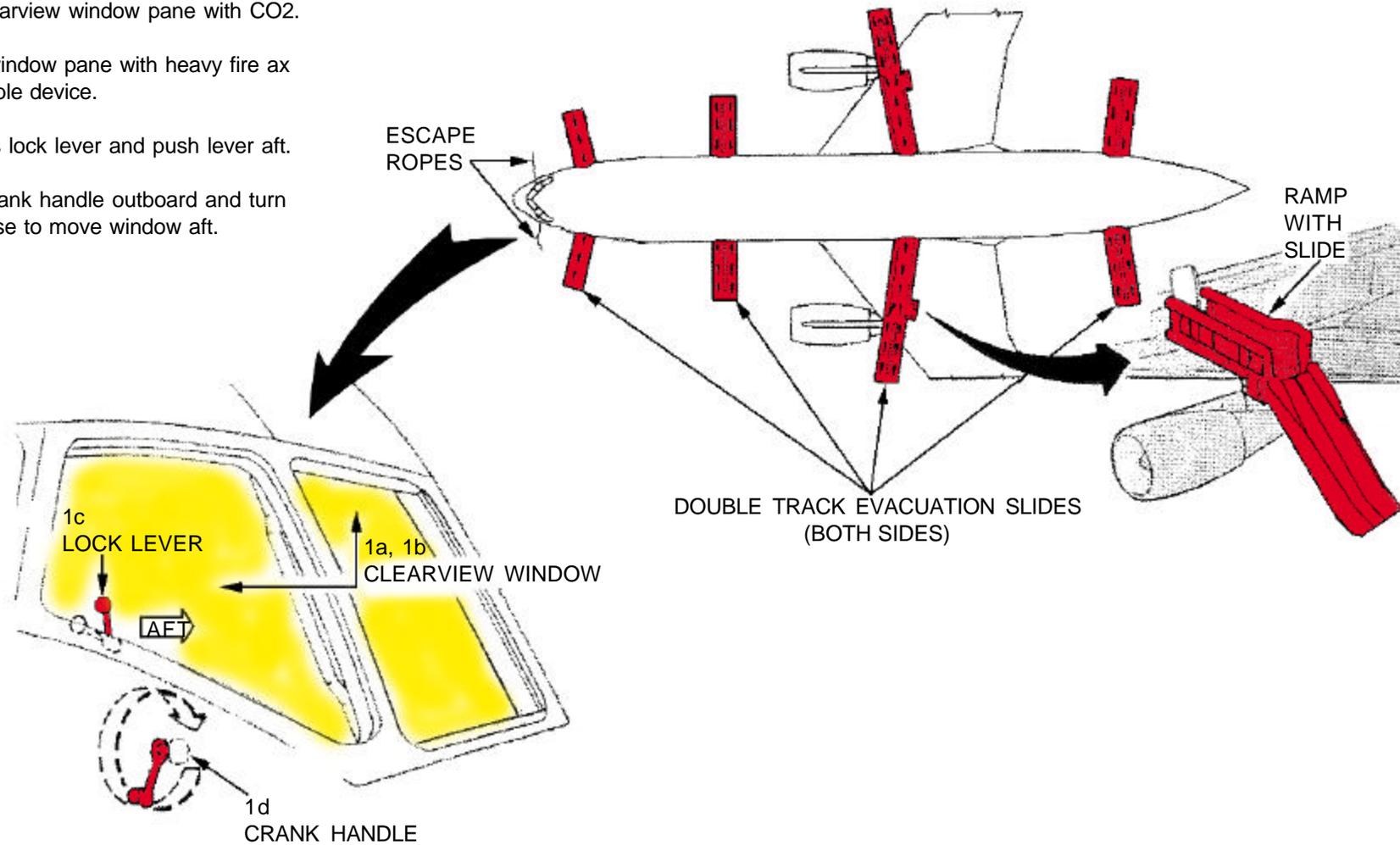
(B) 30 FOOT RADIUS



VIEW LOOKING UP FROM BOTTOM OF AIRCRAFT

AIRCRAFT EVACUATION ROUTES AND CLEARVIEW WINDOW ENTRY

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



ENGINE NACELLE DOORS AND FAN COWL ACCESS DOORS

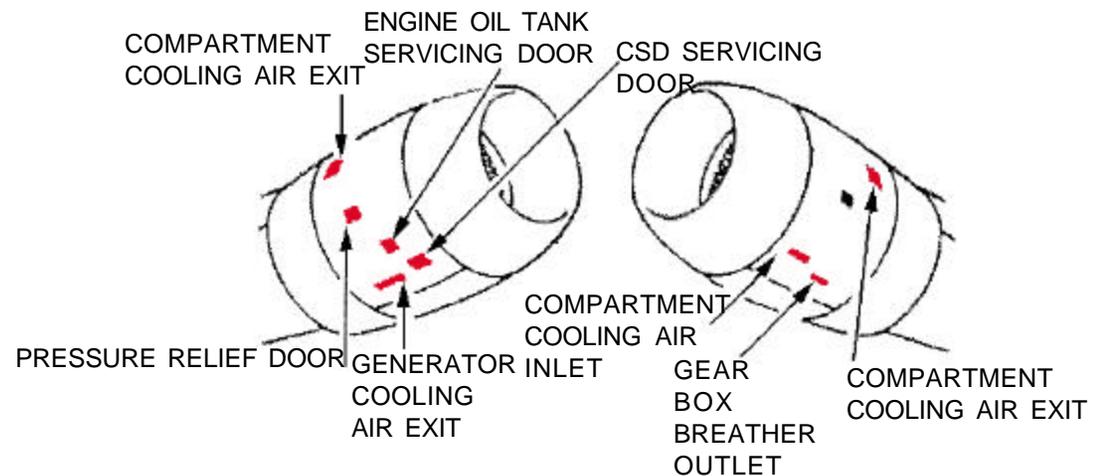
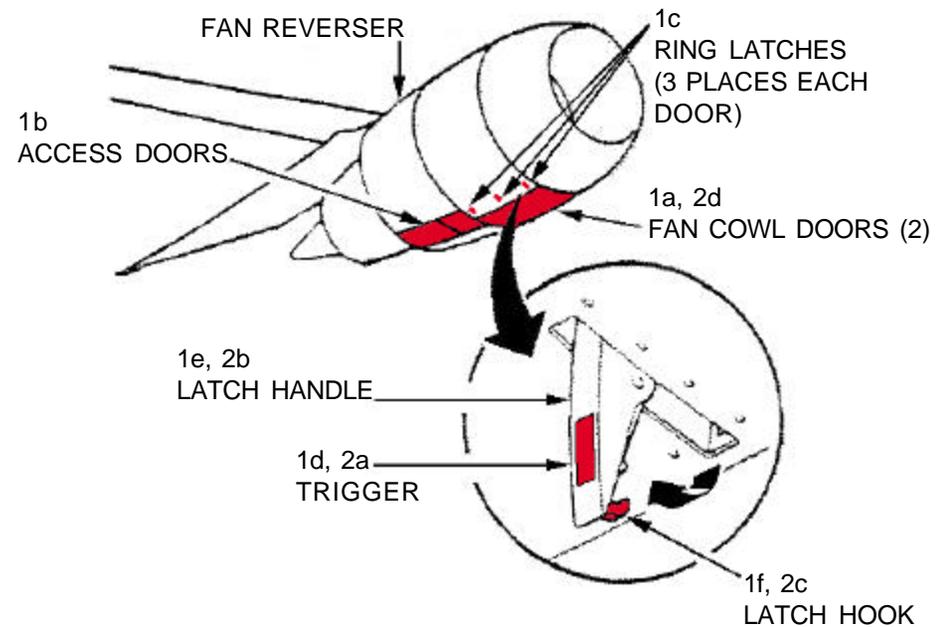
1. ENGINE NACELLE DOORS

To open fan reverser:

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

2. TO OPEN FAN AND CORE COWL DOORS

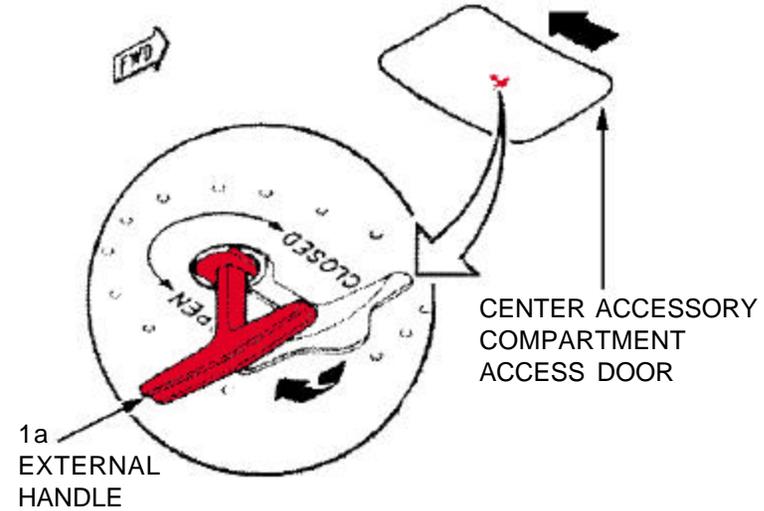
- a. Press trigger on door tension latch handle to release handle.
- b. Pull handle to fully unlatched position.
- c. Disengage latch hook from u-bolt.
- d. Raise door to open position and engage hold-open rods with engine fittings.



AIRCRAFT ACCESS DOORS

1. CENTER ACCESSORY COMPARTMENT DOOR

- Pull down external handle and rotate in direction indicated by placarding on door.
- Stow handle and slide door to right side of fuselage.

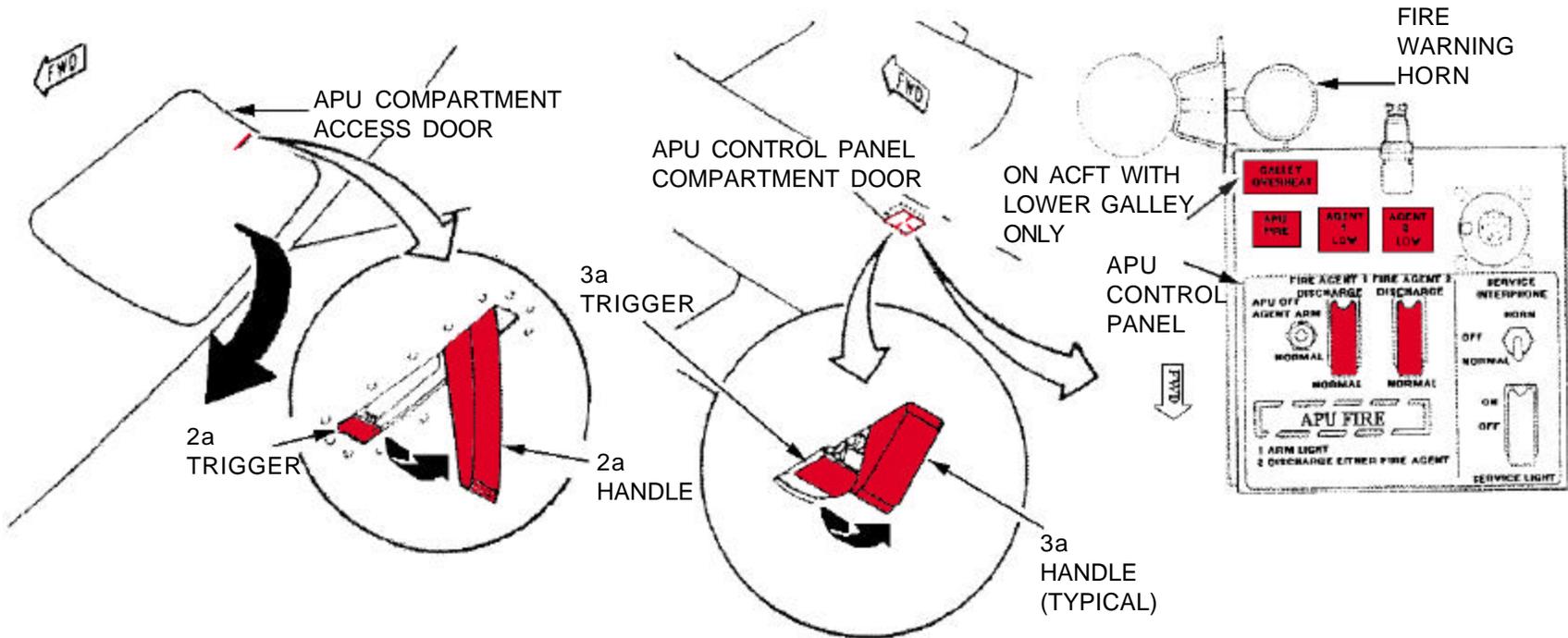


2. APU ACCESS DOOR

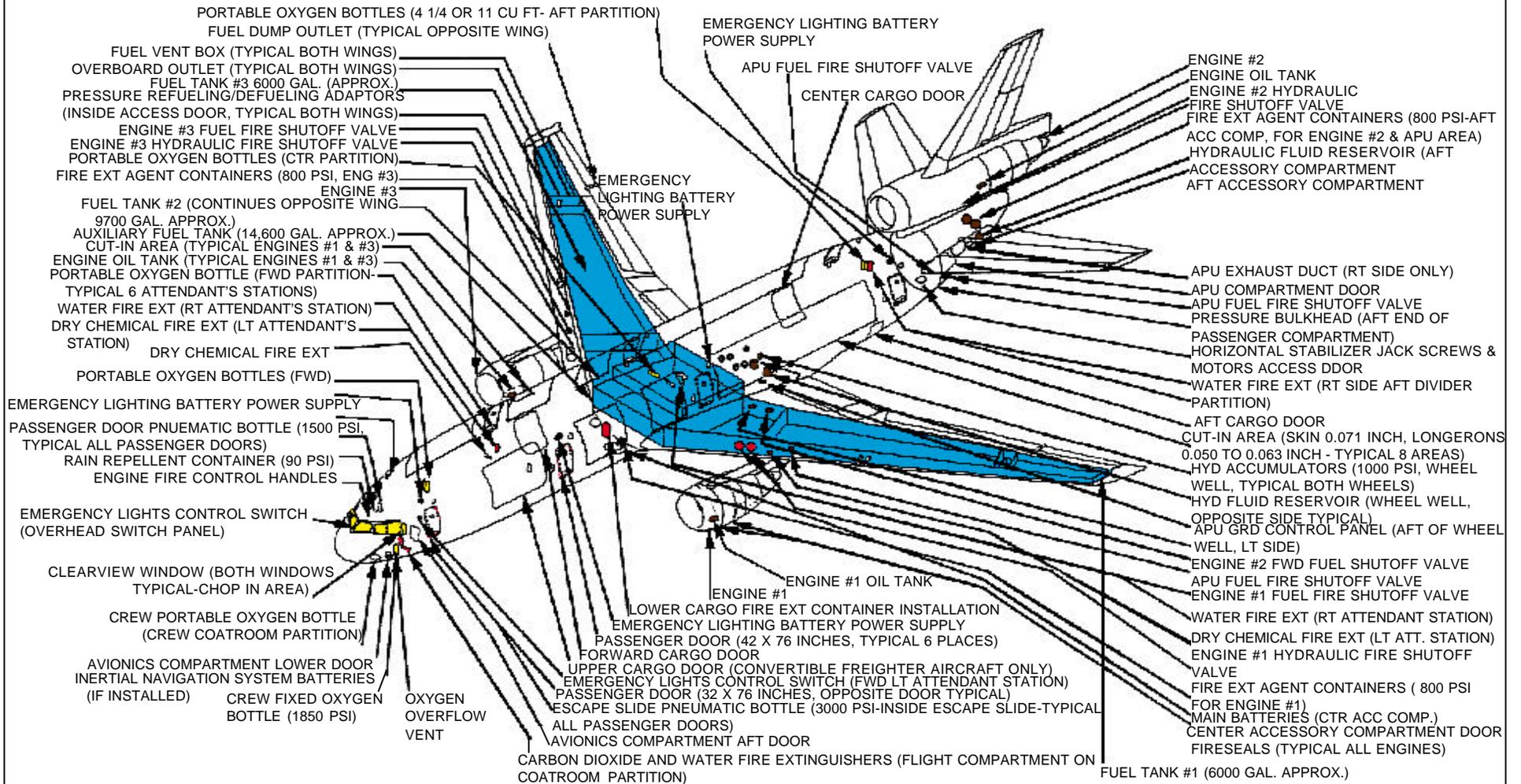
- Press trigger to release handle.
- Support door after unlatching.
- Door opens down.

3. APU GROUND CONTROL PANEL COMPARTMENT DOOR

- Press three (3) triggers on door to release three handles.
- Door opens down.



AIRCRAFT FLAMMABLE MATERIAL LOCATIONS



SPECIAL TOOLS/EQUIPMENT

- Power Rescue Saw
- 35 Foot Ladder
- 1/4 Inch Drive Tool
- Fire Drill II

AIRCRAFT ENTRY

WARNING

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

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

IF DOOR DOES NOT OPEN:

2. EMERGENCY MODE-PNEUMATIC (ALL 8 DOORS)
 - a. Hold door control handle at open position.
 - b. Depress and hold emergency opening button, or if emergency override lever is installed, rotate from safe to emergency and hold.
 - c. Move door control handle to emergency position (see dotted PULL handle).

IF DOOR STILL DOES NOT OPEN:

- d. Push door inward as far as possible and hold. For forward doors, push in area of window.
- e. Use any available means to pry door upward.

WARNING

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

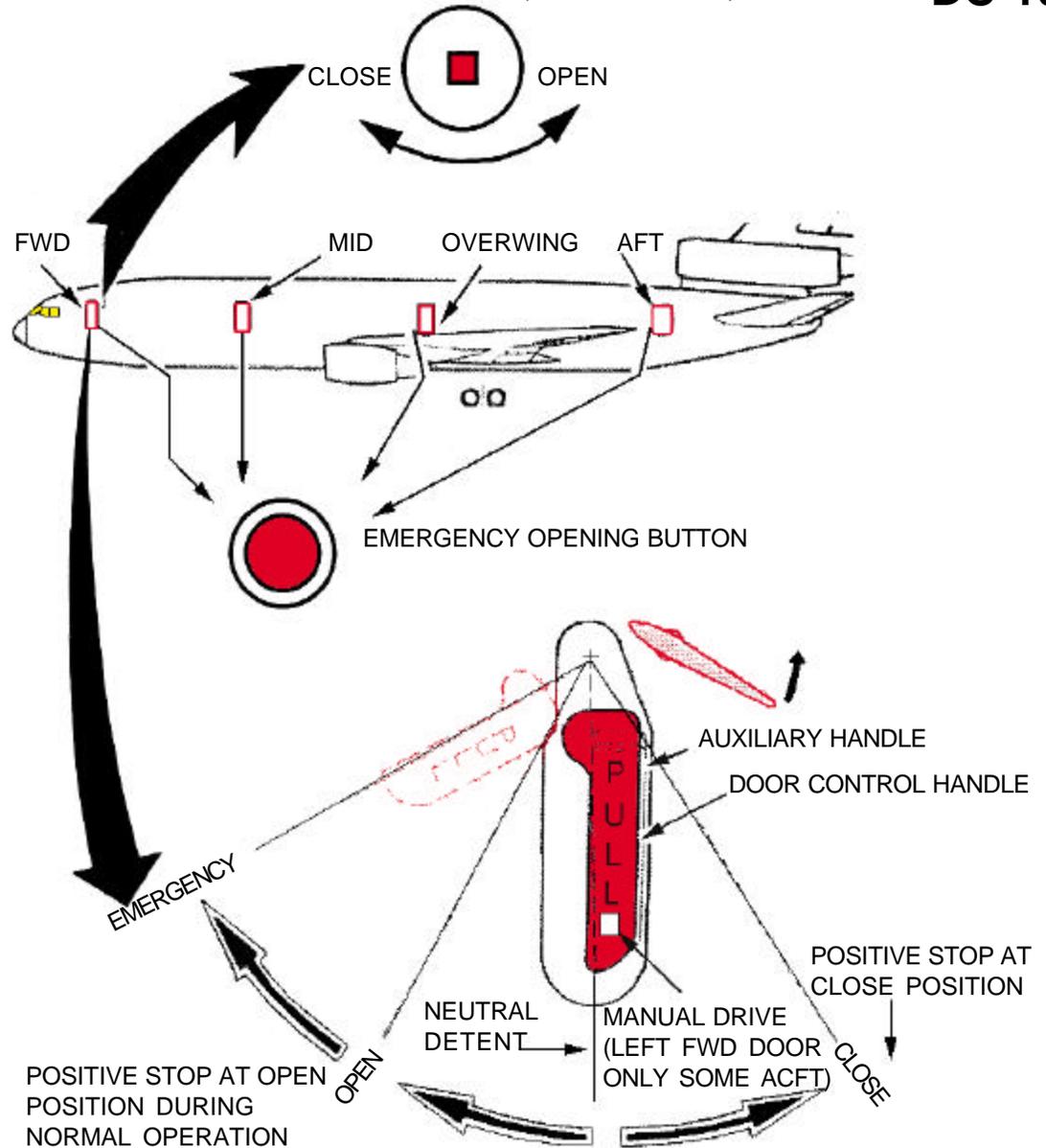
3. AUXILIARY MODE USING 1/4-INCH DRIVE FITTING (Applicable for forward left fuselage door only.)
 - a. Hold door control handle at open position.
 - b. Insert 1/4-inch drive tool in manual drive fitting and turn counterclockwise until door is open.

CAUTION

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

- c. Return door control handle to neutral detent and push inward to stow.

LEFT FWD DOOR ONLY (SOME AIRCRAFT)



AIRCRAFT ENTRY-Continued

DC-10

WARNING

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

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

IF DOOR DOES NOT OPEN:

5. EMERGENCY MODE-PNEUMATIC (ALL 8 DOORS)
 - a. Pull door control handle out of fuselage.
 - b. Rotate emergency override lever from safe position to emergency position and hold.
 - c. Rotate door control handle to emergency position (see dotted PULL handle).

IF DOOR STILL DOES NOT OPEN:

- d. Push door inward as far as possible and hold. For forward doors, push in area of window.
- e. Use any available means to pry door upward.

WARNING

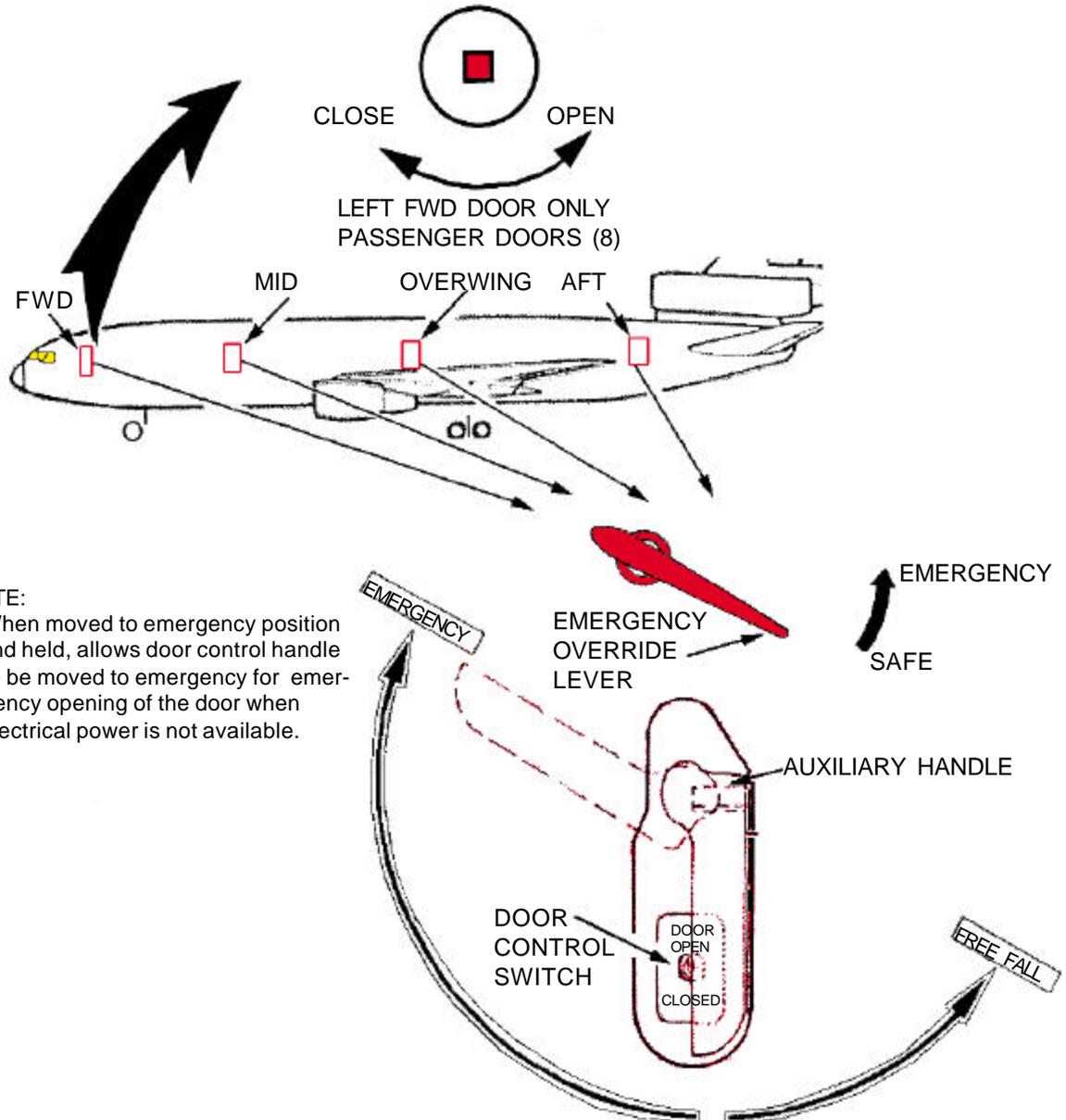
Door with slide attached is very heavy. Required lifting force may exceed 400 pounds.

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

CAUTION

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

- c. Release door control handle to neutral position.

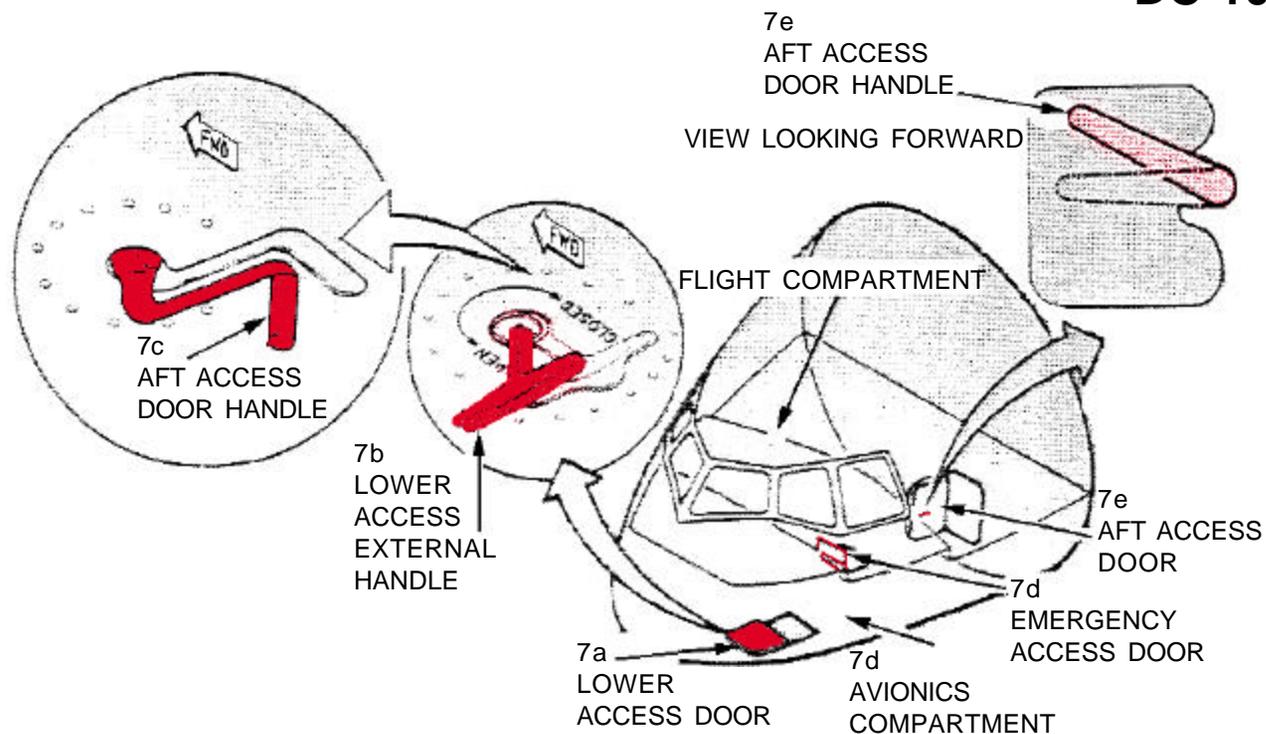


AIRCRAFT ENTRY-Continued

DC-10

7. FLIGHT COMPARTMENT ENTRY THROUGH THE AVIONICS COMPARTMENT

- To open the avionics compartment lower access door, pull down and turn external handle counterclockwise.
- Stow handle and slide door forward.
- To open avionics compartment aft access door, turn handle up (clockwise) and push door.
- To open avionics compartment emergency access door, push to open into flight compartment.
- Use aft access door from passenger compartment to access flight compartment. Rotate handle up to unlock aft access door.



AIRCRAFT ENTRY-Continued

8. EXTERNAL CARGO DOOR OPERATION WITH POWER AVAILABLE

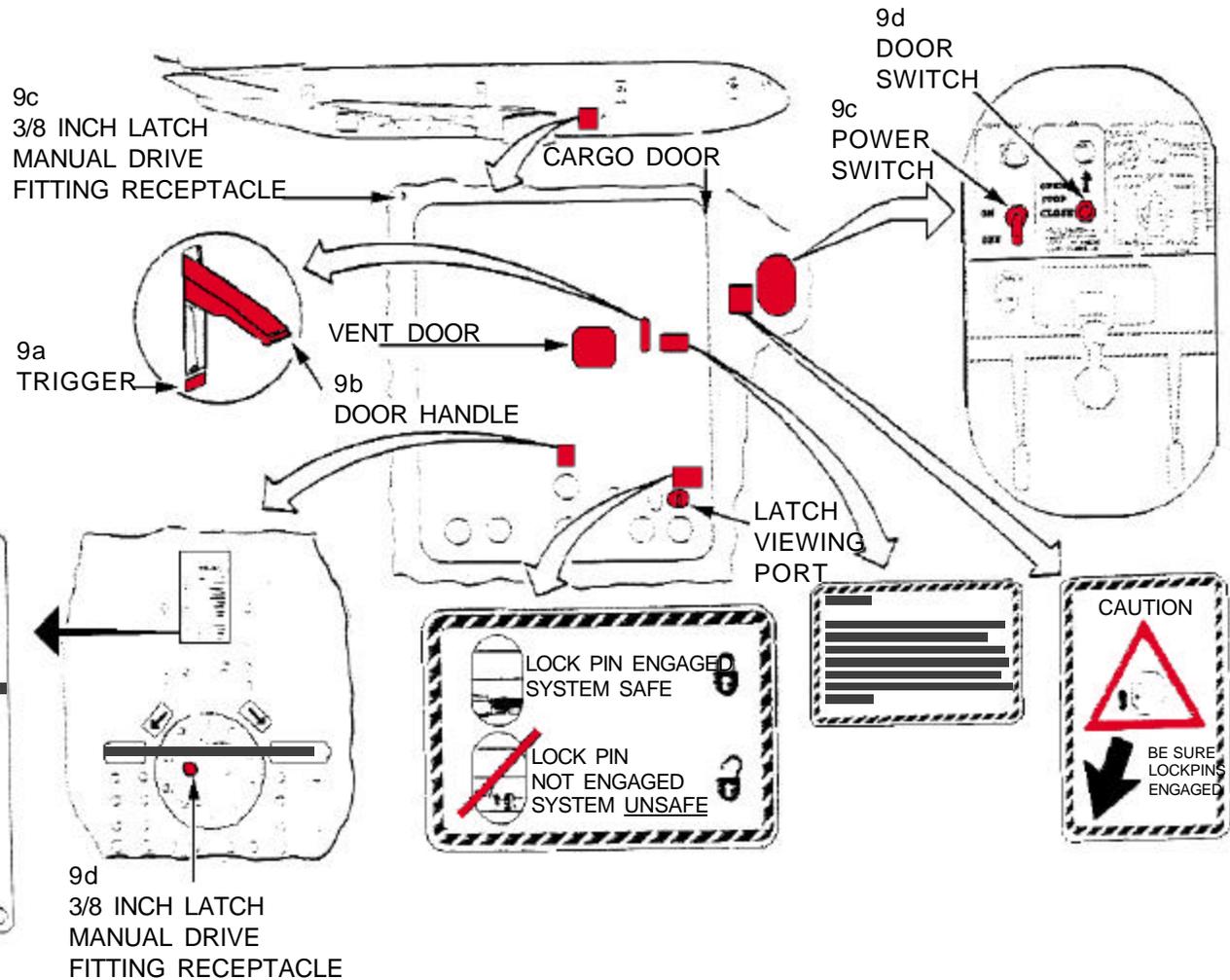
- Press trigger to release handle.
- Pull handle out and up.
- Place door power switch on.
- Place door switch to open.

WARNING

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

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

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



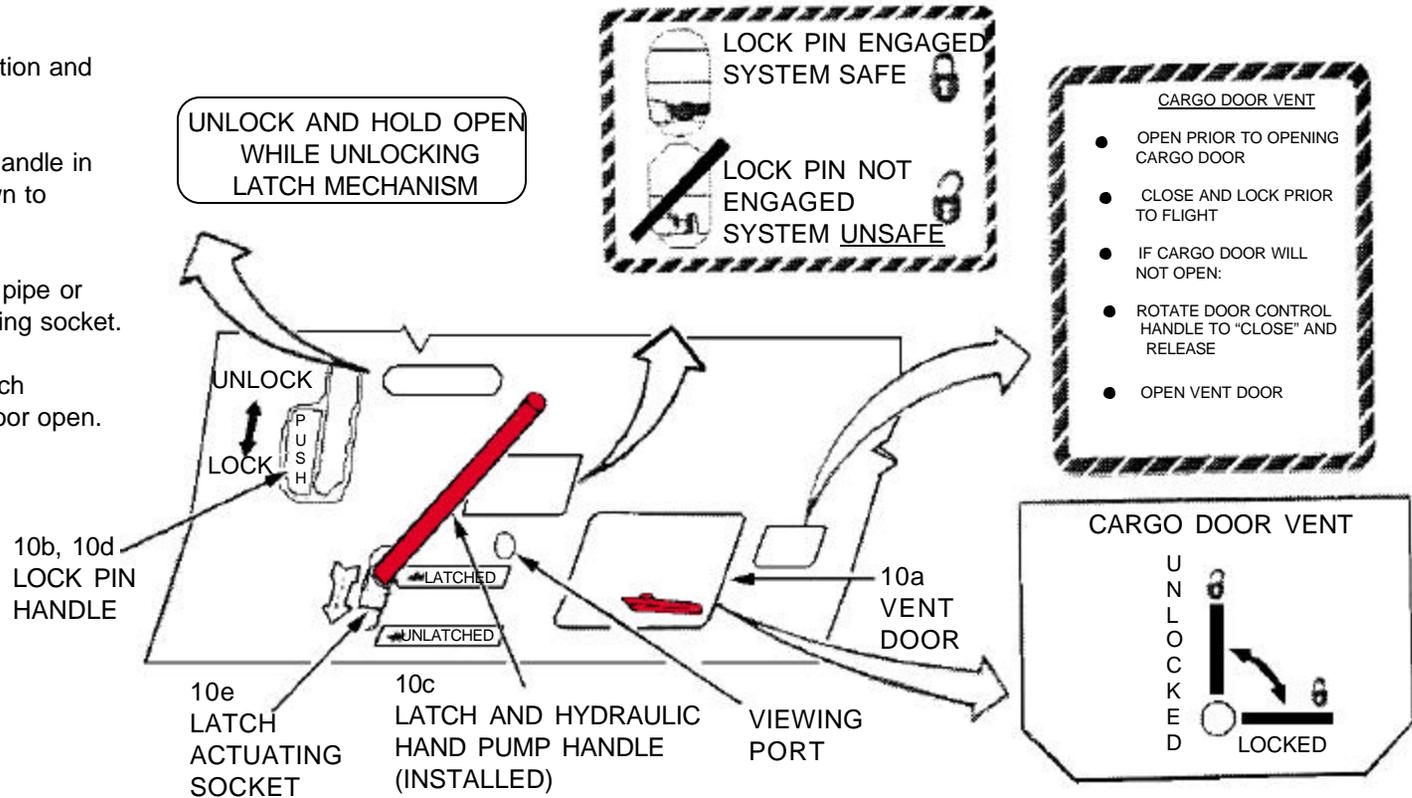
AIRCRAFT ENTRY-Continued

10. UPPER CARGO DOOR INTERNAL OPERATION CONVERTIBLE FREIGHTER AIRCRAFT ONLY

NOTE:

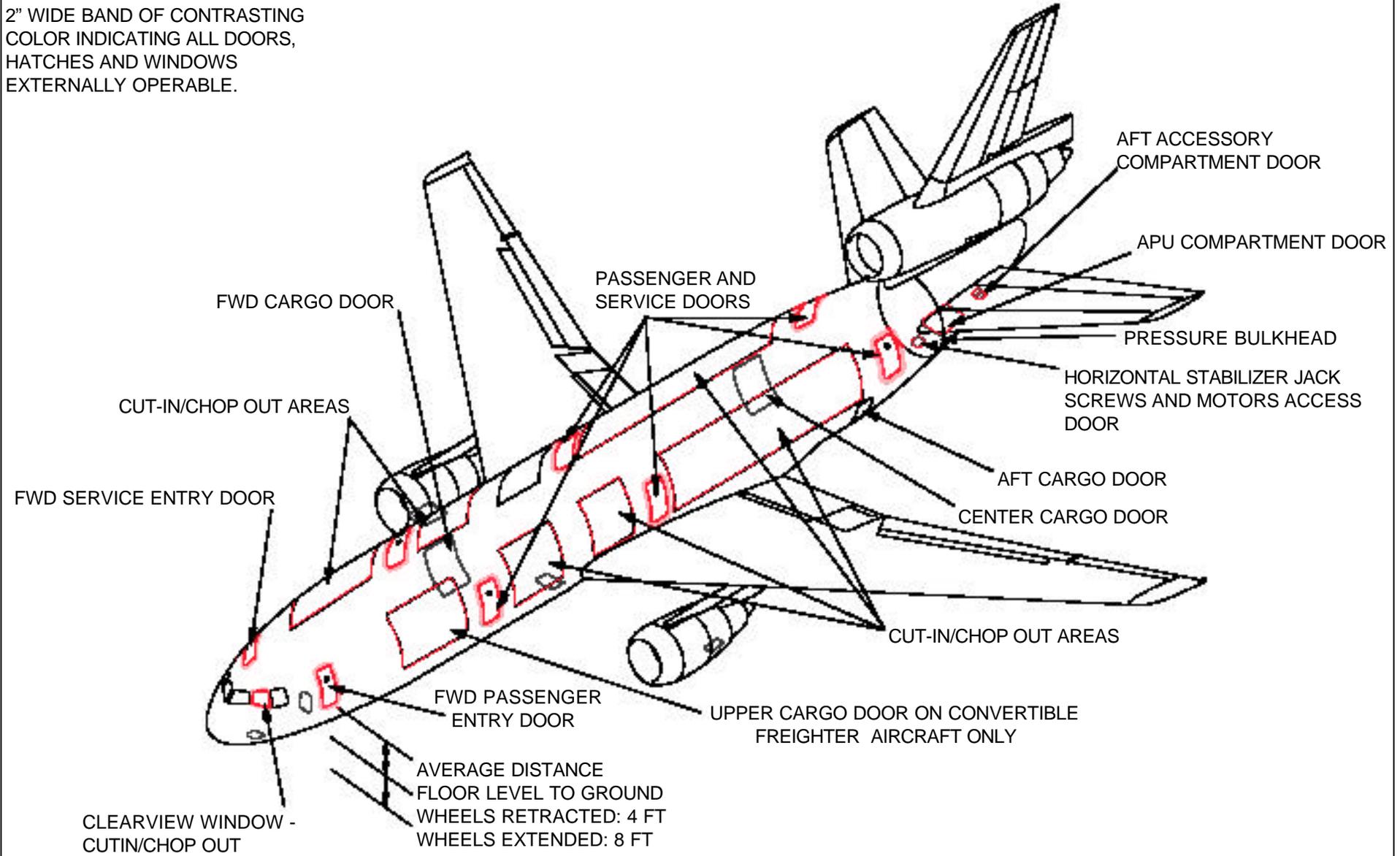
If installed, pip pin must be removed from locktube to allow unlocking of lockpin handle.

- a. To open manually, rotate vent door handle to unlock position.
- b. Pull lockpin handle up to unlock position and hold.
- c. Insert pipe or hydraulic hand pump handle in latch actuating socket and push down to unlatched position.
- d. Release lockpin handle and remove pipe or hand pump handle from latch actuating socket.
- e. Place cable loop or hook through latch actuating socket to manually hoist door open.



EMERGENCY RESCUE ACCESS

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

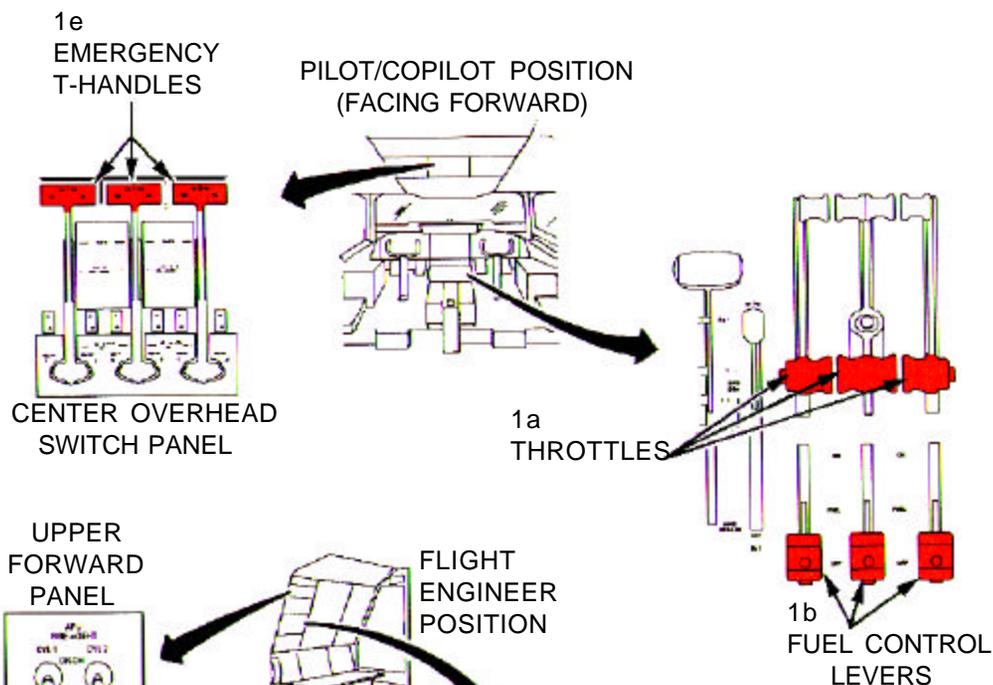


ENGINE/APU SHUTDOWN AND AIRCREW EXTRACTION

DC-10

1. ENGINE SHUTDOWN

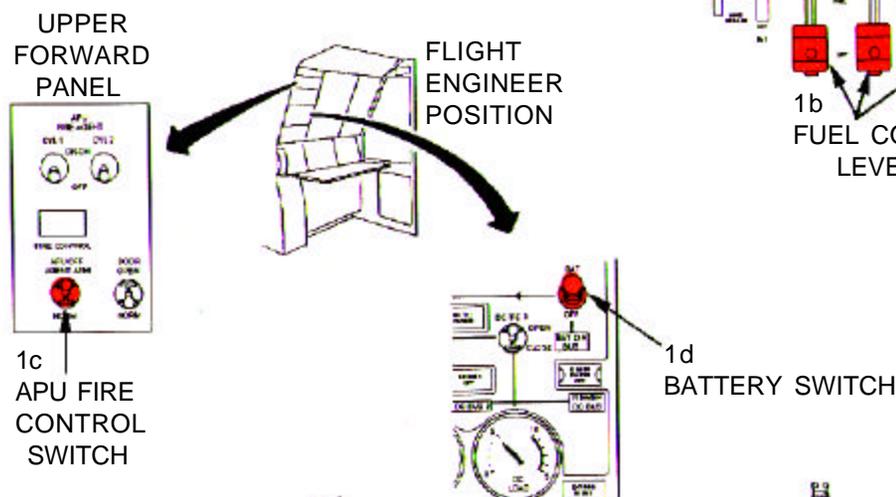
- Retard throttles, located on pilot's console, full aft position.
- Place fuel control levers, located on pilot's center console, aft and down to full detent.
- Place APU fire control switch, located on flight engineer's left panel to OFF position.
- Place battery switch, located on flight engineer's upper left panel, to OFF position.
- If engines fail to shutdown: Lift "ENG/FIRE" handle guards, push emergency fire T-handles, located on pilot's overhead panel, down and forward.



- In case of engine fire: While holding forward pressure on handle, turn handle clockwise and hold. After 10 seconds, turn handle counterclockwise.

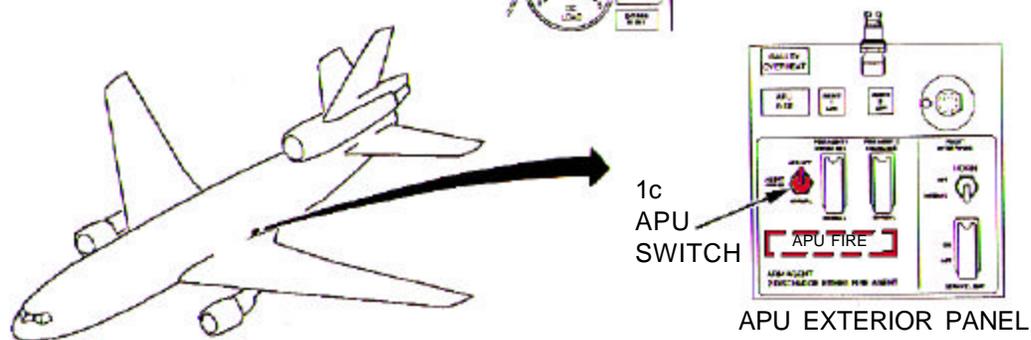
2. APU SHUTDOWN

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



3. AIRCREW EXTRACTION

- Rotate quick release knob on lap belt and remove shoulder harness.
- Pull seat manual release handle to adjust seat to a recline position in removing crewmembers.
- Passenger seats are equipped with lap belts only.

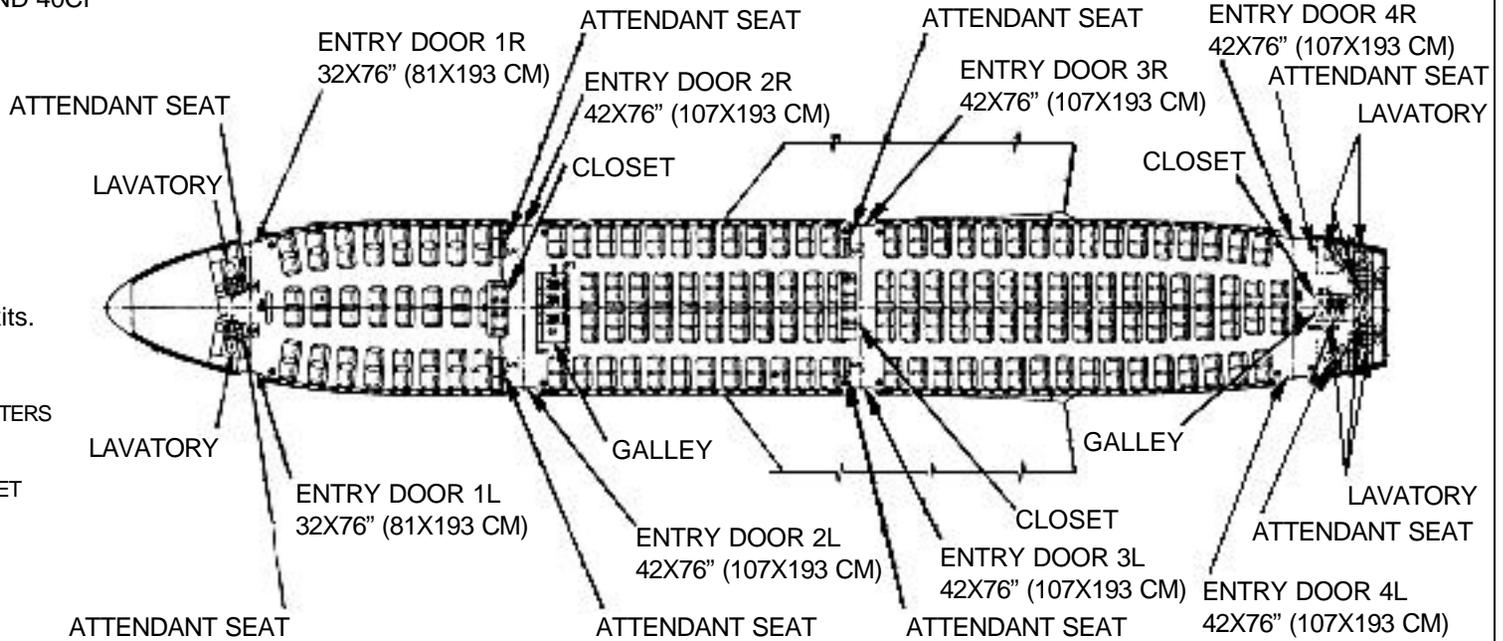
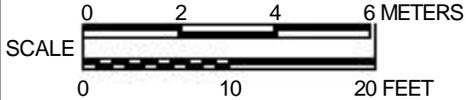


CABIN CONFIGURATION

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

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

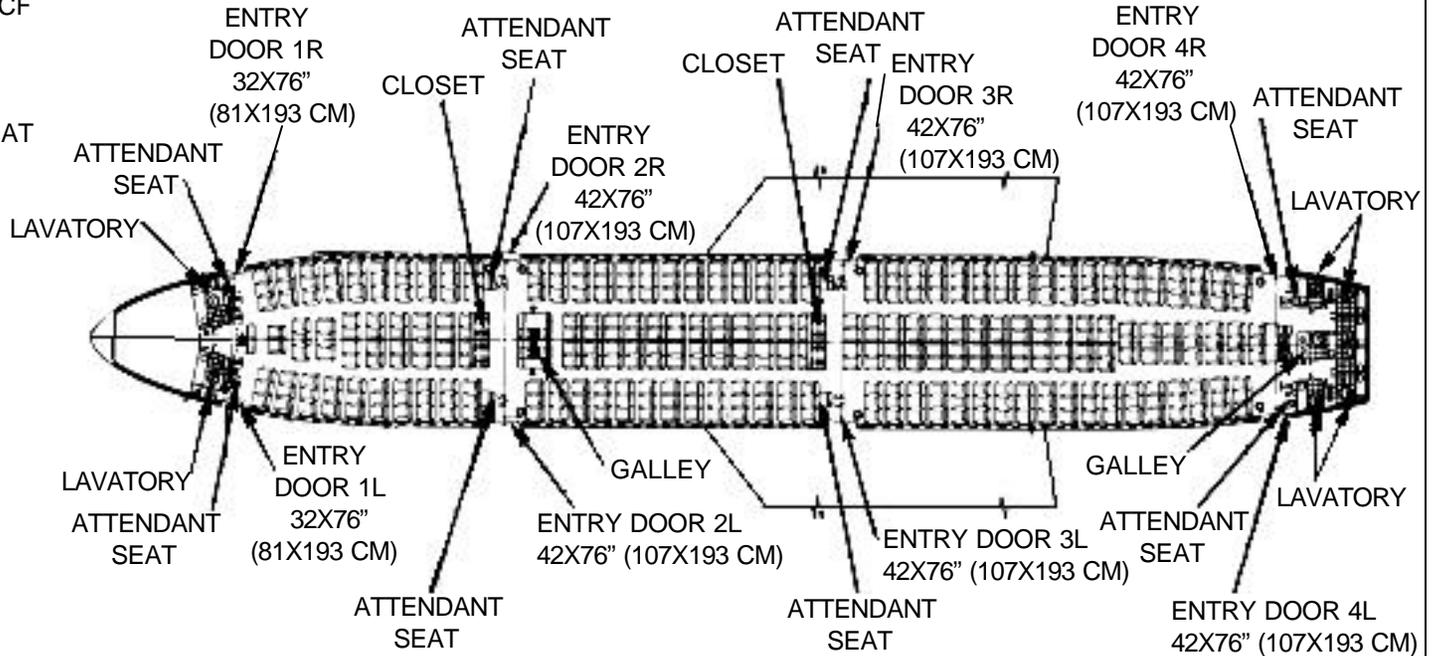
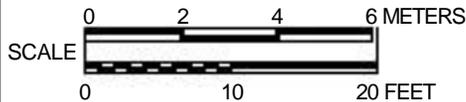
NOTE:
All entry doors are emergency exits.



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

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

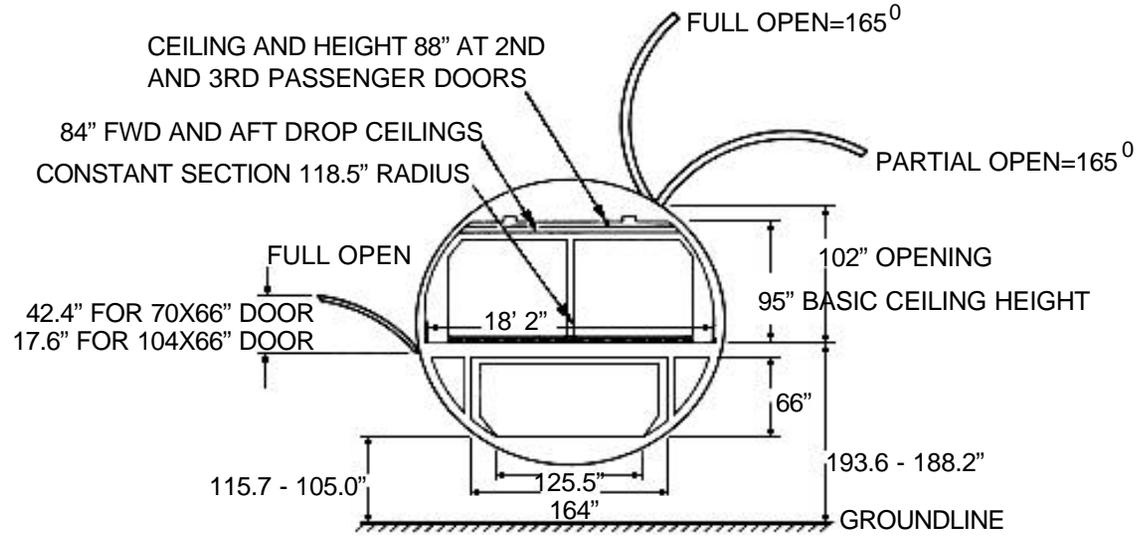
NOTE:
All entry doors are emergency exits.



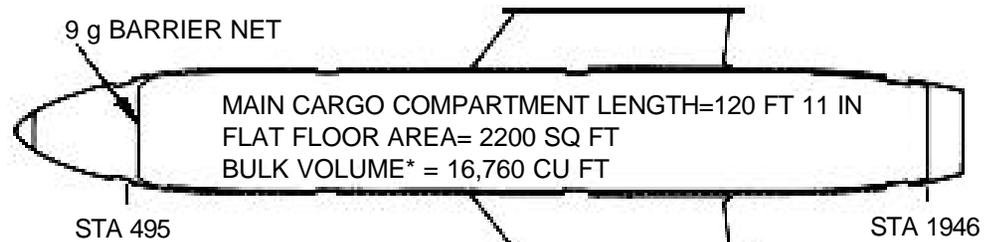
CARGO CONFIGURATION

DC-10 SERIES TYPICAL CARGO SECTION

DC-10

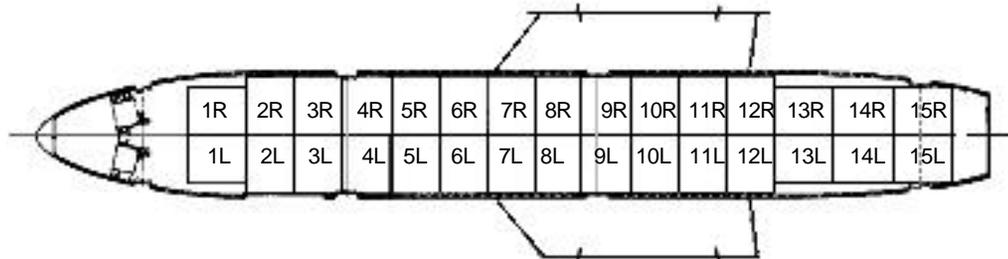


DC-10 SERIES 10CF, 30CF, AND 40CF
MAIN CABIN CARGO



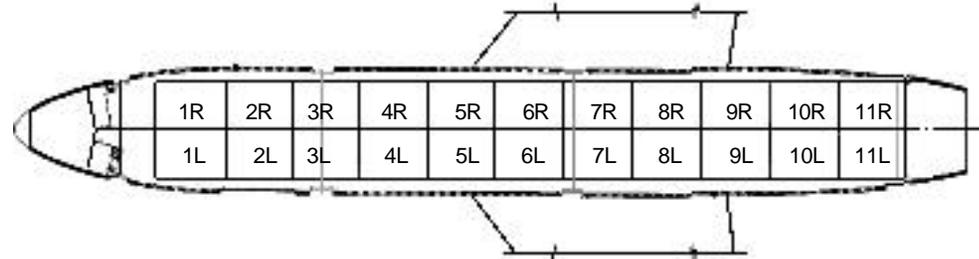
* BULK VOLUME IS WATER VOLUME OF CABIN BETWEEN STATIONS NOTED.

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



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

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

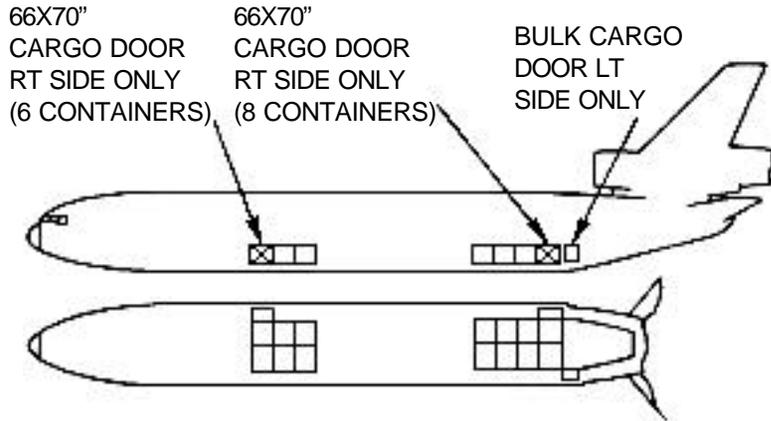


MAIN CABIN CARGO VOLUME 22 - 88"X125" PALLETS
10,874 CU FT (307.95 CU M)

CARGO CONFIGURATION-Continued

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

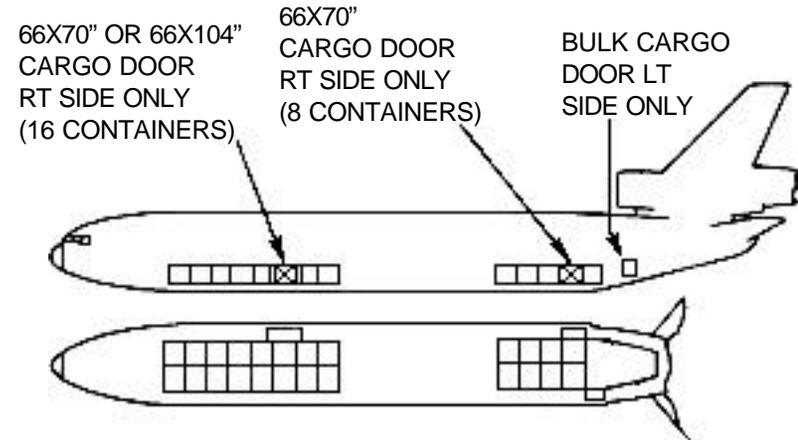
NOTE:
Aircraft may also have extended center compartment. 14 LD3 containers used.



DC-10

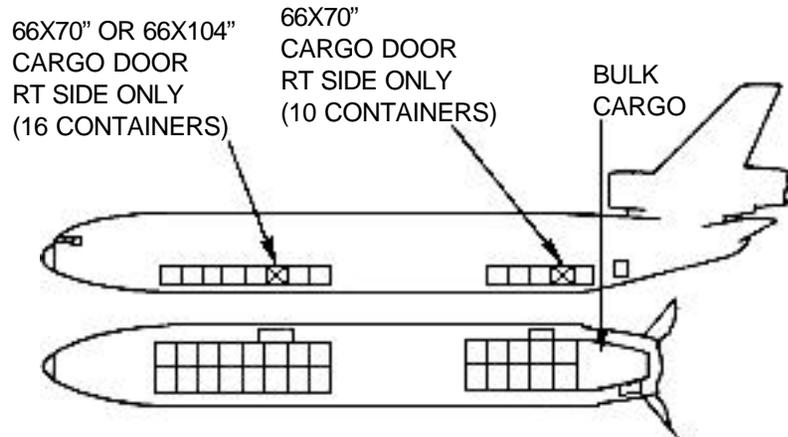
DC-10 SERIES 10, 10CF, 30, 30CF, 40 AND 40CF
STANDARD CENTER CARGO COMPARTMENT (UPPER GALLEY)

NOTE:
24 LD3 containers used.



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

NOTE:
26 LD3 containers used.



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

NOTE:
5 Pallets and 8 LD3 containers used.

