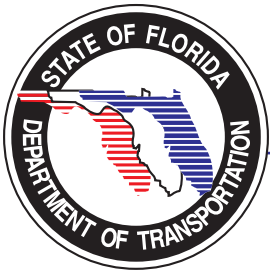


THE FLORIDA DEPARTMENT OF TRANSPORTATION

A V I A T I O N

**EMERGENCY**  
R E S P O N S E

G U I D E B O O K



B A S I C  
A I R C R A F T  
G U I D E

The *Aviation Emergency Response Aircraft Guidebook* is intended to aid first responders and rescue personnel responding to aviation emergencies both on and off of Florida's airports. The *Aircraft Guidebook* is a tool for first responders to use in order to identify certain critical details about different makes and models of aircraft, such as fuel tank locations, fuel line locations, fuel capacities, battery locations, the presence of ballistic parachute systems (BPS) or seatbelt airbags, and passenger capacities. The *Aircraft Guidebook* can aid first responders by allowing them to become familiar with the basic characteristics of certain aircraft before they arrive at an emergency site. When available, aircraft rescue and fire fighting information was obtained from, and used with the permission of the aircraft manufacturer. If specific aircraft information was not provided, additional contact information for the aircraft manufacturer was provided so that they may be contacted directly.

The *Aircraft Guidebook* is divided into the following sections and subsections:

- Basic Terminology
- Aircraft Listing
- Table of Contents
- Aircraft Photos and Information
  - Propeller and Turboprop Aircrafts (by engine type)
  - Turbofan and Turbojet Aircrafts (by engine type)
  - Helicopters
- Ballistic Parachute Systems
- Seatbelt Airbags
- Communications
- Airport Signage

Please refer to the Aircraft Listing or the Table of Contents at the beginning of the *Aircraft Guidebook* to link to specific aircraft.

**Disclaimer:** Information contained in this document, including illustrations, depictions of standard airplane configurations, and diagrams are intended to be representative only. No attempt has been made to include customer variables or post-delivery modifications to aircraft. These materials are provided as reference information only and do not account for the many variables that occur during an emergency. Only trained emergency responders, fully aware of the hazards associated with the emergency response field, should attempt to respond to an aviation related emergency. While efforts were made to ensure the accuracy of the information presented, the Florida Department of Transportation and its consultants cannot be held responsible for any injuries or fatalities incurred during training or during emergency response activities.

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# BASIC TERMINOLOGY

**Aft:** The rear section of an aircraft.

**APU (Auxiliary Power Unit):** a device that provides energy to an aircraft for uses other than propulsion. APUs are commonly found in the tail of large aircraft and are primarily used to help start the main engines.

**Avionics:** Electronic systems on an aircraft, including communications, navigation, monitoring, flight control, collision-avoidance, aircraft management, and weather radar systems.

**BRS (Ballistic Recovery System):** an emergency parachute system, usually located in the rear of small aircraft, that is ejected from the casing via a small explosion. For more information, please see the Ballistic Recovery System section on pages XX to XX of this Aircraft Guide.

**Composites:** engineered or naturally occurring materials made from two or more constituent materials with significantly different physical or chemical properties. Composites can potentially cause hazardous conditions to fire fighters and first responders such as skin irritation, puncture, and severe respiratory problems from inhalation of fiber particulates.

**ELT (Emergency Locator Transmitter):** a transmitter used to aid in the detection and location of distressed or lost aircraft.

**Forward:** The front section of an aircraft.

**Fuselage:** an aircraft's main body section that holds crew and passengers or cargo.

**Pressure Vessel:** a closed container designed to hold gases or liquids at a pressure substantially different from the ambient pressure.



# BEECH BONANZA F33A

1 ENGINE



Photo by: Joe G. Walker



Photo by: Philip Bock



Photo by: Terry Shepherd

## **Critical Response Information**

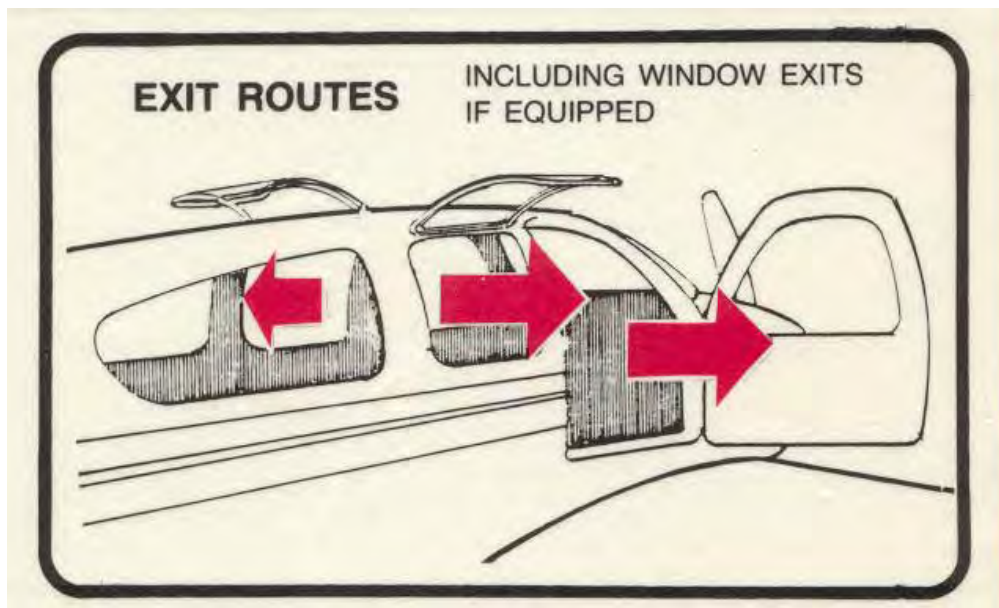
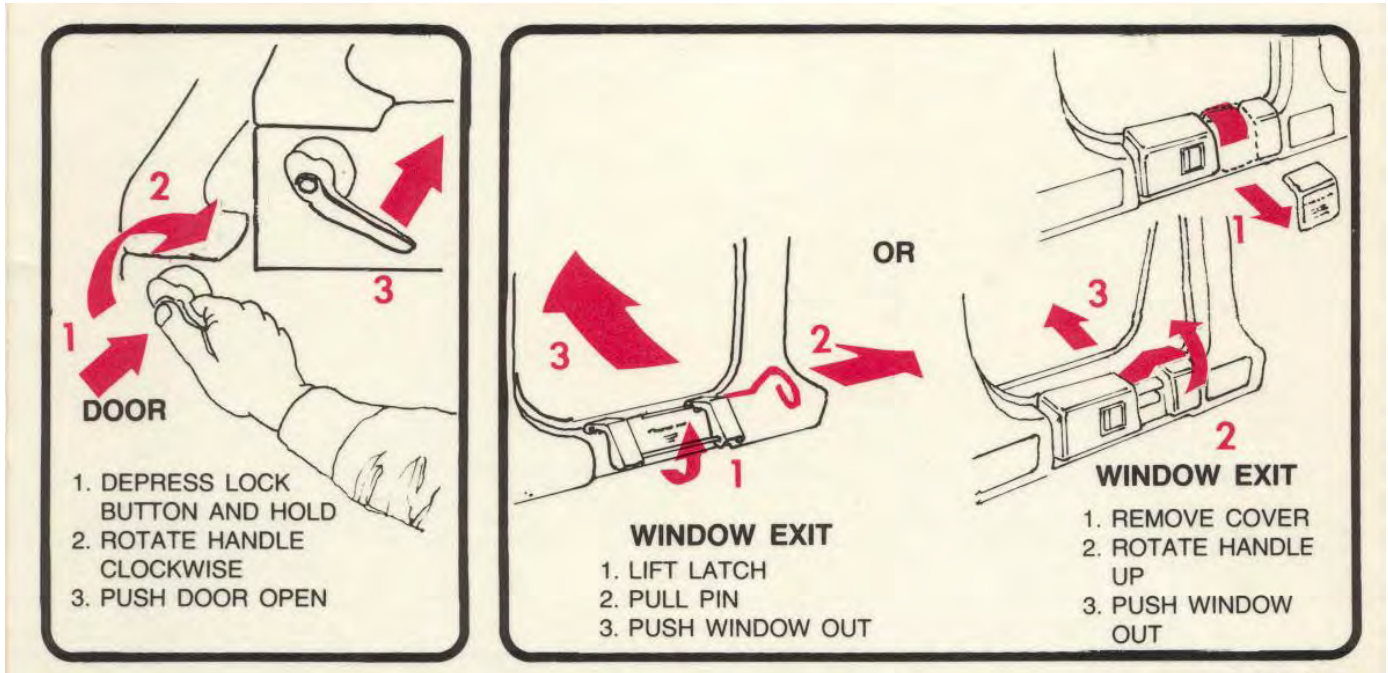
Number of Engines	1
Passenger & Crew Capacity	6 max. (1 crew, 5 passengers max.)
Fuel Capacity	80 gal.
Emergency Exits	Page 3

All diagrams provided by the Beech Bonanza Safety Card.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

## Emergency Exits





# BEECH BONANZA V35B

1 ENGINE



Photo by: Dmitry Shapiro



Photo by: Sergey Ryabtsev



Photo by: Terry Shepherd

## **Critical Response Information**

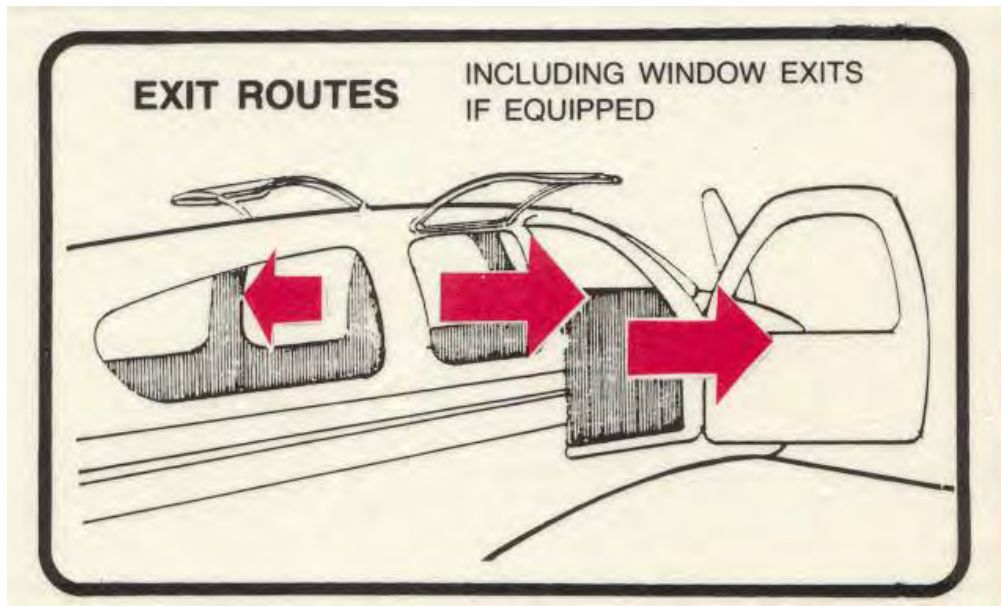
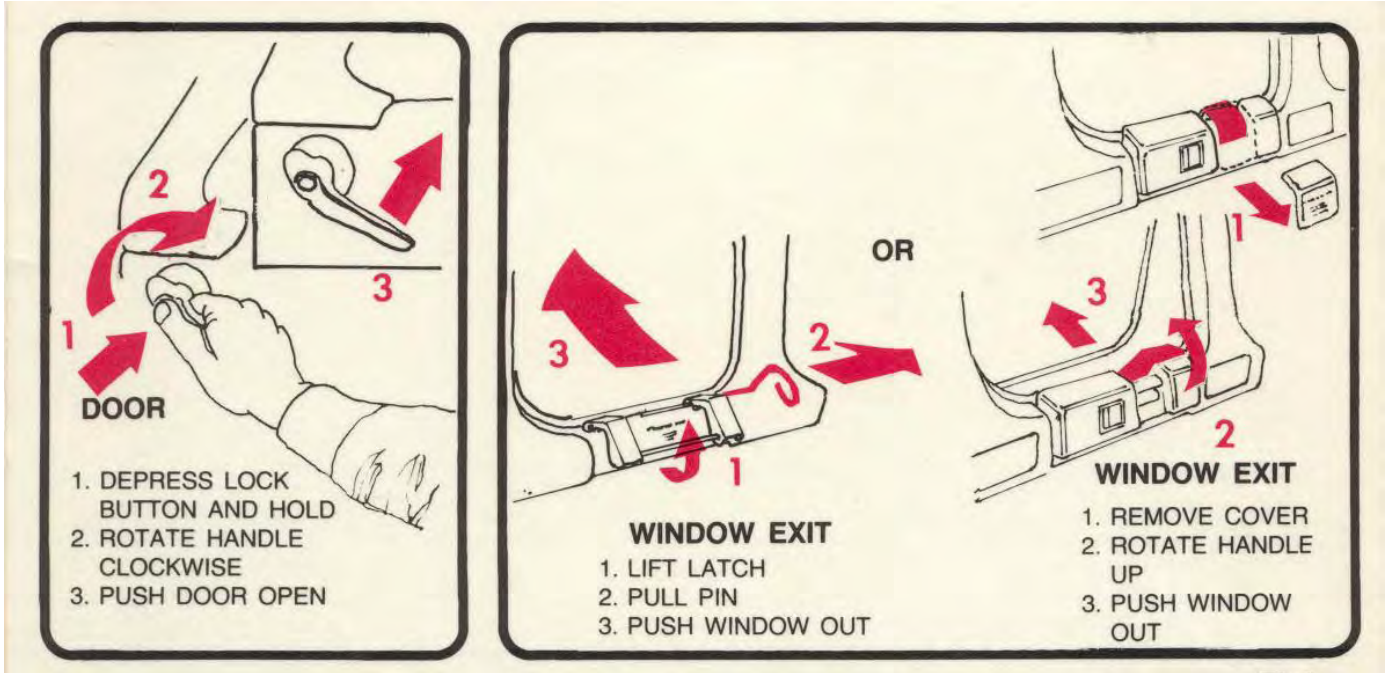
Number of Engines	1
Passenger & Crew Capacity	6 max. (1 crew, 5 passengers max.)
Fuel Capacity	80 gal.
Emergency Exits	Page 5

All diagrams provided by the Beech Bonanza Safety Card.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

## Emergency Exits



# BEECH SIERRA 200-B24R

1 ENGINE



Photo by: Gary Shephard



Photo by: Fride Jansson



Photo by: James Dingell

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	6 max. (1 crew, 5 passenger max.)
Fuel Capacity	60 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

# BEECH SKIPPER 77

1 ENGINE



Photo by: David Lednicer



Photo by: Phil Vabre



Photo by: Jenny Coffey

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	2 max. (1 crew, 1 passenger)
Fuel Capacity	60 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

# BEECH SUNDOWNER 180-C23

1 ENGINE



Photo by: Terry Shepherd



Photo by: Terry Shepherd



Photo by: Terry Shepherd

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	60 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

# CESSNA 150/152

1 ENGINE



Photo by: James Dingell



Photo by: Kevin Porter



Photo by: Sergey Ryabtsev

## Critical Response Information

Number of Engines	1
Passenger & Crew Capacity	2 max.
Fuel Capacity	26 gal.

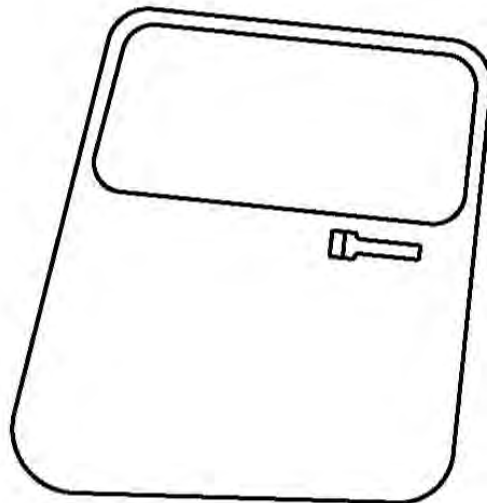
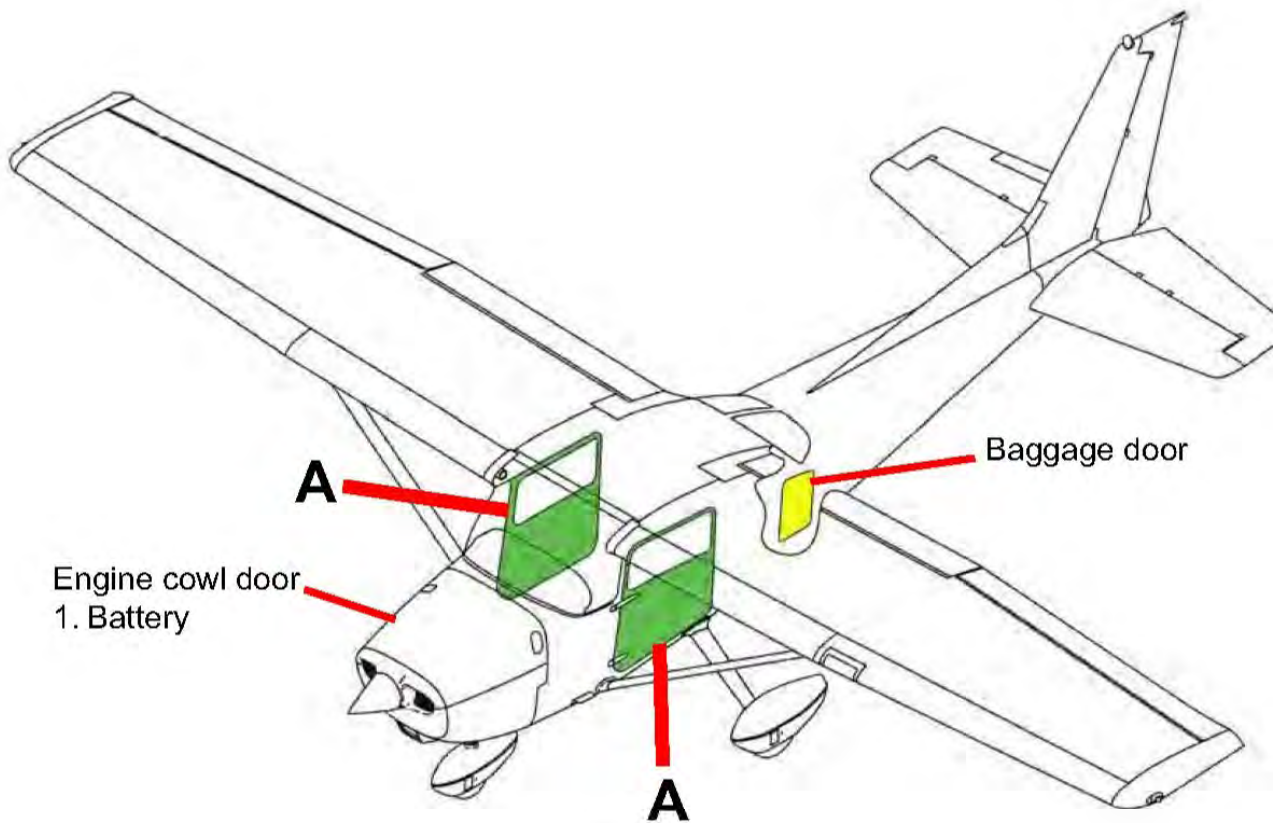
For additional emergency response information on this aircraft please contact:

Cessna Aircraft Company

Tel: (316) 517-6000.

Web: [www.cessnasupport.com](http://www.cessnasupport.com)

### Emergency Rescue Access



**DETAIL A**

**Cabin entry door**

1. Pull out on the forward edge of the door handle.
2. Pull or pry the door out to open.

**NOTE:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.



Photo by: Dmitry Avdeev



Photo by: Timothy Redfern



Photo by: Dmitry Avdeev

**Critical Response Information**

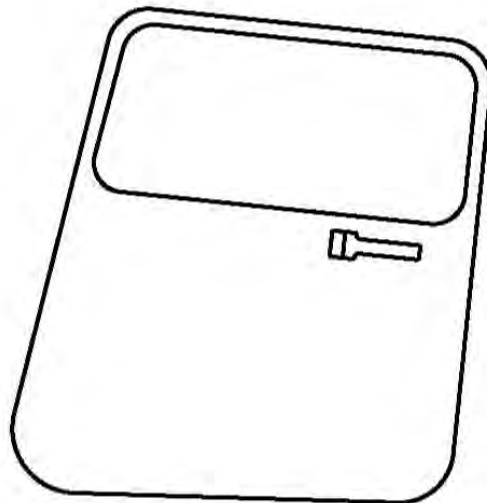
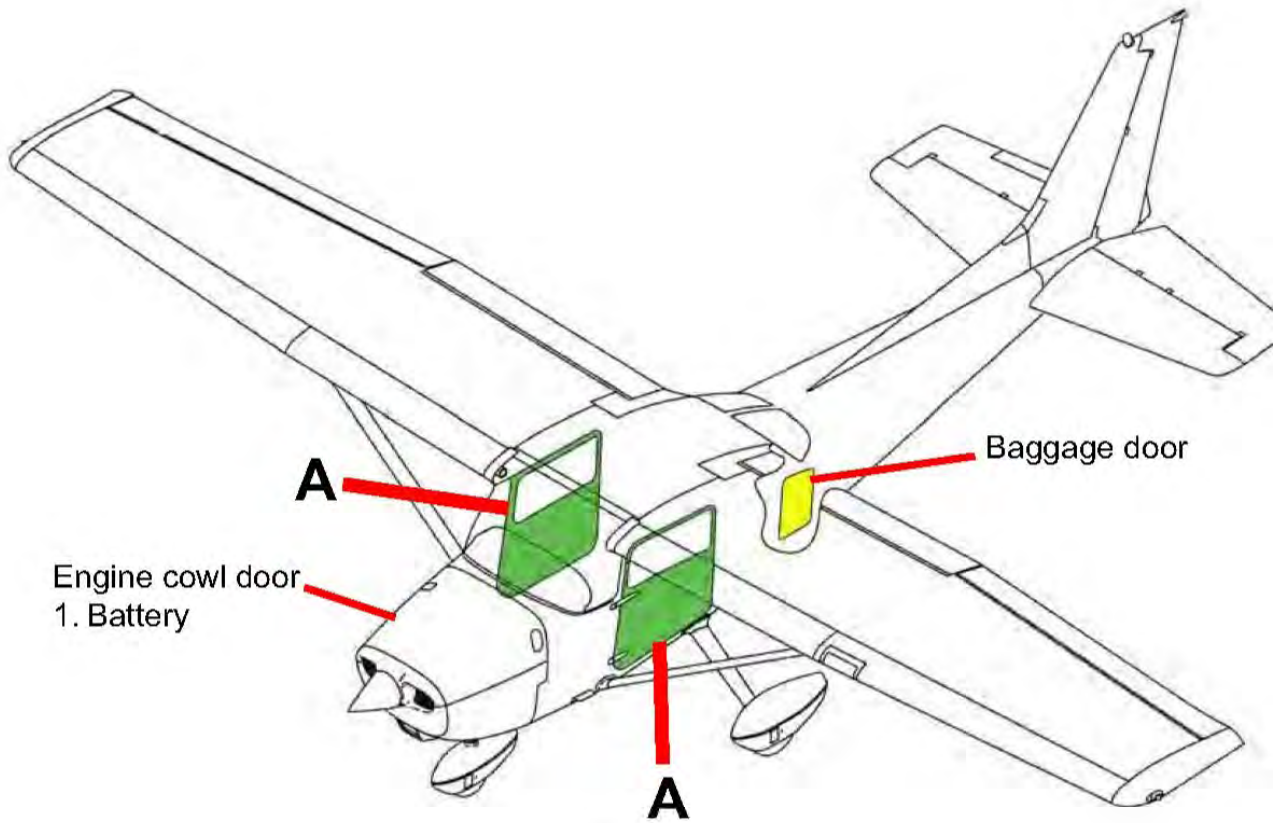
Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passengers max.)
Fuel Capacity	up to 90 gal.

Emergency Rescue Access	Page 11
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All diagrams provided by Cessna and are located in the Emergency Rescue Access and Fire Fighting Procedures manual.



## Emergency Rescue Access



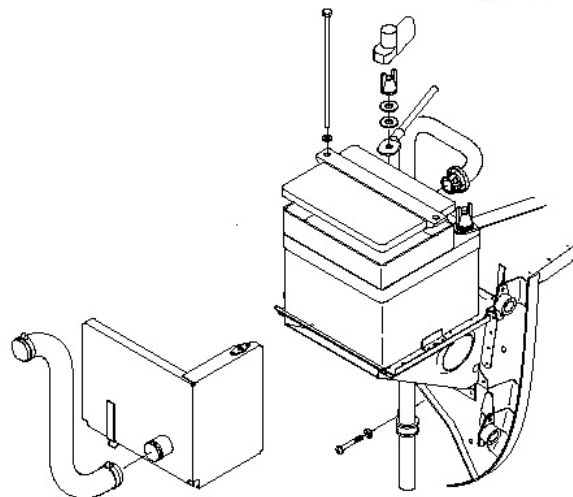
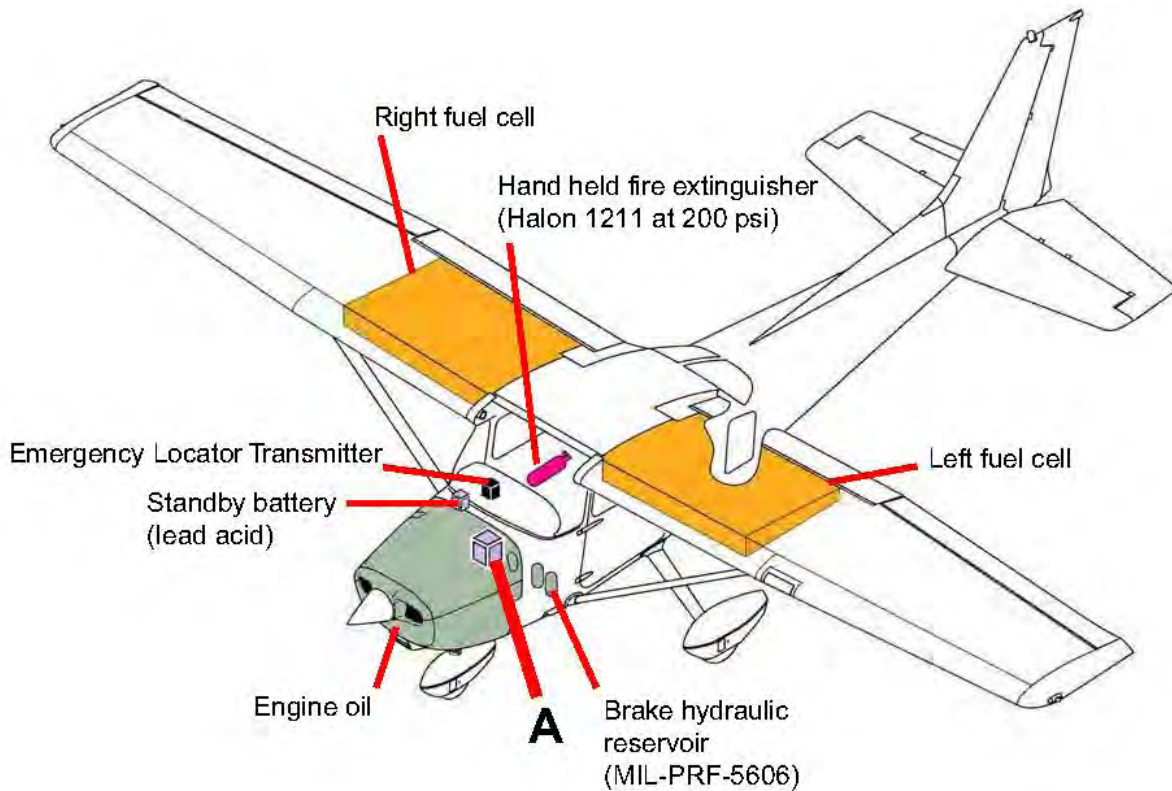
### Cabin entry door

1. Pull out on the forward edge of the door handle.
2. Pull or pry the door out to open.

**DETAIL A**

**NOTE:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations



- To disconnect the battery
1. Disconnect the ground cable from the negative terminal of the battery.
  2. Disconnect the power cable from the positive terminal of the battery.

**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, but can still create toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

## Fuel and Electrical Shutdown



**NOTE:** Fuel flow to the engines is stopped when the mixture levers are in the IDLE CUTOFF position. To prevent fuel leakage, put the fuel selectors in the OFF position.

**NOTE:** To fully remove electrical power from the airplane, the battery must be disconnected.

**NOTE:** Momentarily place the remote mounted switch to the RESET position and release. This will place the transmitter in the AUTO position.

# CESSNA CORVALIS

1 ENGINE



Photo by: Phil Vabre



Photo by: Ron Baak



Photo by: Michael Lewis

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	106 gal.

For additional emergency response information on this aircraft please contact:

Cessna Aircraft Company

Tel: (316) 517-6000.

Web: [www.cessnasupport.com](http://www.cessnasupport.com)

# CIRRUS SR20, SR22

1 ENGINE



Photo by: Erick Stamm



Photo by: Ron Baak



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	94.5 gal.

For additional emergency response information on this aircraft please contact:

Cirrus Aircraft Corporation  
Tel: 1-218-727-2737  
Fax: 1-218-788-3546  
Web: [www.cirrusaircraft.com](http://www.cirrusaircraft.com)

# DIAMOND DA20

1 ENGINE



Photo by: Ben Wang



Photo by: Terry Shepherd



Photo by: Yasir Raja

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	2 max. (1 crew, 1 passenger)
Fuel Capacity	24.5 gal.

For additional emergency response information on this aircraft please contact:

Diamond Aircraft Industries, Inc.

Tel: 1-519-457-4000

Fax: 1-519-457-4021

Web: [www.diamondaircraft.com](http://www.diamondaircraft.com)

## Emergency Exit Procedures / Emergency Equipment Locations



# DIAMOND DA40

1 ENGINE



Photo by: Stephen B. Aranha



Photo by: Brian Bartlett



Photo by: Public Domain

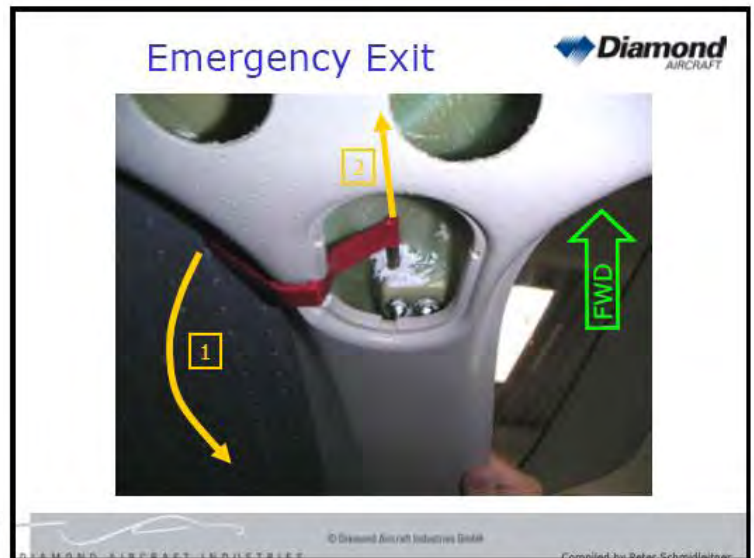
## Critical Response Information

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	50 gal.
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All diagrams provided by Diamond Aircraft Industries, Inc.



## Emergency Exit Procedures / Emergency Equipment Locations



# MOONEY BRAVO, EAGLE, OVATION2

1 ENGINE



Photo by: Sergey Ryabtsev



Photo by: Yasir Raja



Photo by: Mike Paschal

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	89 gal.

For additional emergency response information on this aircraft please contact:

Mooney Airplane Company

Tel: 1-830-896-6000

Fax: 1-830-896-3133

# PILATUS PC-6 PORTER

1 ENGINE



Photo by: Terry Shepherd



Photo by: Terry Shepherd



Photo by: Joe G. Walker

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	11 max. (1 crew, 10 passenger max.)
Fuel Capacity	173 gal.
Hazardous Equipment Locations	Page 21 - 22

For additional emergency response information on this aircraft please contact:

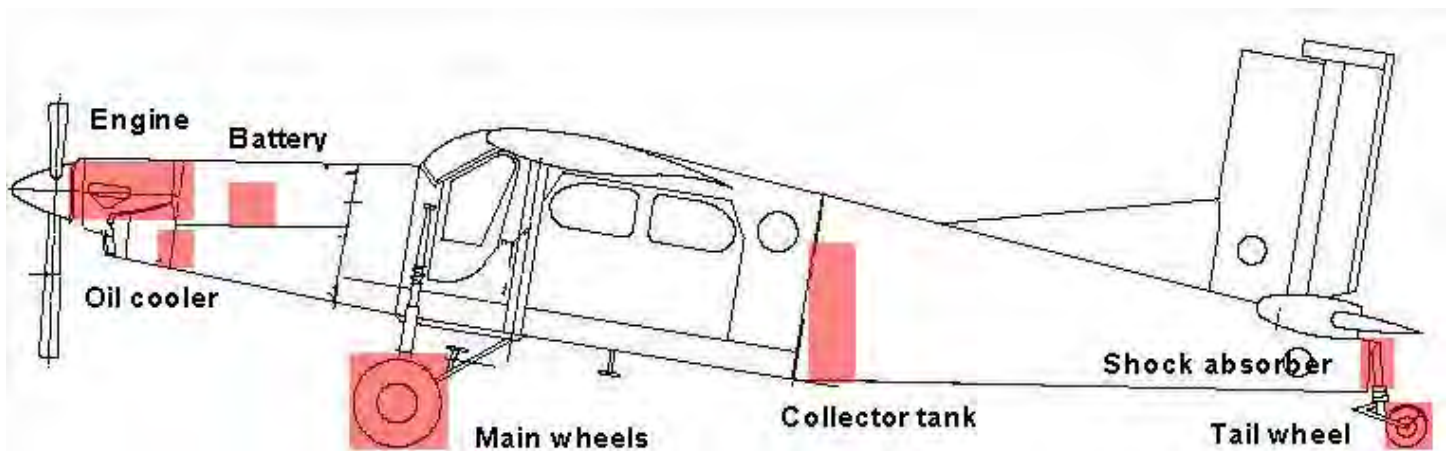
Pilatus Customer Support

Email: [publications@pilatus-aircraft.com](mailto:publications@pilatus-aircraft.com)

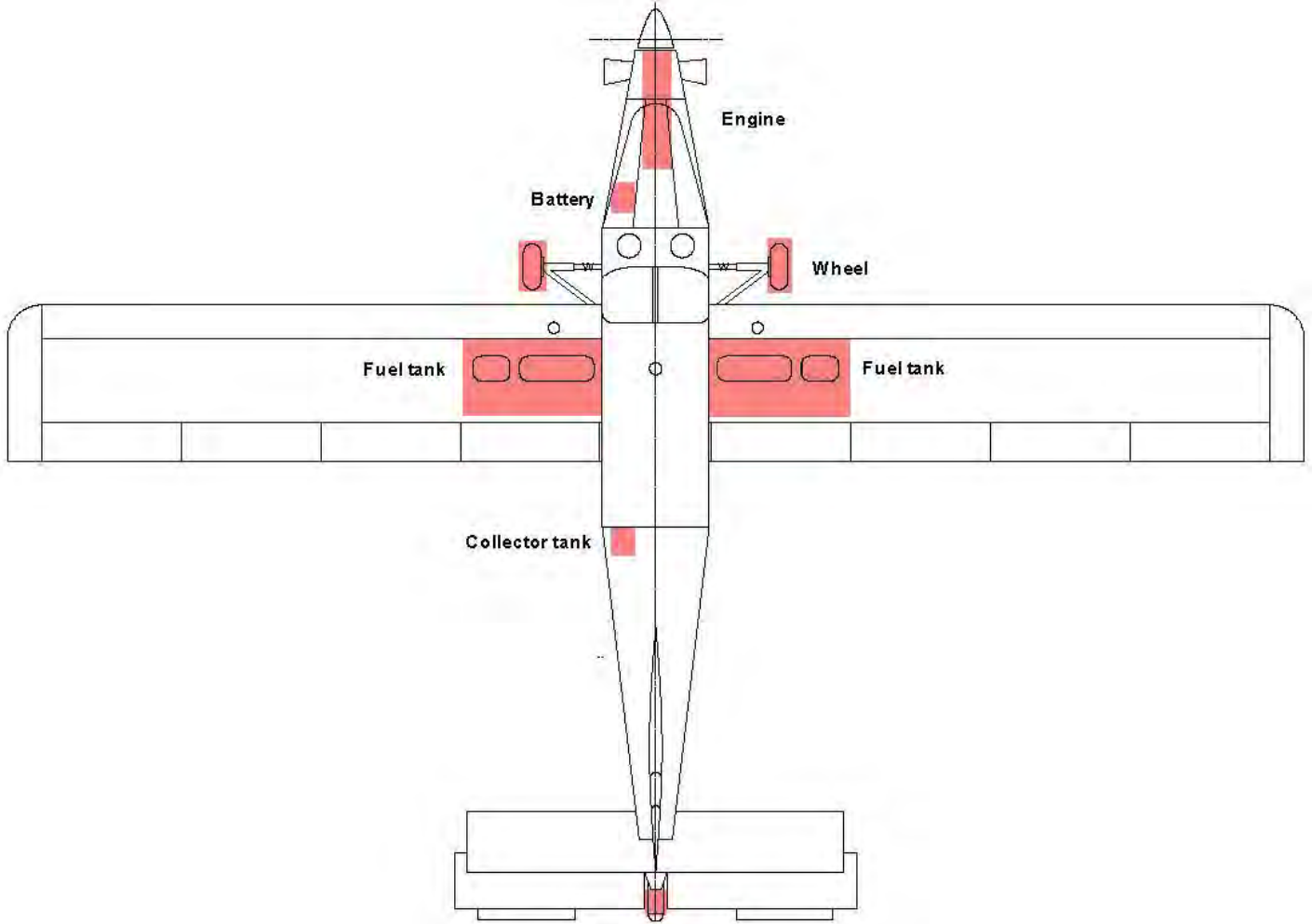
## Hazardous Equipment Locations

### PC-6 Hazardous equipment

- Wing fuel tanks
- Rear fuselage collector tank
- Engine Oil
- Battery in engine compartment
- Crew oxygen (optional)
- PAX oxygen (optional)
- H4 tail wheel shock-absorber (24 bar)
- Main wheels (3.3 or 1.4 bar)
- Tail wheel (3.2 bar max.)



### Hazardous Equipment Locations



# PILATUS PC-12

1 ENGINE



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Gustavo Corujo

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	11 max. (1 crew, 9 passenger max.)
Fuel Capacity	406 gal.

Fire Protection Equipment & Potential Fire Hazards Page 24

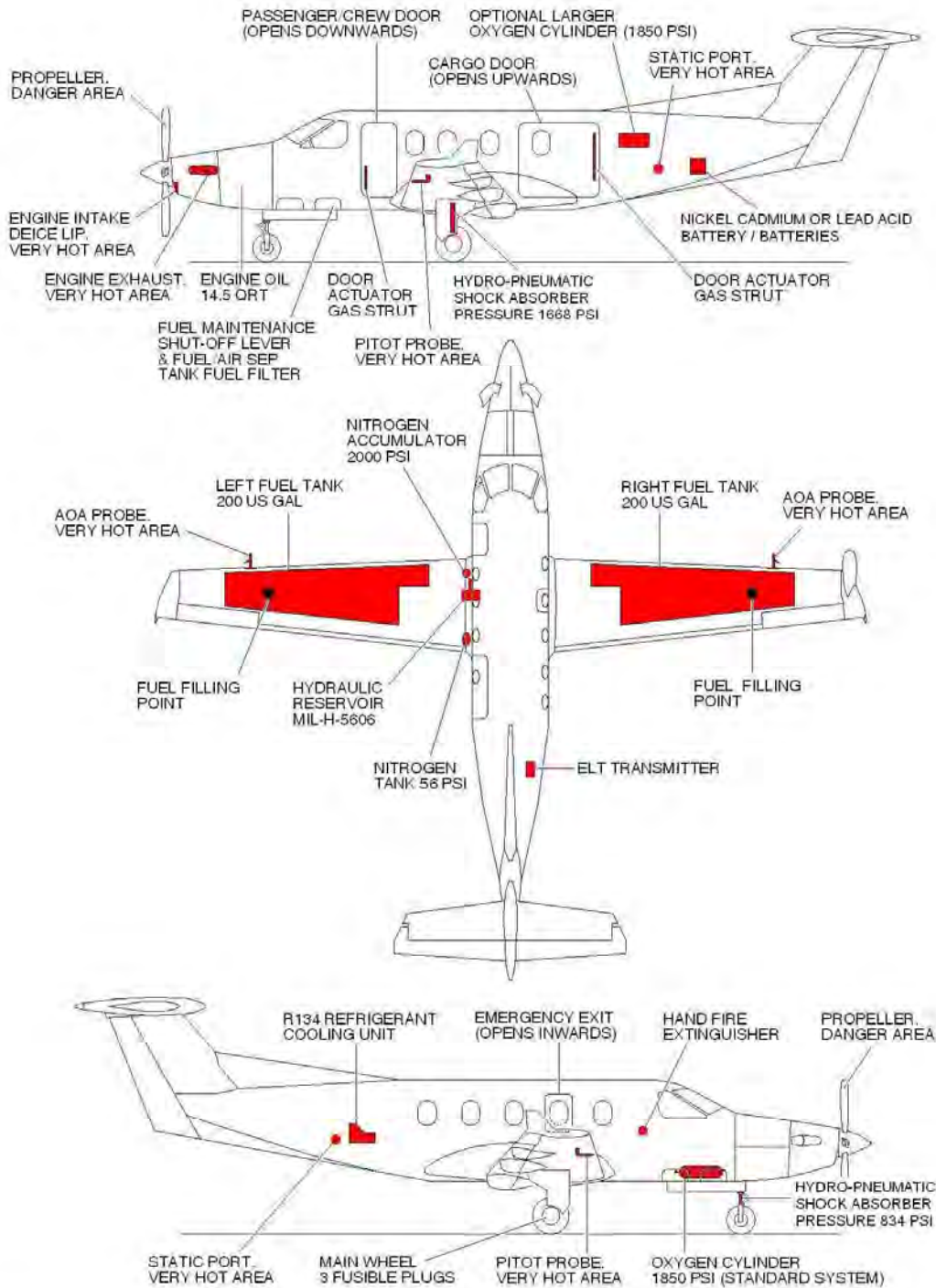
Emergency Doors & Exits Page 25

Emergency Procedures & Fuel Maintenance Shut-Off Page 26

Access to Battery Compartment Page 27

All diagrams provided by Pilatus Aircraft Rescue and Fire Fighting Information document May 2008.

## Fire Protection Equipment and Potential Fire Hazards



Please, see Disclaimer on page 4

## Emergency Doors and Exits

### Passenger/Crew Door Left Side (Opens downwards)

To open the Passenger/Crew door from outside of the aircraft.



**Step 1**

Pull the handle outwards to disengage the handle locking pin.

**Step 2**

Turn handle clockwise to "OPEN".

**Step 3**

The passenger/crew door must be pulled out and down until the suspension cables are tight.

### Cargo Door Left Side (Open upwards)

To open the Cargo door from outside of the aircraft.



**Step 1**

Push the button and disengage the handle locking pin.

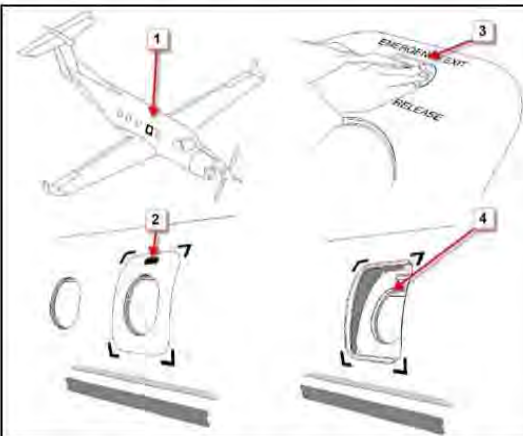
**Step 2**

Lift the handle and push upwards to "OPEN".

**Step 3**

Pull Cargo door outwards and up until the door is fully open.

### Emergency Exit Right Side (Opens inwards)



To open the Emergency Exit from outside of the aircraft.

**Step 1**

The Emergency Exit Window is located above the right hand wing.

**Step 2**

Locate the release lever.

**Step 3**

Press the release lever.

**Step 4**

Press the Emergency Exit inwards.



## Emergency Procedures and Fuel Maintenance Shut-Off

### Flight Deck Emergency Procedures (Numbered in sequence order)

	<p><b>Step 1</b> Press the latch down and pull the Fuel EMERGENCY shut off lever up to the Horizontal position.</p> <p><b>Step 2</b> Cut the electrical Power from the aircraft with the MASTER POWER switch. (3 versions possible)</p> <ol style="list-style-type: none"> <li>1. Turn the red bar forward to set 4 switches to off.</li> <li>2./3. Open the safety cover and push the Switch to "EMERGENCY OFF".</li> </ol> <div style="display: flex; justify-content: space-around;"> <div data-bbox="836 798 1096 924"> <p><b>1.</b></p> </div> <div data-bbox="1104 798 1201 924"> <p><b>2.</b></p> </div> <div data-bbox="1209 798 1307 924"> <p><b>3.</b></p> </div> </div> <p><b>Step 3</b> Pull out the ECS EMERGENCY shut off handle up to the Horizontal position.</p>
--	---

### Access to the Fuel Maintenance Shut-Off Lever (Numbered in sequence order)

<p>FUEL MAINTENANCE SHUT-OFF LEVER &amp; FUEL AIR SEP TANK FUEL FILTER</p>	<p><b>Step 1</b> The access panel for the Fuel Maintenance Shut-Off Lever is located on the left hand side of the bottom fuselage in front of the Passenger door.</p> <p><b>Step 2</b> Press the 3 latches down to open the quick release fastener. All 3 quick release fastener must be in open position.</p> <p><b>Step 3</b> Open the Service Door to have access to the Fuel Maintenance Shut-Off lever. Pull the red rod to close the Fuel Maintenance Shut-off Valve.</p>
--	---

## Access to Battery Compartment

	<p><b>Step 1</b> The access panel for the Battery compartment is on the bottom of the fuselage behind the cargo door.</p> <p><b>Step 2</b> Press the 4 latches down to open the quick release fastener.</p> <p><b>Step 3</b> All 4 quick release fasteners must be in open position.</p> <p><b>Step 4</b> Open the Service Door to have access to the Battery compartment.</p>
--	--

### DISCLAIMER

THIS AIRCRAFT RESCUE AND FIRE FIGHTING INFORMATION SUMMARISES SELECTED DATA AND INFORMATION RELATING TO PC-12 AIRCRAFT CONTAINED IN THE FOCA APPROVED AIRPLANE FLIGHT MANUAL (AFM). IT HAS BEEN PREPARED TO THE ATTENTION OF RESCUE AND FIRE FIGHTING PERSONAL WHO MIGHT BE INVOLVED IN A RESCUE OPERATION OF A PC-12.

NO UPDATE SERVICE OF THIS DOCUMENT WILL BE PROVIDED.

PILATUS REJECTS ALL AND ANY LIABILITY WITH RESPECT TO ANY HANDLING, MAINTENANCE AND/OR OPERATION OF THE PC-12 AIRCRAFT WHICH IS NOT IN FULL AND STRICT COMPLIANCE WITH THE PROVISIONS OF THE PILOT OPERATING HANDBOOK (POH). THE PRESENT DOCUMENT DOES NOT CONTAIN AND SHALL NOT BE DEEMED TO CONTAIN ANY REPRESENTATIONS, WARRANTIES AND/OR COVENANTS REGARDING THE SPECIFICATIONS AND/OR OPERATIONS OF THE PC-12. IN PARTICULAR THE PRESENT DOCUMENT DOES NOT CONTAIN ANY REPRESENTATIONS OR WARRANTIES AS TO THE COMPLETENESS TO THE DESCRIPTION OF POTENTIAL FIRE HAZARDS.

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# PIPER PA24 COMMANCHE

1 ENGINE



Photo by: Sergey Ryabtsev



Photo by: Dmitry Shapiro



Photo by: Bill Shull

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	60 gal.
Fire Rescue Chart	Page 29

All diagrams provided by Piper and are located in the Aircraft Crash Recovery Guide.

## Fire Rescue Chart

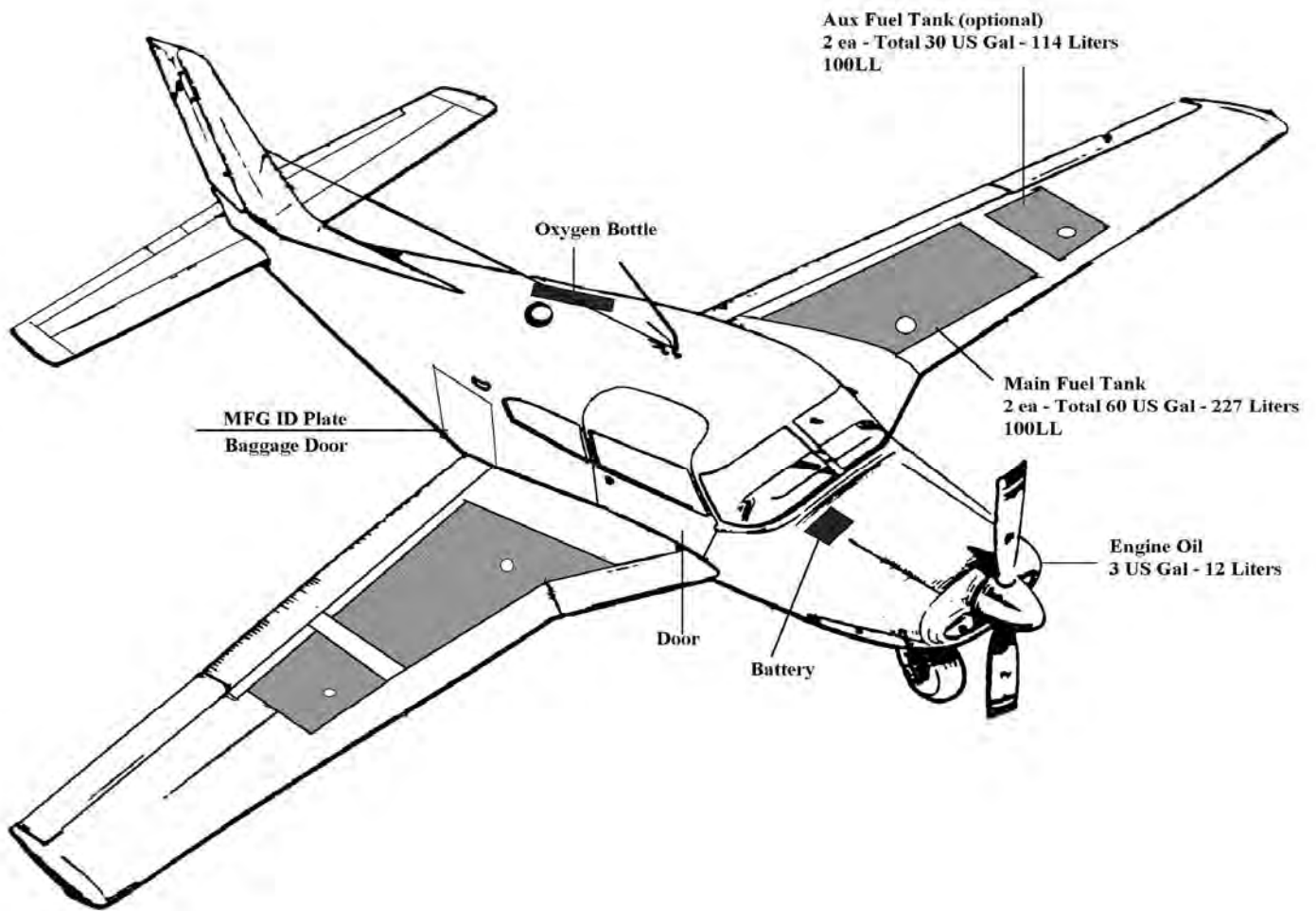




Photo by: Andres Meneses



Photo by: Andres Meneses



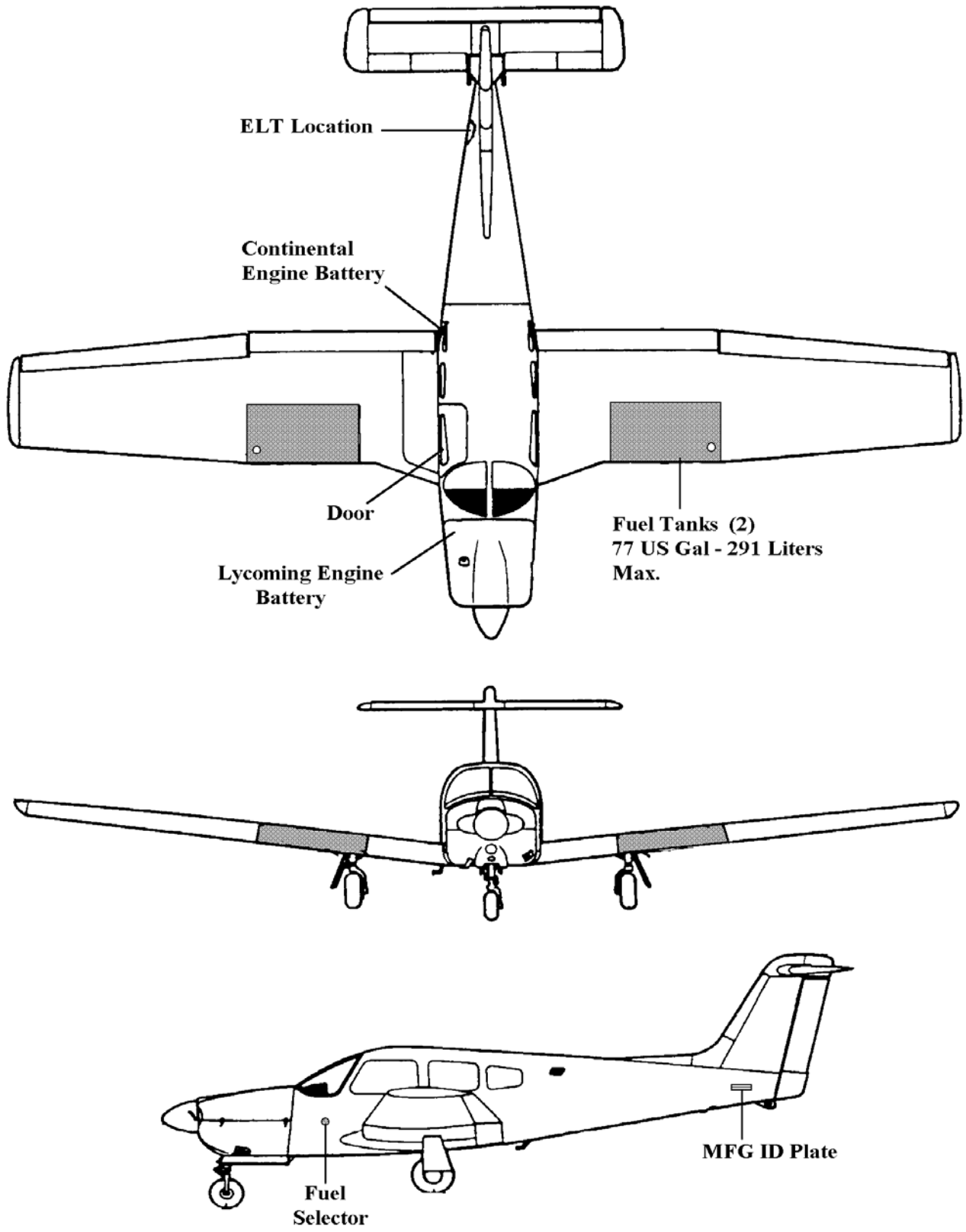
Photo by: Stephen Aranha

**Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	77 gal.
Fire Rescue Chart	Page 31

All diagrams provided by Piper and are located in the Aircraft Crash Recovery Guide.

### Fire Rescue Chart



# PIPER PA32R-301 SARATOGA

1 ENGINE



Photo by: Sergey Ryabtsev



Photo by: Public Domain



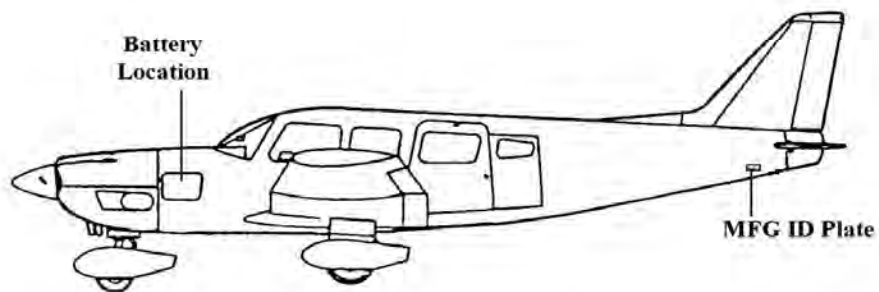
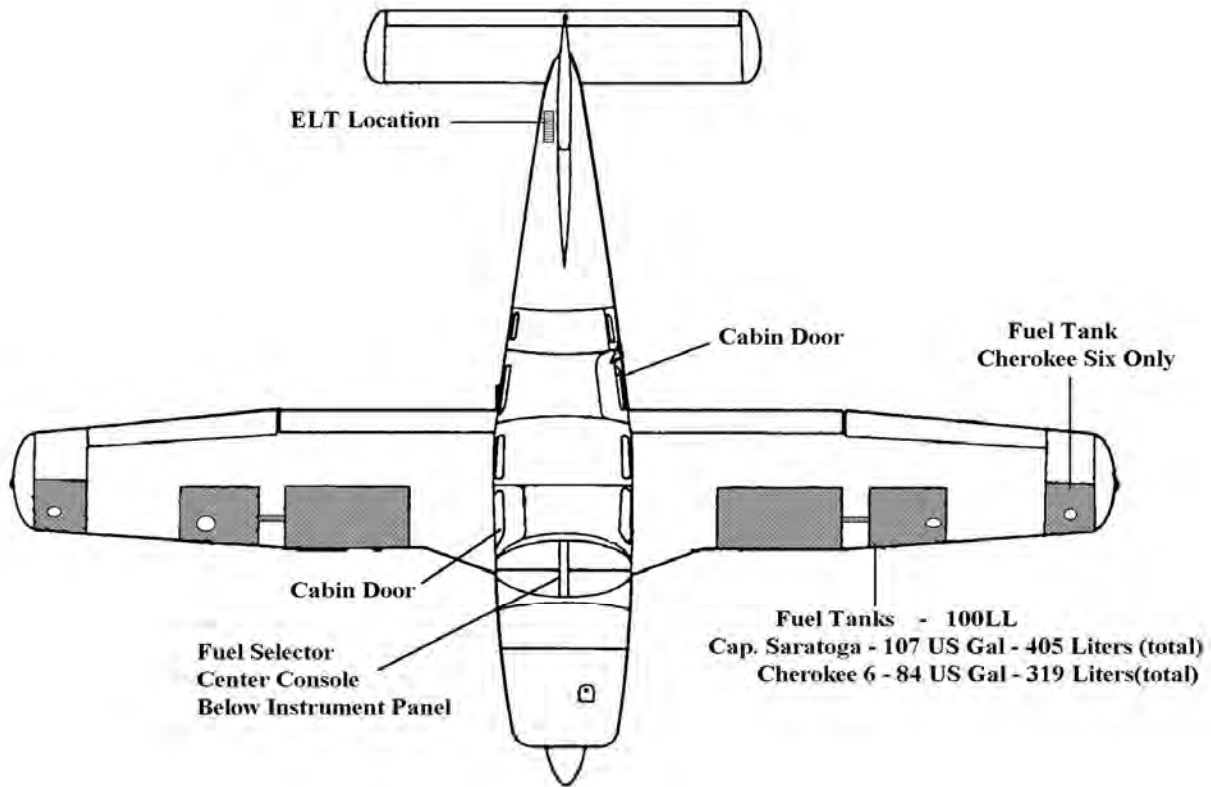
Photo by: Gerhard Plomitzer

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	7 max. (1 crew, 6 passenger max.)
Fuel Capacity	107 gal.
Fire Rescue Chart	Page 33

All diagrams provided by Piper and are located in the Aircraft Crash Recovery Guide.

## Fire Rescue Chart





# PIPER PA46-350P MALIBU

1 ENGINE



Photo by: Erick Stamm



Photo by: Erick Stamm



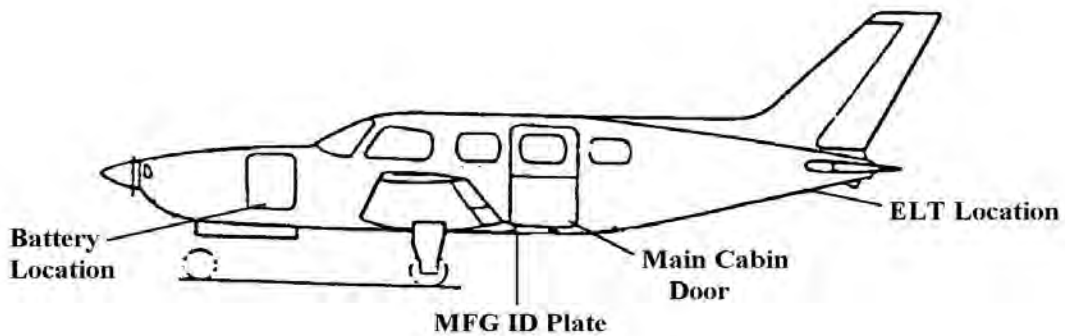
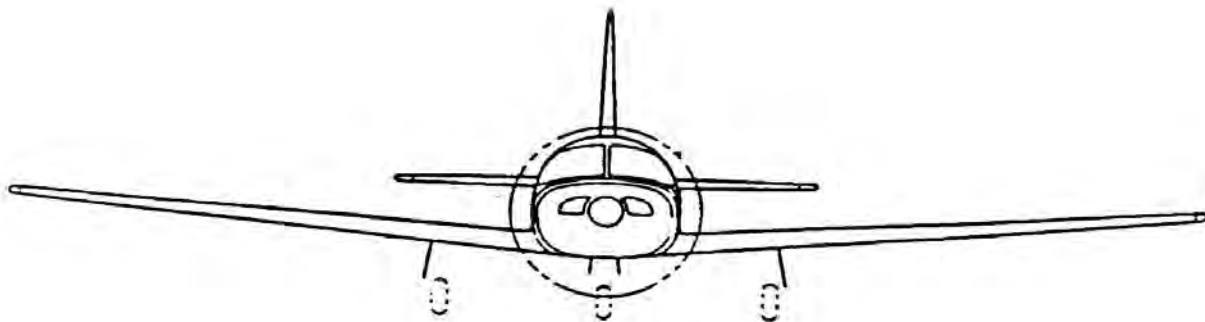
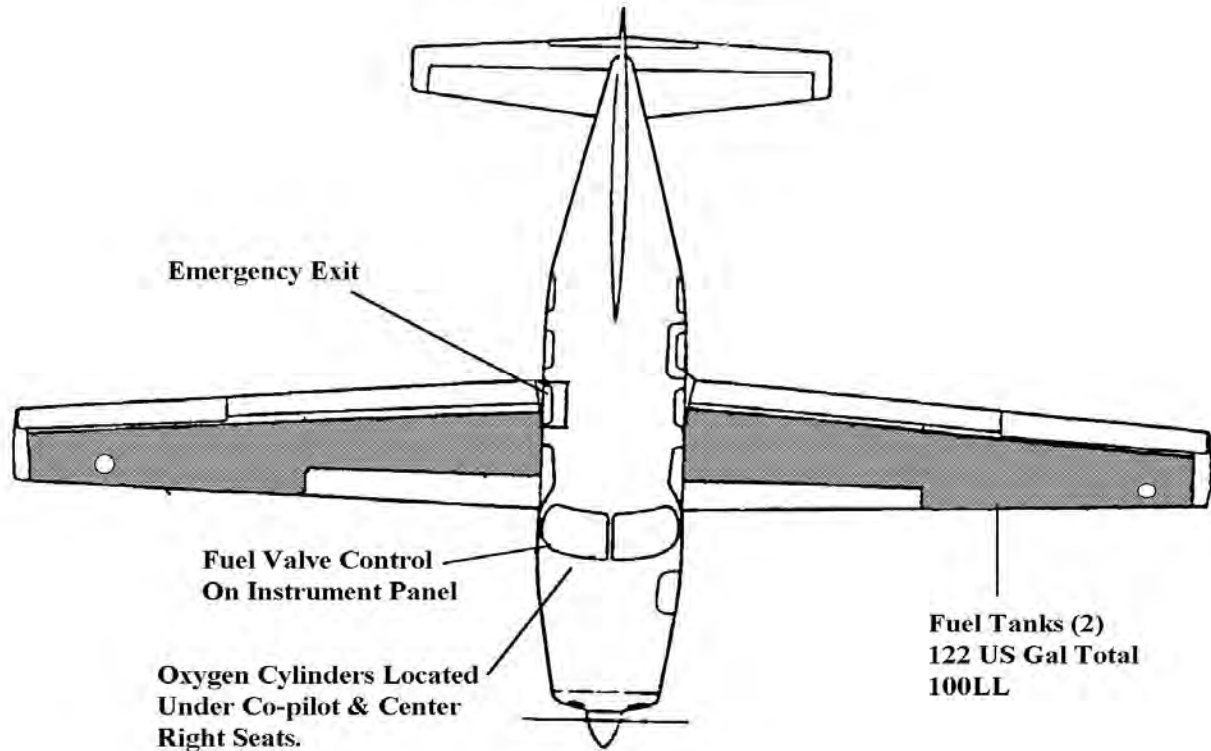
Photo by: James Dingell

## **Critical Response Information**

Number of Engines	1
Passenger & Crew Capacity	6 max. (1 crew, 5 passenger max.)
Fuel Capacity	122 gal.
Fire Rescue Chart	Page 35

All diagrams provided by Piper and are located in the Aircraft Crash Recovery Guide.

## Fire Rescue Chart



# BAE JETSTREAM 31/41

2 ENGINES



Photo by: Erick Stamm



Photo by: Roel van der Velpen



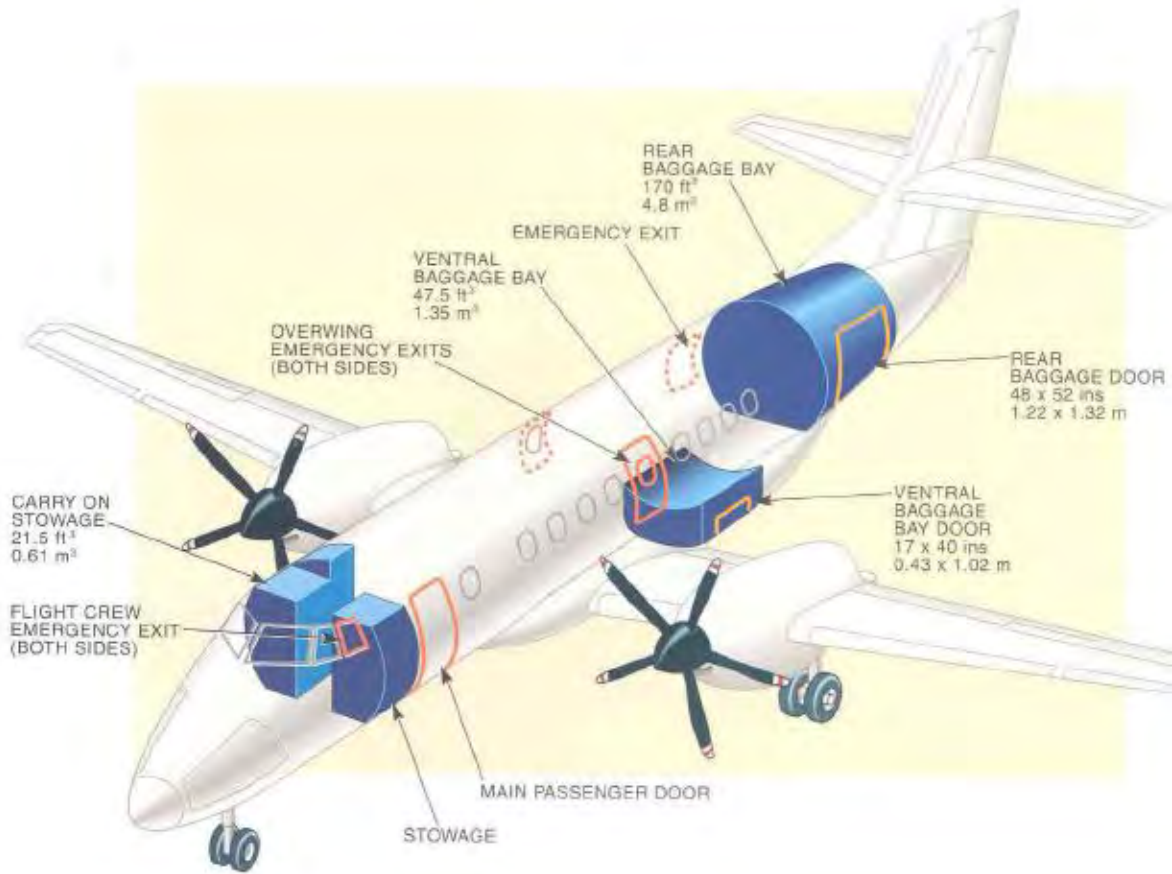
Photo by: Carlos Aleman

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	Max 32 (Min. 2 crew, 30 passengers max.)
Fuel Capacity	879 gal.
Doors and Exits	Page 37

All diagrams provided by BAE Systems.

### Doors and Exits



# BEECH 18, E18S

2 ENGINES



Photo by: Erick Stamm



Photo by: Thomas Posch



Photo by: Erick Stamm

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	8 max. (1-2 crew, 6 passenger max.)
Fuel Capacity	160 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

# BEECH AIRLINER 1900-C

2 ENGINES



Photo by: Ben Wang



Photo by: Roel van der Velpen



Photo by: Bjoern Venghaus

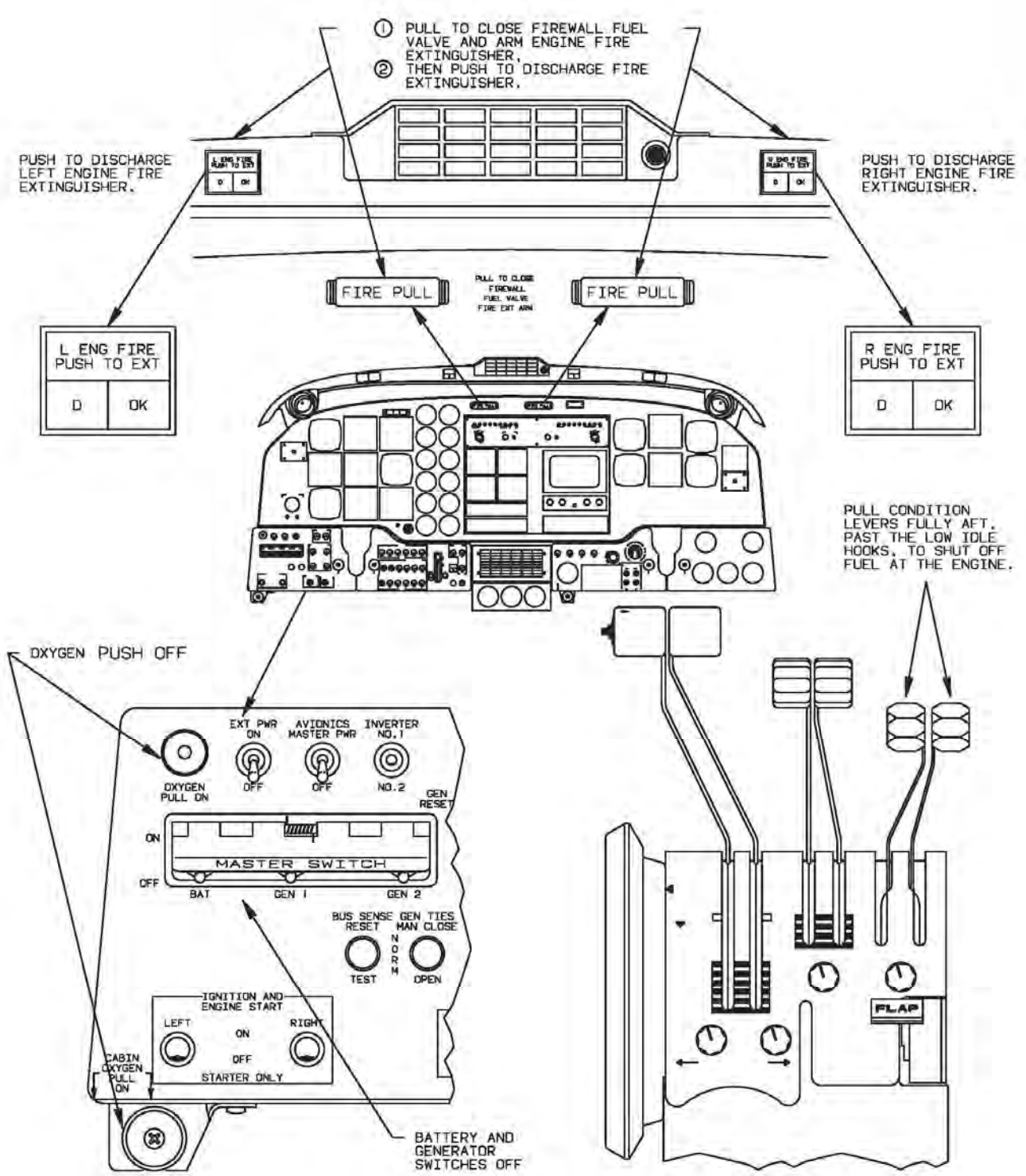
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	21 Max. (2 crew, 19 passenger max.)
Fuel Capacity	676 gal.
Crash, Fire, and Rescue Information	Page 40
Emergency Exit Locations	Page 41
Flammable Materials Locations	Page 42

All diagrams provided by the Hawker Beechcraft Corporation.

## Crash, Fire, and Rescue Information

2 ENGINES



## Emergency Exit Locations

THE 1900C IS CONFIGURED WITH A 52-INCH BY 52-INCH CARGO DOOR AFT OF THE PASSENGER CABIN ON THE LEFT SIDE OF THE AIRPLANE. THE CARGO DOOR IS HINGED AT THE TOP AND CAN BE OPENED FROM INSIDE OR OUTSIDE. A PARTITION SEPARATES THE CARGO COMPARTMENT FROM THE CABIN AREA.

THE 1900C HAS THREE EMERGENCY EXIT DOORS, TWO ARE ON THE RIGHT SIDE OF THE FUSELAGE AT THE LEADING AND TRAILING EDGES OF THE WING, AND ONE IS ON THE LEFT SIDE OF THE FUSELAGE AT THE TRAILING EDGE OF THE WING.

THE 1900 CONFIGURATION WITHOUT A CARGO DOOR (NOT SHOWN) HAS TWO EMERGENCY EXIT DOORS ON THE RIGHT SIDE ONLY. THE AFT PASSENGER AIRSTAIR DOOR SERVES AS THE SECOND EMERGENCY EXIT ON THE LEFT SIDE.

**WARNING:**

SHARP EDGES OF VORTEX GENERATOR TABS (IF INSTALLED) COULD CAUSE INJURY TO PERSONNEL AND DAMAGE TO EQUIPMENT.

THE FUSELAGE CAN BE CUT ABOVE THE WINDOW LEVEL ANYWHERE BETWEEN THE DASHED LINES. THE DASHED LINES MAY NOT BE PAINTED ON THE FUSELAGE.

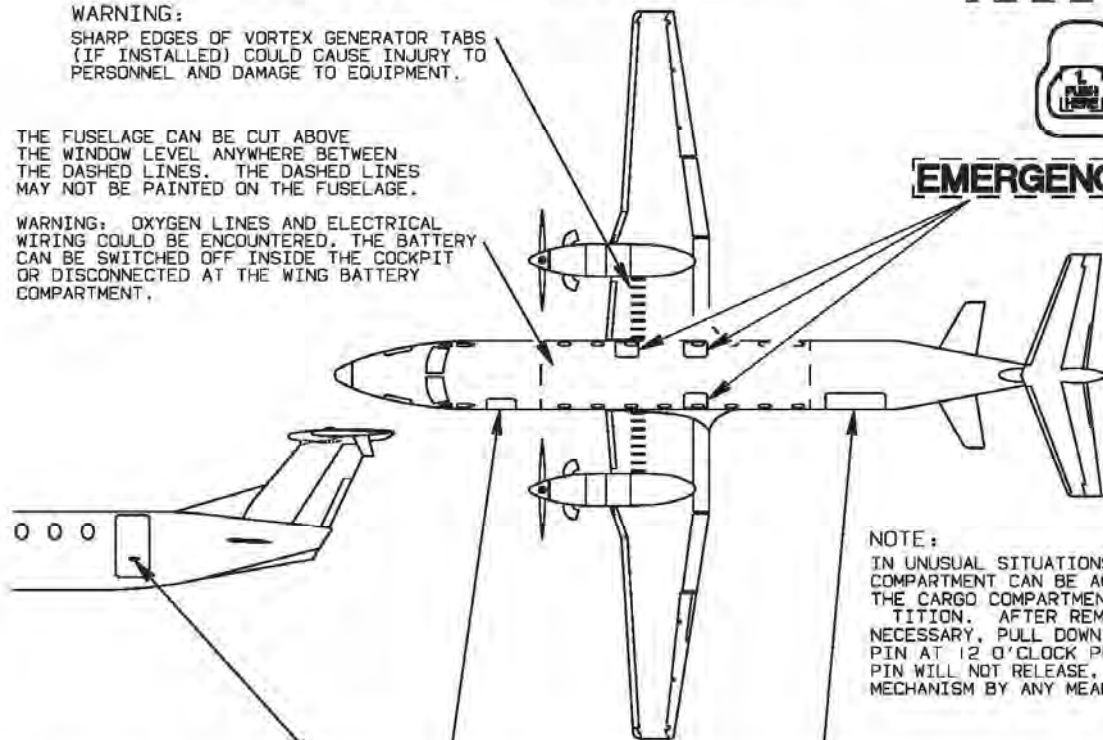
**WARNING:** OXYGEN LINES AND ELECTRICAL WIRING COULD BE ENCOUNTERED. THE BATTERY CAN BE SWITCHED OFF INSIDE THE COCKPIT OR DISCONNECTED AT THE WING BATTERY COMPARTMENT.

**EMERGENCY EXITS**

FROM THE OUTSIDE, THE DOORS ARE RELEASED WITH A FLUSH-MOUNTED PULL-OUT HANDLE. THE PLUG-TYPE DOORS REMOVE COMPLETELY FROM THE FRAME INTO THE CABIN WHEN THE LATCHES ARE RELEASED.

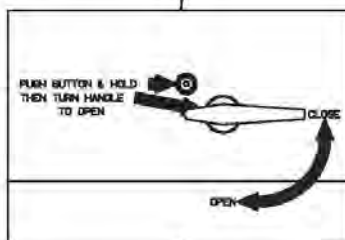
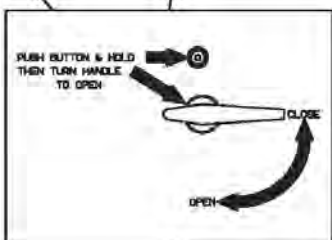


**EMERGENCY EXIT**

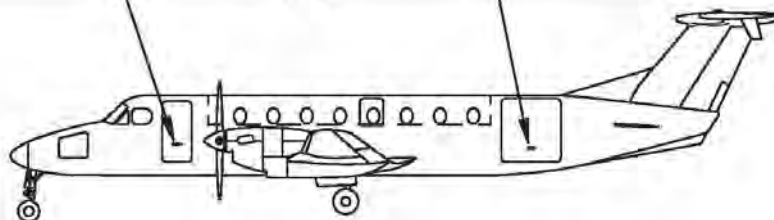


**NOTE:** IN UNUSUAL SITUATIONS THE PASSENGER COMPARTMENT CAN BE ACCESSED THROUGH THE CARGO COMPARTMENT FORWARD PARTITION. AFTER REMOVING BAGGAGE AS NECESSARY, PULL DOWN PARTITION LOCK PIN AT 12 O'CLOCK POSITION, OR IF PIN WILL NOT RELEASE, CUT AROUND LOCK MECHANISM BY ANY MEANS AVAILABLE.

**CABIN DOOR**  
TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE TOP OF THE DOOR UNTIL THE GAS SPRING TAKES OVER AND ALLOWS THE DOOR TO DROP DOWN TO THE FULLY OPEN POSITION.



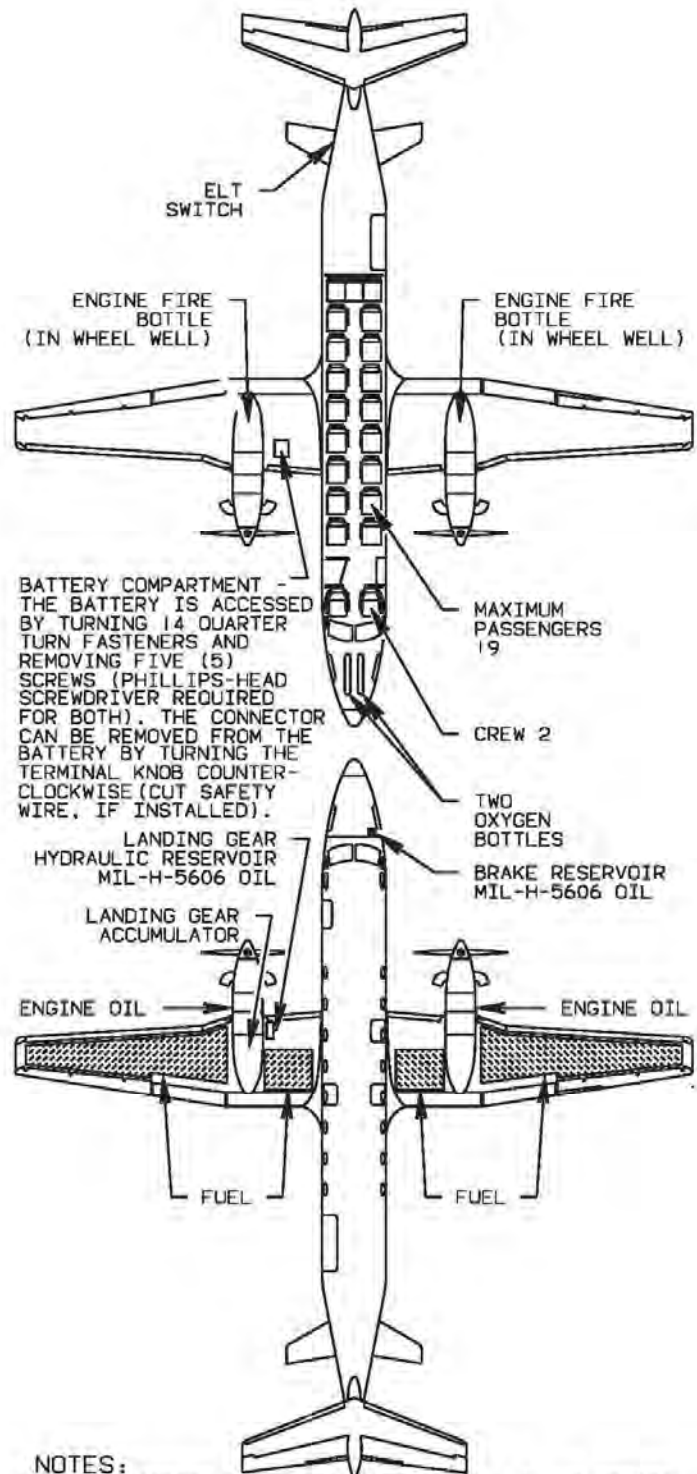
**CARGO DOOR**  
TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE BOTTOM OF THE DOOR UNTIL THE GAS SPRINGS TAKE OVER TO LIFT THE DOOR TO THE FULLY OPEN POSITION.





## Flammable Material Locations

2 ENGINES



**NOTES:**  
 UA & UB SERIES FUEL BLADDERS (425 GAL.), UC SERIES WET WING (667 GAL.)-SERIAL NUMBER IS ON AN IDENTIFICATION PLAQUE LOCATED ON AFT FRAME OF AIRSTAIR DOOR OPENING (FORWARD AIRSTAIR DOOR ON 1900) OR ON FUSELAGE BELOW LEFT STABILON.  
 THE PLACARDS SHOWN FOR THE DOORS AND EMERGENCY EXITS ARE APPLICABLE ONLY TO AIRPLANES IN COMPLIANCE WITH BEECH SERVICE BULLETINS 2740 AND 2741.

# BEECH BARON 58, 58P, 58TC, B55, E55

2 ENGINES



Photo by: Erick Stamm



Photo by: Brent Beck



Photo by: Paul Aranha

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	6 max. (1-2 crew, 5 passenger max.)
Fuel Capacity	196 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

# BEECH KING AIR B100, B200

2 ENGINES



Photo by: Justin Idle



Photo by: Erick Stamm



Photo by: George Canciani

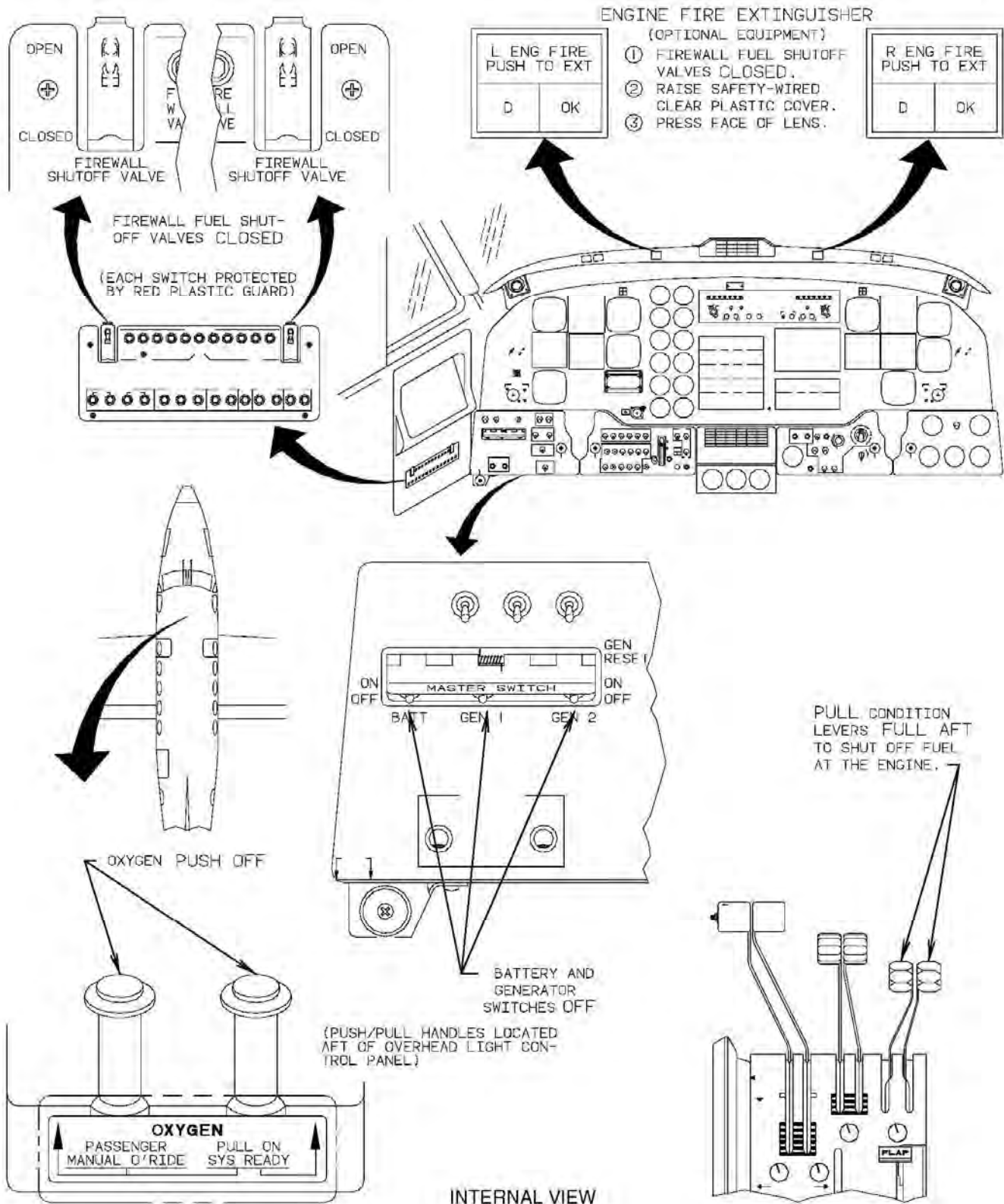
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	15 max. (2 crew, 13 passenger max.)
Fuel Capacity	549 gal.
Crash, Fire, and Rescue Information	Page 45
Emergency Exit Locations	Page 46
Flammable Materials Locations	Page 47

All diagrams provided by the Hawker Beechcraft Corporation.

## Crash, Fire, and Rescue Information

2 ENGINES



## Emergency Exit Locations

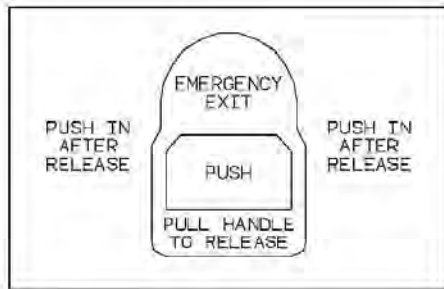
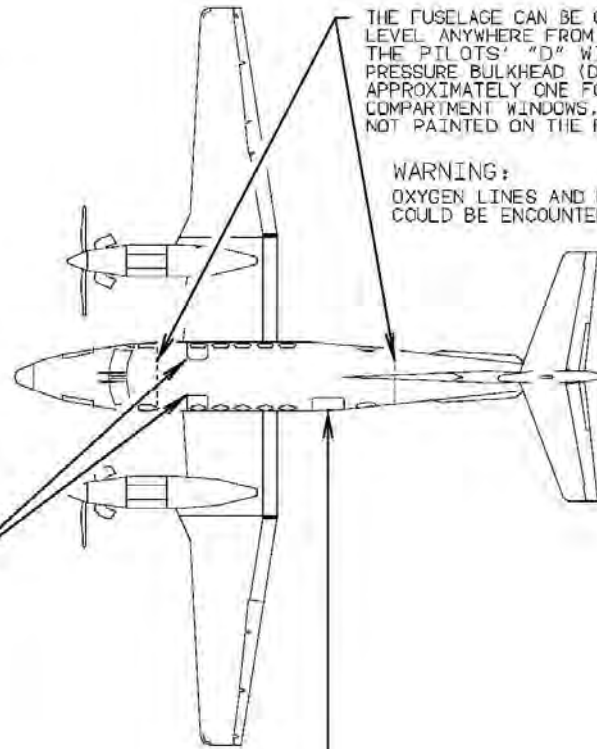
2 ENGINES

THE AIRSTAIR ENTRANCE DOOR (CABIN DOOR) IS LOCATED NEAR THE AFT END OF THE PASSENGER COMPARTMENT ON THE LEFT SIDE OF THE FUSELAGE. THE DOOR IS HINGED AT THE BOTTOM AND SWINGS OUTWARD AND DOWNWARD WHEN OPENED.

TWO EMERGENCY EXIT DOORS ARE PROVIDED, ONE ON EACH SIDE OF THE FUSELAGE AT THE FORWARD END OF THE PASSENGER COMPARTMENT.

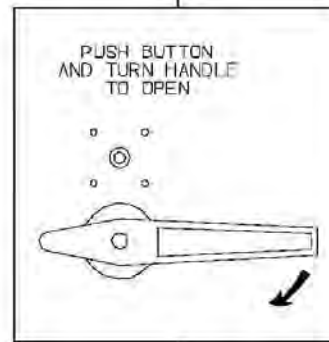
THE FUSELAGE CAN BE CUT ABOVE THE WINDOW LEVEL ANYWHERE FROM IMMEDIATELY AFT OF THE PILOTS' "D" WINDOWS TO THE AFT PRESSURE BULKHEAD (DOUBLE ROW OF RIVETS APPROXIMATELY ONE FOOT BACK OF THE AFT COMPARTMENT WINDOWS.) DASHED LINES ARE NOT PAINTED ON THE FUSELAGE.

**WARNING:**  
OXYGEN LINES AND ELECTRICAL WIRING COULD BE ENCOUNTERED.



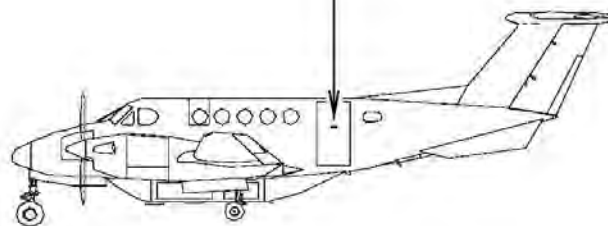
### EMERGENCY EXITS

FROM THE OUTSIDE, THE DOORS ARE RELEASED WITH A FLUSH-MOUNTED PULL-OUT HANDLE. THE NON-HINGED, PLUG-TYPE DOORS REMOVE COMPLETELY FROM THE FRAME INTO THE CABIN WHEN THE LATCHES ARE RELEASED.



### CABIN DOOR

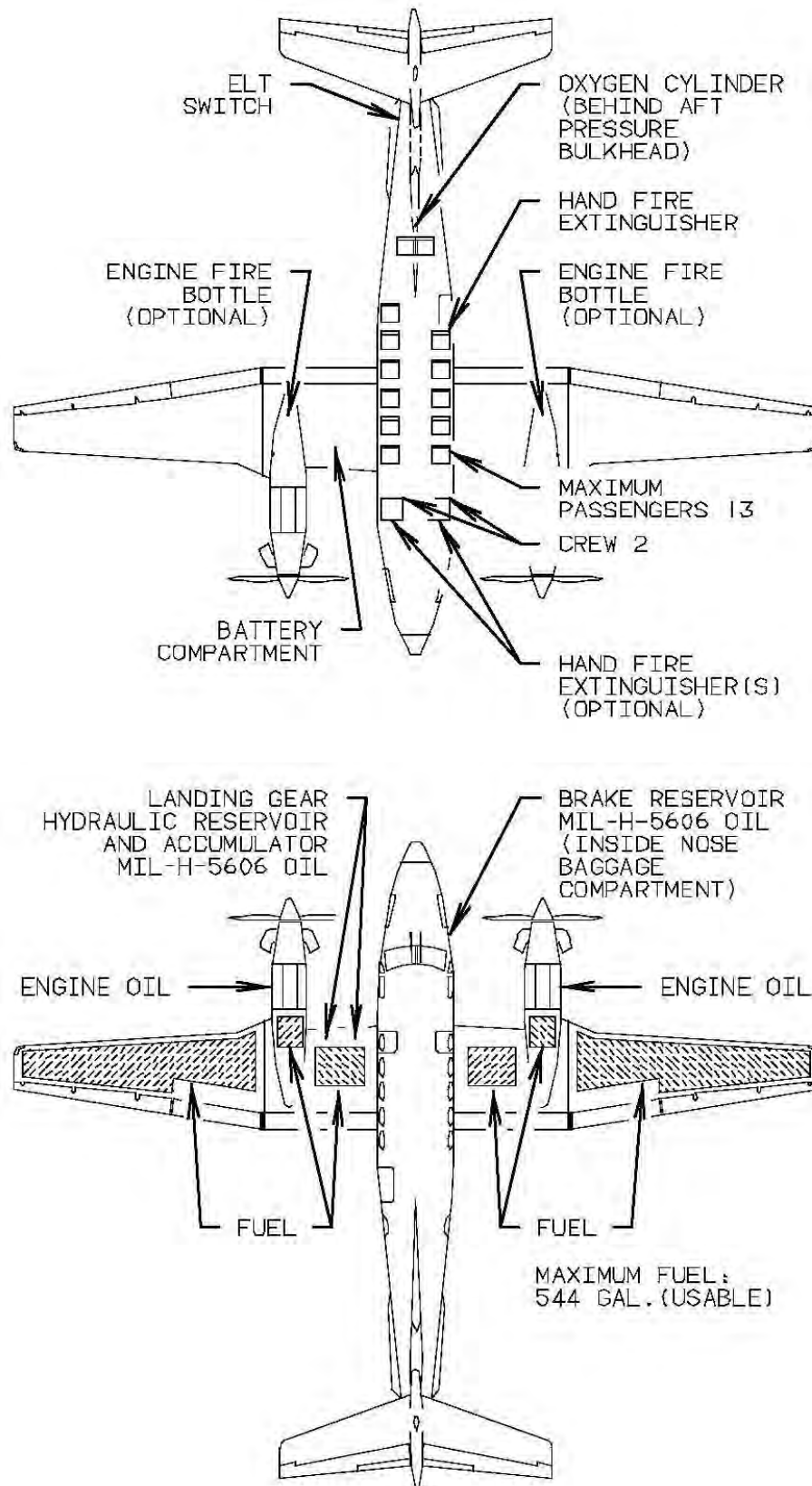
TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE TOP OF THE DOOR, AND WITH THE AID OF THE HYDRAULIC DAMPER, LET THE DOOR DROP DOWN TO THE FULLY OPEN POSITION.



EXTERNAL VIEW

2 ENGINES

## Flammable Material Locations



# BEECH KING AIR B350

2 ENGINES



Photo by: George Canciani



Photo by: Chris Heaton



Photo by: Bill Shull

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	15 max. (2 crew, 13 passenger max.)
Fuel Capacity	546 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

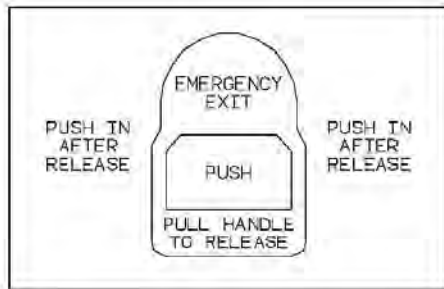
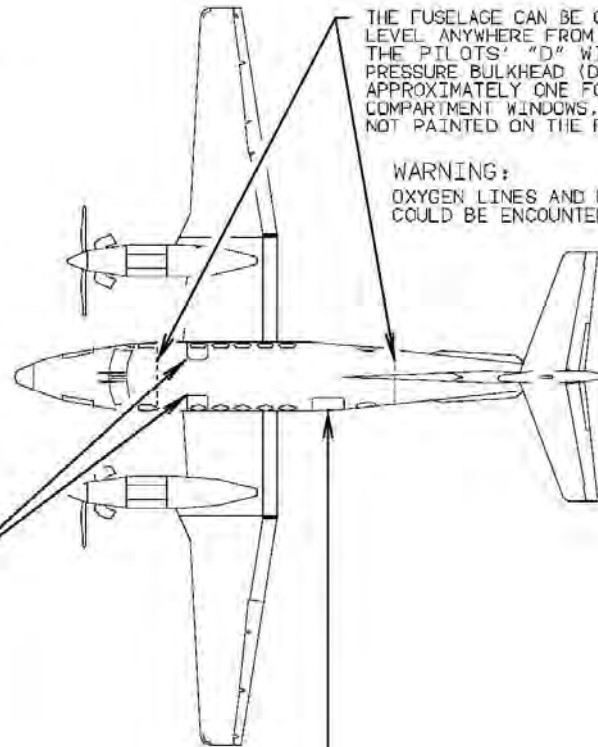
## Emergency Exit Locations

THE AIRSTAIR ENTRANCE DOOR (CABIN DOOR) IS LOCATED NEAR THE AFT END OF THE PASSENGER COMPARTMENT ON THE LEFT SIDE OF THE FUSELAGE. THE DOOR IS HINGED AT THE BOTTOM AND SWINGS OUTWARD AND DOWNWARD WHEN OPENED.

TWO EMERGENCY EXIT DOORS ARE PROVIDED, ONE ON EACH SIDE OF THE FUSELAGE AT THE FORWARD END OF THE PASSENGER COMPARTMENT.

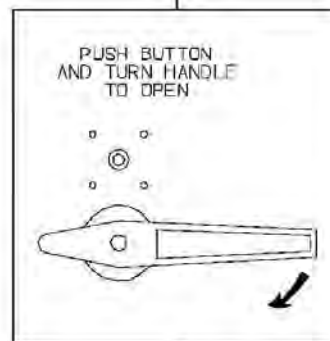
THE FUSELAGE CAN BE CUT ABOVE THE WINDOW LEVEL ANYWHERE FROM IMMEDIATELY AFT OF THE PILOTS' "D" WINDOWS TO THE AFT PRESSURE BULKHEAD (DOUBLE ROW OF RIVETS APPROXIMATELY ONE FOOT BACK OF THE AFT COMPARTMENT WINDOWS.) DASHED LINES ARE NOT PAINTED ON THE FUSELAGE.

**WARNING:**  
OXYGEN LINES AND ELECTRICAL WIRING COULD BE ENCOUNTERED.



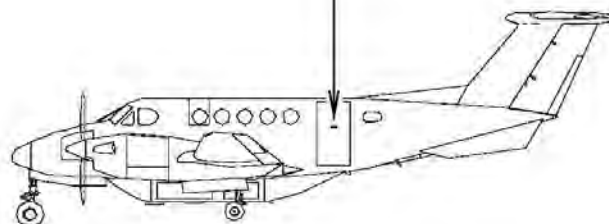
### EMERGENCY EXITS

FROM THE OUTSIDE, THE DOORS ARE RELEASED WITH A FLUSH-MOUNTED PULL-OUT HANDLE. THE NON-HINGED, PLUG-TYPE DOORS REMOVE COMPLETELY FROM THE FRAME INTO THE CABIN WHEN THE LATCHES ARE RELEASED.



### CABIN DOOR

TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE TOP OF THE DOOR, AND WITH THE AID OF THE HYDRAULIC DAMPER, LET THE DOOR DROP DOWN TO THE FULLY OPEN POSITION.



EXTERNAL VIEW



# BEECH KING AIR C90-1, F90

2 ENGINES



Photo by: Erick Stamm



Photo by: Jaysen Snow



Photo by: James Dingell

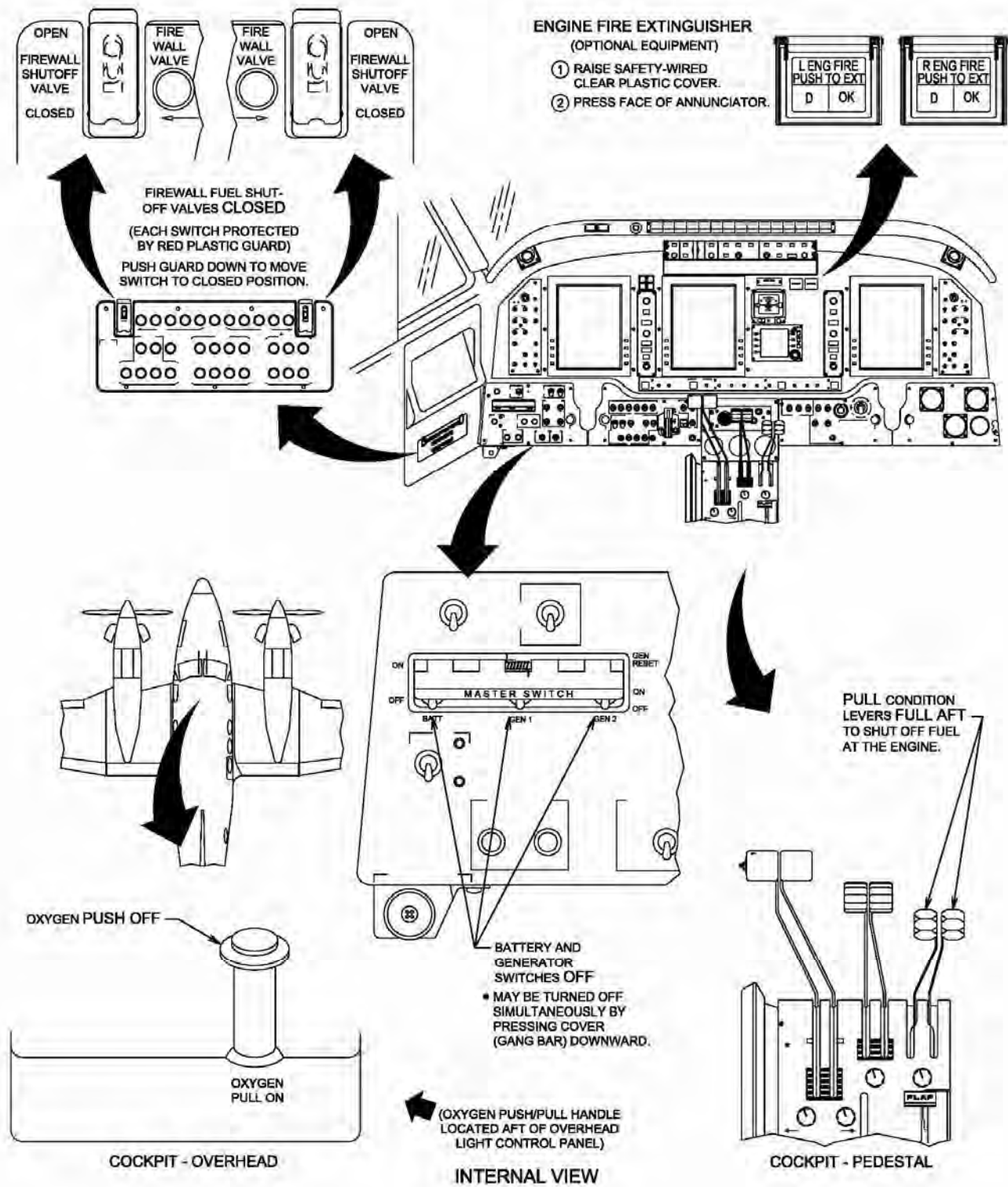
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	9 max. ( 1 crew, 8 passenger max.)
Fuel Capacity	470 gal.
Crash, Fire, and Rescue Information	Page 50
Emergency Exit Locations	Page 51
Flammable Materials Locations	Page 52

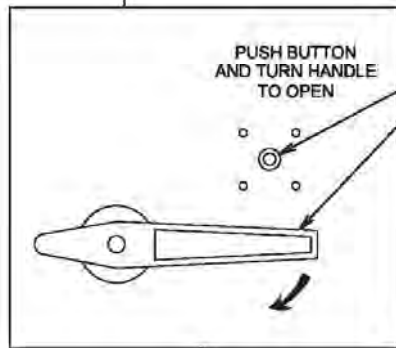
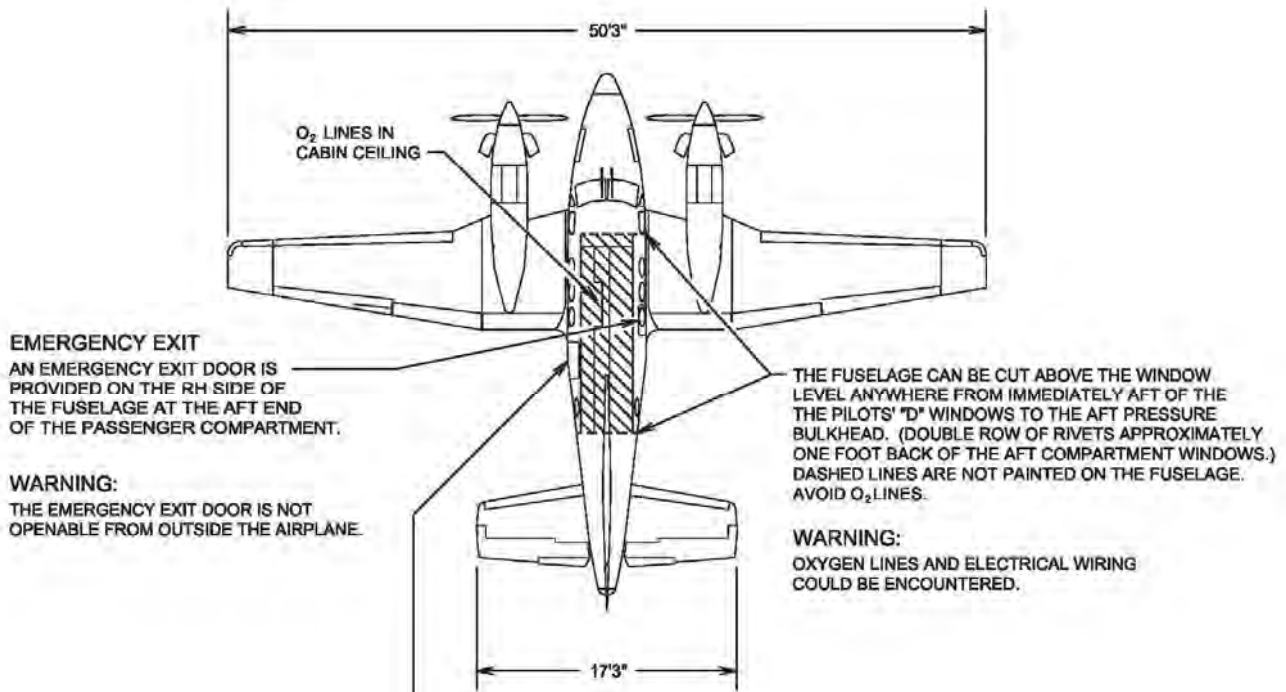
All diagrams provided by Hawker Beechcraft Corporation.

## Crash, Fire, and Rescue Information

2 ENGINES

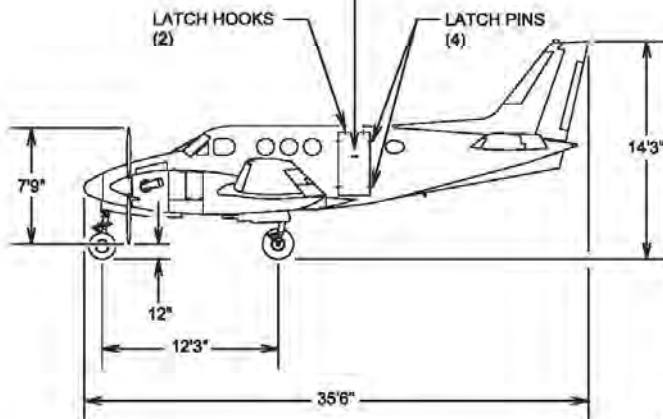


## Emergency Exit Locations



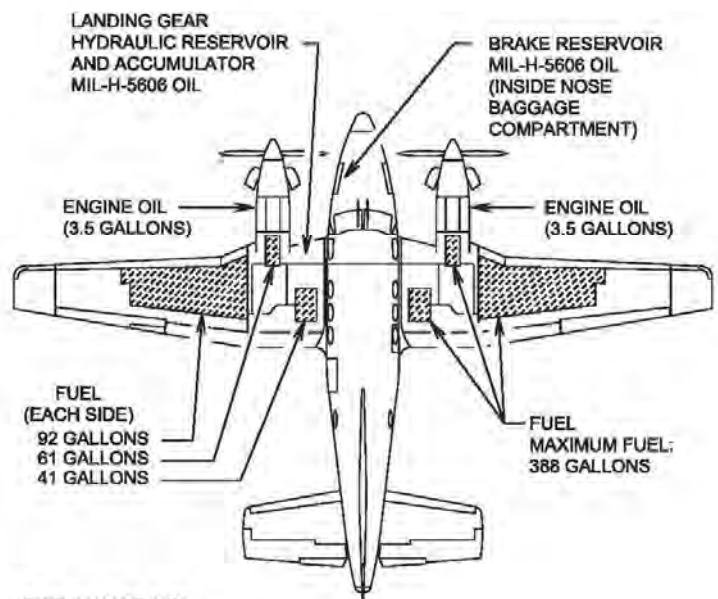
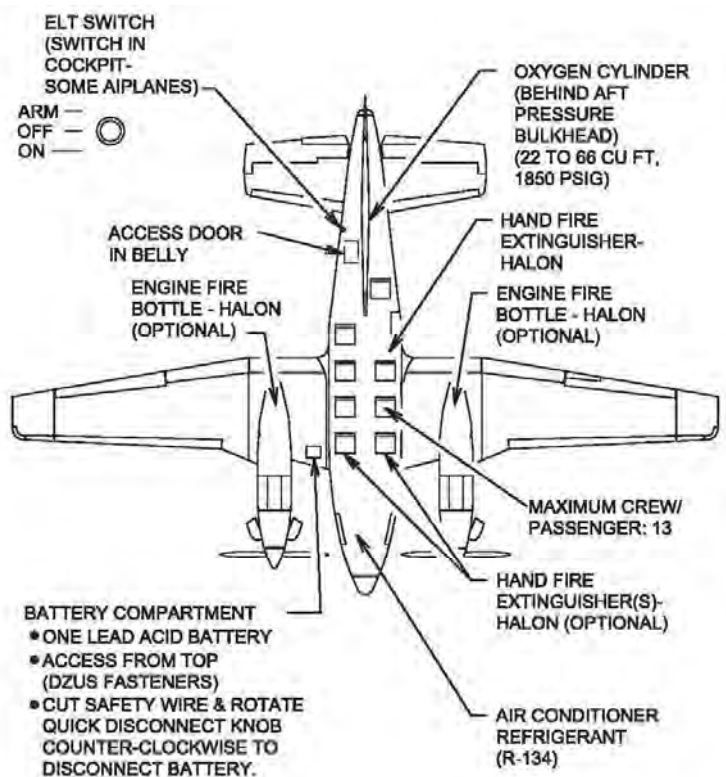
**AIRSTAIR DOOR**  
 THE AIRSTAIR ENTRANCE DOOR (CABIN DOOR) IS LOCATED NEAR THE AFT END OF THE PASSENGER COMPARTMENT ON THE LEFT SIDE OF THE FUSELAGE. THE DOOR IS HINGED AT THE BOTTOM AND SWINGS OUTWARD AND DOWNWARD WHEN OPENED.

TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE TOP OF THE DOOR, AND WITH THE AID OF THE HYDRAULIC DAMPER, LET THE DOOR DROP DOWN TO THE FULLY OPEN POSITION.



**EXTERNAL VIEW**

## Flammable Material Locations



FUEL MAY BE ANY COMBINATION OF THE FOLLOWING:

- JET A, JET A-1, JET B
- JP-4, JP-5, JP-8
- AVIATION GASOLINE

FUEL CELLS: RUBBER BLADDER

# BEECH SUPER KING AIR B200

2 ENGINES



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	15 max. (1 crew, 14 passenger max.)
Fuel Capacity	550 gal.

For additional emergency response information on this aircraft please contact:

Hawker Beechcraft Corporation  
Technical Manual Distribution Center  
Tel: 1-800-796-2665  
Email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com)

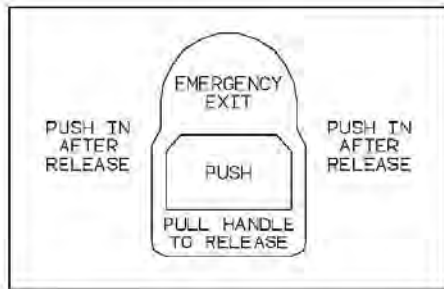
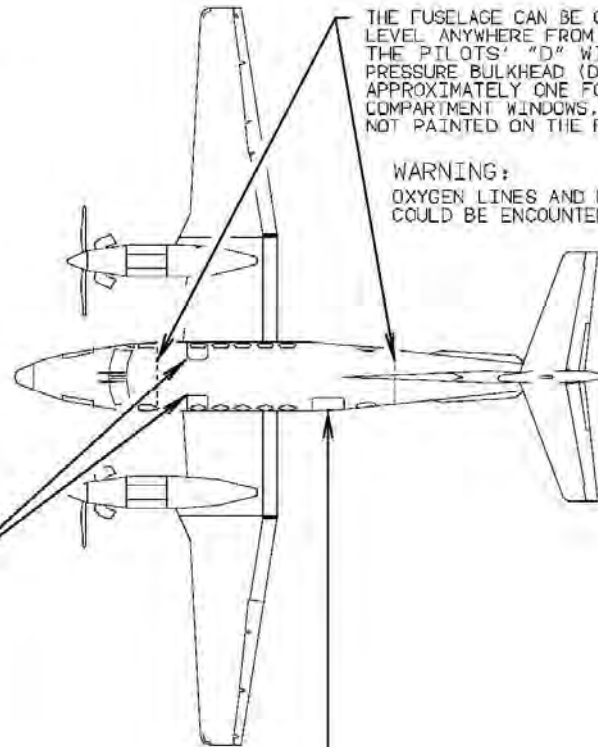
## Emergency Exit Locations

THE AIRSTAIR ENTRANCE DOOR (CABIN DOOR) IS LOCATED NEAR THE AFT END OF THE PASSENGER COMPARTMENT ON THE LEFT SIDE OF THE FUSELAGE. THE DOOR IS HINGED AT THE BOTTOM AND SWINGS OUTWARD AND DOWNWARD WHEN OPENED.

TWO EMERGENCY EXIT DOORS ARE PROVIDED, ONE ON EACH SIDE OF THE FUSELAGE AT THE FORWARD END OF THE PASSENGER COMPARTMENT.

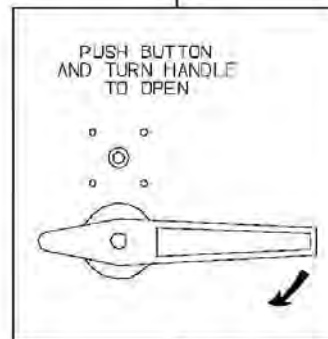
THE FUSELAGE CAN BE CUT ABOVE THE WINDOW LEVEL ANYWHERE FROM IMMEDIATELY AFT OF THE PILOTS' "D" WINDOWS TO THE AFT PRESSURE BULKHEAD (DOUBLE ROW OF RIVETS APPROXIMATELY ONE FOOT BACK OF THE AFT COMPARTMENT WINDOWS.) DASHED LINES ARE NOT PAINTED ON THE FUSELAGE.

**WARNING:**  
OXYGEN LINES AND ELECTRICAL WIRING COULD BE ENCOUNTERED.



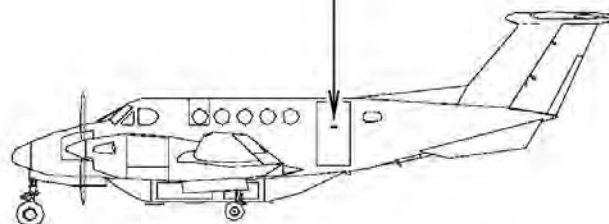
### EMERGENCY EXITS

FROM THE OUTSIDE, THE DOORS ARE RELEASED WITH A FLUSH-MOUNTED PULL-OUT HANDLE. THE NON-HINGED, PLUG-TYPE DOORS REMOVE COMPLETELY FROM THE FRAME INTO THE CABIN WHEN THE LATCHES ARE RELEASED.



### CABIN DOOR

TO OPEN THE DOOR, DEPRESS THE RELEASE BUTTON ADJACENT TO THE DOOR HANDLE AND ROTATE THE HANDLE CLOCKWISE. PULL OUT AT THE TOP OF THE DOOR, AND WITH THE AID OF THE HYDRAULIC DAMPER, LET THE DOOR DROP DOWN TO THE FULLY OPEN POSITION.



EXTERNAL VIEW

# CESSNA 310 SKYNIIGHT

2 ENGINES



Photo by: Ron Baak



Photo by: Terry Shepherd



Photo by: Sergey Ryabtsev

## **Critical Response Information**

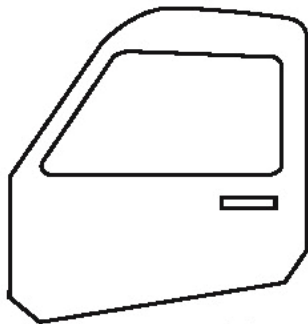
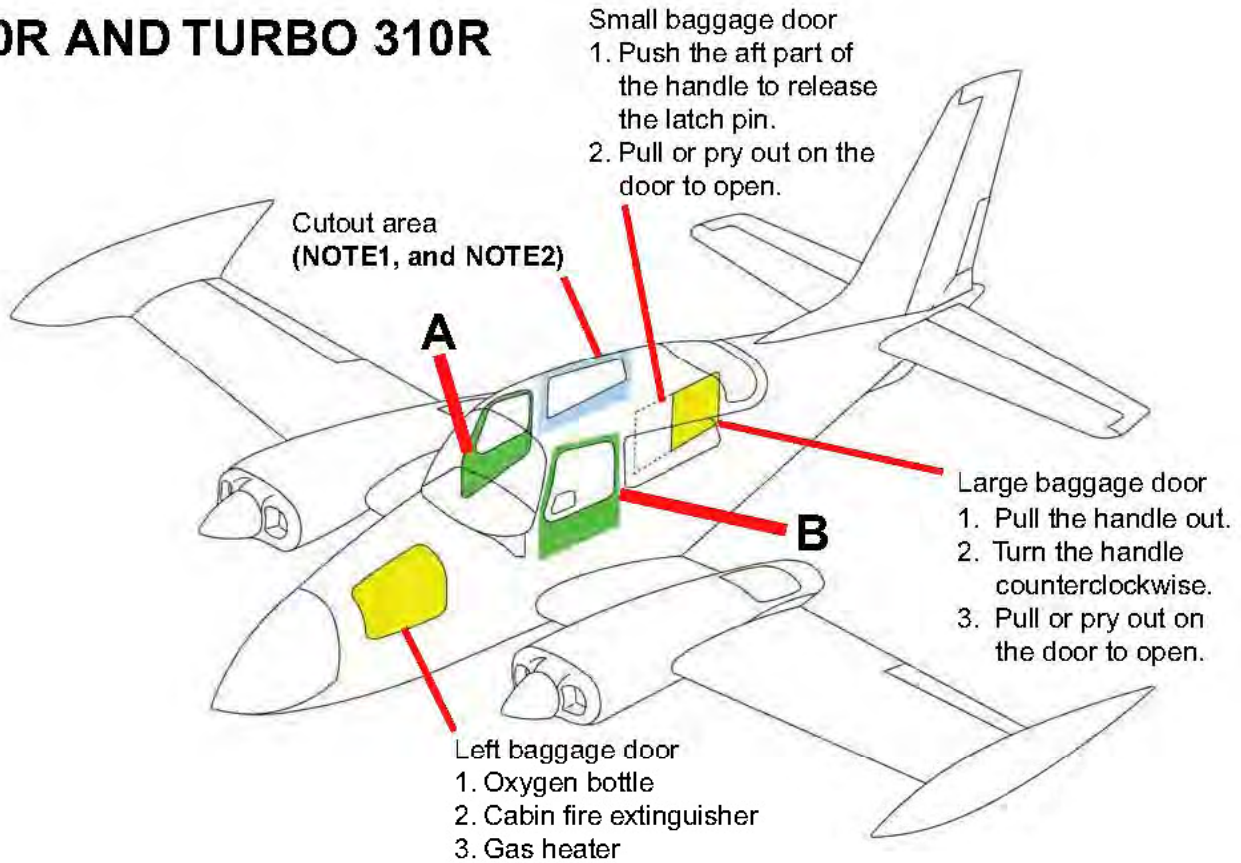
Number of Engines	1
Passenger & Crew Capacity	2
Fuel Capacity	35 gal.
Emergency Rescue Access	Page 55
Flammable Materials / Pressure Vessel Locations	Page 56
Fuel and Electrical Shutdown	Page 57

All diagrams provided by Cessna and are located in the Emergency Rescue Access and Fire Fighting Procedures manual.

## Emergency Rescue Access

A38835

### 310R AND TURBO 310R



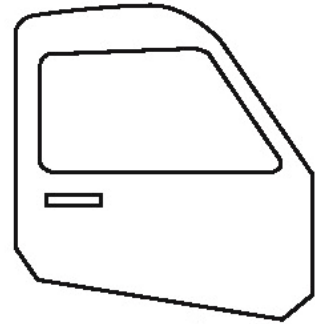
**DETAIL B**

#### Emergency exit door

1. There is no external handle to release door.

#### Cabin entry door

1. Pull the handle out
2. Turn the handle counterclockwise.
3. Pull or pry out on the door to open.



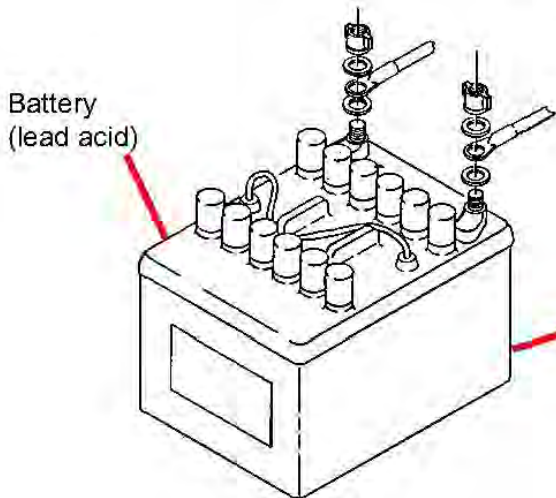
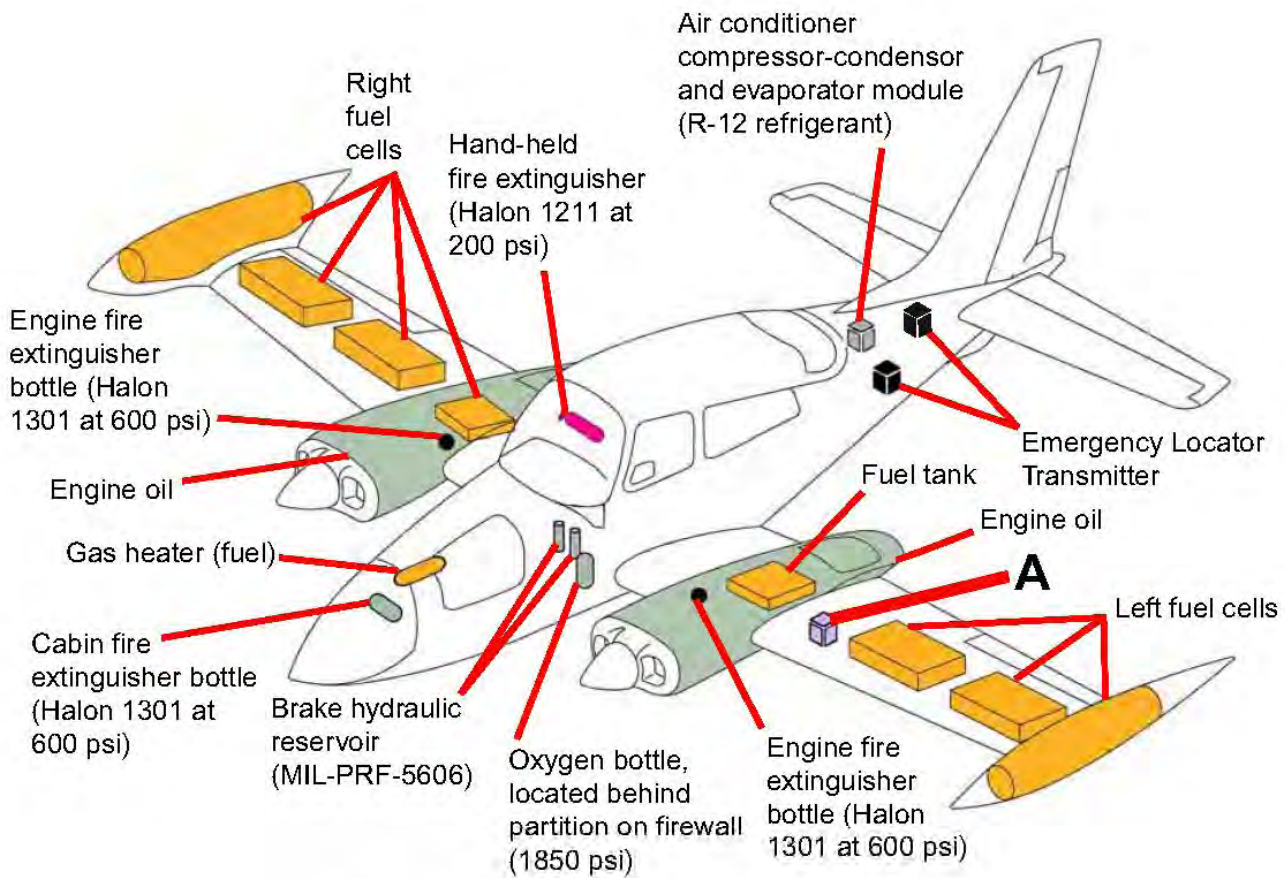
**DETAIL A**

**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.



## Flammable Materials / Pressure Vessel Locations



**DETAIL A**

- To disconnect the battery
1. Remove the left wing access panel above the battery.
  2. Disconnect the ground cable from the negative terminal on the battery.
  3. Disconnect the power cable from the positive terminal on the battery.

**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. Wheels contain magnesium components.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

## Fuel and Electrical Shutdown



Put battery switches to OFF

Put magneto switches to OFF

Put mixture levers to IDLE CUTOFF



**DETAIL A**



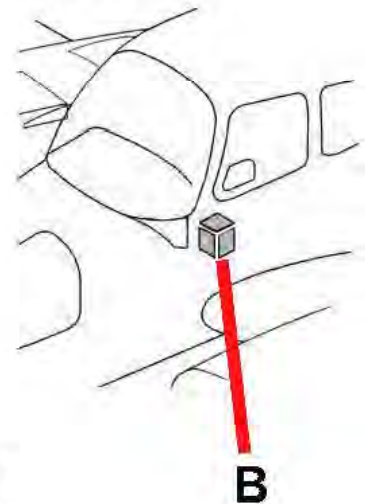
**DETAIL C**

ELT switch (NOTE)



**Fuel Selectors**

**DETAIL B**



**NOTE:** Fuel flow to the engines is stopped when the mixture levers are in the IDLE CUTOFF position. To prevent fuel leakage, put the fuel selectors in the OFF position.

**NOTE:** To fully remove electrical power from the airplane, the battery must be disconnected.

**NOTE:** Momentarily place the remote mounted switch to the RESET position and release. This will place the transmitter in the AUTO position.

# CESSNA 402 BUSINESSLINER

2 ENGINES



Photo by: Gary Shephard



Photo by: Timothy Redfern



Photo by: Sergey Rimsha

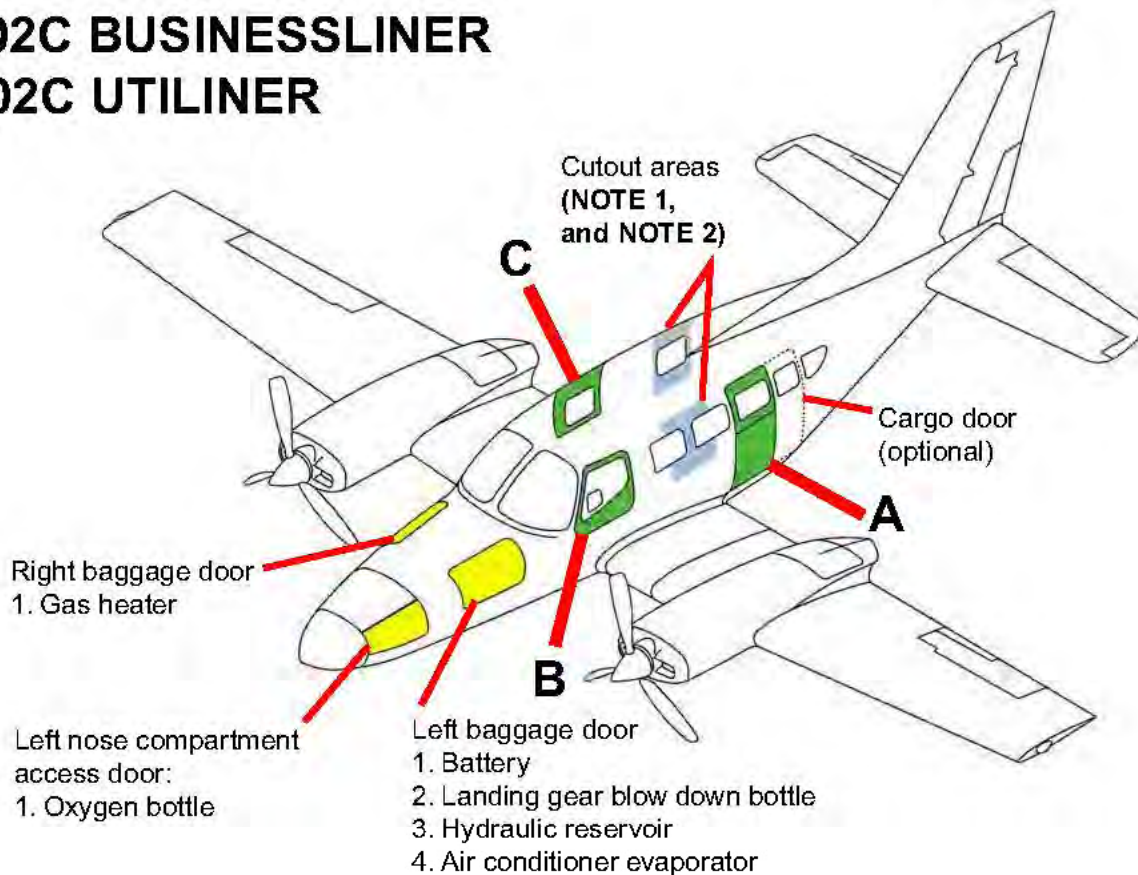
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	10 max. (1-2 crew, 9 passenger max.)
Fuel Capacity	102 gal.
Emergency Rescue Access	Page 59
Flammable Materials / Pressure Vessel Locations	Page 60
Fuel and Electrical Shutdown	Page 61

All diagrams provided by Cessna and are located in the Emergency Rescue Access and Fire Fighting Procedures manual.

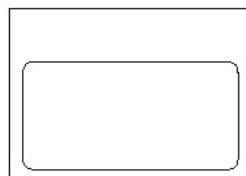
## Emergency Rescue Access

### 402C BUSINESSLINER 402C UTILINER



#### Emergency Exit

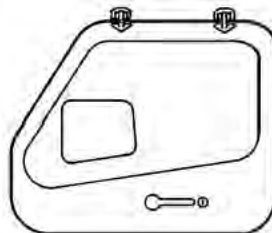
1. There is no external handle to release the door.



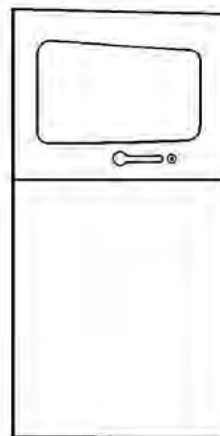
DETAIL C

#### Crew Door (optional)

1. Pull the handle out.
2. Turn the handle clockwise.
3. Insert a screwdriver in the slot.
4. Turn the screwdriver clockwise.
5. Pull or pry out on the door to open.



DETAIL B



DETAIL A

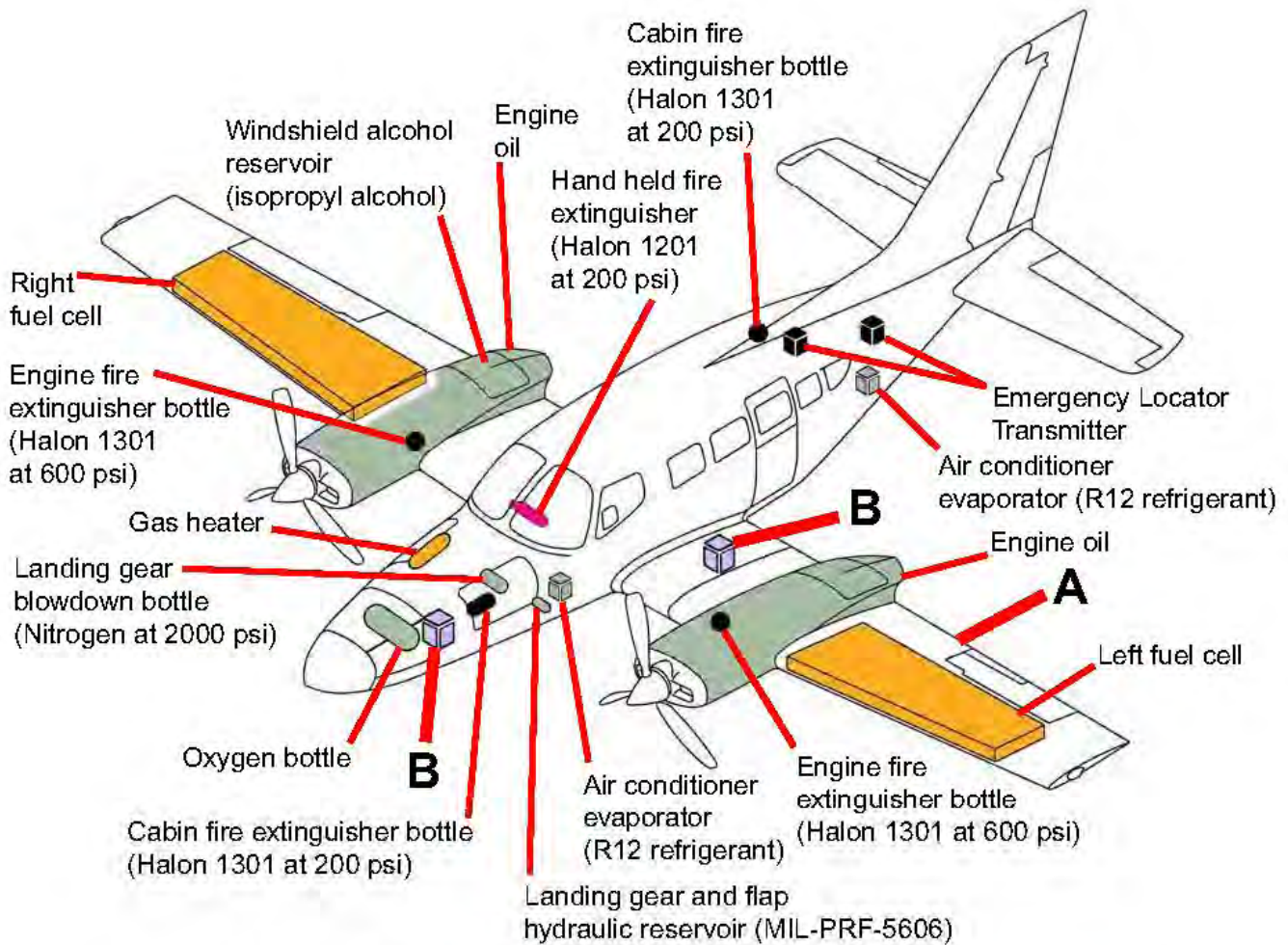
#### Cabin entry door

1. Pull the handle out.
2. Turn the handle clockwise, and raise the upper section until it locks.
3. Pull up on the lower door handle until the lock pins disengage.
4. Lower the door
5. Pull or pry out on the door to open.

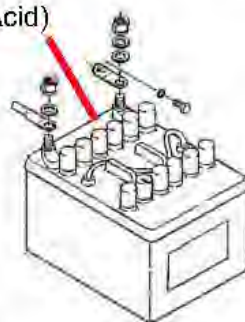
**NOTE 1:** To prevent injury to personnel and occupants, cut-out areas are to be used only when access through the cabin entry, and emergency exit doors is not possible. If cut-out areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

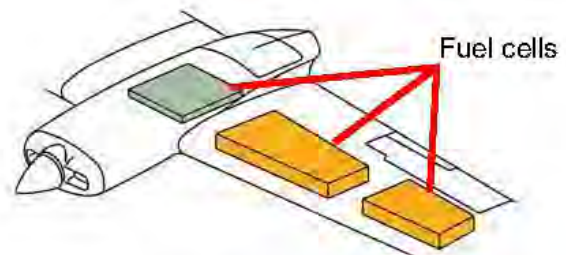
## Flammable Materials / Pressure Vessel Locations



- Battery (Lead Acid)
- To disconnect the battery
1. Remove the left wing access panel above the battery.
  2. Disconnect the ground cable from the negative terminal on the battery.
  3. Disconnect the power cable from the positive terminal on the battery.



**DETAIL B**



**DETAIL A**

**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. Wheels contain magnesium components.

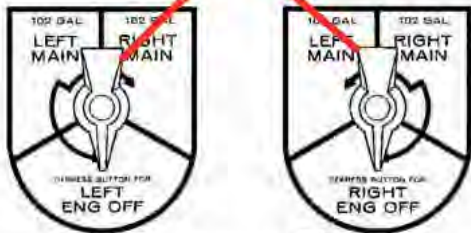
**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

2 ENGINES

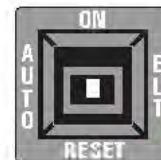
## Fuel and Electrical Shutdown



Set the fuel selectors to OFF

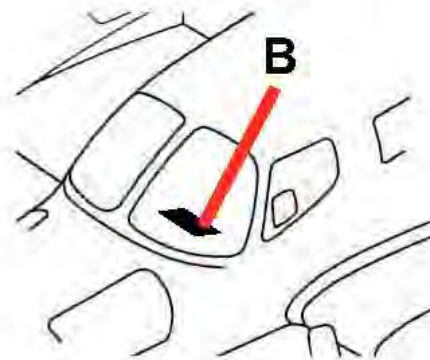


DETAIL B



ELT switch (NOTE)

DETAIL A



**NOTE:** Fuel flow to the engines is stopped when the mixture levers are in the IDLE CUTOFF position. To prevent fuel leakage, put the fuel selectors in the OFF position.

**NOTE:** To fully remove electrical power from the airplane, the battery must be disconnected.

**NOTE:** Momentarily place the remote mounted switch to the RESET position and release. This will place the transmitter in the AUTO position.

# CESSNA 404 TITAN

2 ENGINES



Photo by: Terry Shepherd



Photo by: Terry Shepherd

## **Critical Response Information**

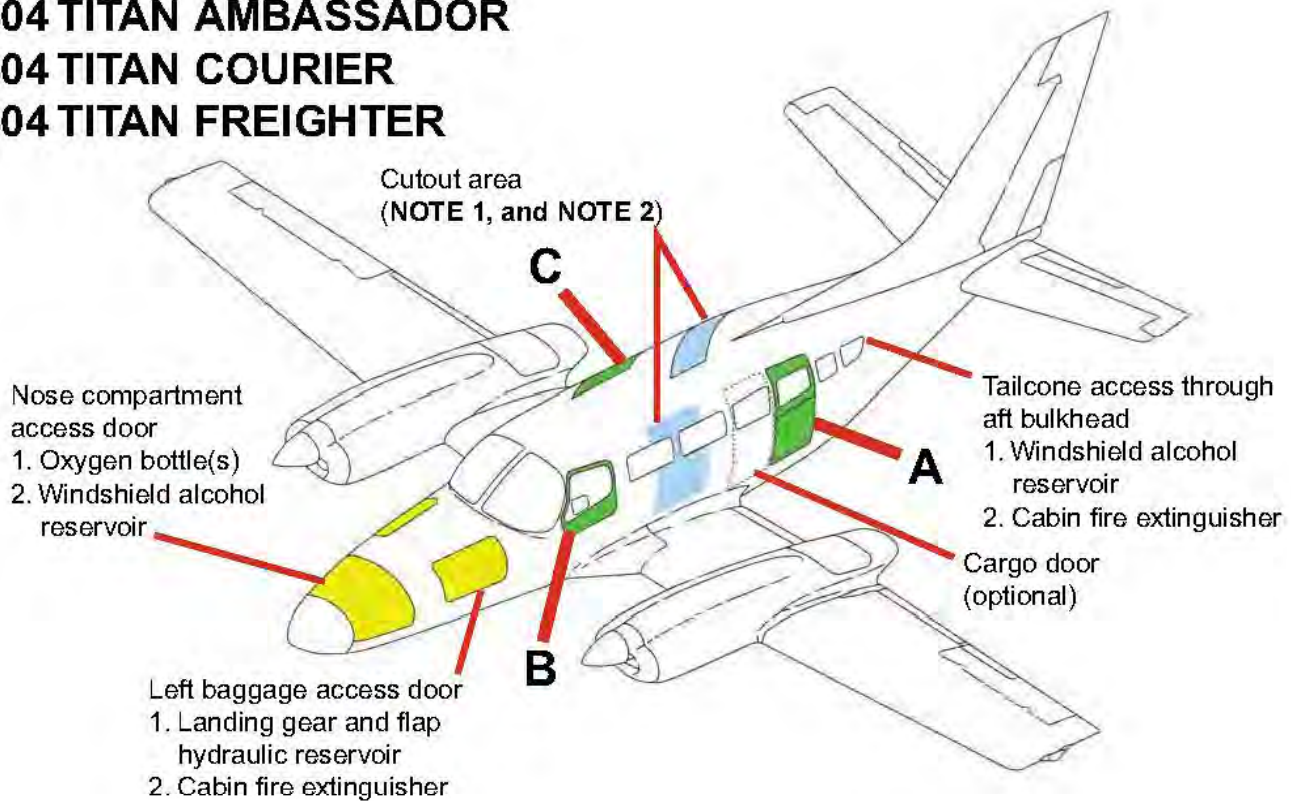
Number of Engines	2
Passenger & Crew Capacity	11 max. (1-2 crew, 10 passenger max.)
Fuel Capacity	348 gal.
Emergency Rescue Access	Page 63
Flammable Materials / Pressure Vessel Locations	Page 64
Fuel and Electrical Shutdown	Page 65

All diagrams provided by Cessna and are located in the Emergency Rescue Access and Fire Fighting Procedures manual.

## Emergency Rescue Access

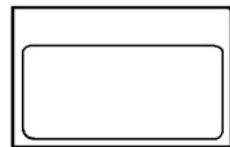
A38847

**404 TITAN AMBASSADOR**  
**404 TITAN COURIER**  
**404 TITAN FREIGHTER**



### Emergency exit door

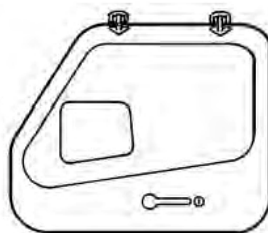
1. Turn the handle counterclockwise.
2. Push the door inboard and down.
3. If no external handle is installed, the door cannot be released from the outside.



**DETAIL C**

### Crew Door (Optional)

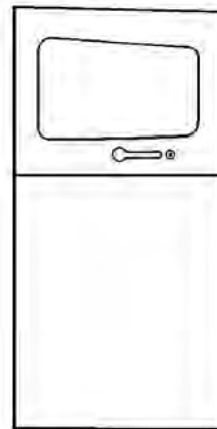
1. Pull the handle out.
2. Turn the handle clockwise.
3. Insert a screwdriver in the slot.
4. Turn the screwdriver clockwise.
5. Lift or pry out on the door to open.



**DETAIL B**

### Cabin entry door

1. Pull the handle out.
2. Rotate the handle clockwise until the lock pins disengage.
3. Lift the upper door until it locks.
4. Pull up on the lower door handle until the locks pins disengage.
5. Pull or pry out the door.



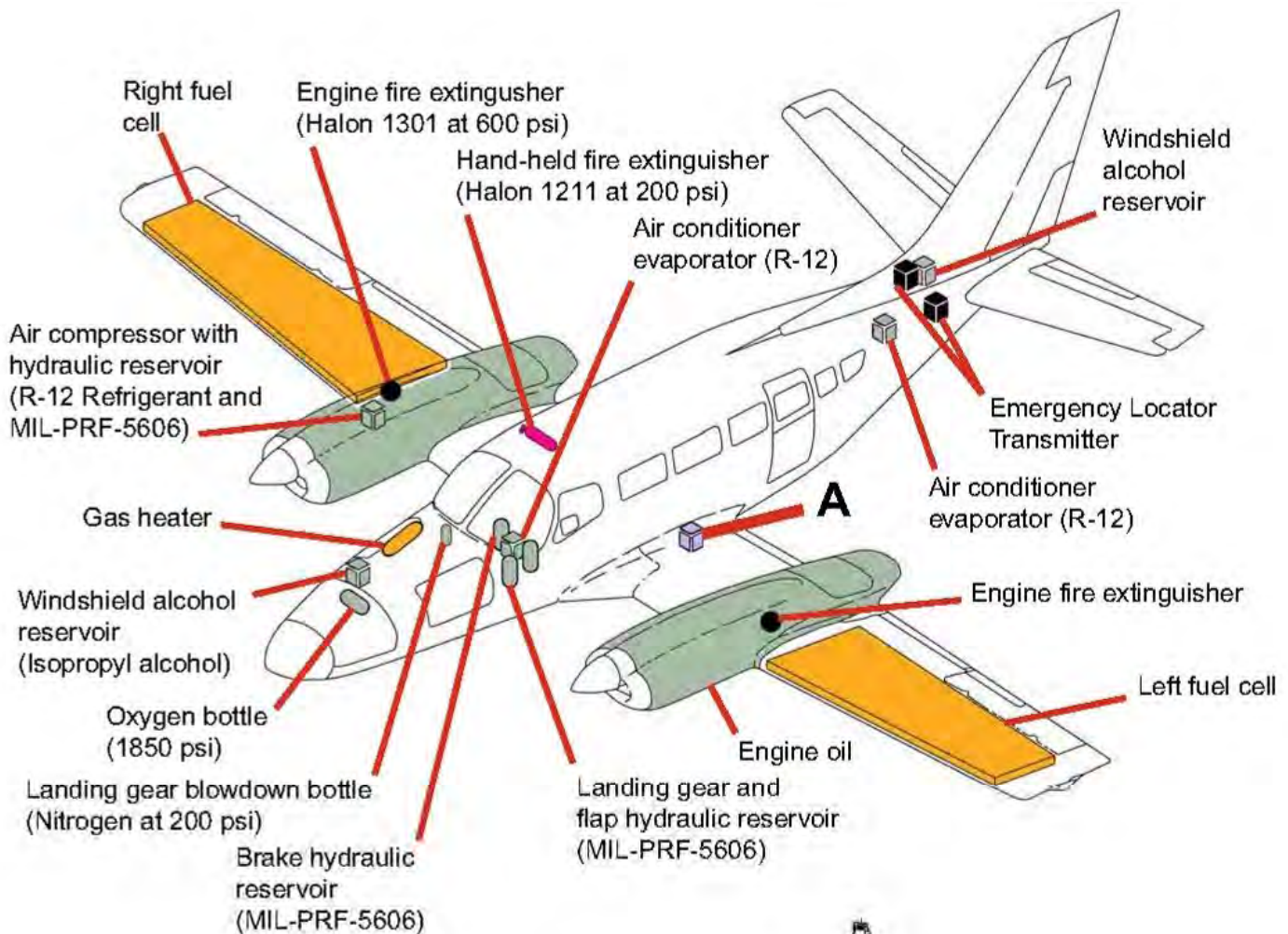
**DETAIL A**

**Note 1:** To prevent injury to personnel and occupants, the cutout areas are to be used only when access through the cabin entry, and emergency exit doors is not possible. If the cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

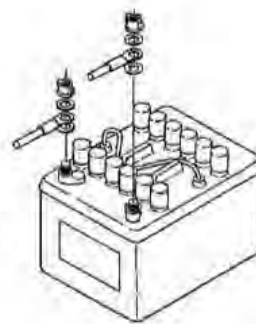
**Note 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure that no fuel or flammable materials are near the area that is to be cut.



## Flammable Materials / Pressure Vessel Locations



- To disconnect the battery
1. Remove the left center wing panel above the battery.
  2. Disconnect the ground cable from the negative terminal on the battery.
  3. Disconnect the power cable from the positive terminal on the battery.

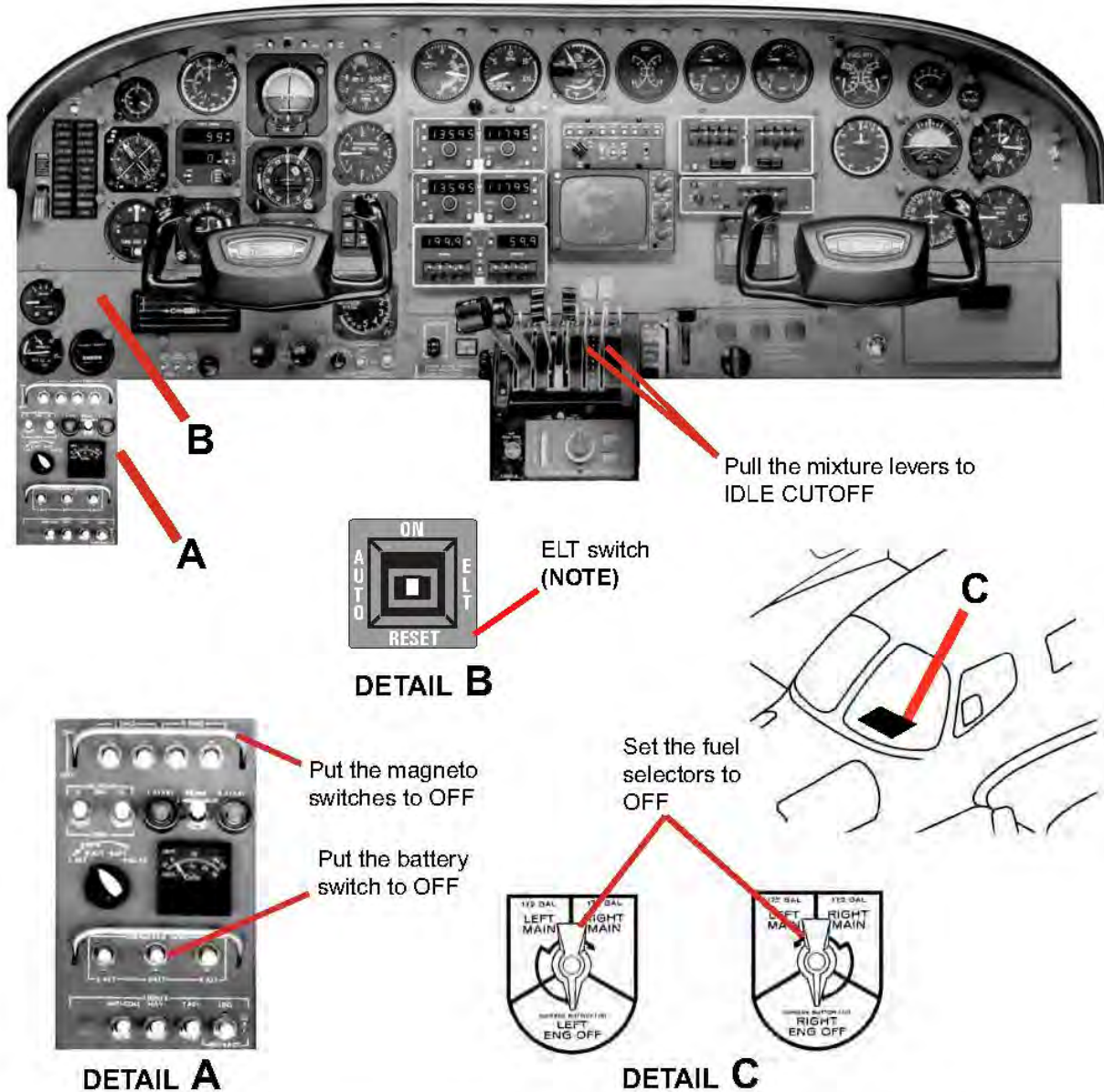


**DETAIL A**

**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. Wheels contain magnesium components.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

## Fuel and Electrical Shutdown



**NOTE:** Fuel flow to the engines is stopped when the mixture levers are in the IDLE CUTOFF position. To prevent fuel leakage, put the fuel selectors in the OFF position.

**NOTE:** To fully remove electrical power from the airplane, the battery must be disconnected.

**NOTE:** Momentarily place the remote mounted switch to the RESET position and release. This will place the transmitter in the AUTO position.

# CESSNA 414 CHANCELLOR

2 ENGINES



Photo by: Paul Robbins



Photo by: Ralph Duenas



Photo by: Paul Snyder

## **Critical Response Information**

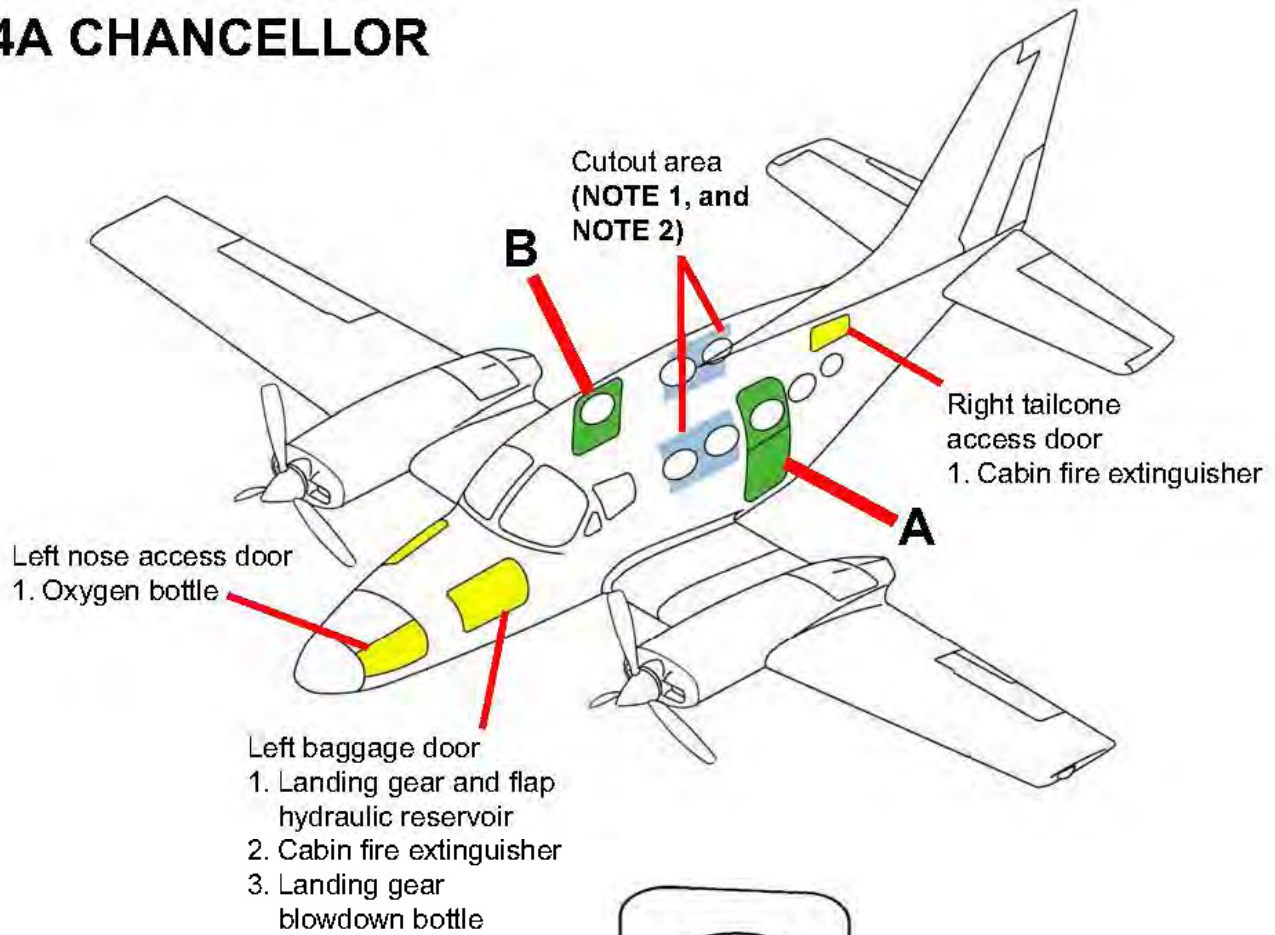
Number of Engines	2
Passenger & Crew Capacity	10 max. (1-2 crew, 8 passenger max.)
Fuel Capacity	102 gal.
Emergency Rescue Access	Page 67
Flammable Materials / Pressure Vessel Locations	Page 68
Fuel and Electrical Shutdown	Page 69

All diagrams provided by Cessna and are located in the Emergency Rescue Access and Fire Fighting Procedures manual.

2 ENGINES

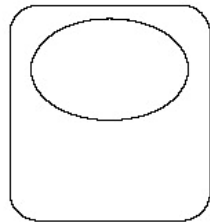
## Emergency Rescue Access

### 414A CHANCELLOR

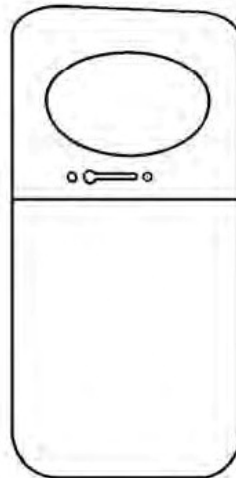


#### Emergency exit door

1. There is no external handle to release the door



**DETAIL B**



**DETAIL A**

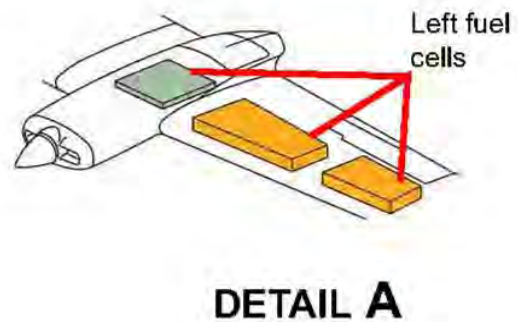
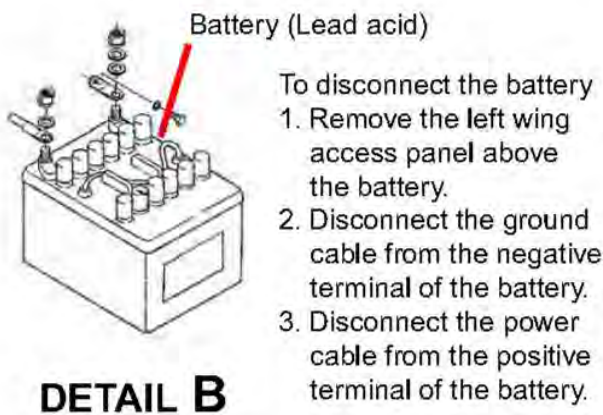
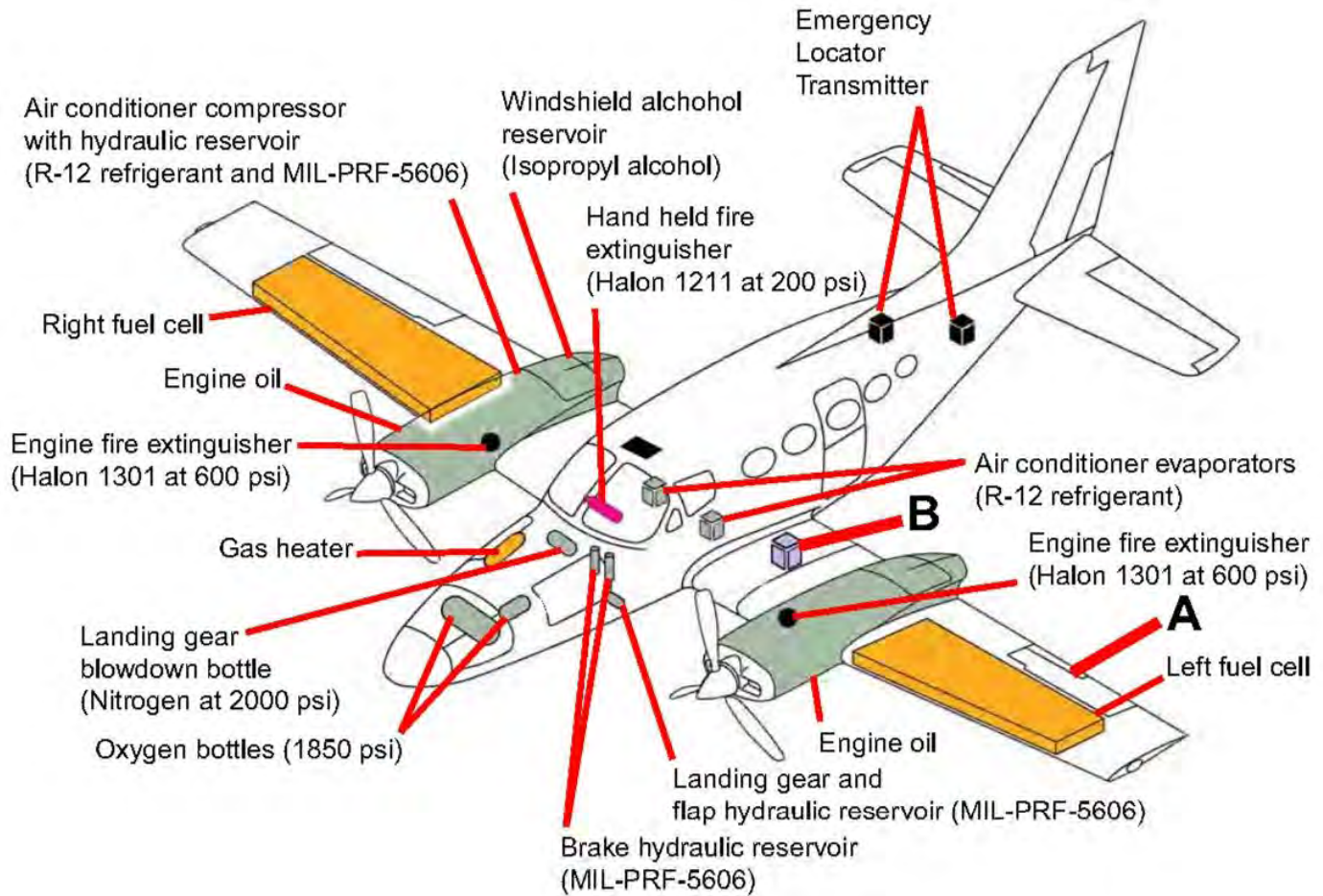
#### Cabin entry door

1. Push the exterior door handle push button release.
2. Pull the handle out.
3. Turn the handle clockwise.
4. Lift the upper door until it locks.
5. Pull up on the lower door handle.
6. Lower the bottom door.
7. Pull or pry out on the door to open.

**NOTE 1:** To prevent injury to personnel and occupants, the cutout areas are to be used only when access through the cabin entry and emergency exits door is not possible. If the cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure that no fuel or flammable materials are near the area that is to be cut.

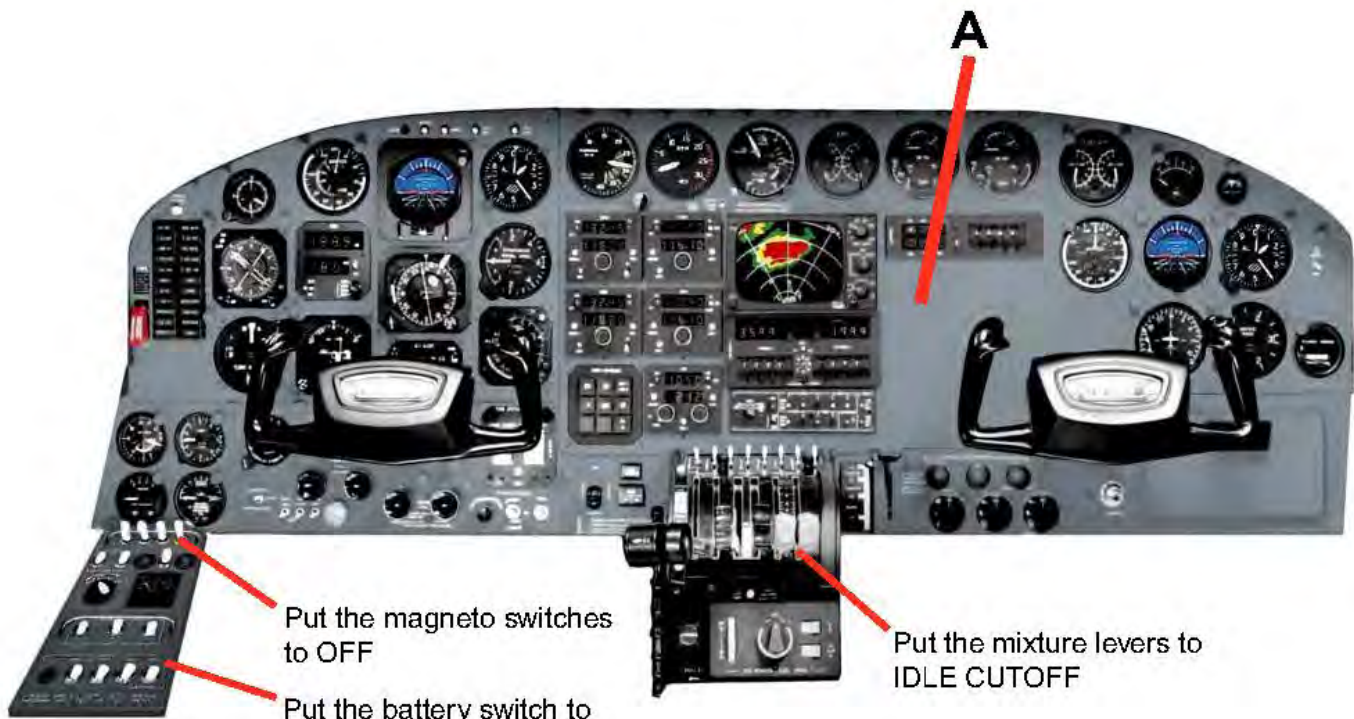
## Flammable Materials / Pressure Vessel Locations



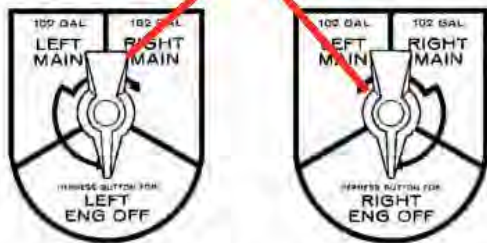
**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. Wheels contain magnesium components.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

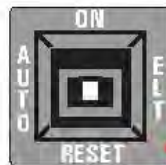
## Fuel and Electrical Shutdown



Set the fuel selectors to OFF

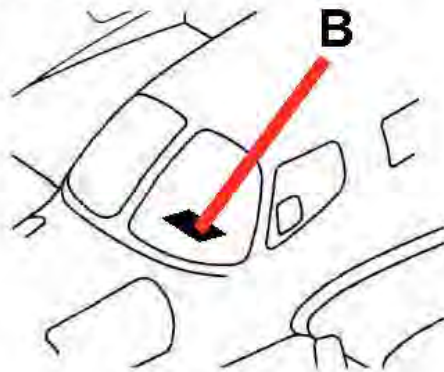


DETAIL B



ELT switch (NOTE)

DETAIL A



**NOTE:** Fuel flow to the engines is stopped when the mixture levers are in the IDLE CUTOFF position. To prevent fuel leakage, put the fuel selectors in the OFF position.

**NOTE:** To fully remove electrical power from the airplane, the battery must be disconnected.

**NOTE:** Momentarily place the remote mounted switch to the RESET position and release. This will place the transmitter in the AUTO position.

# DE HAVILLAND DHC-8 DASH 8-300

2 ENGINES



Photo by: Alex Magadan



Photo by: Ben Wang

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	84 Max. (5 crew, 79 passenger max.)
Fuel Capacity	1,748 gal.
Emergency Exit Locations	Page 71

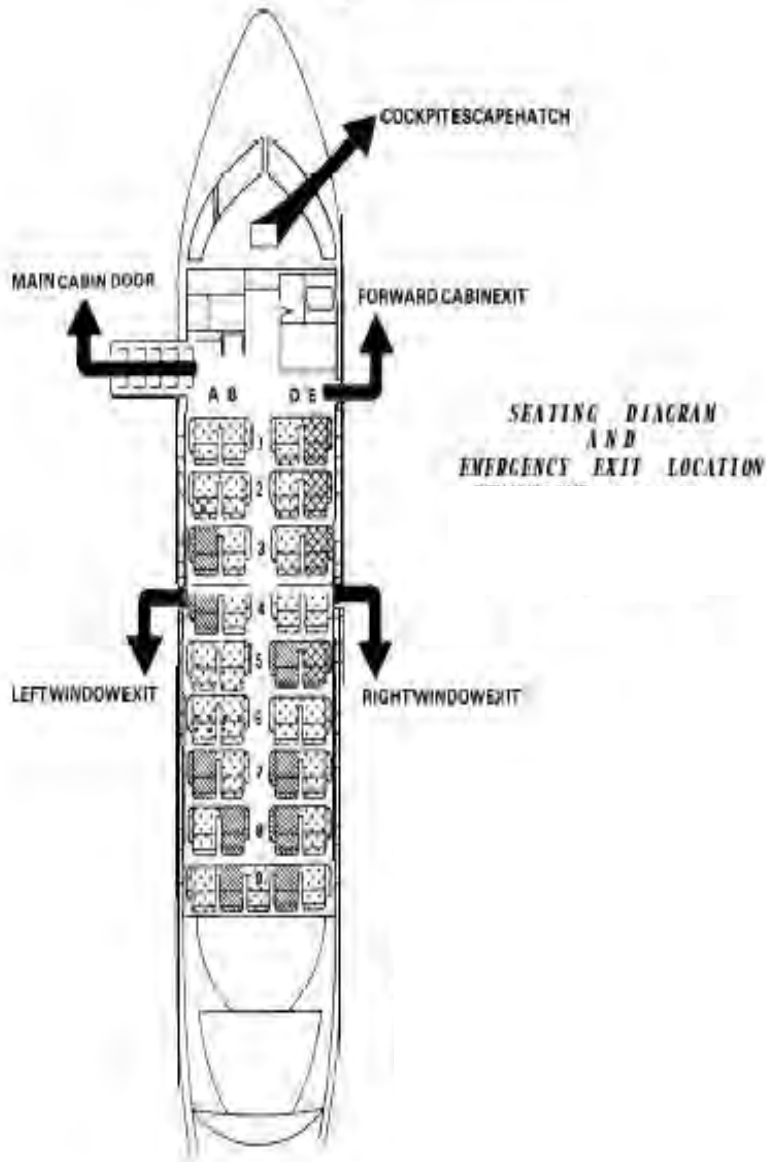
For additional emergency response information on this aircraft please contact:

Bombardier Customer Support and Services

Tel: 1-613-271-3292

Email: [bombardiercustomerservice@gilmore.ca](mailto:bombardiercustomerservice@gilmore.ca)

### Emergency Exit Locations





# DIAMOND DA42

2 ENGINES



Photo by: Matthew I. Smith



Photo by: Erick Stamm



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	79 gal.

For additional emergency response information on this aircraft please contact:

Diamond Aircraft Industries, Inc.

Tel: 1-519-457-4000

Fax: 1-519-457-4021

Web: [www.diamondaircraft.com](http://www.diamondaircraft.com)

## Emergency Exit Procedures / Emergency Equipment Locations

2 ENGINES





Photo by: Chris Coduto



Photo by: Roel van der Velpen

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	48 Max. (2 crew, 46 passenger max.)
Fuel Capacity	1,514 gal.
Crash Crew Chart	Page 74

All diagrams provided by ATR Product Support.

### Crash Crew Chart

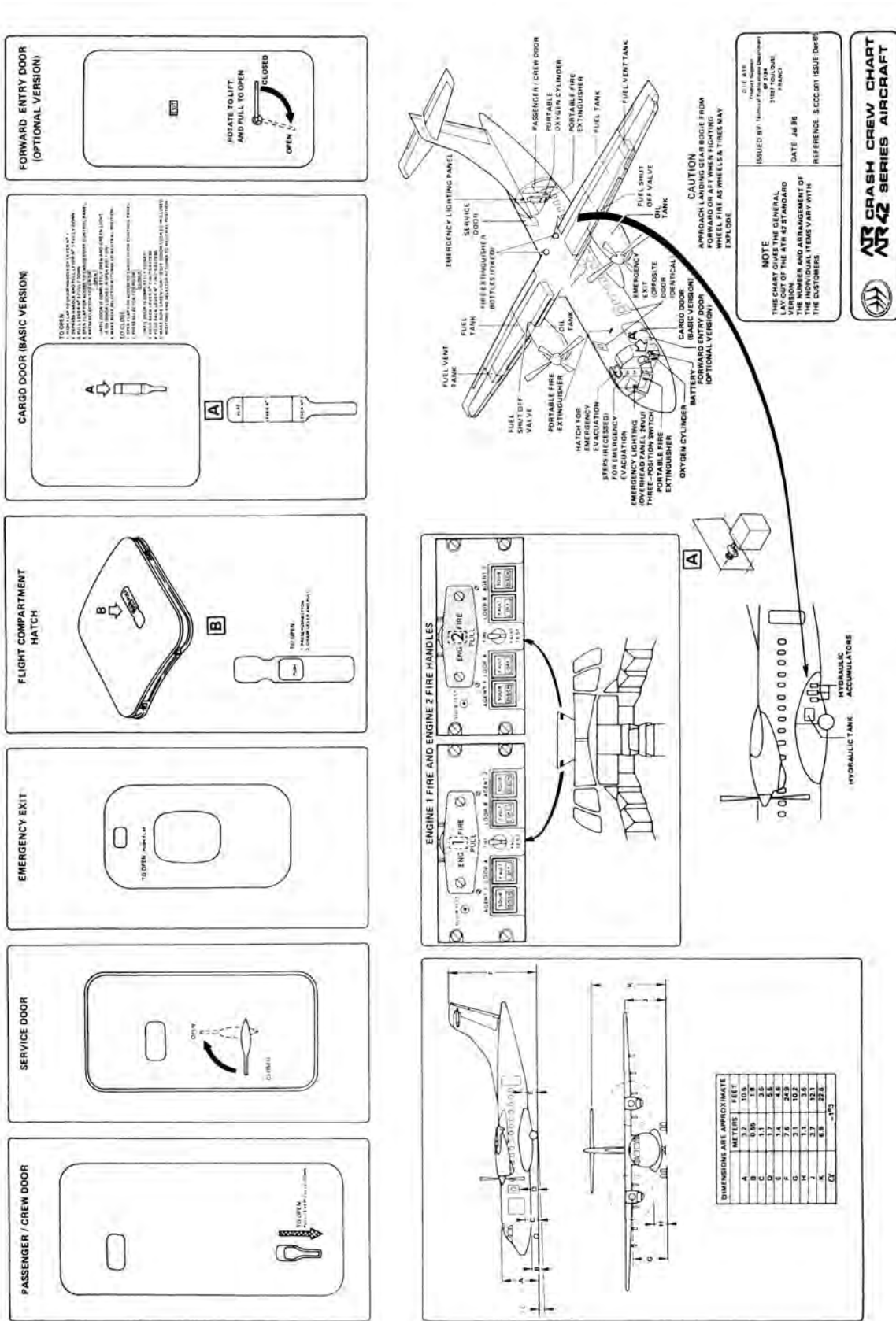




Photo by: Kyle Dohagher



Photo by: Kyle Donagher

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	74 Max. (2 crew, 72 passenger max.)
Fuel Capacity	1,680 gal.
Crash Crew Chart	Page 76

All diagrams provided by ATR Product Support.

### Crash Crew Chart

#### ENGINE 1 FIRE AND ENGINE 2 FIRE HANDLES

#### HYDRAULIC TANK AND ACCUMULATORS

#### EMERGENCY EXIT

#### SERVICE DOOR

#### PASSENGER / CREW DOOR

#### EMERGENCY EXIT

#### FLIGHT COMPARTMENT HATCH

#### CARGO DOOR

#### CRASH CREW CHART

#### CAUTION

APPROACH LANDING GEAR BOGIE FROM FORWARD OR AFT WHEN FIGHTING FIRE AS WHEELS TEND TO EXPLODE

#### NOTE

THIS CHART GIVES THE GENERAL LAYOUT OF THE AIRCRAFT AND THE GENERAL ARRANGEMENT OF THE INDIVIDUAL ITEMS VARY WITH THE CUSTOMER

ISSUED BY: Airbus Industrie  
REVISED: 1997  
DATE: 04-89  
REFERENCE: 1550E - 04-89

#### CRASH CREW CHART

# GRUMMAN GULFSTREAM I

2 ENGINES



Photo by: Gerard Helmer



Photo by: Gerard Helmer



Photo by: Erick Stamm

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	28 max. (2 crew min., 24 passengers max.)
Fuel Capacity	1,804 gal.
Crash Crew Chart	Page 78

All diagrams provided by Gulfstream Aerospace Corporation.

## Crash Crew Chart

**NOTE:**  
**WATER/METHANOL:**  
In order to avoid the very serious effect on the human body of contact with water/methanol, either in liquid or vapor form, it is recommended that crewmembers wear eye and full protective clothing be worn when a damaged tank must be approached. Methanol fires can be extinguished with carbon tetrachloride (CCl<sub>4</sub>) and methyl bromide. Use water for small fires only. The poisonous effects of these fluids must also be considered.

**LOCATION OF FLAMMABLE FLUIDS AND COMPONENTS**

**ELECTRICAL MASTER SWITCHES**  
Move gang bar DOWN to disconnect I/R generator. Emergency off by plugging switch in middle "OFF" position.

**FIRE EMERGENCY CONTROL HANDLES**  
Pull OUT fire emergency control handles to shut off fuel flow to engines. Emergency control handles located under guard of fire emergency control handles to relieve engine if fire exists. NOTE: Battery switch must be "ON" for this step to be effective.

**HIGH PRESSURE FUEL COCK**  
Pull high pressure fuel cock levers AT to "FUEL OFF" position.

**OXYGEN SHUT-OFF VALVE**  
Turn to OFF position.

**IN CASE OF FIRE**  
Apply fire extinguishing agent to areas inaccessible through access pikes, using a jayelin nozzle to penetrate skin.

**RESCUEE RULE**  
Rescuees can be extinguished by using CO<sub>2</sub> foam at high pressure water spray.

**Zone No. 1**  
Engine Compressor Section  
Discharge CO<sub>2</sub> through  
1. Forward Fire Ingress Door  
2. Forward Fire Ingress Door

**Zone No. 2**  
Engine Combustion and Turbine Section  
Discharge CO<sub>2</sub> through  
1. Fire Ingress Door  
2. Discharge CO<sub>2</sub> through opening of exploder nozzle in event of fire

**Zone No. 3**  
Nacelle Section (Accessory Section, Tailpipe)  
Discharge CO<sub>2</sub> through  
1. Cabin necessary gear case oil filler access door  
2. Discharge CO<sub>2</sub> through opening of exploder nozzle in event of fire

**FIRE ACCESS TO NACELLES**

**GULFSTREAM I CRASH CREW INFORMATION**

**GULFSTREAM AEROSPACE CORPORATION**  
P.O. Box 2500  
Savannah, Georgia 31403



# McDONNELL DOUGLAS DC-3

2 ENGINES



Photo by: Jochen Beeck



Photo by: Gary Chambers



Photo by: Ron Baak

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	34 Max. (2 crew, 32 passenger max.)
Fuel Capacity	804 gal.
Flammable Materials Locations	Page 80

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet-Oct. 31, 2009.

## Flammable Material Locations

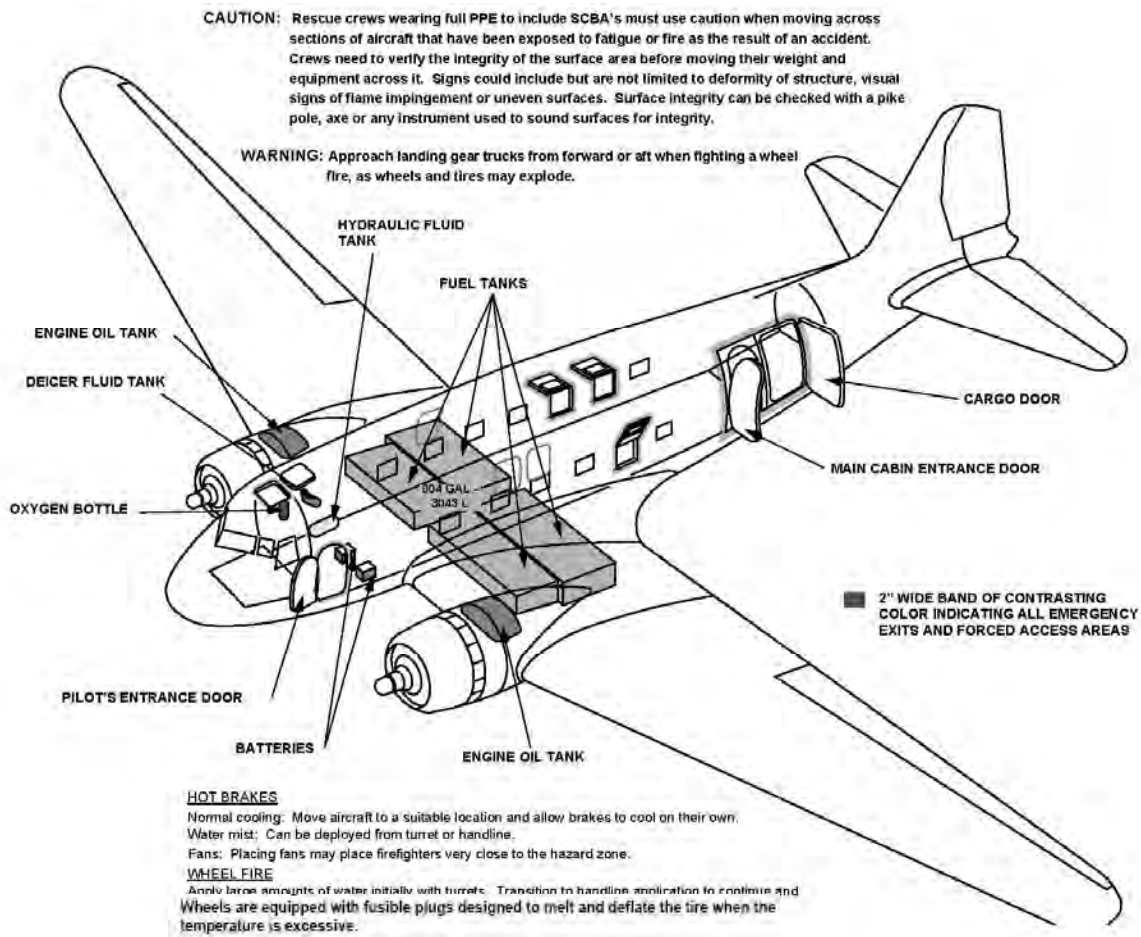




Photo by: James Mellon



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	11 max. ( 1-2 crew, 9 passenger max.)
Fuel Capacity	366 gal.

For additional emergency response information on this aircraft please contact:

Mitsubishi Heavy Industries  
4951 Airport Parkway, Ste 530  
Addison, TX 75001  
Tel: 1-972-934-5480  
Fax: 1-972-934-5488  
Web: <http://www.mu-2aircraft.com>

# PARTENAVIA P-68B VICTOR

2 ENGINES



Photo by: Ron Baak



Photo by: Robert Beaver



Photo by: Gary Shephard

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	7 max. (1 crew, 6 passenger max.)
Fuel Capacity	142 gal.

For additional emergency response information on this aircraft please contact:

Vulcanair Inc.

1101 30th Street Suite 500

Washington D.C.

Tel: 1-202-625-4347

Tel: 1-202-625-4367

Web: [www.vulcanair.com](http://www.vulcanair.com)



Photo by: Erick Stamm



Photo by: Erick Stamm



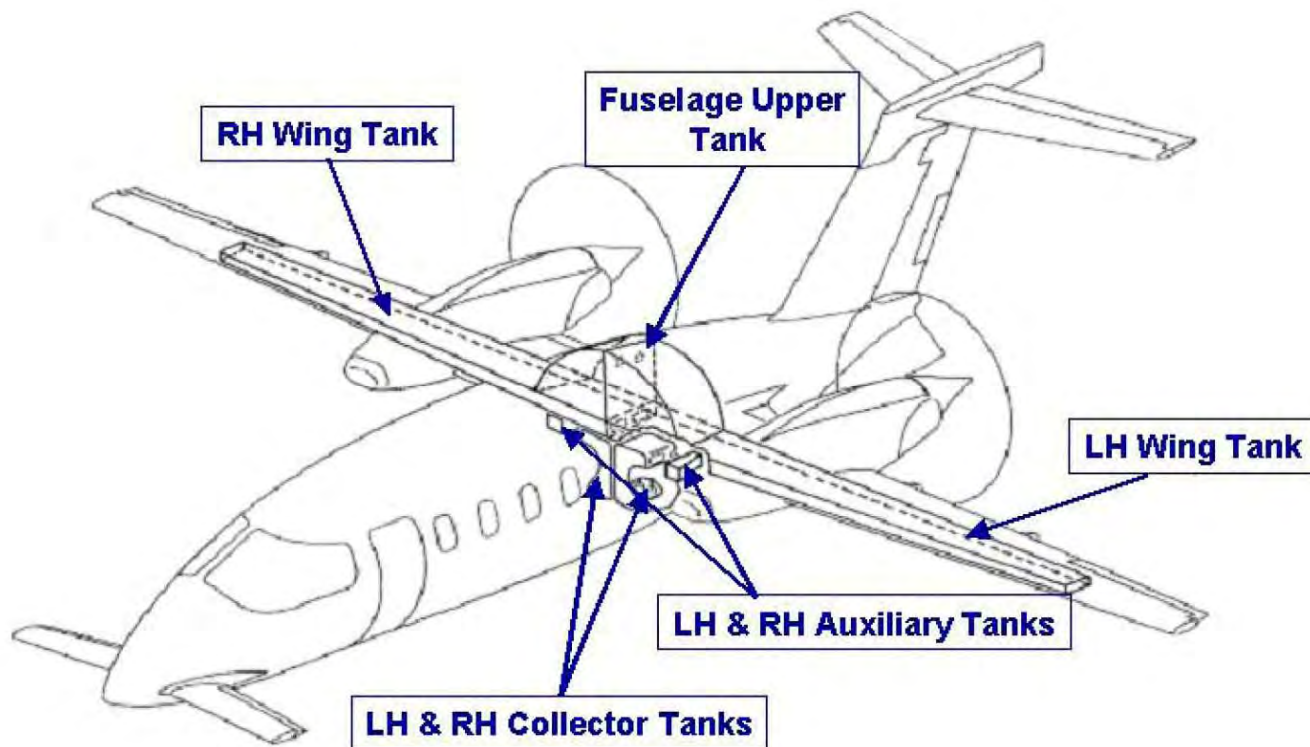
Photo by: Erick Stamm

**Critical Response Information**

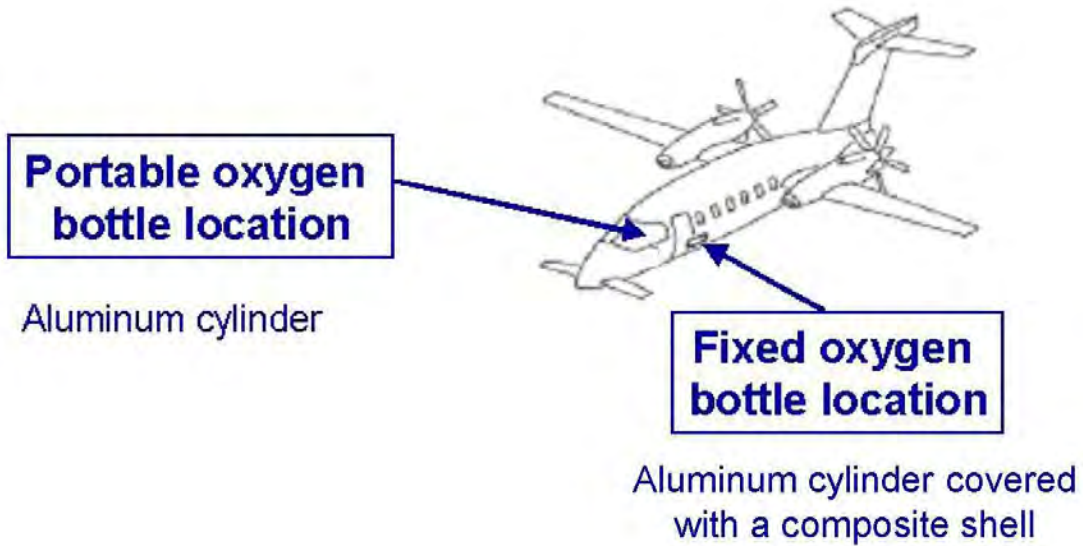
Number of Engines	2
Passenger & Crew Capacity	11 max. ( 1-2 crew, 9 passenger max.)
Fuel Capacity	421.9 gal.
Fuel Storage Locations	Page 84
Oxygen Bottle Locations/ Cabin Door Entry	Page 85
Emergency Exit Door/ Battery Locations	Page 86
Other Battery/ Composite Locations	Page 87

All diagrams provided by Piaggio Aero Technical Support in the Rescue and Fire Fighting Information Guide.

### Fuel Storage Locations



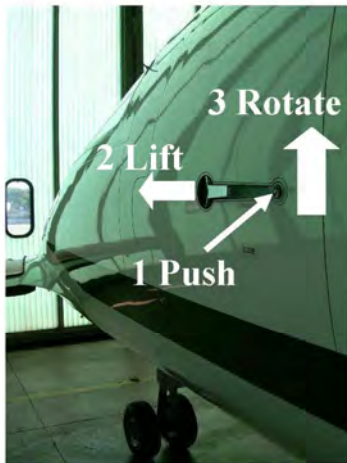
### Oxygen Bottle Locations / Cabin Door Entry



### Cabin Entry Door

**NO BREAK-IN-POINTS AVAILABLE**

**Push, lift and rotate to open**



OPEN



CLOSE



Piaggio Aero Technical Support  
Oct.16/07

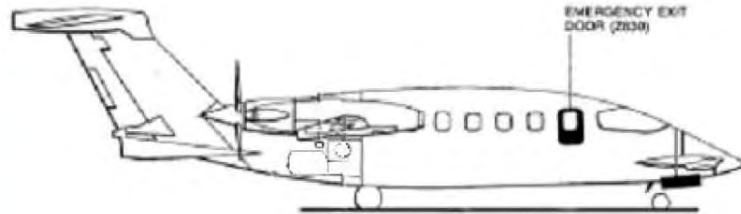
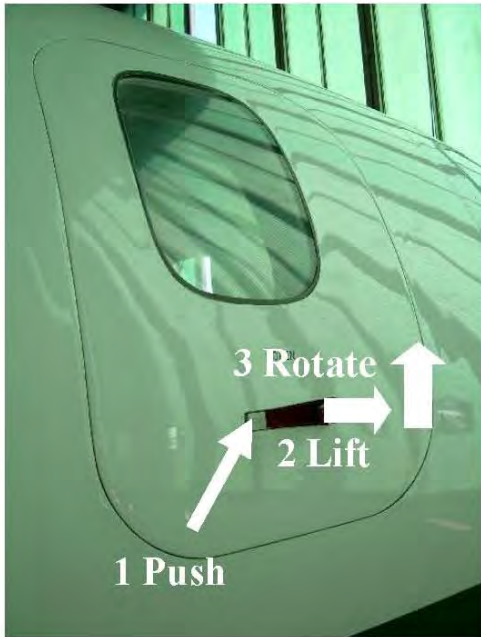
6

2 ENGINES

### Emergency Exit Door / Battery Location

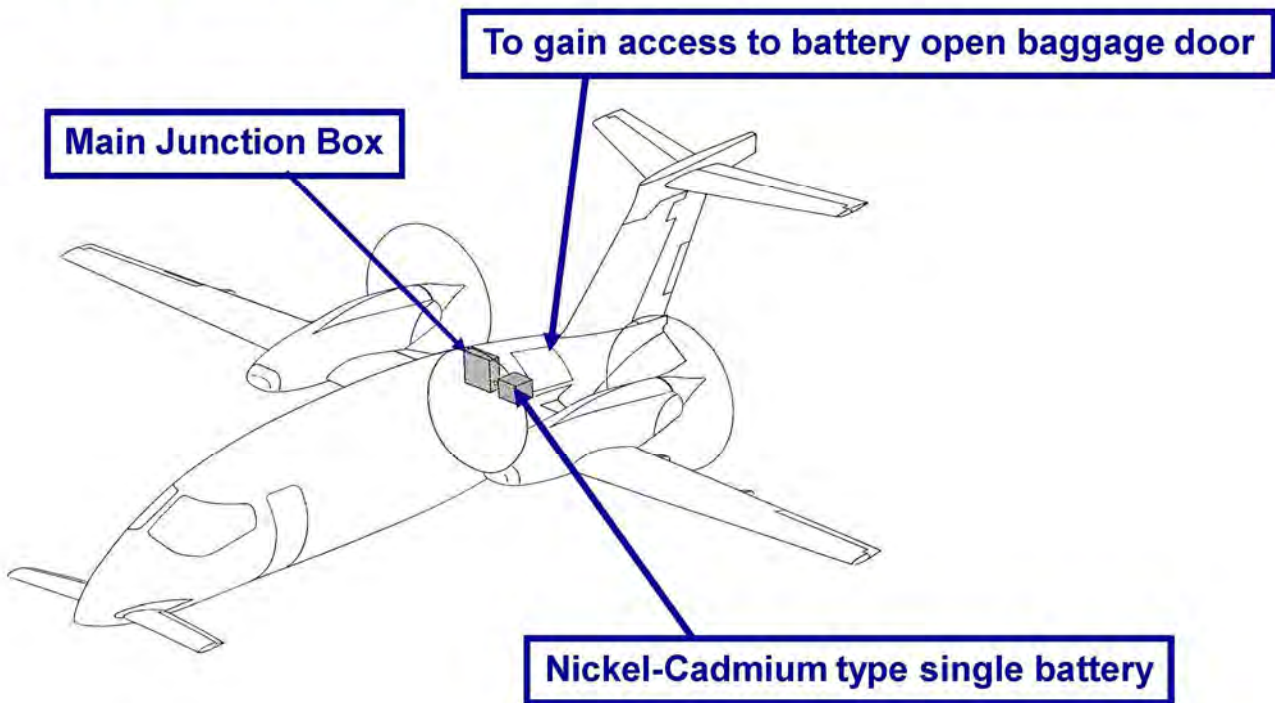
#### Emergency Exit Door

NO BREAK-IN-POINTS AVAILABLE



Push, lift and rotate to open

#### Battery Location: inside baggage compartment

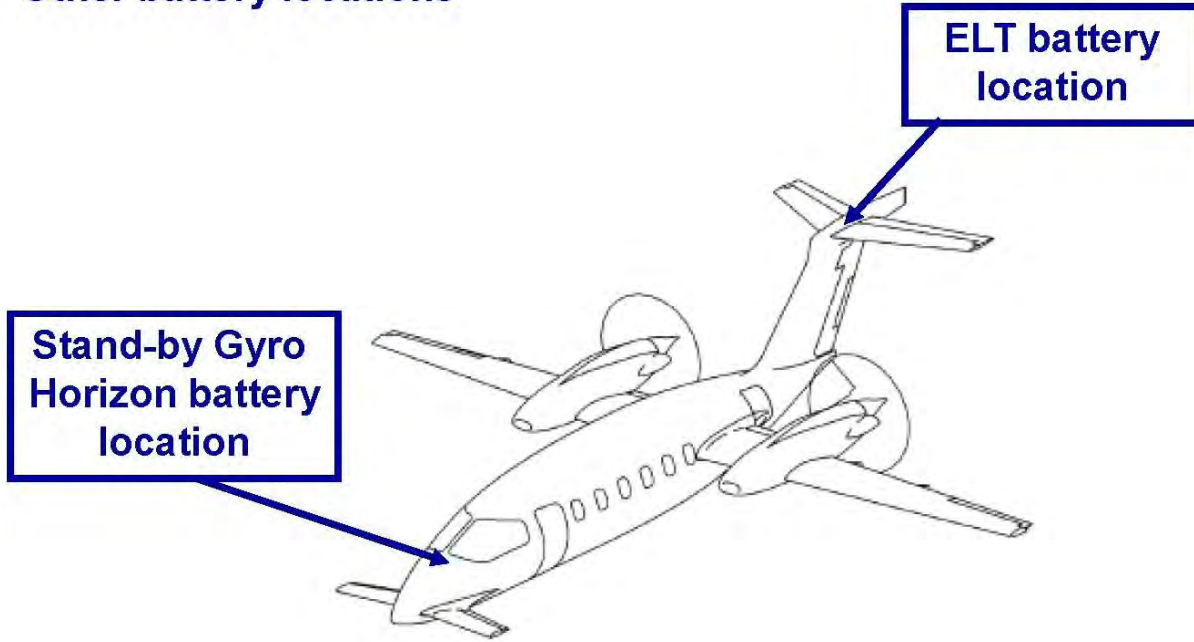




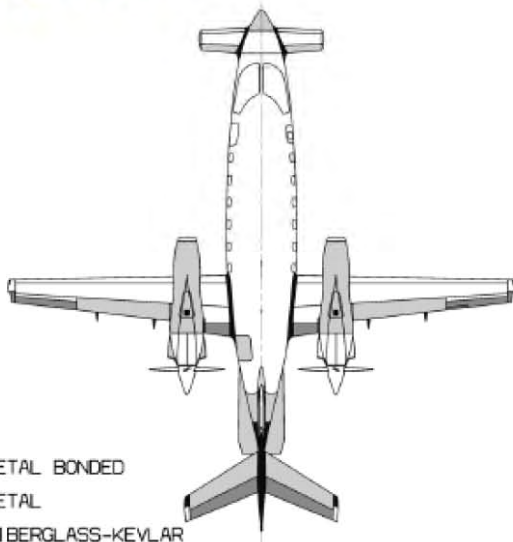
### Other Battery / Composites Location

2 ENGINES

#### Other battery locations

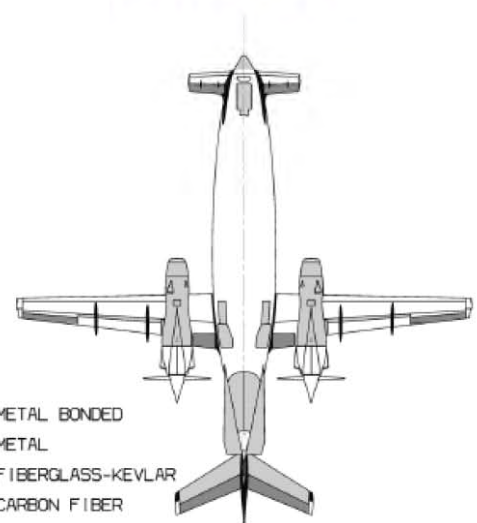


#### Composites top view



- METAL BONDED
- METAL
- FIBERGLASS-KEVLAR
- CARBON FIBER

#### Composites bottom view



- METAL BONDED
- METAL
- FIBERGLASS-KEVLAR
- CARBON FIBER

# PIPER PA30 TWIN COMANCHE

2 ENGINES



Photo by: Erick Stamm



Photo by: Ron Baak



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	6 max. (1 crew, 5 passenger max.)
Fuel Capacity	90 gal.

For additional emergency response information on this aircraft please contact:

Piper Aircraft, Inc.  
2926 Piper Drive  
Vero Beach, FL 32960  
Tel: 1-772-567-4361  
Fax: 1-772-978-6592

# PIPER PA34-220T SENECA

2 ENGINES



Photo by: Erick Stamm



Photo by: Erick Stamm



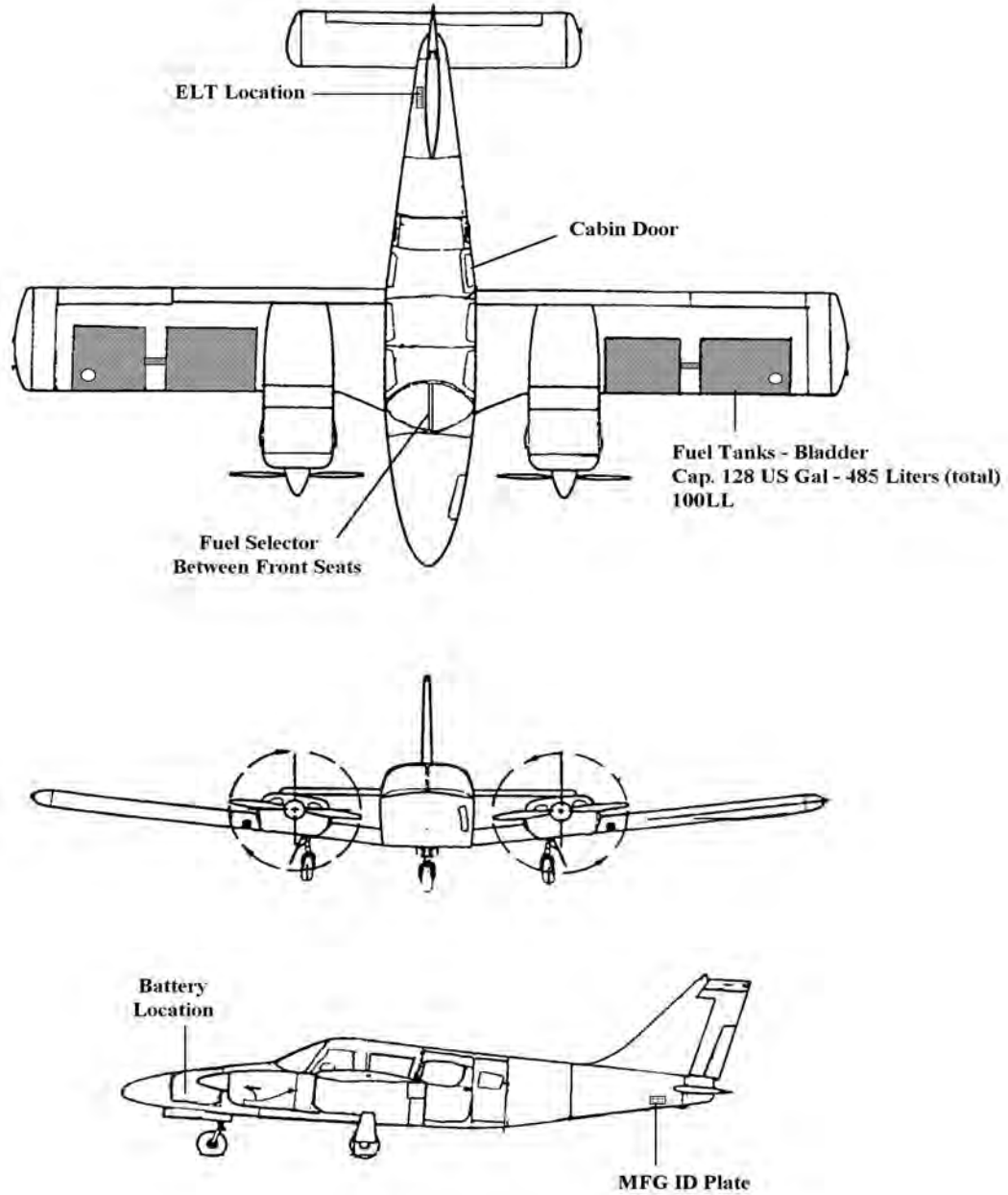
Photo by: Paul Robbins

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	6 max. (1 crew, 5 passenger max.)
Fuel Capacity	128 gal.
Crash Rescue Chart	Page 90

All diagrams provided by the Piper Aircraft Group and are located in the Aircraft Crash Recovery Guide.

## Crash Rescue Chart



# PIPER 400LS CHEYENNE

2 ENGINES



Photo by: Ralph Duenas



Photo by: Terry Shepherd



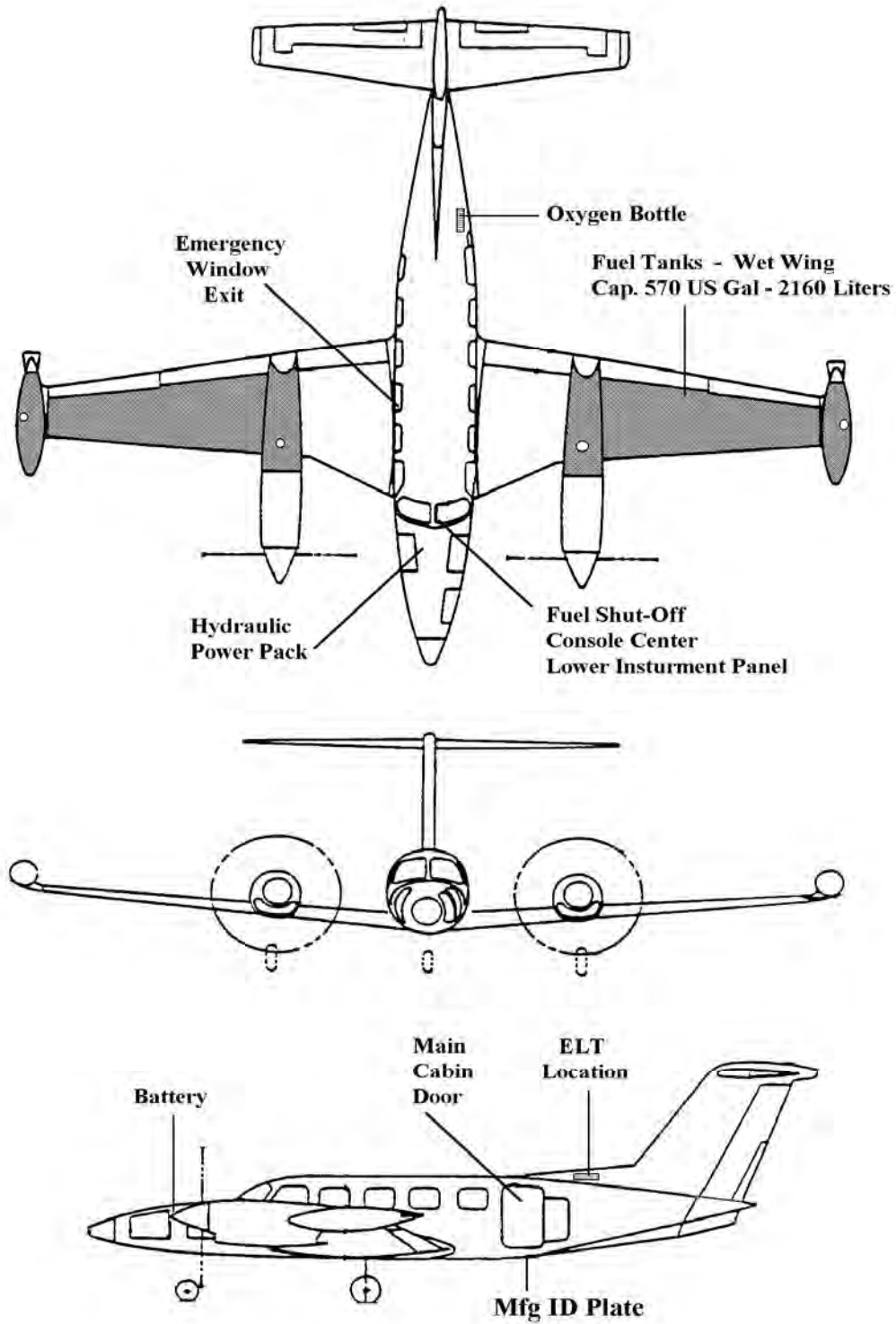
Photo by: Antonio Carrasquilla

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	9 max. (1 crew, 8 passenger max.)
Fuel Capacity	582 gal.
Crash Rescue Chart	Page 92

All diagrams provided by the Piper Aircraft Group and are located in the Aircraft Crash Recovery Guide.

## Crash Rescue Chart



# PIPER PA-44-180 SEMINOLE

2 ENGINES



Photo by: Erick Stamm



Photo by: Erick Stamm



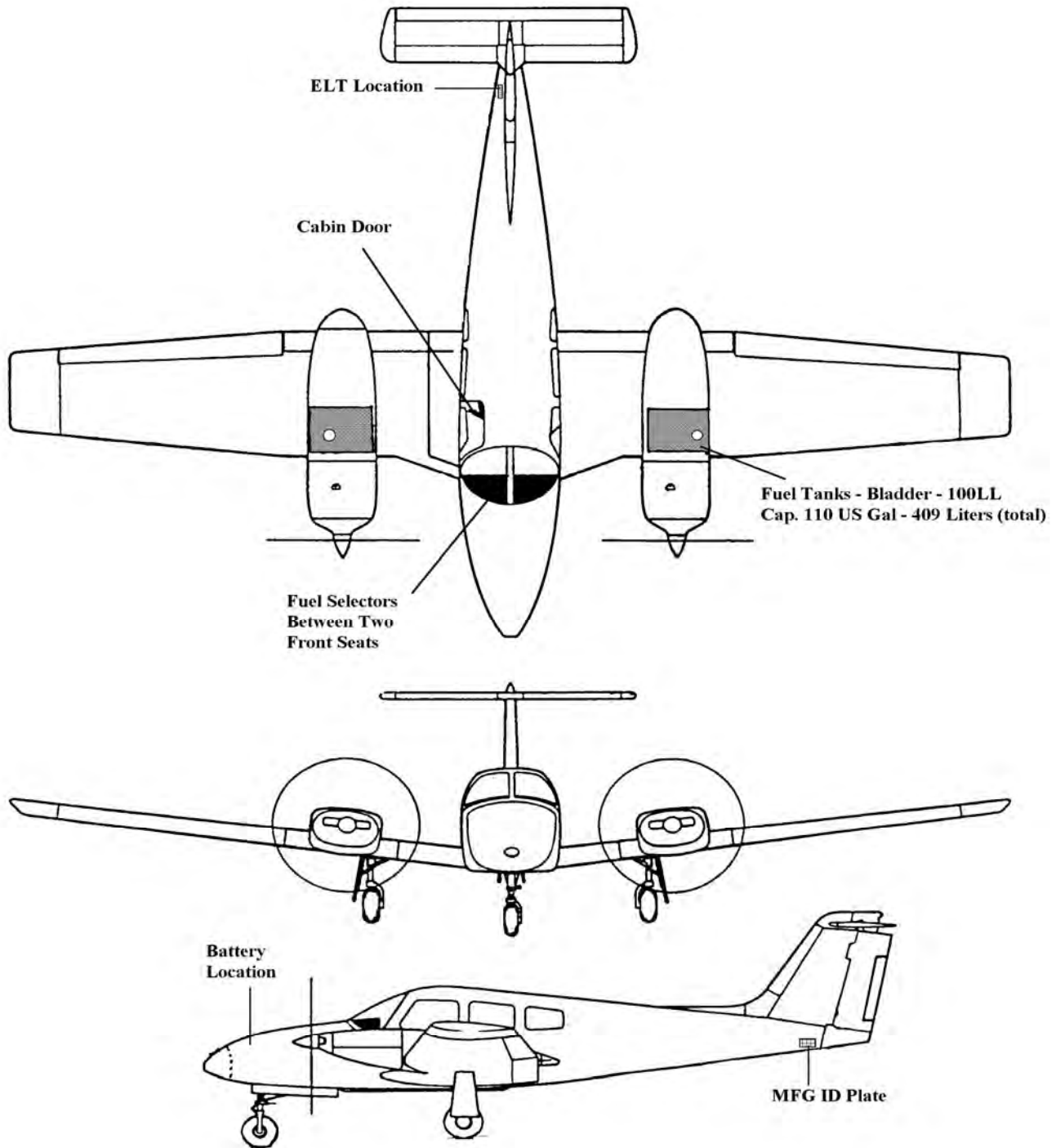
Photo by: Matthew I. Smith

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	4 max. (1 crew, 3 passenger max.)
Fuel Capacity	110 gal.
Crash Rescue Chart	Page 94

All diagrams provided by the Piper Aircraft Group and are located in the Aircraft Crash Recovery Guide.

## Crash Rescue Chart





# ROCKWELL 690A TURBO COMMANDER

2 ENGINES



Photo by: Erick Stamm



Photo by: Erick Stamm

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	11 max. (1 crew, 10 passenger max.)
Fuel Capacity	389 gal.



Photo by: Chris Coduto



Photo by: Ralph M. Pettersen



Photo by: Markus Buttinger

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	21 max. (1 crew, 19 passenger max.)
Fuel Capacity	652 gal.

For additional emergency response information on this aircraft please contact:

M7 Aerospace Lp  
10823 Northeast Entrance Road  
San Antonio, TX 78216  
Tel:1-210-824-9421

# ANTONOV AN-10, AN-12



Photo by: Alex Magadan

4 ENGINES



Photo by: Roel van der Velpen

## **Critical Response Information**

Number of Engines	4
Passenger & Crew Capacity	100 max. (5 crew, 95 passenger max.)
Fuel Capacity	265 gal.

For additional emergency response information on this aircraft please contact:

Antonov  
1 Tupolev Street  
Kiev, Ukraine 03062  
Tel: (+380 44) 454-31-49  
Fax: (+380 44) 400-81-44  
Email: info@antonov.com



# AIRBUS A-300-600



Photo by: Suresh Atapattu



Photo by: Erick Stamm



Photo by: Ben Wang

2 ENGINES

## Critical Response Information

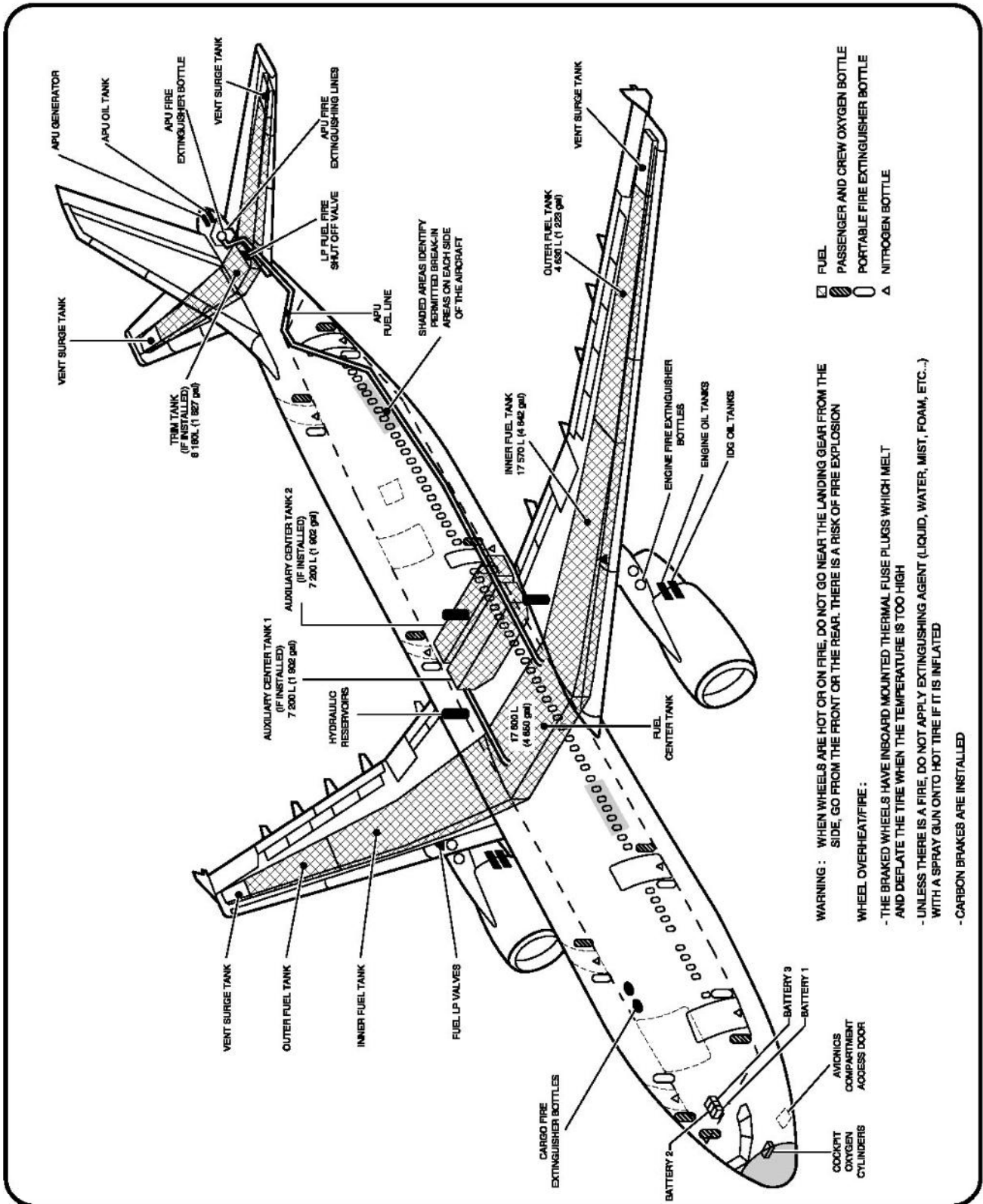
Number of Engines	2
Passenger & Crew Capacity	345 max. (2 crew min., 343 passenger max.)
Fuel Capacity	16,380 gal.

Flammable Materials & Hazardous Components Locations	Page 100
Composite Materials Locations	Page 101
Control Handles/Door Controls & Break-In Point	Page 102
Battery Locations & Cargo Door Control	Page 103
APU External Control & APU Access Door	Page 104

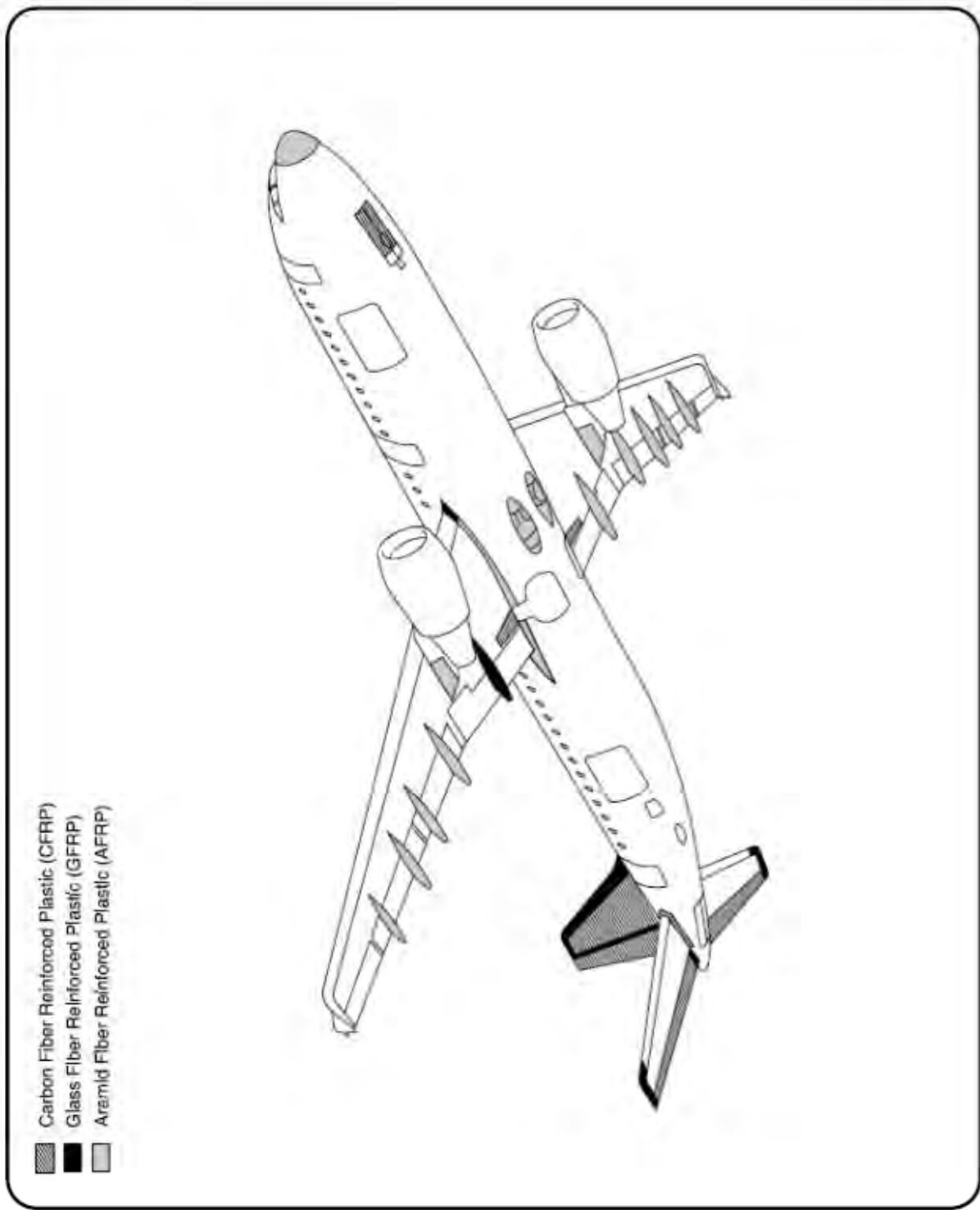
All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart.

## Flammable Materials and Hazardous Components Locations

2 ENGINES

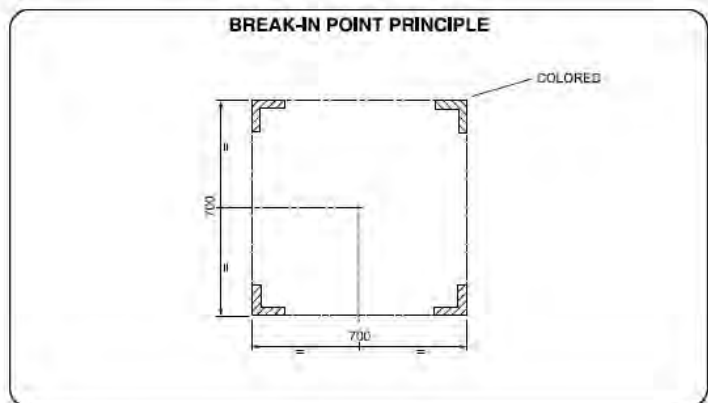
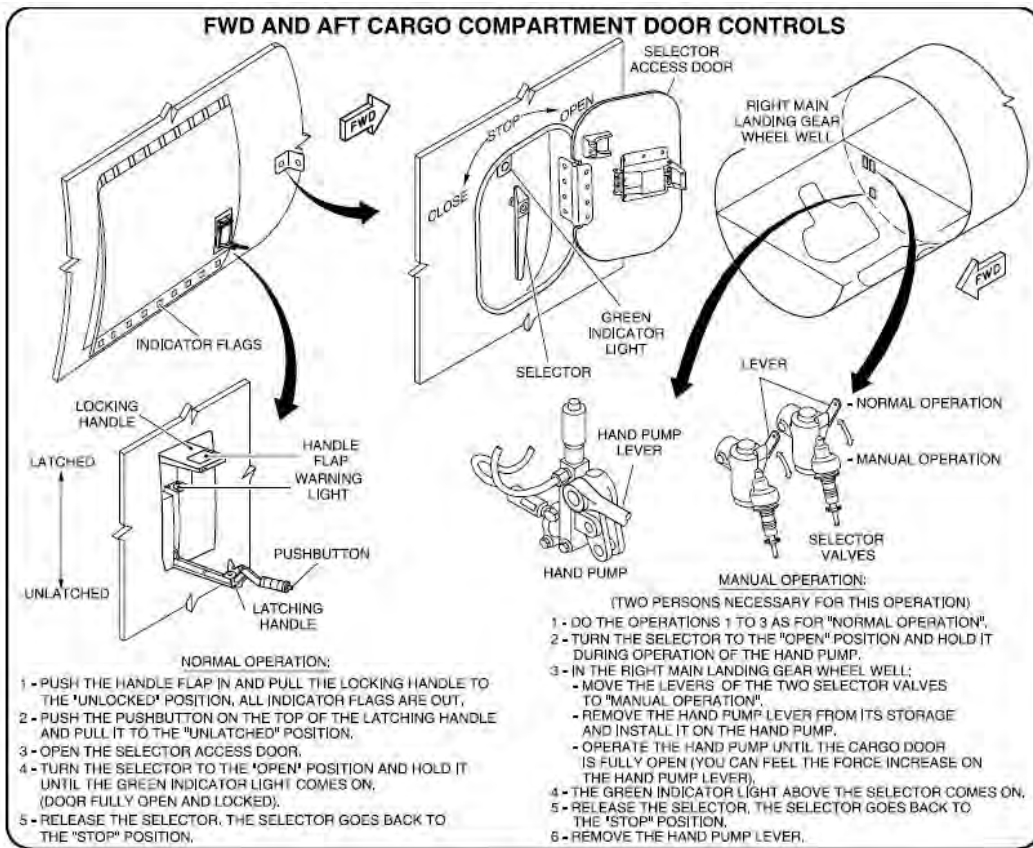
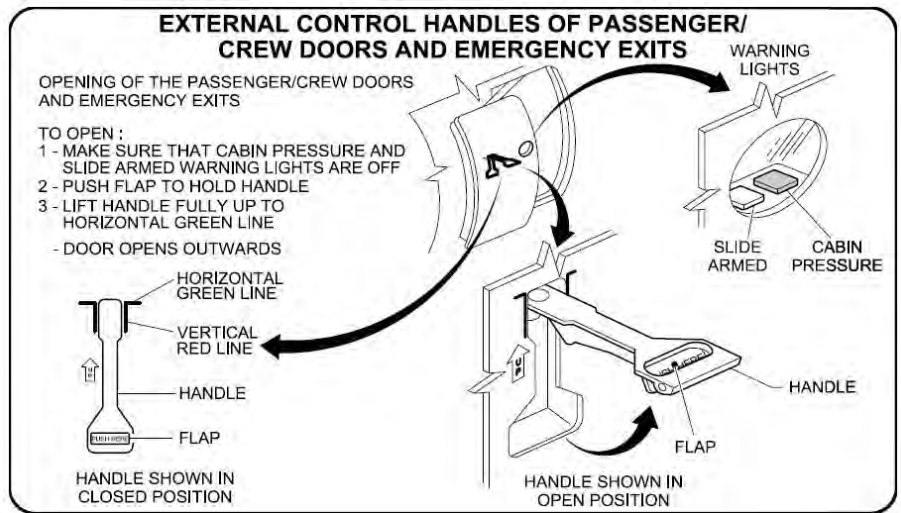


### Composite Material Locations



2 ENGINES

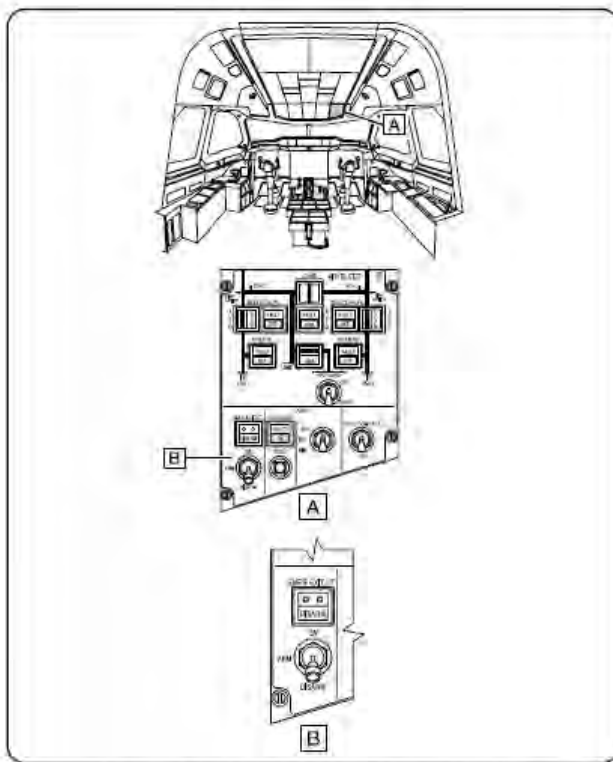
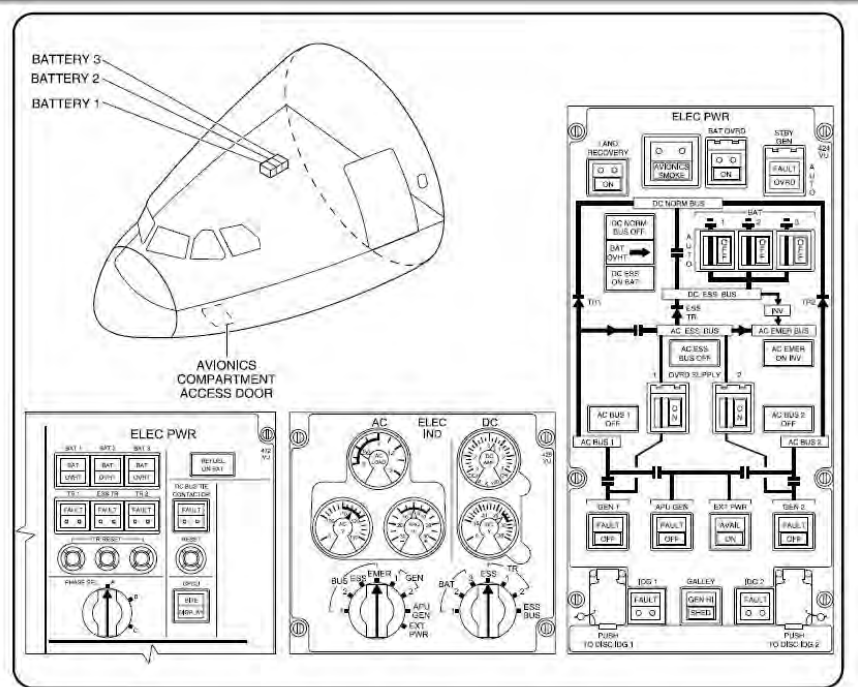
## Control Handles/ Door Controls and Break-In Point



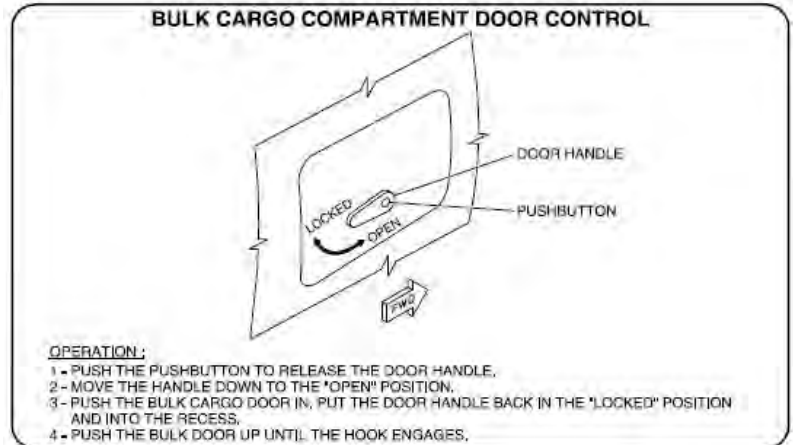
2 ENGINES



## Battery Locations and Cargo Door Control



Emergency Exit Light Control Panel - Location



2 ENGINES



# AIRBUS A-310-300



Photo by: Justin Idle



Photo by: Rainer Bexten



Photo by: Thomas Posch

2 ENGINES

## Critical Response Information

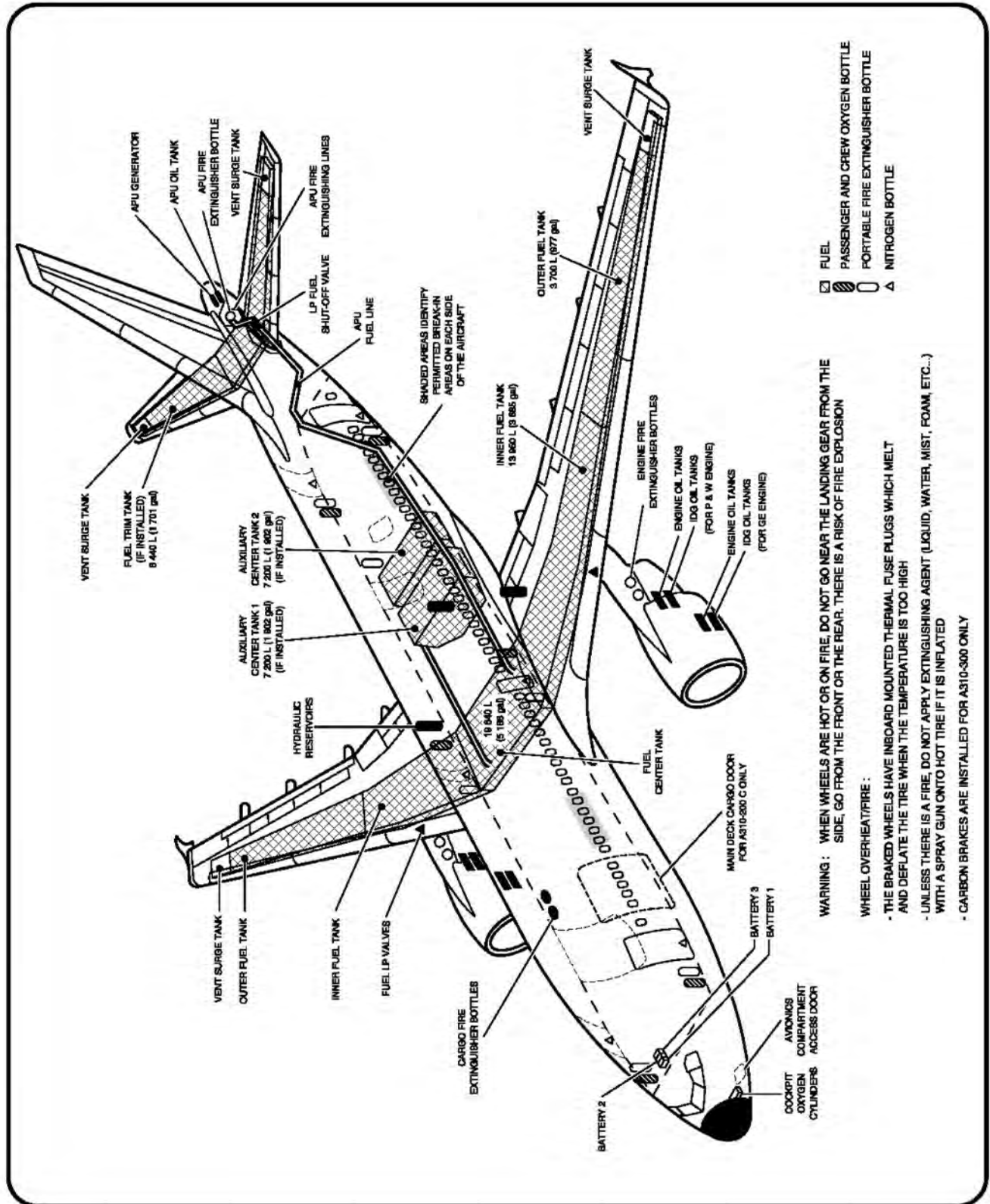
Number of Engines	2
Passenger & Crew Capacity	265 max. (2 crew min., 263 passenger max.)
Fuel Capacity	16,140 gal.

Flammable Materials & Hazardous Components Locations	Page 106
Composite Materials Locations	Page 107
Control Handles/Door Controls & Break-In Point	Page 108
Battery Locations & Cargo Door Control	Page 109
APU External Control & Access Door	Page 110

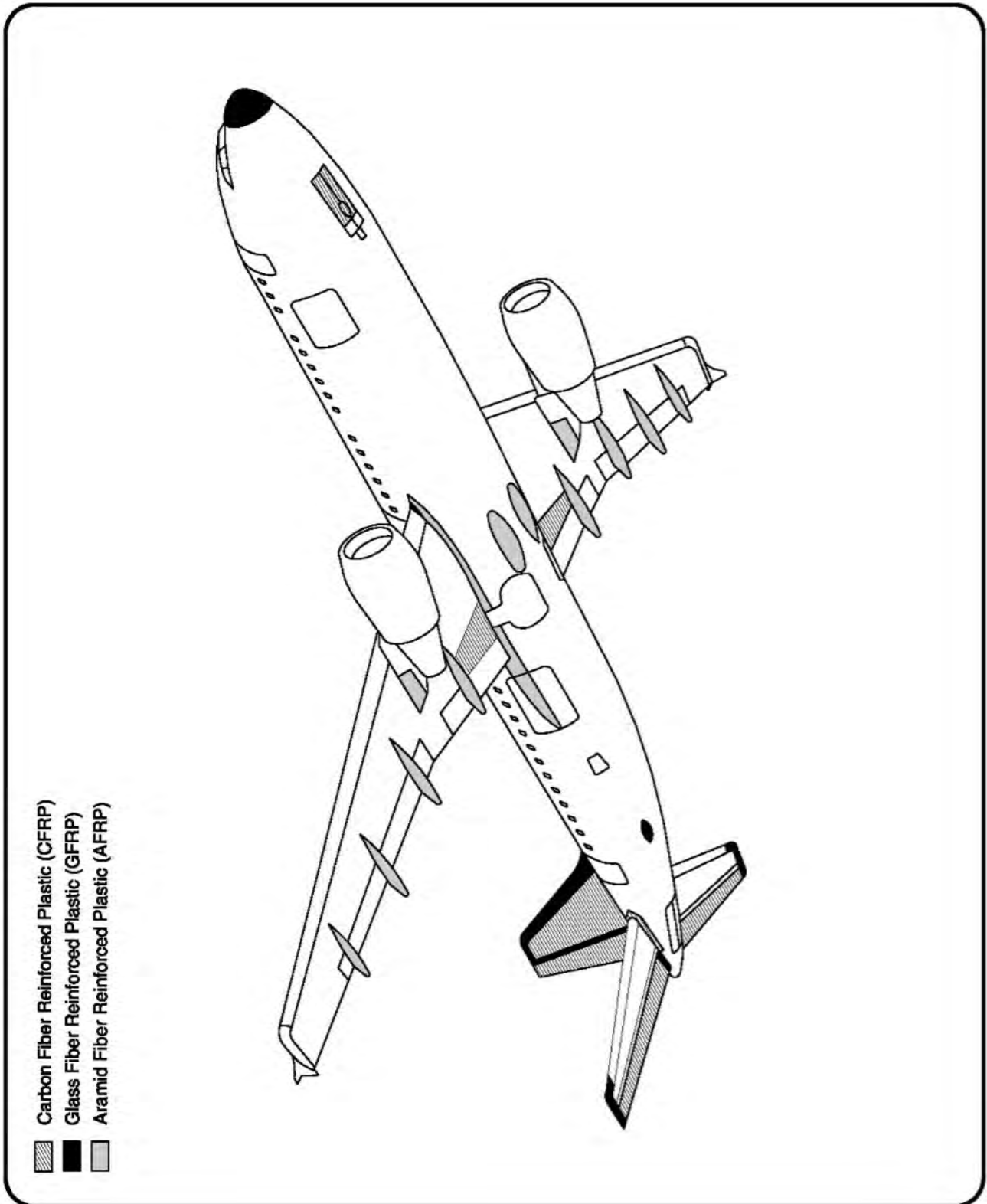
All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart

## Flammable Materials and Hazardous Components Locations

2 ENGINES

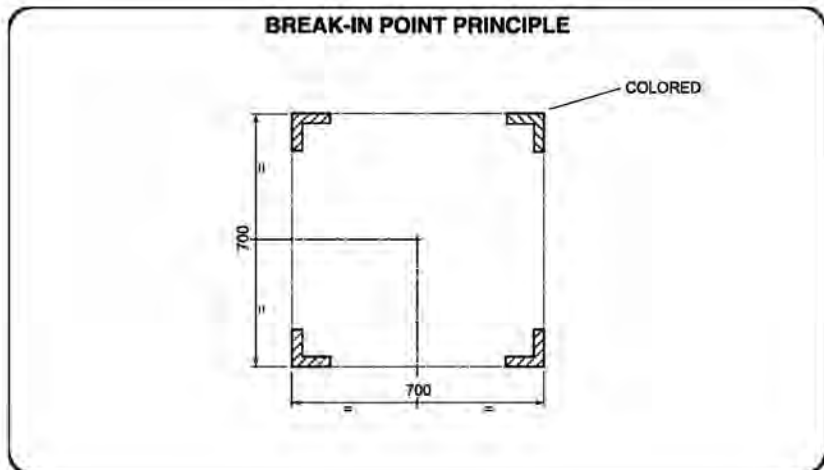
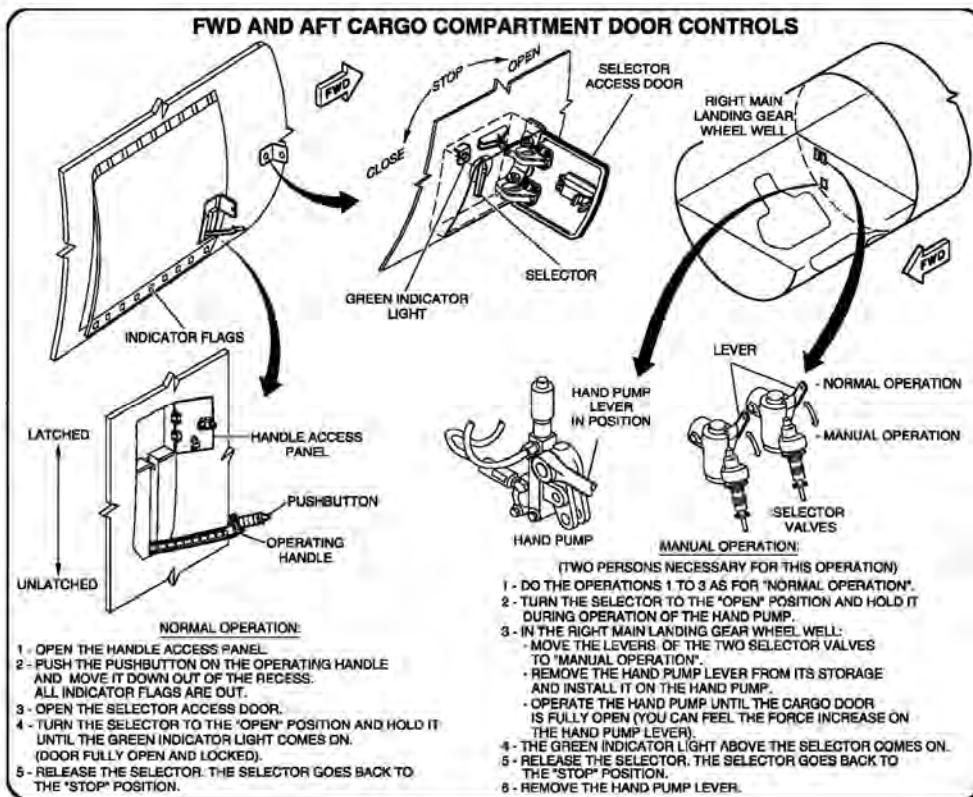
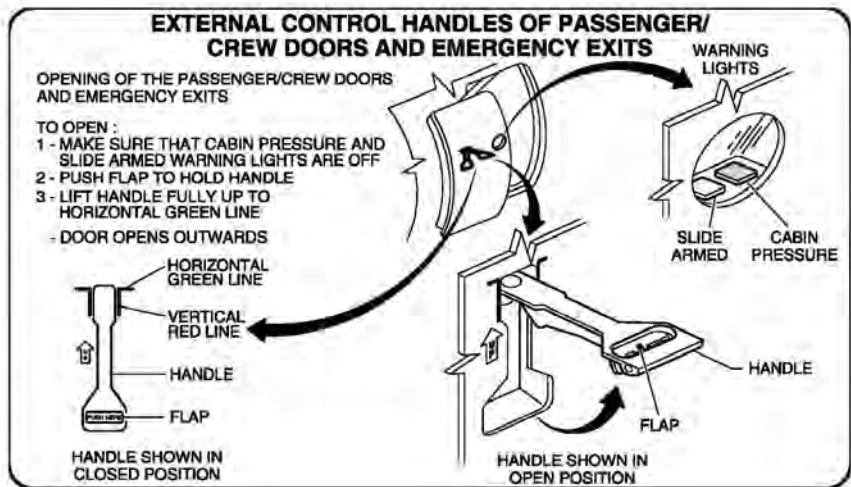


### Composite Material Locations



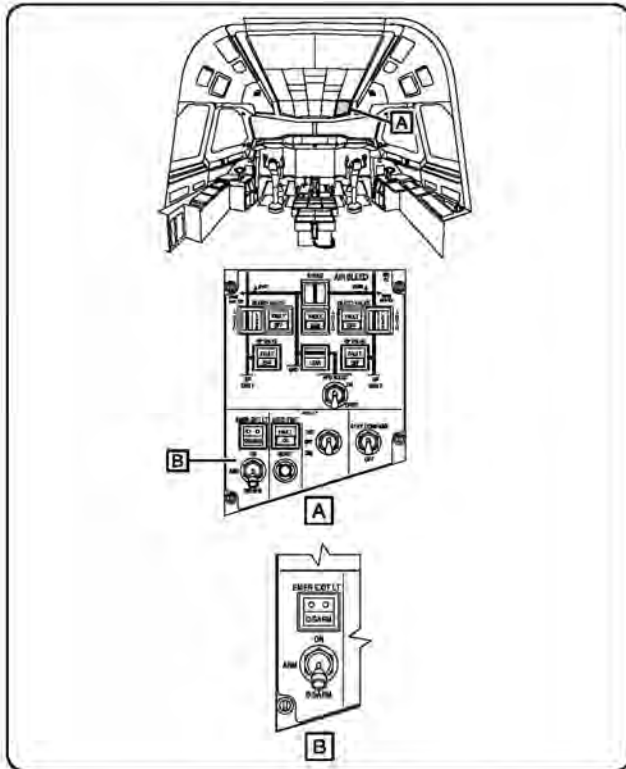
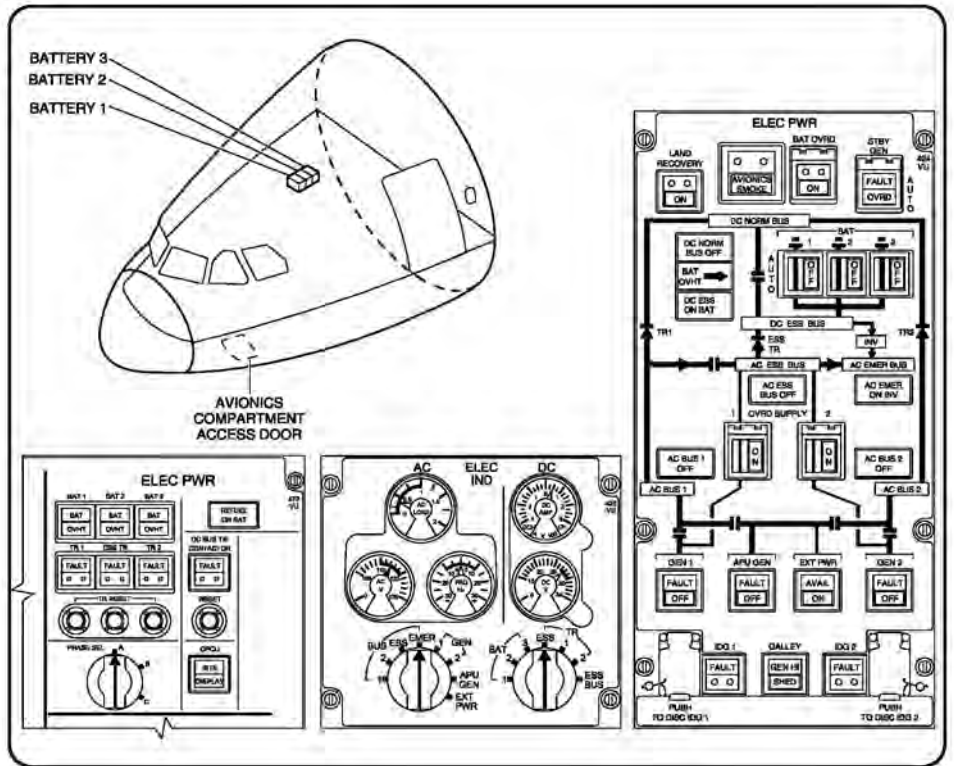
2 ENGINES

## Control Handles/ Door Controls and Break-In Point



2 ENGINES

## Battery Locations and Cargo Door Control



Emergency Exit Light Control Panel - Location

### EXTERNAL MANUAL OPERATION OF UPPER DECK CARGO DOOR (FOR A310 MODEL 200C VERSION ONLY)

**NOTE:** YOU CANNOT OPEN THE DOOR WITH THE AIRCRAFT IN THE PASSENGER CONFIGURATION.

- 1 - REMOVE THE ACCESS COVER OF THE LOCKING SHAFT.
- 2 - PULL THE SAFETY LEVER FULLY DOWN TO THE 'UNLOCKED' POSITION (INTERNAL).
- 3 - TURN THE LOCKING SHAFT WITH THE LOCK/UNLOCK DEVICE UNTIL THE CARGO DOOR IS FULLY UNLOCKED.
- 4 - PUT THE HOISTING LUG IN POSITION. ATTACH THE SLING AND OPEN THE DOOR TO THE 70° POSITION WITH A CRANE. DO NOT OPEN THE UPPER DECK CARGO DOOR TO THE 146° POSITION WITH A CRANE.

### BULK CARGO COMPARTMENT DOOR CONTROL

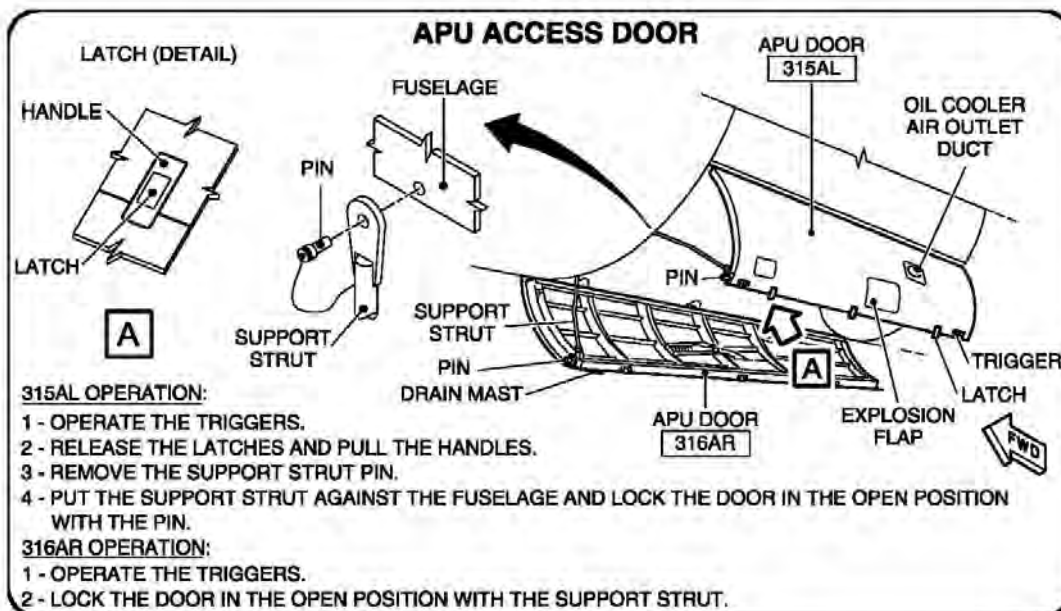
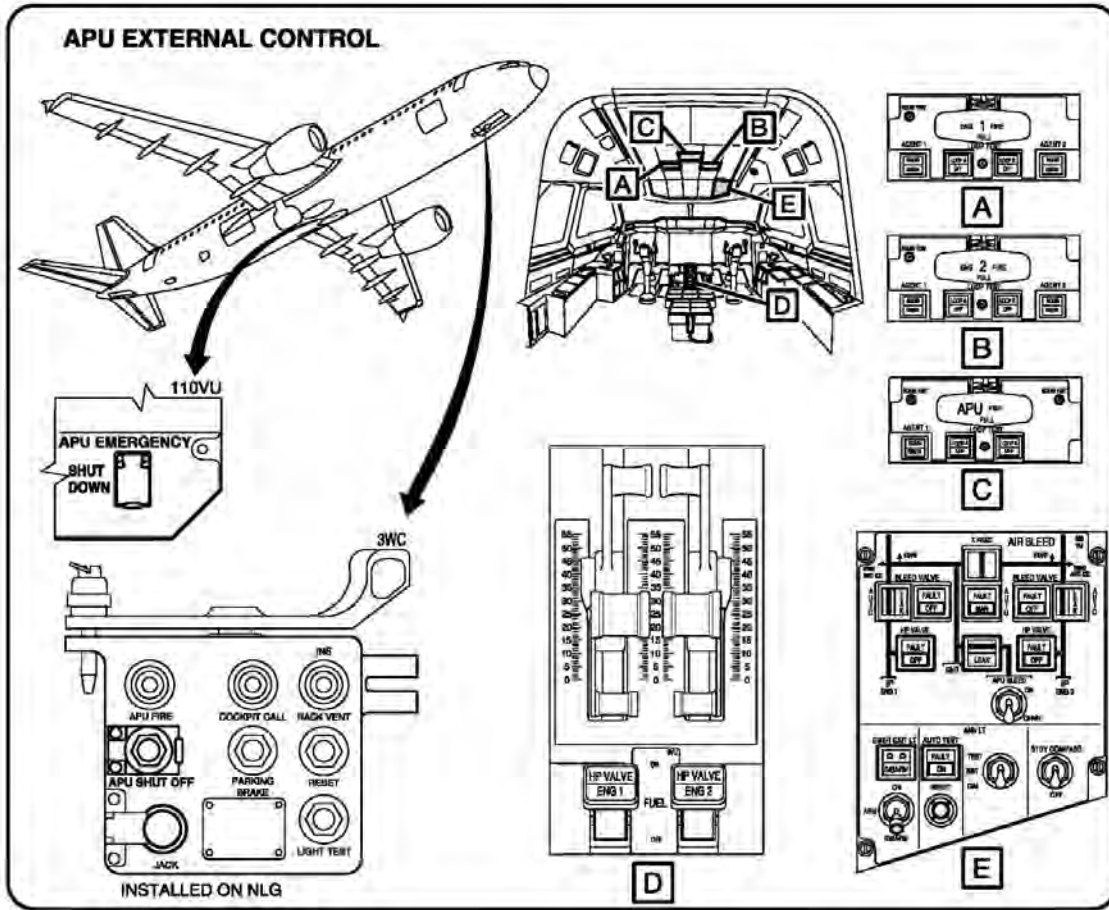
**OPERATION:**

- 1 - PUSH THE PUSHBUTTON TO RELEASE THE DOOR HANDLE.
- 2 - MOVE THE HANDLE DOWN TO THE "OPEN" POSITION.
- 3 - PUSH THE BULK CARGO DOOR IN. PUT THE DOOR HANDLE BACK IN THE "LOCKED" POSITION AND INTO THE RECESS.
- 4 - PUSH THE BULK DOOR UP UNTIL THE HOOK ENGAGES.

2 ENGINES

## APU External Control and APU Access Door

2 ENGINES





# AIRBUS A-318, 319, 320, 320-100, 320-200



Photo by: Suresh Atapattu



Photo by: Klaus Ecker



Photo by: Ben Wang

2 ENGINES

## Critical Response Information

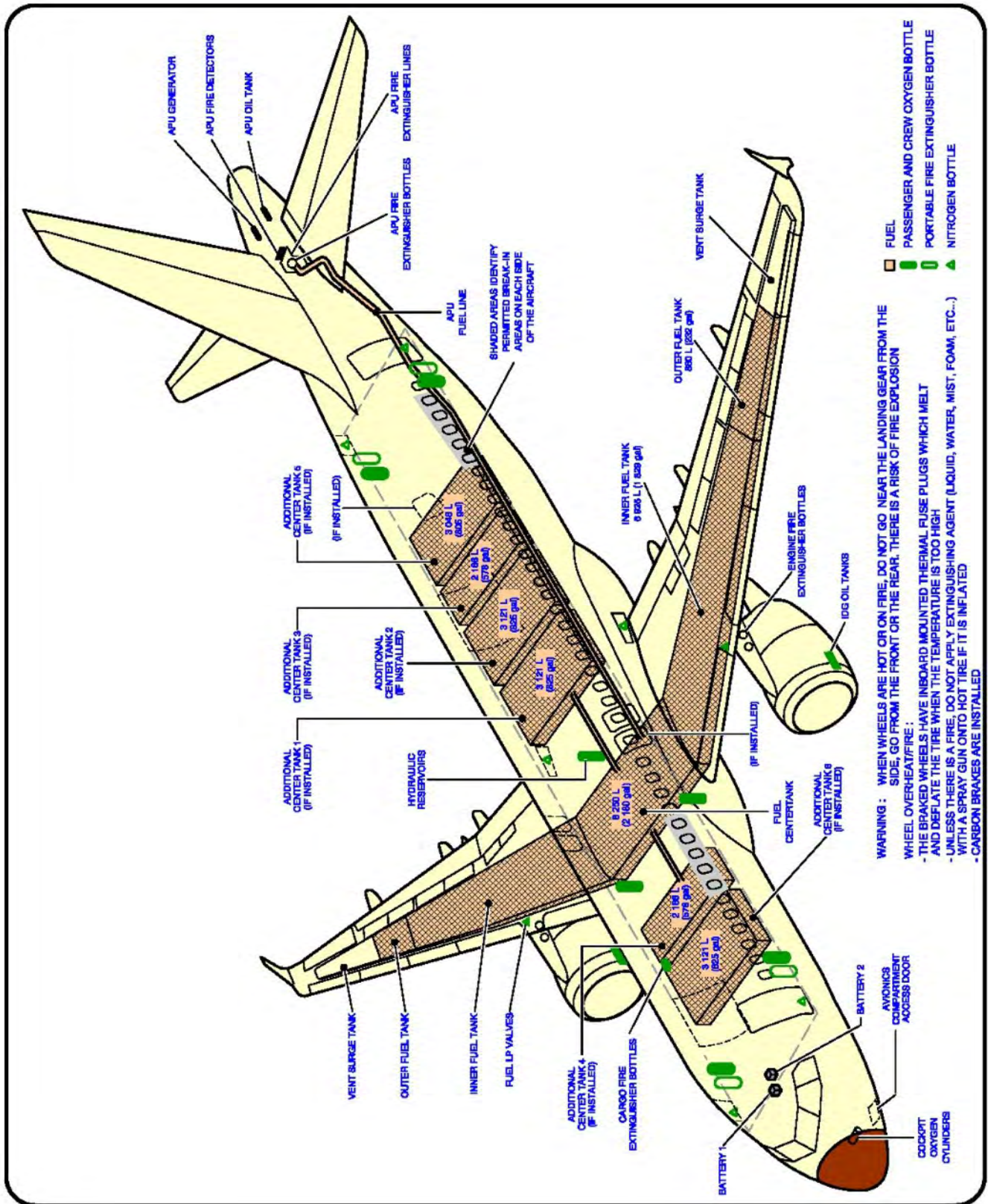
Number of Engines	2
Passenger & Crew Capacity	179 max. (2 crew min., 177 passenger max.)
Fuel Capacity	10,790 gal.

Flammable Materials & Hazardous Components Locations	Page 112
Composite Materials Locations	Page 113
External Door Control Handles & Battery Locations	Page 114
Door Controls & Break-In Point	Page 115
APU External Control & APU Access Door	Page 116

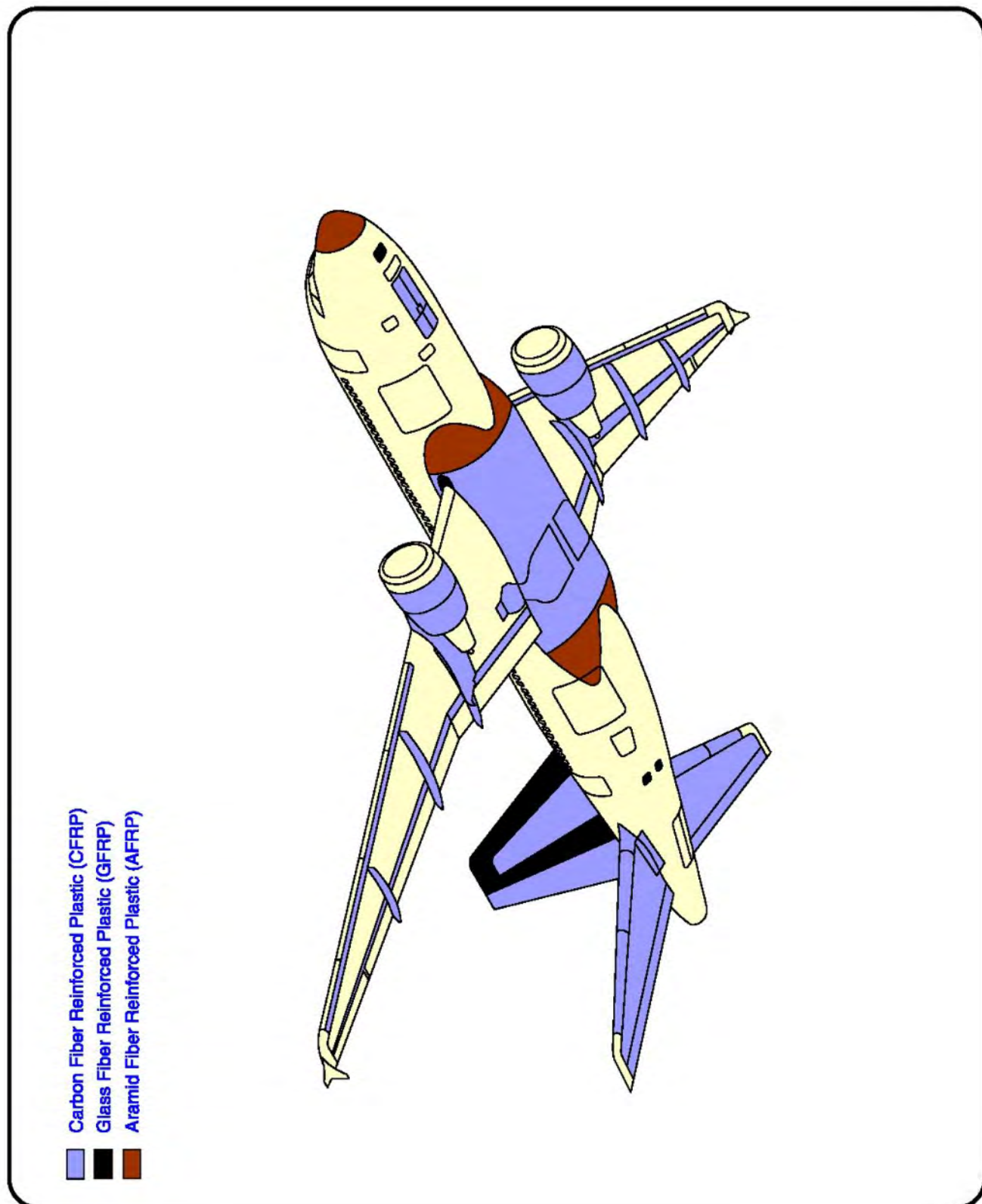
All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart.

# Flammable Material and Hazardous Components Locations

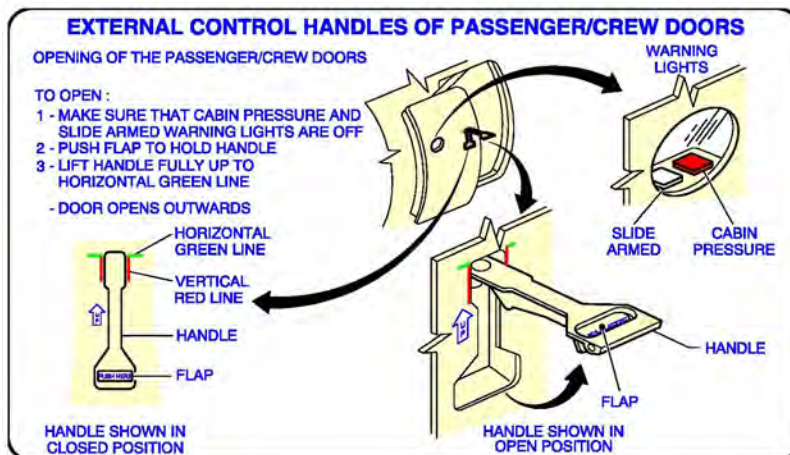
2 ENGINES



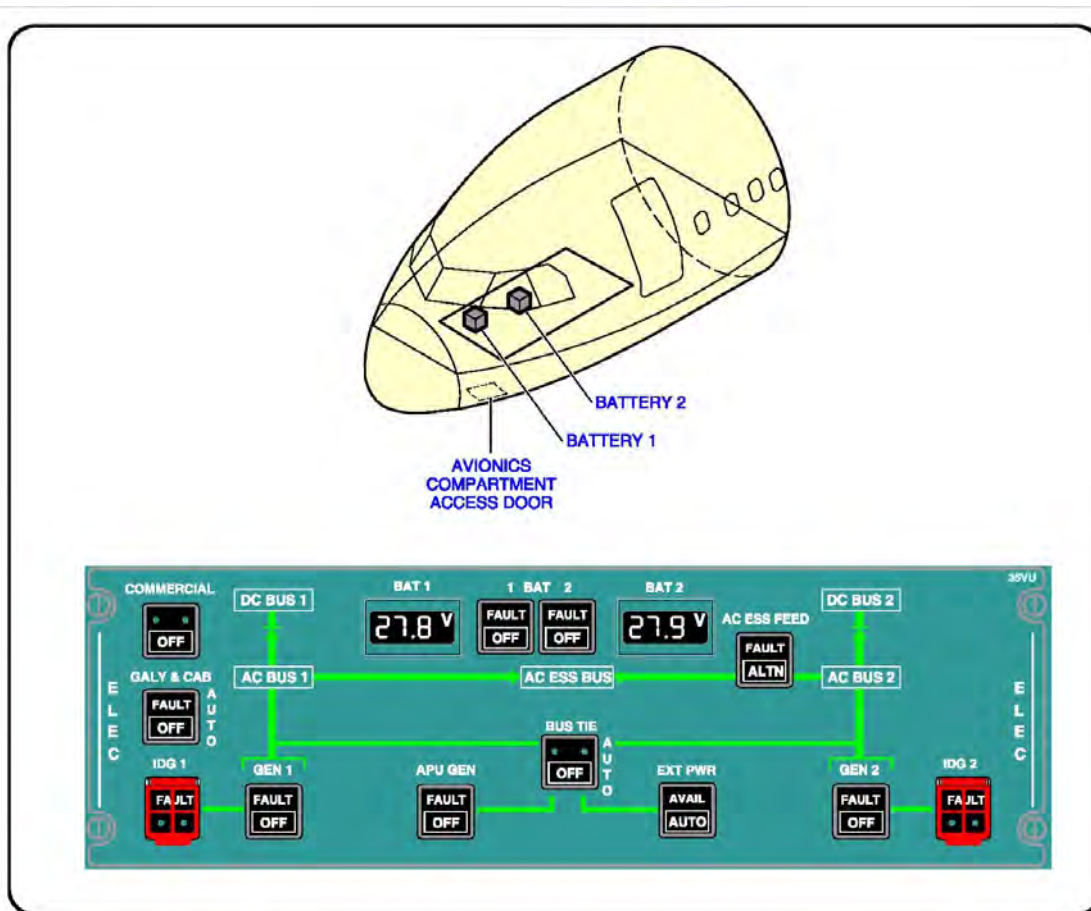
### Composite Material Locations



## External Door Control Handles and Battery Locations



2 ENGINES



Batteries and Control Panel - Location

## Door Controls and Break-In Point

**FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS**

The diagrams illustrate the components and operation of the forward and aft cargo compartment doors. On the left, a perspective view shows the door with labels for 'FWD', 'FWD/AFT CARGO COMPARTMENT DOOR', 'INDICATION WINDOWS', 'HANDLE FLAP', 'LOCKED POSITION', 'DOOR LOCKING HANDLE', and 'UNLOCKED POSITION' (marked with a 105° angle). The middle diagram shows the 'ACCESS DOOR 134AR/154AR' with a 'GREEN INDICATOR LIGHT' and 'SELECTOR'. The right diagram shows the 'GROUND SERVICE PANEL (YELLOW)' with a 'LEVER OF HAND PUMP', 'HAND PUMP', 'LEVER OF SELECTOR VALVE', and 'ACCESS PANEL 198CB'. A 'FWD' arrow points to the right.

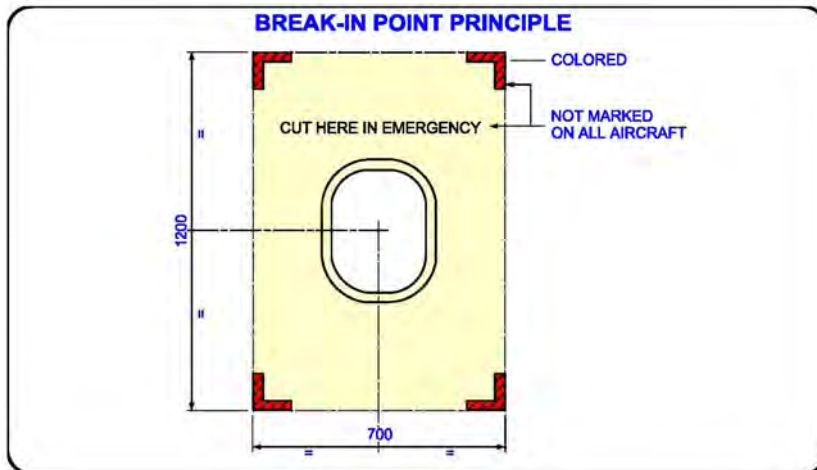
**NORMAL OPERATION:**

- 1 - PUSH THE HANDLE FLAP IN AND PULL THE LOCKING HANDLE AWAY FROM THE CARGO DOOR.
- 2 - TURN THE LOCKING HANDLE DOWN TO THE "UNLOCKED" POSITION. YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
- 3 - OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
- 4 - MOVE THE SELECTOR OF THE CONTROL PANEL TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED)
- 5 - RELEASE THE SELECTOR.

**MANUAL OPERATION:**  
(TWO PERSONS NECESSARY FOR THIS OPERATION)

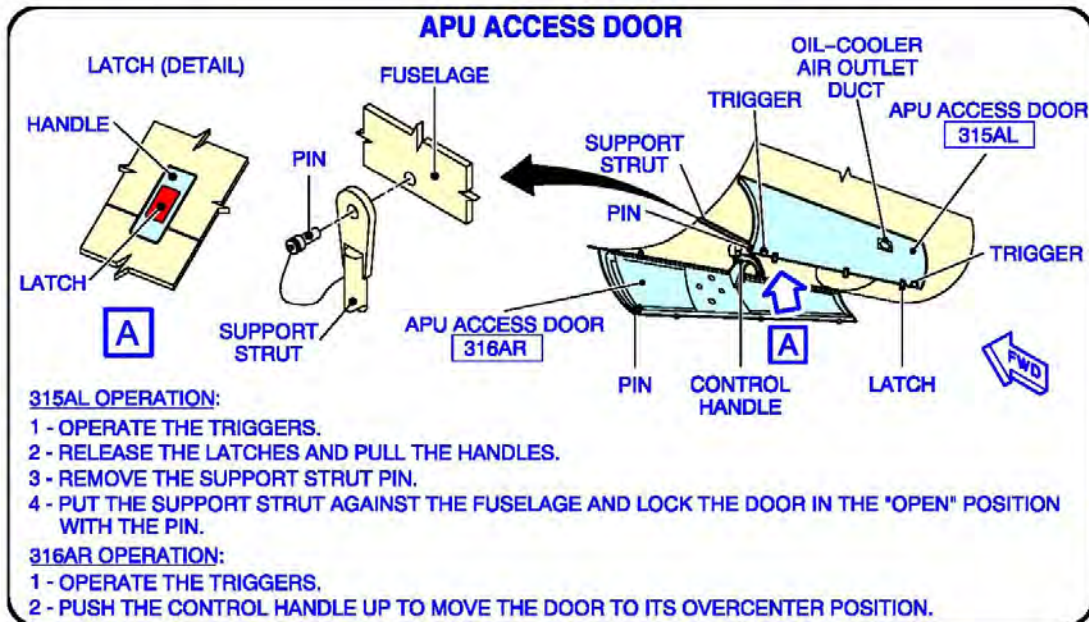
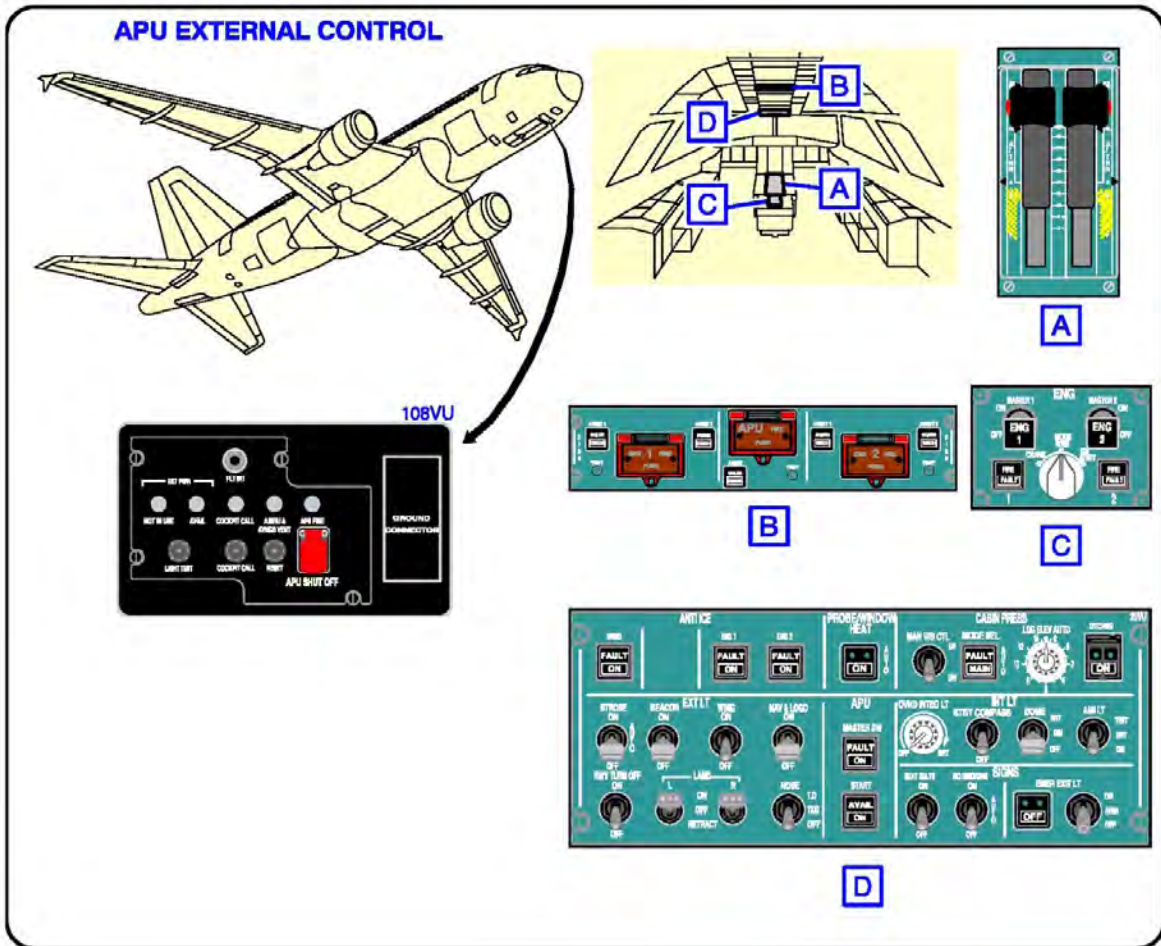
- 1 - DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
- 2 - MOVE THE SELECTOR OF THE CONTROL PANEL TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE ACCESS PANEL 198CB OF THE YELLOW GROUND SERVICE PANEL.
- 4 - SET THE LEVER OF THE ELECTRO-MANUAL SELECTOR VALVE TO THE HAND PUMP POSITION.
- 5 - INSTALL THE HAND PUMP LEVER ON THE HAND PUMP AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPENED. (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER)

2 ENGINES



## APU External Control and APU Access Door

2 ENGINES



# AIRBUS A-321



Photo by: Konstantin von Wedelstaedt



Photo by: Alex Magadan



Photo by: Chris Coduto

2 ENGINES

## Critical Response Information

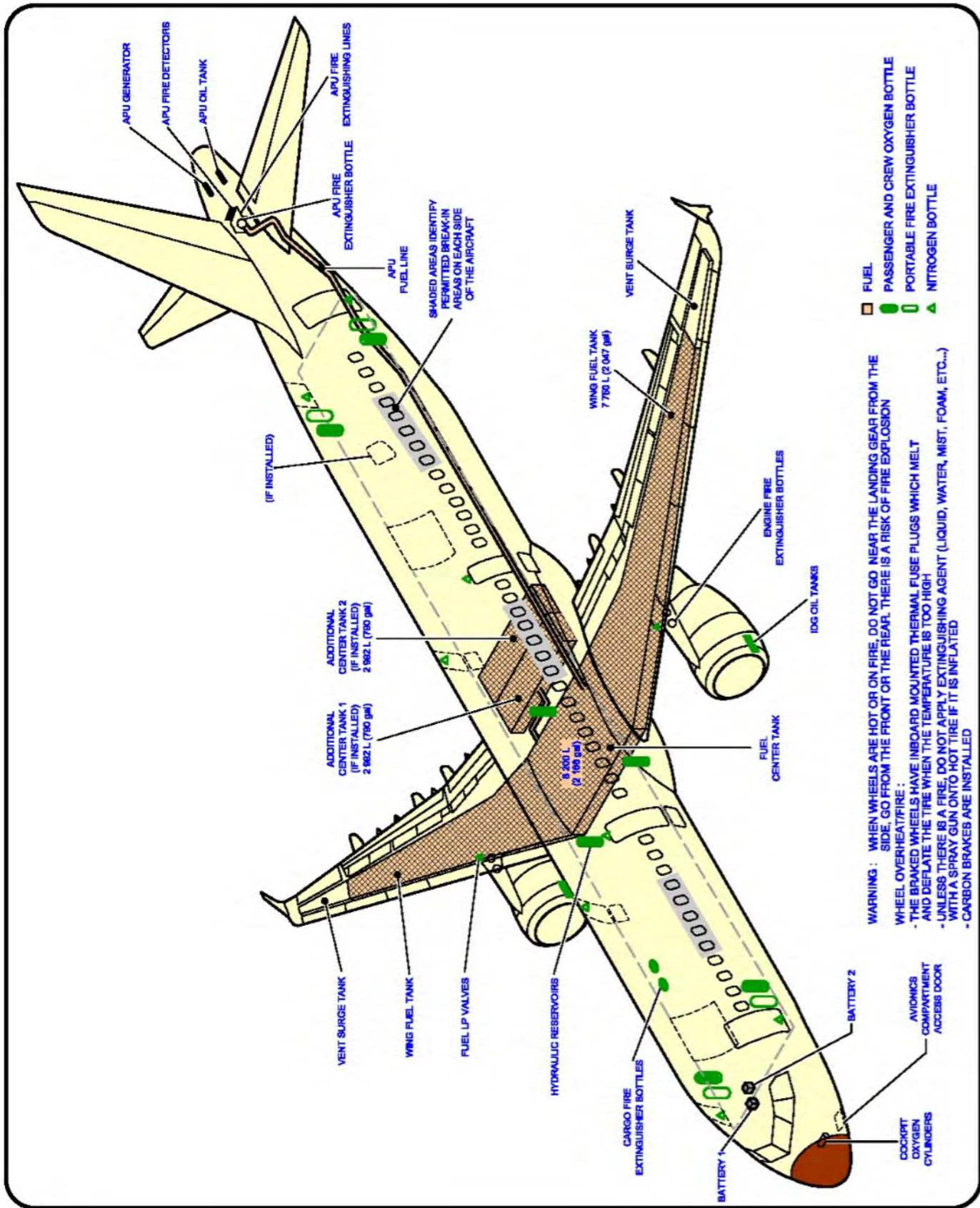
Number of Engines	2
Passenger & Crew Capacity	222 max. (2 crew min., 220 passenger max.)
Fuel Capacity	7,861 gal.

Flammable Materials & Hazardous Components Locations	Page 118
Composite Materials Locations	Page 119
Control Handles & Door Controls	Page 120
Break-In Point & Battery Locations	Page 121
APU External Control & APU Access Door	Page 122

All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart.

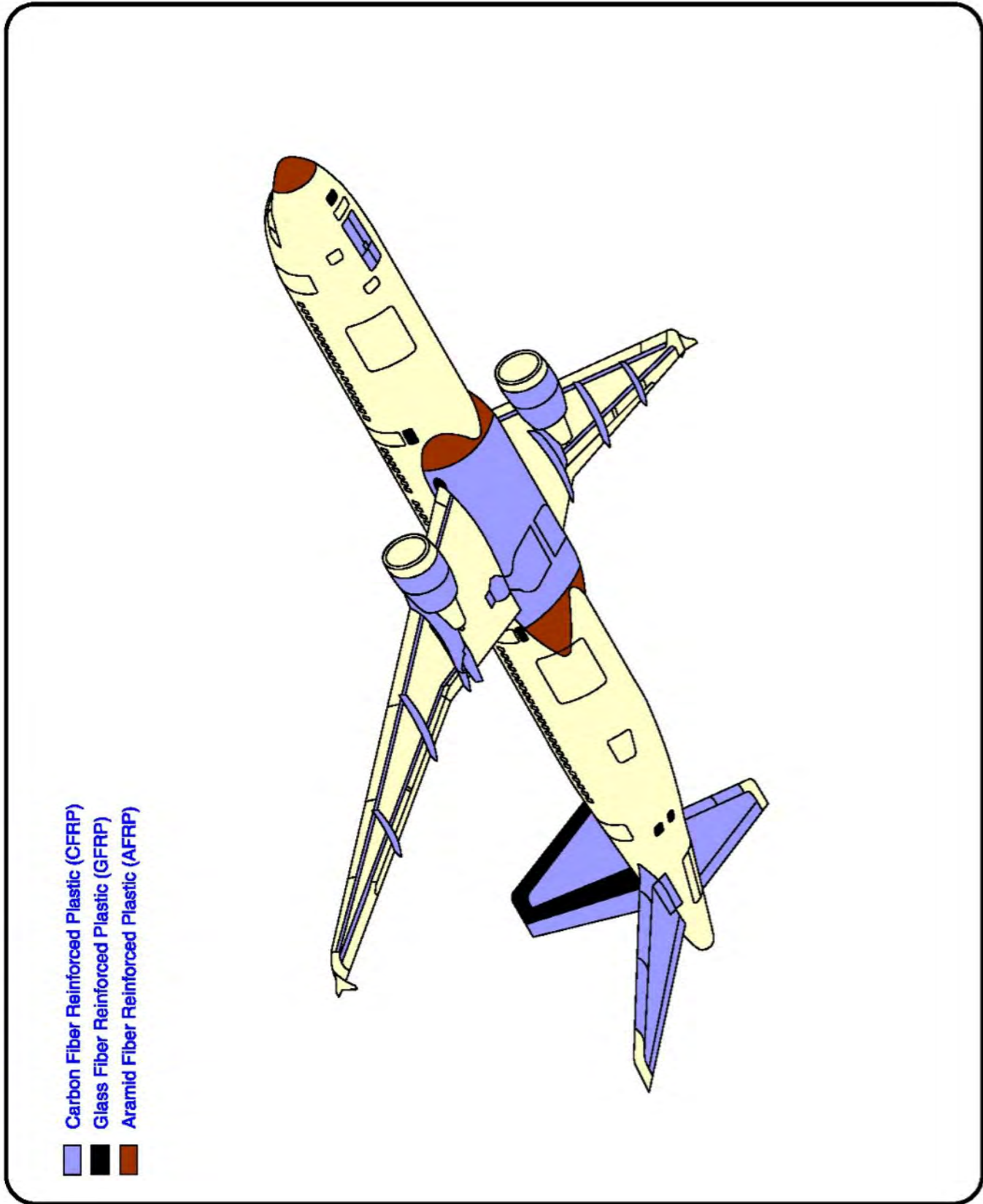
## Flammable Material and Hazardous Components Locations

2 ENGINES





### Composite Material Locations



2 ENGINES

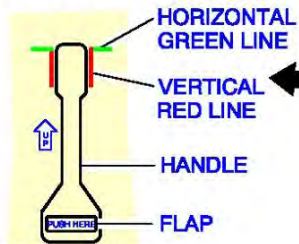
## Control Handles and Door Controls

### EXTERNAL CONTROL HANDLES OF PASSENGER/ CREW DOORS AND EMERGENCY EXITS

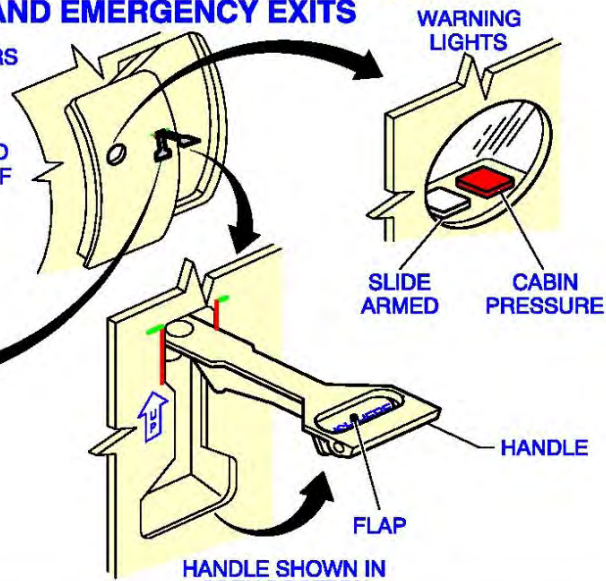
OPENING OF THE PASSENGER/CREW DOORS AND EMERGENCY EXITS

TO OPEN :

- 1 - MAKE SURE THAT CABIN PRESSURE AND SLIDE ARMED WARNING LIGHTS ARE OFF
- 2 - PUSH FLAP TO HOLD HANDLE
- 3 - LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE
- DOOR OPENS OUTWARDS

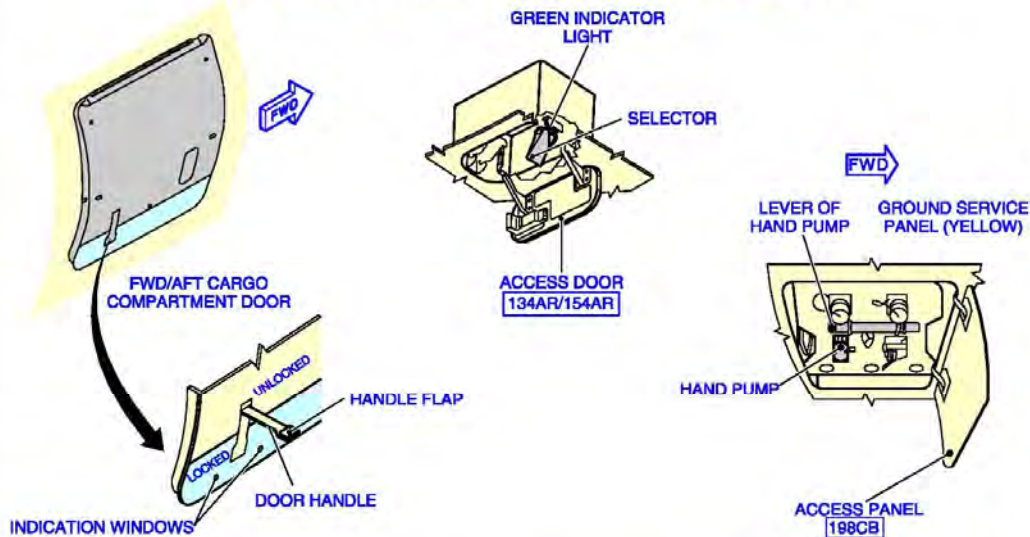


HANDLE SHOWN IN CLOSED POSITION



HANDLE SHOWN IN OPEN POSITION

### FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



#### NORMAL OPERATION:

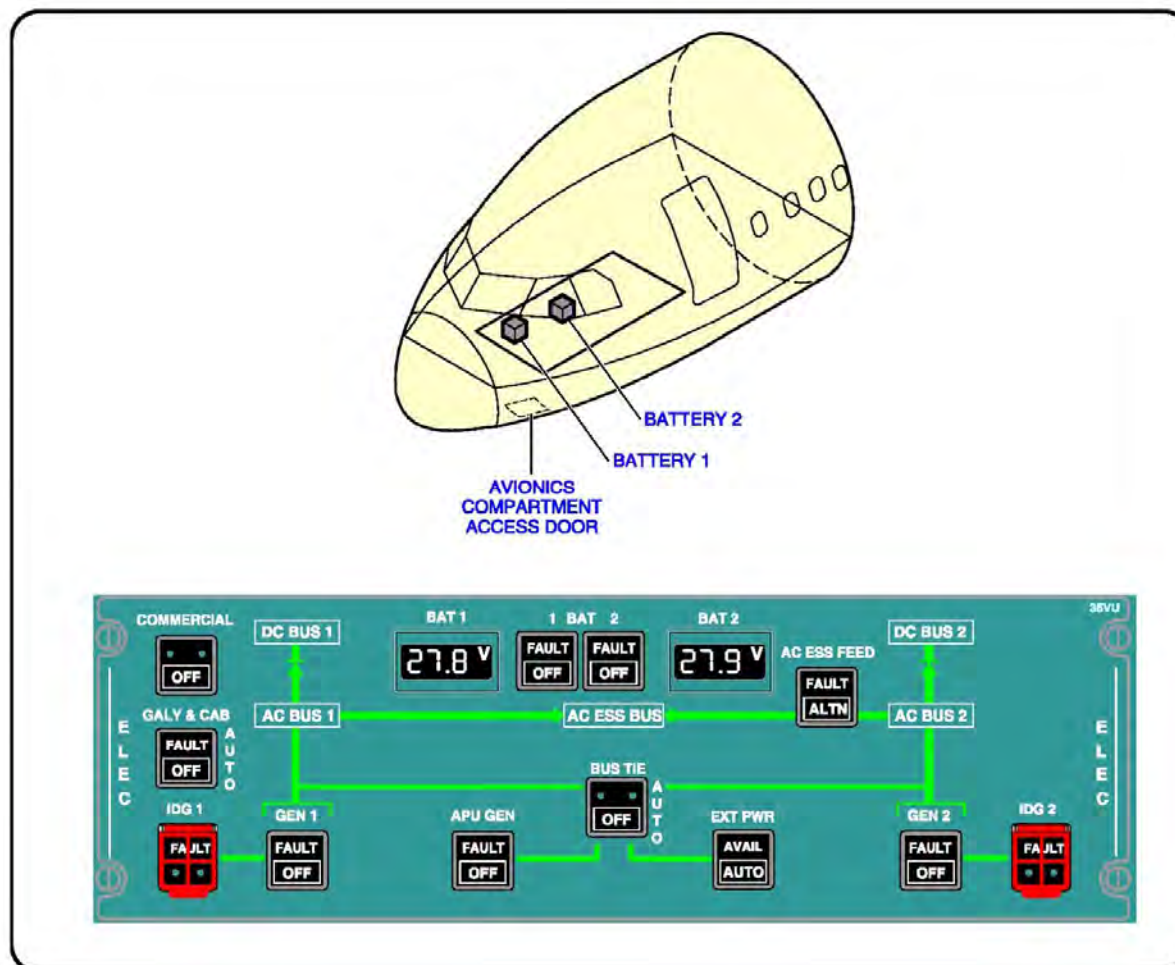
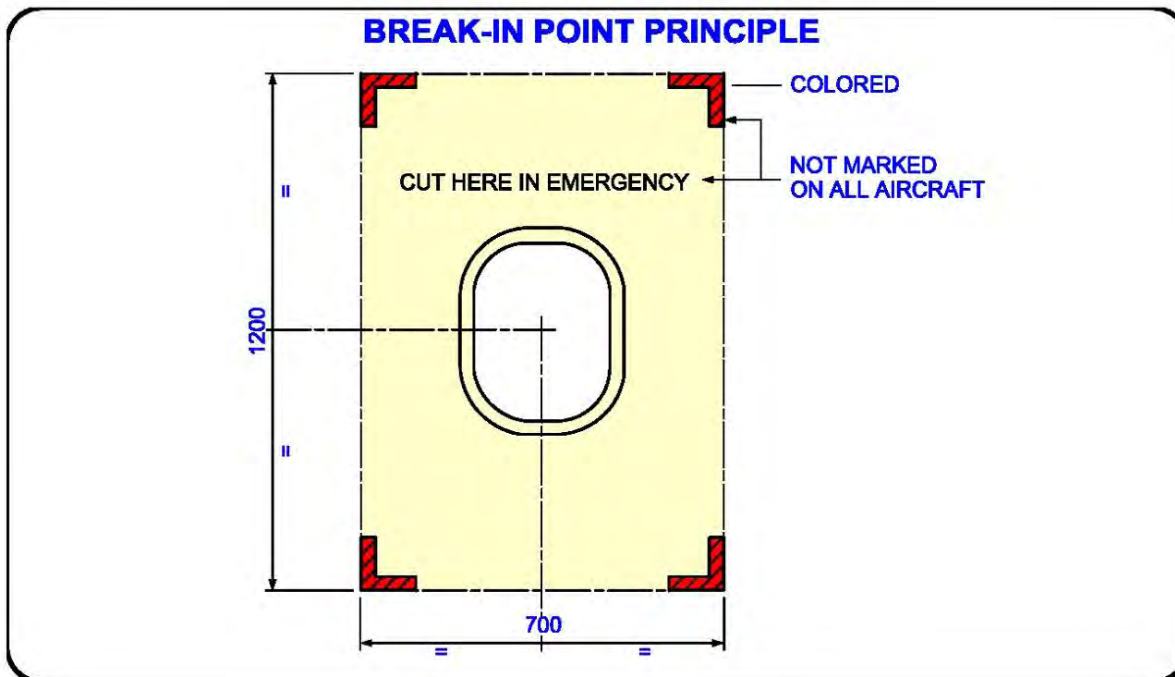
- 1 - PUSH THE DOOR HANDLE FLAP IN TO RELEASE THE DOOR HANDLE FROM THE CATCH OF THE DOOR STRUCTURE.
- 2 - PULL THE DOOR HANDLE AWAY AND UP FROM THE DOOR STRUCTURE TO THE FULLY "UNLOCKED" POSITION. YOU CAN SEE A RED MARK THROUGH ALL THE INDICATION WINDOWS.
- 3 - OPEN THE ACCESS DOOR 134AR/154AR BELOW THE FUSELAGE TO GET ACCESS TO THE SELECTOR.
- 4 - MOVE THE SELECTOR TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPEN AND LOCKED)
- 5 - RELEASE THE SELECTOR.

#### MANUAL OPERATION:

(TWO PERSONS NECESSARY FOR THIS OPERATION)

- 1 - DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
- 2 - MOVE THE SELECTOR OF THE CONTROL PANEL TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE ACCESS PANEL 198CB OF THE YELLOW GROUND SERVICE PANEL.
- 4 - INSTALL THE HAND PUMP LEVER ON THE HAND PUMP AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPENED. (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER)

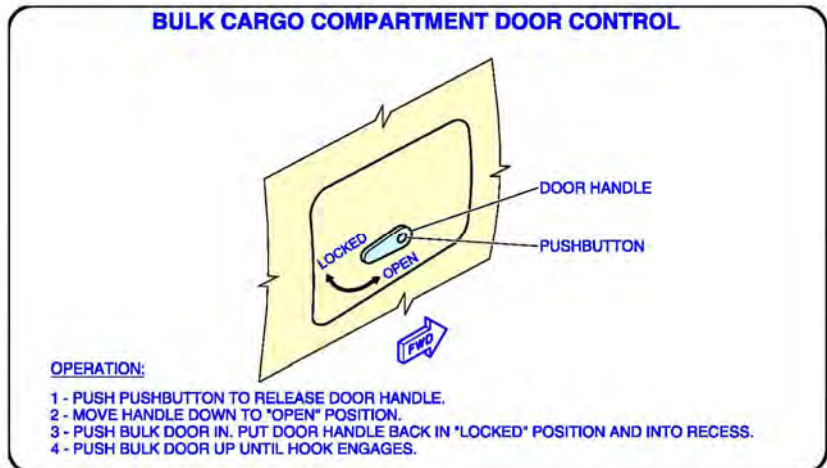
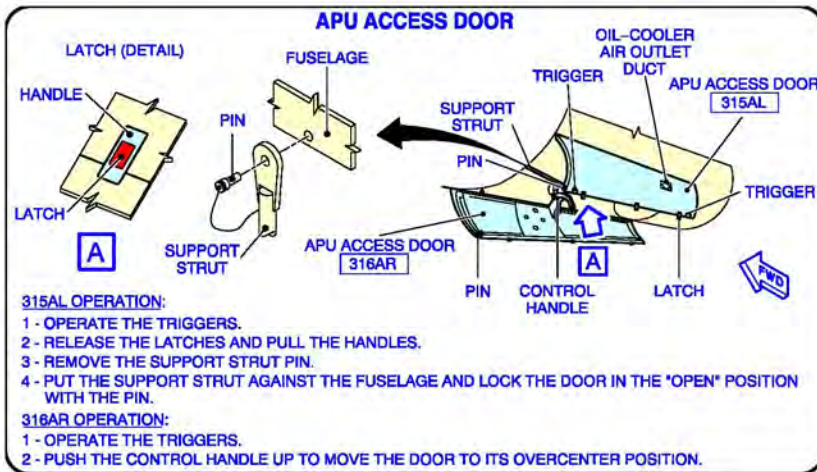
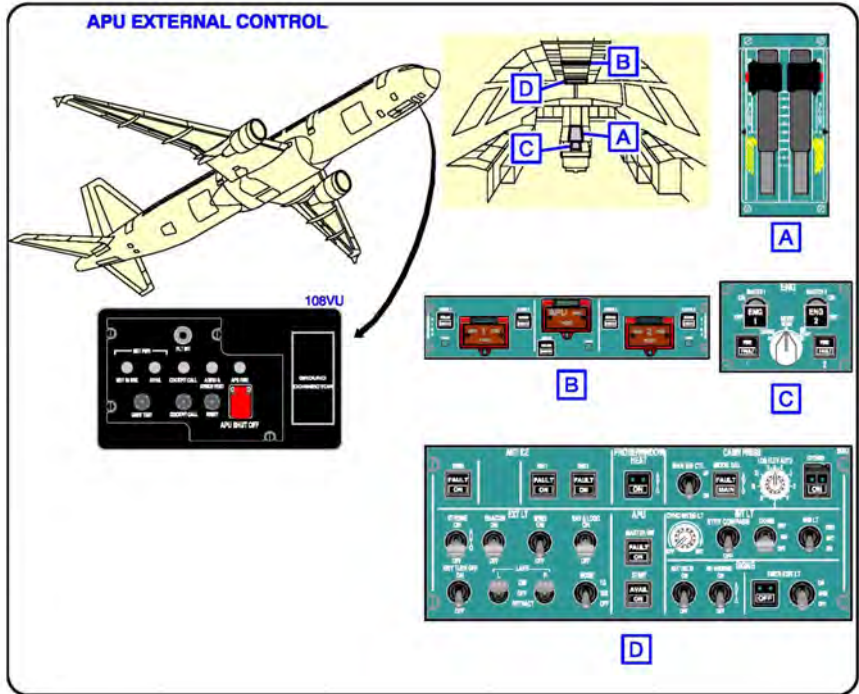
### Break-In Point and Battery Locations



2 ENGINES

## APU External Control and APU Access Door

2 ENGINES



# AIRBUS A-330



Photo by: Carlos Borda



Photo by: Alex Magadan



Photo by: Ben Wang

2 ENGINES

## **Critical Response Information**

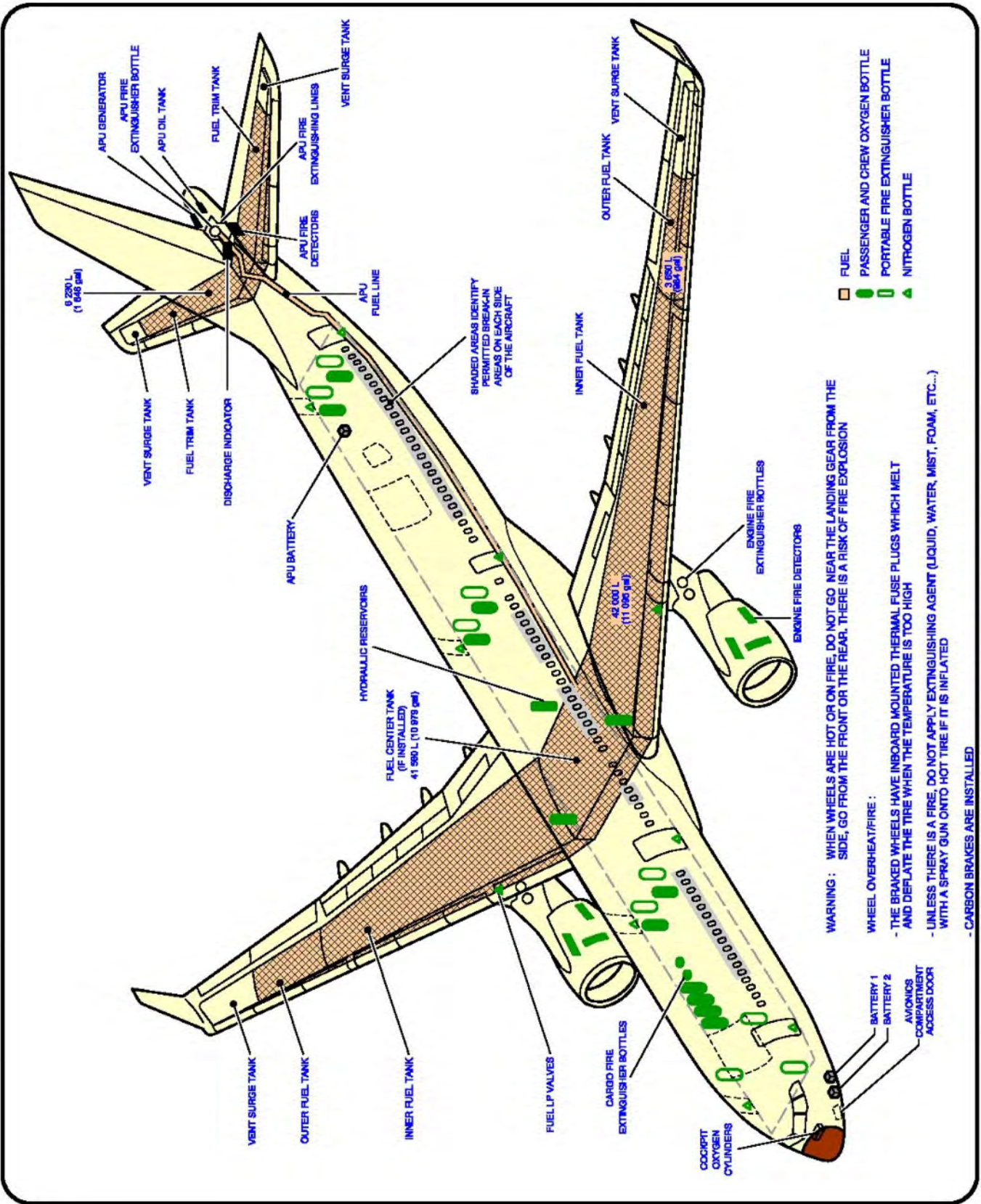
Number of Engines	2
Passenger & Crew Capacity	379 max. (2 crew min., 377 passenger max.)
Fuel Capacity	36,862 gal.

Flammable Materials & Hazardous Components Locations	Page 124
Composite Materials Locations	Page 125
Control Handles & Door Controls	Page 126
Break-In Point & Battery Locations	Page 127
APU External Control & APU Access Door	Page 128

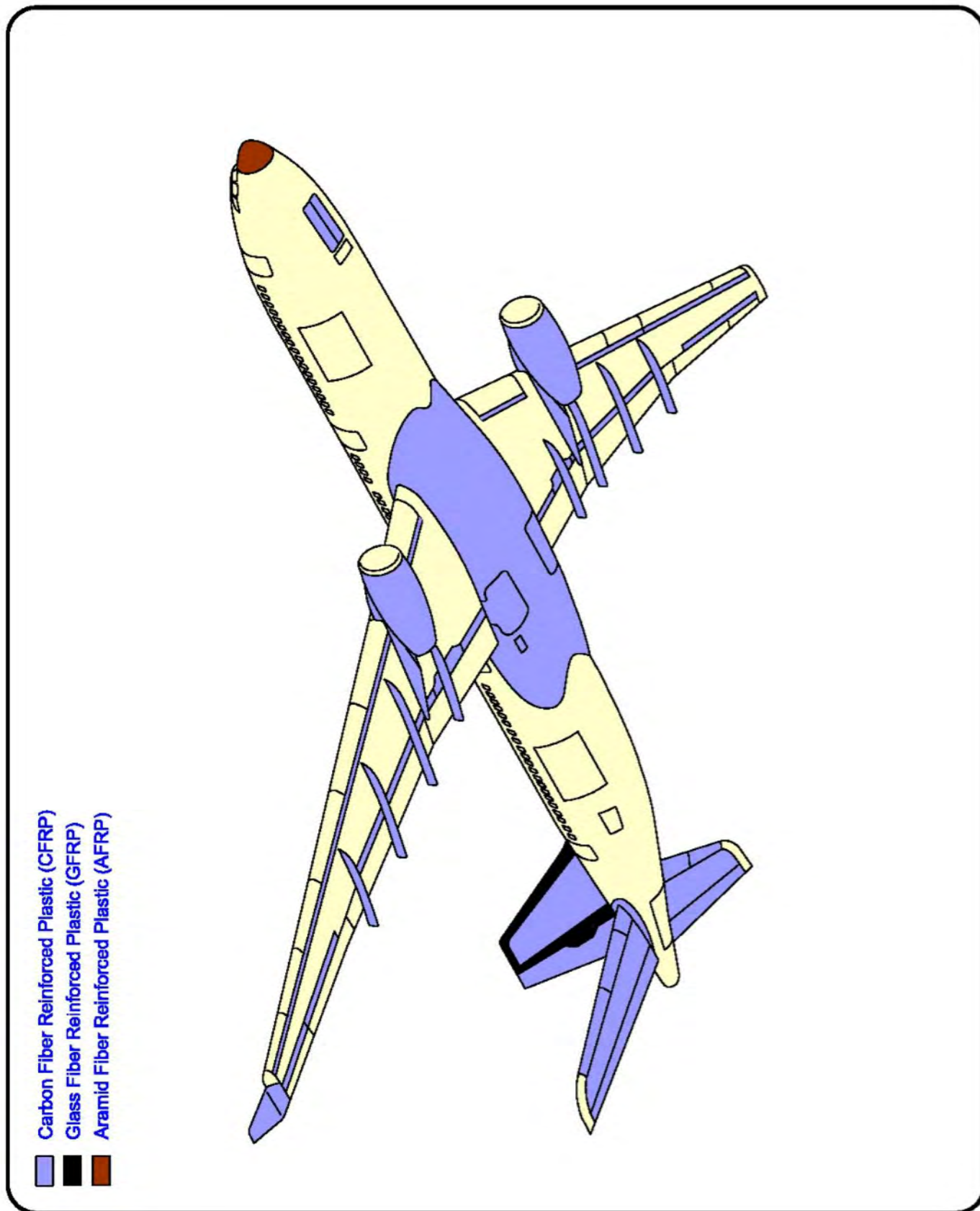
All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart.

## Flammable Material and Hazardous Components Locations

2 ENGINES



### Composite Material Locations



2 ENGINES

## Control Handles and Door Controls

**EXTERNAL CONTROL HANDLES OF PASSENGER/ CREW DOORS AND EMERGENCY EXITS**

OPENING OF THE PASSENGER / CREW DOORS AND EMERGENCY EXITS

TO OPEN :

- 1 - PUSH FLAP TO HOLD HANDLE
- 2 - LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE

- DOOR OPENS OUTWARDS

2 ENGINES

**FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS**

**NORMAL OPERATION:**

- 1 - PUSH THE HANDLE FLAP IN AND PULL THE LOCKING HANDLE TO THE "UNLOCKED" POSITION. ALL INDICATOR FLAGS ARE OUT.
- 2 - PRESS THE PUSHBUTTON ON THE TOP OF THE LATCHING HANDLE AND PULL IT TO THE "UNLATCHED" POSITION.
- 3 - OPEN THE DOOR OPERATION LEVER ACCESS DOOR.
- 4 - MOVE THE DOOR OPERATION LEVER TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPENED AND LOCKED)
- 5 - RELEASE THE DOOR OPERATION LEVER.

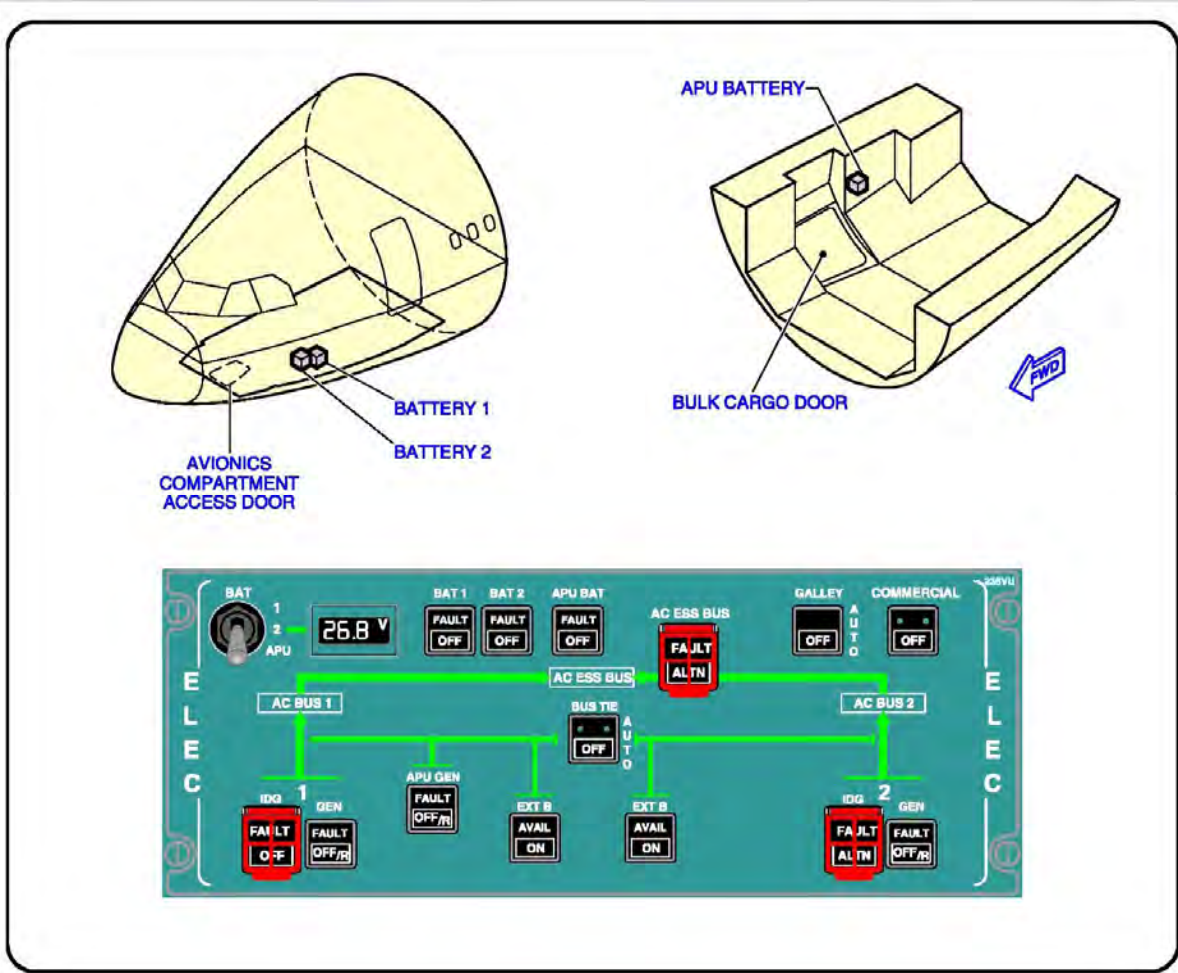
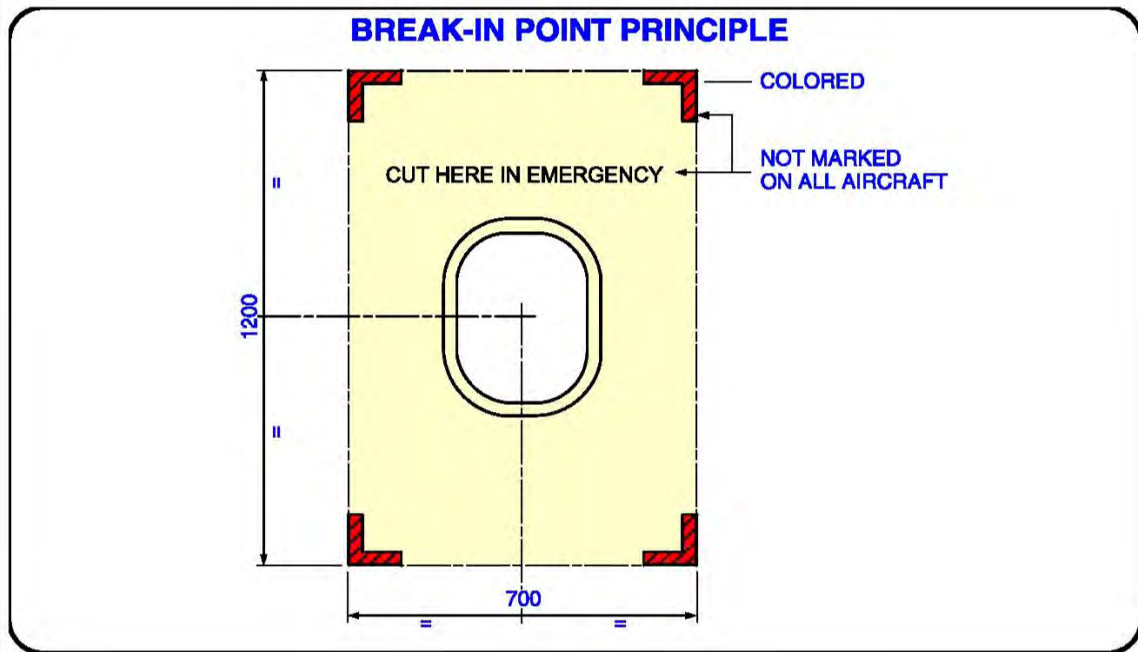
**MANUAL OPERATION:**  
(TWO PERSONS ARE NECESSARY FOR THIS OPERATION)

- 1 - DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
- 2 - MOVE THE DOOR OPERATION LEVER TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE GREEN AND YELLOW GROUND SERVICE PANEL ACCESS DOORS 197CB AND 198BB.
- 4 - REMOVE THE HAND PUMP LEVER FROM GREEN GROUND SERVICE PANEL.
- 5 - ON THE YELLOW GROUND SERVICE PANEL, INSTALL THE HAND PUMP LEVER ON THE HAND PUMP 7155JE AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPEN. (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER)

NOTE: THE LEVER GOES AUTOMATICALLY TO THE "STOP" POSITION. IF NOT, MOVE IT MANUALLY.



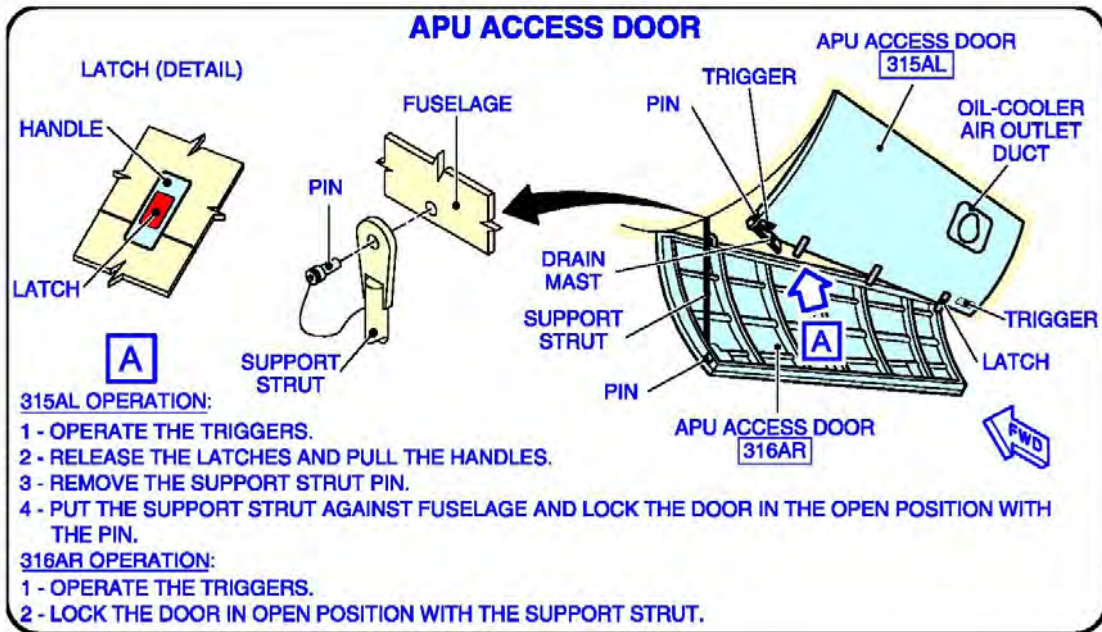
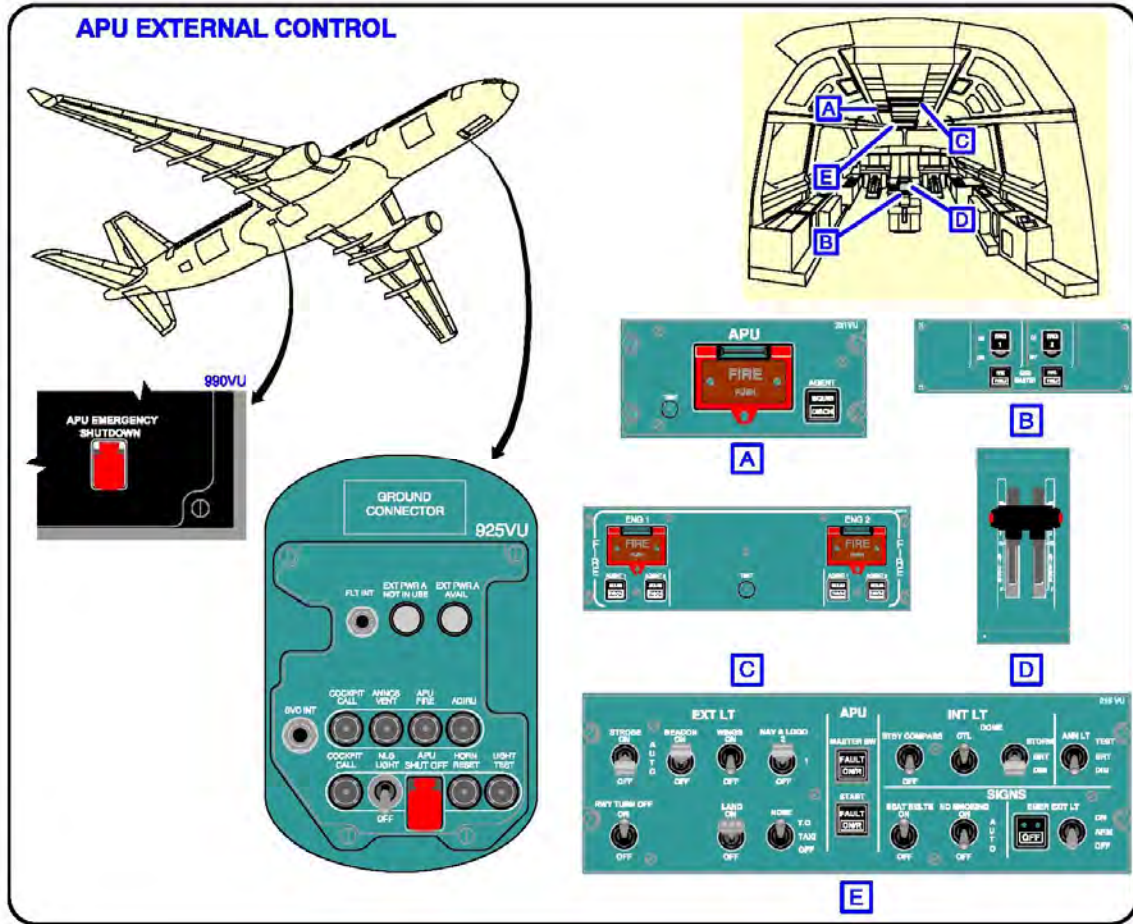
## Break-In Point and Battery Locations



2 ENGINES

## APU External Control and APU Access Door

2 ENGINES



# ANTONOV AN-72/74



Photo by: Maurice Kockro



Photo by: Thomas Posch

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	41 max. (3 crew min., 38 passenger max.)
Fuel Capacity	4,200 gal.

For additional emergency response information on this aircraft please contact:

Antonov  
1 Tupolev Street  
Kiev, Ukraine 03062  
Tel: (+380 44) 454-31-49  
Fax: +380 44) 400-81-44  
Email: info@antonov.com

# BEECHJET 400



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

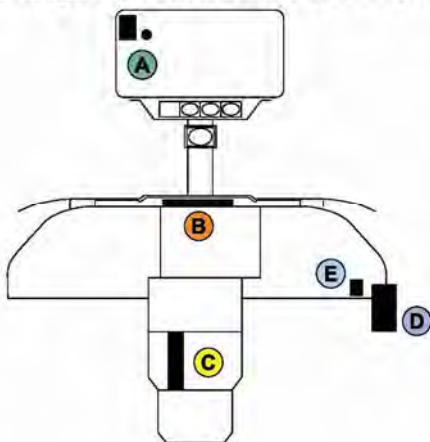
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	11 max. (2 crew, 9 passenger max.)
Fuel Capacity	1,372 gal.
Emergency Flight Deck Procedures	Page 131
Emergency Doors & Exits	Page 132
Flammable Materials Locations	Page 133

All diagrams provided by Hawker-Beechcraft in the Crash, Fire, and Rescue Information June 2007.

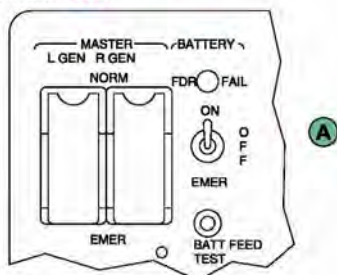
## Emergency Flight Deck Procedures

### Emergency Flight Deck Procedures



#### To Remove Electrical Power

- L and R Master Gen switch to **EMER**.
- Battery switch to **OFF**.



#### Engine Fire Emergency Procedures

- Lift cover and push illuminated LH and/or RH illuminated **ENG FIRE** switch to close fuel valve and arm engine extinguisher.
- Push either illuminated **BOT ARMED** switch.
- Push remaining illuminated **BOT ARMED** switch (if necessary).

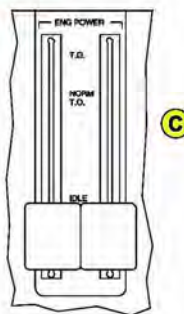


#### Emergency Access to Fuselage

- Cut in the immediate area of a fuselage window approximately 4" outward and around the window periphery. *Use window above Wing.*
- Avoid cutting around aircraft door or emergency door as these areas are stiffened.
  - Avoid cutting in the roof area as there are electrical and oxygen lines in that location.

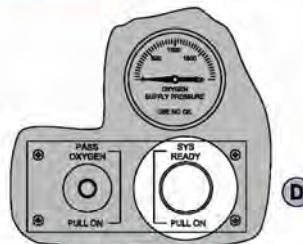
#### To Remove Engine Power

- With thrust reversers - Pull up detent release lever and move the thrust reversers over the detents to the **CUTOFF** position.
- Without thrust reversers - Pull lever up and move back over detents to **CUTOFF** position.



#### Shut off Oxygen System

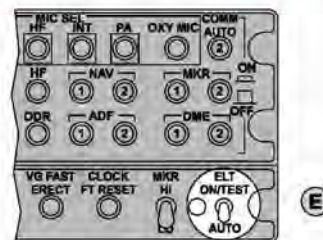
- Push **SYS READY** knob full forward.



#### Emergency Locator Transmitter (ELT)

The ELT can be turned off in two ways.

- There is an **ELT ON/TEST AUTO** switch on the RH side of the Co-Pilot's instrument panel. Set the switch to the **ON/TEST** position then back to **AUTO**.
- On the ELT, set the switch from the **ON** position to the **AUTO** position.



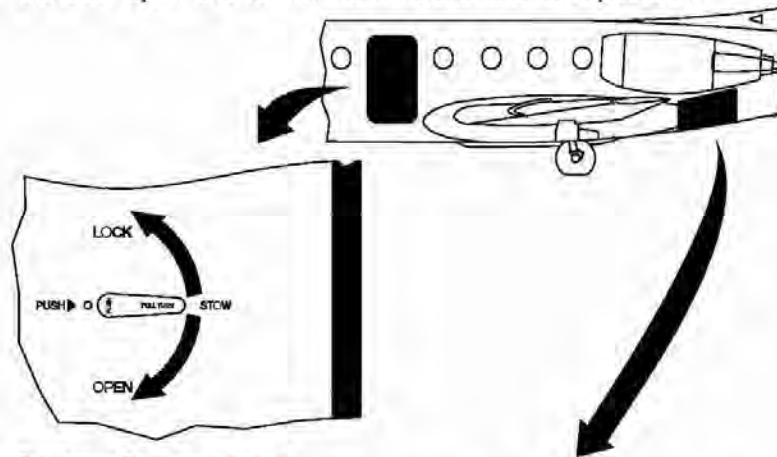
2 ENGINES

## Emergency Doors and Exits

The 400/400A has one emergency exit located on the RH side of the passenger compartment. One of the cabin windows is located within the door. The passenger door also can be used as an emergency exit.

### Passenger Door

To open the door, push and hold the button near the handle. Pull the handle outward and rotate to the open position. Pull the door open and return the handle to the stow position.

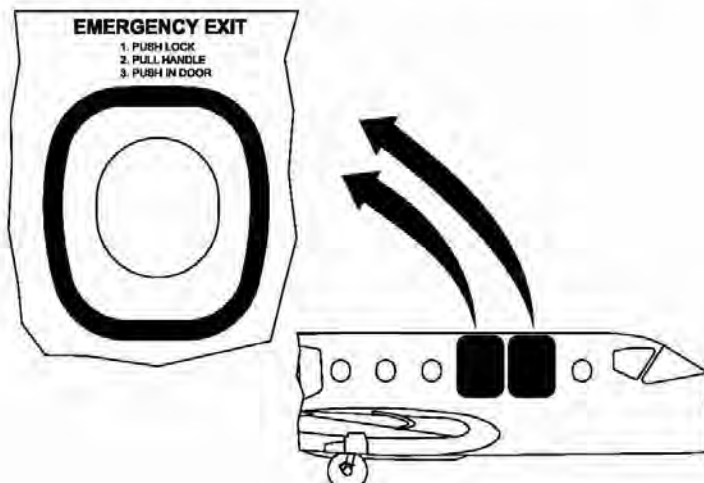


### Battery Compartment

Actuate the buttons to open the door. The battery is located inside the aft fuselage on the LH side. Remove lockwire (cut if necessary) and remove battery connector from the battery. Battery could be 24 volt lead acid or nicad.

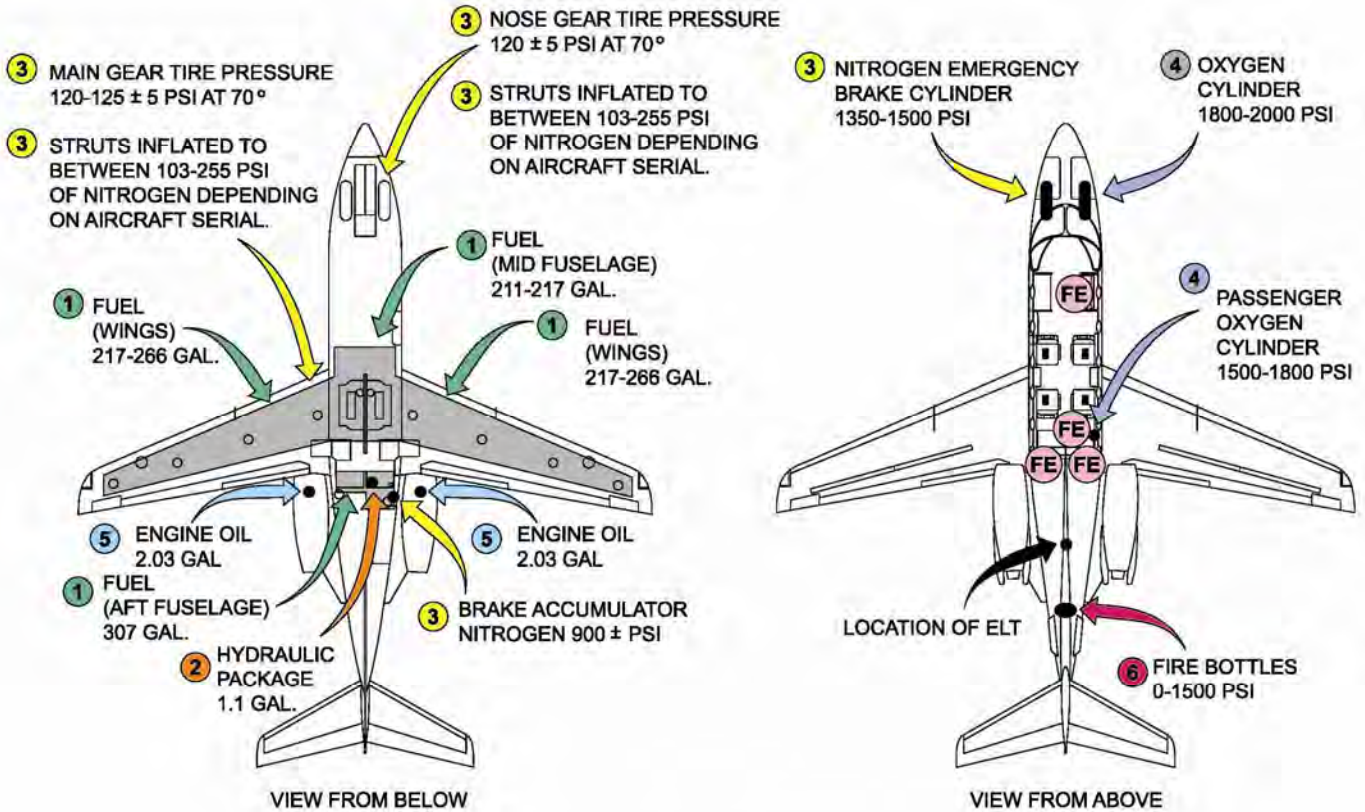
### Emergency Exit

From the outside, the door is opened by pushing the lock, pulling the handle and pushing in on the door. Emergency exit door could be in either location shown depending on serial of aircraft.



2 ENGINES

## Flammable Materials Locations



2 ENGINES

- 1 Possible fuel types: Jet A, Jet A-1, JP-4, JP-5, JP-8 or No. 3 Jet Fuel (RP-3)
- 2 Hydraulic Fluid: MIL-H-5606
- 3 Nitrogen Type: BB-N-411C type 1 class 1 grade A
- 4 Oxygen: MIL-0-27210
- 5 Engine Oil: MIL-L-23699
- 6 Fire Bottle and Extinguishers: Halon 1301



# BOEING 717



Photo by: Justin Idle



Photo by: Suresh Atapattu



Photo by: Konstantin von Wedelstaedt

2 ENGINES

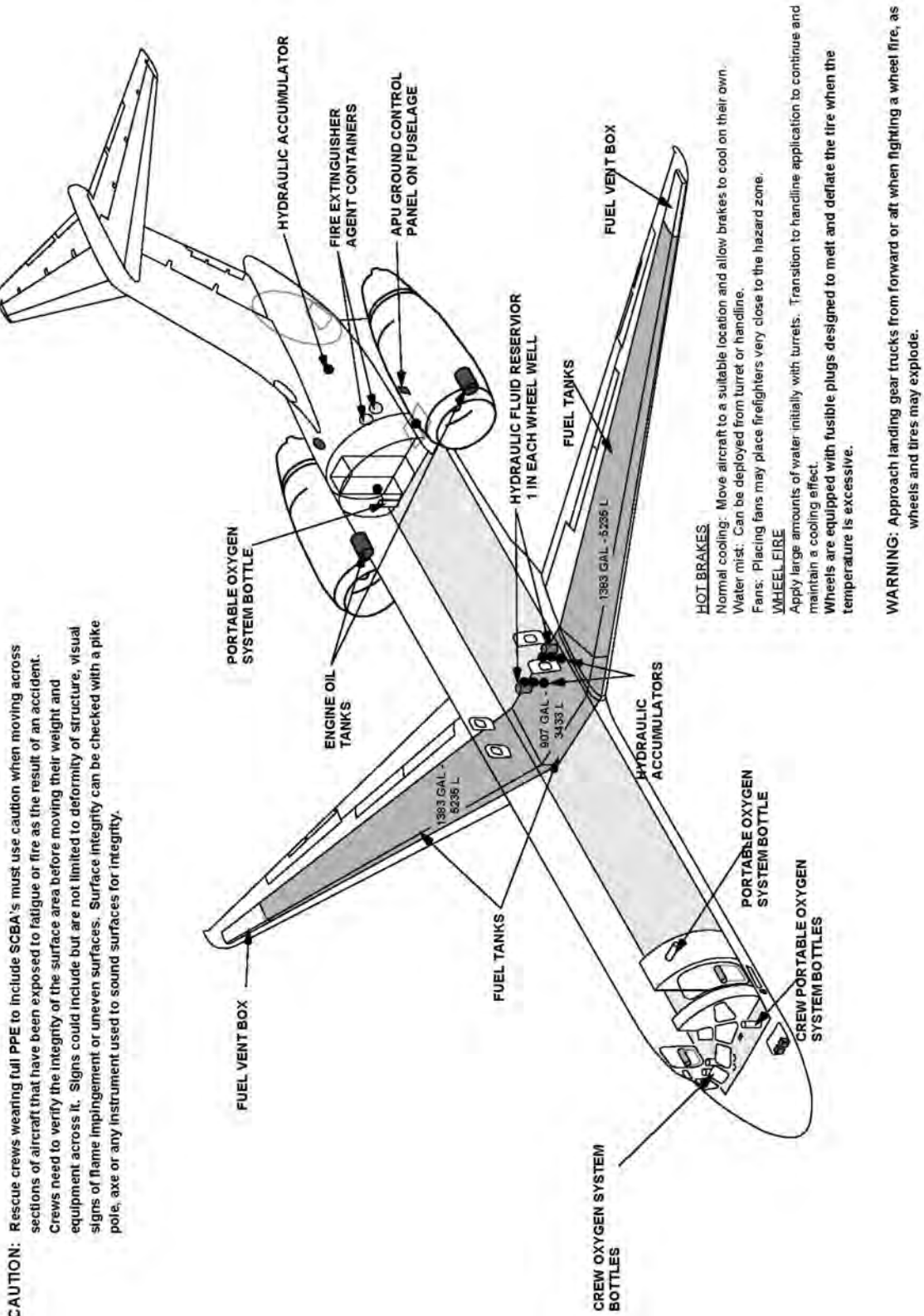
## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	134 max. (2 crew min., 132 passenger max.)
Fuel Capacity	3,710 gal.
Flammable Materials / Pressure Vessel Locations	Page 135
Emergency Rescue Access - 1 & 2	Page 136
Battery Locations & Flight Deck Control Switch Locations	Page 137
External APU Fire Controls & Composite Materials Locations	Page 138

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.



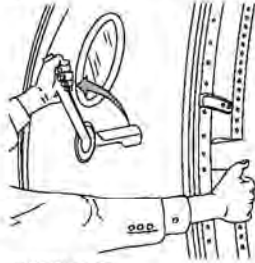
## Flammable Materials / Pressure Vessel Locations



2 ENGINES

## Emergency Rescue Access- 1 & 2

### 1 PASSENGER AND SERVICE DOORS



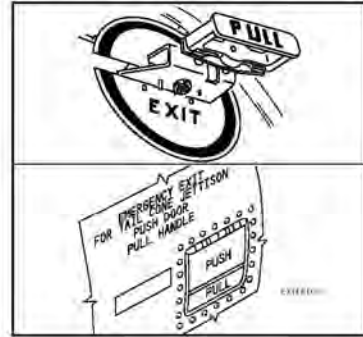
TO OPEN DOOR:  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE AFT.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS

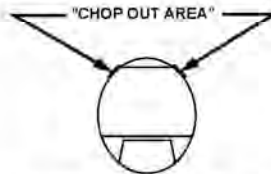


TO OPEN DOOR:  
 1. PUSH HANDLE RELEASE.  
 2. PULL THE HANDLE AND, AT THE SAME TIME, PUSH IN TOP OF DOOR FORCIBLY.

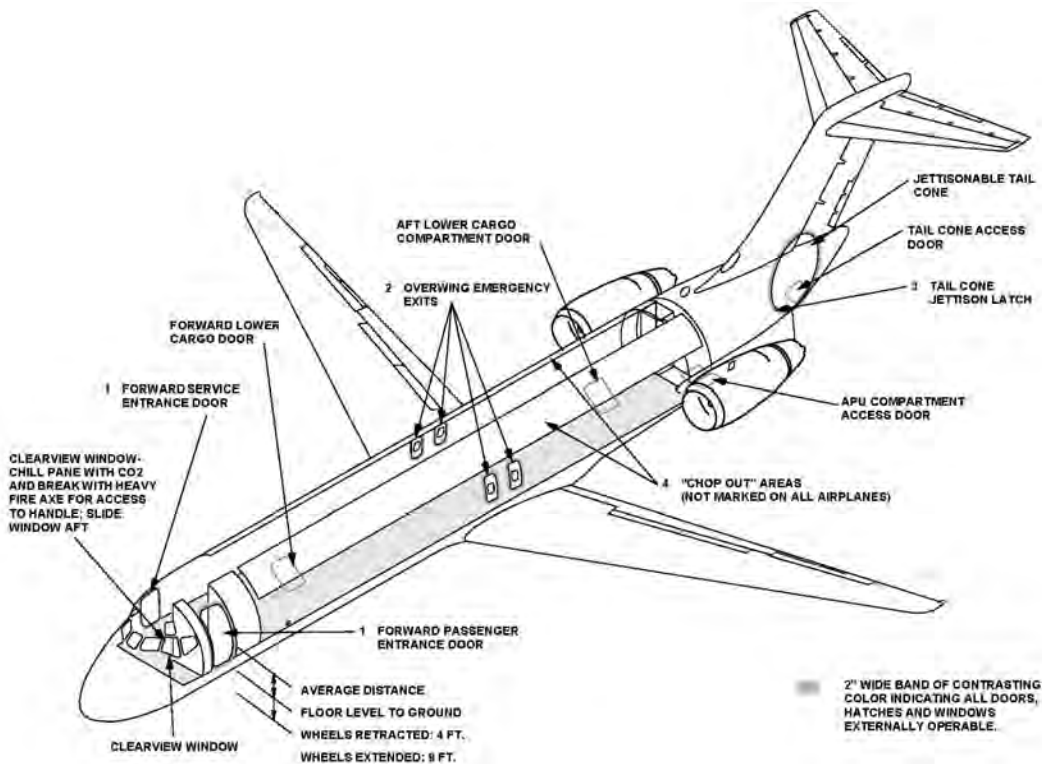
### 3 TAIL CONE JETTISON LATCH



### 4 CHOP OUT AREAS



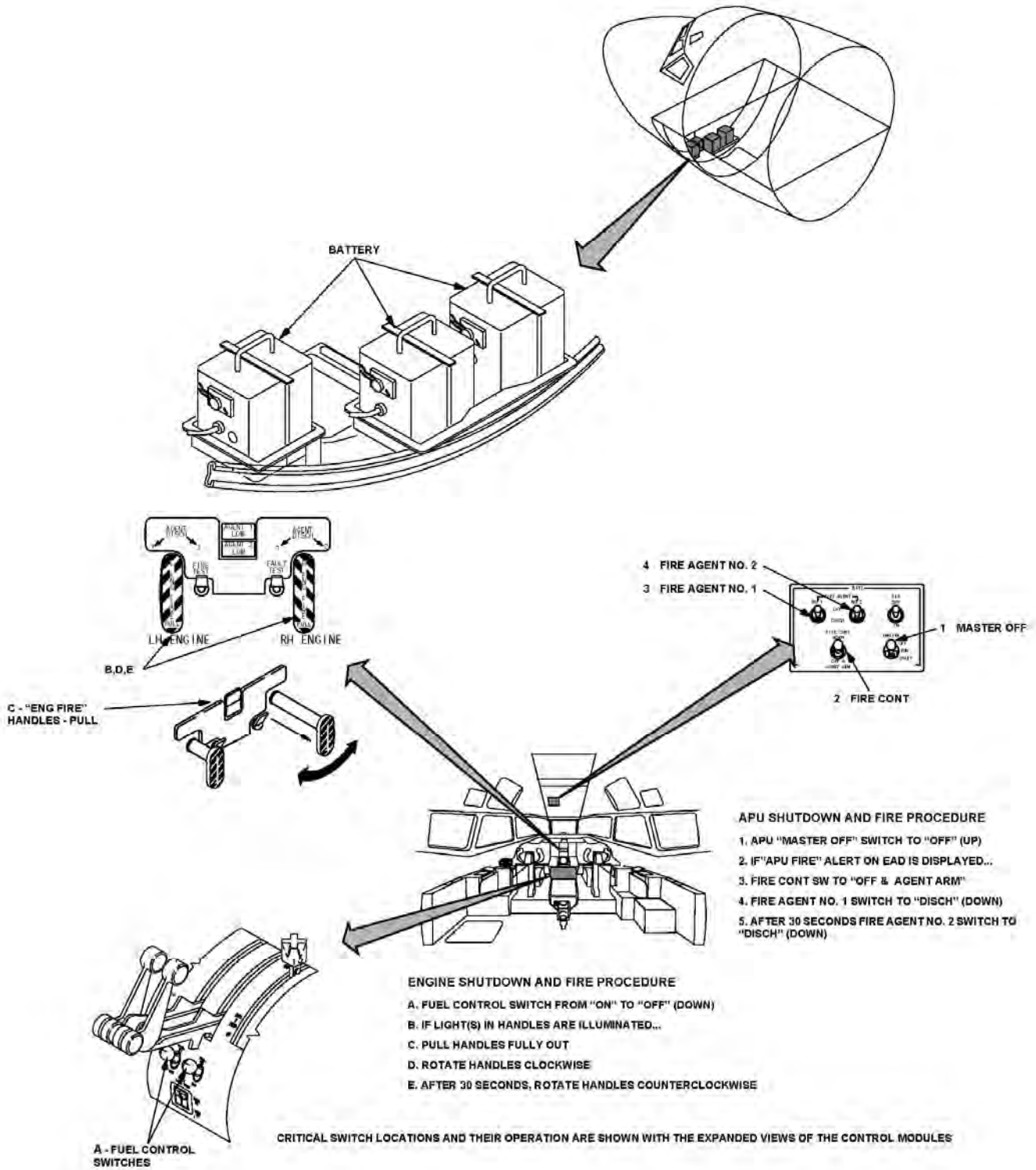
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."



2 ENGINES

# Battery Locations and Flight Deck Control Switch Locations

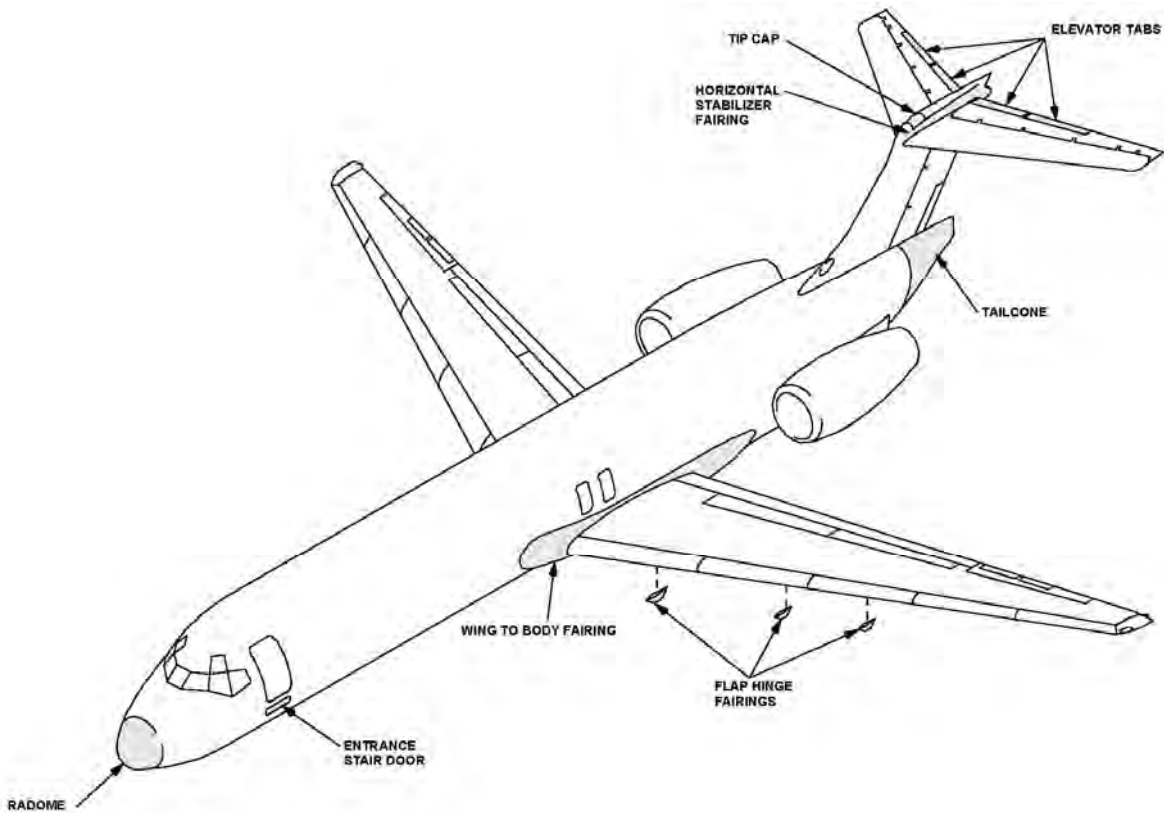
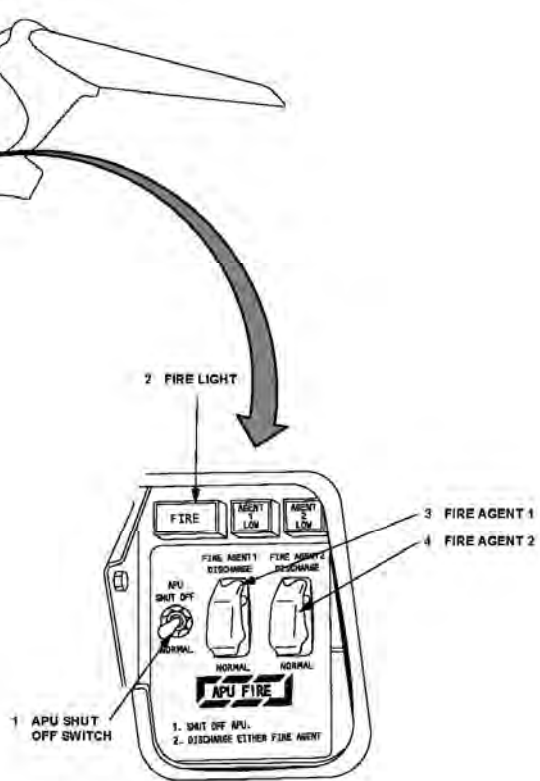
2 ENGINES



# External APU Controls and Composite Materials Locations

**APU SHUTDOWN AND FIRE PROCEDURE**

1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP)
2. IF "FIRE" LIGHT IS ILLUMINATED...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 30 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP)



2 ENGINES

# BOEING 737-300, 737-500



Photo by: Roel van der Velpen



Photo by: Justin Idle



Photo by: Anthony Russo

2 ENGINES

## **Critical Response Information**

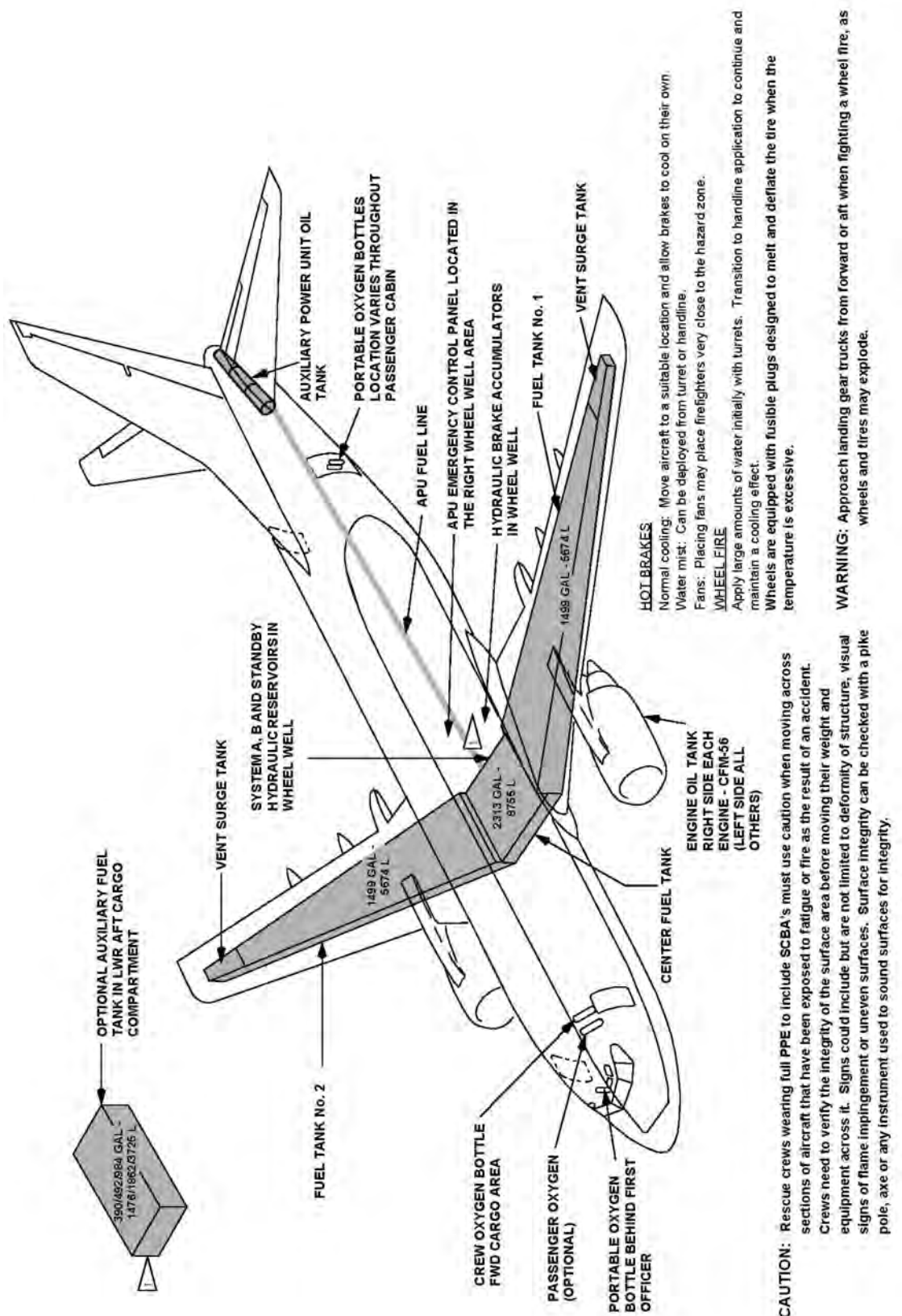
Number of Engines	2
Passenger & Crew Capacity	149 max. (2 crew min., 147 passenger max.)
Fuel Capacity	5,311 gal.

Flammable Materials / Pressure Vessel Locations	Page 140
Emergency Rescue Access - 1 & 2	Page 141
Battery Locations & Flight Deck Control Switch Locations	Page 142
Composite Materials Locations	Page 143

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

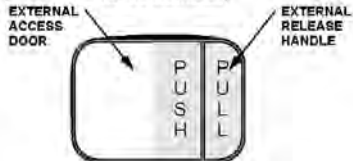
## Flammable Materials / Pressure Vessel Locations

2 ENGINES



## Emergency Rescue Access- 1 & 2

### 1 CO-PILOT'S SLIDING WINDOW (PILOT'S WINDOW - AS INSTALLED)



TO OPEN WINDOW FROM OUTSIDE:  
 1. PUSH IN EXTERNAL ACCESS DOOR.  
 2. PULL EXTERNAL RELEASE HANDLE.  
 3. SLIDE WINDOW OPEN.

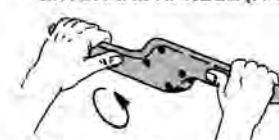
### 2 FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE)



TO OPEN DOOR:  
 1. PULL HANDLE OUTWARD.  
 2. ROTATE CLOCKWISE.  
 3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

### 3 FWD AND AFT SERVICE DOOR EXTERNAL HANDLE (RH SIDE)



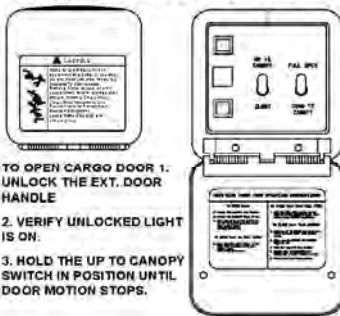
TO OPEN DOOR:  
 1. PULL HANDLE OUTWARD.  
 2. ROTATE COUNTERCLOCKWISE.  
 3. PULL DOOR OUTWARD.

### 4 EMERGENCY OVERWING ESCAPE HATCH



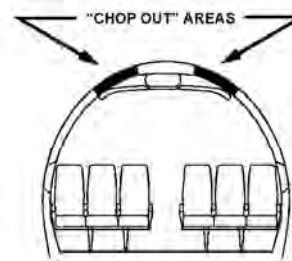
TO OPEN HATCH FROM OUTSIDE:  
 1. PUSH IN PANEL.  
 2. PUSH HATCH INWARD & LIFT UP.

### 5 CARGO DOOR OPERATION

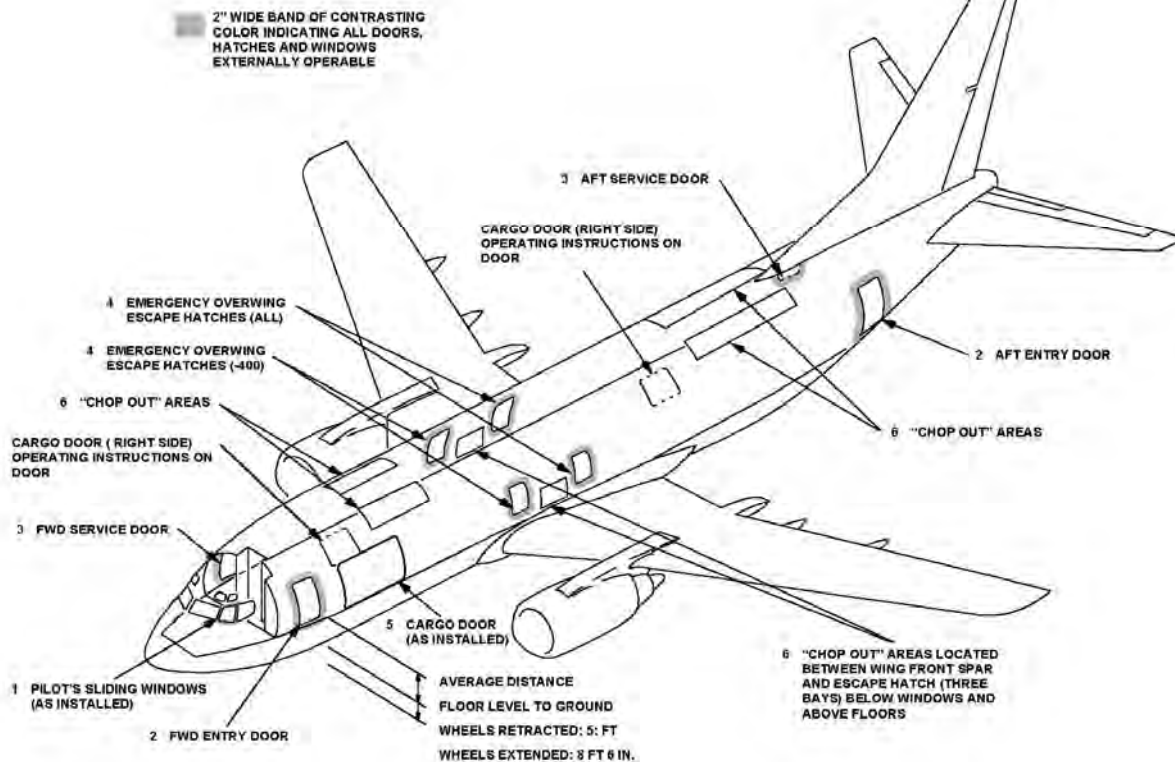


TO OPEN CARGO DOOR 1:  
 UNLOCK THE EXT. DOOR HANDLE  
 2. VERIFY UNLOCKED LIGHT IS ON.  
 3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

### 6 CHOP OUT AREAS



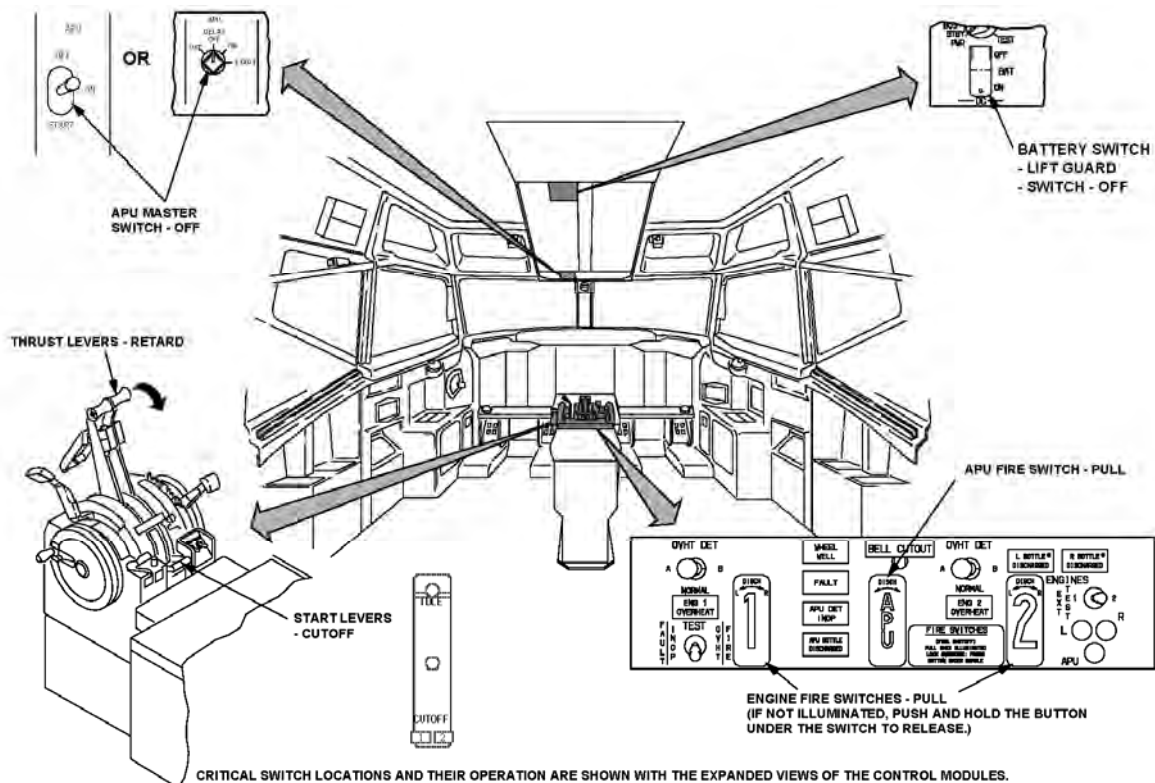
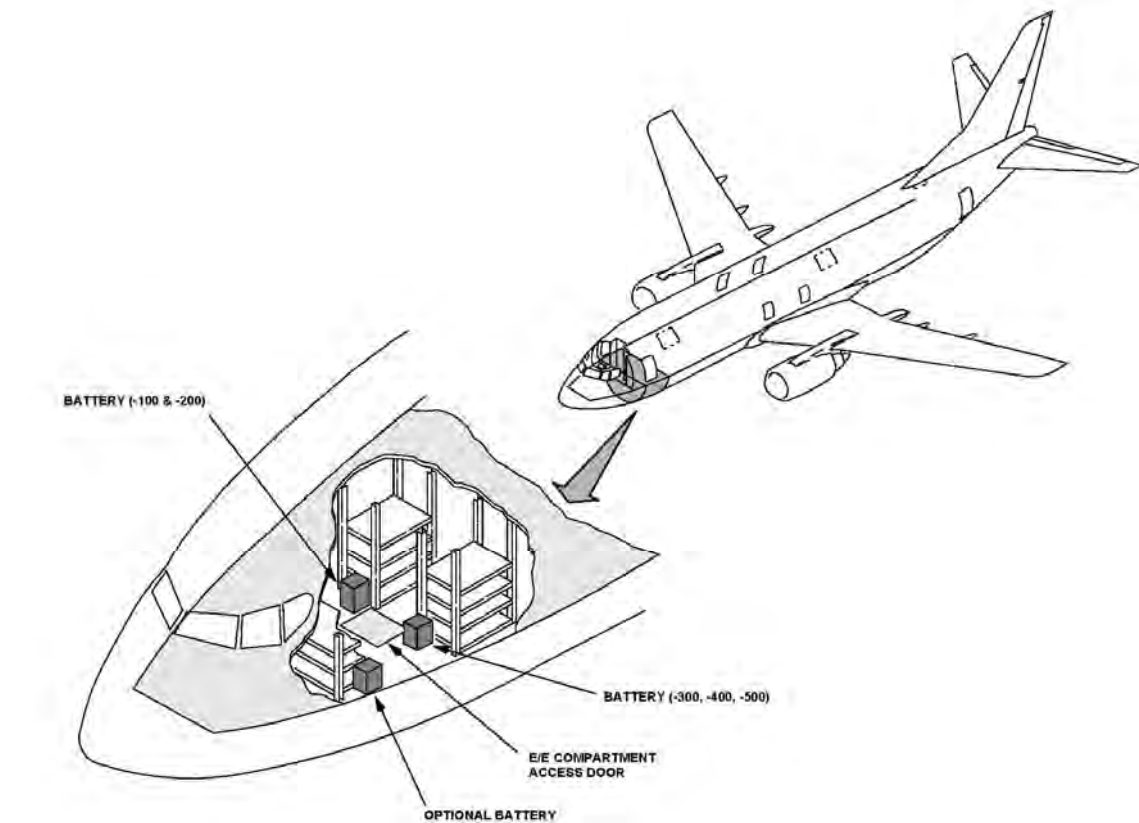
NOTE:  
 "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."



2 ENGINES

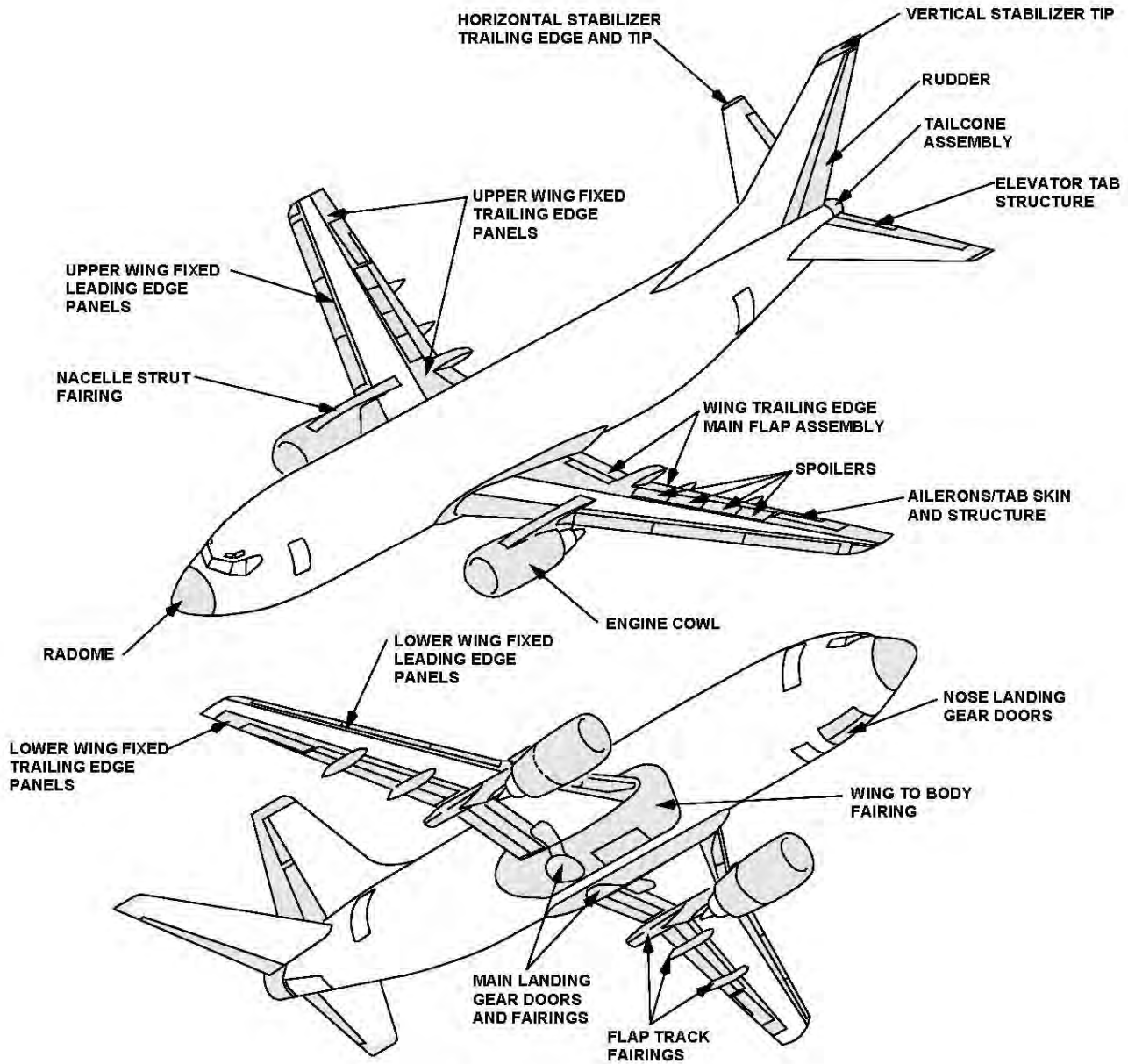
# Battery Locations and Flight Deck Control Switch Locations

2 ENGINES





### Composite Materials Locations



2 ENGINES

# BOEING 757 BASIC



Photo by: Dan Brownlee



Photo by: Ben Wang



Photo by: Kyle Donagher

2 ENGINES

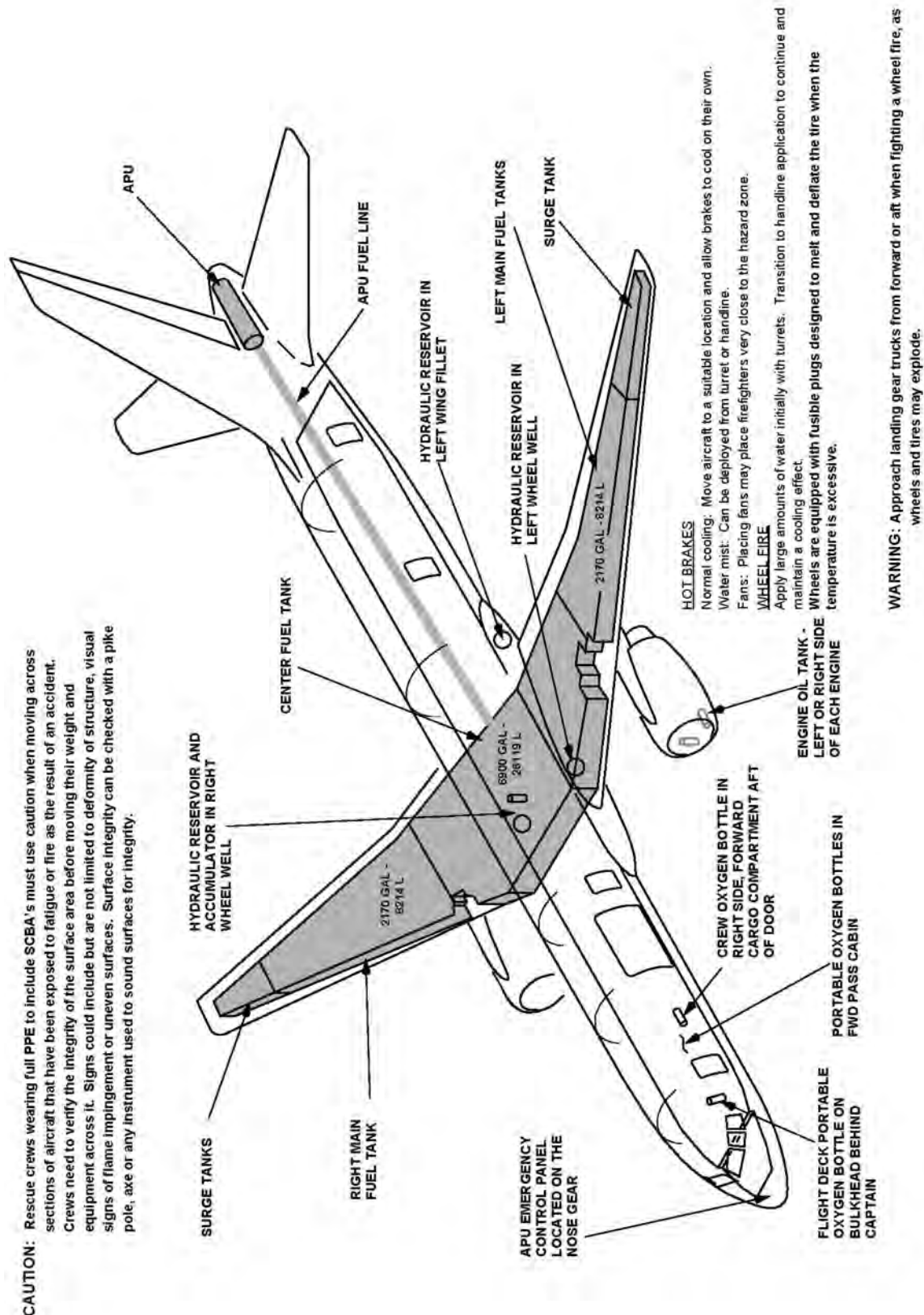
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	239 Max. (2 crew min., 237 passenger max.)
Fuel Capacity	11,276 gal.

Flammable Materials Locations	Page 145
Emergency Rescue Access-1 & 2	Page 146
Battery Locations & Flight Deck Control Switch Locations	Page 147

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

## Flammable Materials Locations



**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**  
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
Water mist: Can be deployed from turret or handline.  
Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**  
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.  
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

2 ENGINES

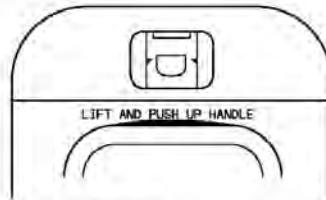
## Emergency Rescue Access- 1 & 2

### 1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



- TO OPEN DOOR
1. PUSH HANDLE RELEASE LATCH.
  2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
  3. PULL DOOR OUTWARD.

### 2 OVERWING ESCAPE HATCHES

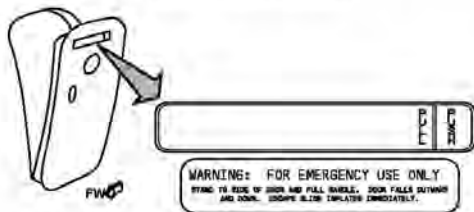


- TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
  2. PUSH INWARD AND UP ON THE HANDLE.
  3. PUSH HATCH INWARD.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

### 3 TYPE 1 EMERGENCY EXIT DOOR



- TO OPEN DOOR:
1. PUSH ON "PUSH" PANEL TO GAIN ACCESS TO HANDLE.
  2. PULL HANDLE FORWARD AND OUTWARD.
  3. DOOR OPENS OUTWARD AND DOWN.

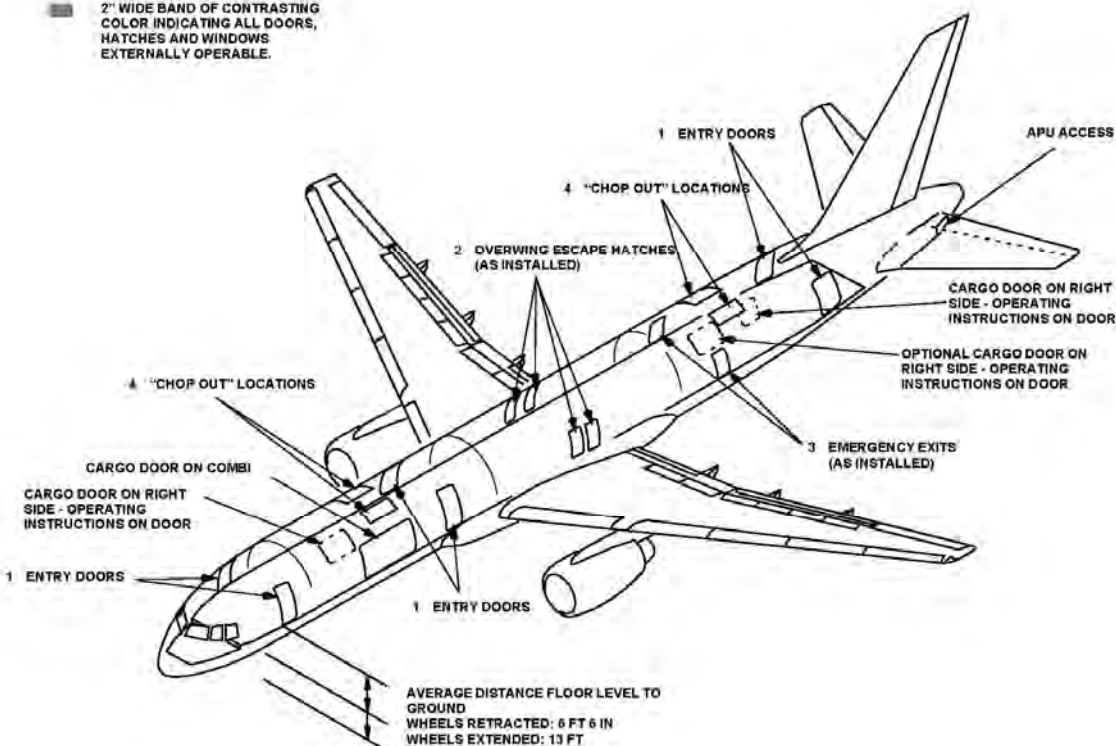
WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

### 4 CHOP OUT AREAS

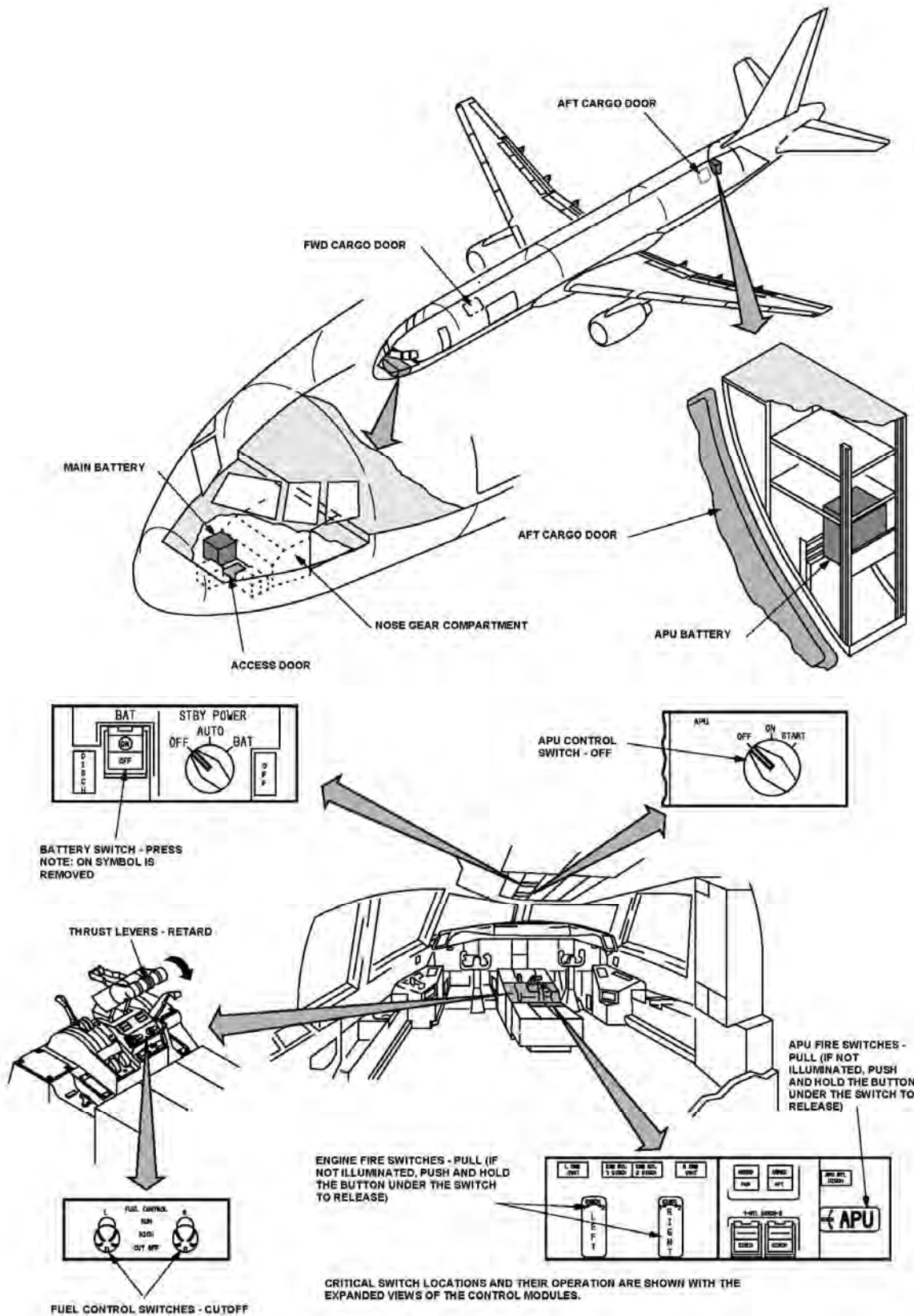
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

2 ENGINES

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



## Battery Locations and Flight Deck Control Switch Locations



2 ENGINES

# BOEING 767-200, 767-300



Photo by: Ben Wang



Photo by: Konstantin von Wedelstaedt



Photo by: Dan Brownlee

2 ENGINES

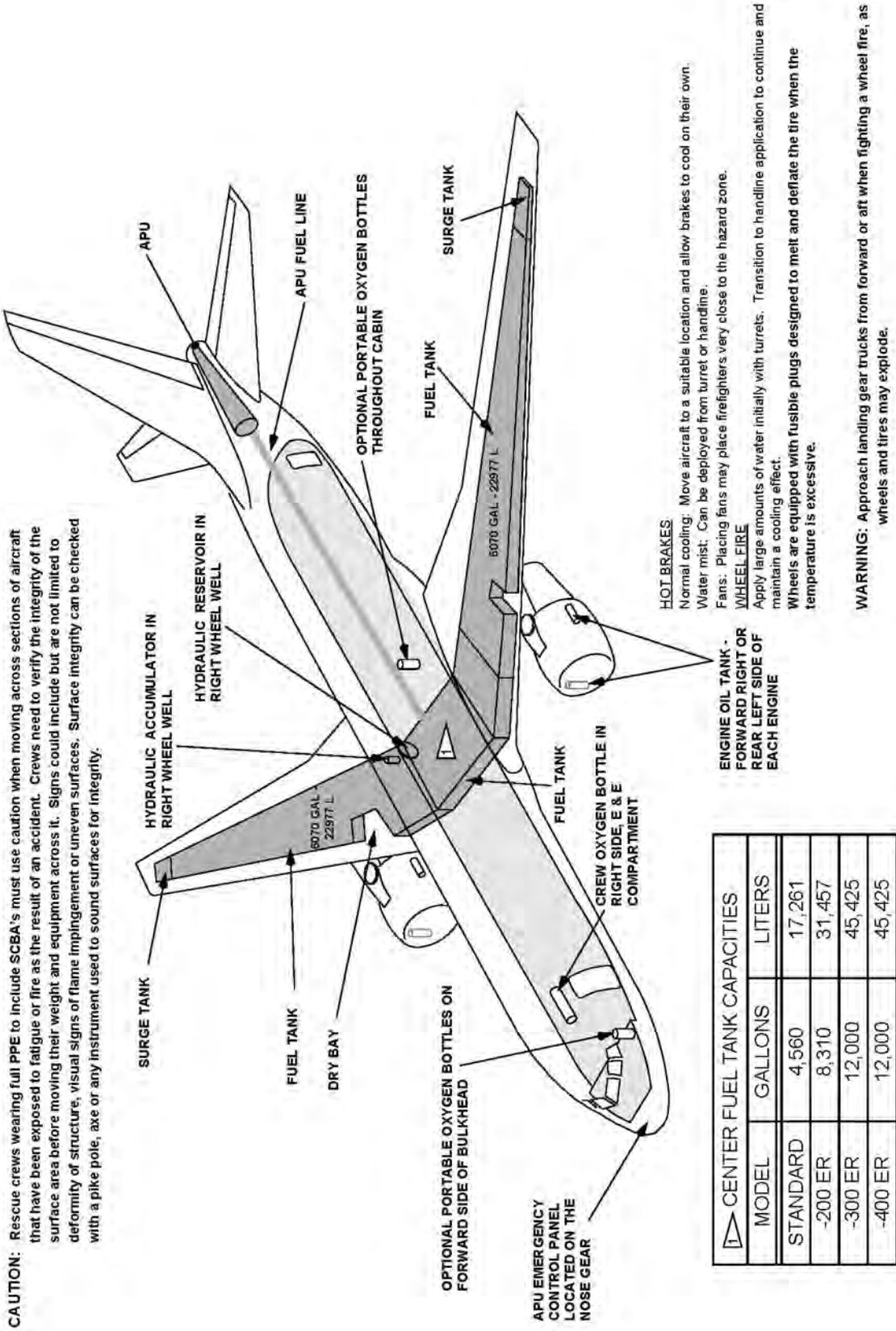
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	350 max. (2 crew min., 348 passenger max.)
Fuel Capacity	24,100 gal.

Flammable Materials Locations	Page 149
Emergency Rescue Access - 1 & 2	Page 150
Battery Locations & Flight Deck Control Switch Locations	Page 151
Composite Materials Locations	Page 152

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

## Flammable Material Locations



2 ENGINES

## Emergency Rescue Access- 1 & 2

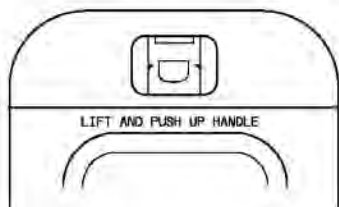
### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PUSH IN DISARM LEVER (RED SURFACE LABELED "PUSH").
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

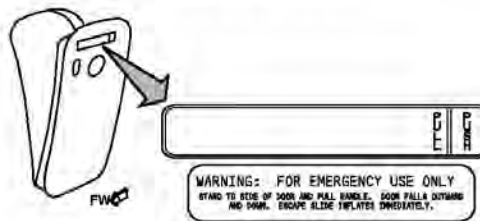
### 2 OVERWING ESCAPE HATCHES



TO OPEN HATCH:

1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

### 3 TYPE 1 EMERGENCY EXIT DOOR



TO OPEN DOOR:

1. PUSH ON "PUSH" PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

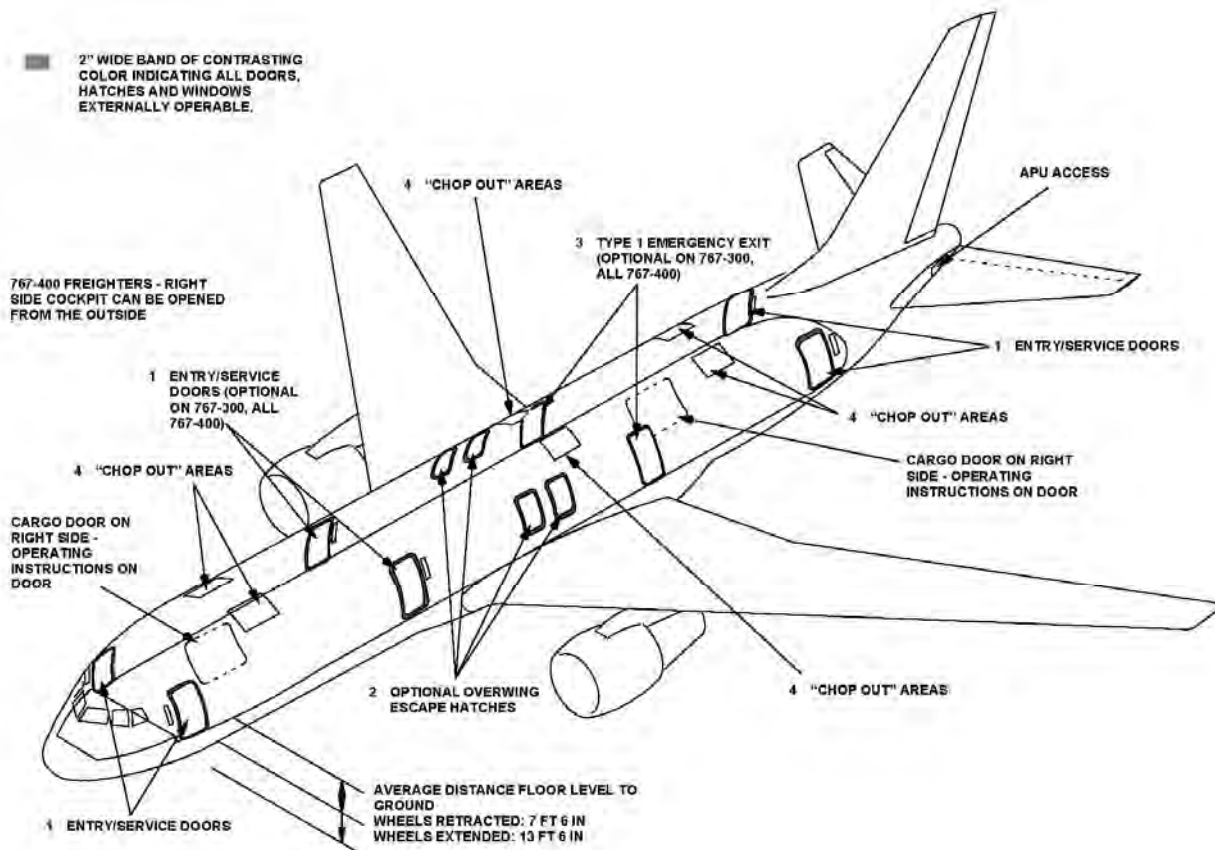
### 4 CHOP OUT AREAS

NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

NOTES:

1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.

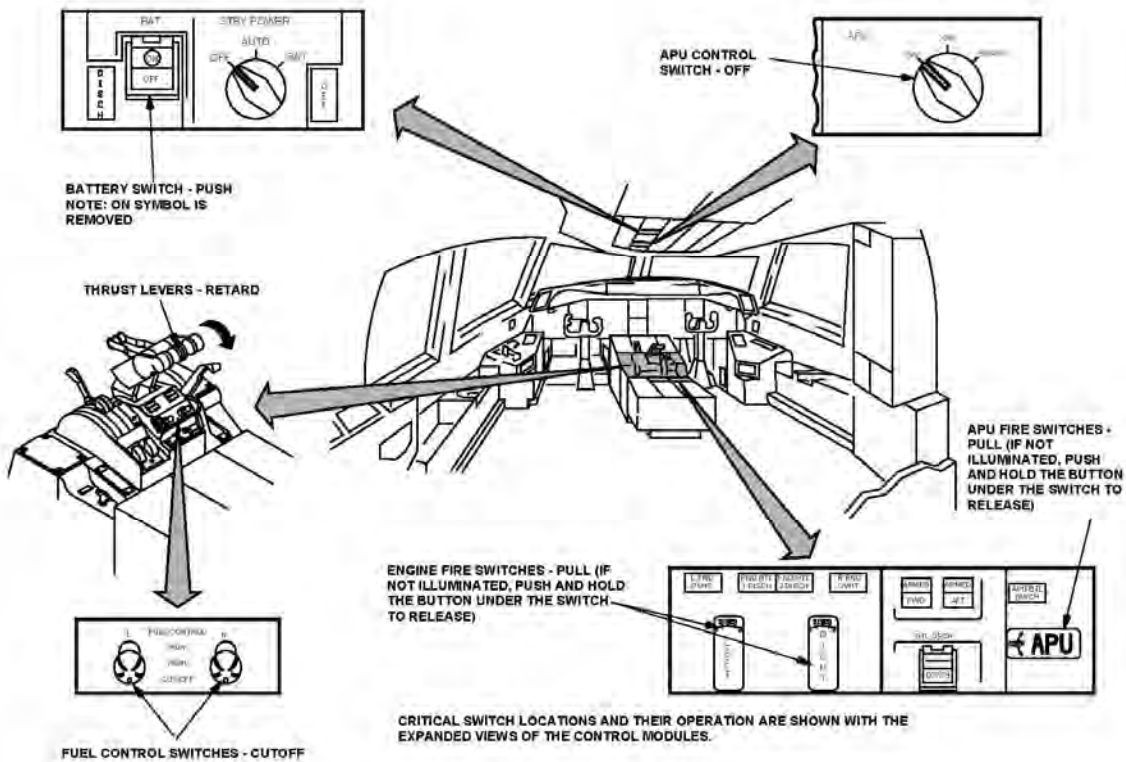
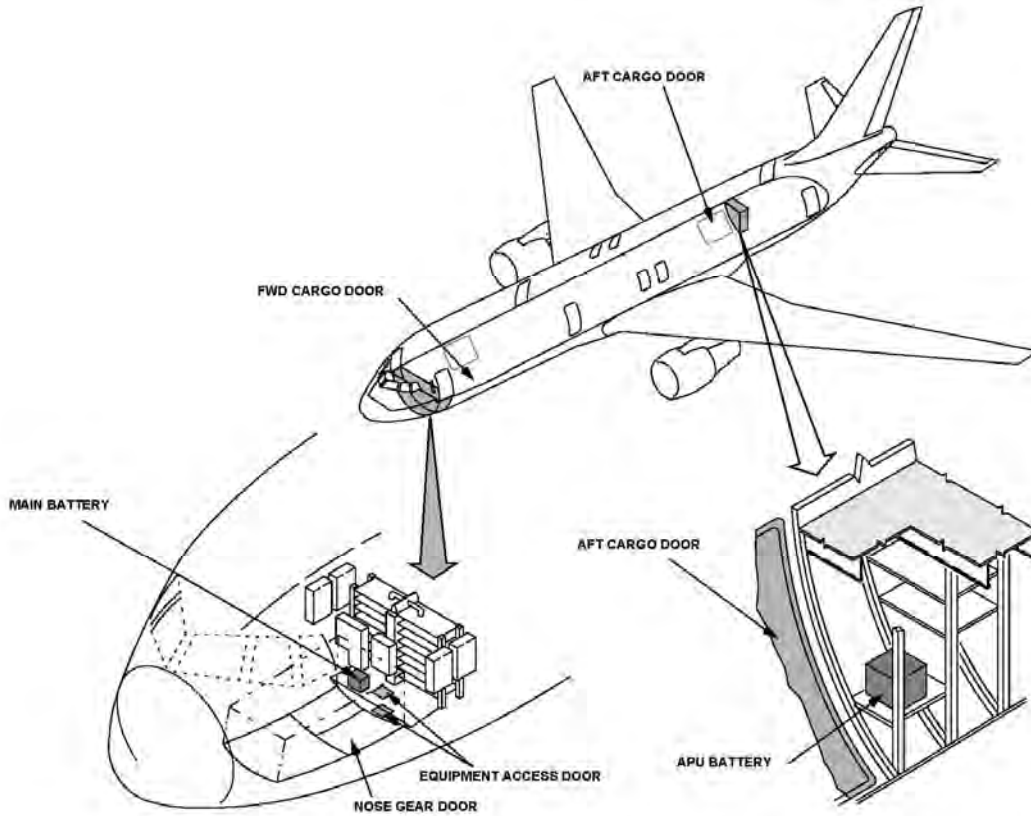
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





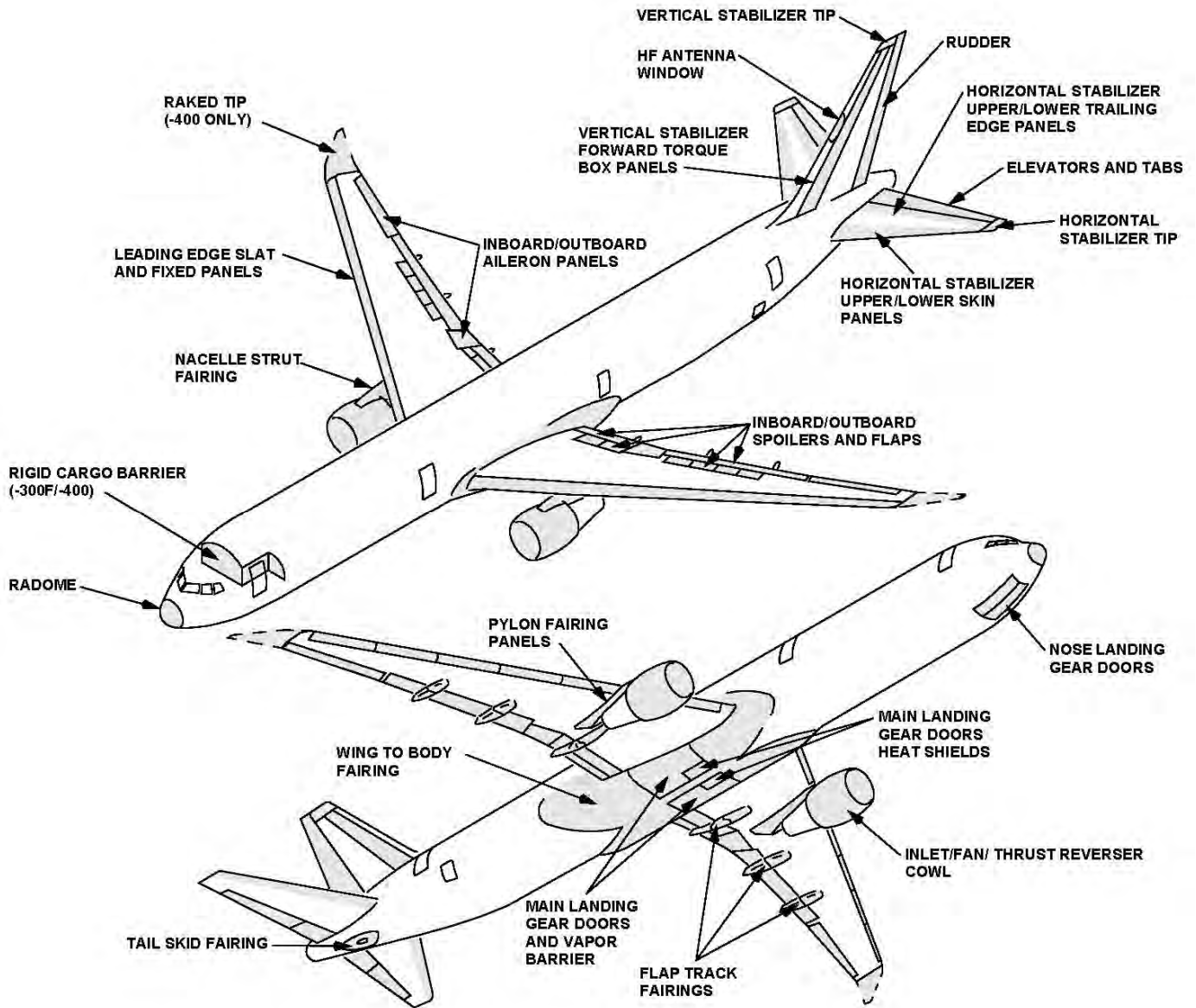
# Battery Locations and Flight Deck Control Switch Locations

2 ENGINES



### Composite Materials Locations

2 ENGINES



# BOEING 777



Photo by: Konstantin von Wedelstaedt



Photo by: Rainer Bexten



Photo by: Justin Idle

2 ENGINES

## **Critical Response Information**

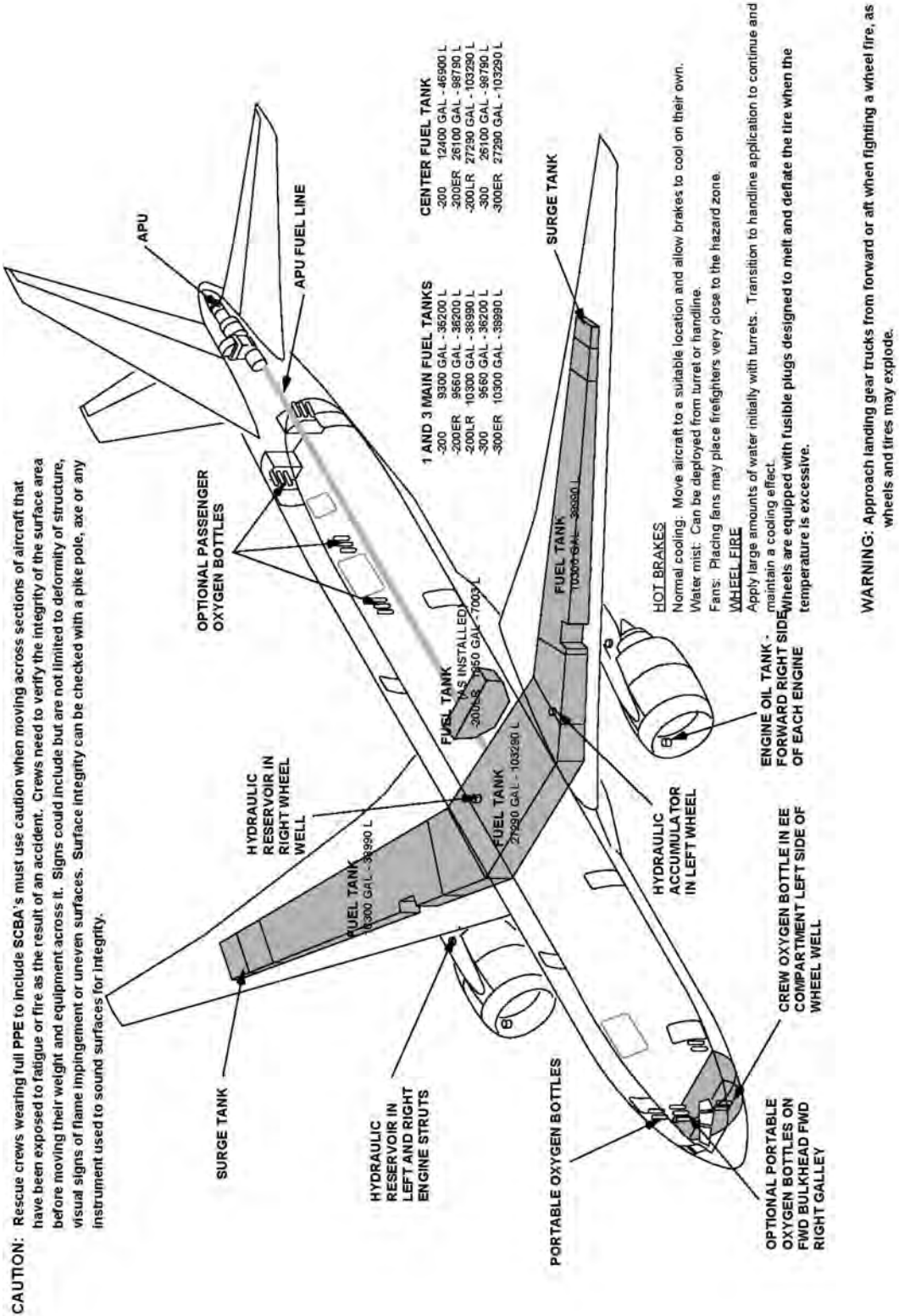
Number of Engines	2
Passenger & Crew Capacity	550 max. (2 crew min, 548 passenger max.)
Fuel Capacity	47,890 gal.

Flammable Materials Locations	Page 154
Emergency Rescue Access - 1 & 2	Page 155
Emergency Rescue Access - 3 & 4	Page 156
Emergency Rescue Access - 5 & 6	Page 157
Battery Locations & Flight Deck Control Switch Locations	Page 158
Composite Materials Locations	Page 159

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

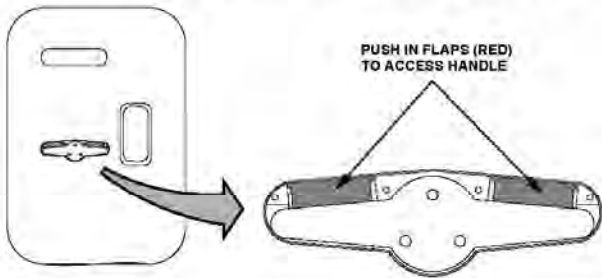
# Flammable Materials Locations

2 ENGINES



## Emergency Rescue Access- 1 & 2

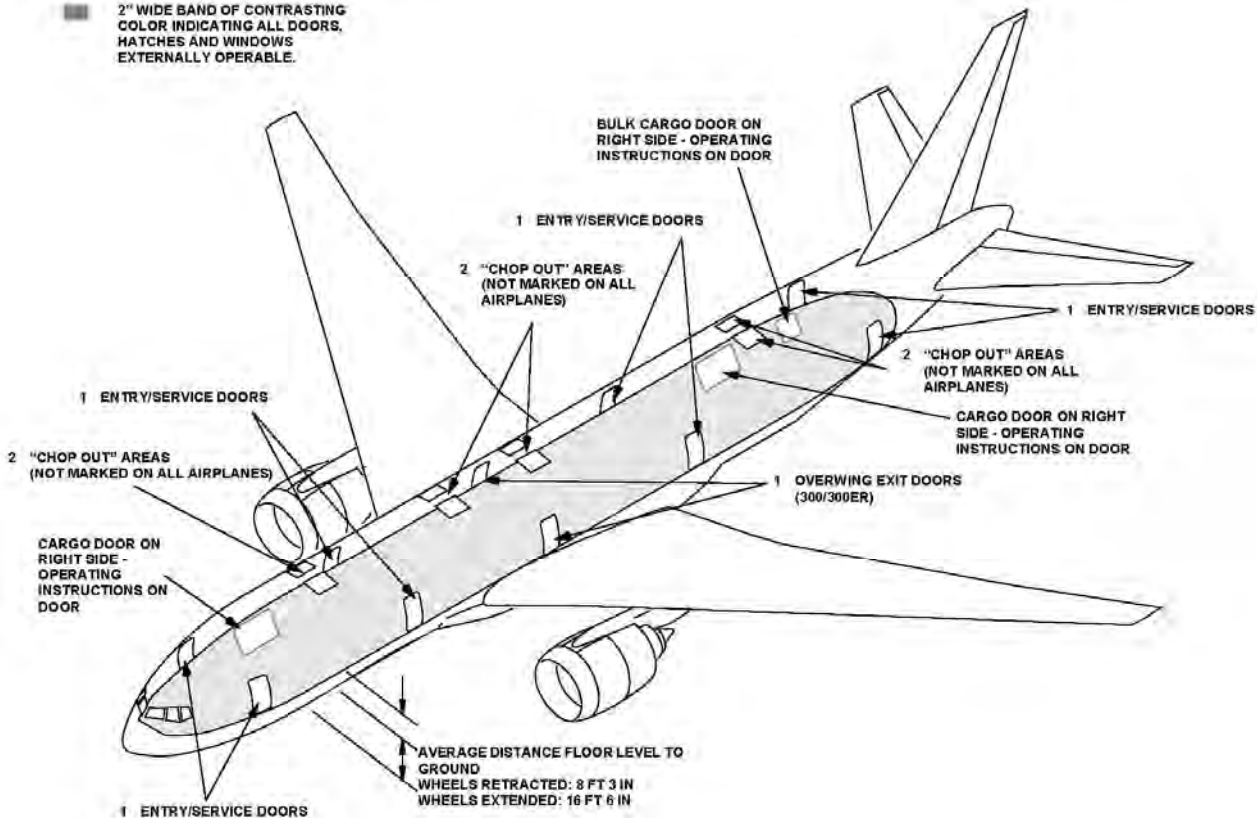
### 1 ENTRY/SERVICE DOOR/OVERWING EXIT EXTERNAL HANDLE 2 CHOP OUT AREAS



**NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."**

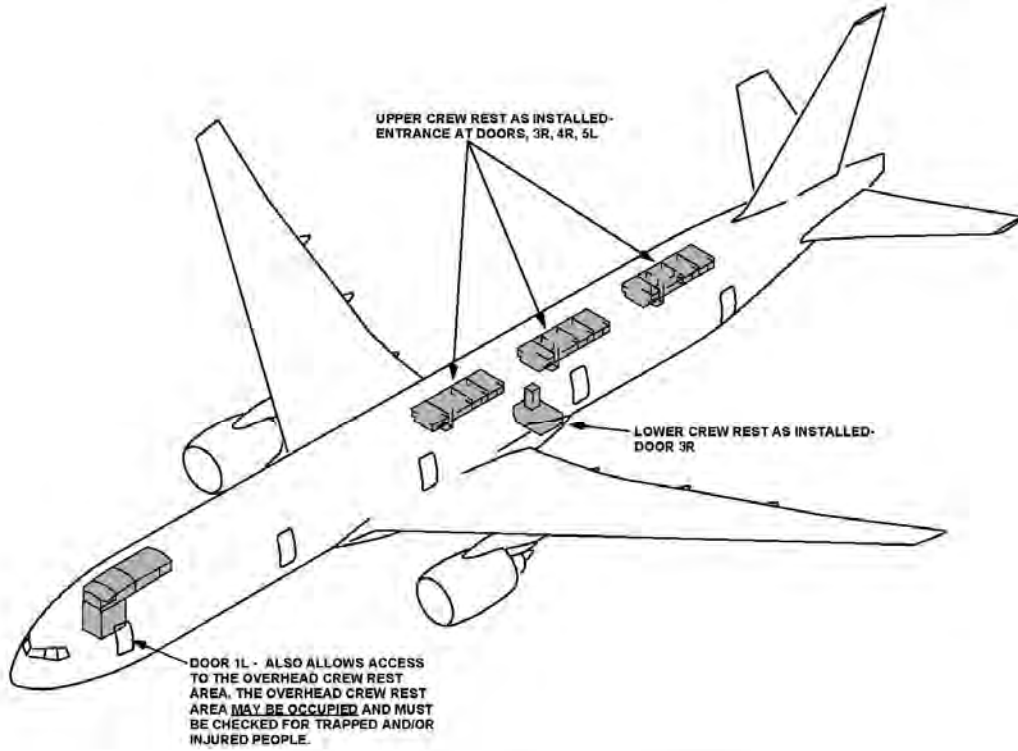
- TO OPEN DOOR:
1. PUSH IN RED FLAPS.
  2. PULL HANDLE FROM RECESS.
  3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE "OPEN" ARROW.
  4. PULL DOOR OUTWARD.

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



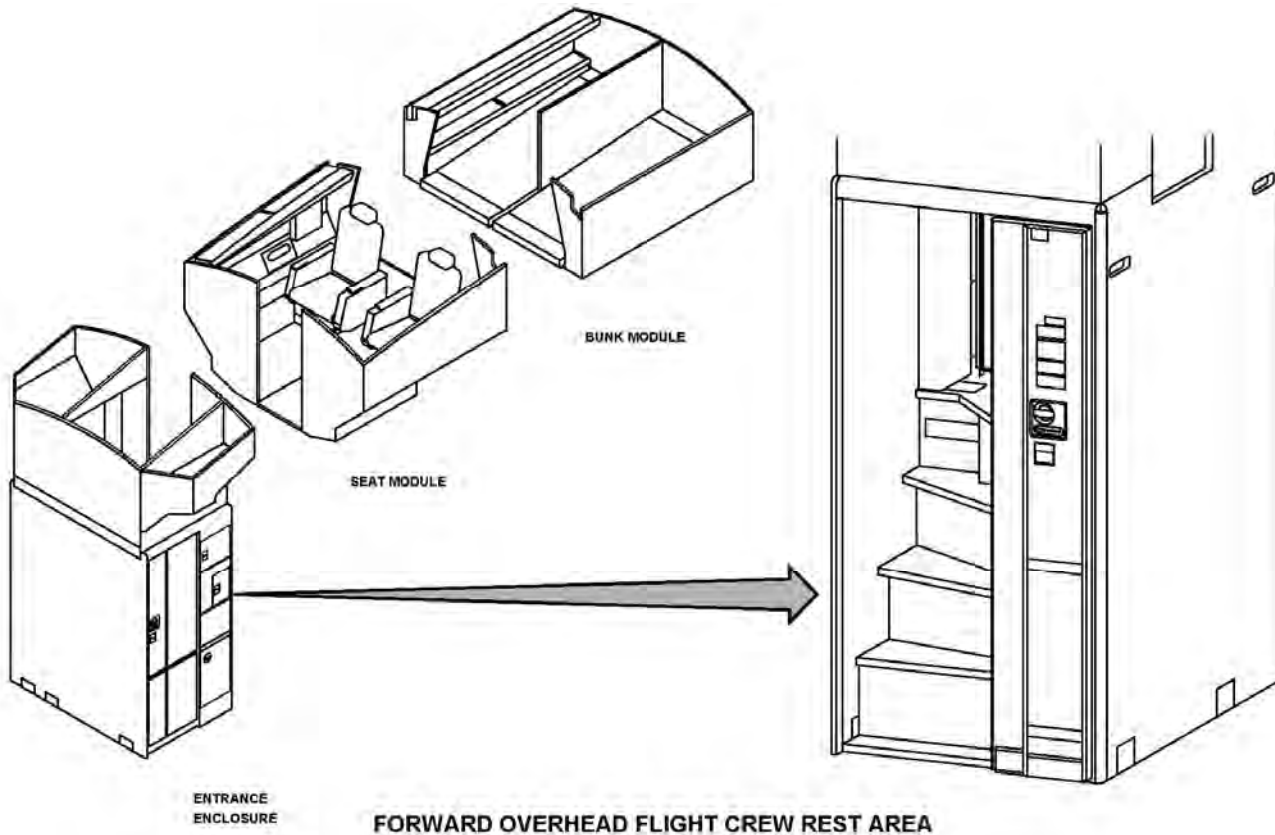
2 ENGINES

### Emergency Rescue Access- 3 & 4

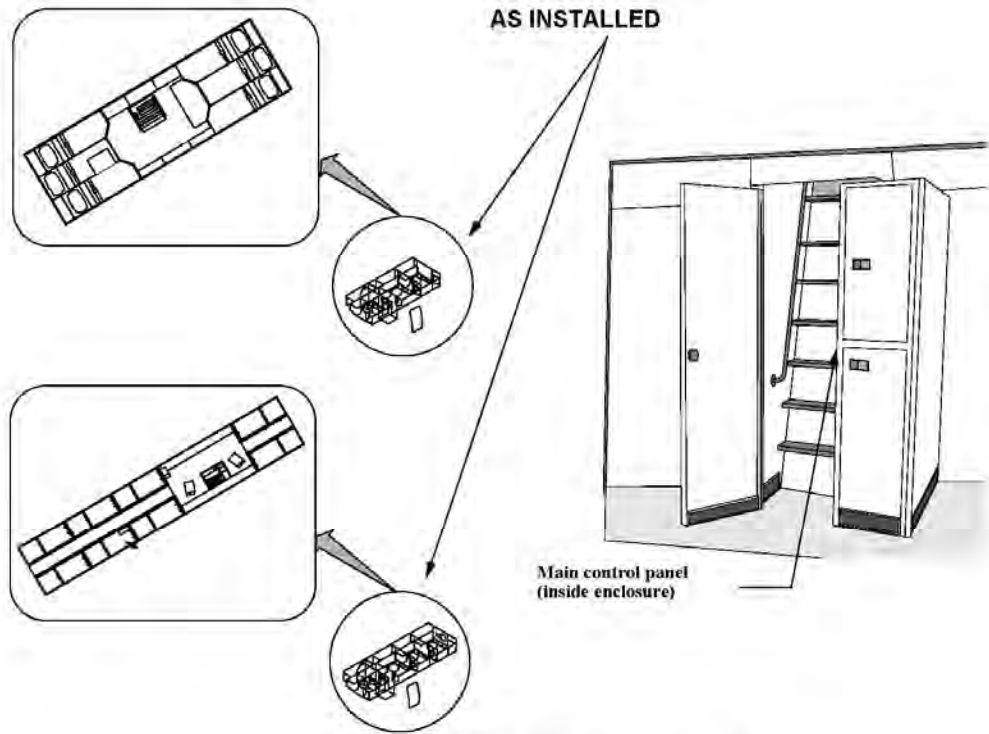


2 ENGINES

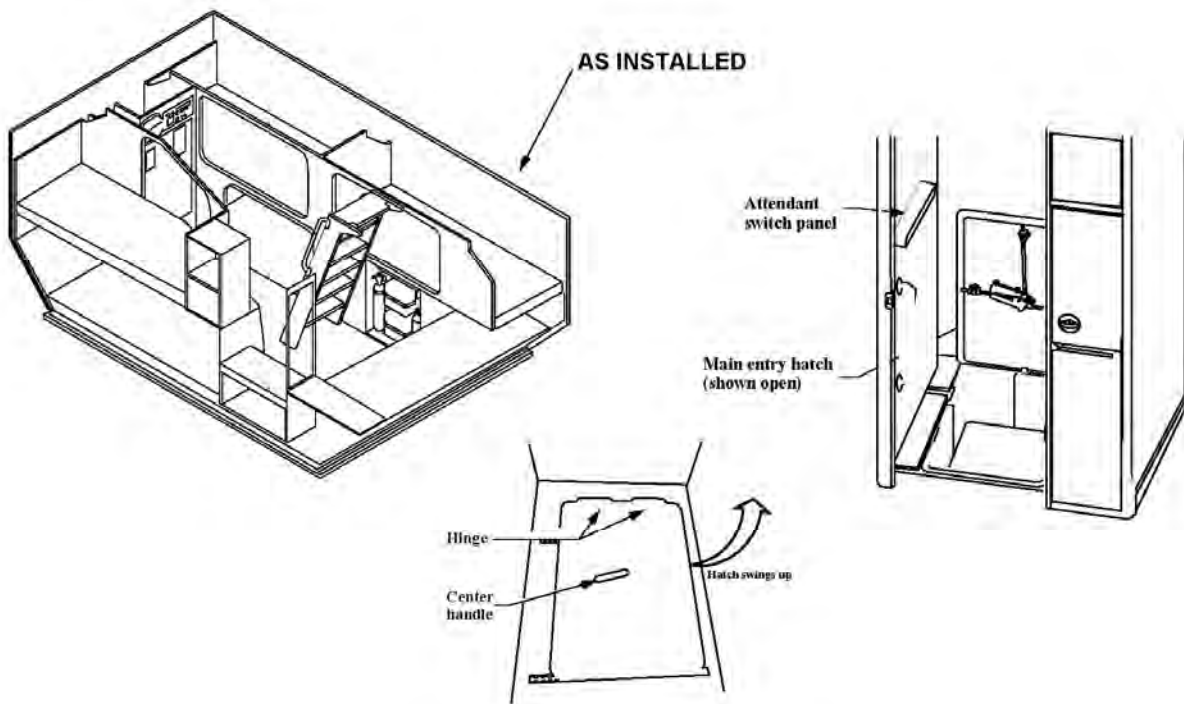
### UPPER AND LOWER CREW REST AREAS



### Emergency Rescue Access- 5 & 6



AFT OVERHEAD FLIGHT CREW REST AREA

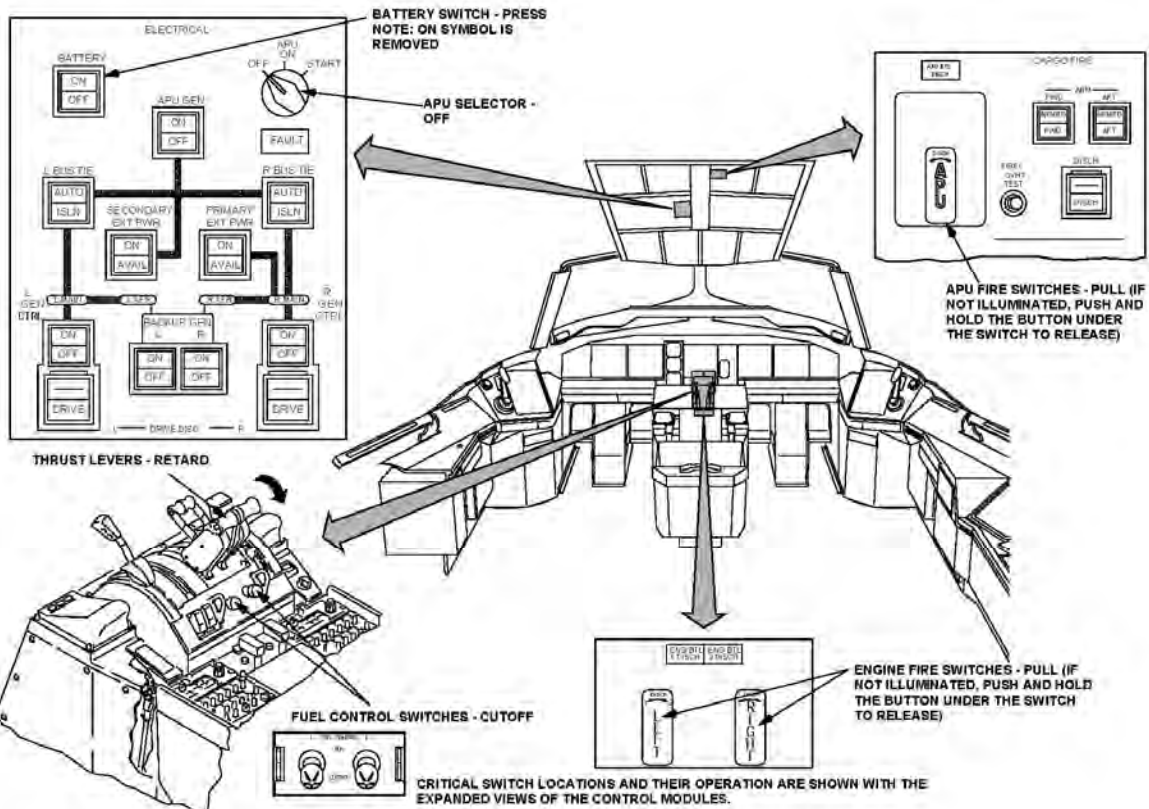
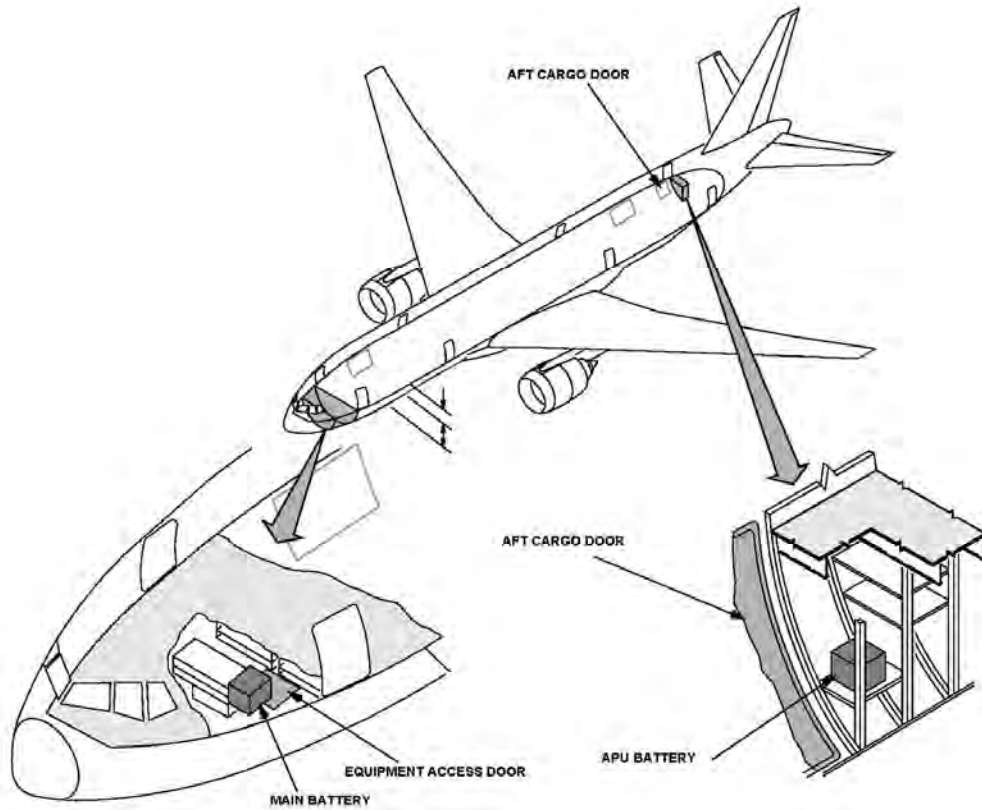


LOWER FLIGHT CREW REST AREA

2 ENGINES

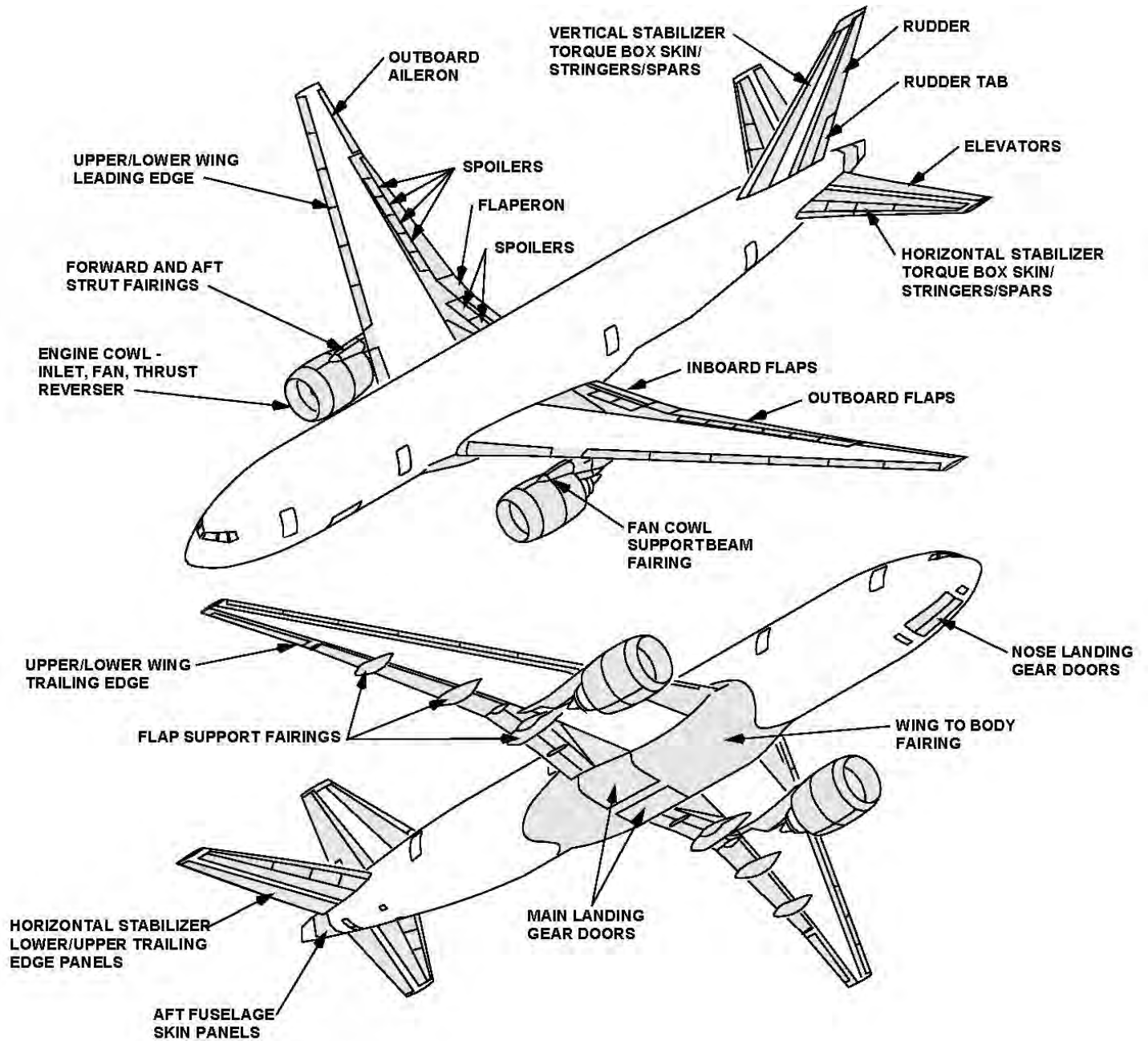
# Battery Locations and Flight Deck Control Switch Locations

2 ENGINES





### Composite Materials Locations



2 ENGINES

# BOEING 787



Photo by: H. Gabor



Photo by: William T Shemley



Photo by: Nishant Deshpande

2 ENGINES

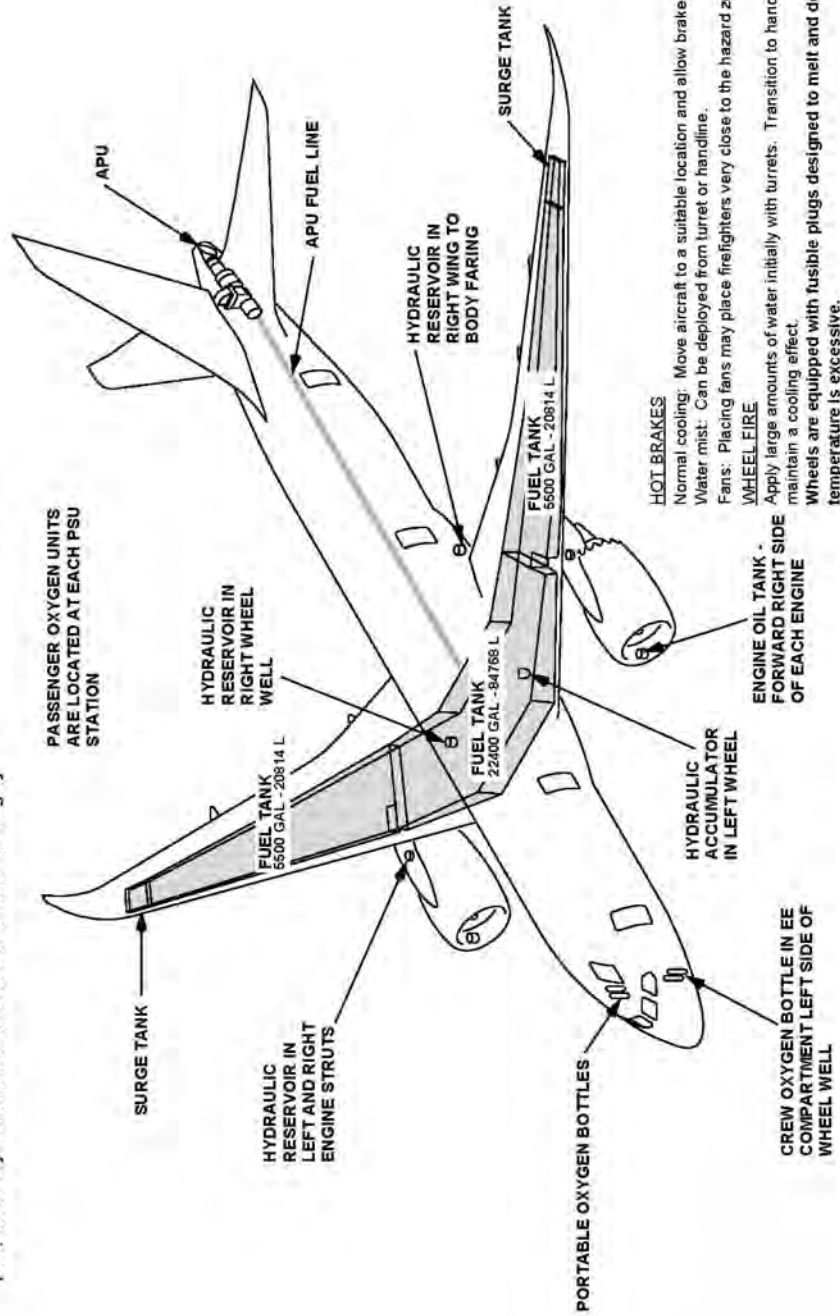
## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	375 max. (2 crew min., 373 passenger max.)
Fuel Capacity	33,528 gal.
Flammable Materials Locations	Page 161
Emergency Rescue Access - 1 & 2	Page 162
Emergency Rescue Access - 3 & 4	Page 163
Emergency Rescue Access - 5 & Battery Locations	Page 164
Flight Deck Control Switch Locations & Composite Materials Locations	Page 165

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

# Flammable Materials Locations

**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.



**HOT BRAKES**

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
 Water mist: Can be deployed from turret or handheld.

Fans: Placing fans may place firefighters very close to the hazard zone.

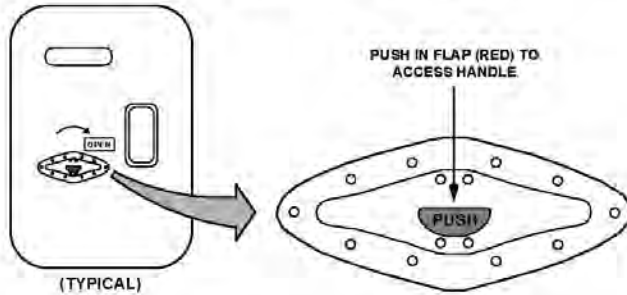
**WHEEL FIRE**

Apply large amounts of water initially with turrets. Transition to handheld application to continue and maintain a cooling effect.  
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

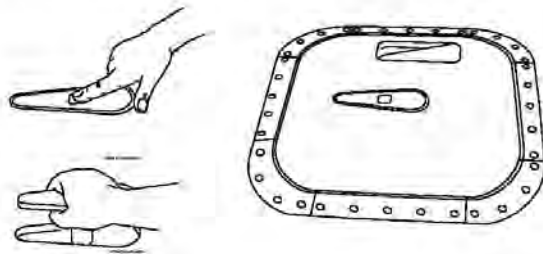
## Emergency Rescue Access- 1 & 2

### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE

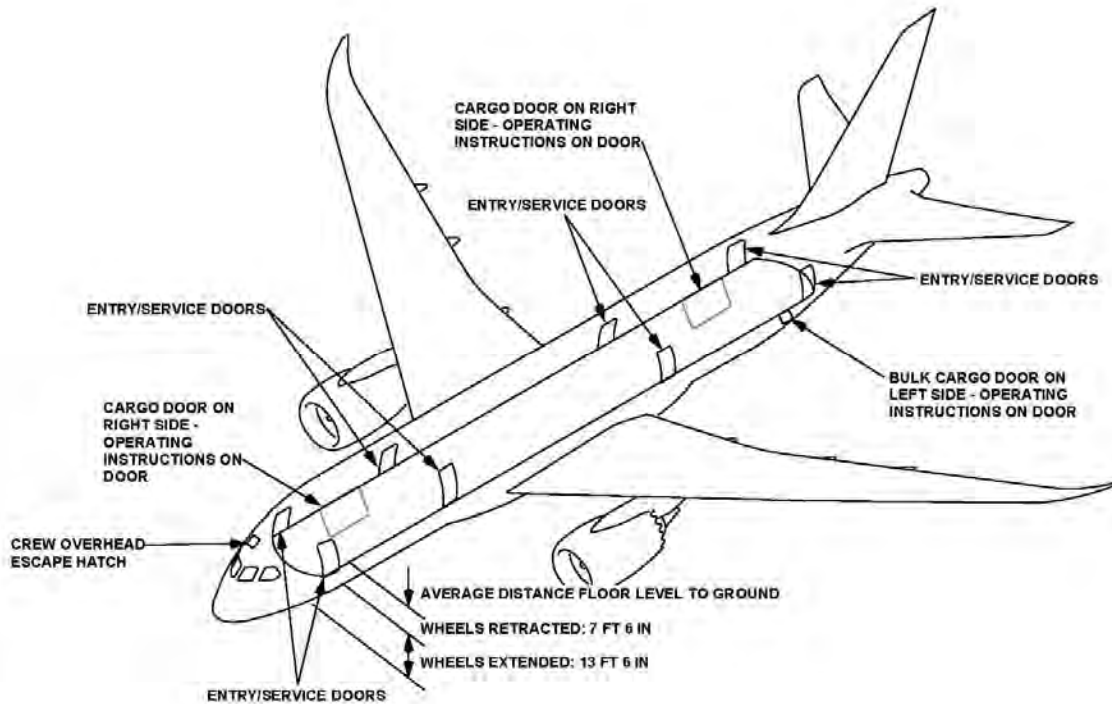


- TO OPEN DOOR:
1. PUSH IN RED FLAP.
  2. PULL HANDLE FROM RECESS.
  3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE "OPEN" ARROW.
  4. PULL DOOR OUTWARD.

### 2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

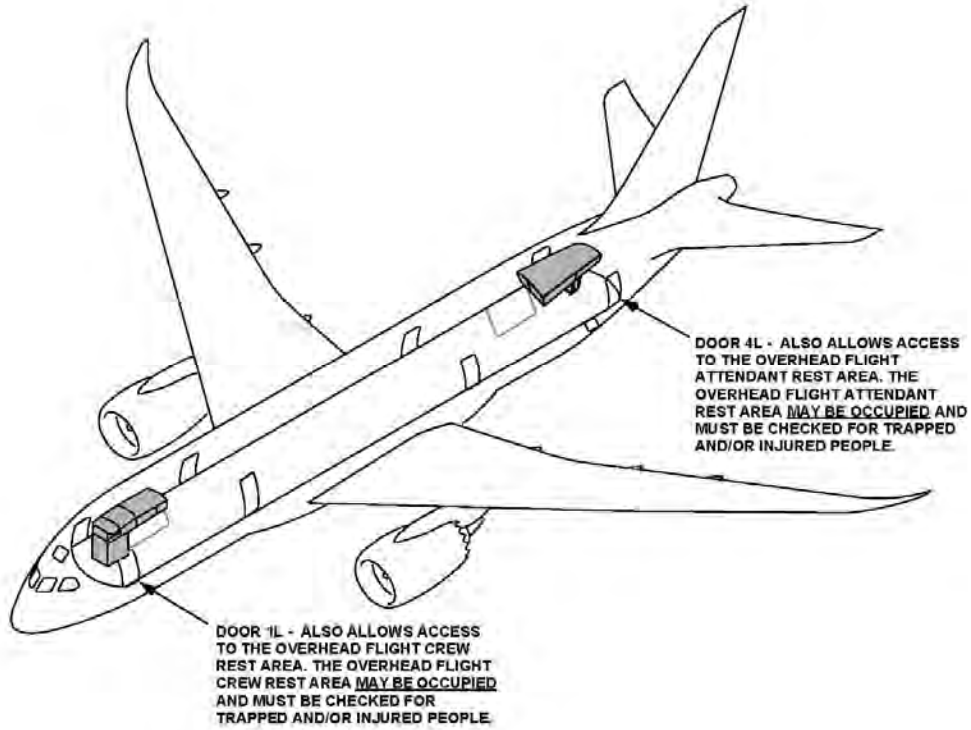


- TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
  2. ROTATE HANDLE 180°.
  3. PUSH HATCH INWARD.

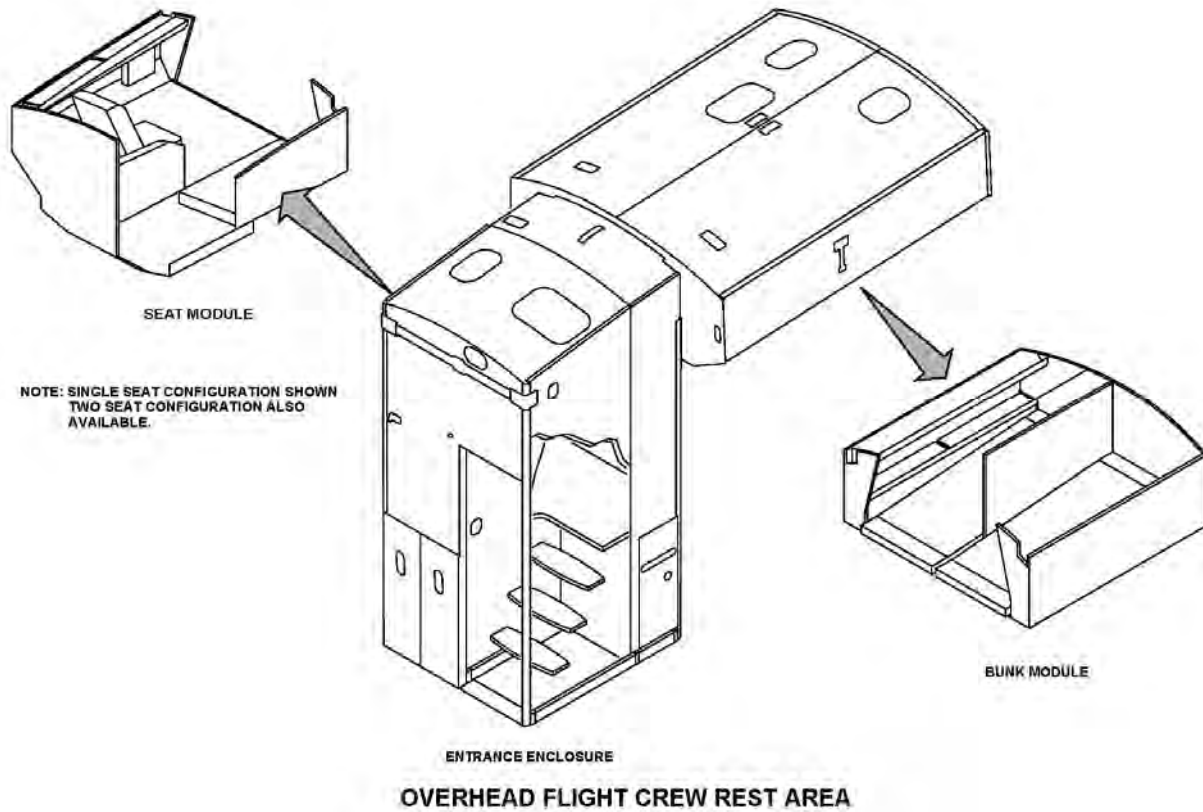


2 ENGINES

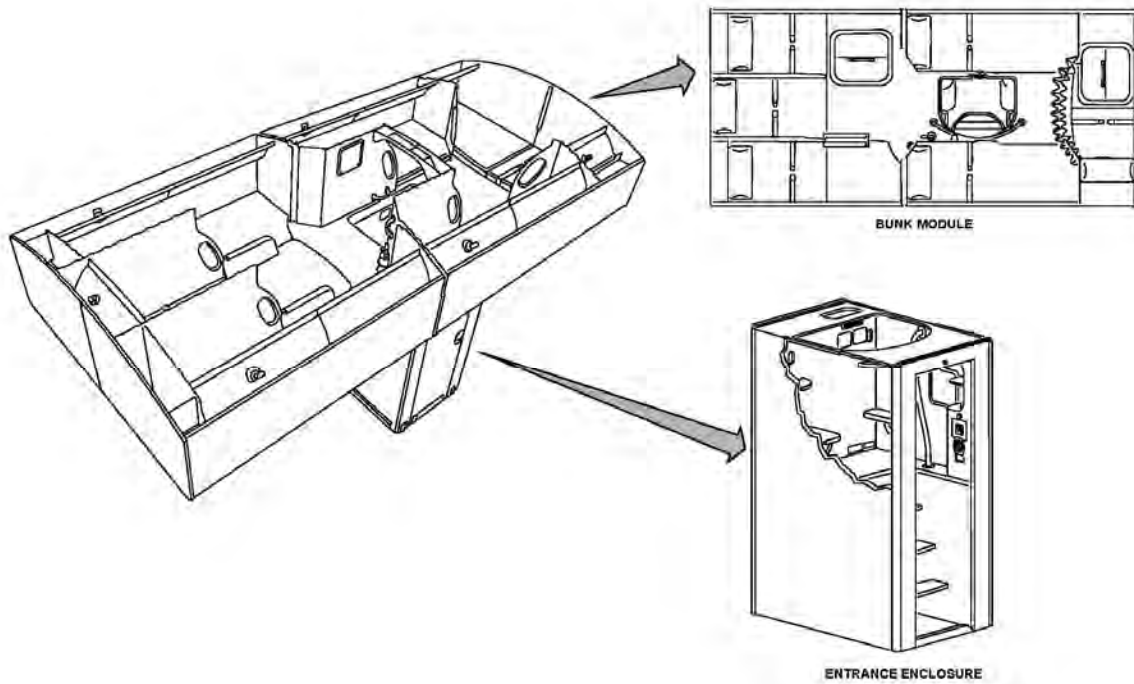
### Emergency Rescue Access- 3 & 4



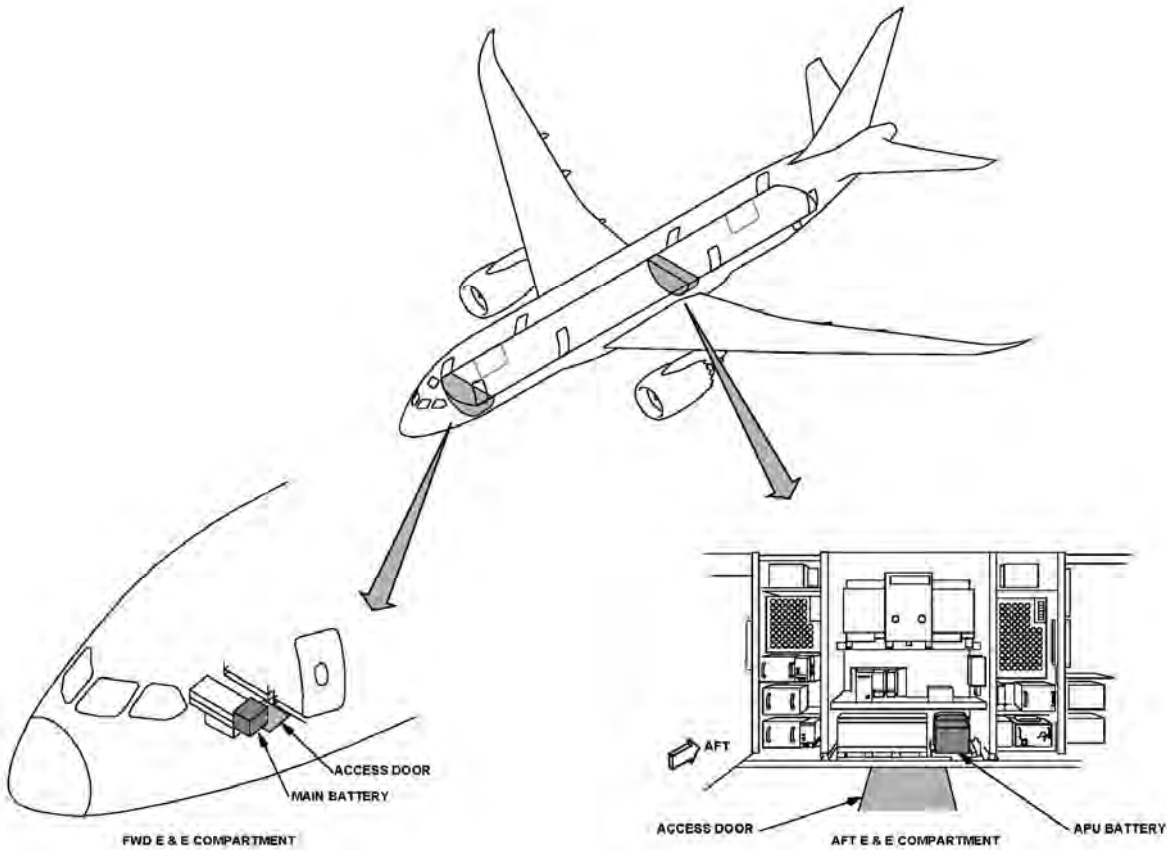
2 ENGINES



# Emergency Rescue Access- 5 & Battery Locations

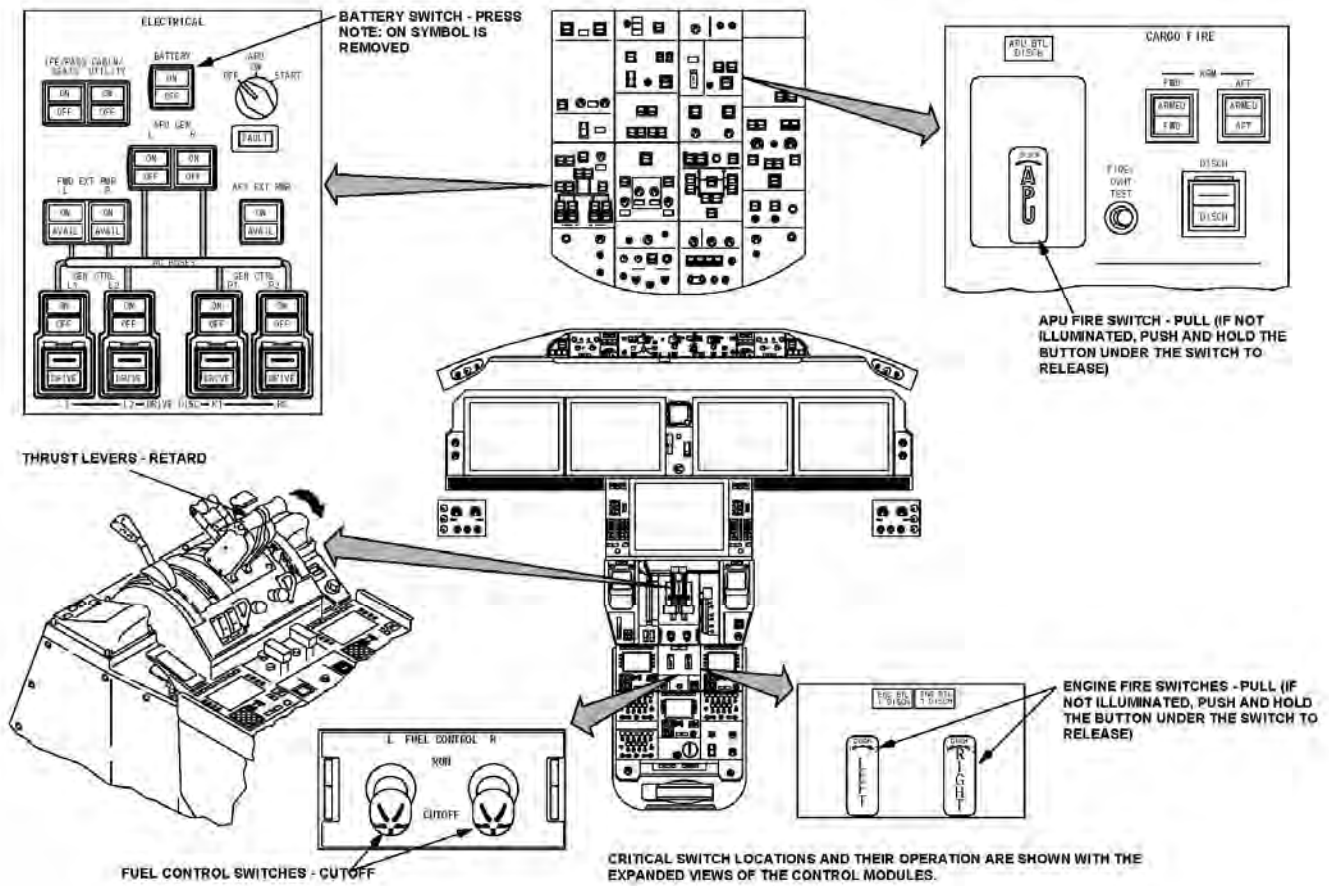


OVERHEAD FLIGHT ATTENDANT REST AREA

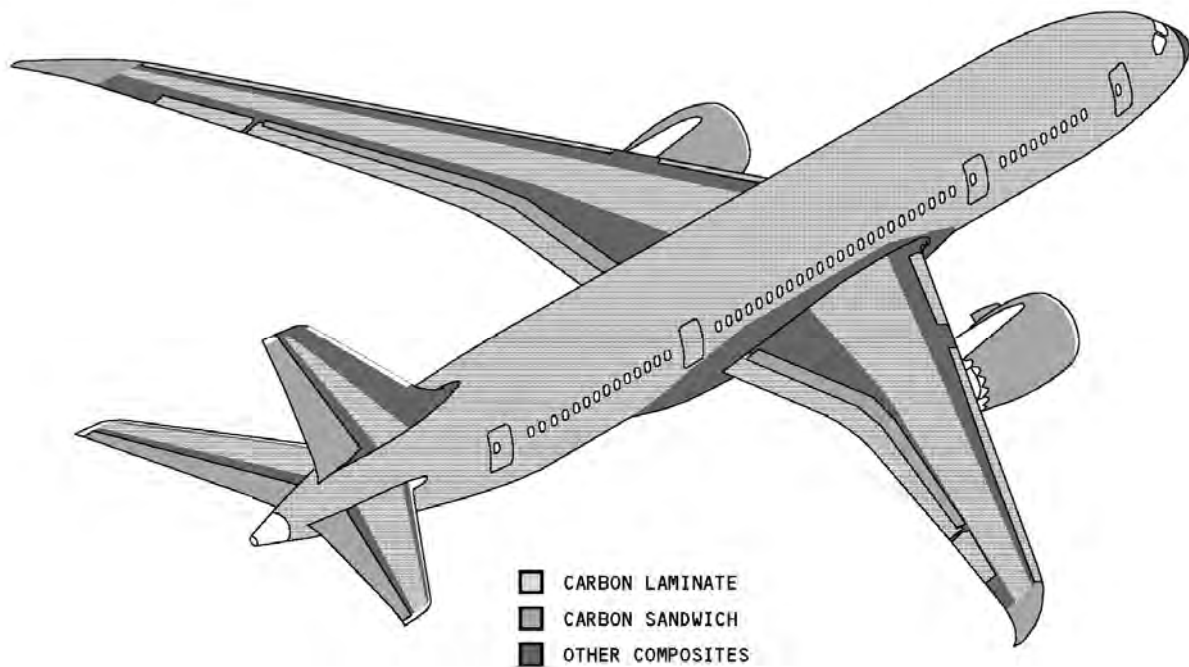


2 ENGINES

## Flight Deck Control Switch Locations and Composite Material Locations



2 ENGINES



# BOMBARDIER CRJ FAMILY



Photo by: Michel Mourmans



Photo by: Paul Aranha



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	102 max. (2 crew, 100 passengers max.)
Fuel Capacity	2,740 gal.

For additional emergency response information on this aircraft please contact:

Bombardier Customer Support and Services

Tel: 1-613-271-3292

Email: [bombardiercustomerservice@gilmore.ca](mailto:bombardiercustomerservice@gilmore.ca)



# McDONNELL DOUGLAS DC-9-40



Photo by: Ben Wang



Photo by: Suresh A. Atapattu



Photo by: Kyle Vander Ark

2 ENGINES

## Critical Response Information

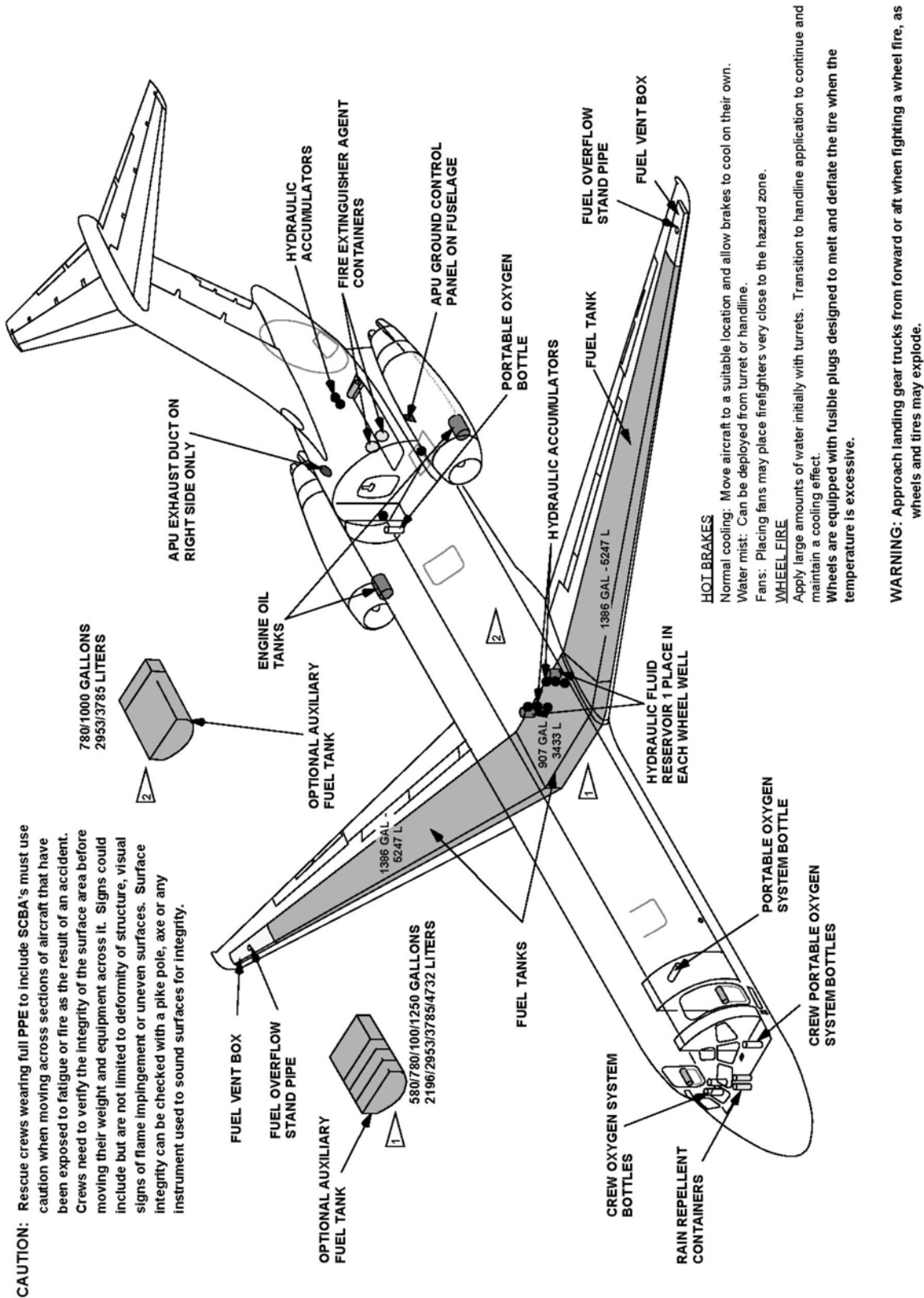
Number of Engines	2
Passenger & Crew Capacity	125 max. (min. 2 crew, 123 passenger max.)
Fuel Capacity	5,039 gal.

Flammable Materials Locations	Page 168
Emergency Rescue Access - 1 & 2	Page 169
Battery Locations & Flight Deck Control Switch Locations	Page 170
External APU Fire Controls	Page 171

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

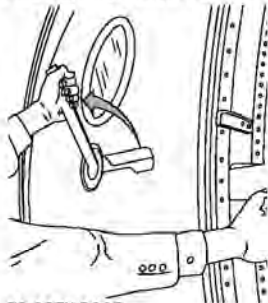
# Flammable Material Locations

2 ENGINES



## Emergency Rescue Access- 1 & 2

### 1 PASSENGER AND SERVICE DOORS



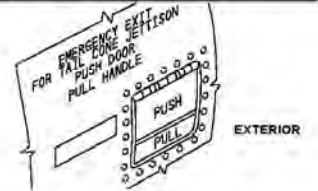
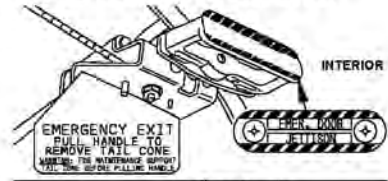
- TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
  2. ROTATE HANDLE.
  3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXIT

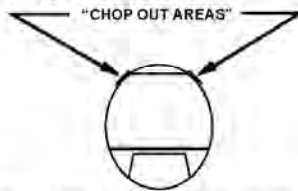


- TO OPEN DOOR:
1. PUSH HANDLE.
  2. PULL HANDLE AND AT THE SAME TIME, PUSH IN ON TOP OF DOOR.
  3. LIFT UP FORCIBLY.

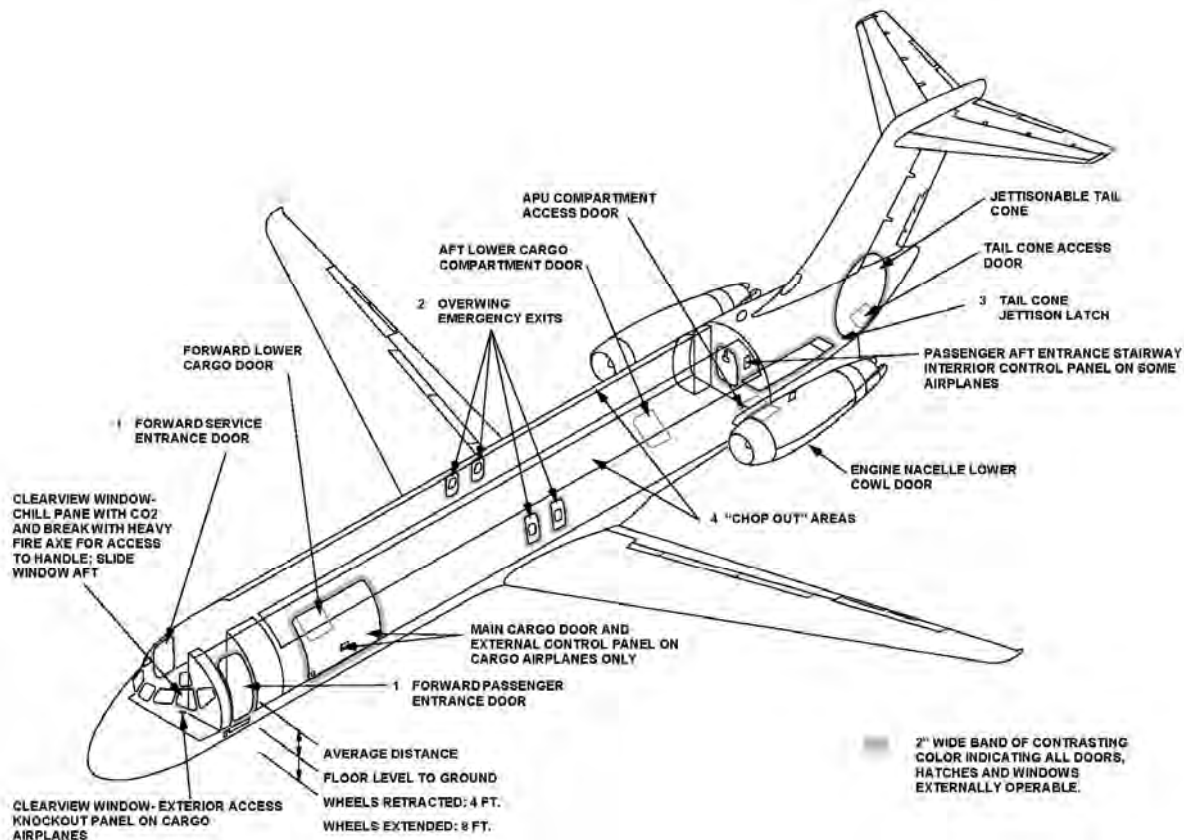
### 3 TAIL CONE JETTISON LATCH



### 4 CHOP OUT AREAS



NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

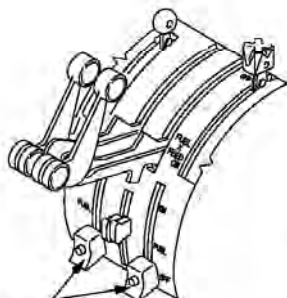
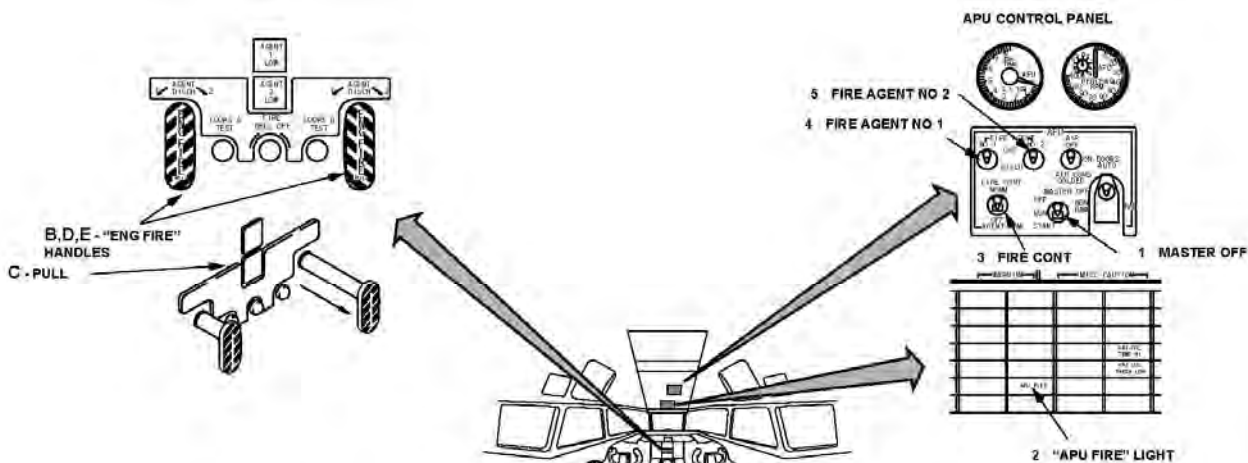
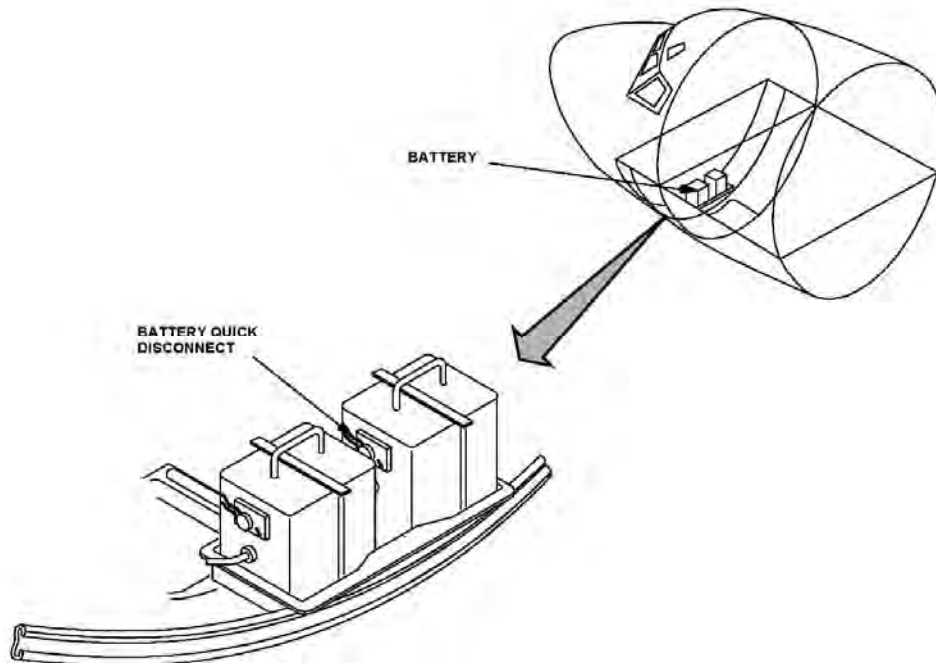


2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

2 ENGINES

# Battery Locations and Flight Deck Control Switch Locations

2 ENGINES



- ENGINE SHUTDOWN AND FIRE PROCEDURE:**
- A. FUEL CONTROL LEVER(S) FROM "ON" TO "OFF" (DOWN).
  - B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
  - C. PULL HANDLES FULLY OUT.
  - D. ROTATE HANDLE CLOCKWISE.
  - E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

- APU SHUTDOWN AND FIRE PROCEDURE:**
1. APU "MASTER OFF" SWITCH TO "OFF" (UP).
  2. IF "APU FIRE" LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO "OFF & AGENT ARM".
  3. FIRE AGENT NO 1 SWITCH TO "DISCH" (DOWN).
  4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO "DISCH" (DOWN).

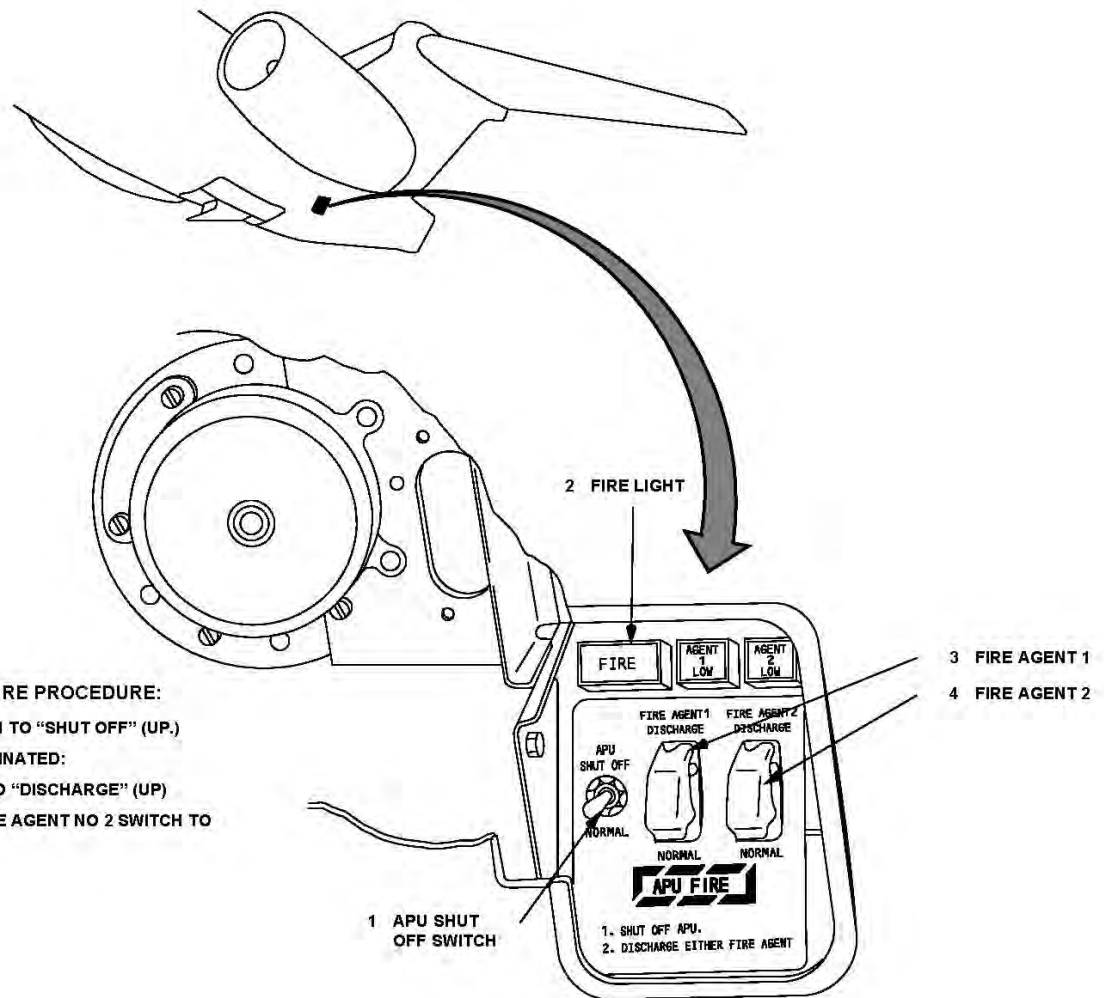
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

## External APU Fire Controls

2 ENGINES

**APU SHUTDOWN AND FIRE PROCEDURE:**

1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP.)
2. IF "FIRE" LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP.)



# McDONNELL DOUGLAS MD-80, MD-90



Photo by: Konstantin von Wedelstaedt



Photo by: Suresh Atapattu



Photo by: Royal S. King

2 ENGINES

## Critical Response Information

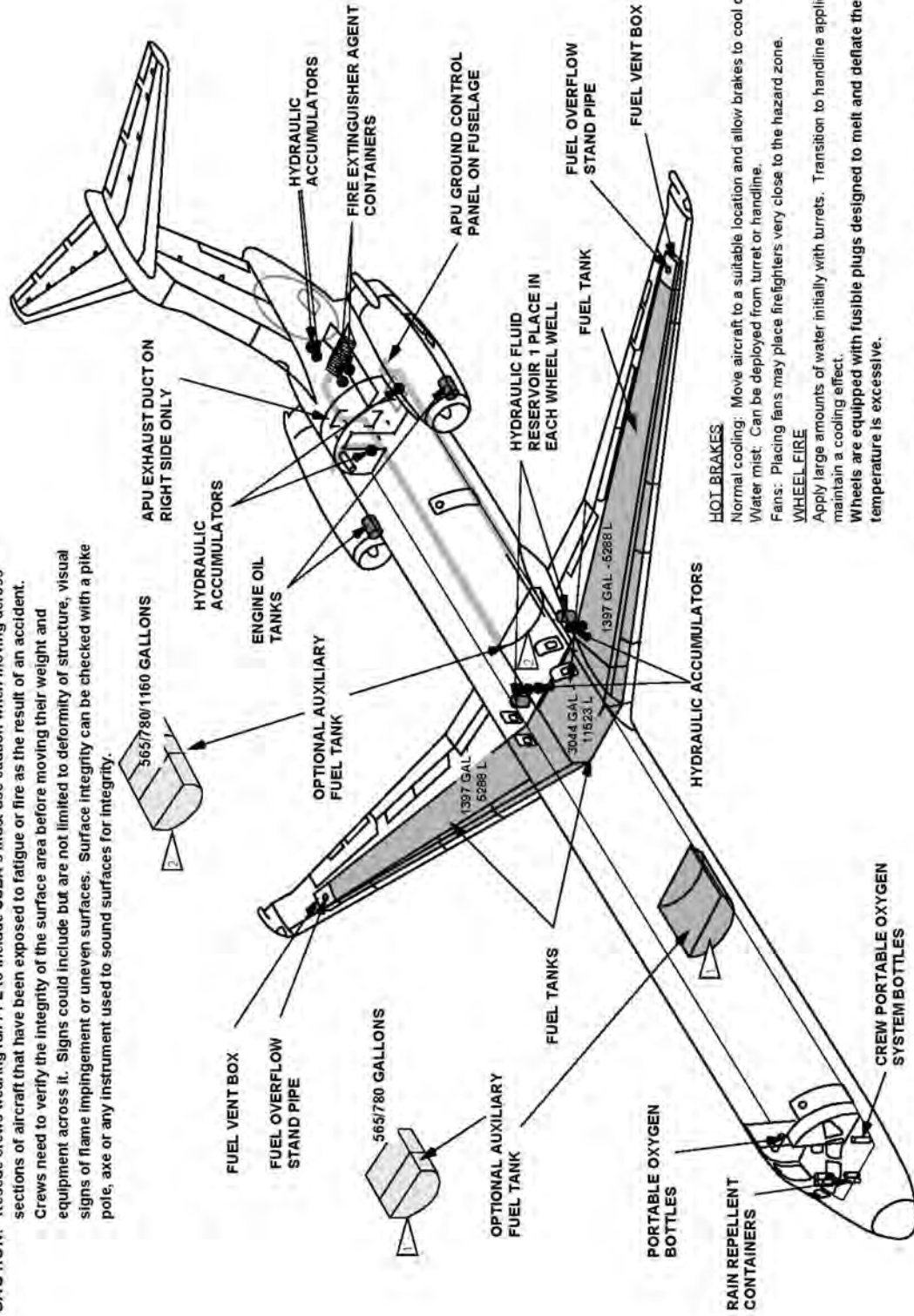
Number of Engines	2
Passenger & Crew Capacity	172 max. (2 crew min., 170 passenger max.)
Fuel Capacity	6,460 gal.

Flammable Materials Locations	Page 173
Emergency Rescue Access-1 & 2	Page 174
Battery Locations & Flight Deck Control Switch Locations	Page 175
External APU Fire Controls	Page 176

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

## Flammable Materials Locations

**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.



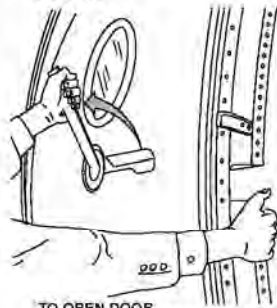
**HOT BRAKES**  
 Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
 Water mist: Can be deployed from turret or handheld.  
 Fans: Placing fans may place firefighters very close to the hazard zone.  
**WHEEL FIRE**  
 Apply large amounts of water initially with turrets. Transition to handheld application to continue and maintain a cooling effect.  
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

2 ENGINES

## Emergency Rescue Access- 1 & 2

### 1 PASSENGER AND SERVICE DOORS



- TO OPEN DOOR
1. PULL HANDLE FROM RECESS.
  2. ROTATE HANDLE
  3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXIT



- TO OPEN DOOR
1. PUSH HANDLE.
  2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
  3. LIFT UP FORCIBLY.

### 3 TAIL CONE JETTISON LATCH



### 4 CHOP OUT AREAS

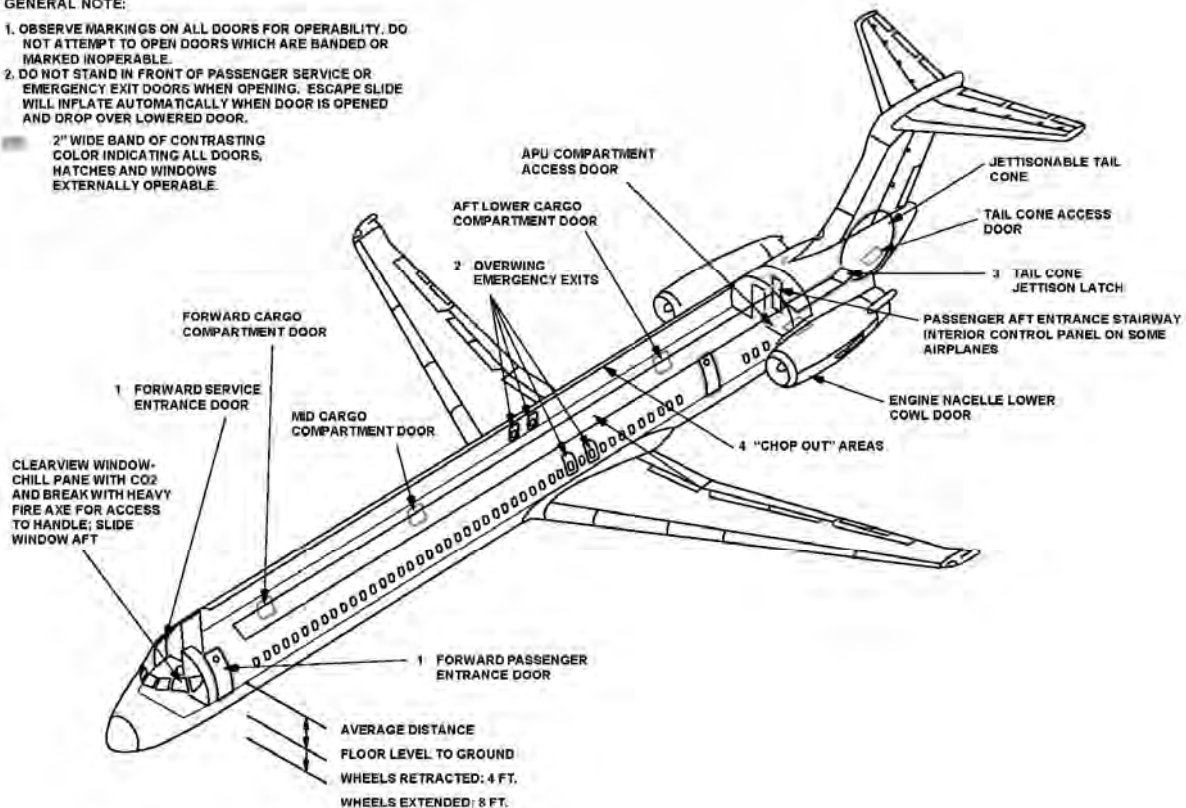
"CHOP OUT AREAS"



NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

#### GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANNED 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.

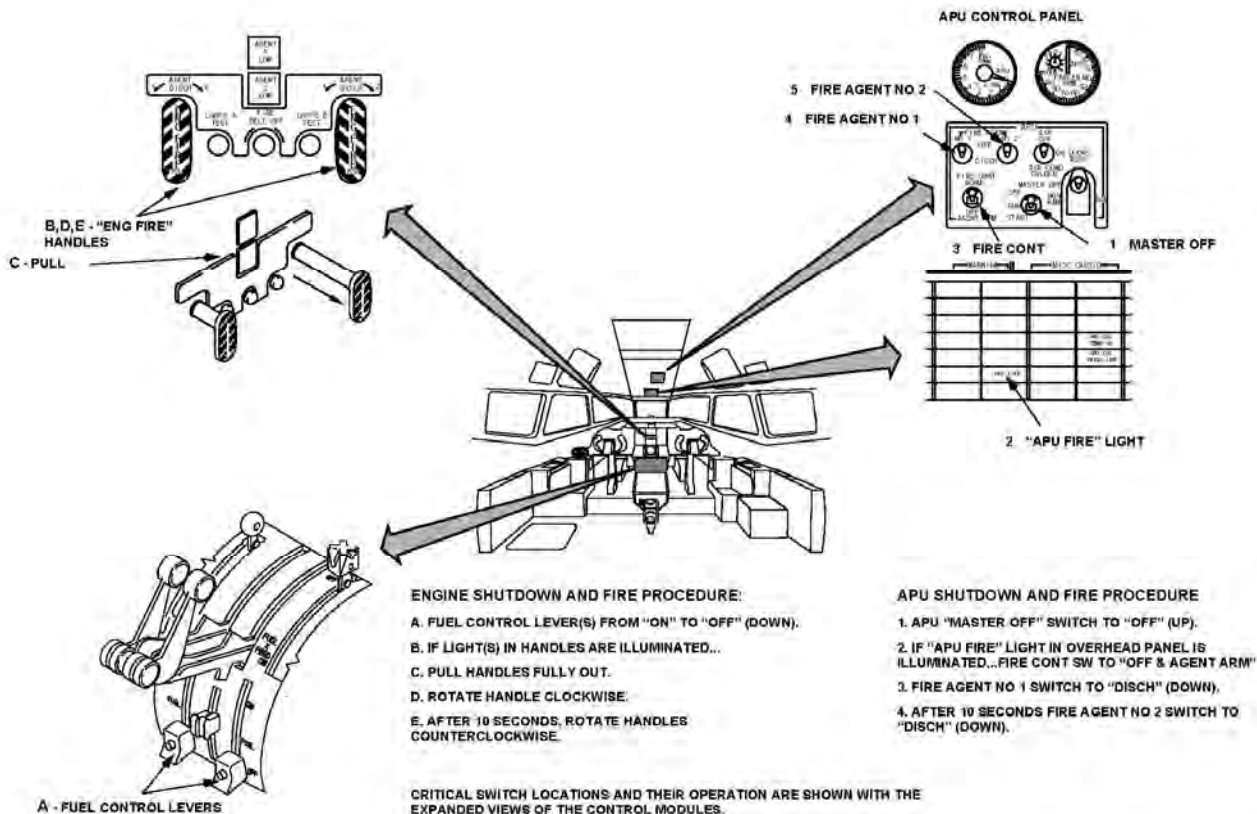
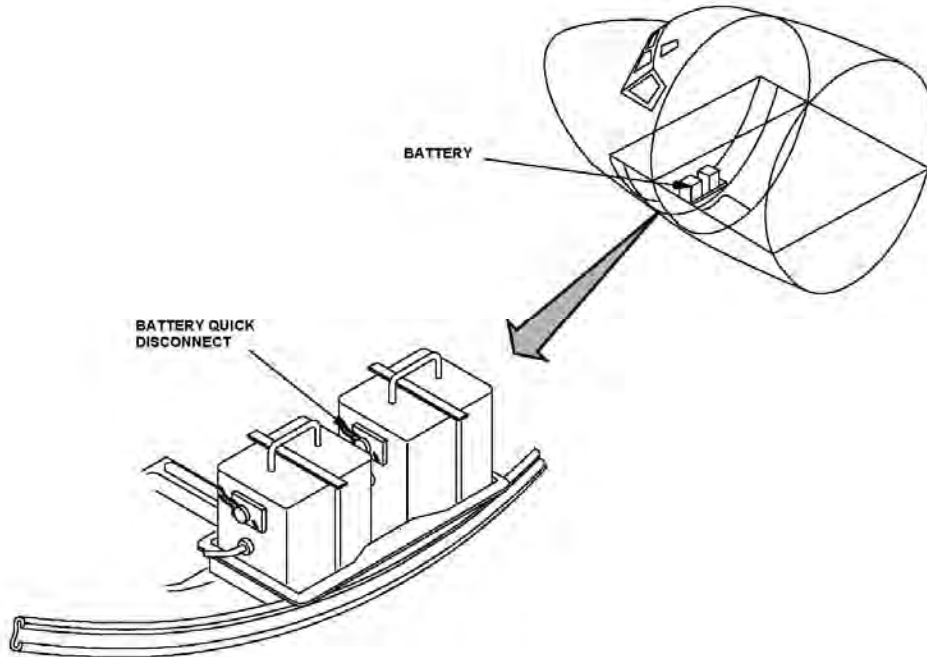


2 ENGINES



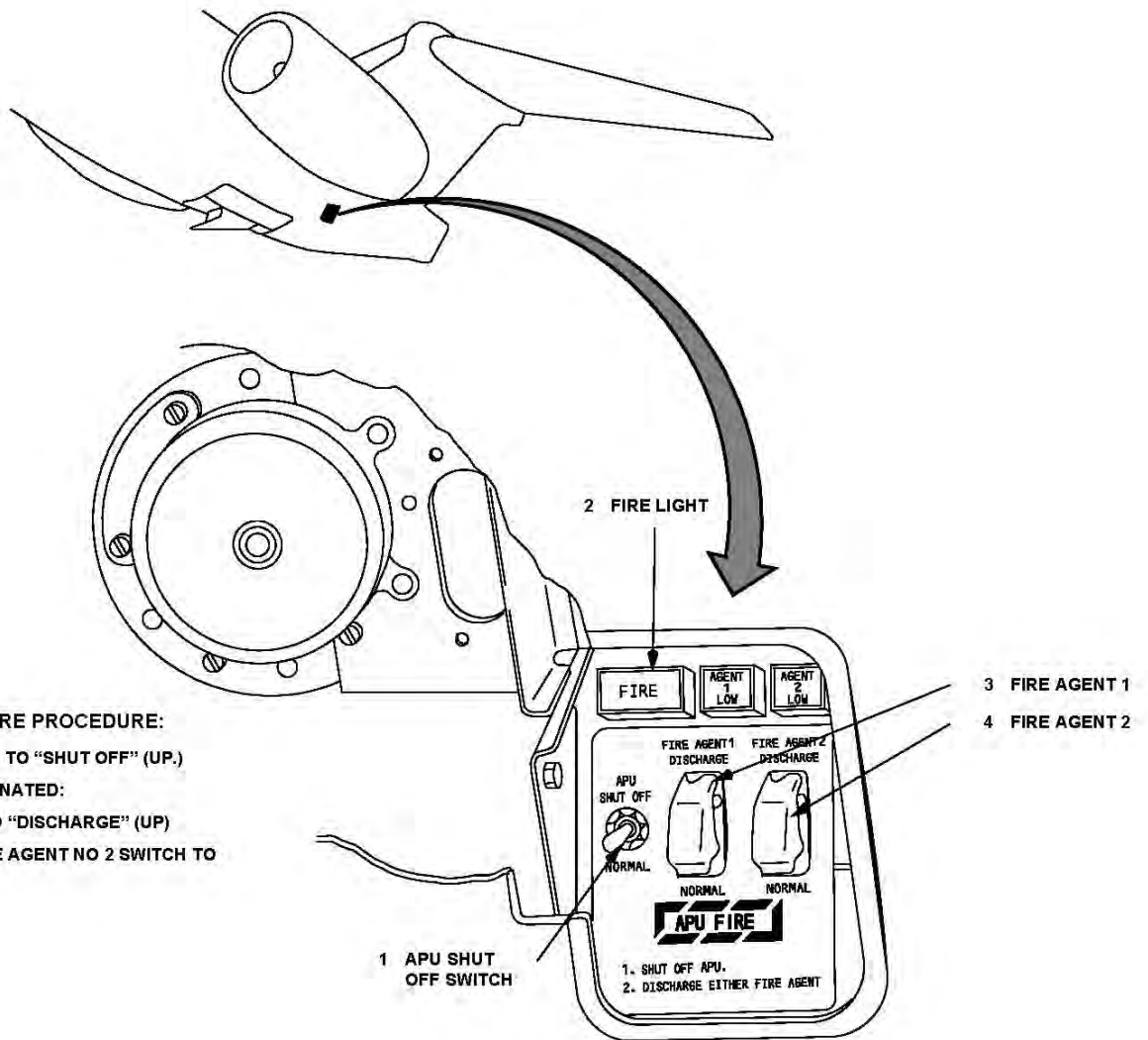
## Battery Locations and Flight Deck Control Switch Locations

2 ENGINES



## External APU Fire Controls

2 ENGINES



**APU SHUTDOWN AND FIRE PROCEDURE:**

1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP.)
2. IF "FIRE" LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP.)

# BOMBARDIER CHALLENGER 300



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	22 max. (3 crew, 19 passenger max.)
Fuel Capacity	2,103 gal.
Crash Crew Chart	Page 178

All diagrams provided by Bombardier.

## Crash Crew Chart

2 ENGINES

### Aircraft Dimensions

11 ft 6 in (3.53 m)  
12 ft (3.66 m)  
3 ft (0.91 m)  
10 ft 6 in (3.2 m)  
63 ft 10 in (19.46 m)  
20 ft (6.10 m)  
2 ft (0.61 m)  
2 ft 6 in (0.76 m)  
5 ft 4 in (1.63 m)  
88 ft 9 in (27.06 m)  
4 ft 3 in (1.3 m)  
2 ft 6 in (0.76 m)

**WARNING FIRE FIGHTING AGENTS**  
- FOR BRAKE/WHEEL FIRES USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS.  
- FOR ALL OTHER PARTS OF THE AIRCRAFT USE CLASS B OR C FIRE EXTINGUISHERS.

### APU and Engine

**DANGER**

APU EXHAUST  
500 F (267 C)  
19 FT (5.8 m)

48 mph (84 kph)  
50 F (10 C)

15 ft (4.5 m)

50 ft (15.2 m)

**ZONES**

- ENGINE
- APU

### Idle Power

### Service Doors and Panels

OVER-WING EMERGENCY EXIT  
APU EXTERNAL CONTROL PANEL  
REPLUE/FUEL DOOR  
BAGGAGE COMPARTMENT DOOR  
OXYGEN AND INDICATOR DOOR  
PASSENGER DOOR  
PASSENGER DOOR ACCESS SWITCH  
PASSENGER DOOR ACCESS PANEL  
APU ACCESS PANEL  
BATTERY ACCESS DOOR  
AFT EQUIPMENT COMPARTMENT DOOR

1. Use screwdriver (Phillips) to release quick release handle.
2. Insert fire extinguishing nozzle into APU enclosure.

### APU Access Panel

1. Push trigger.
2. Handle will spring out.
3. Pull door open.

### APU Equipment Compartment Fire

### APU Compartment Fire

### Baggage Compartment Door

1. Press release button, handle will spring out.
2. Turn handle CCW.
3. Push door inward and upward.

### Wheel/Brake Fire

**WARNING**  
USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS ON BRAKE/WHEEL FIRES.

**DANGER**  
TIRE MAY EXPLODE. APPROACH FROM FORWARD OR AFT WHEN FIGHTING WHEEL FIRE.

### Passenger Door

**WARNING**  
CABIN MAY BE PRESSURIZED.

1. Push flap in to grasp handle.
2. Turn flap left.
3. Pull outward.

### Type III Overwing Emergency Exit

PUSH IN FLAP  
PUSH DOOR INWARD

### Engine/APU Shutdown

**WARNING**  
DO NOT ATTEMPT TO OPEN THROUGH WINDOWS

L. ENG FIRE  
R. ENG FIRE  
ENGINE SHUTDOWN  
APU FIRE SHUTDOWN  
ENGINE/APU BOTTLE  
ENGINE BOTTLE  
FIRE EXT 2  
ENGINE/APU BOTTLE

COC CHALLENGER 300 FEB07

# BOMBARDIER CHALLENGER 600



Photo by: Davide Olivati

2 ENGINES

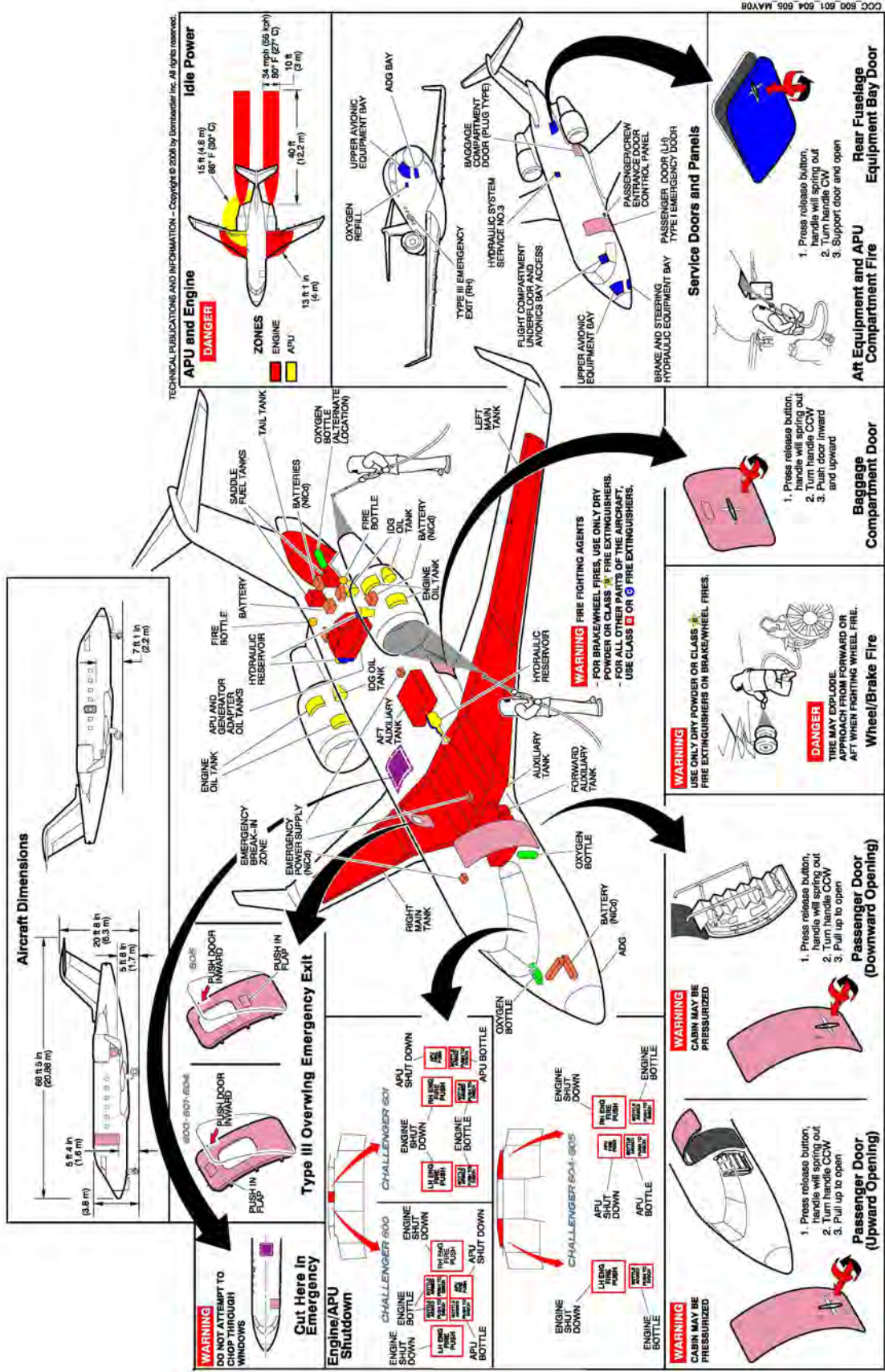
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	22 max. (2 crew, 20 passenger max.)
Fuel Capacity	2,454 gal.
Crash Crew Chart	Page 180

All diagrams provided by Bombardier.

## Crash Crew Chart

2 ENGINES



CCC 600 601 604 605 MAY08

# BOMBARDIER GLOBAL EXPRESS



Photo by: David Lednicer



Photo by: James Dingell



Photo by: James Dingell

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	23 max. (2 crew min., 19 passenger max.)
Fuel Capacity	6,674 gal.
Crash Crew Chart	Page 182

All diagrams provided by Bombardier.





# BOMBARDIER LEARJET 24/25



Photo by: Roel van der Velpen



Photo by: Roel van der Velpen



Photo by: Public Domain

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	10 max. (1-2 crew, 8 passenger max.)
Fuel Capacity	1,212 gal.

For additional emergency response information on this aircraft please contact:

Bombardier Customer Support and Services

Tel: 1-316-946-2580

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# BOMBARDIER LEARJET 45



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: David Lednicer

2 ENGINES

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	11 max. (2 crew, 9 passenger max.)
Fuel Capacity	905 gal.
Crash Crew Chart	Page 185

All diagrams provided by Bombardier.

## Crash Crew Chart

**WARNING** DO NOT ATTEMPT TO CROP THROUGH WINDOWS

Cut Here in Emergency

**Overwing Emergency Exit**

PUSH IN FLAP  
PUSH DOOR INWARD

1. Lift door handle.  
2. Rotate handle clockwise.  
3. Release door to open position.

**WARNING** CABIN MAY BE PRESSURIZED

**Passenger/Crew Door**

1. LH ENGINE FIRE PUSH-BUTTON  
2. RH ENGINE FIRE PUSH-BUTTON  
3. APU FIRE PUSH-BUTTON

**To Stop Engines and APU**

**WARNING** FIRE FIGHTING AGENTS - FOR BRAKE/WHEEL FIRES USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS. - FOR ALL OTHER PARTS OF THE AIRCRAFT USE CLASS B OR C FIRE EXTINGUISHERS.

**DANGER** EXHAUST DANGER AREA SHOWN FOR DLE HPK VALUES APPROXIMATELY DOUBLE FOR TAKE OFF RPNL

**APU and Engine**

40 ft (12.19 m)  
16 ft (4.87 m)  
750°F (399°C)

**ZONES**  
ENGINE  
APU  
WEATHER RADAR

**Service Doors and Panels**

AVIONICS COMPARTMENT ACCESS DOOR  
PASSENGER/CREW ACCESS DOOR  
OIL FILLER ACCESS DOOR  
BAGGAGE COMPARTMENT DOOR  
TALCO/BATTERY ACCESS DOOR  
AVIONICS COMPARTMENT ACCESS DOOR  
GRAVITY FUEL FILLER DOOR  
OVERWING EMERGENCY EXIT  
SINGLE-POINT-PRESSURE REFUELING ACCESS DOOR  
OXYGEN CYLINDER SERVICING DOOR

**WARNING** USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS ON BRAKE/WHEEL FIRES

**DANGER** TIRE MAY EXPLODE. APPROACH FROM FORWARD OR AFT WHEN FIGHTING WHEEL FIRE

**Wheel/Brake Fire**

**Baggage Compartment Door**

1. Push latch release buttons.
2. Pull latches open.
3. Pull door open.

**Talco/Battery Access Door**

1. Push latch release buttons.
2. Pull latches open.
3. Pull door open.

**Aircraft Dimensions**

17 ft 2 in (5.23 m)  
47 ft 10 in (14.58 m)  
30 in (76.2 cm)  
56 ft 5 in (17.21 m)  
39 in (99.06 cm)  
14 ft 1 in (4.29 m)

2 ENGINES

# BOMBARDIER LEARJET 60

2 ENGINES



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: James Dingell

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	11 max. (2 crew, 9 passenger max.)
Fuel Capacity	1,180 gal.
Crash Crew Chart	Page 187

All diagrams provided by Bombardier.

## Crash Crew Chart

### APU and Engine

**DANGER**

**NOTE:** EXHAUST TEMPERATURES SHOWN FOR IDLE RPM VALUES APPROXIMATELY DOUBLE FOR TAKEOFF RPM.

**ZONES**

- ENGINE (260 F / 127 C)
- APU (260 F / 127 C)
- WEATHER RADAR (79 F / 26 C)

Labels: WEATHER RADAR 8.8 (2.7 m), ENGINE INTAKE 33 F (10.7 m), ENGINE EXHAUST (260 F / 127 C), APU EXHAUST (260 F / 127 C)

### Service Doors and Panels

**WARNING**  
USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS ON BRAKE/WHEEL FIRES

**DANGER**  
TIRE MAY EXPLODE. APPROACH FROM FORWARD OR AFT WHEN FIGHTING WHEEL FIRE. Wheel/Brake Fire

Labels: PASSENGER CREW DOOR, FWD AVIONICS DOOR, AFT AVIONICS DOOR, TAIL CONE ACCESS DOOR, BAGGAGE DOOR, FWD AVIONICS DOOR, EMERGENCY EXIT DOOR, SINGLE-POINT REFUELING ACCESS DOOR

### Overwing Emergency Exit

- Lift door handle.
- Rotate handle clockwise.
- Pull door to open position.

**WARNING**  
CABIN MAY BE PRESSURIZED

### Passenger/Crew Door

- Rotate handle clockwise.
- Release door to open position.

**WARNING**  
CABIN MAY BE PRESSURIZED

### To Stop Engines and APU

**ENG FIRE PULL**

To stop engines, pull red T-handles.

APU FIRE DISTRIBUTION

To stop APU, push APU fire pushbutton.

### Aircraft Dimensions

Labels: 14 ft 8 in (4.48 m), 43 ft 10 in (13.35 m), 14 ft 7 in (4.44 m), 8 ft 5 in (2.56 m), 24 ft (60.86 cm), 58 ft 8 in (17.89 m), 39 in (99.06 m)

Labels: OXYGEN BOTTLE, APU EXHAUST BATTERIES, HYDRAULIC RESERVOIR, ENGINE OIL TANK, RIGHT WING FUEL TANK, APU INTAKE, APU AND APU OIL TANK, LEFT WING FUEL TANK, FUSELAGE FUEL CELL, EMERGENCY BREAK-IN ZONES, OXYGEN BOTTLE, EMERGENCY AIR BOTTLES

**WARNING** FIRE FIGHTING AGENTS  
- FOR BRAKE/WHEEL FIRES USE ONLY DRY POWDER OR CLASS B FIRE EXTINGUISHERS.  
- FOR ALL OTHER PARTS OF THE AIRCRAFT USE CLASS B OR C FIRE EXTINGUISHERS.

### Emergency Exit

**WARNING** DO NOT ATTEMPT TO CHOP THROUGH WINDOWS

CUT HERE

### Tailcone Baggage Door and Tailcone/APU Access Door

- Push to lift handle.
- Rotate handle clockwise.
- Pull door open.

2 ENGINES

# CESSNA 500 CITATION I



Photo by: David Lednicer



Photo by: Bill Shull



Photo by: Erick Stamm

2 ENGINES

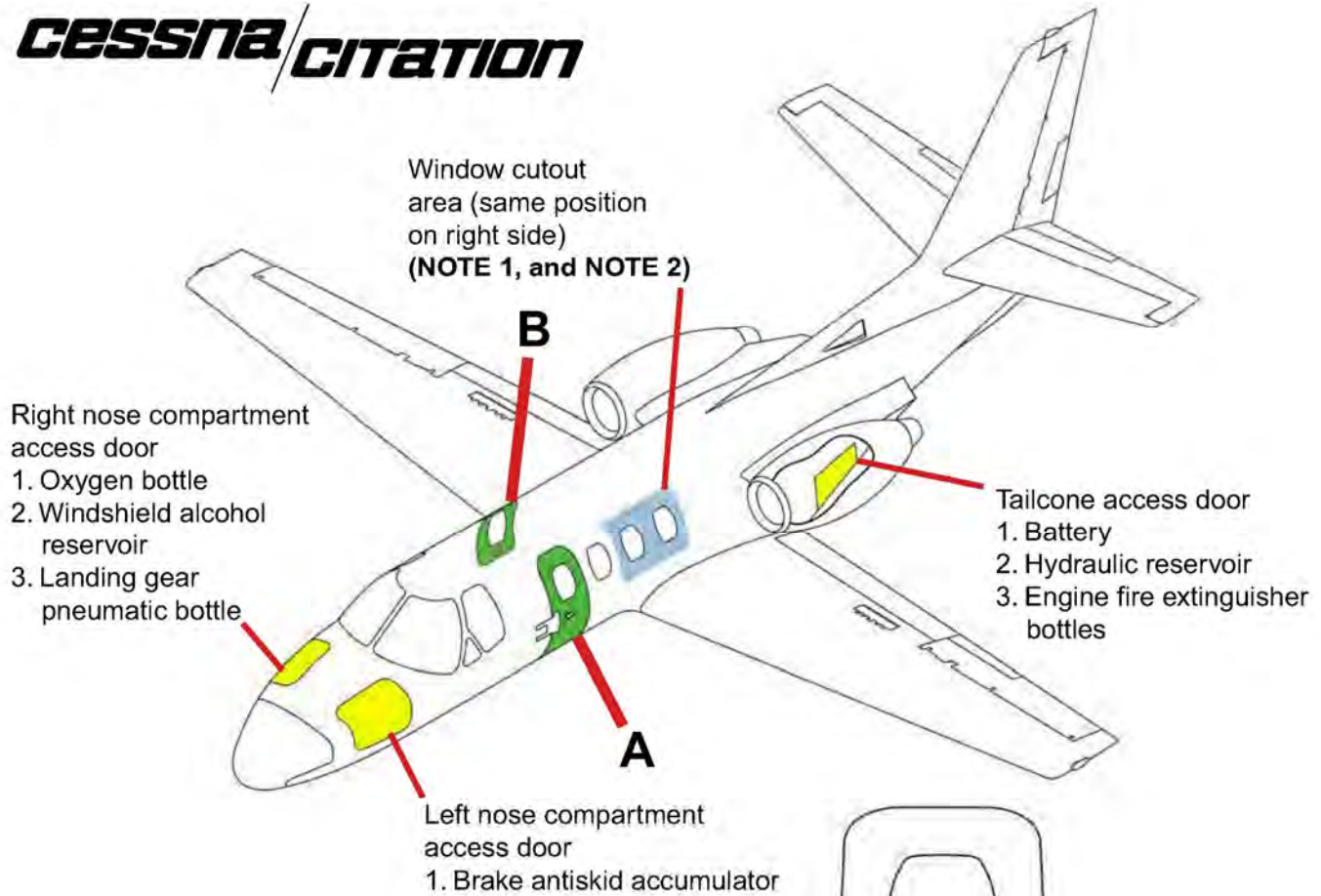
## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	9 max. (2 crew, 7 passenger max.)
Fuel Capacity	574 gal.
Emergency Rescue Access	Page 189
Flammable Materials / Pressure Vessel Locations	Page 190
Fuel and Electrical Shutdown	Page 191

All diagrams provided by Cessna.

## Emergency Rescue Access

**CESSNA/CITATION**



2 ENGINES

### Emergency exit

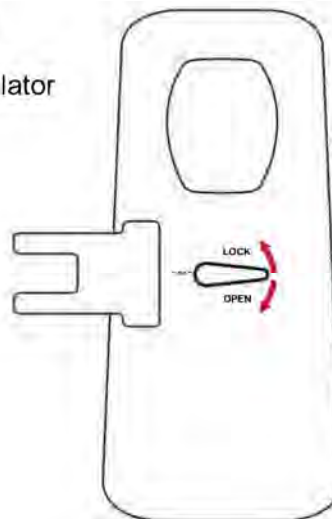
1. Push on the large end of the handle.
2. Turn the handle counterclockwise.
3. Push or pry in on the door to open.



**DETAIL B**

### Cabin entry door

1. Push on the large end of the handle.
2. Turn the handle clockwise.
3. Pull or pry out on the door to open.

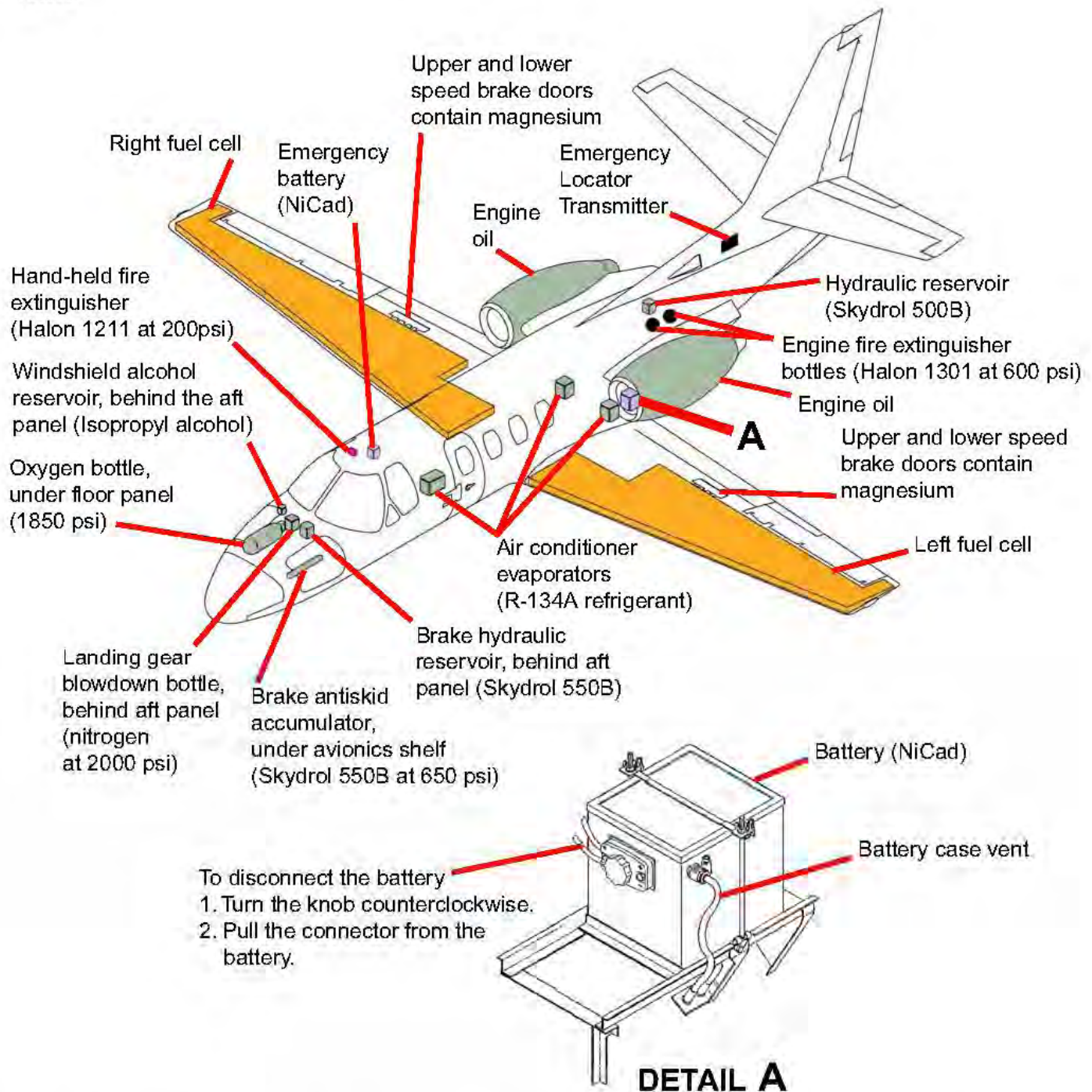


**DETAIL A**

**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations



**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature of 310° F (155° C). Wheels contain magnesium components.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.



## Fuel and Electrical Shutdown

A38970

Push the ENG FIRE switch to stop the hydraulic and fuel flow to the engine (battery switch must be on)

Push the BOTTLE ARMED switch to extinguish an engine fire (battery switch must be on)



**A**

**B**

**C**

Put the battery switch to the OFF (center) position

Lift the triggers and pull the throttle levers fully aft to stop the fuel flow to engines

ELT switch (NOTE)

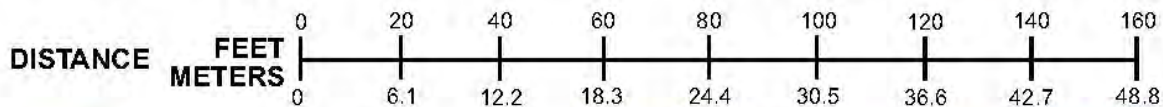


**DETAIL A**

**DETAIL B**

**DETAIL C**

2 ENGINES



TEMPERATURE	1000	250	160	140	130	120	105	95	85
°F	538	121	71	60	54	44	41	35	29
°C	538	121	71	60	54	44	41	35	29
VELOCITY IN KNOTS	600	295	140	80	55	40	35	25	15

**NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

# CESSNA 510 CITATION MUSTANG

2 ENGINES



Photo by: David Lednicer



Photo by: George Canciani



Photo by: Erick Stamm

## Critical Response Information

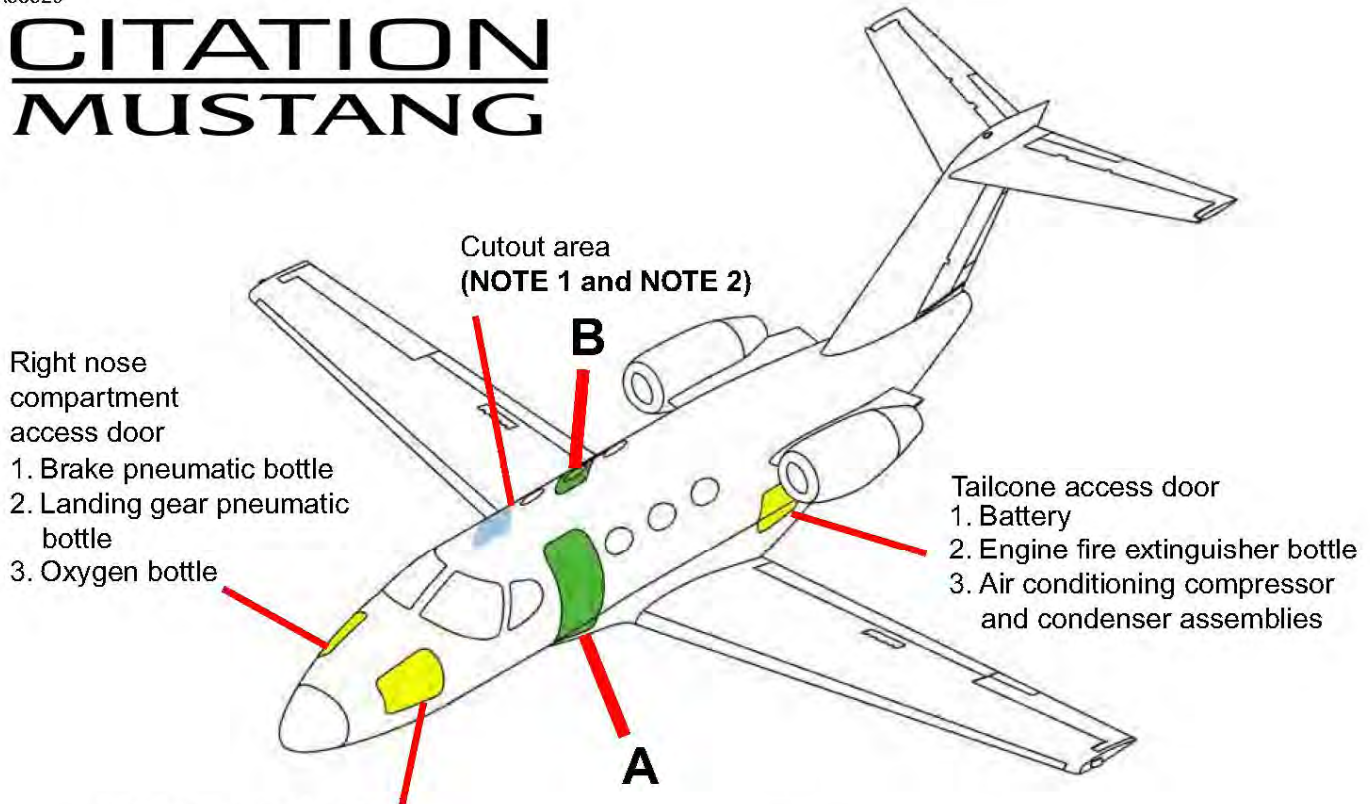
Number of Engines	2
Passenger & Crew Capacity	6 max. (1-2 crew, 4 passenger max.)
Fuel Capacity	397 gal.
Emergency Rescue Access	Page 193
Flammable Materials / Pressure Vessel Locations	Page 194
Fuel and Electrical Shutdown	Page 195

All diagrams provided by Cessna.

## Emergency Rescue Access

A38520

# CITATION MUSTANG



2 ENGINES

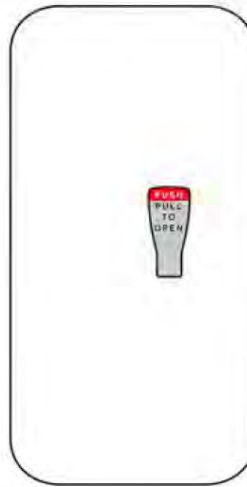
Left nose compartment access door  
 1. Brake/hydraulic reservoir  
 2. Brake antiskid accumulator

### Emergency exit

1. Push in on the large end of the handle.
2. Turn the handle counterclockwise.
3. Push or pry in on the door to open.



**DETAIL B**



**DETAIL A**

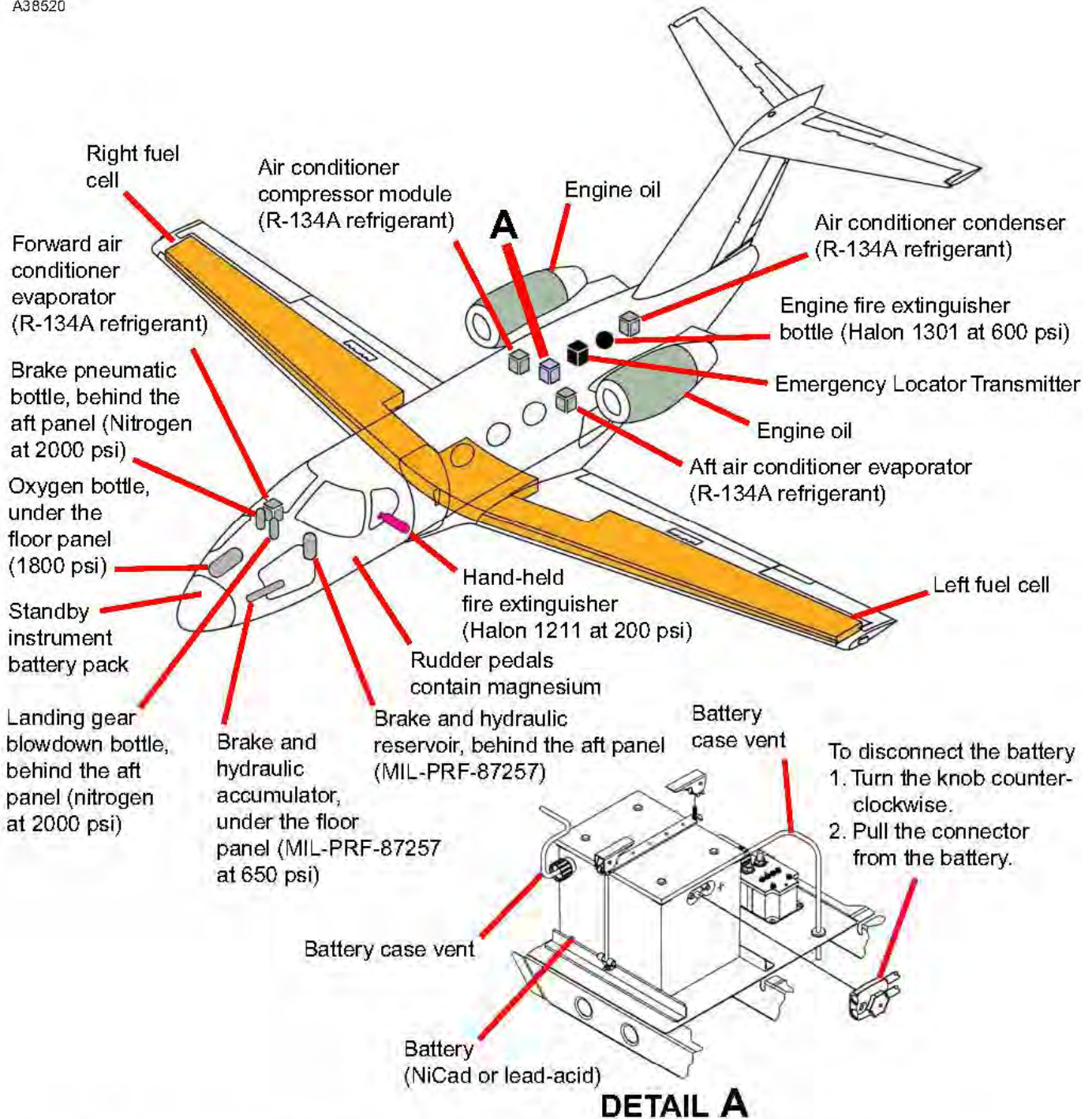
### Cabin entry door

1. Push the tab on the large end of the door handle.
2. Pull out and down on the large end of the door handle.
3. Pull or pry out on the door to open.

- NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.
- NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut out.

## Flammable Materials / Pressure Vessel Locations

A38520



**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature of 310°F (155°C).

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

## Fuel and Electrical Shutdown

A38521 Push the ENG FIRE switch to stop the hydraulic and fuel flow to the engine (battery switch must be on).

Push the BOTTLE ARMED switch to extinguish an engine fire (battery switch must be on).



**A**

Put the battery switch to the OFF (center) position



**DETAIL A**

**B**

Lift the triggers and pull the throttle levers fully aft to stop the fuel flow to engines.



**DETAIL B**

**C**

Pull the knob to stop the flow of oxygen from the bottle.

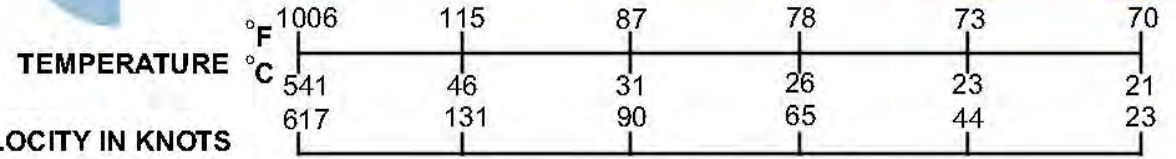
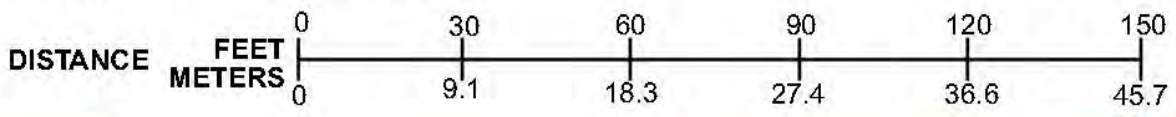


**DETAIL C**

Put the passenger safety switch to the OFF (down) position

ELT switch (NOTE)

2 ENGINES



**NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

# CESSNA 550 CITATION II



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Roel van der Velpen

2 ENGINES

## **Critical Response Information**

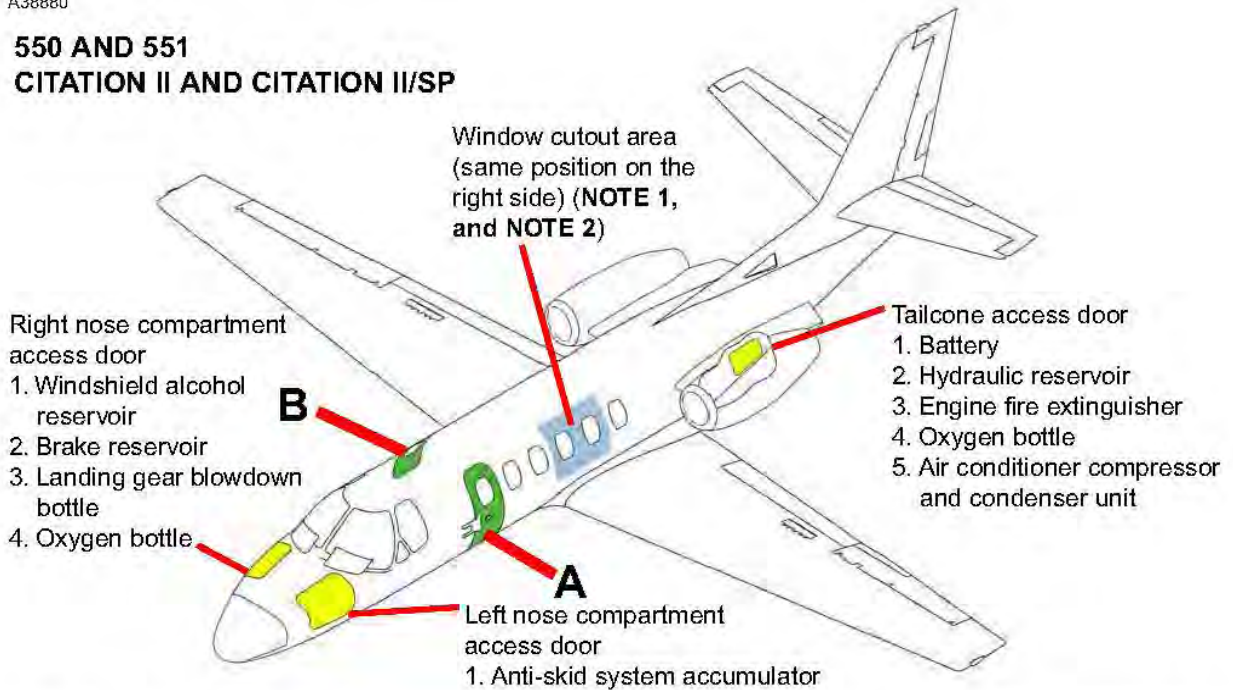
Number of Engines	2
Passenger & Crew Capacity	13 max. (1-2 crew, 11 passenger max.)
Fuel Capacity	752 gal.
Emergency Rescue Access	Page 197
Flammable Materials / Pressure Vessel Locations	Page 198
Fuel and Electrical Shutdown	Page 199

All diagrams provided by Cessna.

## Emergency Rescue Access

A38880

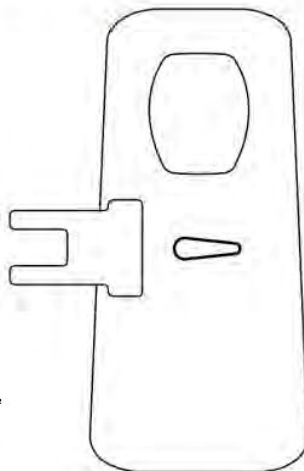
### 550 AND 551 CITATION II AND CITATION II/SP



#### DETAIL B

##### Emergency exit

1. Push on the large end of the handle.
2. Turn the handle counterclockwise.
3. Push or pry on the door to open.



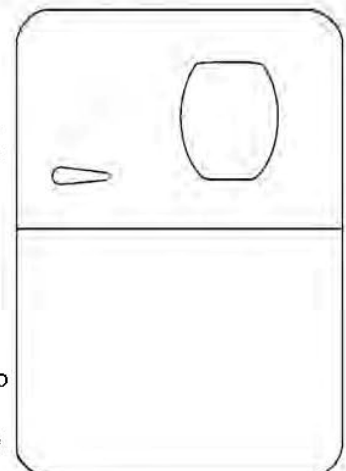
#### DETAIL A

##### Cabin entry door

1. Push on the large end of the door handle.
2. Rotate the handle clockwise.
3. Pull or pry out on the door to open.

##### Wide door (optional)

1. Push on the large end of the door handle.
2. Rotate the handle clockwise and pull outward on the upper door to open.
3. Lift up the lower door handle located on the top edge of lower door.
4. Pull the lower door outward to open.



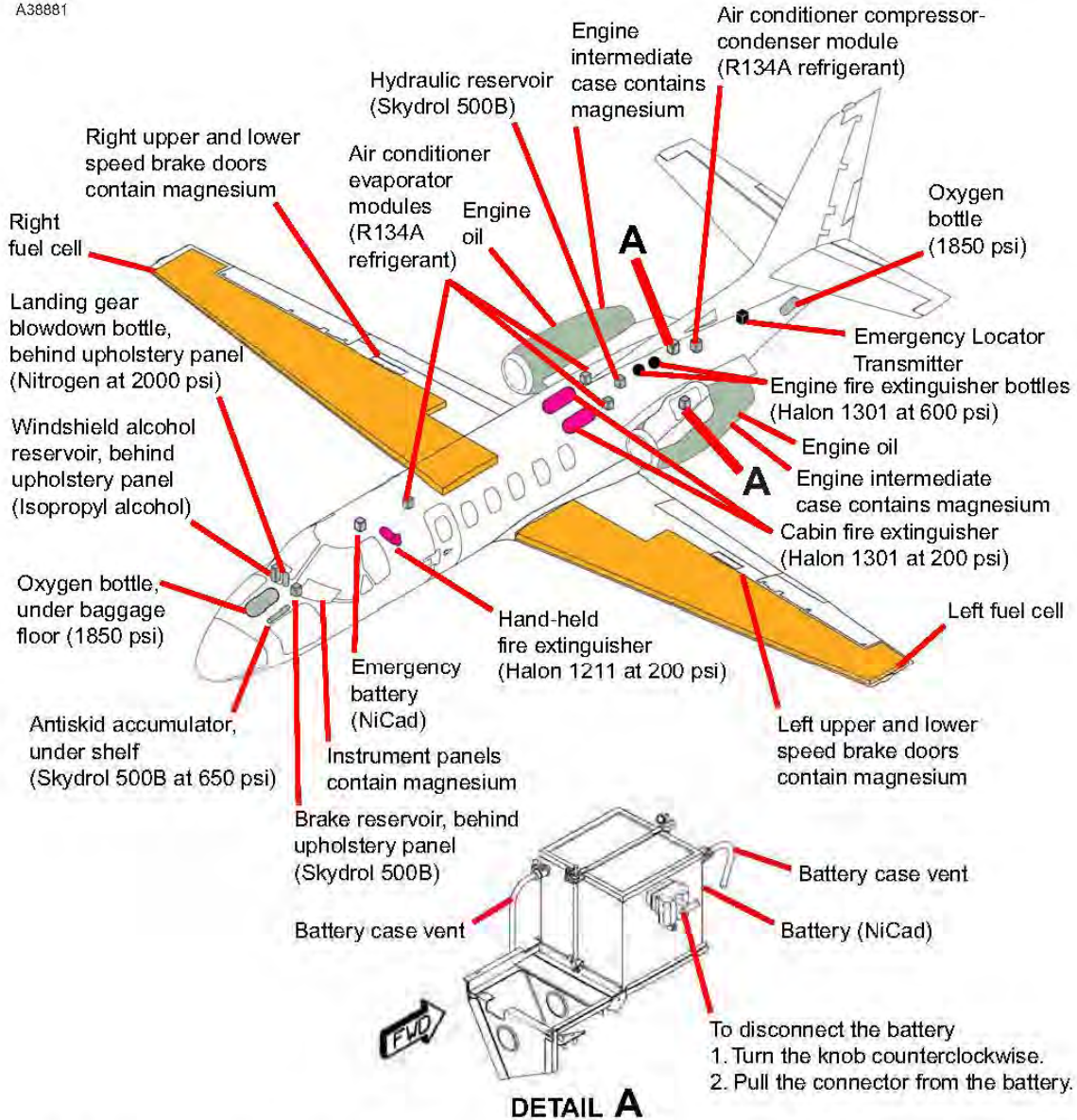
#### DETAIL A

**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations

A38881



**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature of 310° F (155° C). Wheels contain magnesium components.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

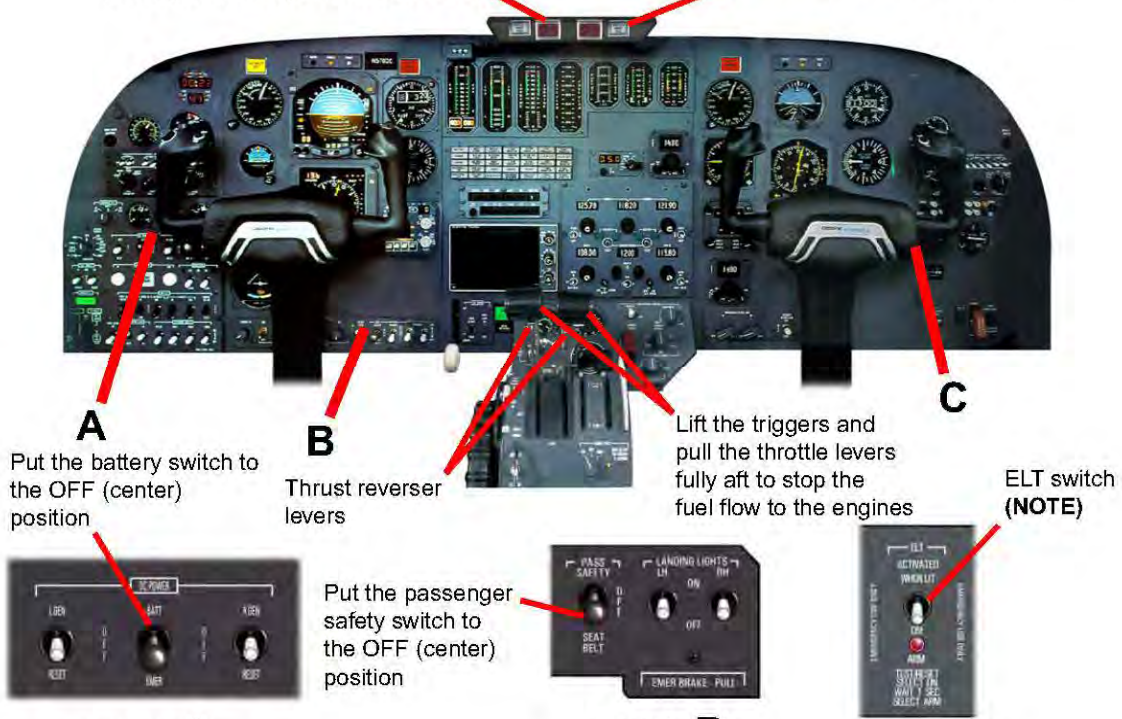


## Fuel and Electrical Shutdown

A38882

Push the ENG FIRE switch to stop the hydraulic and fuel flow to the engine (battery switch must be on)

Push the BOTTLE ARMED switch to extinguish an engine fire (battery switch must be on)



**A**  
Put the battery switch to the OFF (center) position

**B**  
Thrust reverser levers

**C**  
Lift the triggers and pull the throttle levers fully aft to stop the fuel flow to the engines

ELT switch (NOTE)



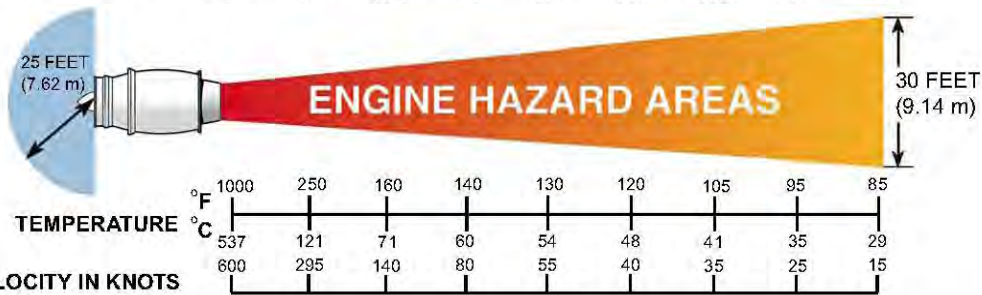
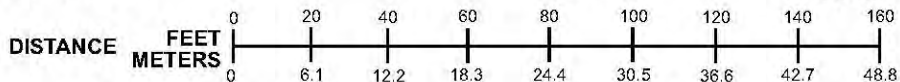
Put the passenger safety switch to the OFF (center) position



**DETAIL A**

**DETAIL B**

**DETAIL C**



**NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

**NOTE:** The airplane is equipped with a small emergency battery and inertial switch that provides power to the cabin door and emergency escape hatch flood lights. These lights will remain on until the inertial switch is reset.

**2 ENGINES**

# CESSNA 560XL EXCEL



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

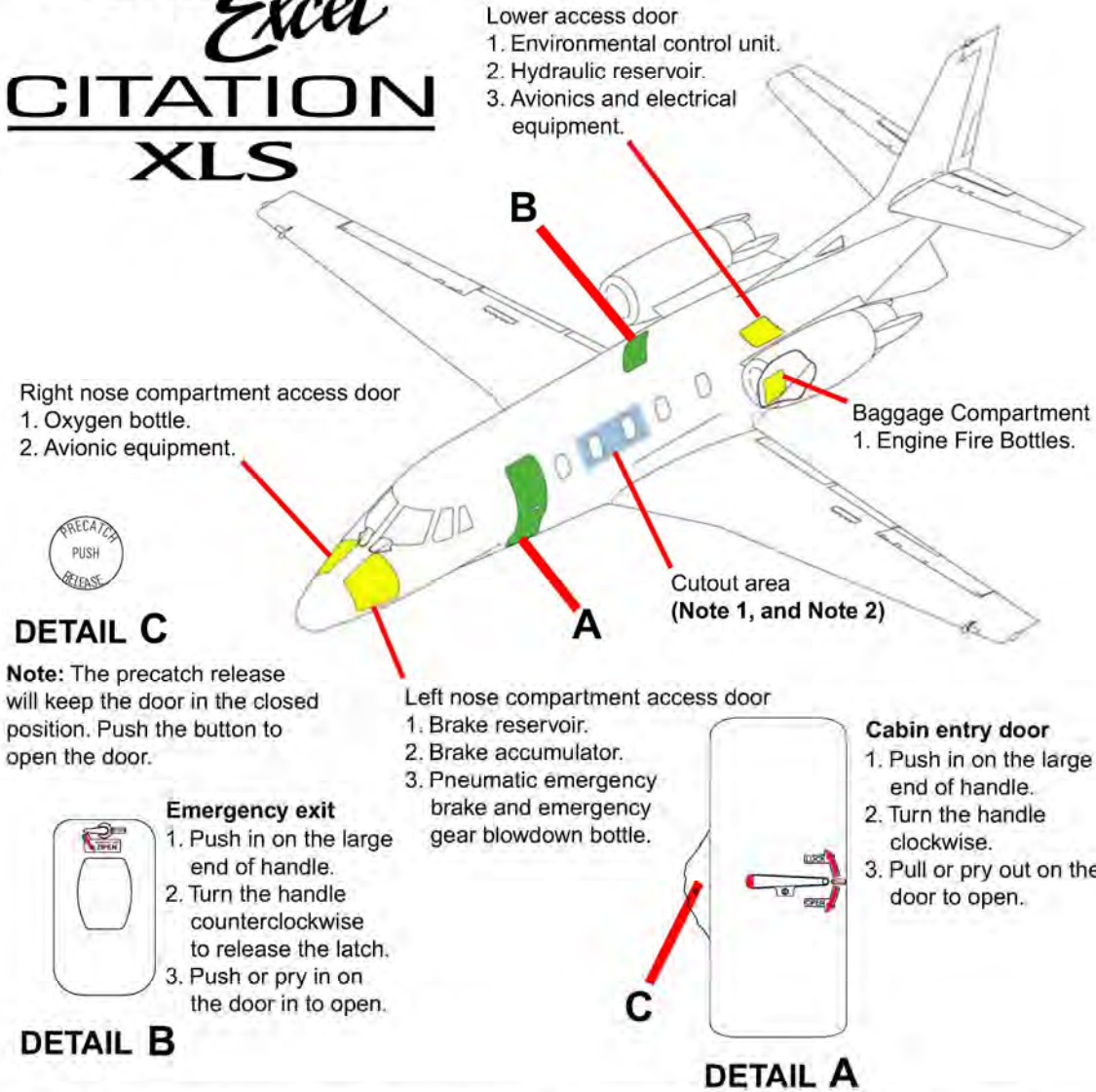
Number of Engines	2
Passenger & Crew Capacity	max. 14 (2 crew, 12 passenger max.)
Fuel Capacity	1,011 gal.
Emergency Rescue Access	Page 201
Flammable Materials / Pressure Vessel Locations	Page 202
Fuel and Electrical Shutdown	Page 203

All diagrams provided by Cessna.

## Emergency Rescue Access

A38892

**Citation**  
*Excel*  
**CITATION**  
**XLS**



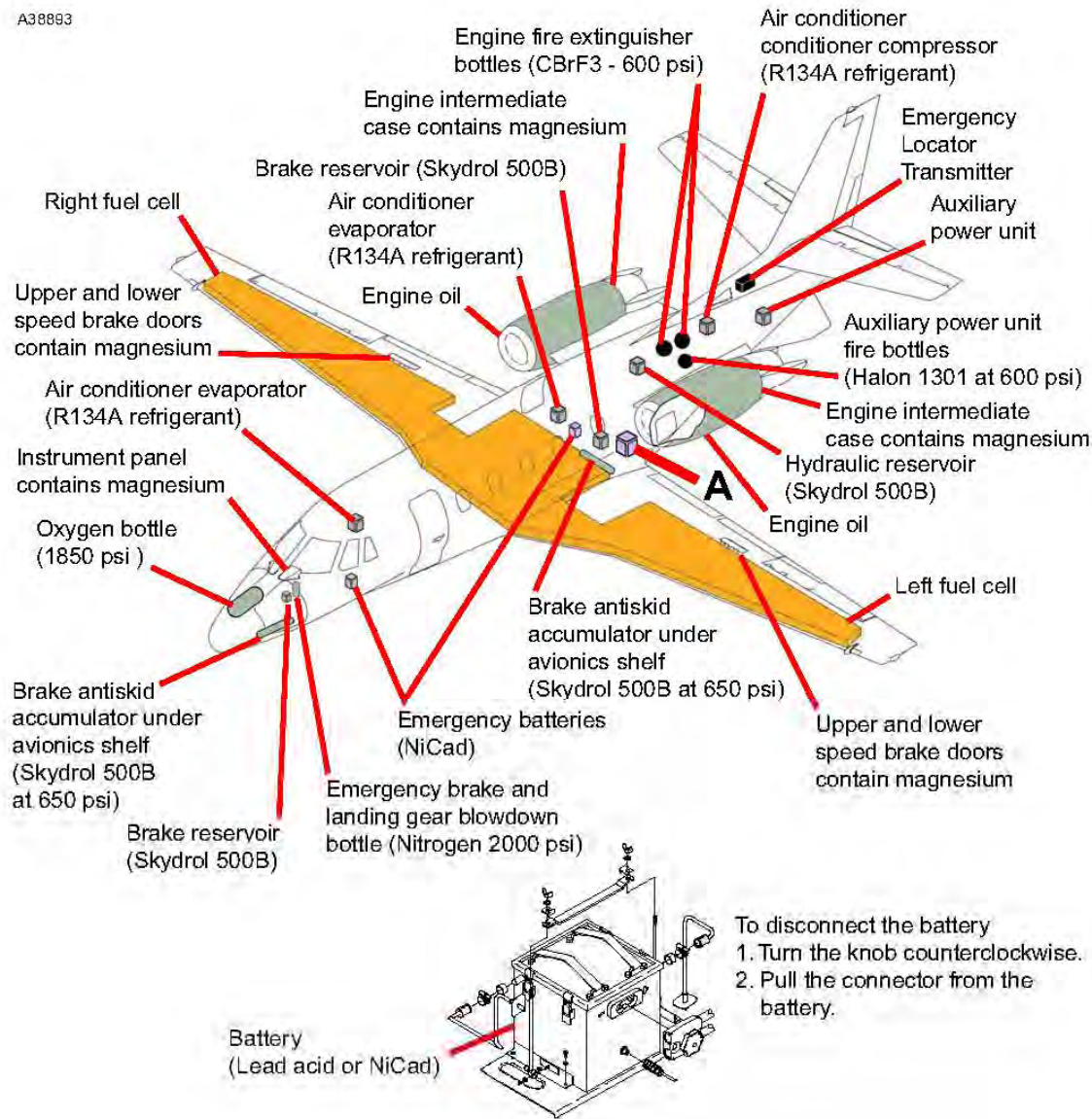
2 ENGINES

**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations

A38893



2 ENGINES

**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature of 362° F (183° C). Nose wheels contain magnesium components.

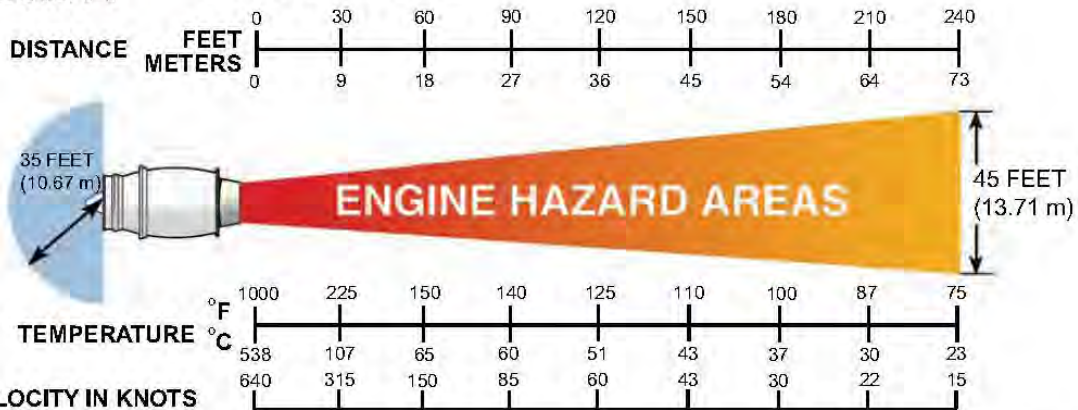
**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.

## Fuel and Electrical Shutdown

A38894

Push the ENG FIRE switch to stop the flow of fuel and hydraulic fluid to the engine (battery switch must be on)

Push the BOTTLE ARMED switch to extinguish an engine fire (battery switch must be on)



- NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.
- NOTE:** A guarded emergency battery disconnect switch, found on the left circuit breaker panel, will disconnect the battery ground circuit when the switch is in the ON position. The airplane battery must be disconnected as soon as possible.
- NOTE:** The airplane is equipped with two small emergency batteries with an inertial switch that gives power to the internal lights. These lights will come on and stay on until the inertial switches are reset. The switches are found on the battery packs.

2 ENGINES

# CESSNA 650 CITATION III



Photo by: Erick Stamm



Photo by: James Mellon



Photo by: Stewart Andrew

2 ENGINES

## Critical Response Information

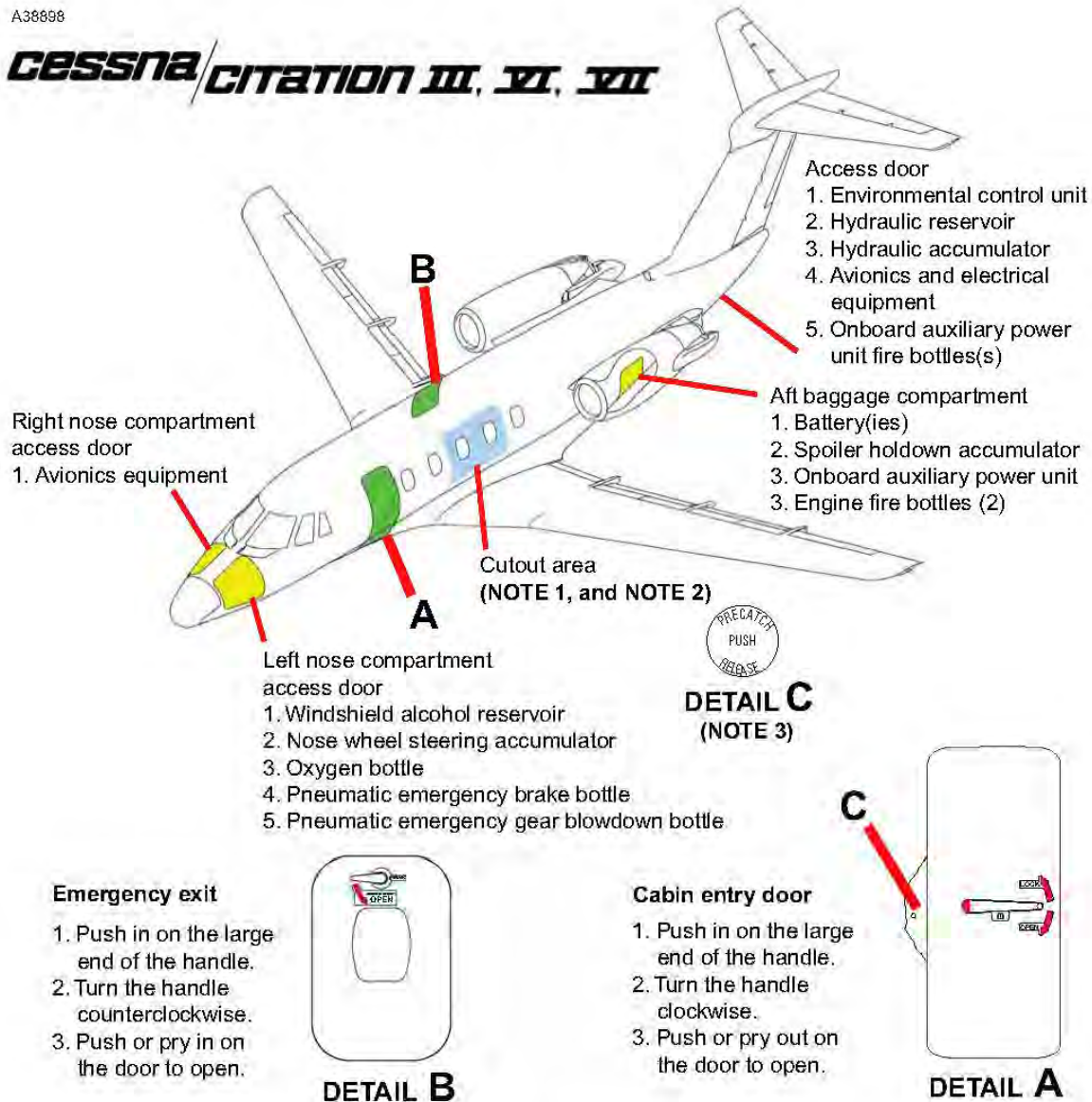
Number of Engines	2
Passenger & Crew Capacity	15 max. (2 crew, 13 passenger max.)
Fuel Capacity	1,154 gal.
Emergency Rescue Access	Page 205
Flammable Materials / Pressure Vessel Locations	Page 206
Fuel and Electrical Shutdown	Page 207

All diagrams provided by Cessna.

## Emergency Rescue Access

A38898

**CESSNA/CITATION III, VI, VII**



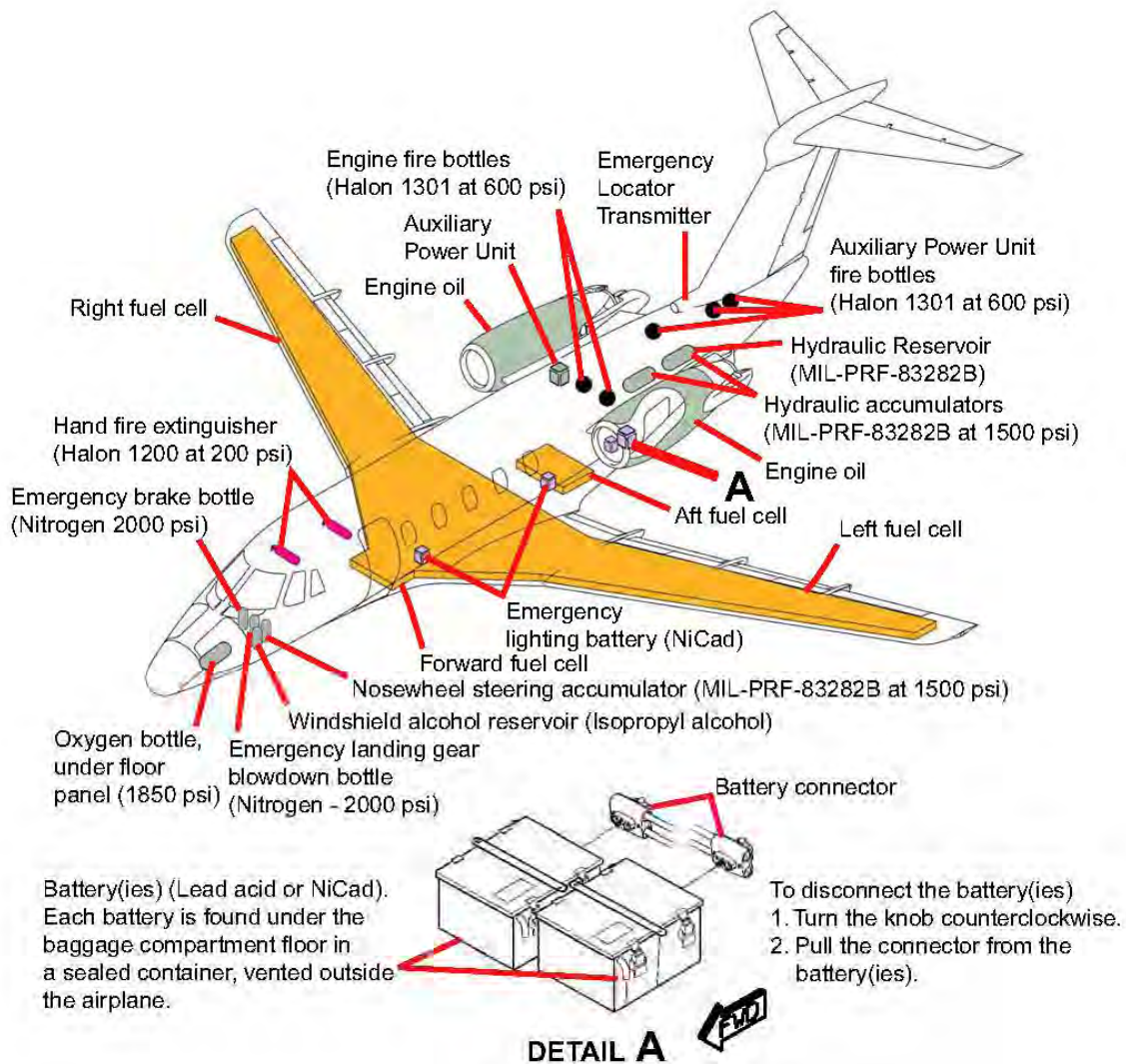
2 ENGINES

**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

**NOTE 3:** The precatch release will keep the door in the closed position. Push the button to open the door.

## Flammable Materials / Pressure Vessel Locations



**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the fire pneumatic pressure at a temperature of 362 °F (188 °C).

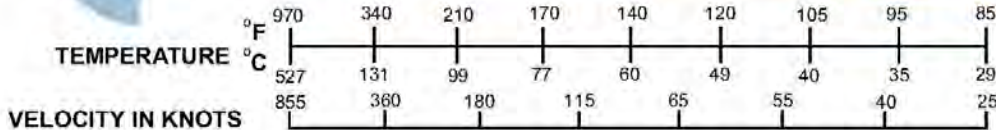
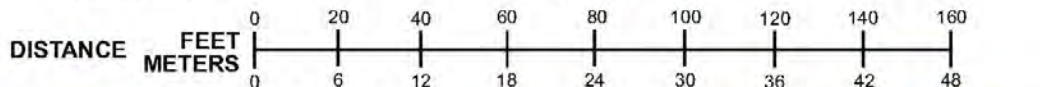
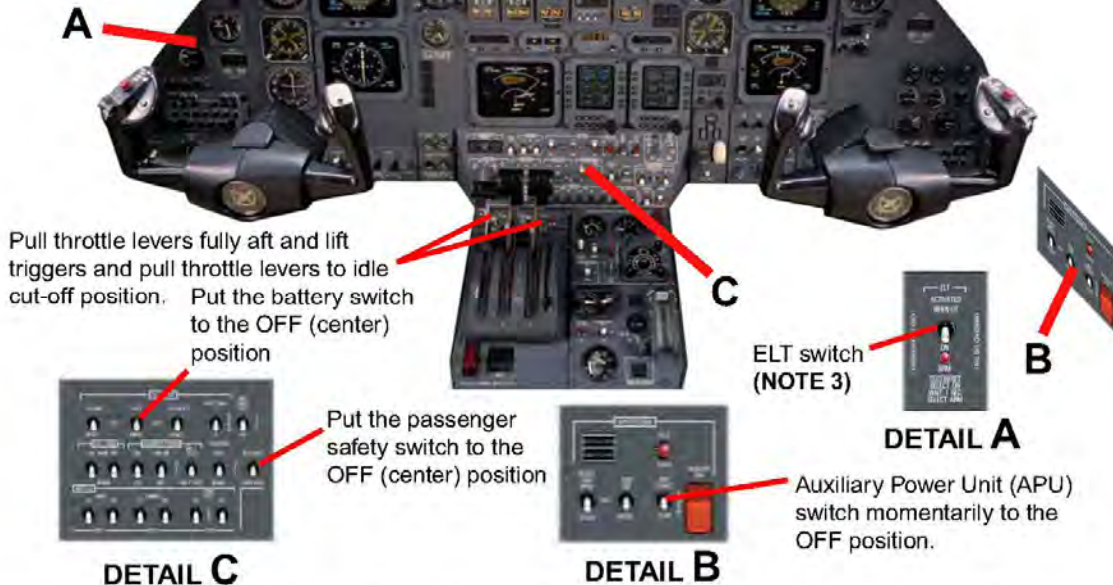
**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until you are sure the area is safe.



## Fuel and Electrical Shutdown

A38900

Lift the cover and press the switches to stop the hydraulic and fuel flow to the engines and stop the generators. (battery switch must be ON)



- NOTE 1:** The airplane has four small emergency batteries, each with an inertia switch that supplies power to the cabin door and the emergency escape hatch flood lights. These lights will come on and stay on until the inertia switches are reset. The switches are found near the battery packs.
- NOTE 2:** A covered emergency battery disconnect switch is installed inside the aft baggage compartment near the top forward corner. This switch will disconnect the battery ground circuit when it is in the ON position. The airplane batteries still must be disconnected as soon as possible.
- NOTE 3:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

2 ENGINES

# CESSNA 560 CITATION V



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

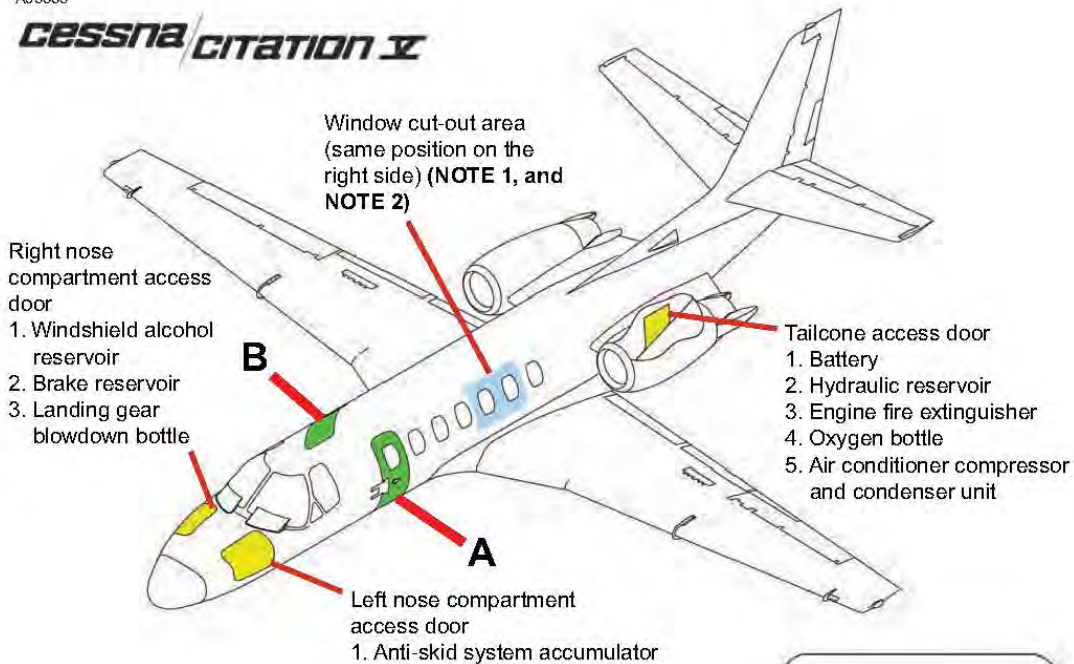
Number of Engines	2
Passenger & Crew Capacity	13 max. (2 crew, 11 passenger max.)
Fuel Capacity	864 gal.
Emergency Rescue Access	Page 209
Flammable Materials / Pressure Vessel Locations	Page 210
Fuel and Electrical Shutdown	Page 211

All diagrams provided by Cessna.

## Emergency Rescue Access

A38886

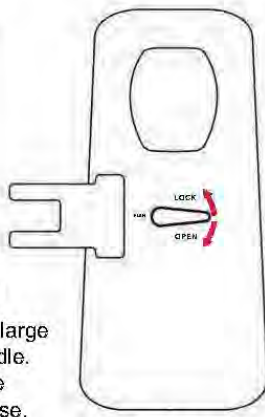
**CESSNA CITATION V**



### DETAIL B

#### Emergency exit

1. Push in on the large end of the handle.
2. Turn the handle counterclockwise.
3. Push or pry in on the door to open.



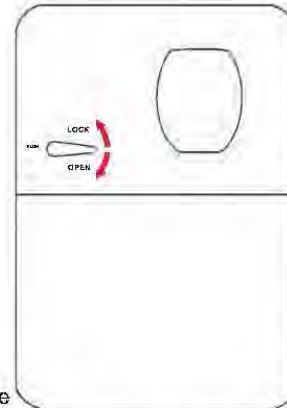
### DETAIL A

#### Cabin entry door

1. Push on the large end of the handle.
2. Turn the handle clockwise.
3. Pull or pry out on the door to open.

#### Wide door (optional)

1. Push on the large end of the handle.
2. Turn the handle clockwise and pull out on the upper door to open.
3. Lift up the lower door handle located on the top edge of the lower door.
4. Pull or pry out on the lower door to open.



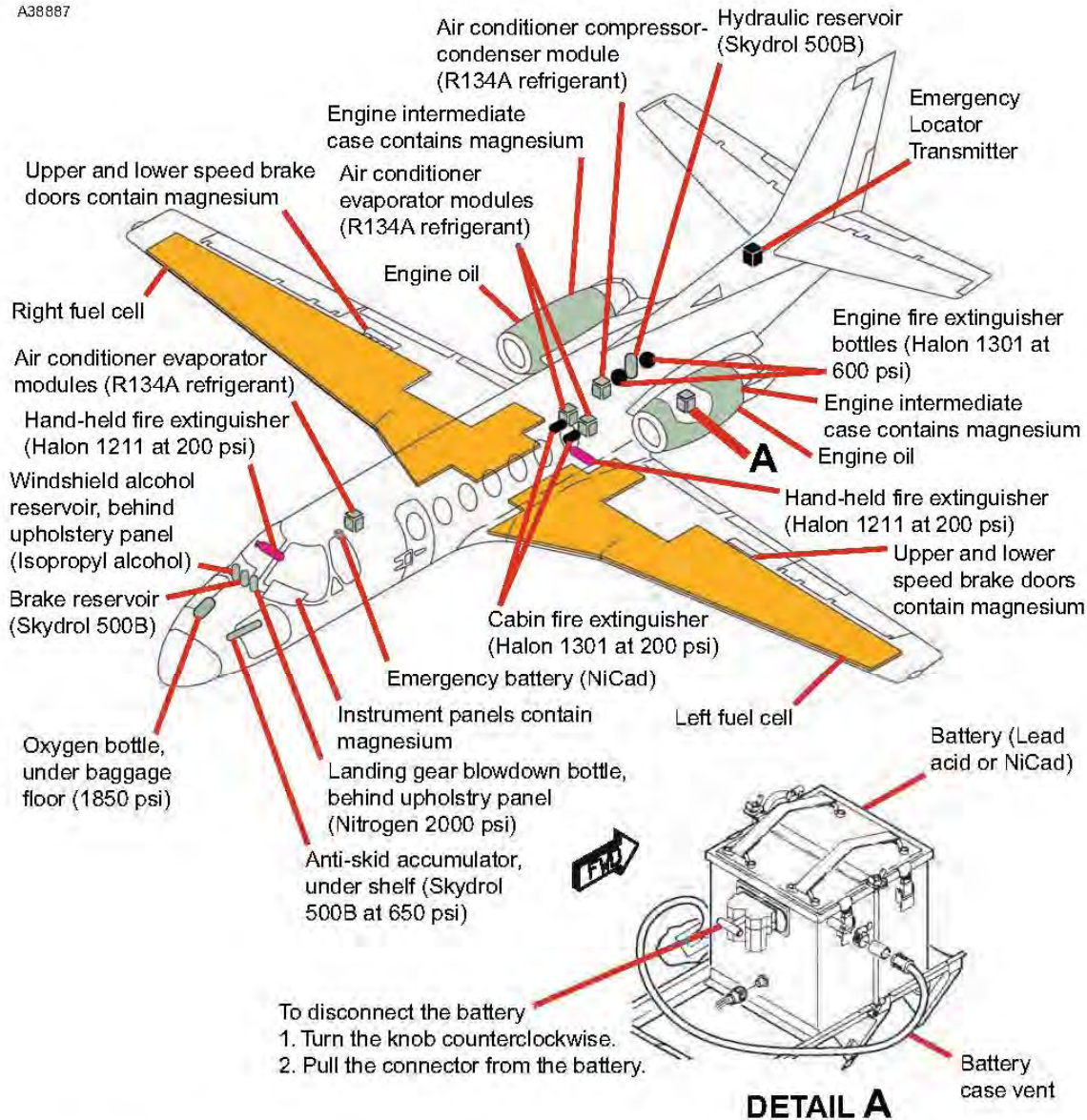
### DETAIL A

**NOTE 1:** To prevent injury to personnel and occupants, the cutout areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations

A38887



**Wheel fires:** If the tires or wheels are on fire, approach the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature of 310 °F (155 °C). Wheels contain magnesium components.

**Fire and smoke:** Cabin interiors are made from FAA approved materials, that can cause toxic fumes, melt, and burn when exposed to extreme heat. Use protective clothing and breathing equipment until the area is safe.

## Fuel and Electrical Shutdown

A38888 Push the ENG FIRE switch to stop the hydraulic and fuel flow to the engine (battery switch must be on). Push the BOTTLE ARMED switch to extinguish an engine fire (battery switch must be on).



**A** Put the battery switch to the OFF (center) position

**B** Thrust reverser levers

Lift the triggers and pull the throttle levers fully aft to stop the fuel to the engines.

**C** ELT switch (NOTE)



**DETAIL A**

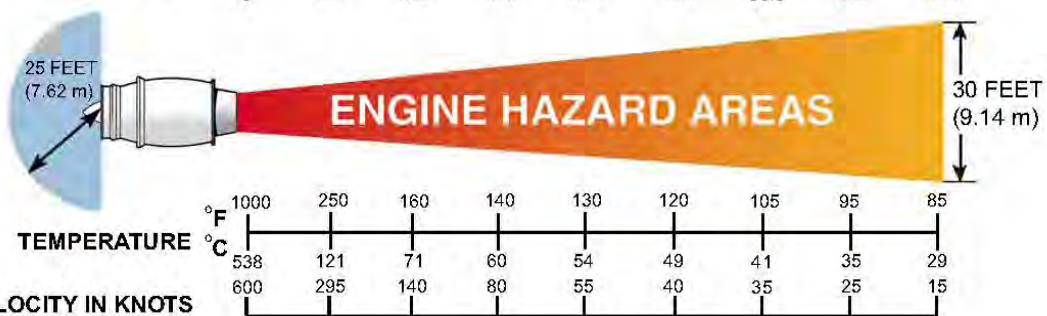
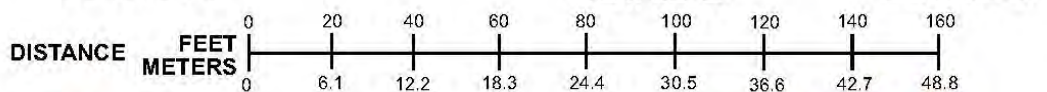
Put the passenger safety switch to the OFF (center) position



**DETAIL B**



**DETAIL C**



**NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

**NOTE:** The airplane is equipped with a small emergency battery and inertial switch that provide power to the cabin door and emergency escape hatch flood lights. These lights remain on until the inertial switch is reset.

2 ENGINES

# CESSNA 750 CITATION X

2 ENGINES



Photo by: Erick Stamm



Photo by: Bjoern Venhaus



Photo by: Erick Stamm

## **Critical Response Information**

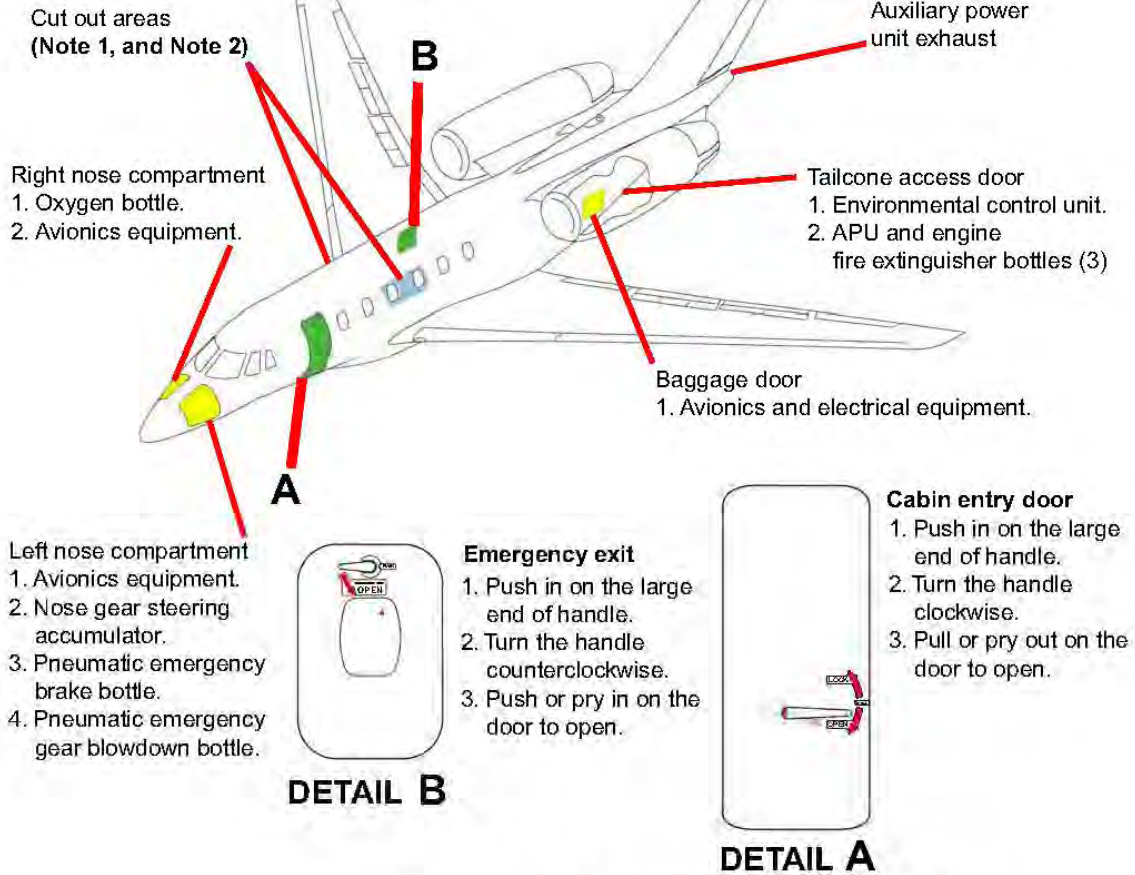
Number of Engines	2
Passenger & Crew Capacity	14 max. (2 crew, 12 passenger max.)
Fuel Capacity	1,930 gal.
Emergency Rescue Access	Page 213
Flammable Materials / Pressure Vessel Locations	Page 214
Fuel and Electrical Shutdown	Page 215

All diagrams provided by Cessna.

## Emergency Rescue Access

A38904

# CITATION X



**Note:** The prelatch release will keep the door in the closed position. To release the precatch, turn the handle counterclockwise and then clockwise to open the door.

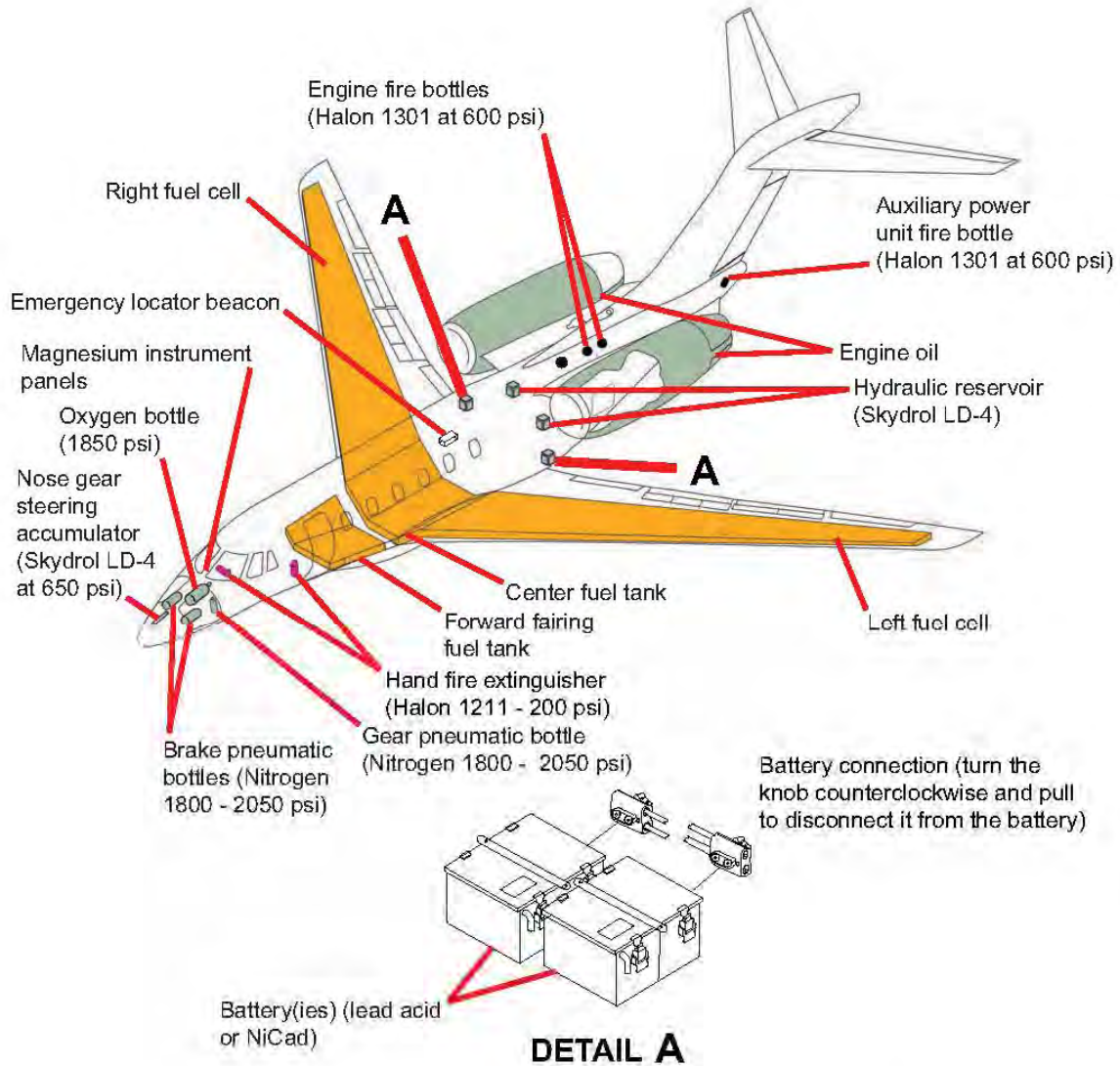
**NOTE 1:** To prevent injury to personnel and occupants, cutout areas are to be used only when access through the cabin entry, and emergency exit doors is not possible. If cutout areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.

**NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure no fuel or flammable materials are near the area that is to be cut.

2 ENGINES

## Flammable Materials / Pressure Vessel Locations

A38805



**Wheel fire:** The nose wheel contains magnesium components. The main wheels have fusible plugs that will release the tire pneumatic pressure at a temperature more than 450°F (232°C). To prevent injury, go near the landing gear from the forward or aft side.

**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn during very high heat conditions. Use protective clothing and breathing equipment until the area is safe.

2 ENGINES



## Fuel and Electrical Shutdown

A38906

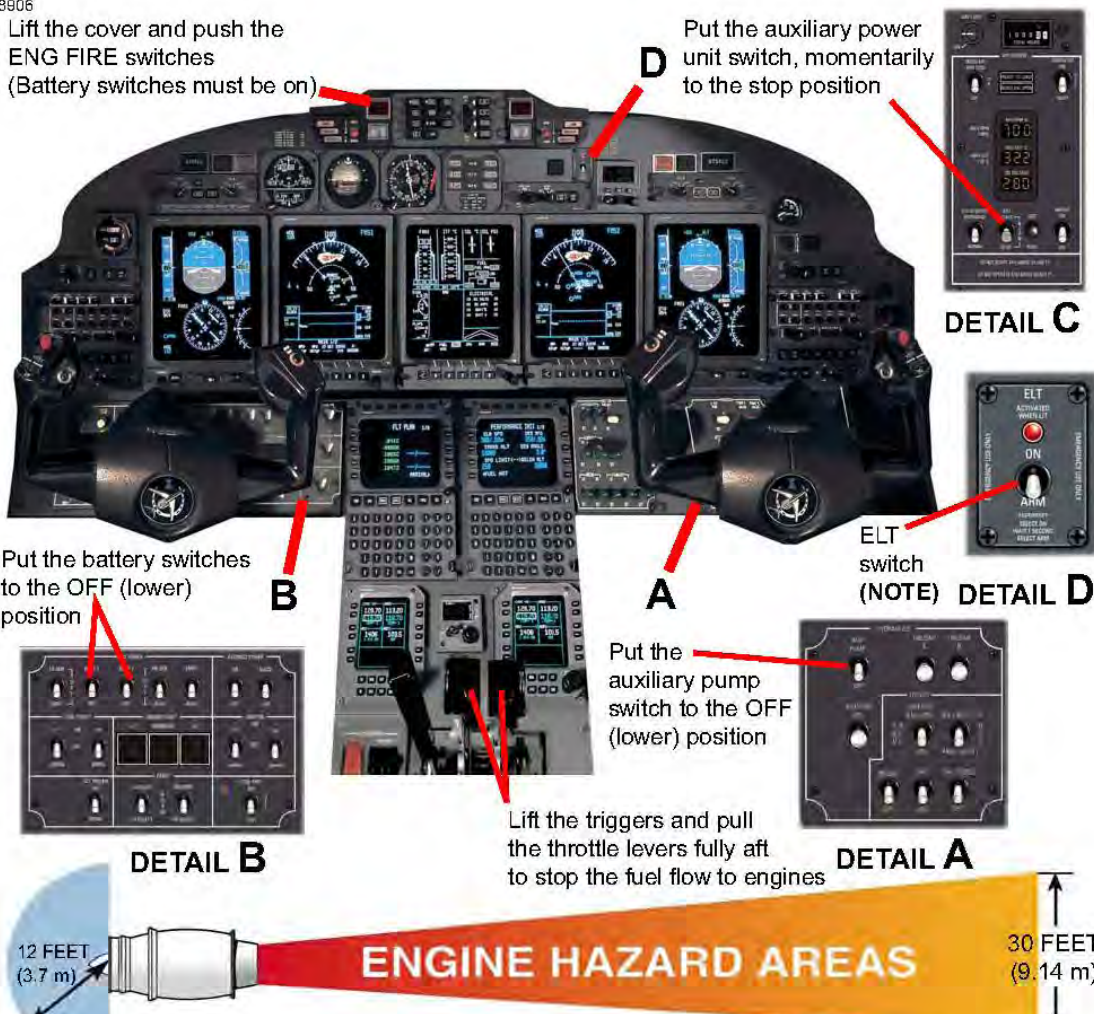
Lift the cover and push the ENG FIRE switches (Battery switches must be on)

Put the auxiliary power unit switch, momentarily to the stop position

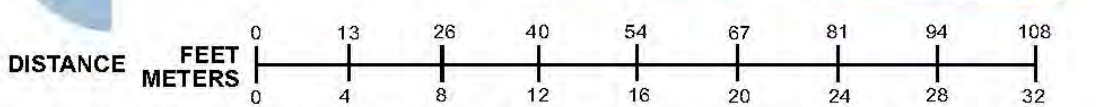
Put the battery switches to the OFF (lower) position

Put the auxiliary pump switch to the OFF (lower) position

Lift the triggers and pull the throttle levers fully aft to stop the fuel flow to engines



2 ENGINES



- NOTE:** The airplane has two small emergency batteries, each with an inertia switch that supplies power to the interior lights. These lights will come on and stay on until the inertia switches are reset. The switches are found on the battery packs.
- NOTE:** A guarded emergency battery disconnect switch, found on the left circuit breaker panel, will disconnect the battery ground circuit when the switch is in the ON position. The airplane battery must be disconnected as soon as possible.
- NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

# CESSNA 680 CITATION SOVEREIGN

2 ENGINES



Photo by: Erick Stamm



Photo by: Brent Beck



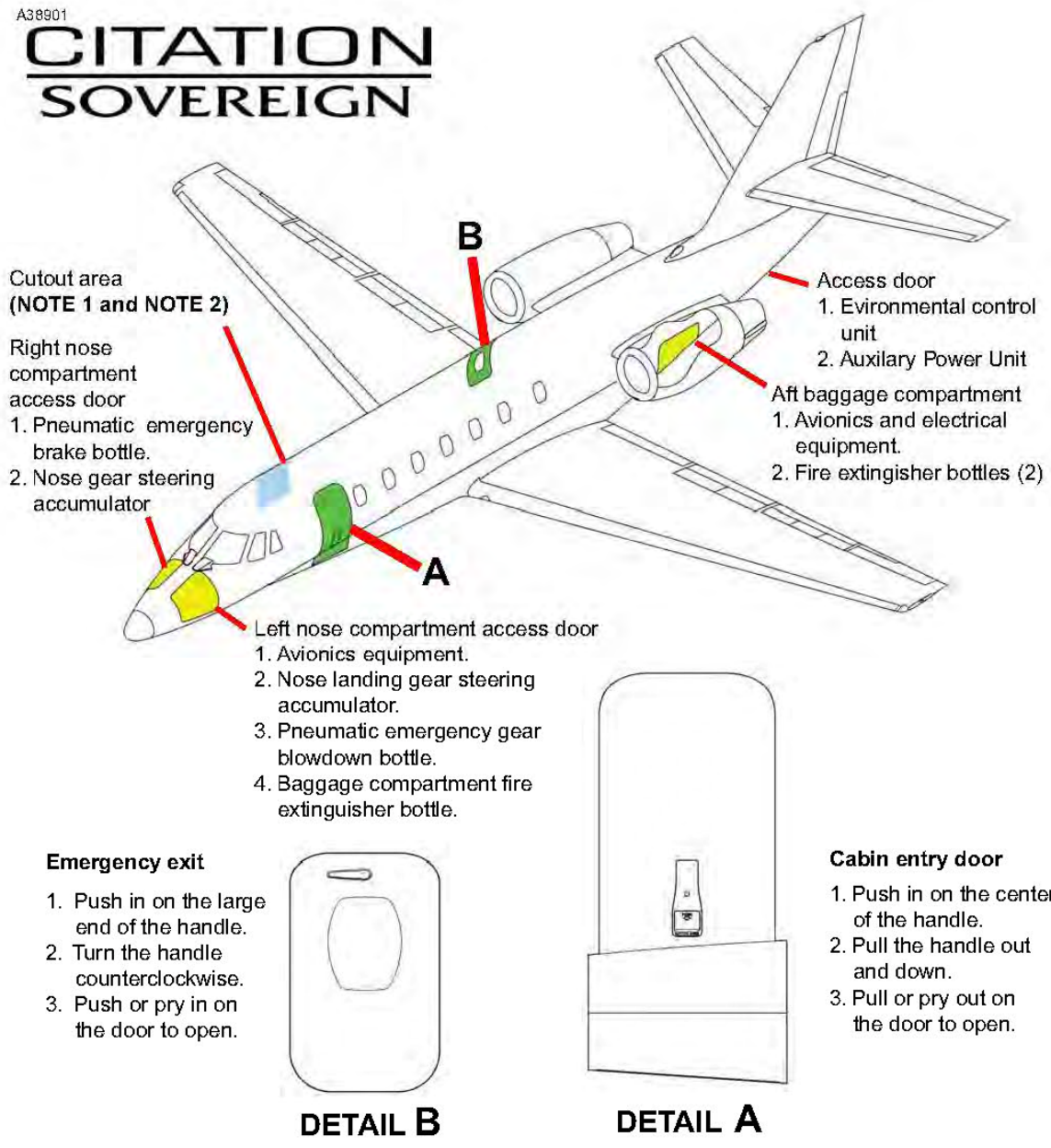
Photo by: Bjoern Venghaus

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	14 max. (2 crew, 12 passenger max.)
Fuel Capacity	1,757 gal.
Emergency Rescue Access	Page 217
Flammable Materials / Pressure Vessel Locations	Page 218
Fuel and Electrical Shutdown	Page 219

All diagrams provided by Cessna.

## Emergency Rescue Access

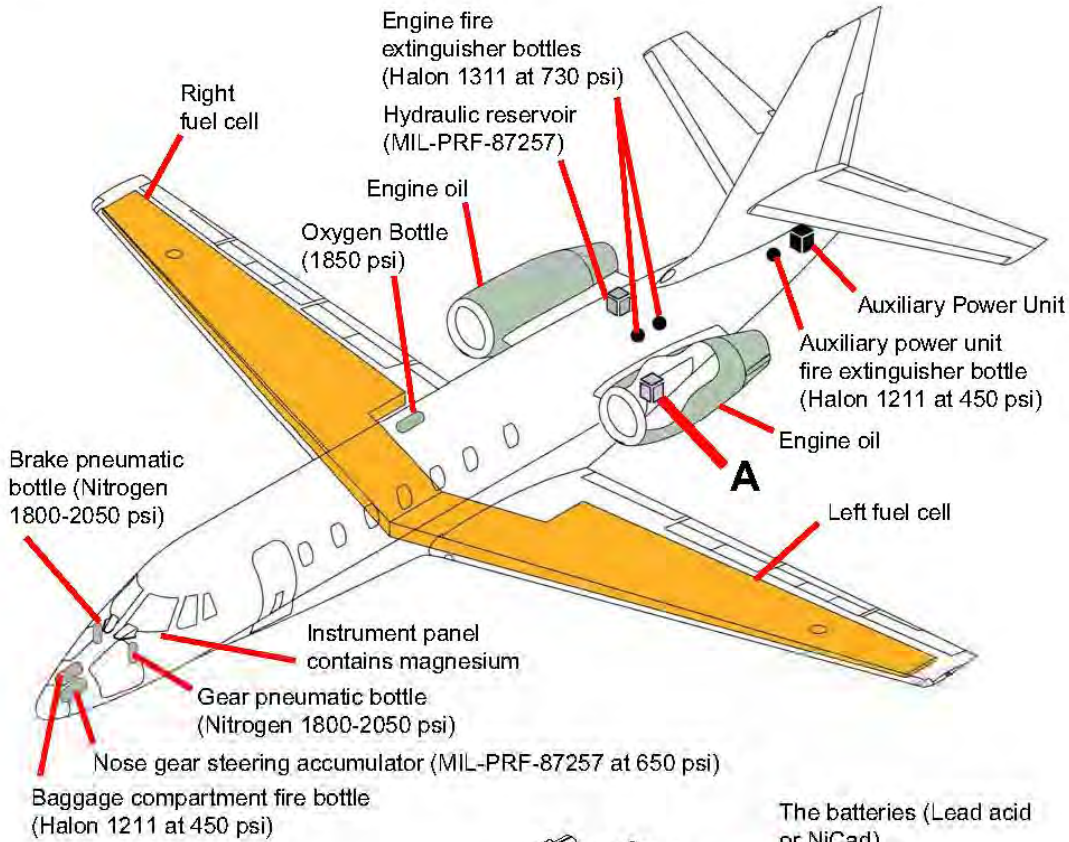


2 ENGINES

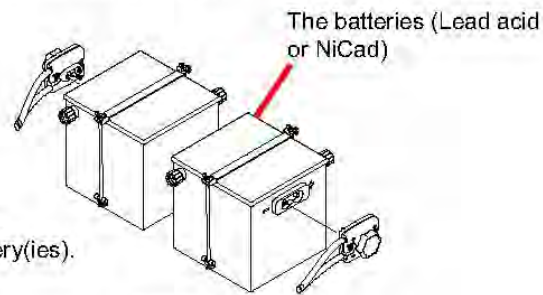
- NOTE 1:** To prevent injury to personnel and occupants, cut out areas are to be used only when access through the cabin entry and emergency exit doors is not possible. If the cut out areas must be used, carefully cut out the approved area and find where the occupants are before other cuts are made.
- NOTE 2:** When possible, use only pneumatic or hydraulic equipment to cut the airplane structure. Make sure that no fuel or flammable materials are near the area that is to be cut.

## Flammable Materials / Pressure Vessel Locations

A38802



2 ENGINES



- To disconnect the battery(ies)
1. Turn the knob counterclockwise.
  2. Pull the connector from the battery(ies).

**DETAIL A**

**Wheel fires:** If the tires or wheels are on fire, go near the wheels from the forward or aft side. The wheels have fusible plugs that will release the tire pneumatic pressure at a temperature more than 450 °F (232 °C).

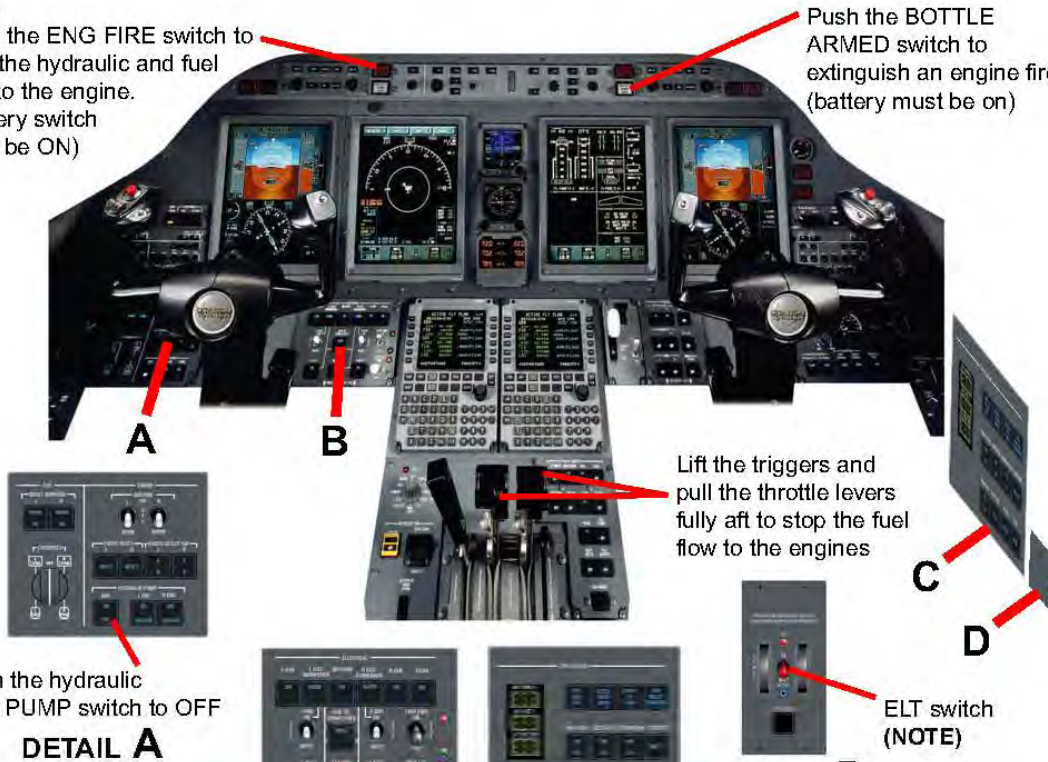
**Fire and smoke:** Cabin interior furnishings are made from FAA approved materials, that can cause toxic fumes, melt, and burn during very high heat conditions. Use protective clothing and breathing equipment until the area is safe.

## Fuel and Electrical Shutdown

A38903

Push the **ENG FIRE** switch to stop the hydraulic and fuel flow to the engine. (battery switch must be ON)

Push the **BOTTLE ARMED** switch to extinguish an engine fire, (battery must be on)



Push the hydraulic **AUX PUMP** switch to OFF

**DETAIL A**

Put the battery switches to the OFF position

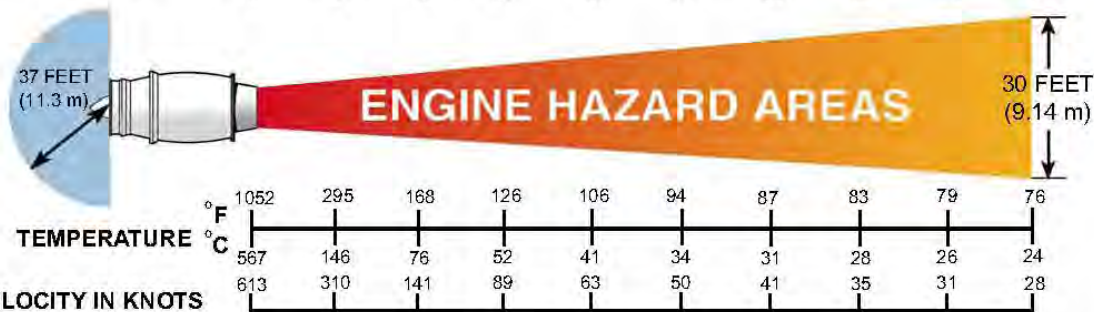
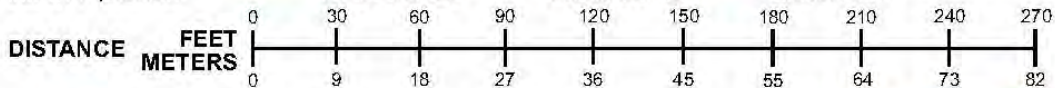
**DETAIL B**

**DETAIL C**

**DETAIL D**

Push the auxiliary power unit switch

**ELT switch (NOTE)**



**NOTE:** The airplane has four small emergency batteries, each with an inertia switch that supplies power to the cabin door and the emergency escape hatch flood lights. These lights will come on and stay on until the inertia switches are reset. The switches are found near the battery packs.

**NOTE:** If the Emergency Locator Transmitter (ELT) is on, put the switch in the ON position for one second and then put it in the ARM position to stop the ELT transmission.

2 ENGINES

# DASSAULT FALCON 2000, 2000EX



Photo by: James Dingell



Photo by: Erick Stamm



Photo by: Bill Shull

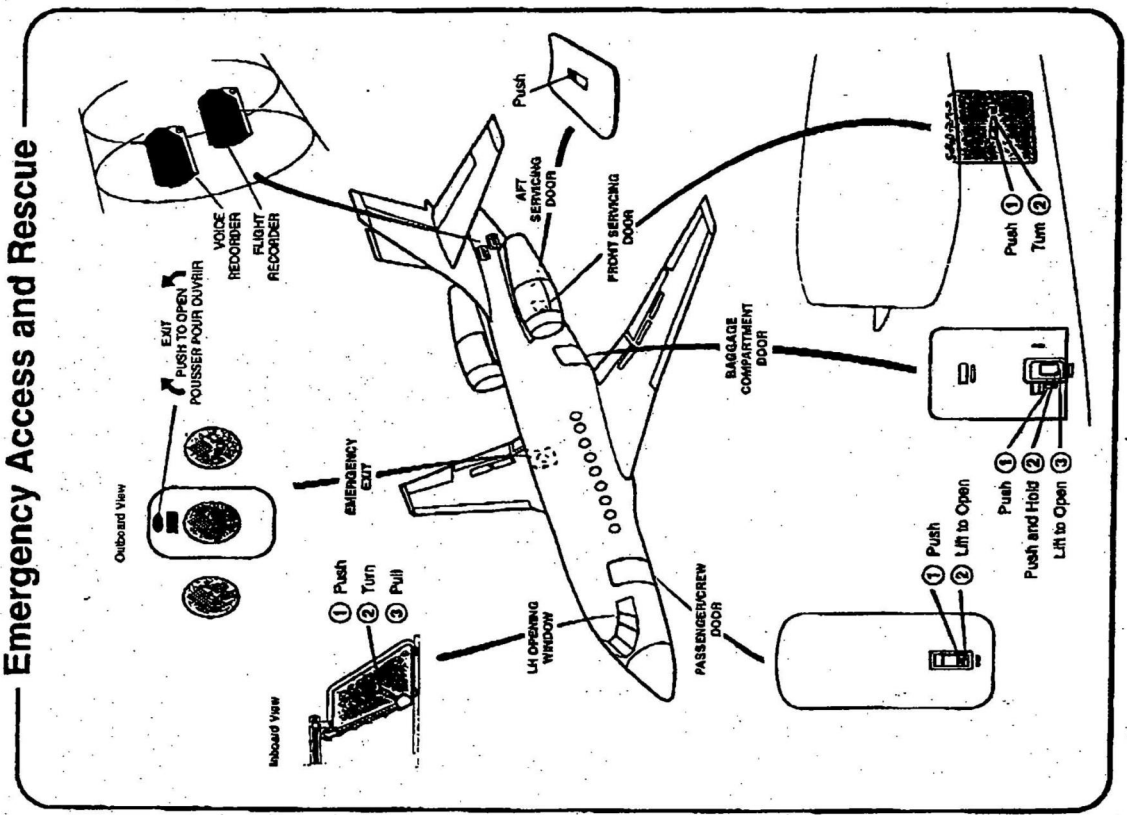
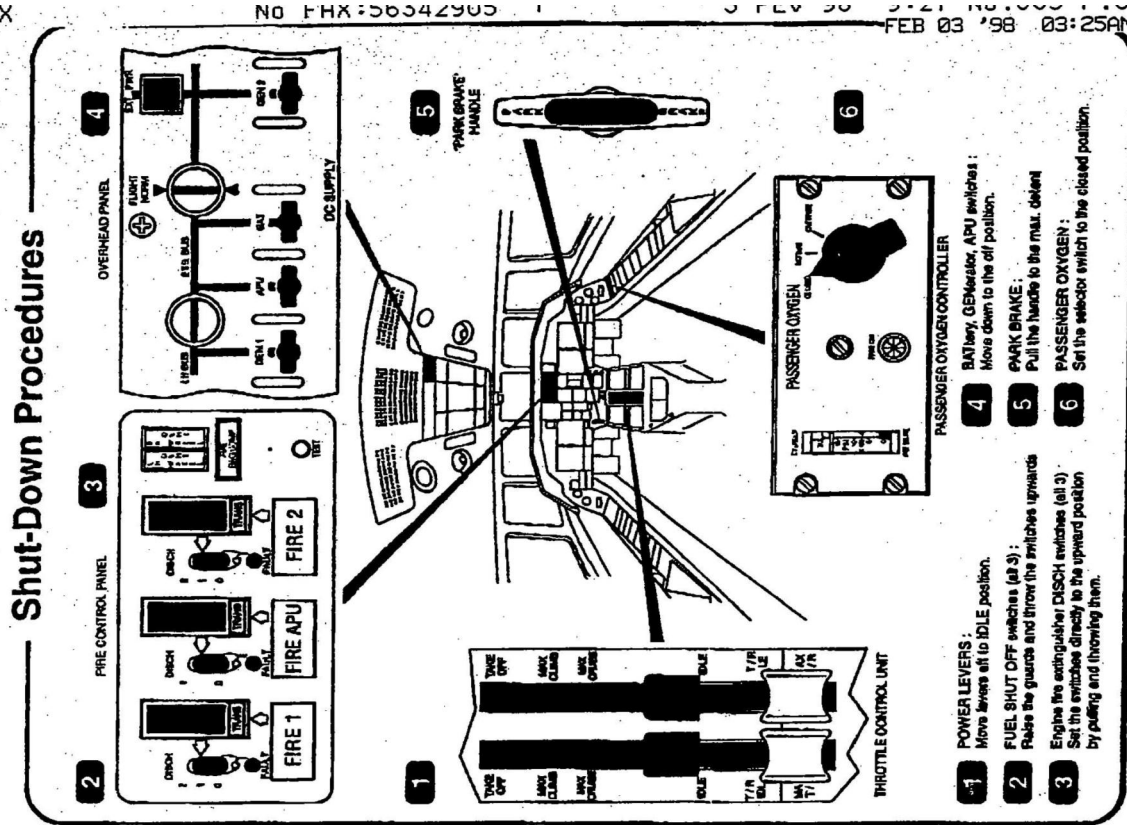
2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	21 max. (2 crew, 19 passenger max.)
Fuel Capacity	2,407 gal.
Emergency Rescue Access / Shut-Down Procedures	Page 221
Emergency Equipment / Flammable Materials Locations	Page 222

All diagrams provided by Dassault.

## Emergency Rescue Access / Shut-Down Procedures



2 ENGINES

2 ENGINES

## Emergency Equipment / Flammable Materials Locations

### Location of Flammables

Type of Fluid	Total Capacity
MIL-H-6608F	12.4 l 3.3 US Gall.

Designation	Specification Trade name	Airplane Total Capacity
Kerosene	JET A JET A-1	6,568 l 12,165 lb
High Pressure Fuel	JP-5	1,612 US Gal

Component	Quantity
Oxygen Cylinder	2,200 (O <sub>2</sub> )

### Emergency Equipment Stowage

### Ground Clearance

Maximum Take-Off Weight (MTOW)	36,000 lb (16,555kg)
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# EMBRAER ERJ (120-145) FAMILY



Photo by: Justin Idle



Photo by: Konstantin von Wedelstaedt



Photo by: Kyle Donagher

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	32 max. (2 crew, 30 passenger max.)
Fuel Capacity	1,950 gal.
Flammable Materials Locations	Page 230
Emergency Shut-Off	Page 231
Emergency Exits / Door Controls	Page 232
Cut-Out Areas	Page 233
Engine / Tire Fire Response	Page 234

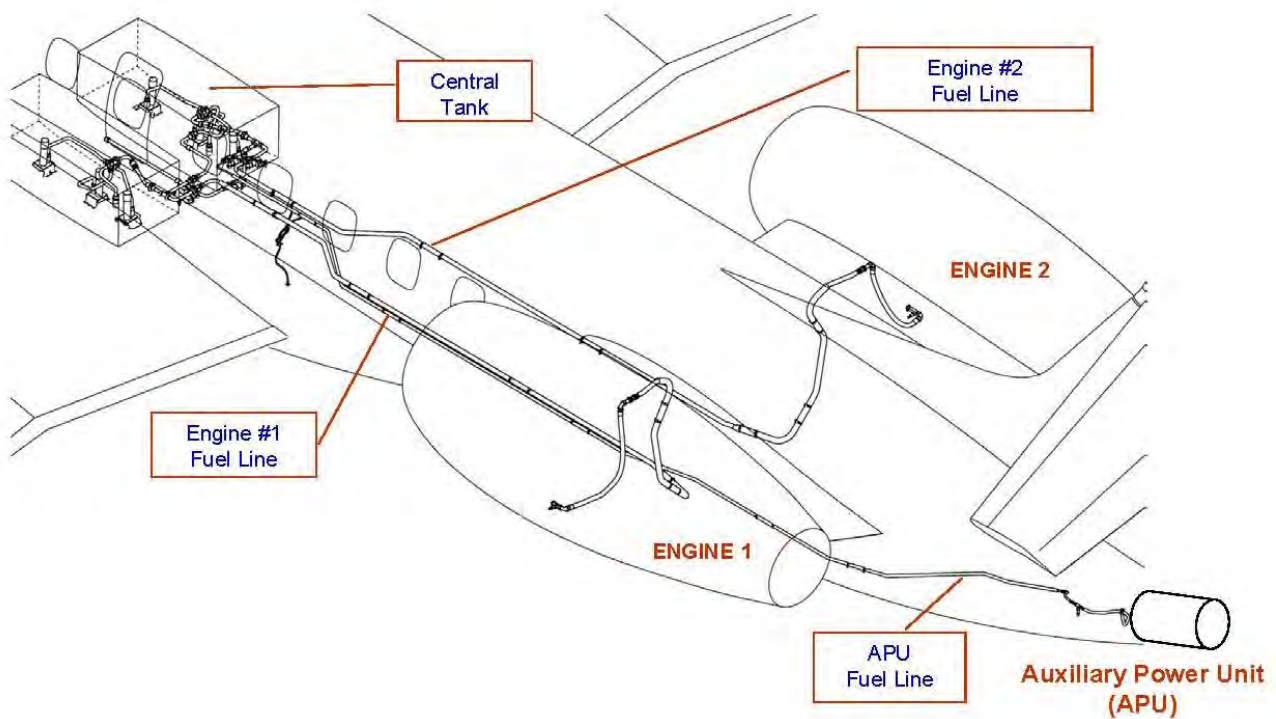
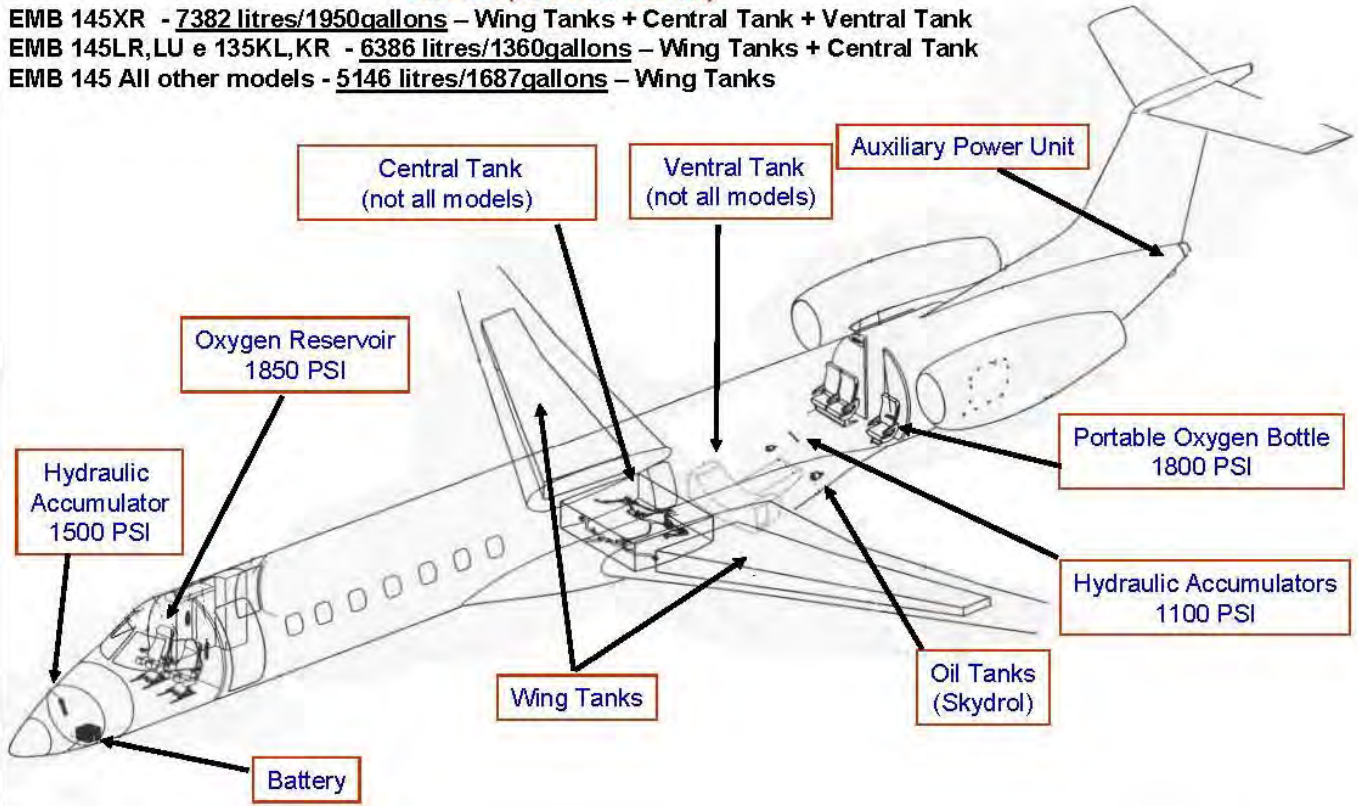
All diagrams provided by Embraer.

## Flammable Material Locations

**Fuel**  
*Jet Fuel (JET A or JET A1)*

EMB 145XR - 7382 litres/1950gallons – Wing Tanks + Central Tank + Ventral Tank  
 EMB 145LR, LU e 135KL, KR - 6386 litres/1360gallons – Wing Tanks + Central Tank  
 EMB 145 All other models - 5146 litres/1687gallons – Wing Tanks

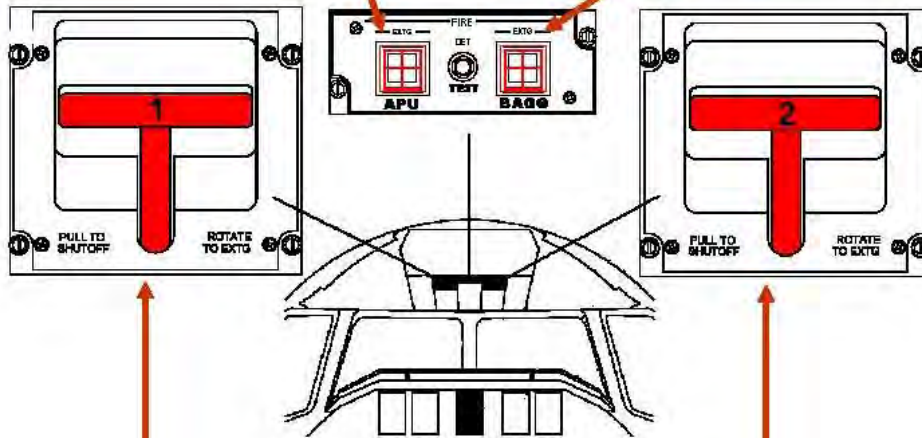
2 ENGINES



## Emergency Shut-Off

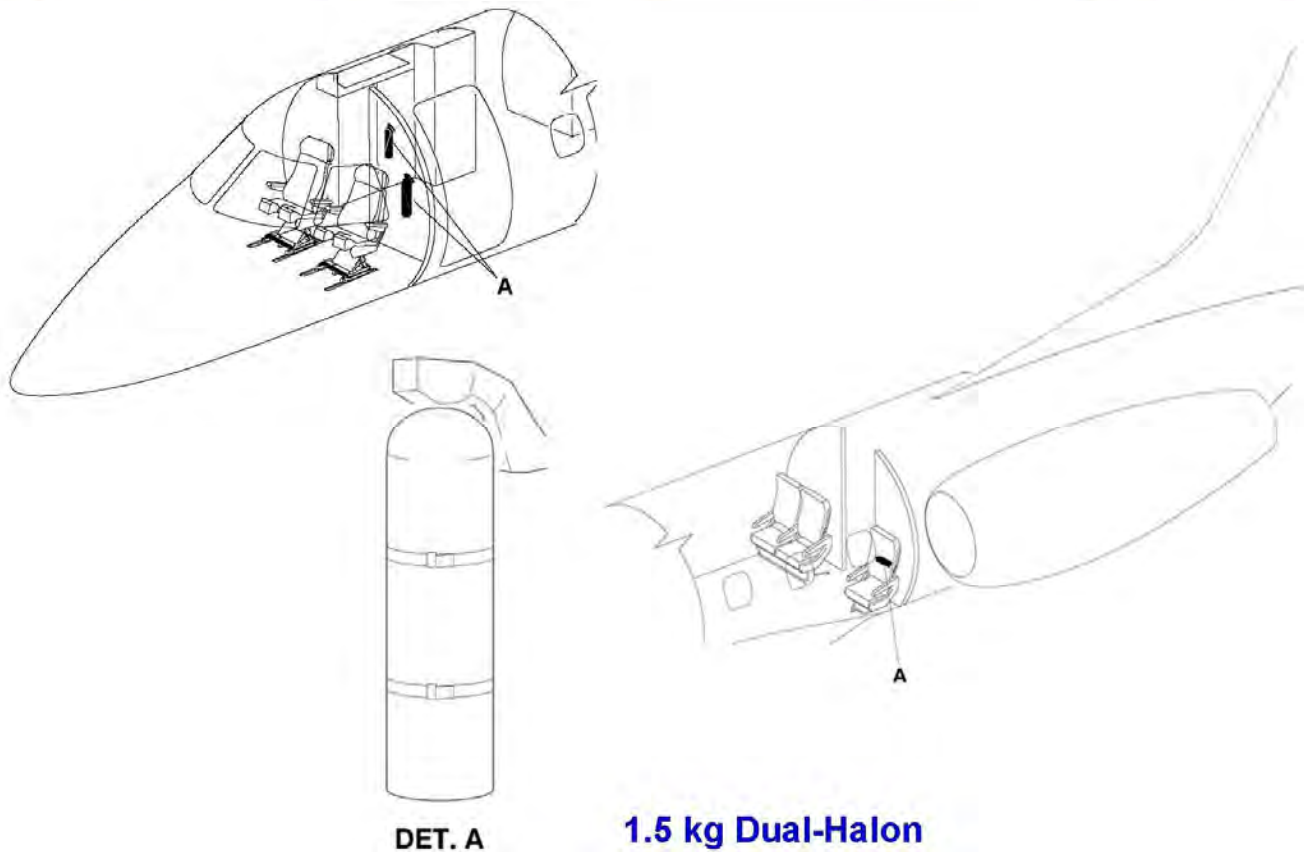
Lift the guard and press button to activate the fire extinguishing system of the APU

Lift the guard and press button to activate the fire extinguishing system of the cargo compartment



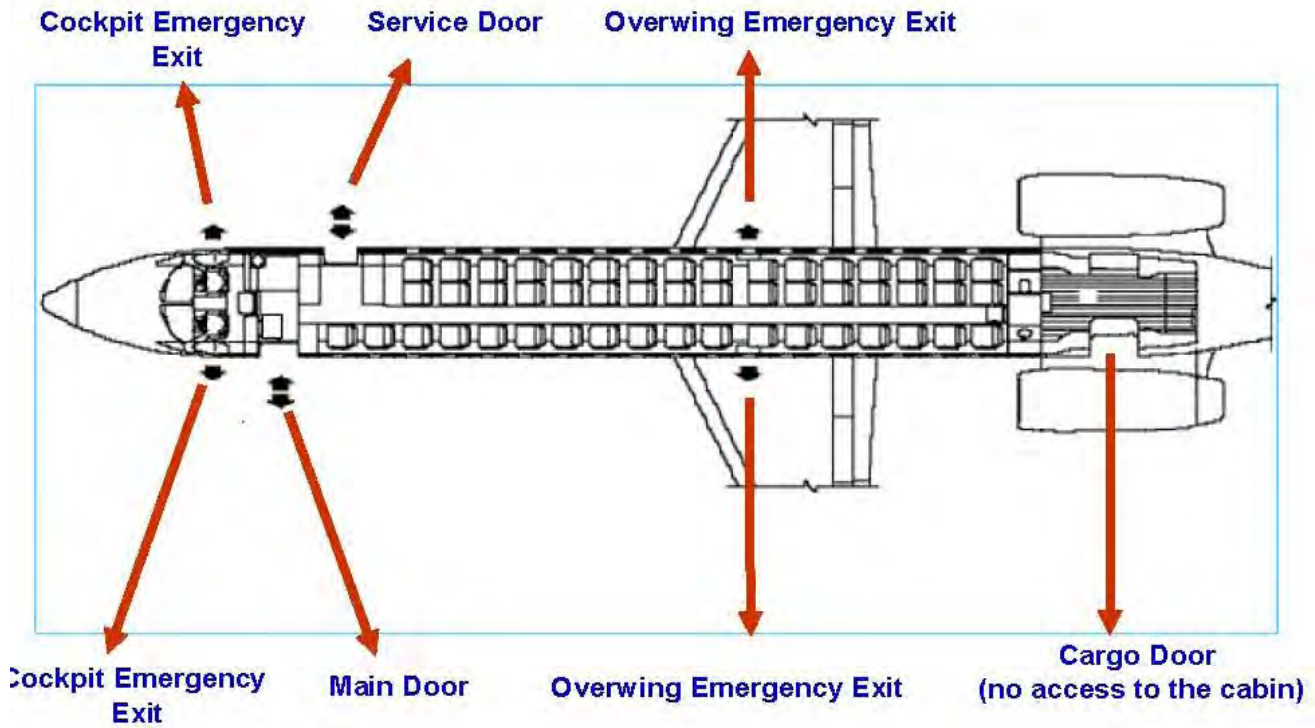
**RIGHT OR LEFT RIGHT ENGINE**  
Pull the handle to shutoff the engine  
Rotate the handle clockwise or counterclockwise to activate the fire extinguishing system

2 ENGINES

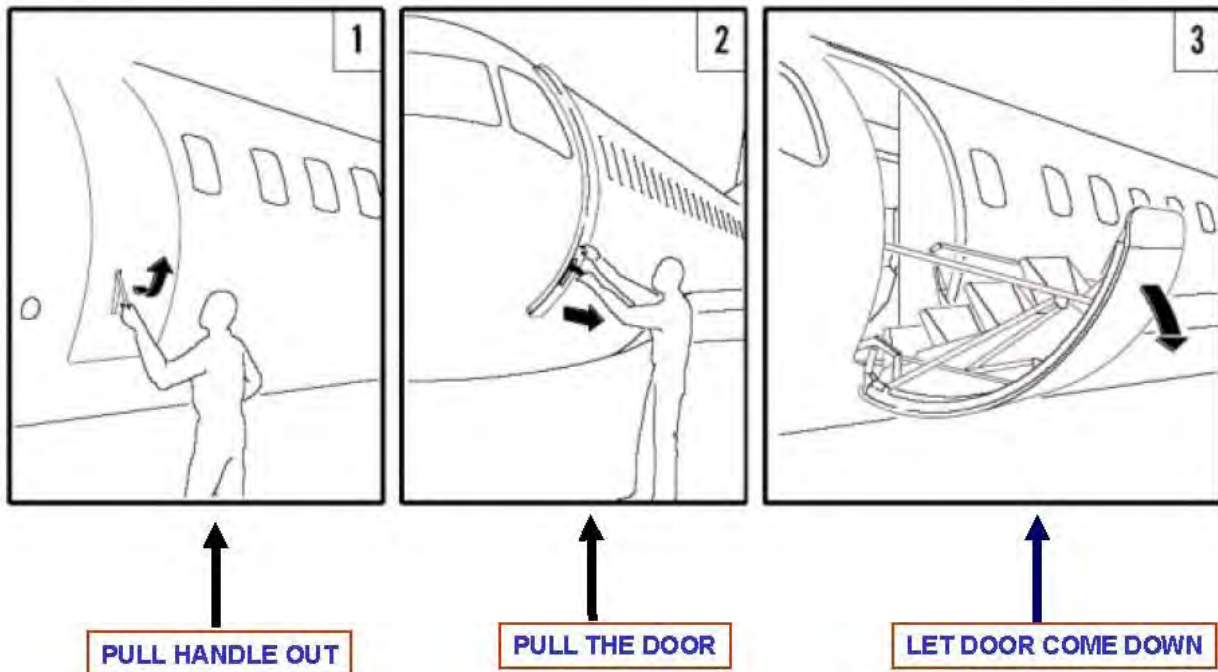


## Emergency Exits / Door Controls

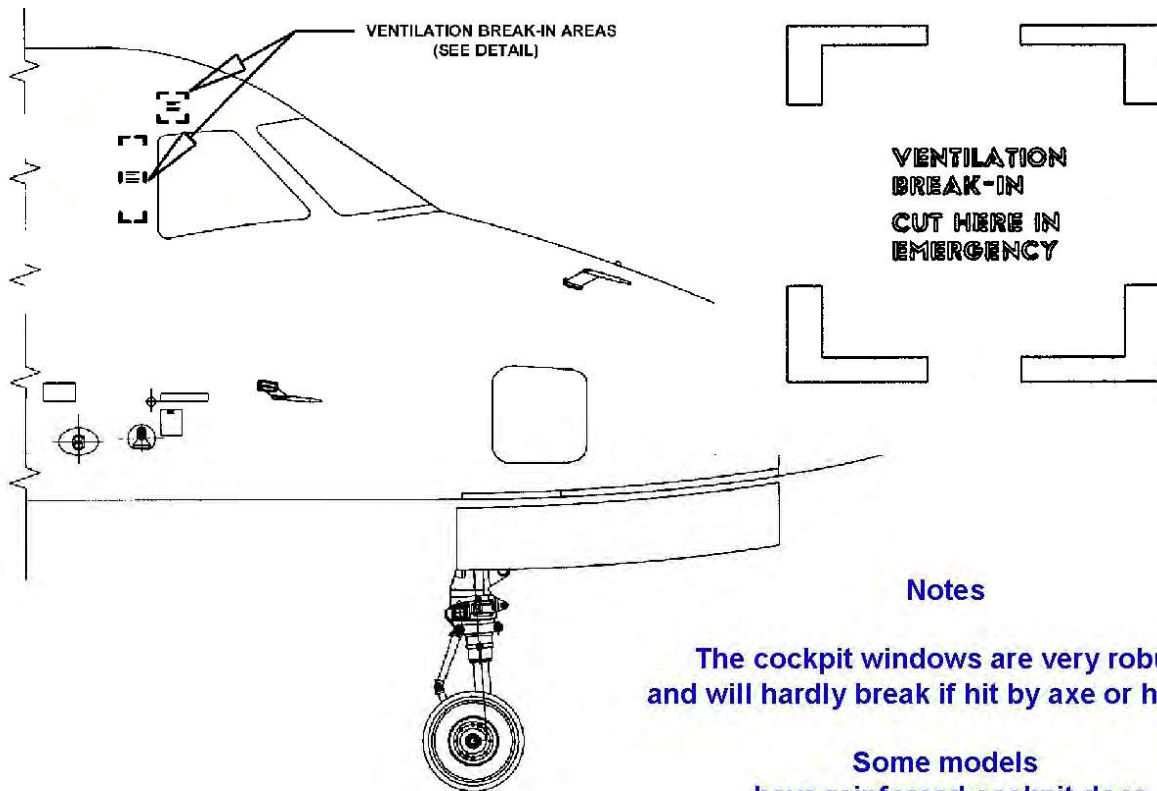
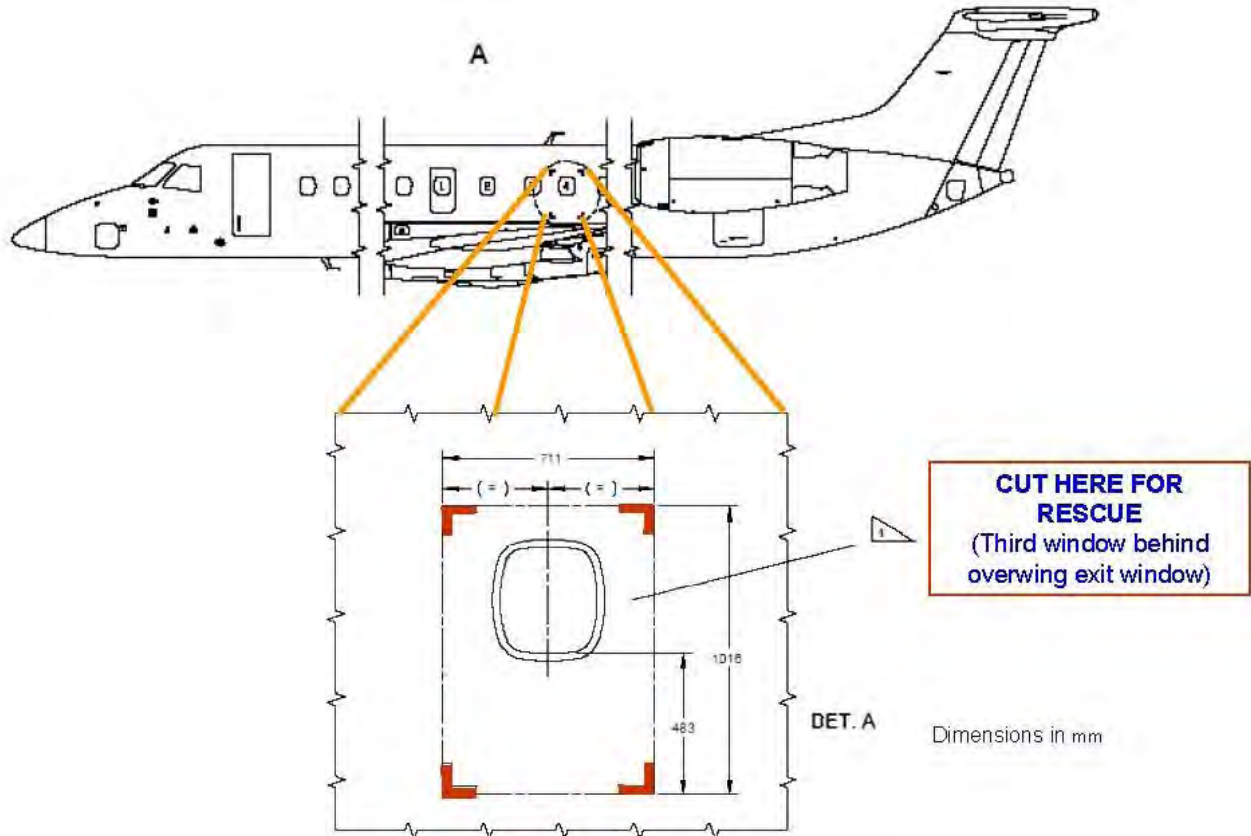
2 ENGINES



To Open :

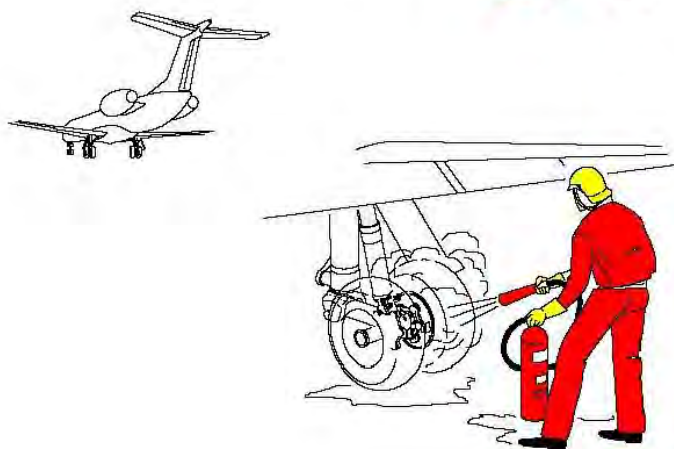
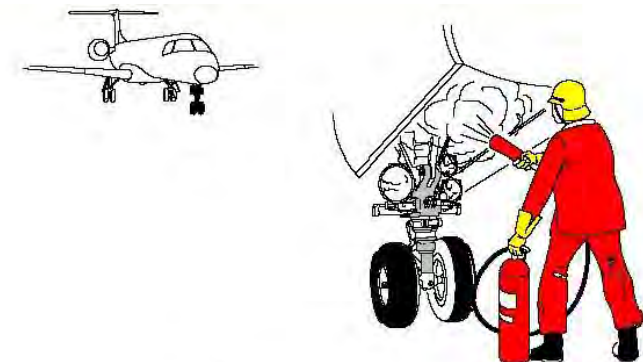


## Cut-Out Areas



2 ENGINES

## Engine / Tire Fire Response



**NOTE:**  
Approach wheels from  
rear or front only



**NOTE:** Do not open the engine compartment before extinguishing the fire

# EMBRAER ERJ (170-190) FAMILY



Photo by: Matthew I. Smith



Photo by: Justin Idle



Photo by: Alex Magadan

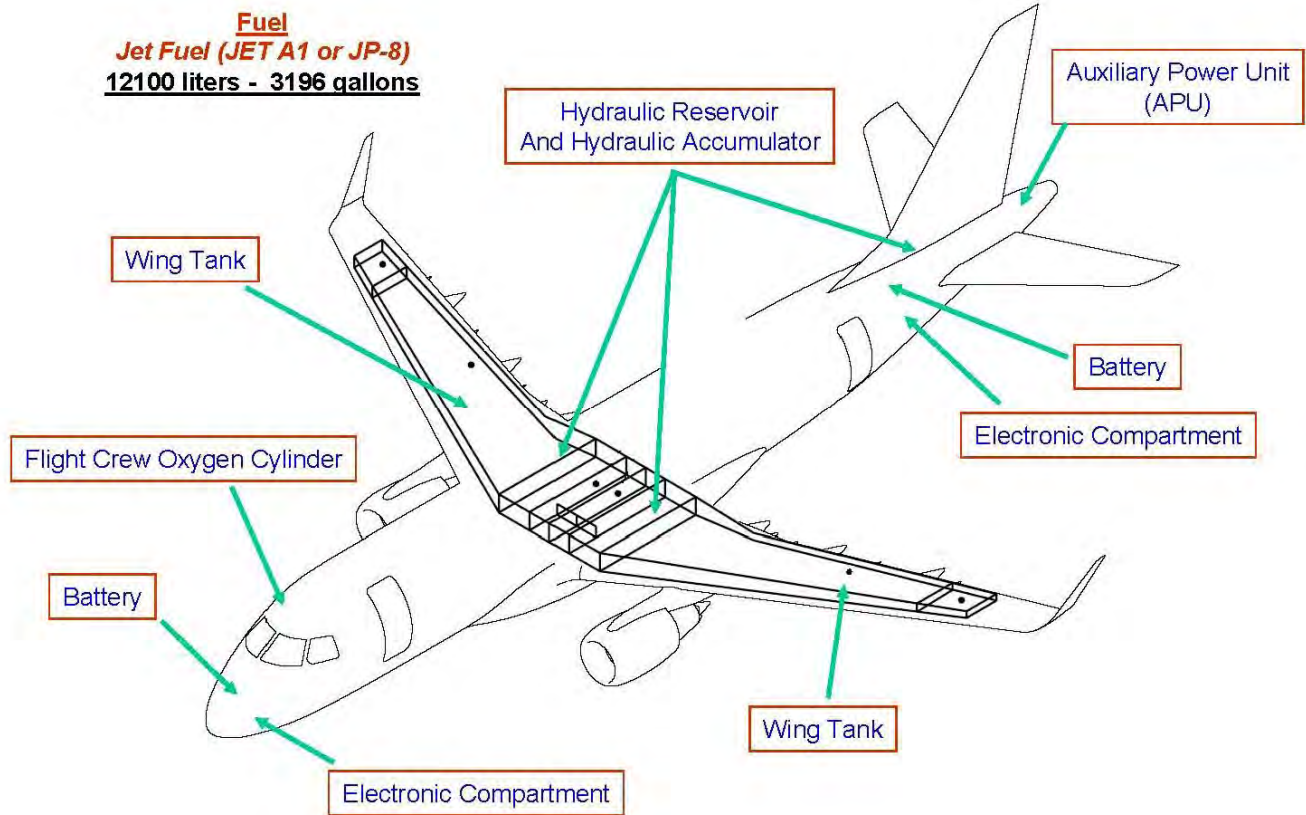
2 ENGINES

## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	124 max. (2 crew, 122 passenger max.)
Fuel Capacity	4,267 gal.
Flammable Materials Locations	Page 224
Emergency Exits	Page 225
Cabin and Cargo Door Controls	Page 226
Cut-Out Areas	Page 227
Engine / Tire Fire Response	Page 228

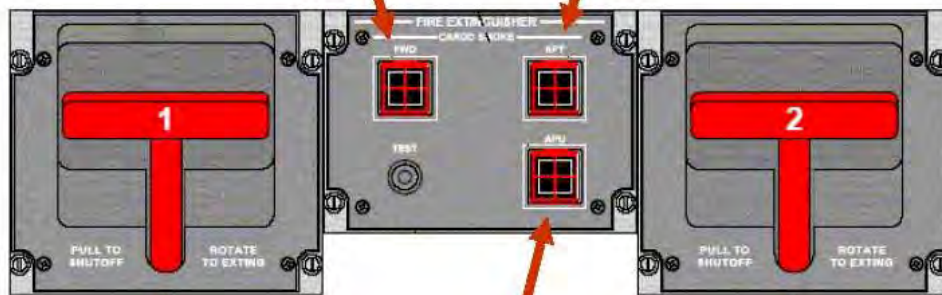
All diagrams provided by Embraer.

## Flammable Materials Locations



2 ENGINES

Lift the guard and press button to activate the fire extinguishing system of the cargo compartment

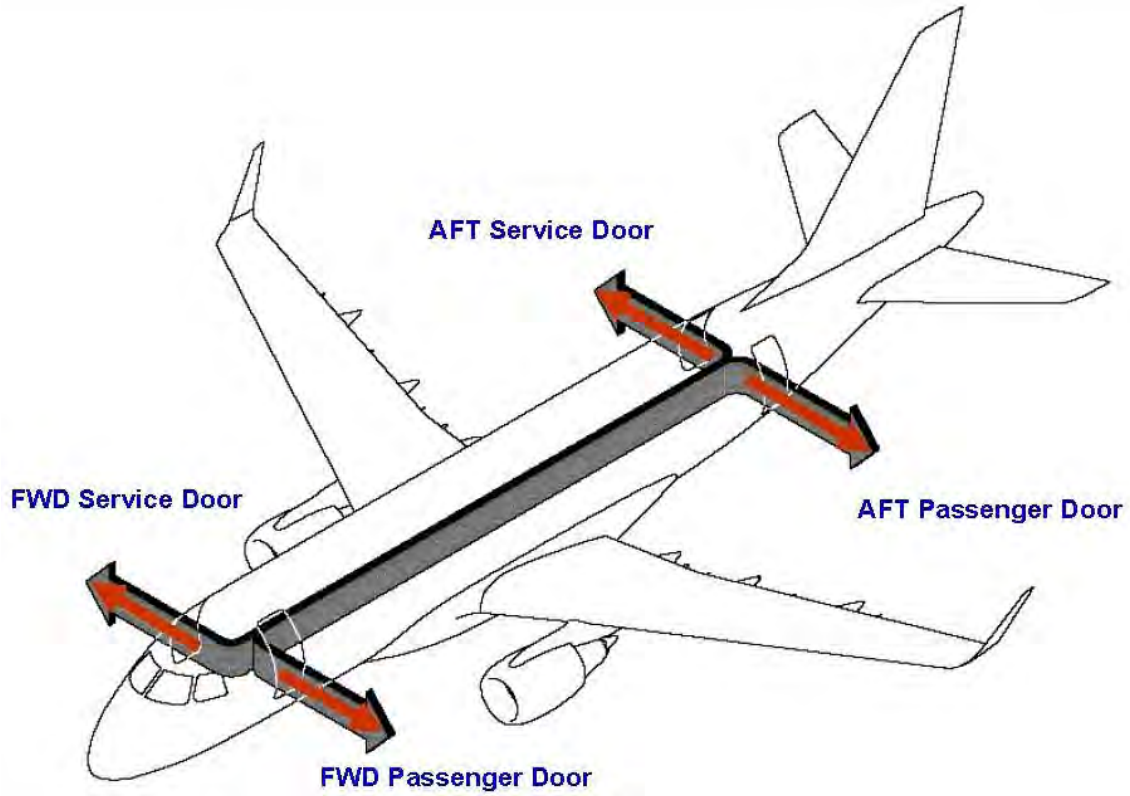


Lift the guard and press button to activate the fire extinguishing system of the APU

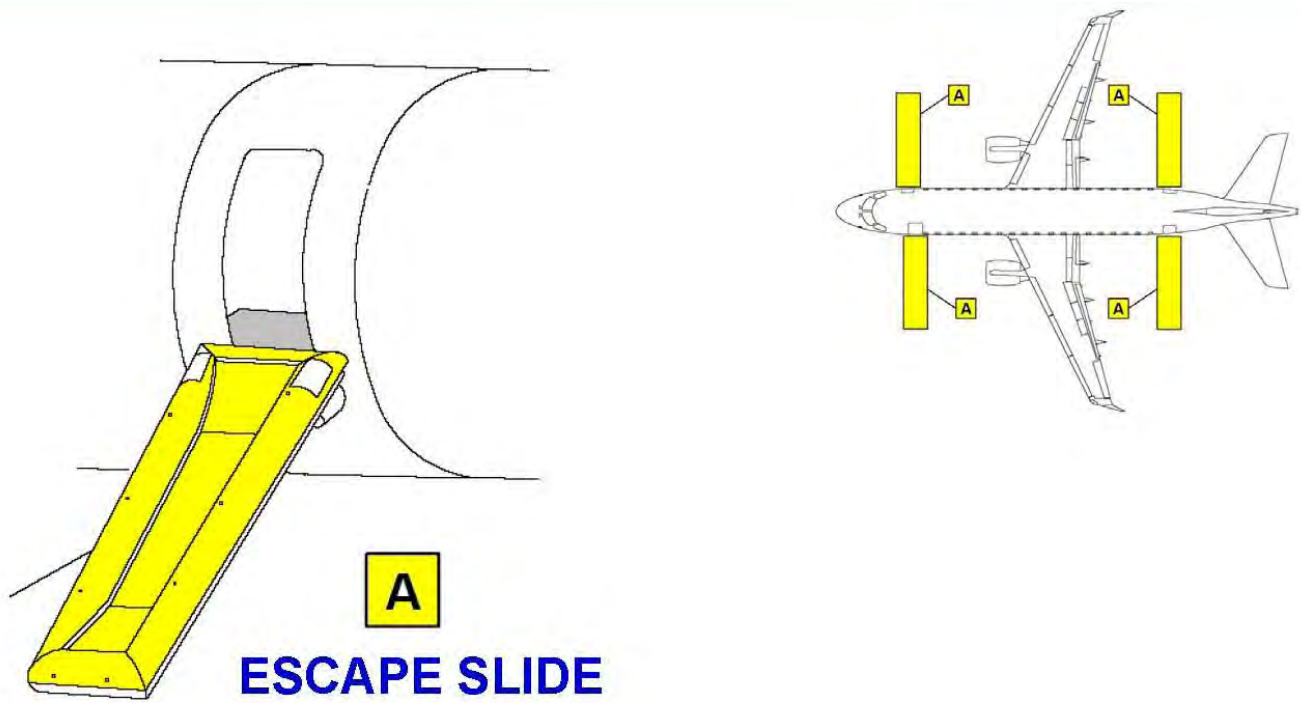
**RIGHT OR LEFT RIGHT ENGINE**  
Pull the handle to shutoff the engine  
Rotate the handle clockwise or counterclockwise to activate the fire extinguishing system



### Emergency Exits



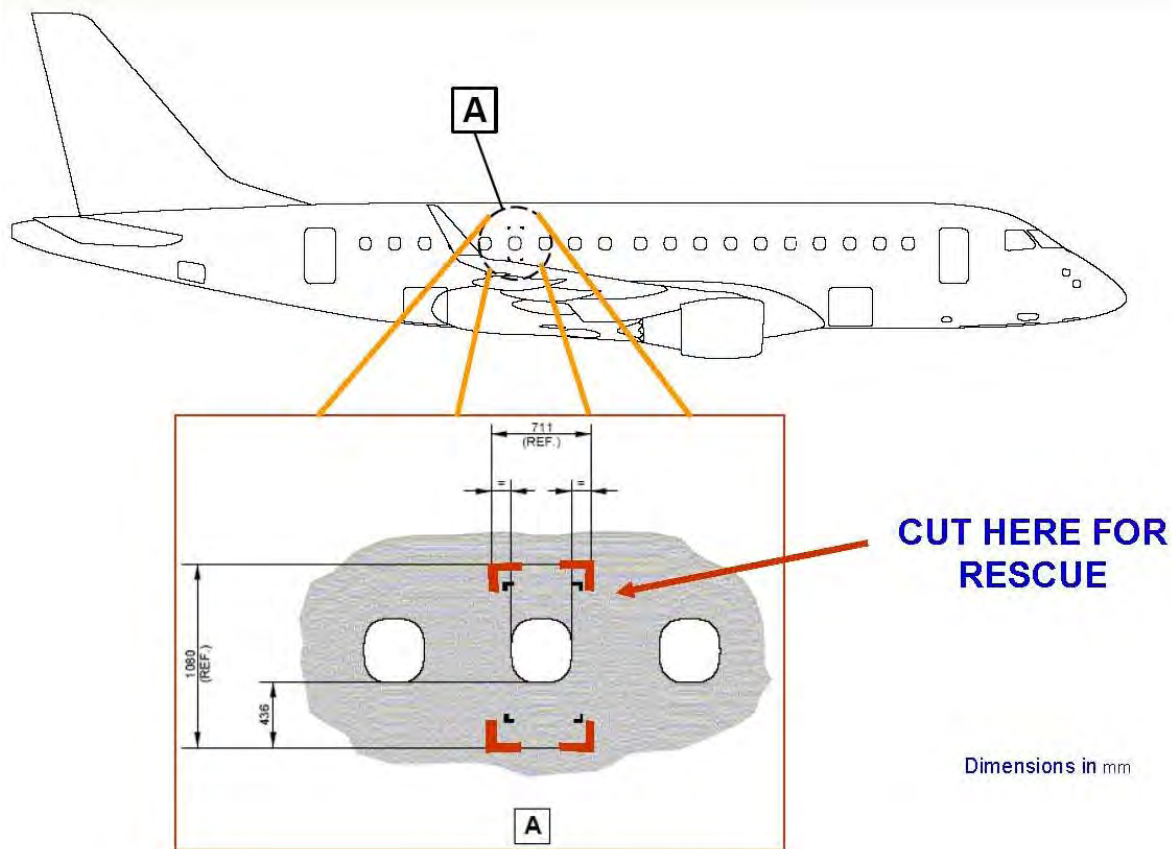
2 ENGINES



The escape slide is automatically disarmed when door is opened from outside

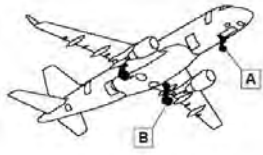


## Cut-Out Areas

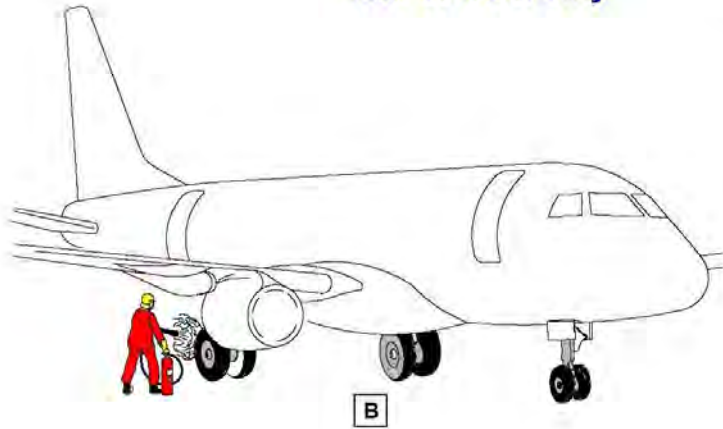


2 ENGINES

## Engine / Tire Fire Response



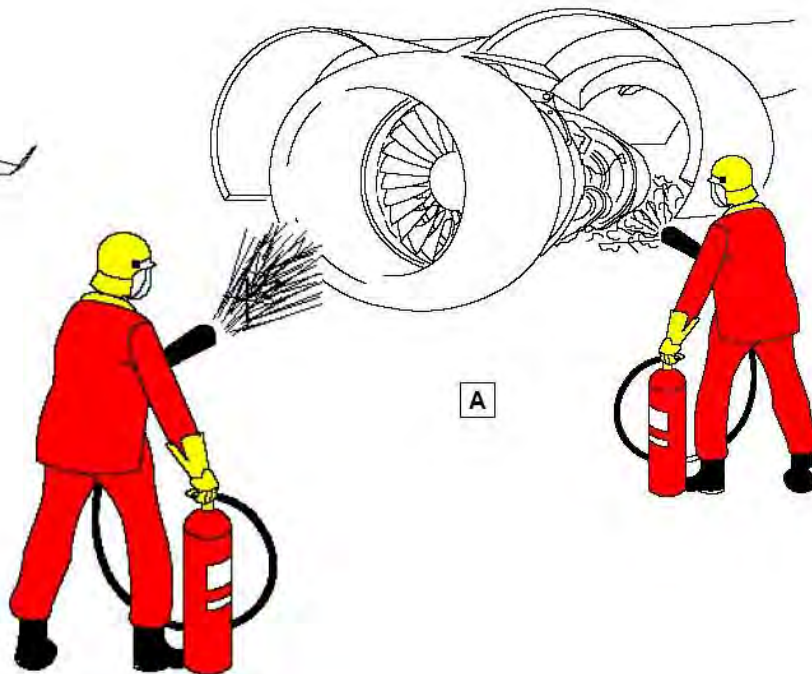
**NOTE:**  
Approach wheels from  
rear or front only



2 ENGINES



A  
ZONES  
410  
420



**NOTE:** Do not open the engine compartment before extinguishing the fire

# GRUMMAN GULFSTREAM II



Photo by: Roel van der Velpen



Photo by: Bill Shull



Photo by: Roel van der Velpen

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	21 max. (2 crew, 19 passengers max.)
Fuel Capacity	3,991 gal.
Crash Crew Chart	Page 236

All diagrams provided by Gulfstream.



# GRUMMAN GULFSTREAM III



Photo by: Gerhard Plomitzer



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	21 max. (2 crew, 19 passenger max.)
Fuel Capacity	4,133 gal.
Crash Crew Chart	Page 238

All diagrams provided by Gulfstream.





# GRUMMAN GULFSTREAM IV



Photo by: Ben Wang



Photo by: Erick Stamm

2 ENGINES

## **Critical Response Information**

Engine Type	Jets
Number of Engines	2
Passenger & Crew Capacity	21 max. (min. 2 crew, 19 passenger max.)
Fuel Capacity	4,386 gal.
Crash Crew Chart	Page 240

All diagrams provided by Gulfstream.



# GRUMMAN GULFSTREAM V



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Erick Stamm

2 ENGINES

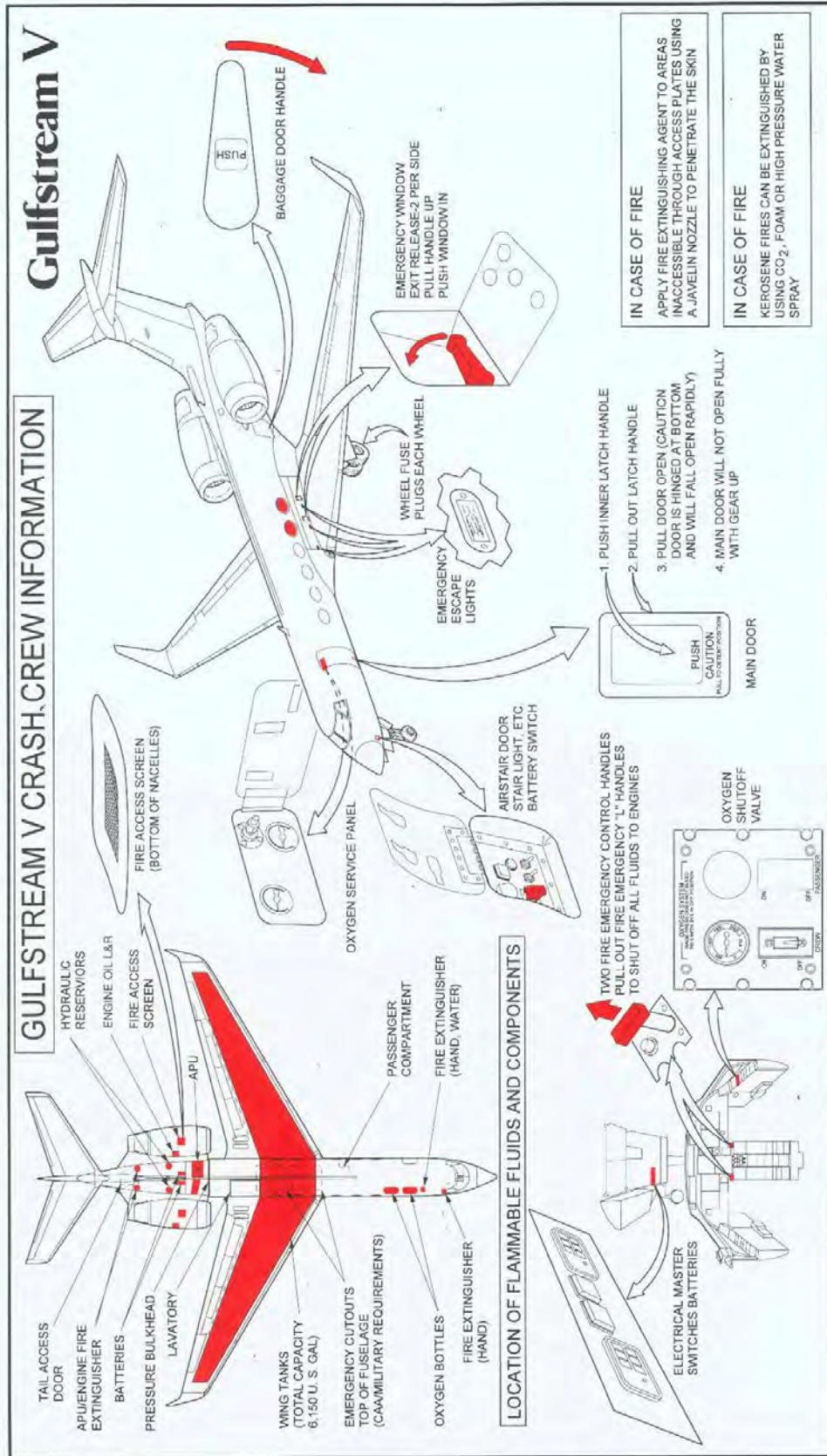
## Critical Response Information

Number of Engines	2
Passenger & Crew Capacity	21 max. (2 crew, 19 passenger max.)
Fuel Capacity	6,150 gal.
Crash Crew Chart	Page 242

All diagrams provided by Gulfstream.

## Crash Crew Chart

2 ENGINES



# TUPOLEV TU-204



Photo by: Turker Hasimoglu



Photo by: Robin Orszulik



Photo by: Sergey Ryabtsev

2 ENGINES

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	213 max. (3 crew, 210 passenger max.)
Fuel Capacity	12,000 gal.

For additional emergency response information on this aircraft please contact:

Tupolev Public Stock Company  
Academician Tupolev Embankment 17  
Moscow, Russia  
Tel. +7 499-267-25-33  
Fax. +7 499-267-27-33  
Email: tu@tupolev.ru

# BOEING 727-100/200



Photo by: James Dingell



Photo by: H. Gabor



Photo by: Gerard Helmer

3 ENGINES

## **Critical Response Information**

Number of Engines	3
Passenger & Crew Capacity	192 max. (3 crew min., 189 passenger max.)
Fuel Capacity	9,800 gal.
Flammable Materials Locations	Page 245
Emergency Rescue Access-1 & 2	Page 246
Battery Locations & Flight Deck Control Switch Locations	Page 247
Composite Materials Locations	Page 248

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.



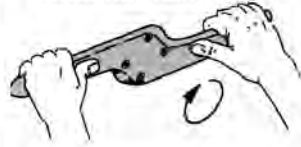
## Emergency Rescue Access- 1 & 2

### 1 PILOT'S SLIDING WINDOW (RH AND LH) CARGO AIRPLANES (RH ONLY) PASSENGER AIRPLANES



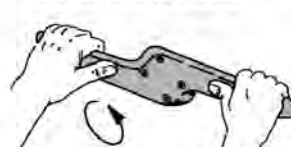
- TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
  2. PULL EXTERNAL RELEASE HANDLE
  3. SLIDE WINDOW OPEN.

### 2 FWD ENTRY DOOR EXTERNAL HANDLE



- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE CLOCKWISE.
  3. PULL DOOR OUTWARD.

### 3 MID/FWD GALLEY DOOR EXTERNAL HANDLE



- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

### 4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



- TO OPEN HATCH:
1. PUSH IN PANEL.
  2. PUSH HATCH INWARD AND UPWARD.

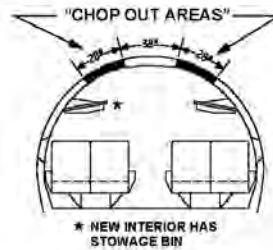
WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

### 5 AFT EXIT DOORS EXTERNAL HANDLE (200)L



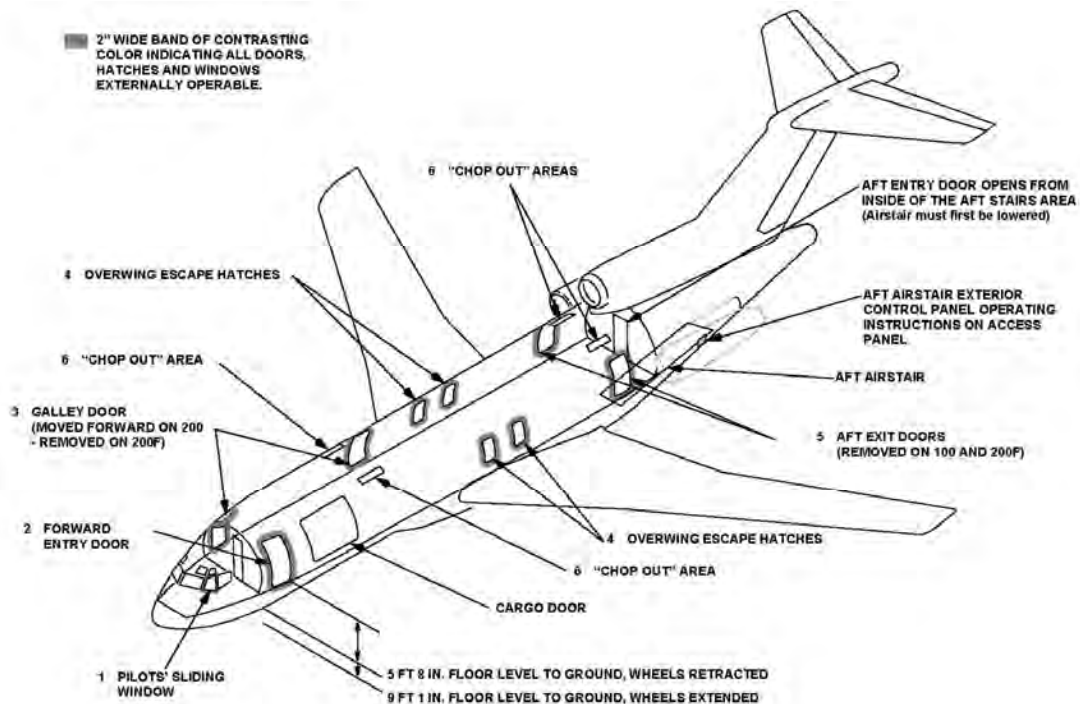
- TO OPEN DOOR:
1. PULL OUTWARD LOWER END OF HANDLE AND ROTATE FORWARD.
  2. PULL DOOR OUTWARD.

### 6 CHOP OUT AREAS



NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

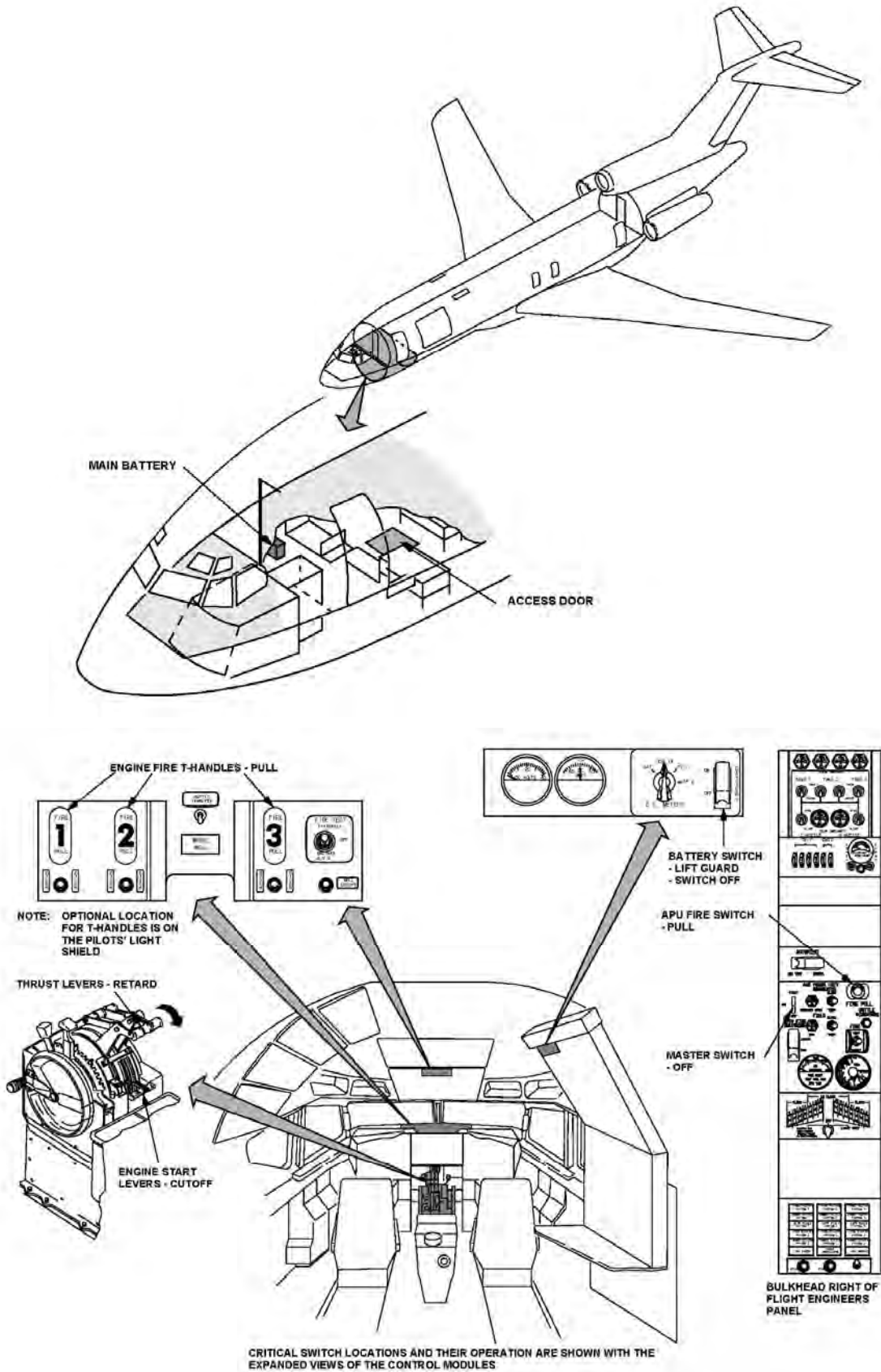
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



3 ENGINES

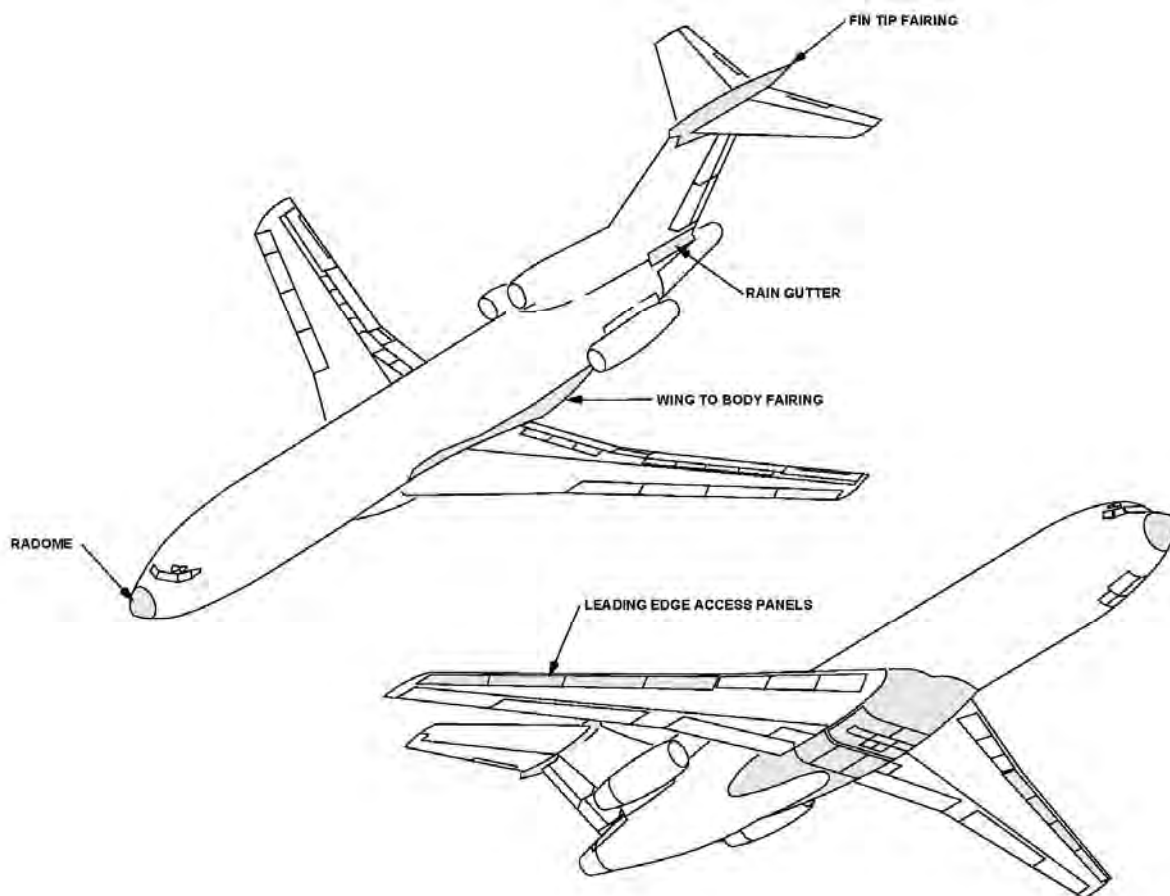


# Battery Locations and Flight Deck Control Switch Locations



3 ENGINES

### Composite Materials Locations



3 ENGINES

# DASSAULT FALCON 900



Photo by: Erick Stamm



Photo by: Erick Stamm



Photo by: Enrique Perrella

3 ENGINES

## Critical Response Information

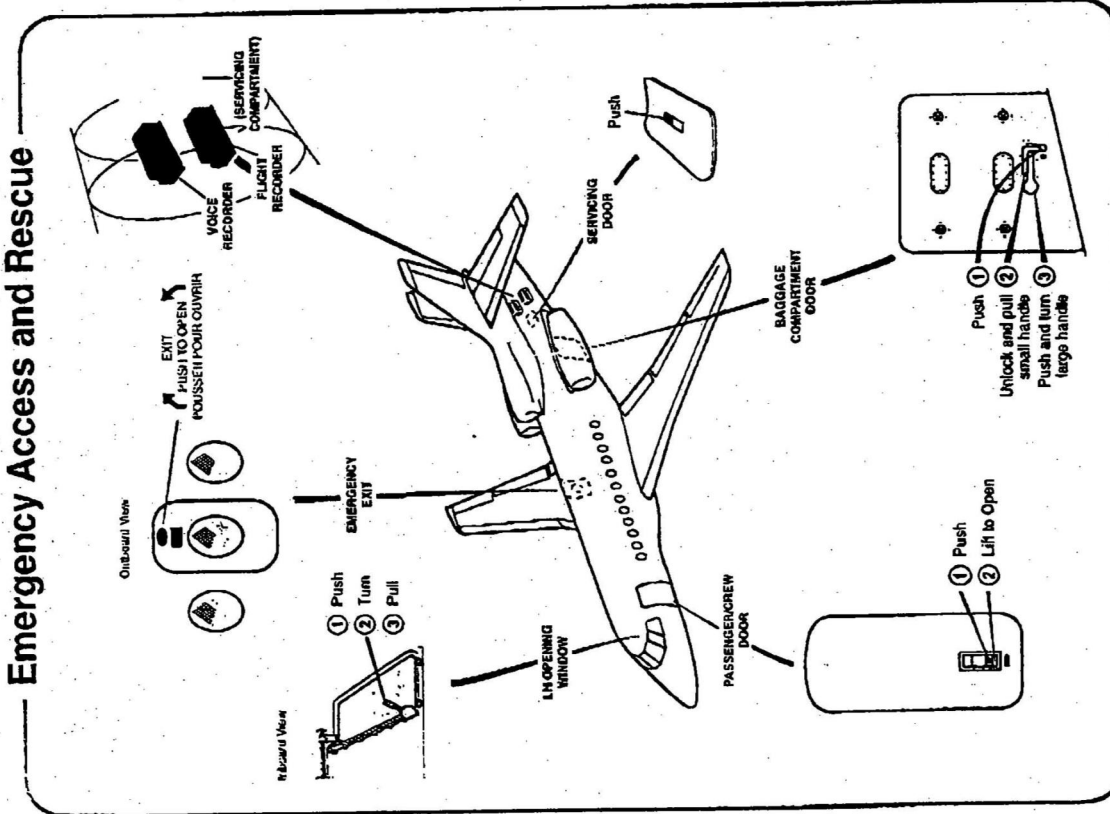
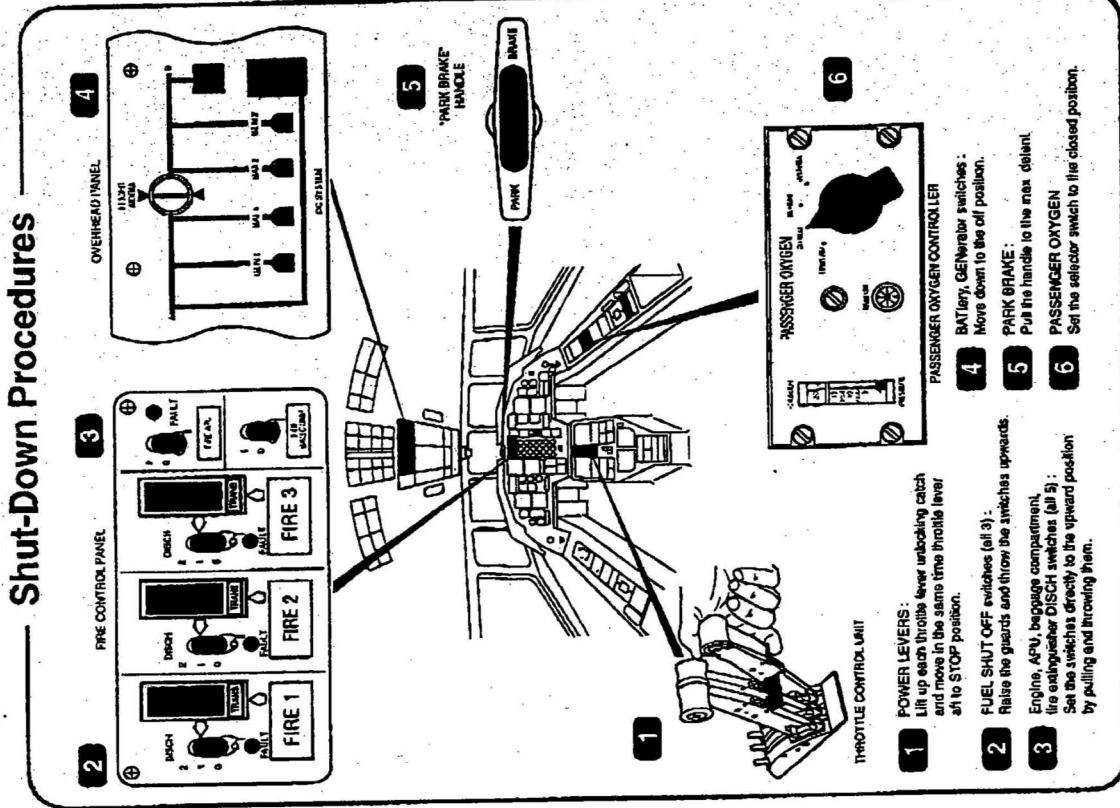
Number of Engines	3
Passenger & Crew Capacity	19 max. (2 crew, 17 passenger max.)
Fuel Capacity	3,133 gal.

Emergency Rescue Access / Shut-Down Procedures      Page 250

Emergency Equipment / Flammable Materials Locations      Page 251

All diagrams provided by Dassault.

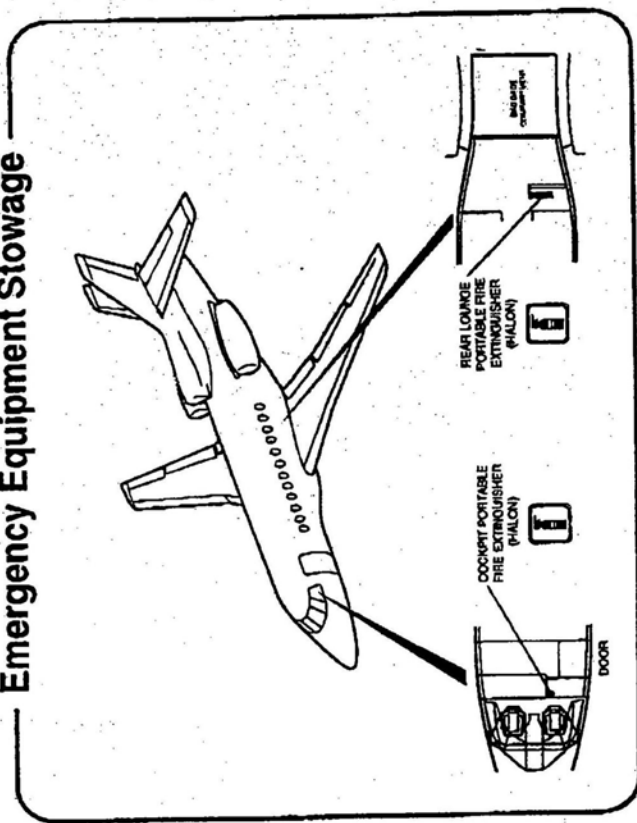
## Emergency Rescue Access / Shut-Down Procedures



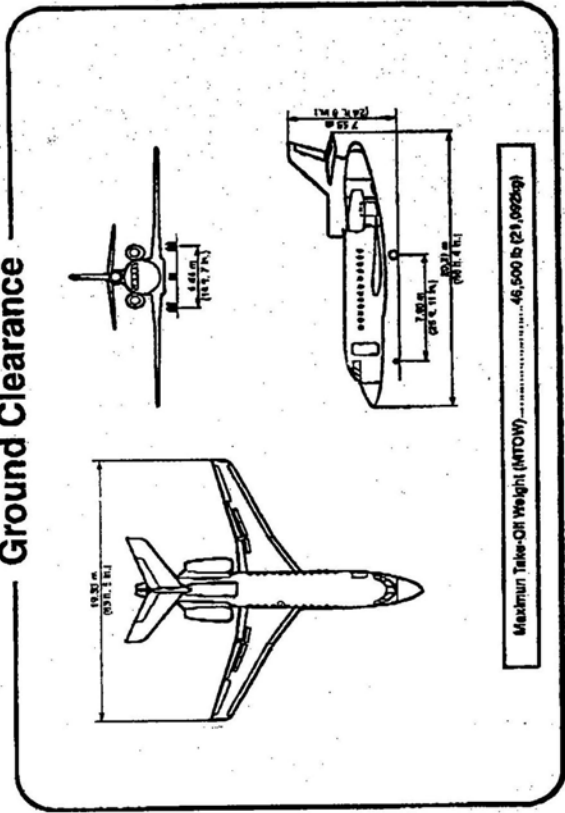
3 ENGINES

## Emergency Equipment / Flammable Materials Locations

### Emergency Equipment Stowage

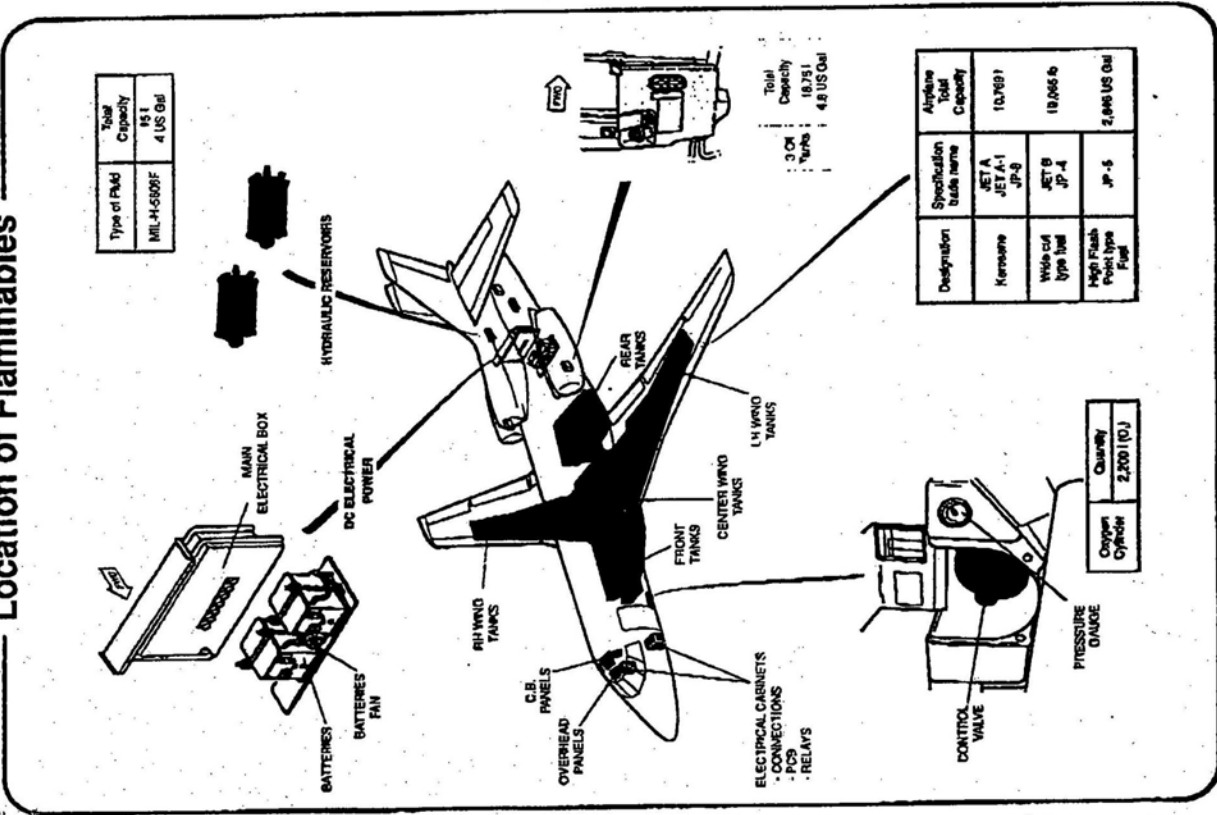


### Ground Clearance



Maximum Take-Off Weight (MTOW) 46,500 lb (21,092kg)

### Location of Flammables



Type of PWD	Total Capacity
MIL-H-5500F	15.1
	4 US Gal

3 CR	Total Capacity
18.75 l	4.9 US Gal

Designation	Specification trade name	Alkyne Total Capacity
Jet A	JET A-1	10,769 l
Jet B	JET B	18,066.6
Jet C	JP-4	2,048 US Gal
Jet D	JP-5	2,048 US Gal

Quantity	Capacity
Oxygen Cylinder	2,000 (lbu)

3 ENGINES

# LOCKHEED L-1011



Photo by: Suresh A Atapattu



Photo by: Public Domain



Photo by: Ben Wang

3 ENGINES

## **Critical Response Information**

Number of Engines	3
Passenger & Crew Capacity	400 max. (min. 3 crew, 397 passenger max.)
Fuel Capacity	31,886 gal.

For additional emergency response information on this aircraft please contact:

Lockheed Martin Aeronautics Company  
86 Cobb Parkway  
Marietta, GA 30063  
Tel: 1-770-494-5444  
Fax: 1-770-494-5445  
Web: [www.lockheedmartin.com](http://www.lockheedmartin.com)

# McDONNELL DOUGLAS MD-11



Photo by: Suresh Atapattu



Photo by: Alex Magadan



Photo by: Public Domain

3 ENGINES

## Critical Response Information

Number of Engines	3	
Passenger & Crew Capacity	412 max. (2 crew, 410 passenger max.)	
Fuel Capacity	26,160 gal.	
Flammable Materials Locations		Page 254
Emergency Rescue Access-1 & 2		Page 255
Emergency Rescue Access-3 & 4		Page 256
Battery Locations & Flight Deck Control Switch Locations		Page 257
External APU Fire Controls		Page 258

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

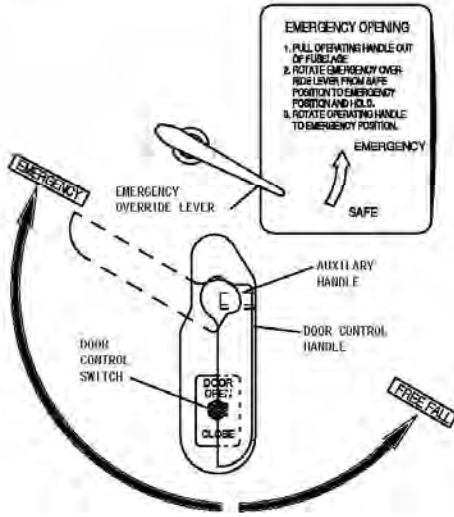




## Emergency Rescue Access- 1 & 2

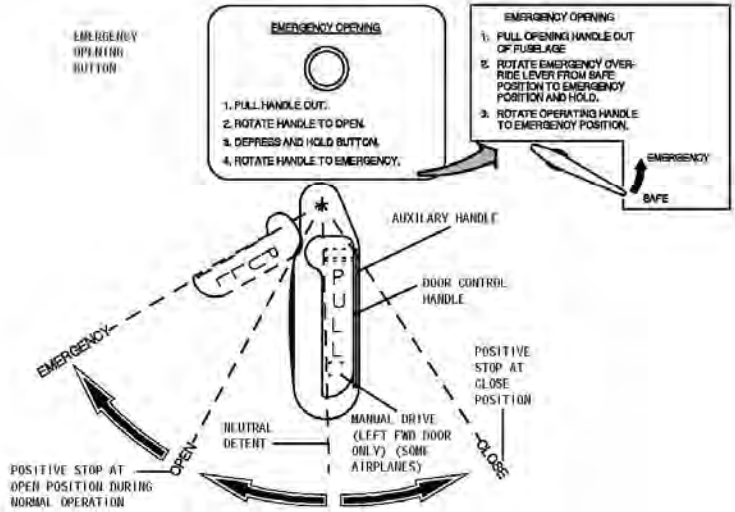
PUSH BUTTON TYPE

NOTE: WHEN MOVED TO "EMERGENCY" POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO "EMERGENCY" POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

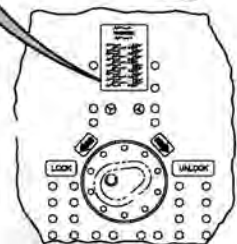


NON PUSH BUTTON TYPE

NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



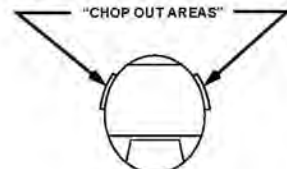
**MANUAL OPERATION WARNING:**  
DOOR MAY SPRING OPEN PRIOR TO MANUALLY UNLATCHING. MANUALLY OPEN DOOR ACTUATOR TO THE FULLY CLOSED POSITION. DO NOT ATTEMPT TO PREVENT DOOR OR OPEN DOOR ELECTRICALLY IF DOOR IS CONTROLLED WITH SIG. DO NOT USE POWER TOOLS TO UNLOCK AND UNLATCH DOORS:  
1. PLACE VENT DOOR HANDLE IN OPEN POSITION.  
2. TURN ACTUATOR DRIVE UNTIL LATCHES ARE OPEN.  
TO LATCH AND LOCK DOOR:  
1. TURN ACTUATOR DRIVE UNTIL VENT DOOR HANDLE CAN BE CLOSED.



**CAUTION**  
DO NOT FORCE HANDLE IF HANDLE WILL NOT OPERATE RESTORE POWER TO DOOR AND HOLD DOOR CONTROL SWITCH TO DOOR CLOSE POSITION FOR ABOUT FIVE (5) SECONDS MOVE HANDLE TO CLOSE POSITION



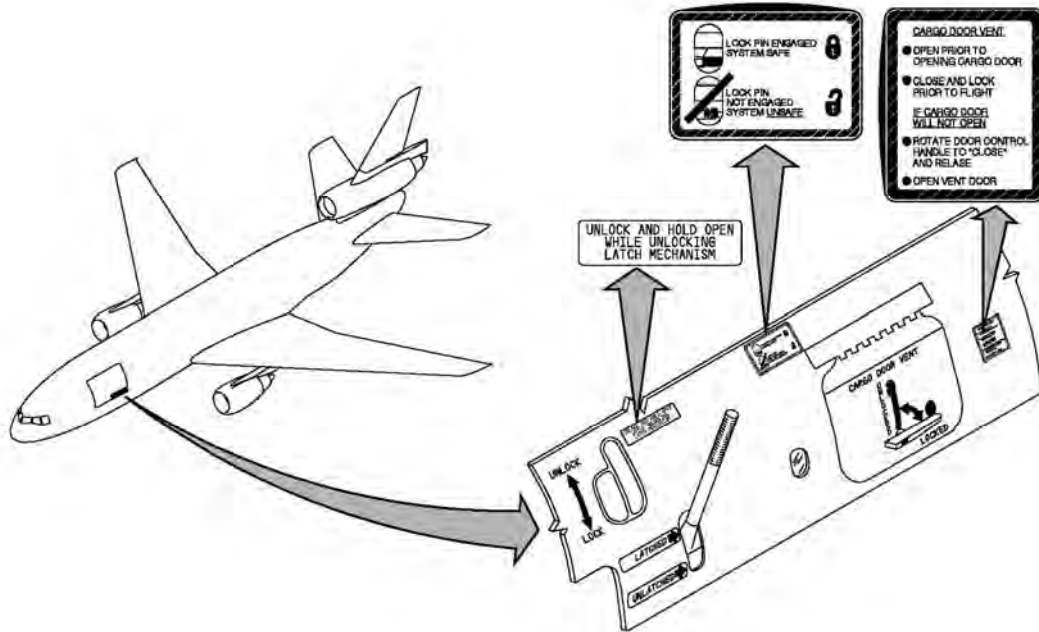
### 4 CHOP OUT AREAS



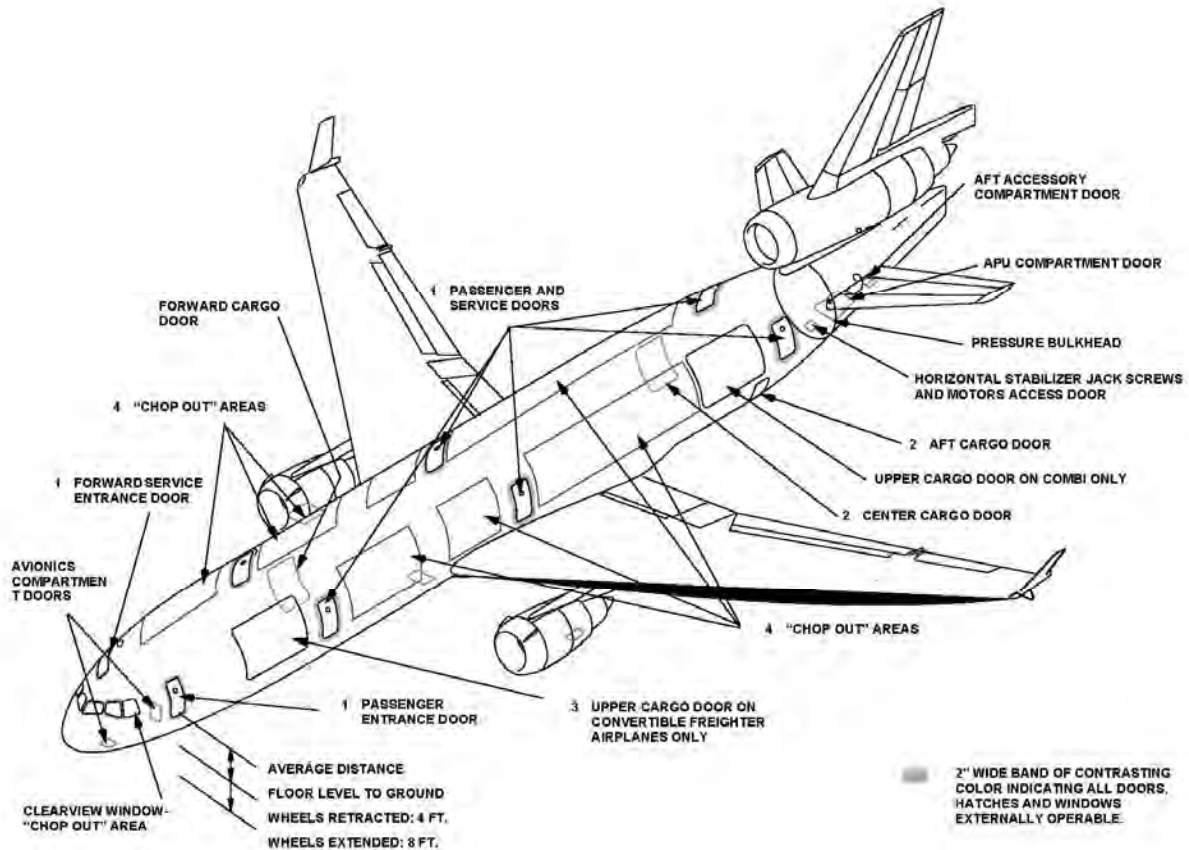
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

3 ENGINES

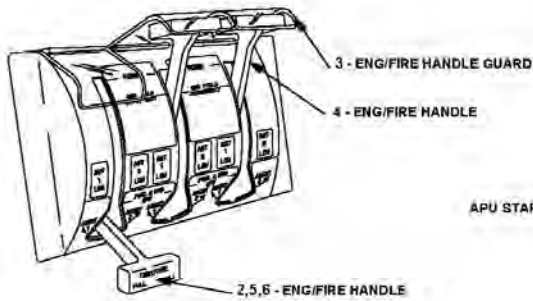
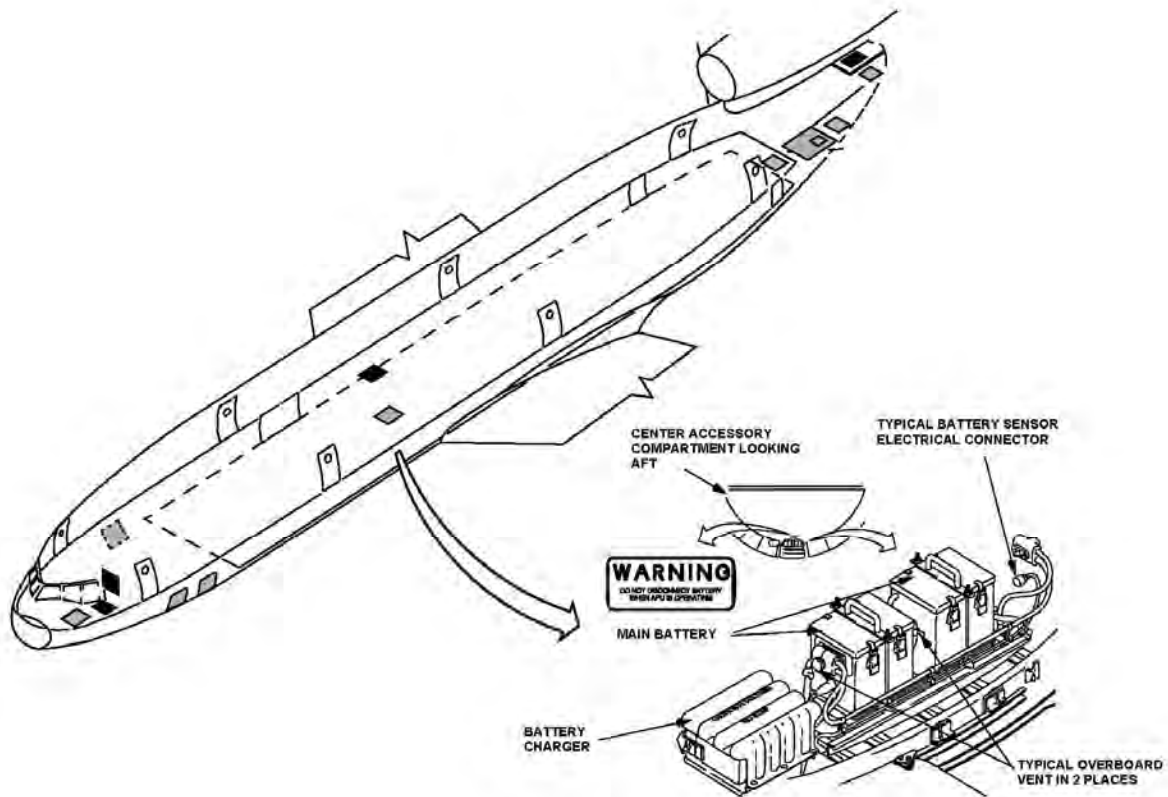
## Emergency Rescue Access- 3 & 4



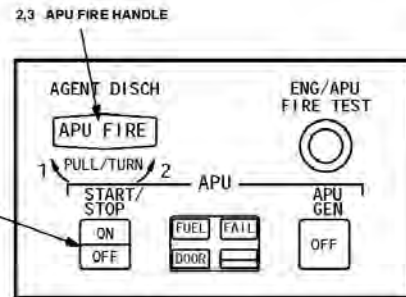
3 ENGINES



## Battery Locations and Flight Deck Control Switch Locations



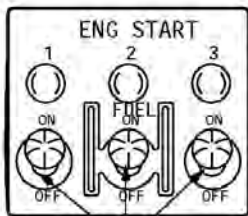
AFT OVERHEAD PANEL



AFT OVERHEAD PANEL

### APU SHUTDOWN AND FIRE PROCEDURE

1. PUSH APU START/STOP SWITCH TO OFF.
2. IF "APU FIRE" LIGHT IN HANDLE IS ILLUMINATED.
3. PULL AND ROTATE APU FIRE HANDLE IN EITHER DIRECTION
4. AFTER 30 SECONDS, PULL AND ROTATE APU FIRE HANDLE IN THE OPPOSITE DIRECTION.



1 - ENGINE FUEL SWITCHES

CONTROL STAND

### ENGINE SHUTDOWN AND FIRE PROCEDURE:

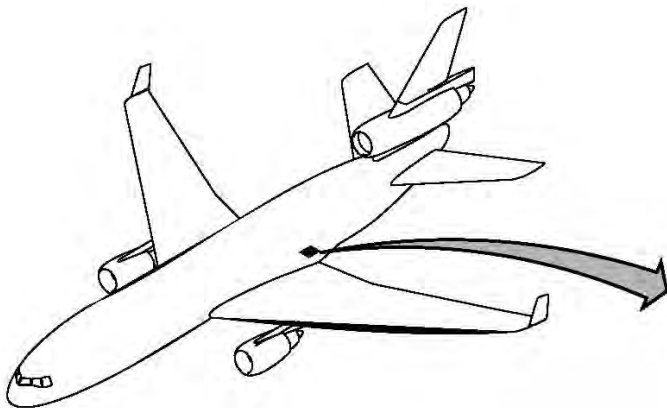
1. FUEL SWITCH(ES) FROM "ON" TO "OFF" (DOWN.)
2. IF LIGHT(S) IN FUEL SWITCH(ES) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED:
3. LIFT "ENG/FIRE" HANDLE GUARD(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

3 ENGINES

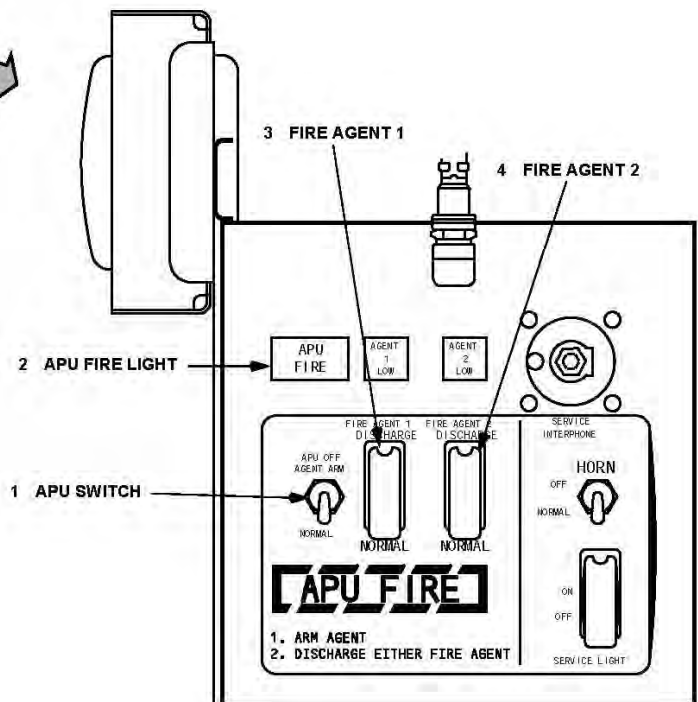
External APU Fire Controls

3 ENGINES



APU SHUTDOWN AND FIRE PROCEDURE:

1. TURN APU SWITCH TO "OFF" (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP).



# TUPOLEV TU-154



Photo by: Carlos Borda



Photo by: Gerard Helmer

3 ENGINES

## Critical Response Information

Number of Engines	3
Passenger & Crew Capacity	121 max. (3 crew, 118 passenger max.)
Fuel Capacity	-- gal.

For additional emergency response information on this aircraft please contact:

Tupolev Public Stock Company  
Academician Tupolev Embankment 17  
Moscow, Russia  
Tel. +7 499-267-25-33  
Fax. +7 499-267-27-33  
Email: tu@tupolev.ru

### Emergency Exit Locations



3 ENGINES

# AIRBUS A-340



Photo by: Roel van der Velpen



Photo by: John Padgett



Photo by: Alex Magadan

## Critical Response Information

Number of Engines	4
Passenger & Crew Capacity	379 Max. (2 crew, 377 passenger max.)
Fuel Capacity	56,605 gal.

Flammable Materials & Hazardous Components Locations	Page 261
Composite Materials Locations	Page 262
Control Handles / Door Controls	Page 263
Break-In Point & Battery Locations	Page 264
APU External Control & APU Access Door	Page 265

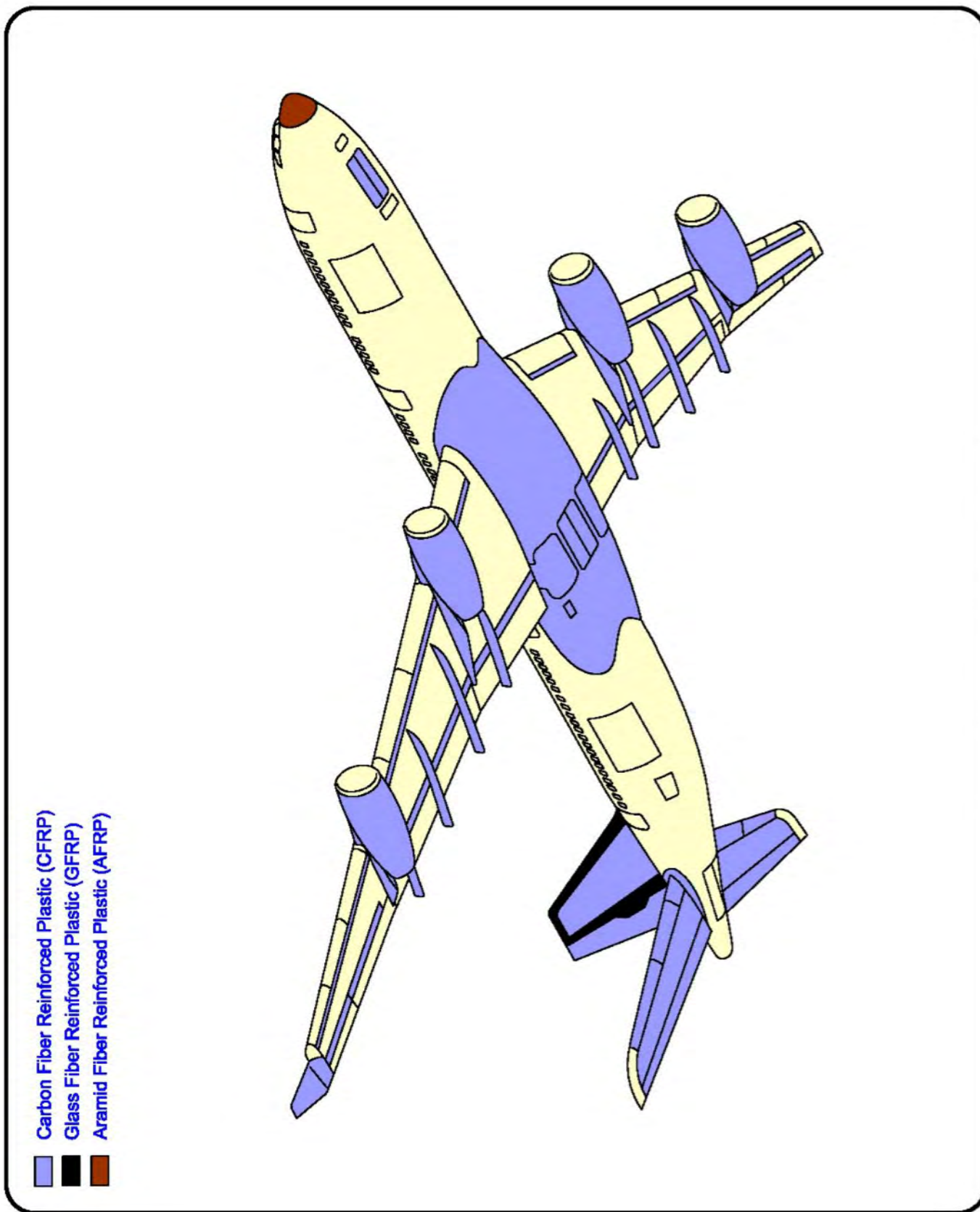
All diagrams provided by Airbus S.A..S. Aircraft Rescue and Fire Fighting Chart.

4 ENGINES





## Composite Materials Locations



4 ENGINES

## Control Handles / Door Controls

### FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS

**NORMAL OPERATION:**

- 1 - PUSH THE HANDLE FLAP IN AND PULL THE LOCKING HANDLE TO THE "UNLOCKED" POSITION. ALL INDICATOR FLAGS ARE OUT.
- 2 - PRESS THE PUSHBUTTON ON THE TOP OF THE LATCHING HANDLE AND PULL IT TO THE "UNLATCHED" POSITION.
- 3 - OPEN THE DOOR OPERATION LEVER ACCESS DOOR.
- 4 - MOVE THE DOOR OPERATION LEVER TO THE "OPEN" POSITION AND HOLD IT UNTIL THE GREEN INDICATOR LIGHT COMES ON. (DOOR FULLY OPENED AND LOCKED)
- 5 - RELEASE THE DOOR OPERATION LEVER.

**NOTE:** THE LEVER GOES AUTOMATICALLY TO THE "STOP" POSITION. IF NOT, MOVE IT MANUALLY.

**MANUAL OPERATION:**  
(TWO PERSONS ARE NECESSARY FOR THIS OPERATION)

- 1 - DO THE OPERATIONS 1 TO 3 AS FOR "NORMAL OPERATION".
- 2 - MOVE THE DOOR OPERATION LEVER TO THE "OPEN" POSITION AND HOLD IT DURING OPERATION OF THE HAND PUMP.
- 3 - IN THE BELLY FAIRING AREA, OPEN THE GREEN AND YELLOW GROUND SERVICE PANEL ACCESS DOORS 197CB AND 196BB.
- 4 - REMOVE THE HAND PUMP LEVER FROM GREEN GROUND SERVICE PANEL.
- 5 - ON THE YELLOW GROUND SERVICE PANEL, INSTALL THE HAND PUMP LEVER ON THE HAND PUMP 7155JE AND OPERATE IT UNTIL THE CARGO DOOR IS FULLY OPEN. (YOU CAN FEEL THE FORCE INCREASE ON THE HAND PUMP LEVER)

4 ENGINES

### EXTERNAL CONTROL HANDLES OF PASSENGER/ CREW DOORS AND EMERGENCY EXITS

#### OPENING OF THE PASSENGER / CREW DOORS AND EMERGENCY EXITS

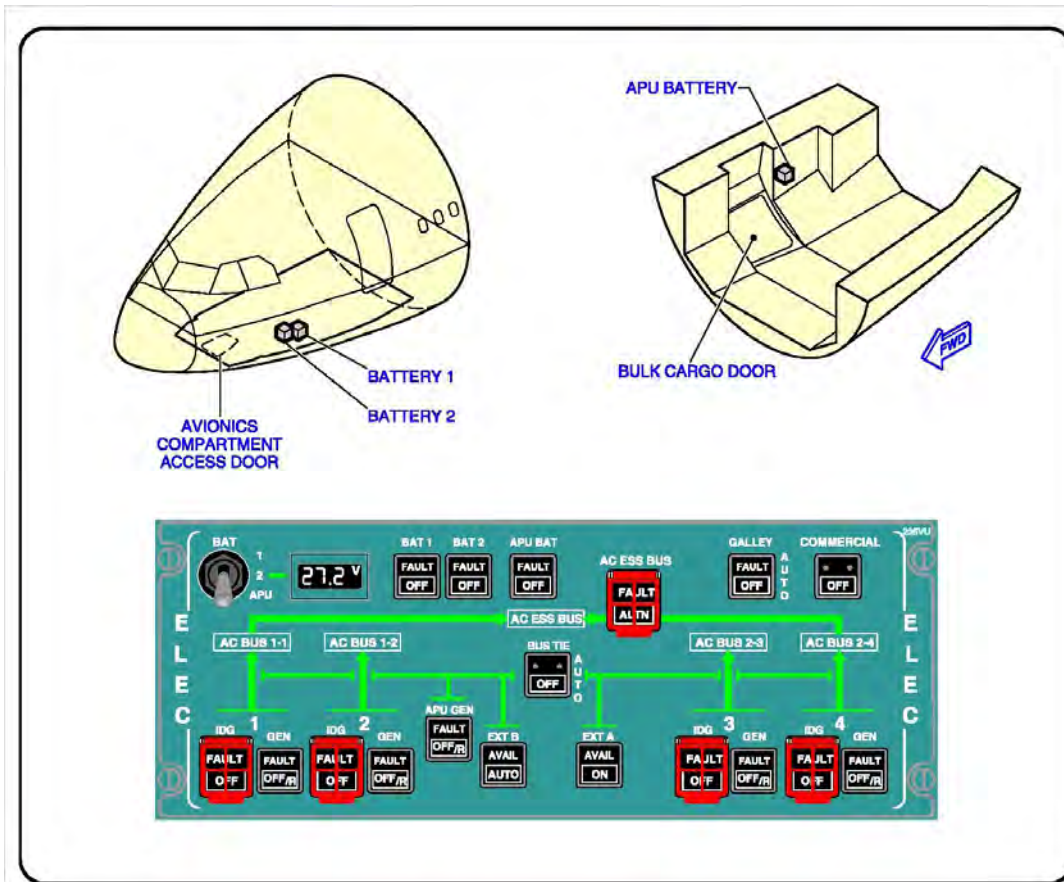
**TO OPEN :**

- 1 - PUSH FLAP TO HOLD HANDLE
- 2 - LIFT HANDLE FULLY UP TO HORIZONTAL GREEN LINE

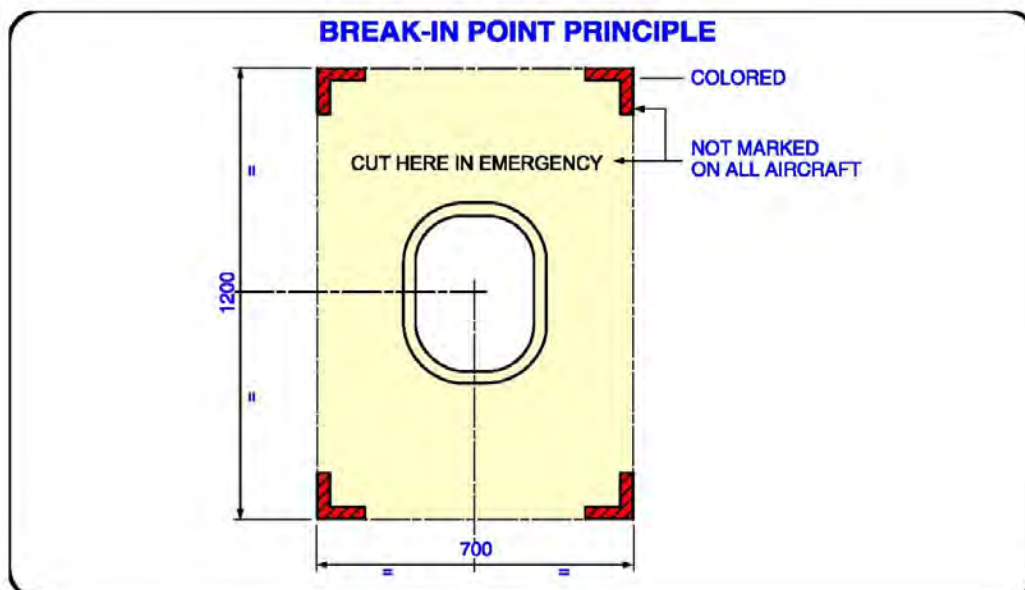
- DOOR OPENS OUTWARDS

**EXAMPLE PASSENGER/CREW DOOR**

## Break-In Point and Battery Locations

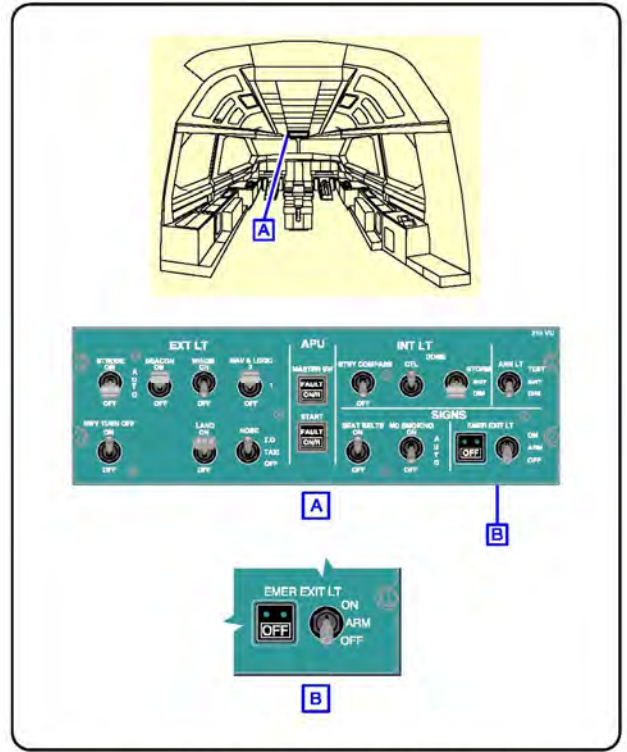
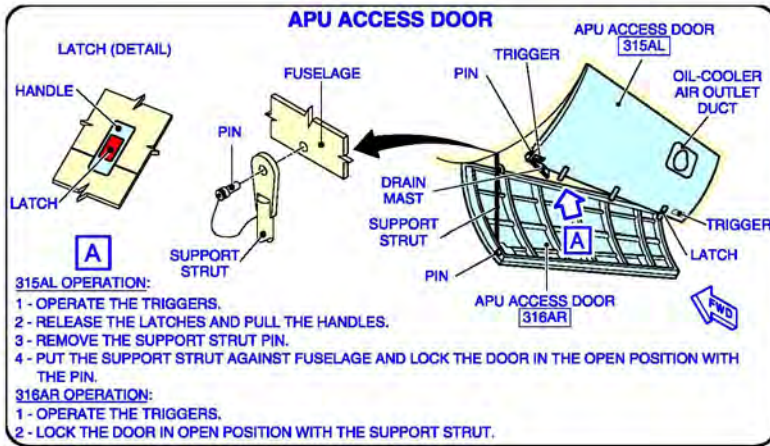


Batteries and Control Panel - Location

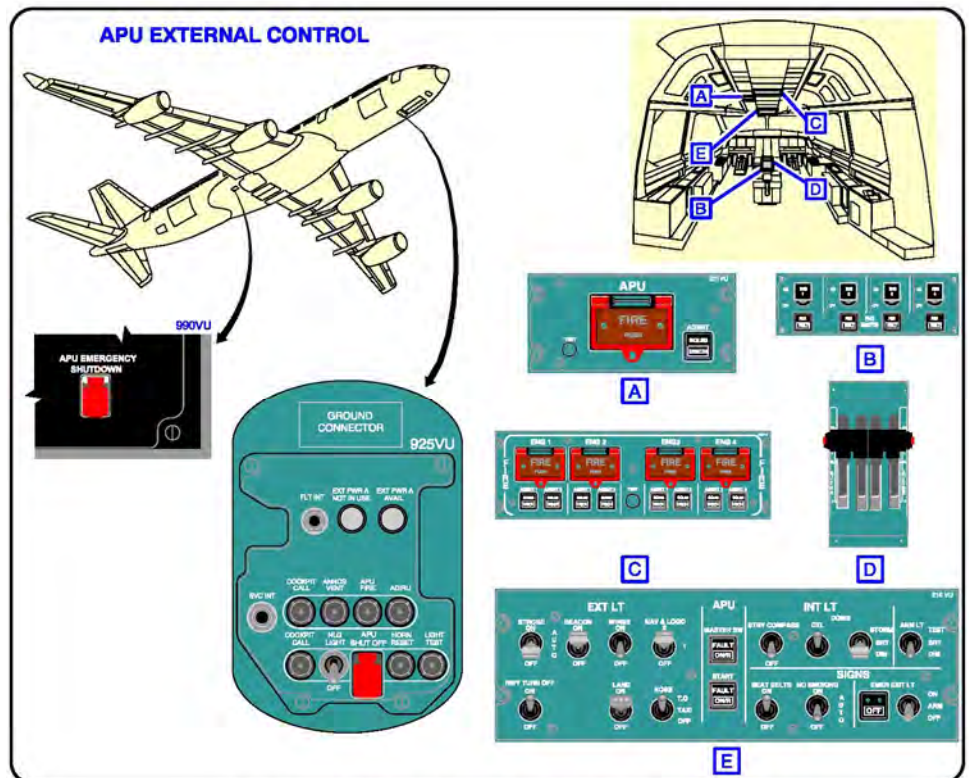


4 ENGINES

## APU External Control and APU Access Door



Emergency Exit Light Control Panel - Location



Engine and APU Controls and FIRE Panels - Location

4 ENGINES

# AIRBUS A-380



Photo by: Ben Wang



Photo by: Konstantin von Wedelstaedt



Photo by: Gabriel Widyna

## Critical Response Information

Number of Engines	4
Passenger & Crew Capacity	855 max. (2 crew, 853 passenger max.)
Fuel Capacity	85,994 gal.

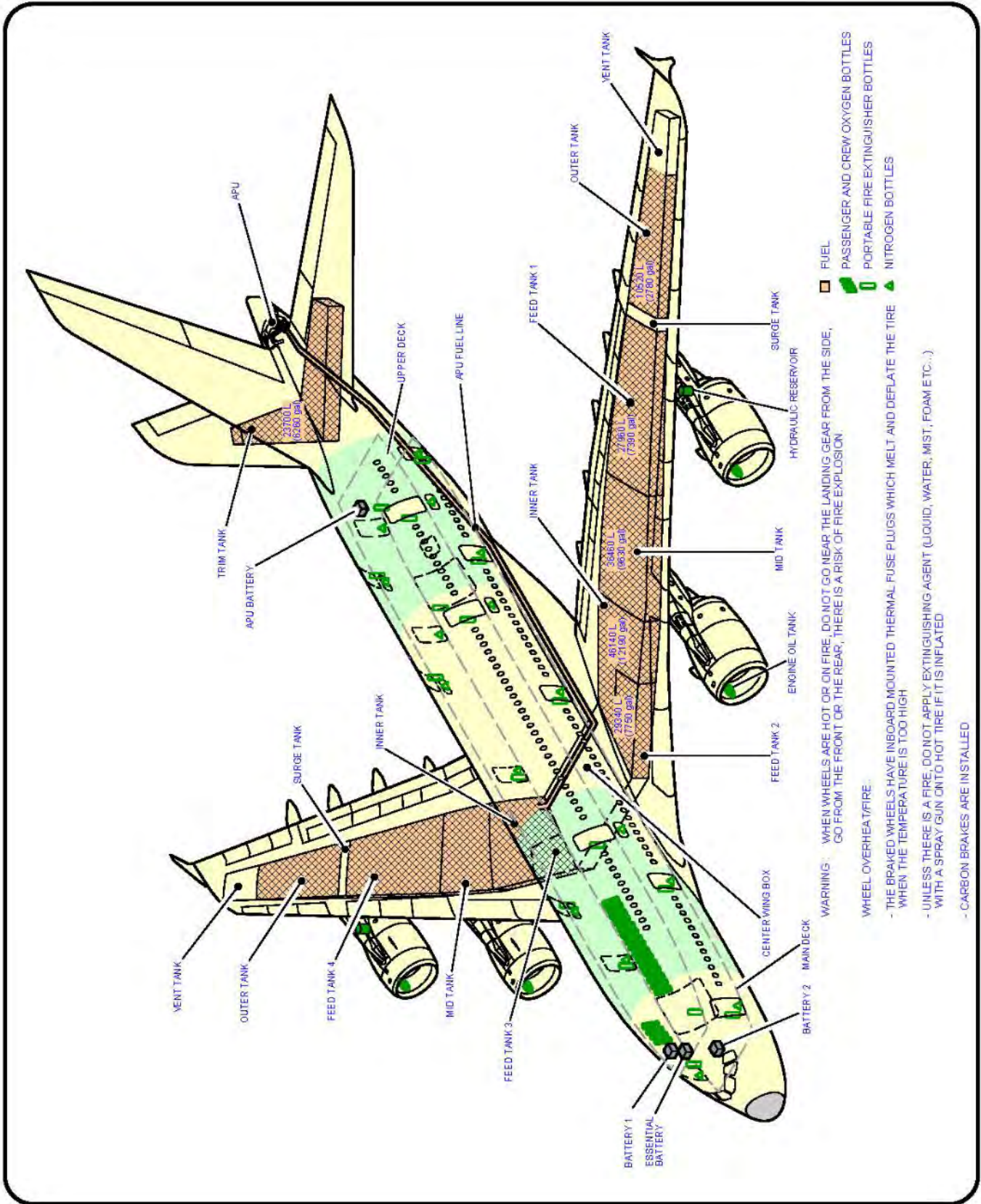
Flammable Materials & Hazardous Components Locations	Page 267
Composite Materials Location	Page 268
Control Handles / Door Controls	Page 269
Break-In Point & Battery Locations	Page 270
APU External Control & APU Access Door	Page 271

All diagrams provided by Airbus S.A.S. Aircraft Rescue and Fire Fighting Chart.

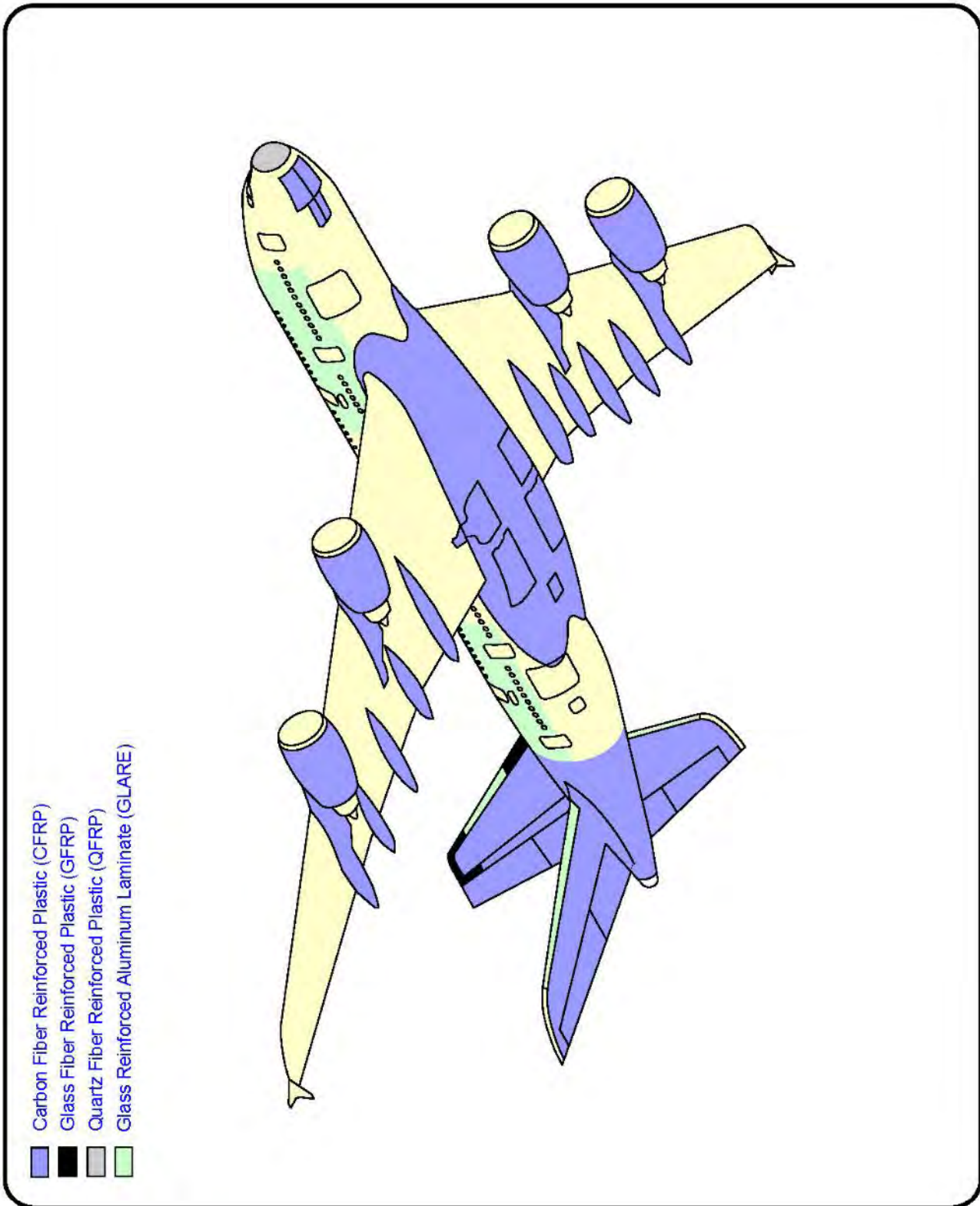
4 ENGINES

## Flammable Materials and Hazardous Components Locations

4 ENGINES



### Composite Materials Locations



Composite Materials - Location

4 ENGINES

## Control Handles / Door Controls

### FWD AND AFT CARGO COMPARTMENT DOORS EXTERIOR CONTROL HANDLES

INDICATOR LIGHT  
"CARGO DOOR FULLY OPEN AND ARRESTED"

132BR/199DR

TOGGLE SWITCH FOR CARGO DOOR OPERATION

TOGGLE SWITCH FOR CARGO LOADING AREA LIGHT

RESIDUAL PRESSURE WARNING LIGHT

INDICATOR FLAG

HANDLE FLAP

LATCHING/LOCKING HANDLE

HANDLE SHOWN IN CLOSED POSITION

HANDLE SHOWN IN CLOSED POSITION

LATCHED/LOCKED

UNLATCHED/UNLOCKED

**TO OPEN:**

- 1 - DO NOT OPEN THE CARGO DOOR IF THE RESIDUAL PRESSURE WARNING LIGHT IS FLASHING
- 2 - PUSH THE HANDLE FLAP IN AND PULL THE LATCHING/LOCKING HANDLE DOWN TO THE UNLATCHED/UNLOCKED POSITION
- 3 - MAKE SURE THAT YOU CAN SEE ALL INDICATOR FLAGS ON THE CARGO DOOR
- 4 - OPEN CARGO DOOR OPERATING PANEL ACCESS DOOR 132BR/199DR
- 5 - PUSH TOGGLE SWITCH AND HOLD IN "OPEN" POSITION UNTIL GREEN INDICATOR LIGHT "CARGO DOOR FULLY OPEN AND ARRESTED" IS ON
- 6 - RELEASE THE TOGGLE SWITCH TO THE NEUTRAL POSITION

### PASSENGER/CREW DOORS AND EMERGENCY EXITS EXTERIOR CONTROL HANDLES

**TO OPEN :**

- 1 - MAKE SURE THAT RESIDUAL PRESSURE WARNING LIGHTS ARE OFF
- 2 - PUSH FLAP TO GRASP HANDLE
- 3 - LIFT HANDLE FULLY UP TO HORIZONTAL POSITION
- 4 - PRESS THE SWITCH BUTTON

WARNING LIGHTS INSIDE DOOR WINDOW

DOOR "OPEN" SWITCH

DOOR "CLOSE" SWITCH

HANDLE SHOWN IN OPEN POSITION

PASSENGER DOOR

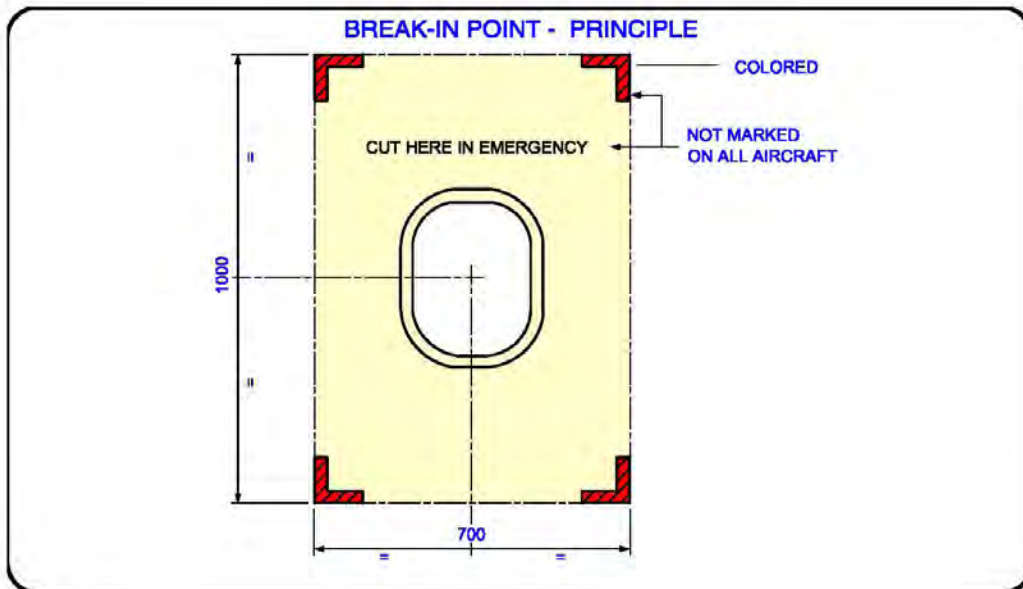
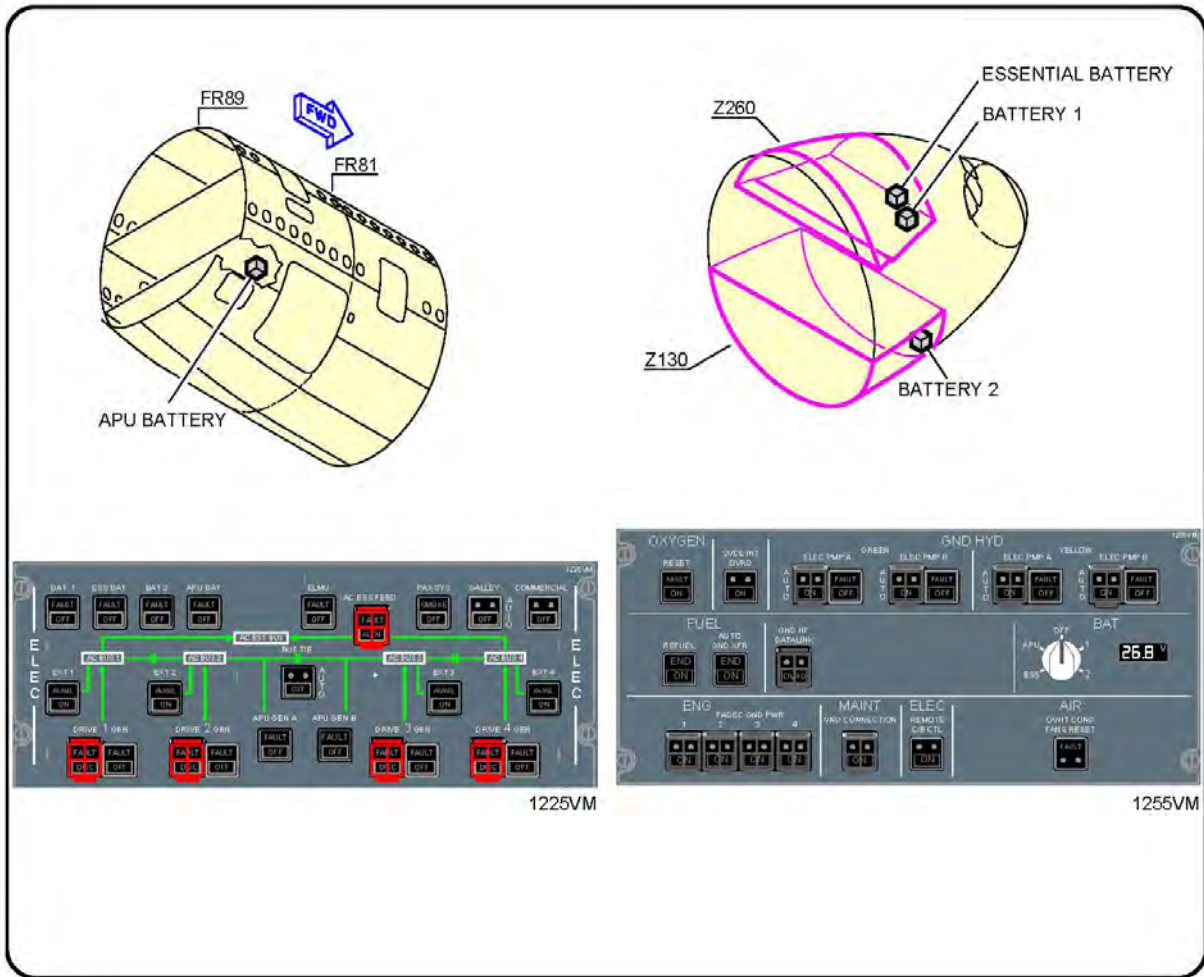
FLAP

HANDLE SHOWN IN CLOSED POSITION

4 ENGINES



## Break-In Point and Battery Locations



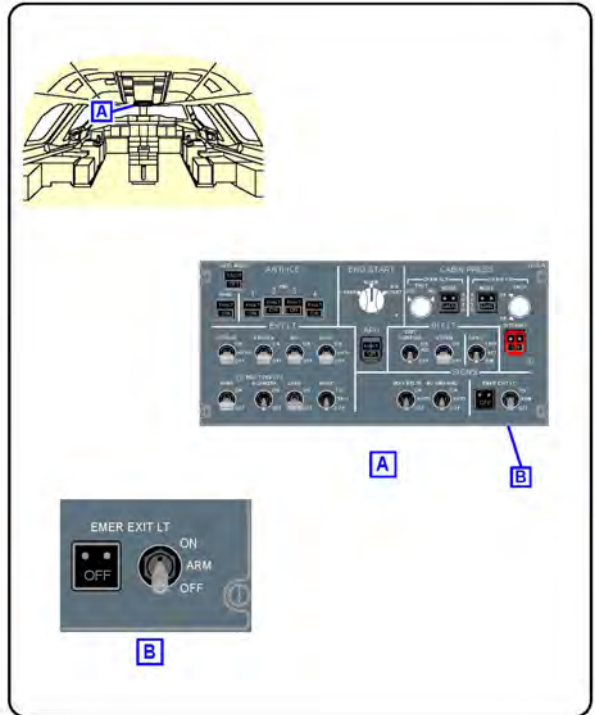
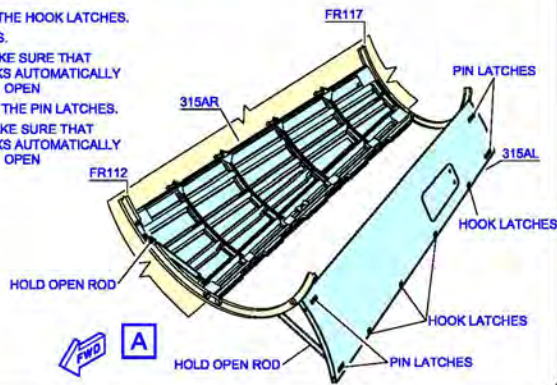
4 ENGINES

## APU External Control and APU Access Door

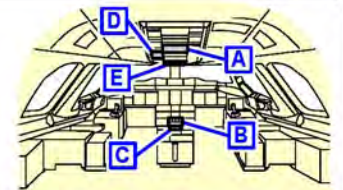
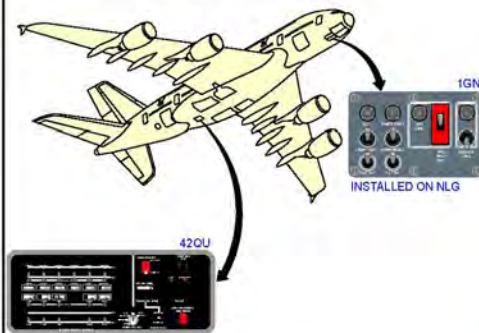
### APU ACCESS DOOR

**OPERATION:**

- 1 - ON DOOR 315AL, RELEASE THE HOOK LATCHES.
- 2 - OPERATE THE PIN LATCHES.
- 3 - OPEN DOOR 315AL AND MAKE SURE THAT THE HOLD OPEN ROD LOCKS AUTOMATICALLY WHEN THE DOOR IS FULLY OPEN
- 4 - ON DOOR 315AR, OPERATE THE PIN LATCHES.
- 5 - OPEN DOOR 315AR AND MAKE SURE THAT THE HOLD OPEN ROD LOCKS AUTOMATICALLY WHEN THE DOOR IS FULLY OPEN



### APU EXTERNAL CONTROL



# ANTONOV AN-124



Photo by: Karl Nixon



Photo by: Royal S. King



Photo by: Brian Bartlett

## **Critical Response Information**

Number of Engines	4
Passenger & Crew Capacity	94 max. (6 crew min., 88 passenger max.)
Fuel Capacity	69,913 gal.

For additional emergency response information on this aircraft please contact:

Antonov  
1 Tupolev Street  
Kiev, Ukraine 03062  
Tel: (+380 44) 454-31-49  
Fax: (+380 44) 400-81-44  
Email: info@antonov.com

4 ENGINES

# BOEING 707-100/200



Photo by: Gerard Helmer



Photo by: Ben Wang

4 ENGINES

## Critical Response Information

Number of Engines	4
Passenger & Crew Capacity	189 max. (3 crew, 186 passenger max.)
Fuel Capacity	17,534 gal.

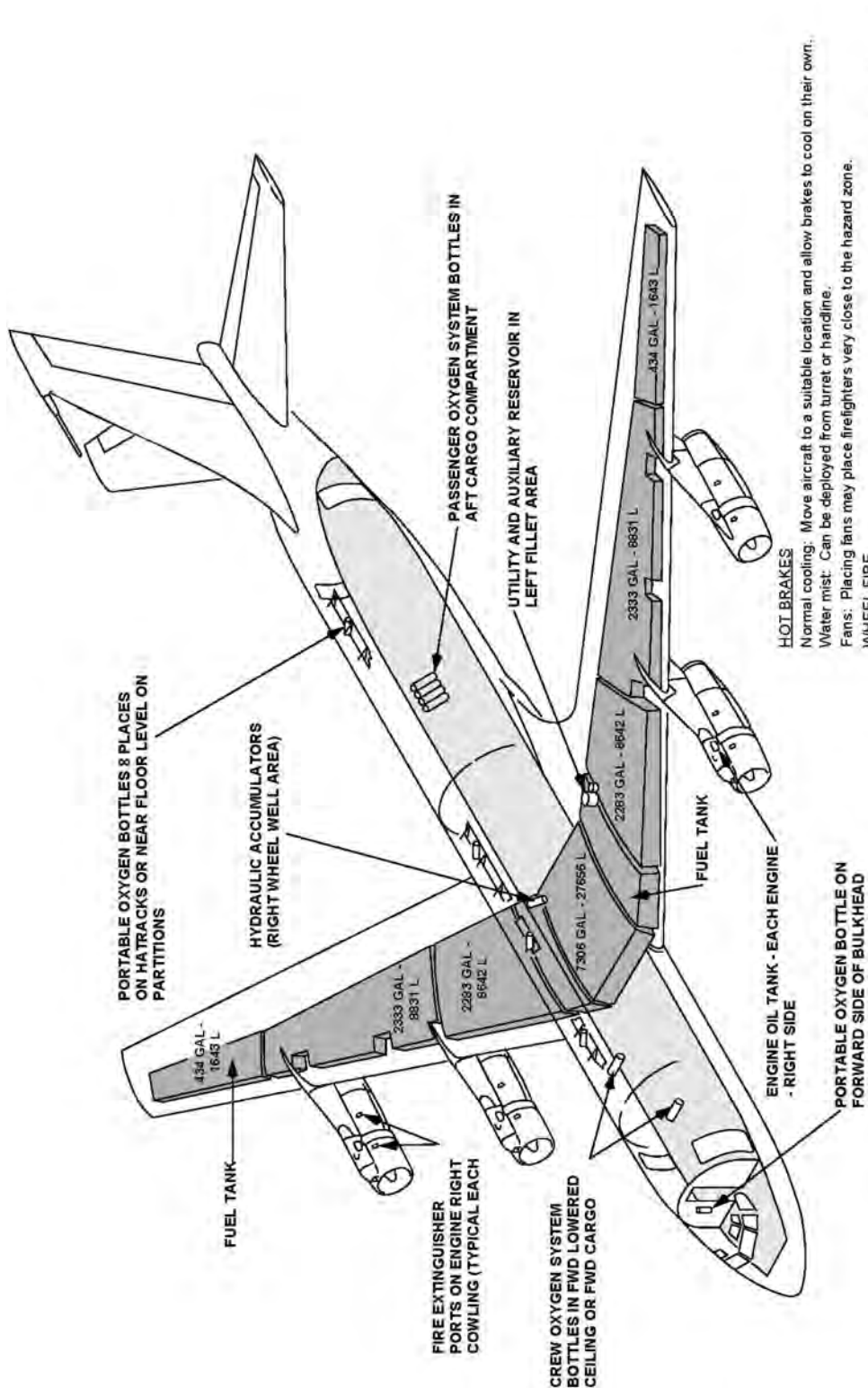
Flammable Materials Locations Page 274

Emergency Rescue Access- 1 & 2 Page 275

Battery Locations & Flight Deck Control Switch Locations Page 276

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

# Flammable Material Locations



**HOT BRAKES**  
 Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
 Water mist: Can be deployed from turret or handline.  
 Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**  
 Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.  
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

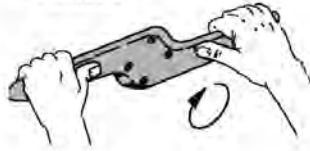
**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

4 ENGINES

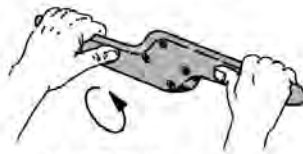
## Emergency Rescue Access- 1 & 2

### 1 ENTRY DOOR EXTERNAL HANDLE



TO OPEN DOOR:  
 1. PULL HANDLE OUTWARD.  
 2. ROTATE CLOCKWISE.  
 3. PULL DOOR OUTWARD.

### 2 GALLEY DOOR EXTERNAL HANDLE



TO OPEN DOOR:  
 1. PULL HANDLE OUTWARD.  
 2. ROTATE COUNTERCLOCKWISE.  
 3. PULL DOOR OUTWARD.

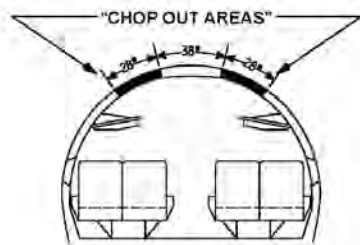
### 3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



TO OPEN HATCH:  
 1. PUSH IN PANEL.  
 2. PUSH HATCH INWARD.

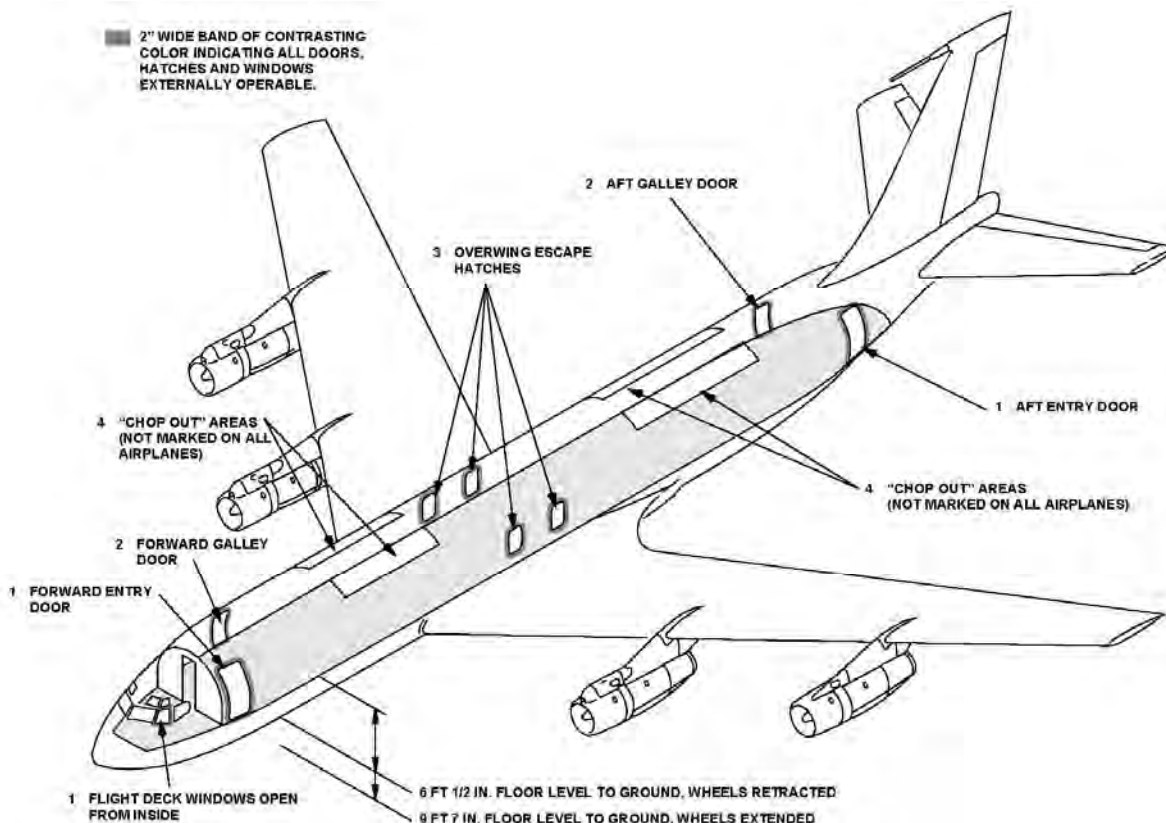
**WARNING:** PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

### 4 CHOP OUT AREAS



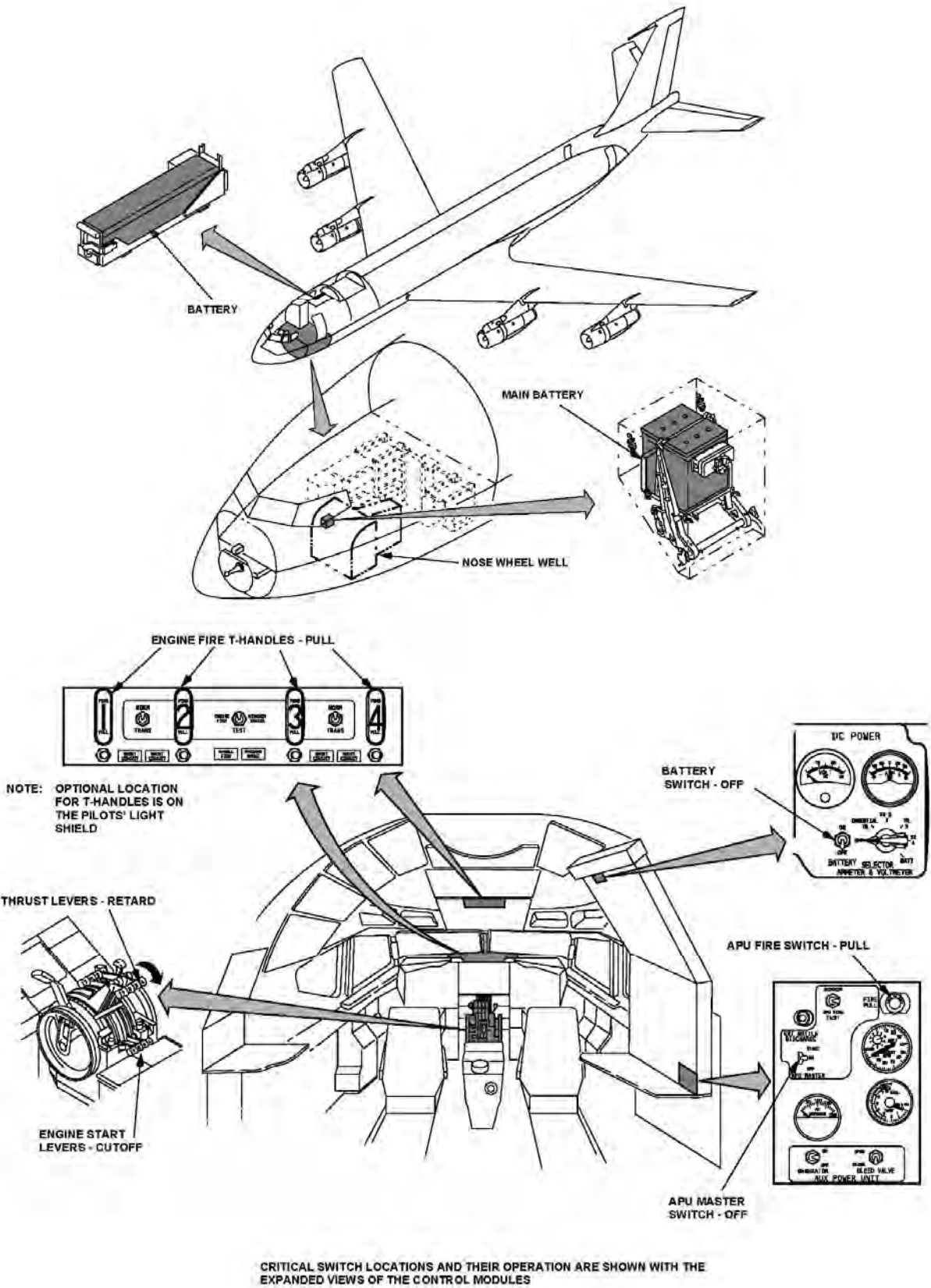
**NOTE:** "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

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



4 ENGINES

# Battery Locations and Flight Deck Control Switch Locations



4 ENGINES



Photo by: Ben Wang



Photo by: Adel Caballin

4 ENGINES

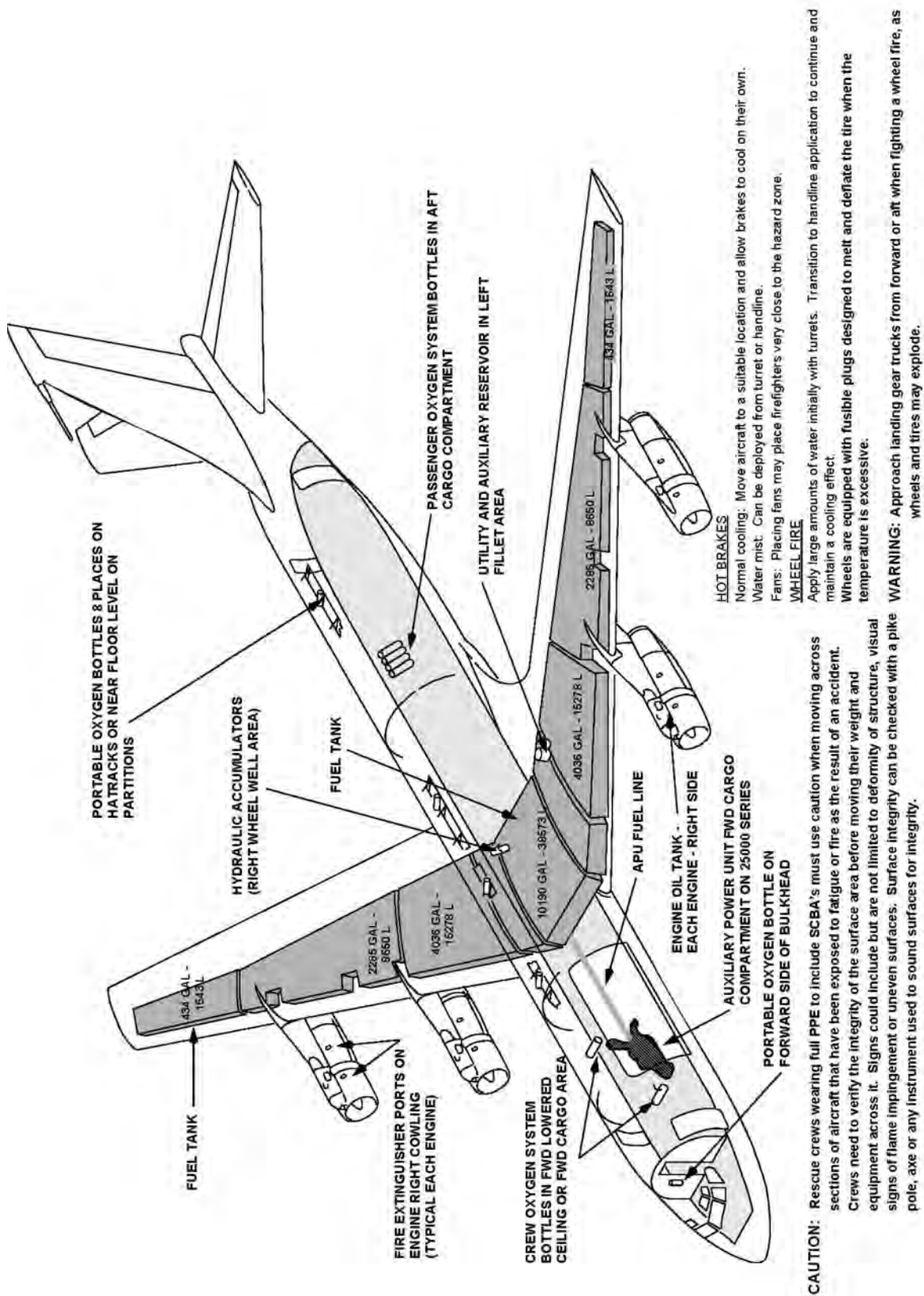
## **Critical Response Information**

Number of Engines	4
Passenger & Crew Capacity	219 max. (3 crew min., 216 passenger max.)
Fuel Capacity	23,855 gal.
Flammable Materials Locations	Page 278
Emergency Rescue Access- 1 & 2	Page 279
Battery Locations & Flight Deck Control Switch Locations	Page 280

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.



## Flammable Material Locations



4 ENGINES

## Emergency Rescue Access- 1 & 2

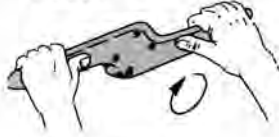
### 1 PILOT'S SLIDING WINDOWS



TO OPEN WINDOW FROM OUTSIDE (RT SIDE ONLY)

1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

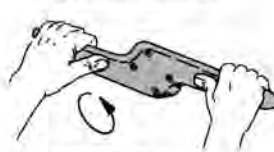
### 2 ENTRY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

### 3 GALLEY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

### 4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



TO OPEN HATCH:

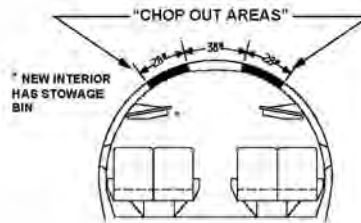
1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

### 5 STATION 990 EMERGENCY EXIT

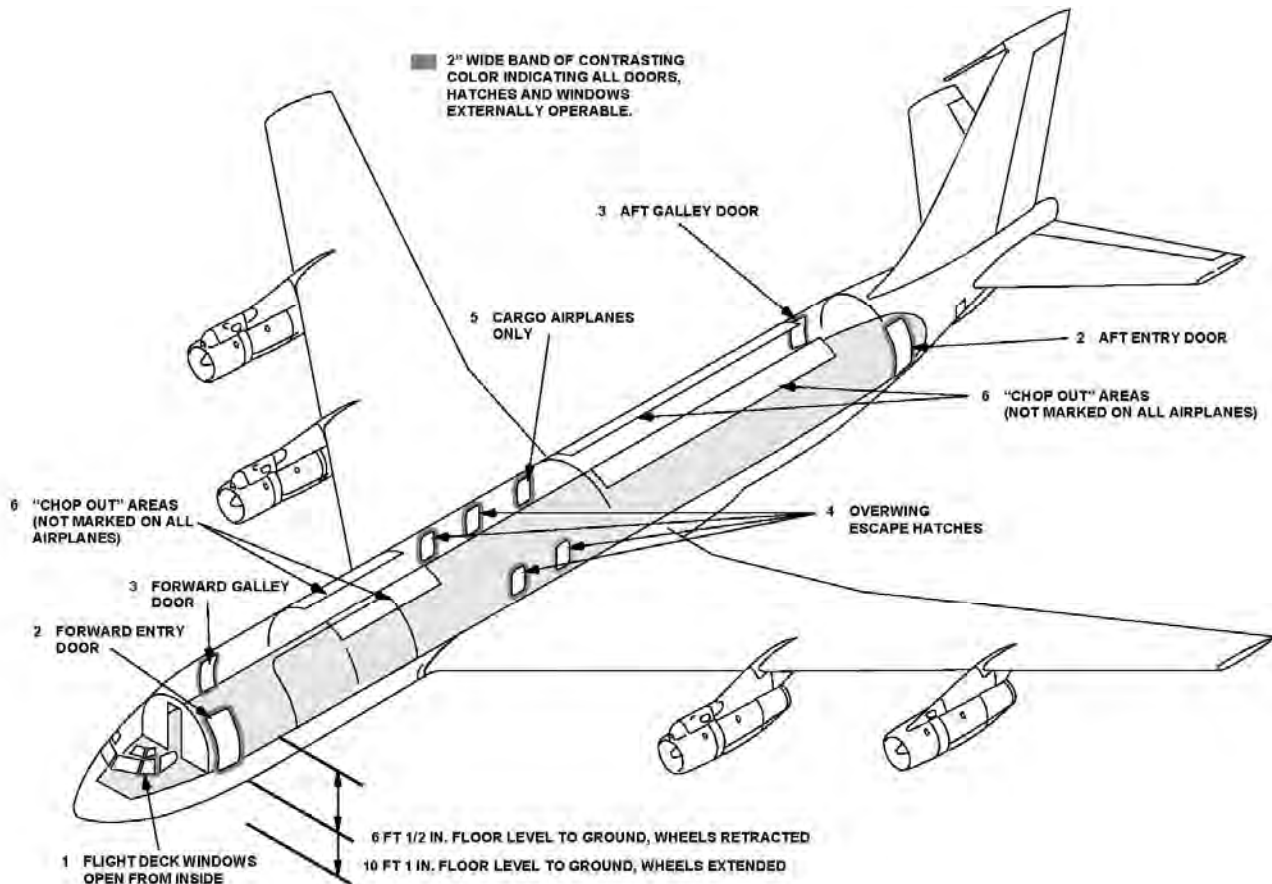


### 6 CHOP OUT AREAS



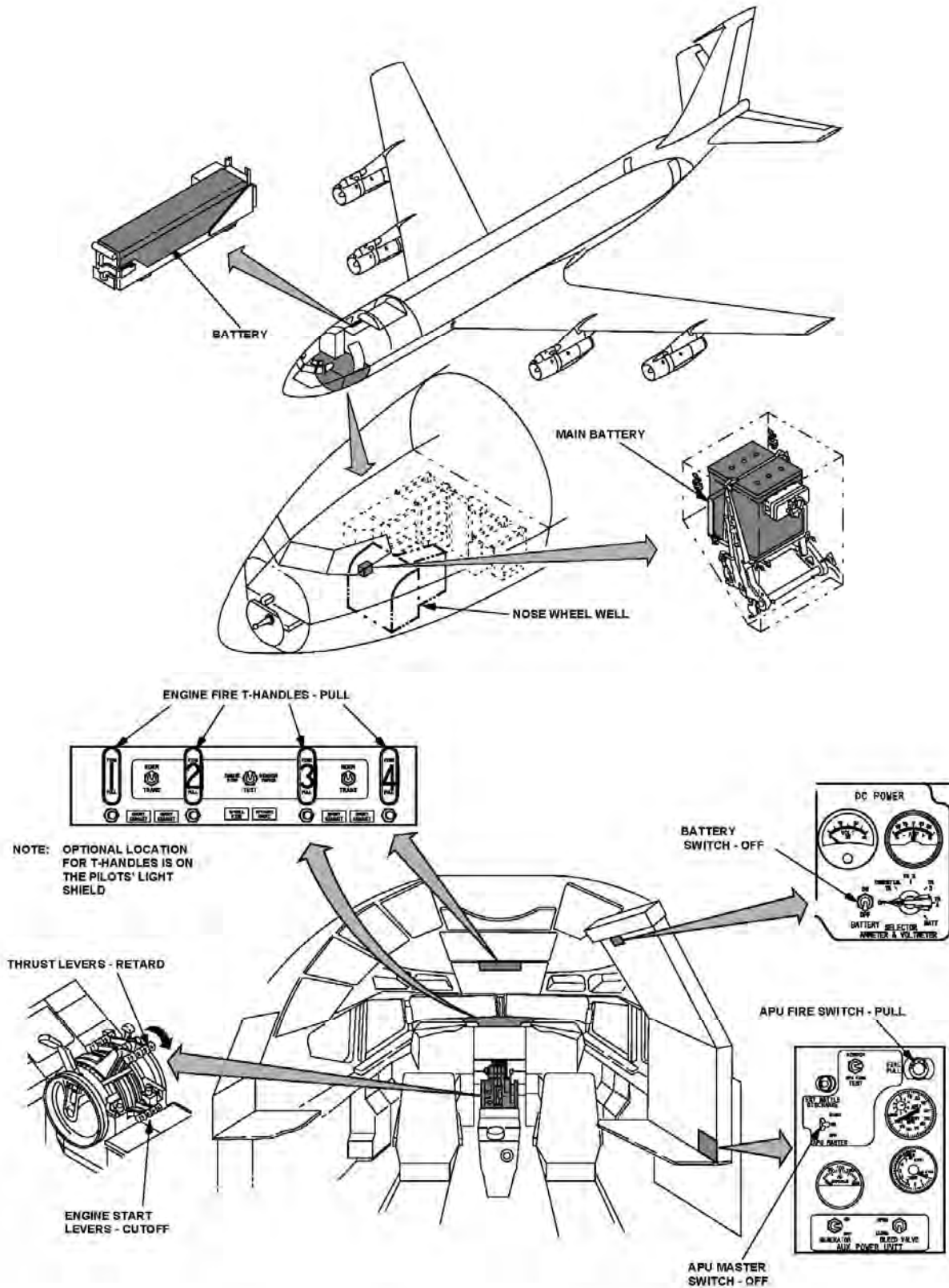
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

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



4 ENGINES

## Battery and Flight Deck Control Switch Locations



CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

4 ENGINES

# BOEING 747-400



Photo by: James Dingell



Photo by: Erick Stamm



Photo by: Konstantin von Wedelstaedt

4 ENGINES

## Critical Response Information

Number of Engines	4
Passenger & Crew Capacity	664 max. (4 crew min., 660 passenger max.)
Fuel Capacity	60,495 gal.

Flammable Materials Locations	Page 282
Emergency Rescue Access- 1 & 2	Page 283
Emergency Rescue Access- 3 & 4	Page 284
Battery Locations & Flight Deck Control Switch Locations	Page 285

All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.



## Emergency Rescue Access- 1 & 2

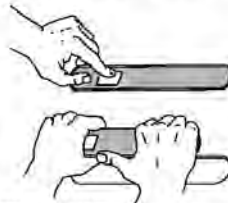
### 1 ENTRY DOORS EXTERNAL HANDLE (10)



- TO OPEN DOOR:**
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
  2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
  3. PULL DOOR OUTWARD

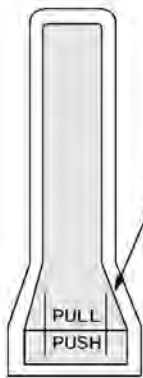
**NOTE:** OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

### 2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



- TO OPEN HATCH:**
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
  2. ROTATE HANDLE 180° CLOCKWISE.
  3. PUSH HATCH INWARD.

### 3 UPPER DECK EMERGENCY DOORS (2)



- TO OPEN DOOR:**
1. PUSH OUTSIDE DISARM LEVER.
  2. LIFT DOOR HANDLE.

**NOTE:** PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.

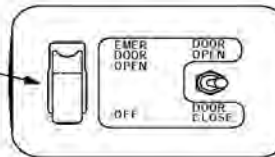
**NOTE:** CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN

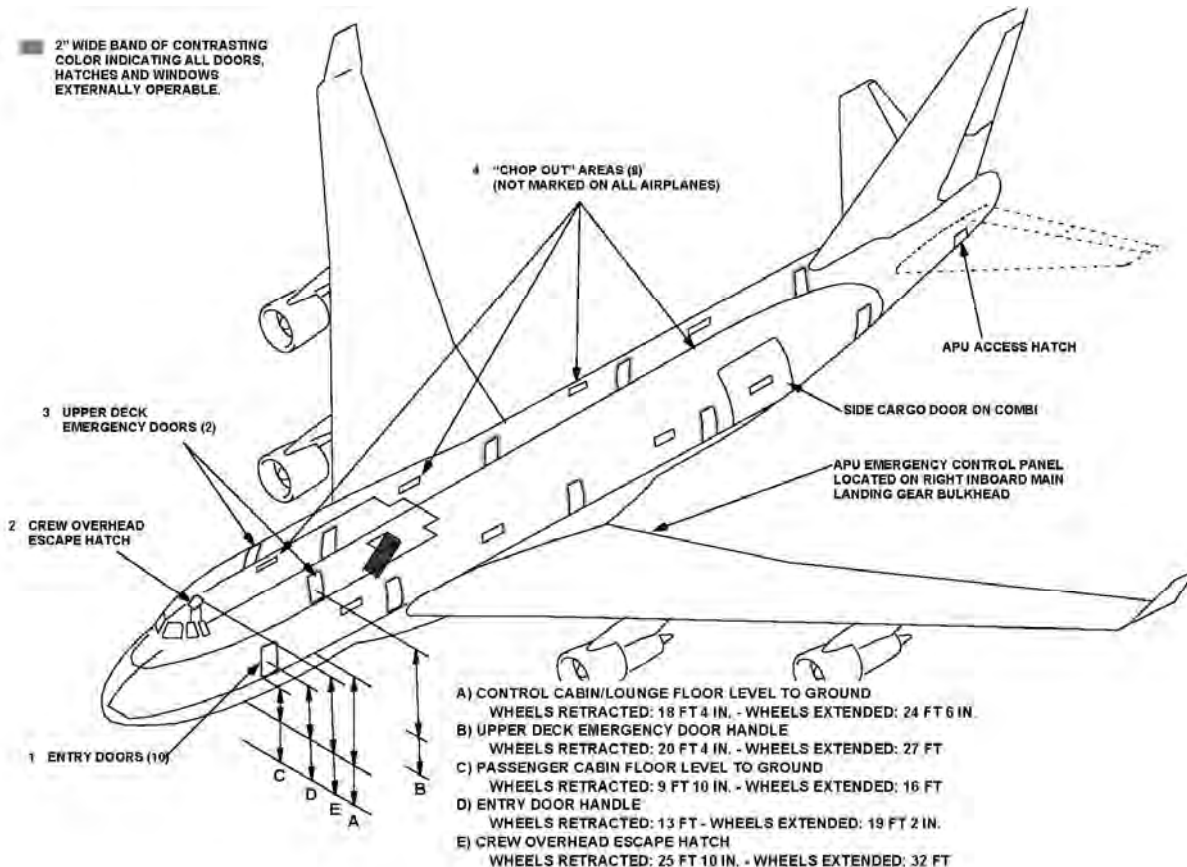
**CAUTION:** STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

### 4 CHOP OUT AREAS

**NOTE:** "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT, BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN. IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

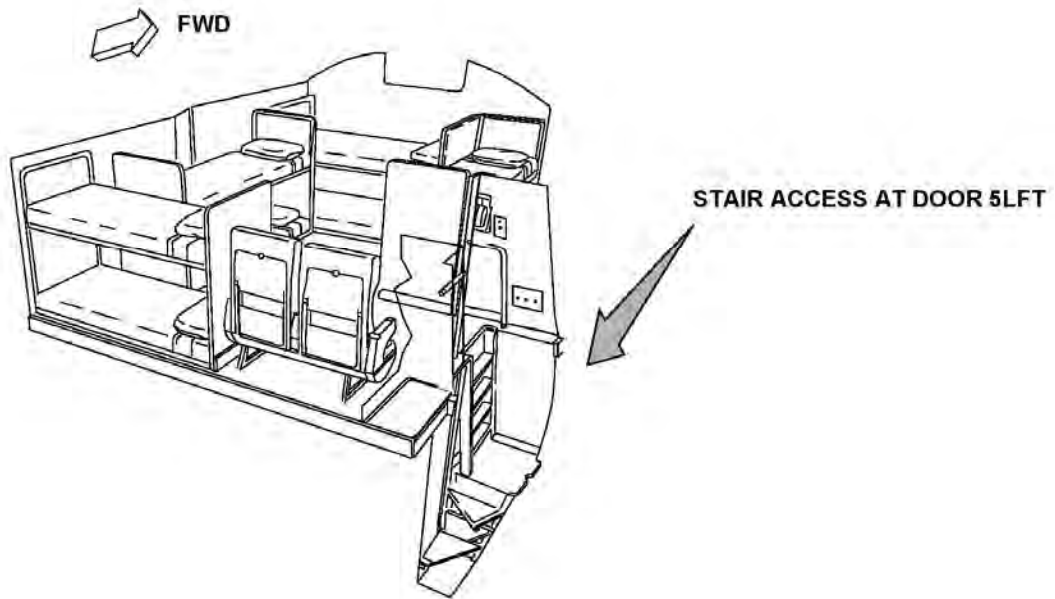
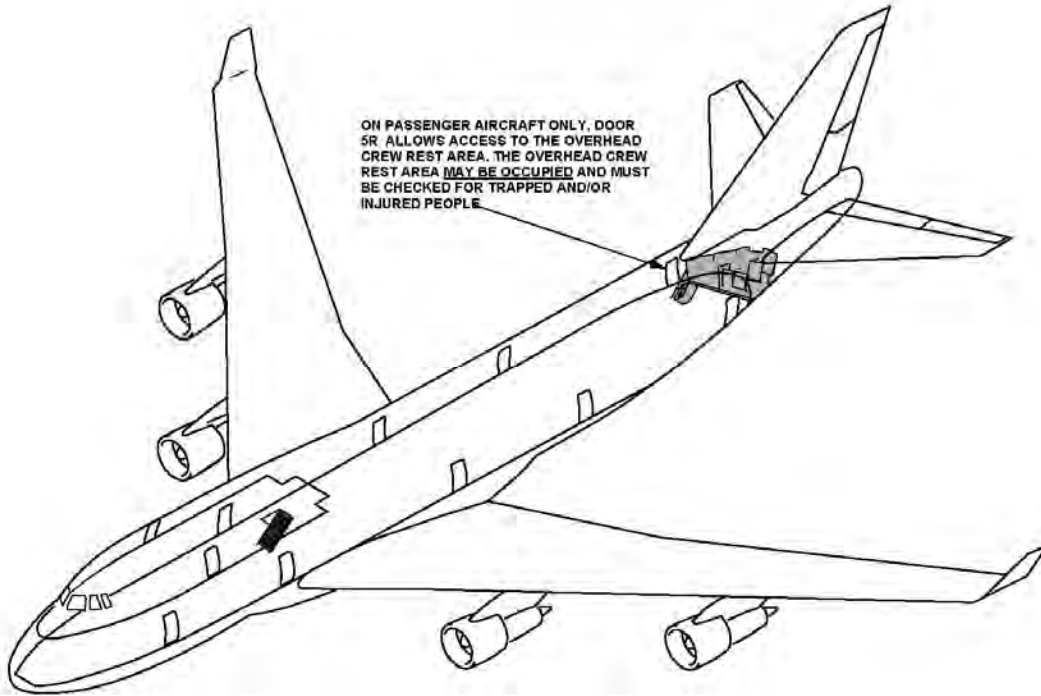


2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



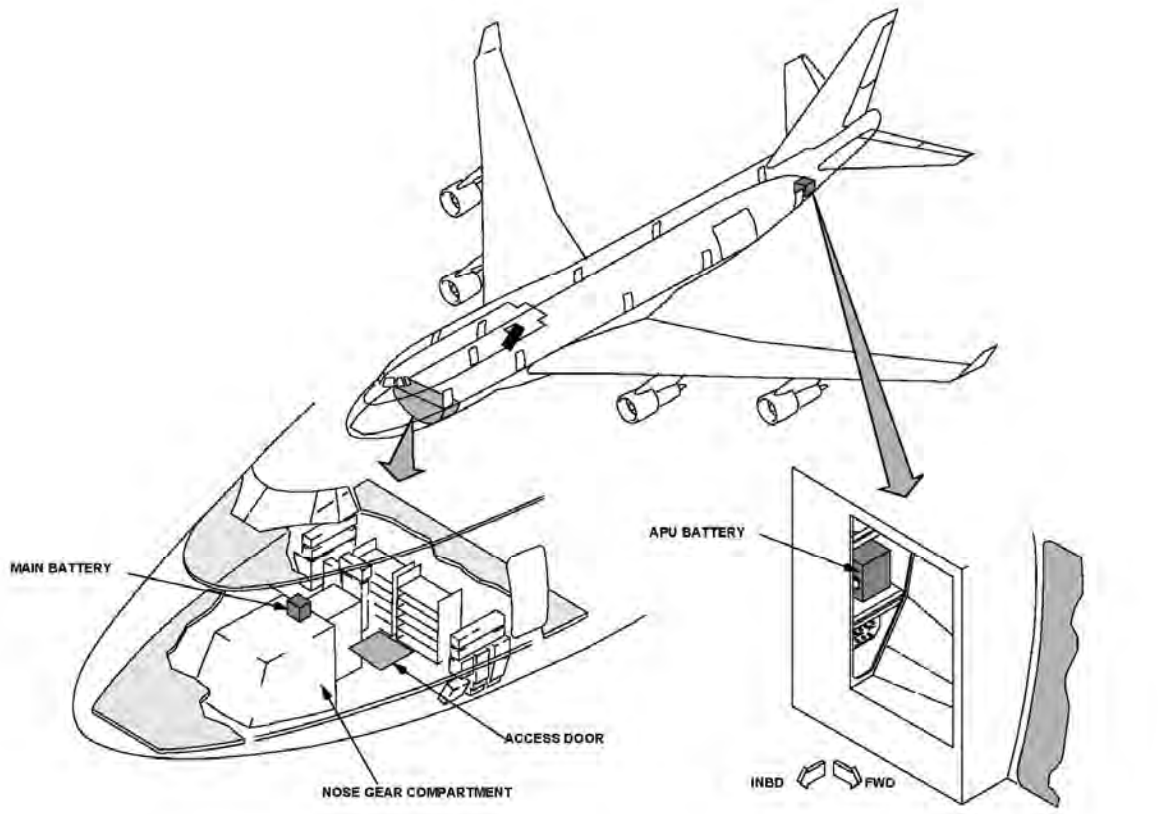
4 ENGINES

### Emergency Rescue Access- 3 & 4

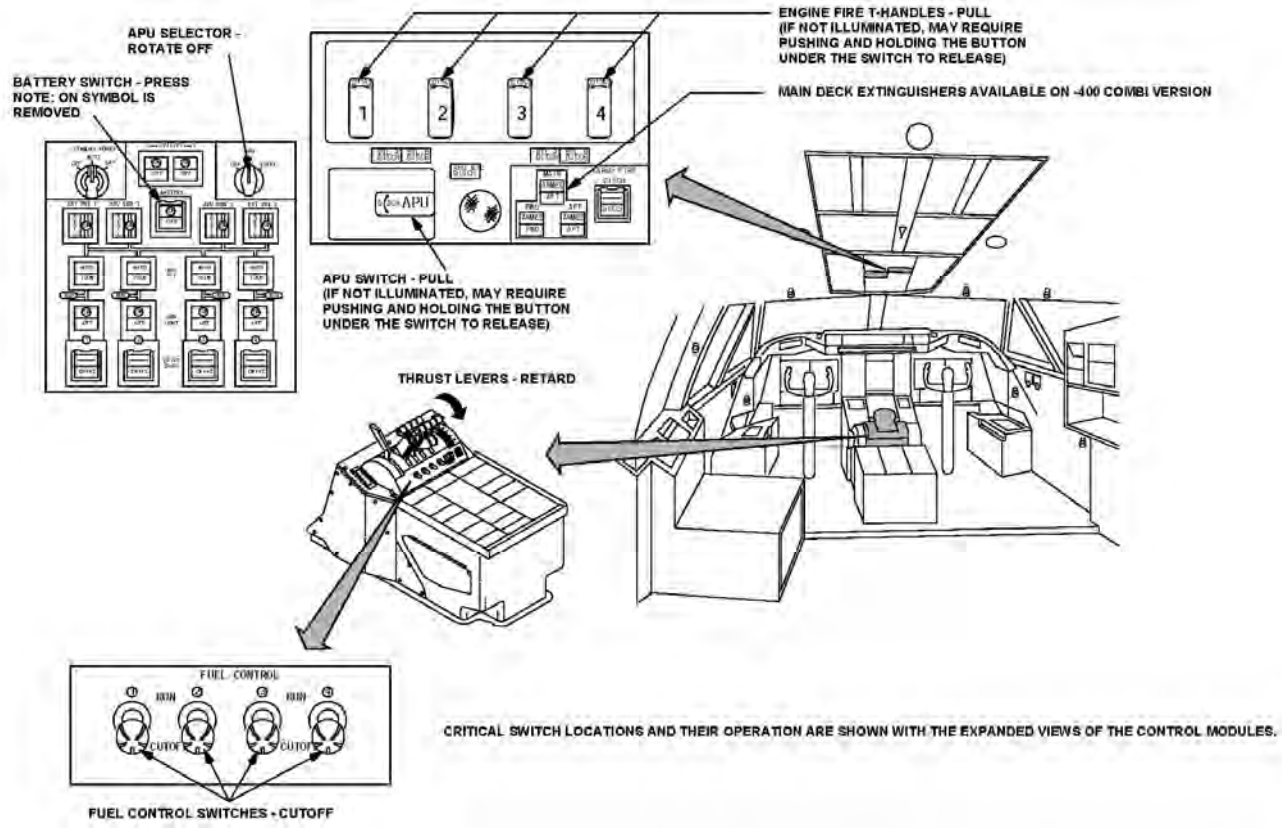


4 ENGINES

# Battery Locations and Flight Deck Control Switch Locations



4 ENGINES





# McDONNELL DOUGLAS DC-8-10



Photo by: Mike Paschal



Photo by: Erick Stamm



Photo by: Ben Wang

## **Critical Response Information**

Number of Engines	4
Passenger & Crew Capacity	217 max. (3 crew min., 214 passenger max.)
Fuel Capacity	24,275 gal.
Flammable Materials Locations	Page 287
Emergency Rescue Access - 1 & 2	Page 288
Battery Locations	Page 289

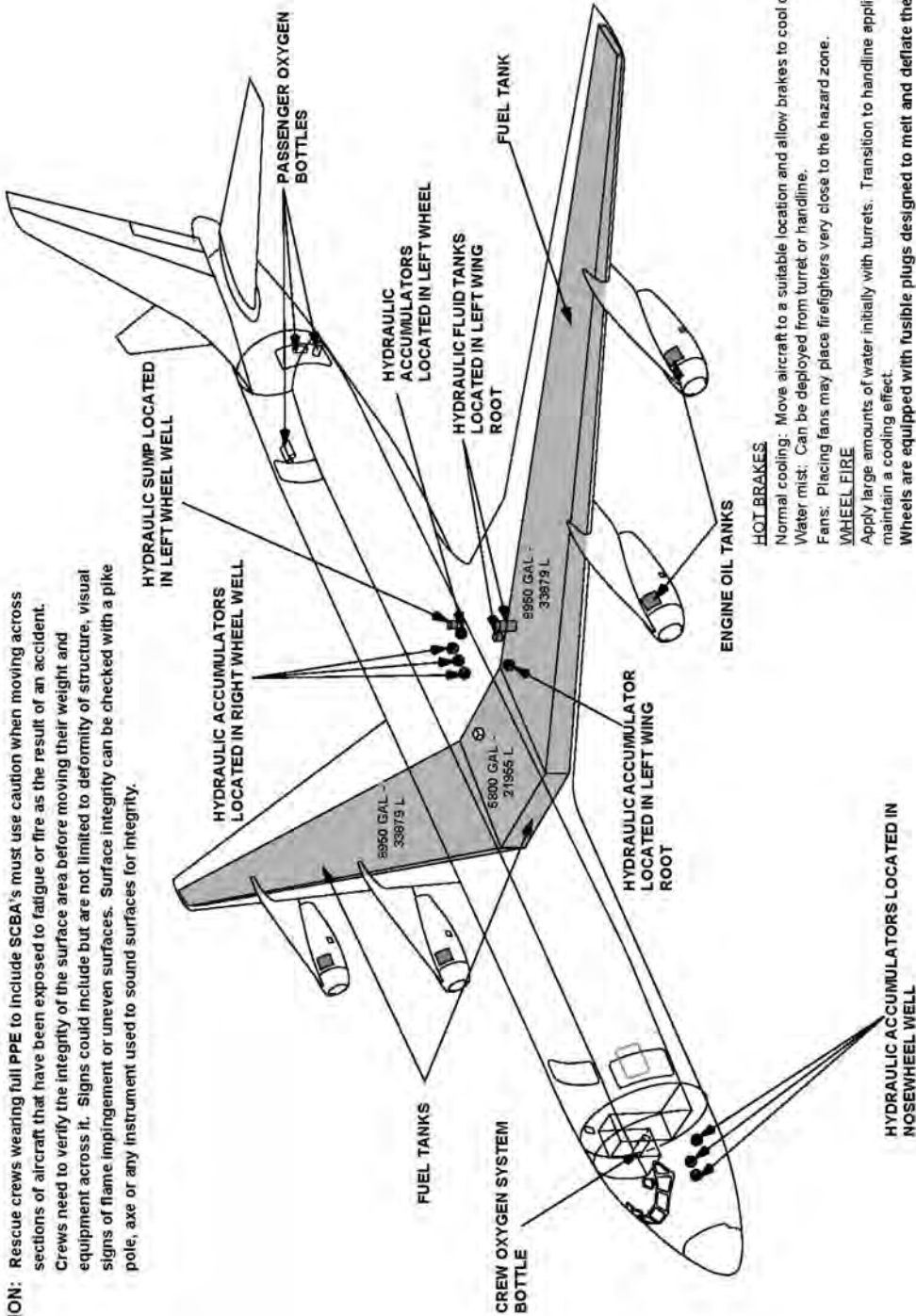
All diagrams provided by Boeing and are located in the Airplane Rescue and Fire Fighting Information Pamphlet - Oct. 31, 2009.

4 ENGINES

# Flammable Materials Locations

4 ENGINES

**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformation of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.



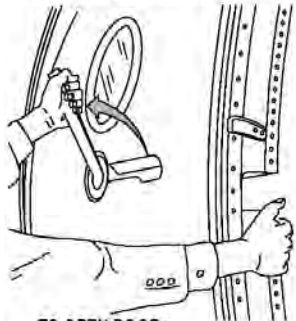
**HOT BRAKES**  
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.  
Water mist: Can be deployed from turret or handline.  
Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**  
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.  
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

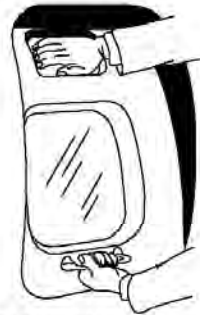
## Emergency Rescue Access- 1 & 2

### 1 PASSENGER AND SERVICE DOORS



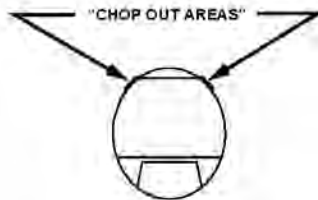
TO OPEN DOOR:  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 EMERGENCY EXIT



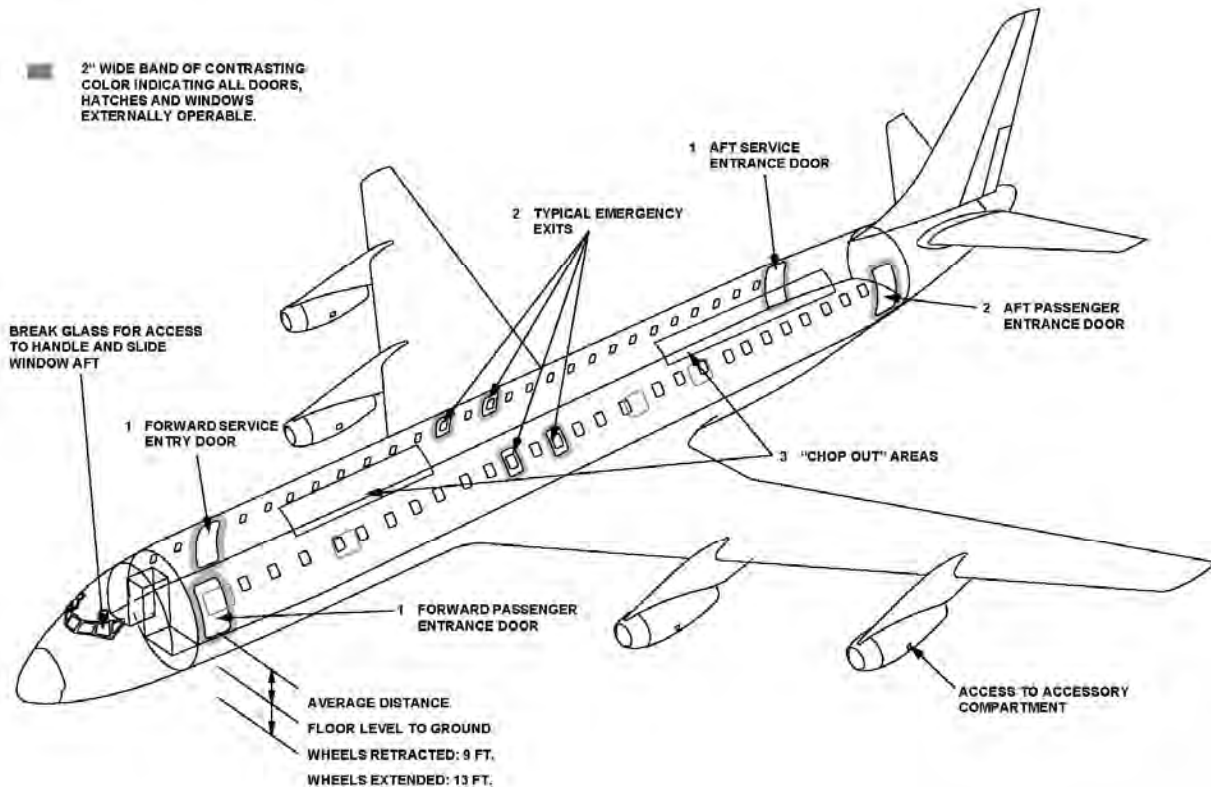
TO OPEN DOOR:  
 1. HOLD HANDLE.  
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 CHOP OUT AREAS



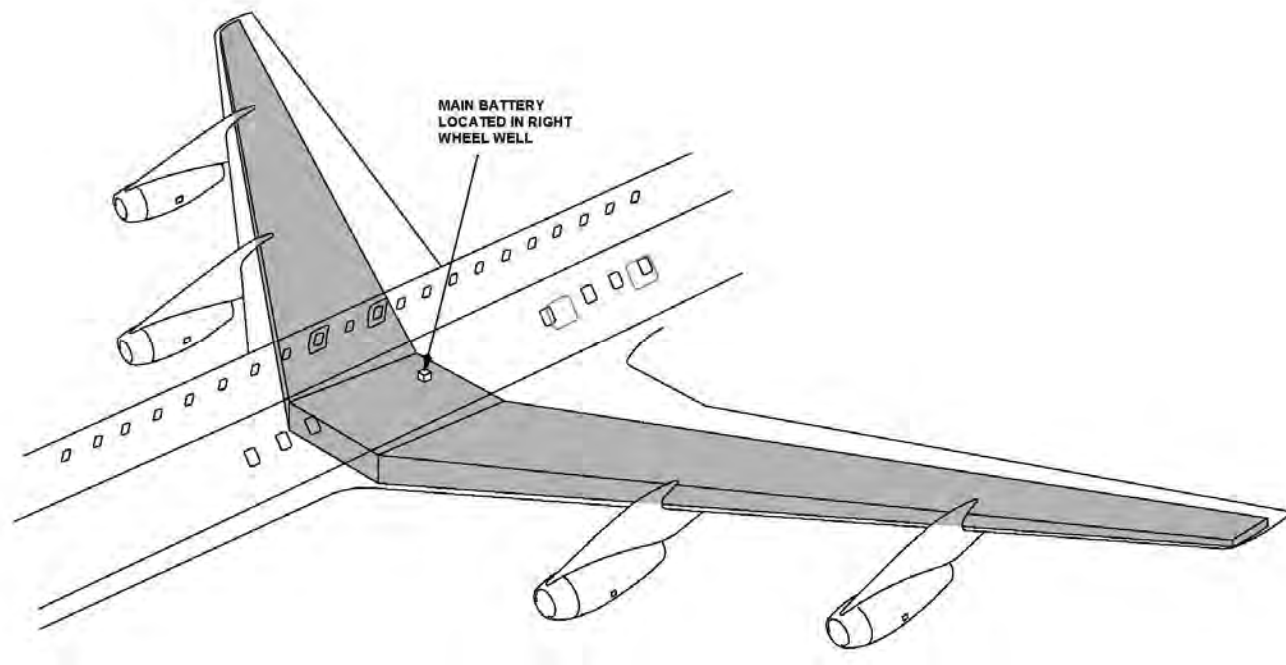
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT, BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN. IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

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



4 ENGINES

## Battery Locations



4 ENGINES





Photo by: Gabriel Widyna



Photo by: Ron Baak



Photo by: Sergey Ryabtsev

## **Critical Response Information**

Passenger & Crew Capacity

4 max. (1-2 crew, 3 passenger max.)

Fuel Capacity

29 gal.

For additional emergency response information on this aircraft please contact:

Scott's - Bell 47, Inc.

780 S Elmwood Ave

Building 15

PO Box 102

Le Sueur, MN 56058

Phone: 507-665-0035

Fax: 507-665-0038

Email: [info@scottsbell47.com](mailto:info@scottsbell47.com)

# BELL 206B3



Photo by: Bill Shull



Photo by: Paul Aranha



Photo by: Ralph Duenas

## **Critical Response Information**

Passenger & Crew Capacity

5 Max. (1 crew, 4 passenger max.)

Fuel Capacity

97 gal.

For additional emergency response information on this aircraft please contact:

Bell Helicopter Textron, Inc.

P.O. Box 482

Fort Worth, TX 76101

Tel: 1-817-280-2011

# BELL 206L4



Photo by: Dmitriy Shapiro



Photo by: Jeff Snyder



Photo by: Bill Shull

## **Critical Response Information**

Passenger & Crew Capacity 7 max. (2 crew, 5 passenger max.)

Fuel Capacity 110 gal.

For additional emergency response information on this aircraft please contact:

Bell Helicopter Textron, Inc.

P.O. Box 482

Fort Worth, TX 76101

Tel: 1-817-280-2011



# BELL 407



Photo by: Ralph Duenas



Photo by: Erick Stamm



Photo by: Jeff Snyder

## **Critical Response Information**

Passenger & Crew Capacity	7 max. (2 crew, 5 passenger max.)
Fuel Capacity	128 gal.

For additional emergency response information on this aircraft please contact:

Bell Helicopter Textron, Inc.  
P.O. Box 482  
Fort Worth, TX 76101  
Tel: 1-817-280-2011



Photo by: Ralph Duenas



Photo by: Brian Bartlett



Photo by: Ralph Duenas

## **Critical Response Information**

Passenger & Crew Capacity	15 max. (1 crew, 14 passenger max.)
Fuel Capacity	204 gal.

For additional emergency response information on this aircraft please contact:

Bell Helicopter Textron, Inc.  
P.O. Box 482  
Fort Worth, TX 76101  
Tel: 1-817-280-2011  
Fax: 1-817-280-2321

# BOEING MODEL 234 / CH-47 CHINOOK



Photo by: Spc. Russell J. Good



Photo by: U.S. Army



Photo: Public Domain

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	44 max. (2 crew min., 42 passenger max.)
Fuel Capacity	2,100 gal.

For additional emergency response information on this aircraft please contact:

Boeing Defense, Space and Security  
St. Louis, MO 63166  
Tel: 1-314-232-0232  
Web: [www.boeing.com/contactus.html](http://www.boeing.com/contactus.html)

# EUROCOPTER (AEROSPATIALE) DAUPHIN



Photo by: Bill Shull



Photo by: Terry Shepherd

## **Critical Response Information**

Passenger & Crew Capacity	15 max. (1 crew, 14 passenger max.)
Fuel Capacity	338 gal.

For additional emergency response information on this aircraft please contact:

Eurocopter, An EADs Company

Tel: 1-800-55-55-97-97

Email: [customer.assistance@eurocopter.com](mailto:customer.assistance@eurocopter.com)

# EUROCOPTER AS350-B2



Photo by: Fred Seggie



Photo by: Ralph Duenas

## **Critical Response Information**

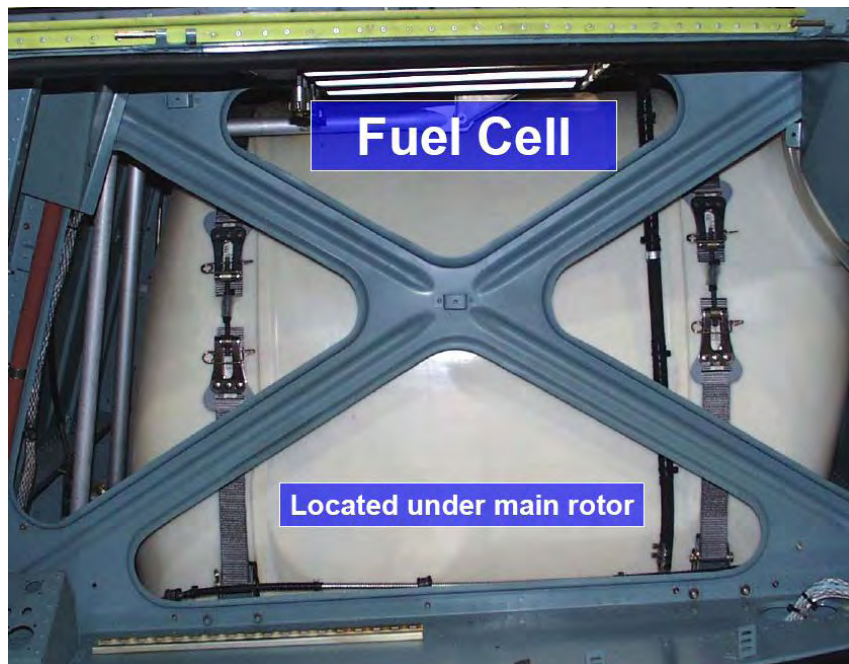
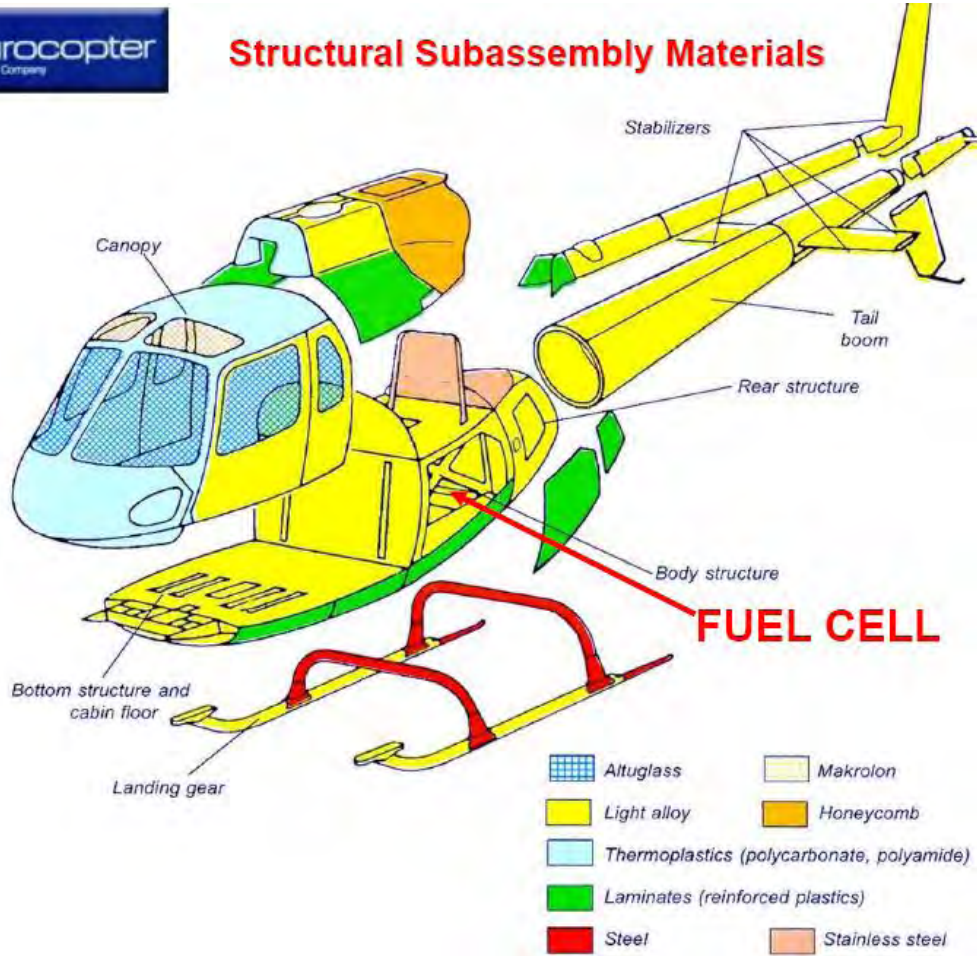
Passenger & Crew Capacity	7 max. (1 crew, 6 passenger max.)
Fuel Capacity	143 gal.
Fuel Cell Location	Page 299
Electrical Component & Battery Locations	
Front Door Jettison	Page 300
Emergency Fuel Shut-off Levers	Page 301

All diagrams provided by the American Eurocopter Fire Department AS350 Aircraft Guide.

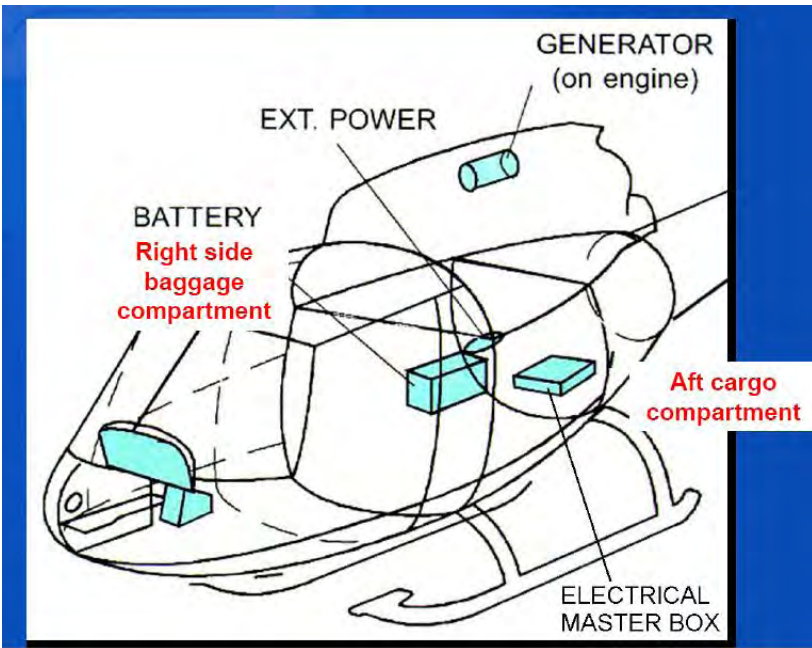
## Fuel Cell Location



### Structural Subassembly Materials



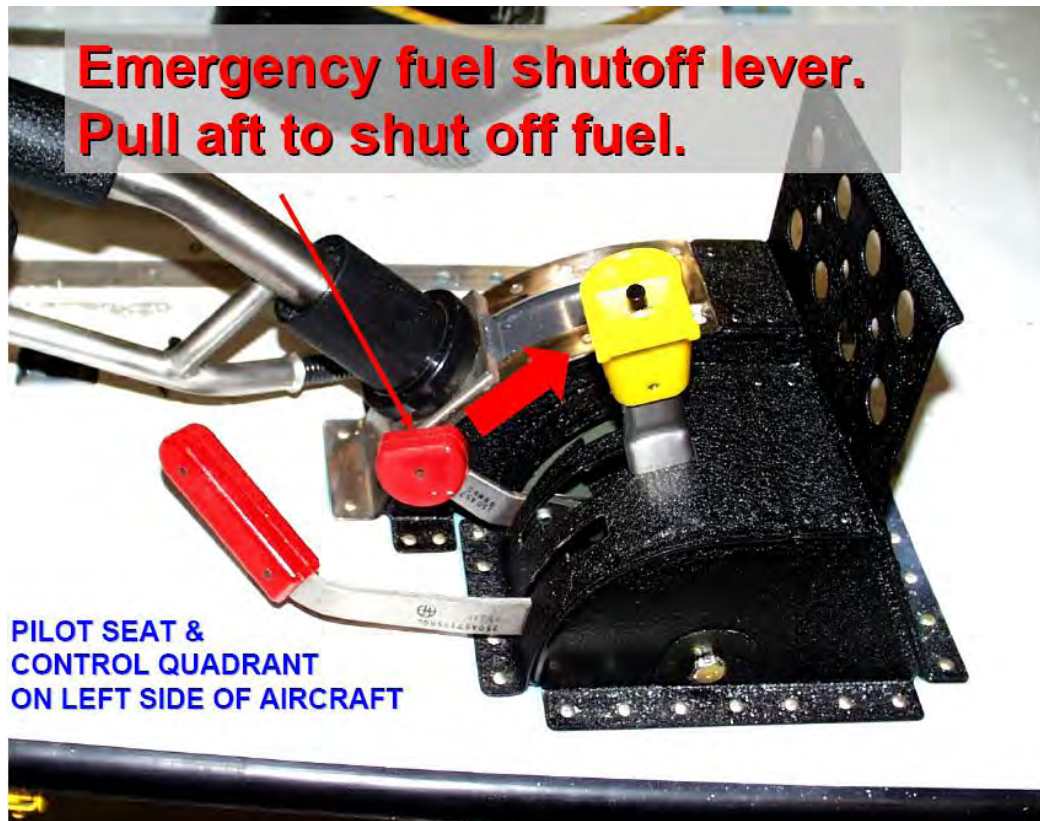
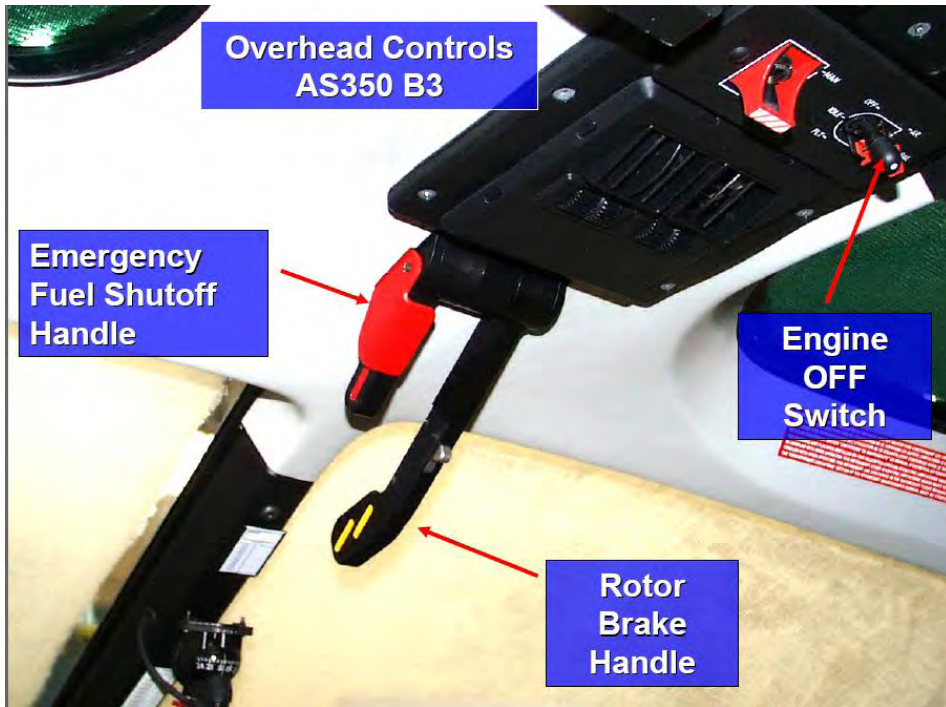
## Electrical Components, Battery Location and Front Door Jettison



### Front Door Jettison

A close-up photograph of the front cabin door jettison handle, which is a red lever with a white label. A red circle highlights the handle, and a red line points to it from the text **Jettison Handle**. To the right is a schematic diagram of the **FRONT CABIN DOOR** showing the **"Clear vision" window**, **Hinges**, and **Locks**. The diagram includes numbered callouts 1, 2, and 3, with a blue arrow indicating the door's movement.

Emergency Fuel Shut-Off Levers





# EUROCOPTER AS350-B3



Photo by: Ramon Berk



Photo by: Sergey Rimsha



Photo by: Chris Heaton

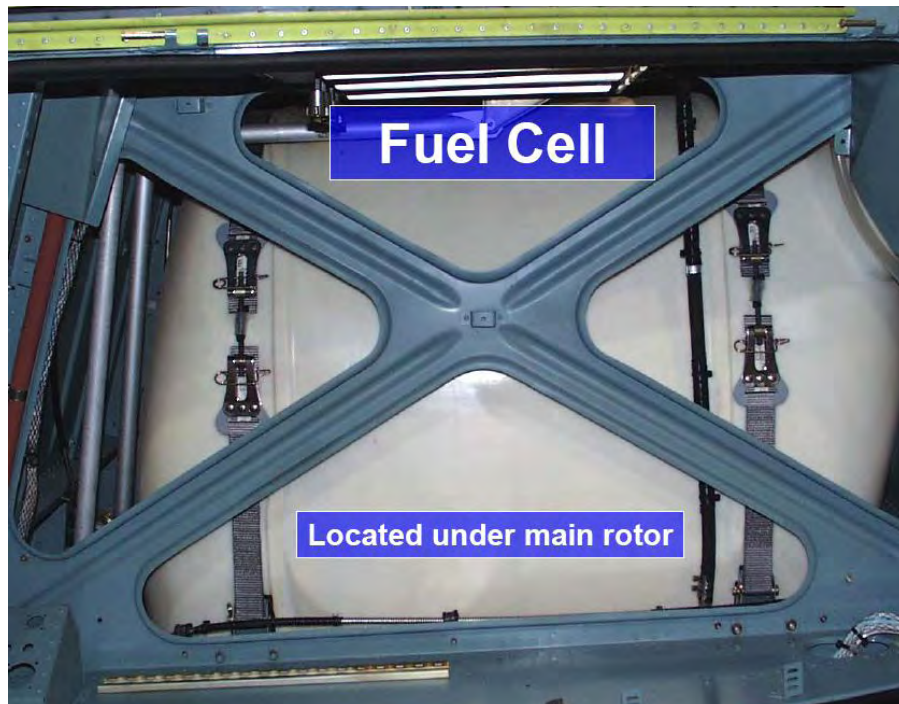
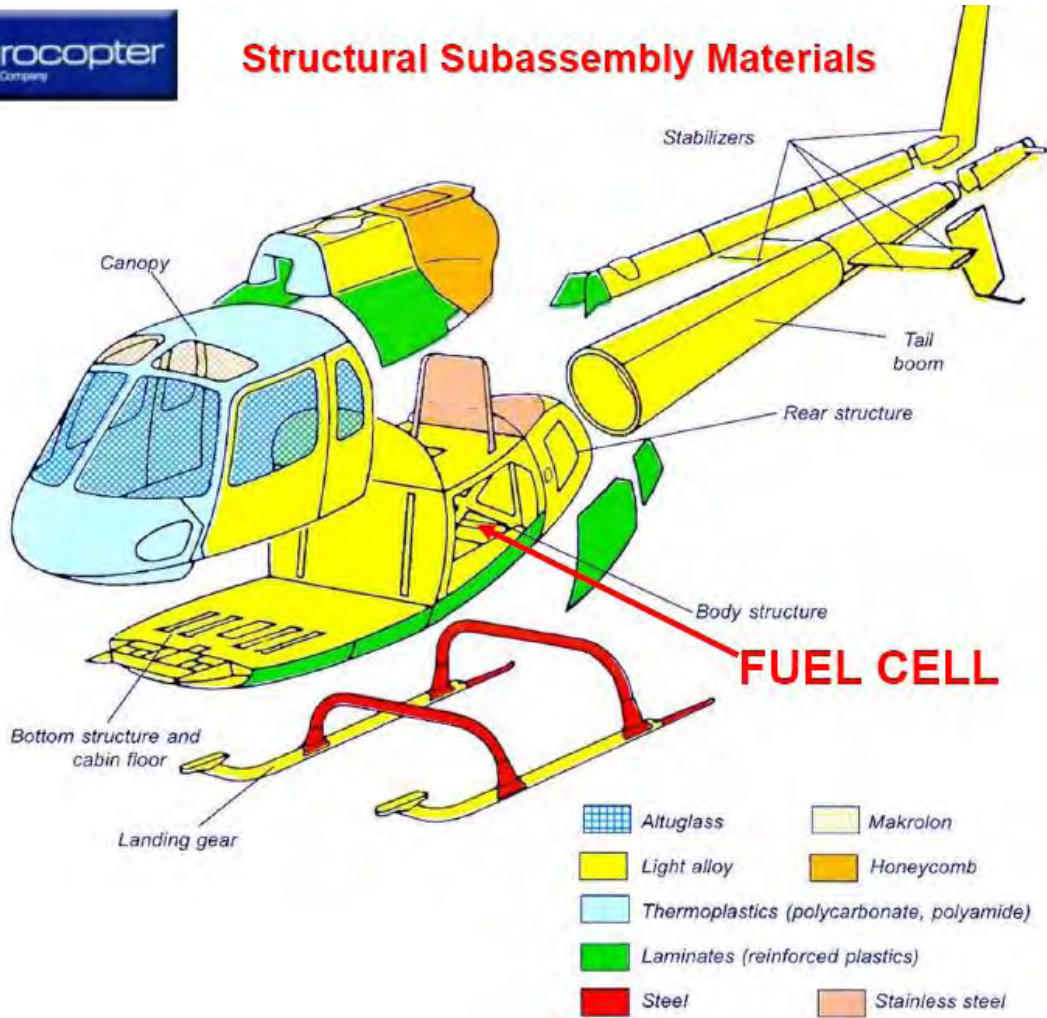
## **Critical Response Information**

Passenger & Crew Capacity	7 max. (1 crew, 6 passenger max.)
Fuel Capacity	143 gal.
Fuel Cell Location	Page 303
Electrical Component & Battery Locations	
Front Door Jettison	Page 304
Emergency Fuel Shut-off Levers	Page 305

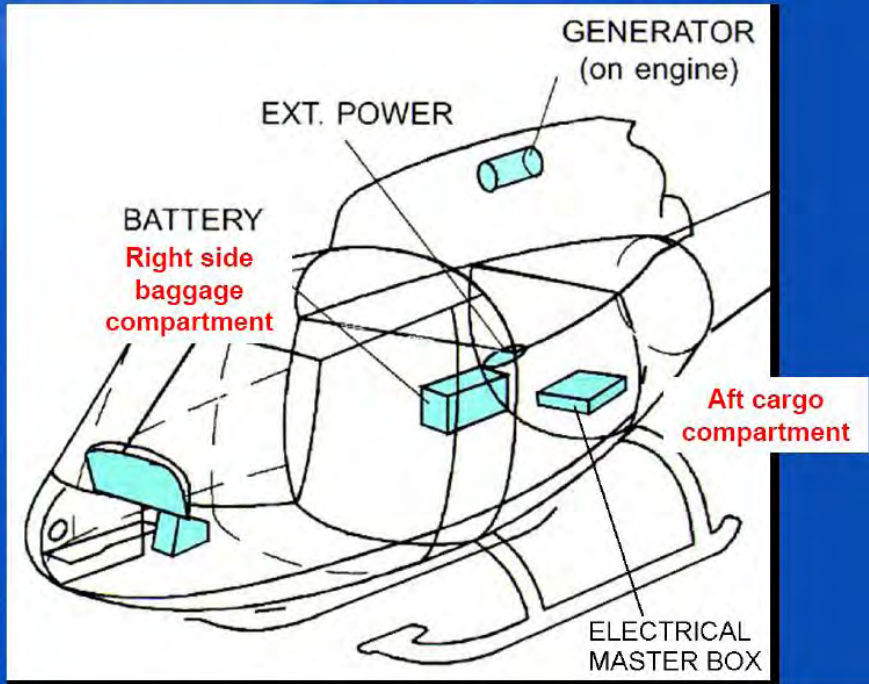
All diagrams provided by the American Eurocopter Fire Department AS350 Aircraft Guide.



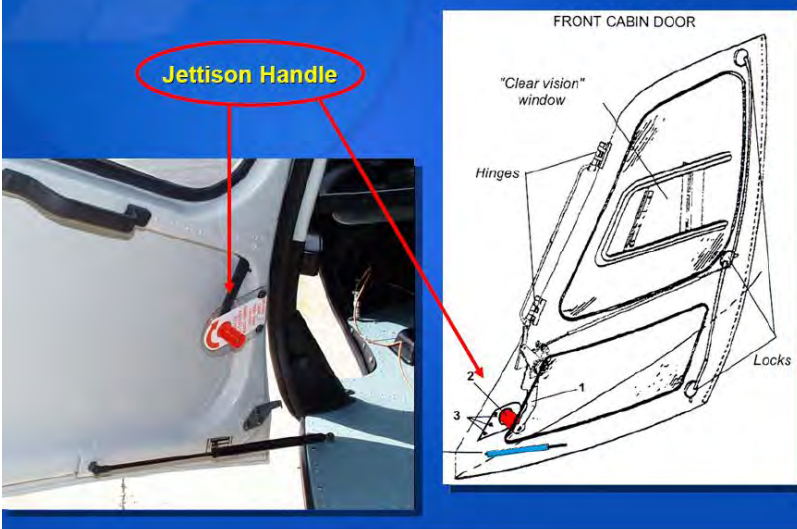
## Structural Subassembly Materials



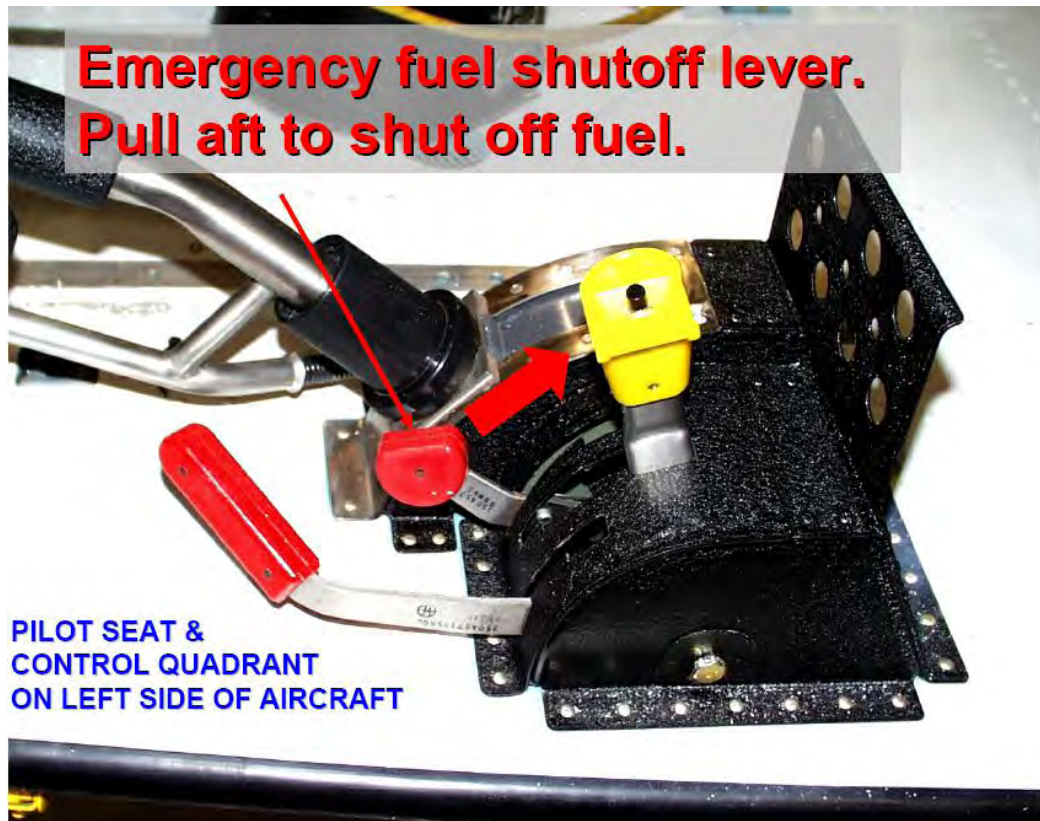
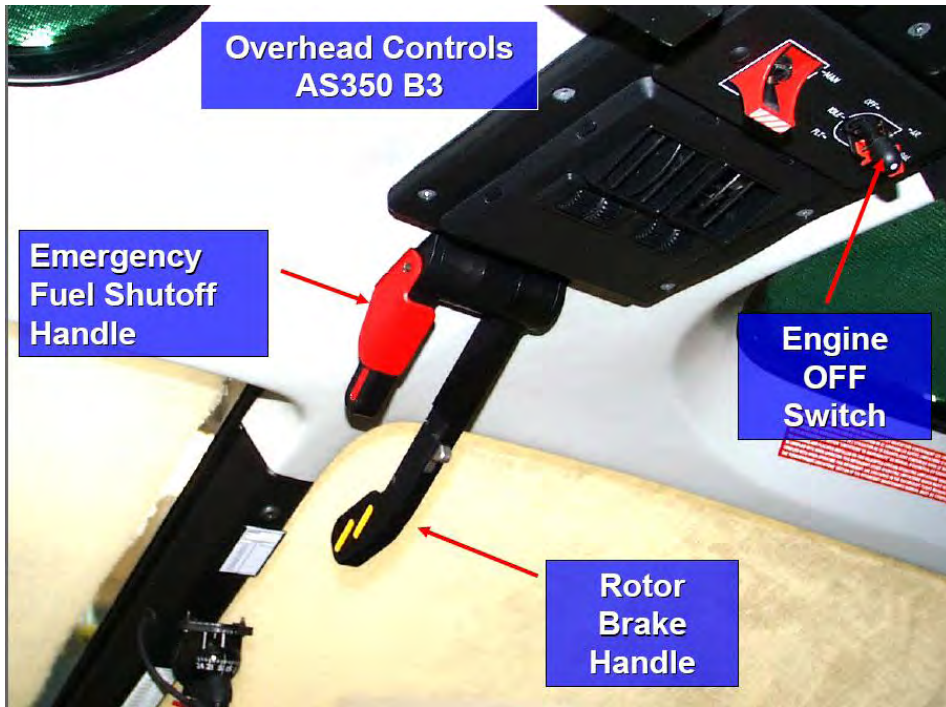
## Electrical Component Locations



## Front Door Jettison



# EUROCOPTER AS350-B3



# HUGHES 269



Photo by: Terry Shepherd



Photo by: Gabriel Widyna



Photo by: Yasir Raja

## **Critical Response Information**

Passenger & Crew Capacity	2
Fuel Capacity	60.8 gal.

For additional emergency response information on this aircraft please contact:

MD Helicopters, Inc.  
Mesa, AZ  
Tel: 1-800-388-3378  
Fax: 1-480-346-6821  
Email: [pubs@mdhelicopters.com](mailto:pubs@mdhelicopters.com)

# HUGHES 369



Photo by: Ben Wang



Photo by: Bill Shull



Photo by: Ralph Duenas

## **Critical Response Information**

Passenger & Crew Capacity

5 max. (1 crew, 4 passenger max.)

Fuel Capacity

64 gal.

For additional emergency response information on this aircraft please contact:

MD Helicopters, Inc.

Mesa, AZ

Tel: 1-800-388-3378

Fax: 1-480-346-6821

Email: [pubs@mdhelicopters.com](mailto:pubs@mdhelicopters.com)

# SIKORSKY S-76A



Photo by: Bill Shull



Photo by: Bill Shull



Photo by: Ralph Duenas

## **Critical Response Information**

Passenger & Crew Capacity	14 max. (2 crew, 12 passenger max.)
Fuel Capacity	280 gal.
Crash Rescue	Page 309
Composite Materials Locations	Page 310

All diagrams provided by Sikorsky.

# S-76A/A+

## Crash Rescue

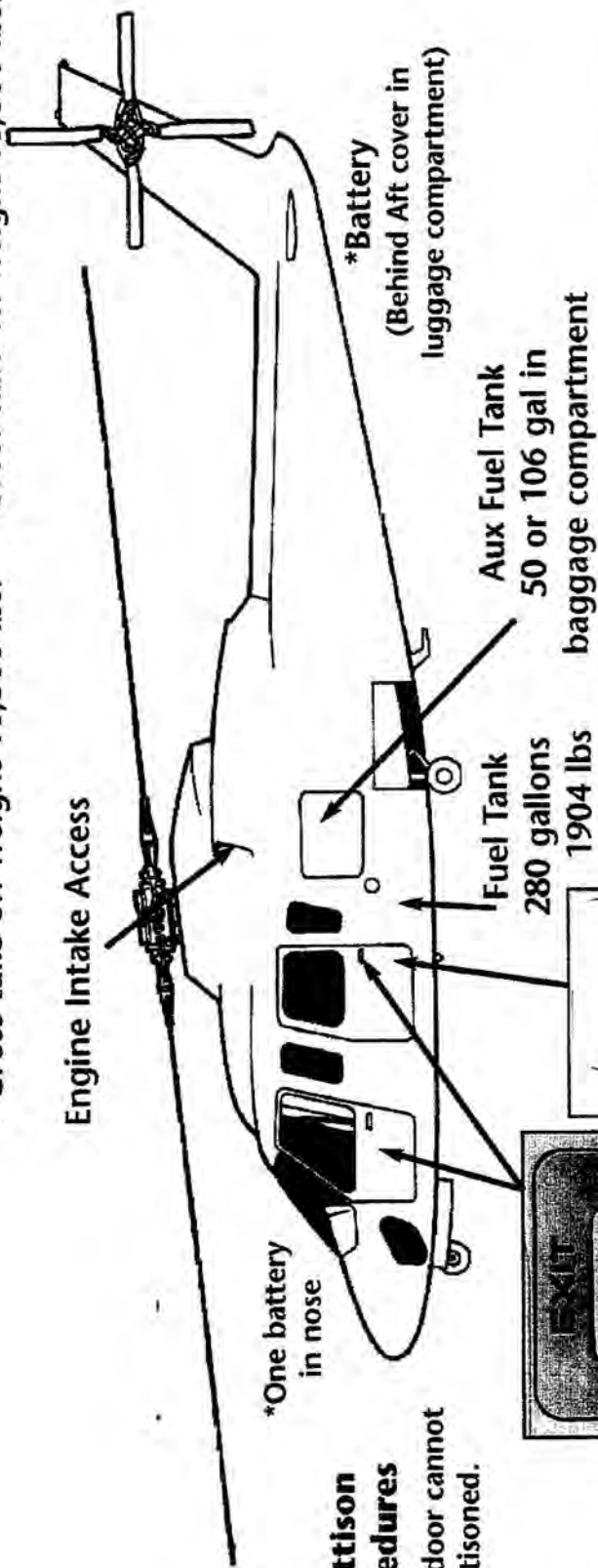
S-76A

- Allison 250-C30 engines
- Gross take-off weight 10,500 lbs.

S-76A+

- Turbomeca Arriel 15 engines
- Gross take-off weight 10,800 lbs.

Engine Intake Access

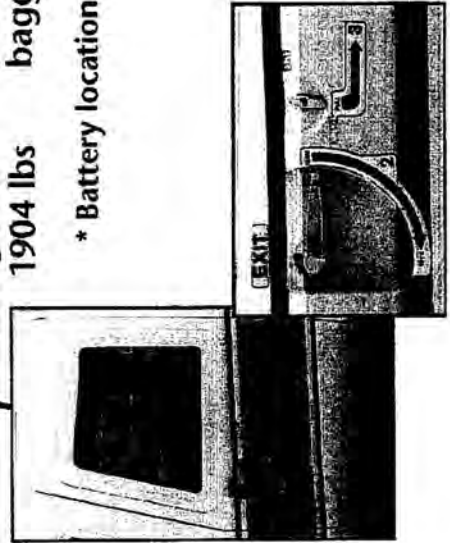


### Door Jettison Procedures

The sliding door cannot be jettisoned.

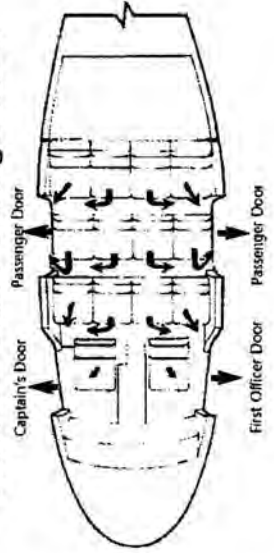


Cockpit doors and hinged passenger door handle



\* Battery location dependent upon operator configuration.

### Offshore Cabin Configuration





## COMPOSITES USAGE



■ Graphite, Graphite Honeycomb  
■ Fiberglass      ■ Aluminum

■ Kevlar  
■ Fiberglass & Titanium

■ Graphite & Fiberglass  
■ Titanium

# SIKORSKY S-76B



Photo by: Ron Baak



Photo by: Bill Shull



Photo by: Bill Shull

## **Critical Response Information**

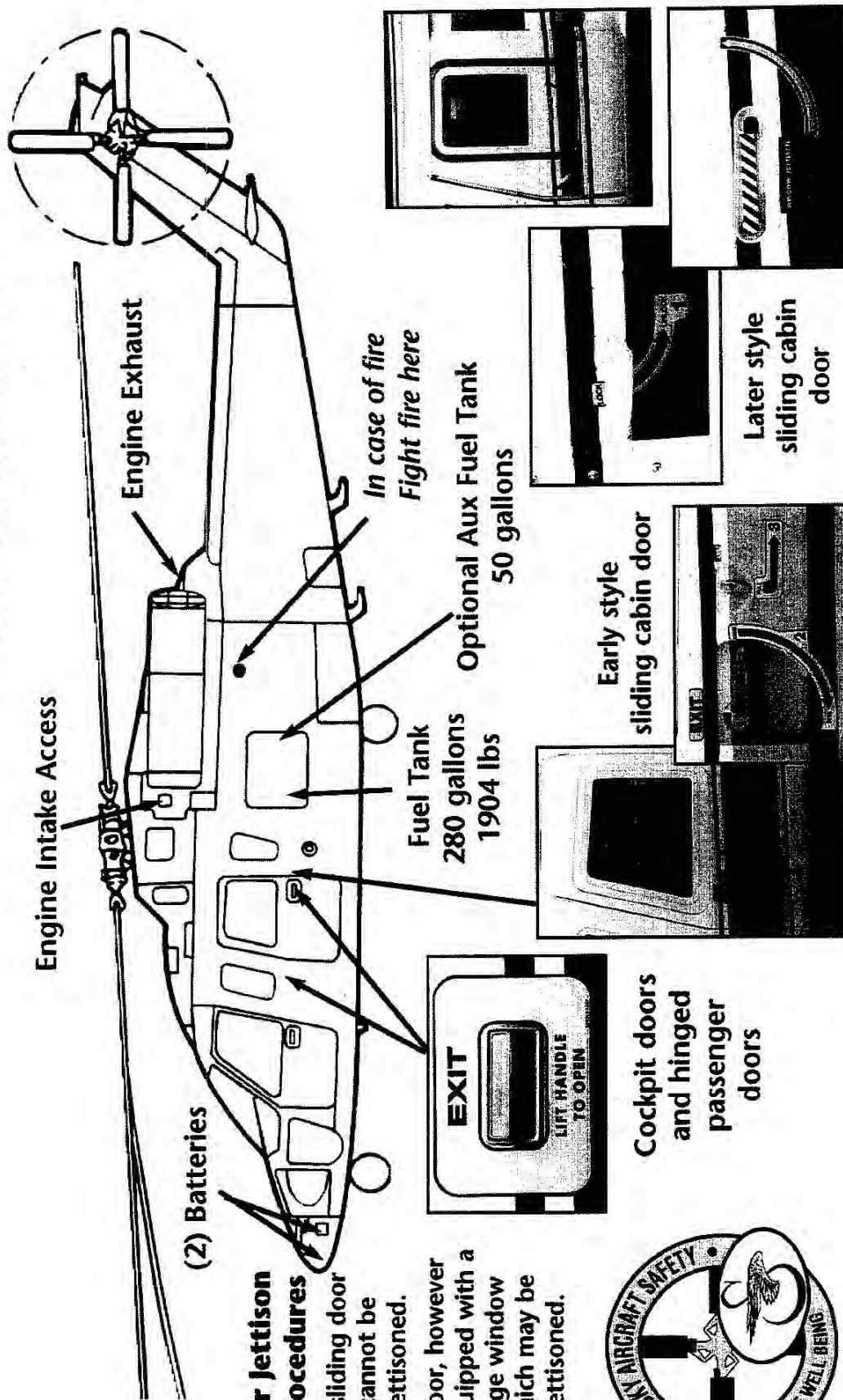
Passenger & Crew Capacity	14 max. (2 crew, 12 passenger max.)
Fuel Capacity	280 gal.
Crash Rescue	Page 312
Composite Materials Locations	Page 313

All diagrams provided by Sikorsky.

# S-76B

## Crash Rescue

Pratt & Whitney PT6B-36 engines  
Gross take-off weight 11,700



### Door Jettison Procedures

The sliding door cannot be jettisoned.

The door, however is equipped with a large window which may be jettisoned.



Cockpit doors and hinged passenger doors

Early style sliding cabin door

Later style sliding cabin door

## COMPOSITES USAGE



■ Graphite, Graphite Honeycomb  
■ Fiberglass      ■ Aluminum

■ Kevlar  
■ Fiberglass & Titanium

■ Graphite & Fiberglass  
■ Titanium

HELICOPTERS

# SIKORSKY S-70 / JAYHAWK



Photo by: Gerhard Plomitzer



Photo by: George Canciani



Photo by: Ralph Duenas

## **Critical Response Information**

Number of Engines	2
Passenger & Crew Capacity	17 max. (4 crew, 13 passenger max.)
Fuel Capacity	361 gal.
Crash Rescue	Page 315

All diagrams provided by Sikorsky.

# NAVAL HAWKS

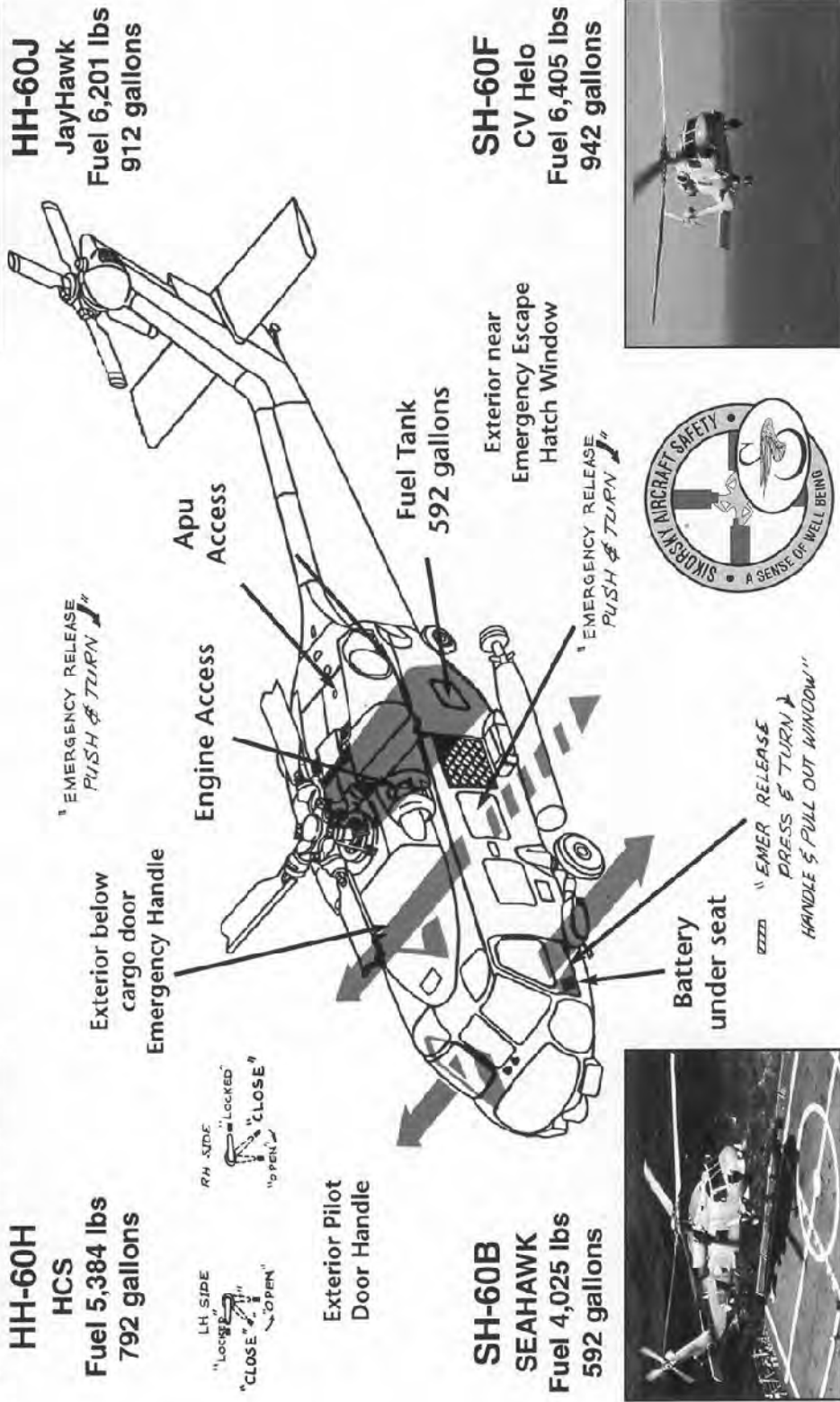
## Crash Rescue



**HH-60H  
HCS**  
Fuel 5,384 lbs  
792 gallons



**HH-60J  
Jayhawk**  
Fuel 6,201 lbs  
912 gallons



**SH-60B  
SEAHAWK**  
Fuel 4,025 lbs  
592 gallons



**SH-60F  
CV Helo**  
Fuel 6,405 lbs  
942 gallons



# ROBINSON R22



Photo by: Brent Beck



Photo by: Ron Baak



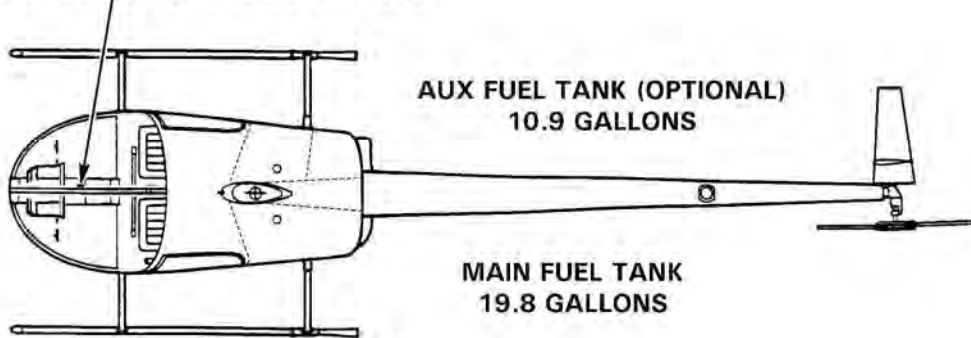
Photo by: Brent Beck

## Critical Response Information

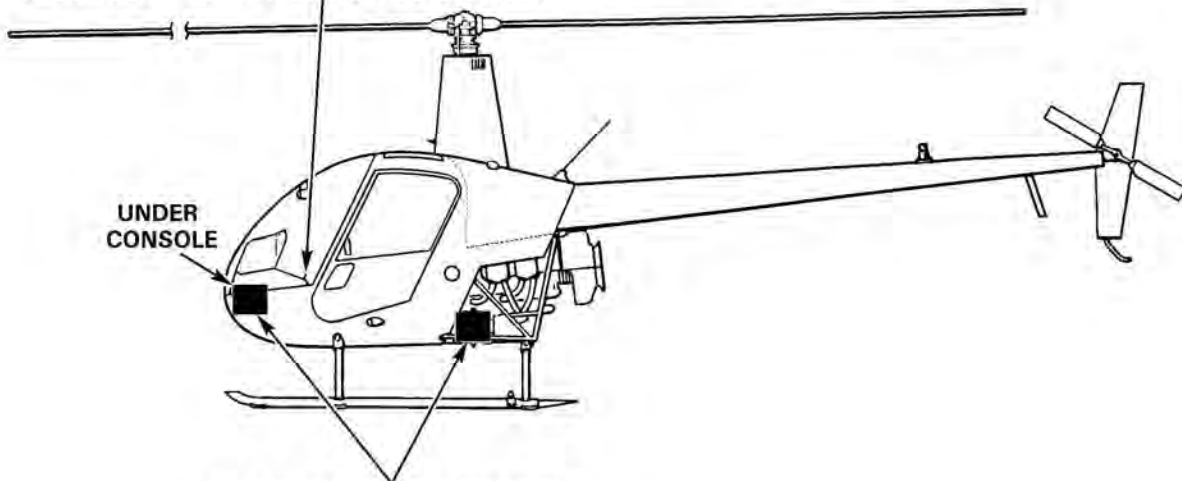
Passenger & Crew Capacity	2 max. (1 crew, 1 passenger)
Fuel Capacity	30.7 gal.
Fuel & Battery Shut-off Locations	Page 317

All diagrams provided by Robinson.

BATTERY MASTER SWITCH  
(ADJACENT TO KEY-OPERATED SWITCH)



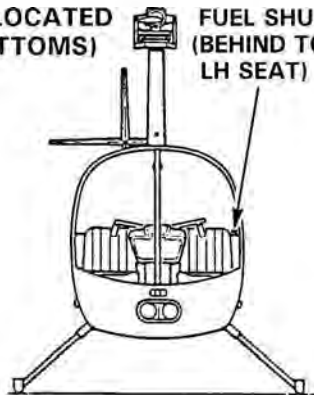
BATTERY MASTER SWITCH  
(ADJACENT TO KEY-OPERATED SWITCH)



POSSIBLE BATTERY LOCATIONS  
(ONLY ONE UTILIZED AT A TIME)

FUEL SHUTOFF (RED KNOB LOCATED  
BETWEEN FRONT SEAT BOTTOMS)

FUEL SHUTOFF  
(BEHIND TOP OF  
LH SEAT)



MAXIMUM FUEL (AVGAS) CAPACITY: 30.7 GALLONS

# R22

## Alpha, Beta,

### AND Beta II

FUEL AND BATTERY  
SHUTOFF LOCATIONS



# ROBINSON R44



Photo by: Ron Baak



Photo by: Ron Baak



Photo by: Ron Baak

## **Critical Response Information**

Passenger & Crew Capacity

4 max. ( 1 crew, 3 passenger max.)

Fuel Capacity

50.1 gal.

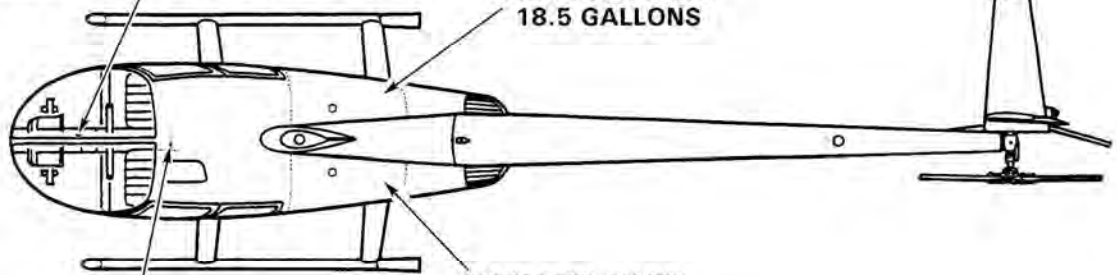
Fuel & Battery Shut-off Locations

Page 319

All diagrams provided by Robinson.

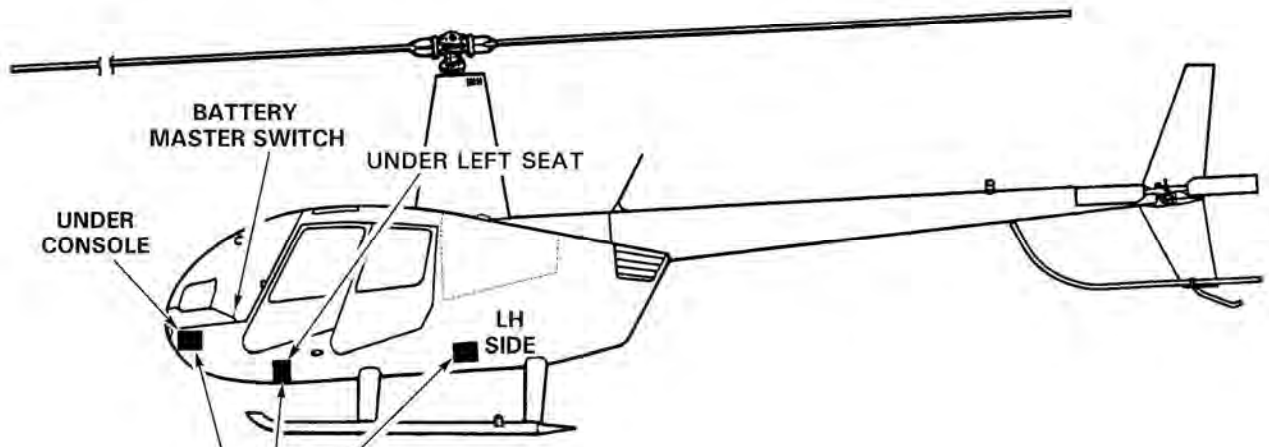
BATTERY MASTER SWITCH  
(ADJACENT TO KEY-OPERATED SWITCH)

AUX FUEL TANK  
18.5 GALLONS



MAIN FUEL TANK  
31.6 GALLONS

FUEL SHUTOFF (RED KNOB LOCATED  
BETWEEN FRONT SEAT BOTTOMS)



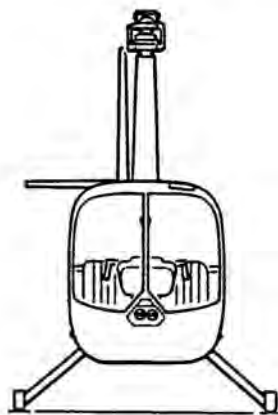
BATTERY  
MASTER SWITCH

UNDER LEFT SEAT

UNDER  
CONSOLE

LH  
SIDE

POSSIBLE BATTERY LOCATIONS  
(ONLY ONE UTILIZED AT A TIME)



## *R44 Raven*

FUEL AND BATTERY  
SHUTOFF LOCATIONS

MAXIMUM FUEL (AVGAS) CAPACITY: 50.1 GALLONS



## BALLISTIC PARACHUTE SYSTEMS

### OVERVIEW

This section of the guide is intended as a reference to familiarize a first responder of the symbols used to identify whether an aircraft is equipped with a ballistic parachute system (BPS) and to provide precautionary procedures to follow when one is identified.

*"This is not intended as training for disabling ballistic parachute systems."*

#### A. WHAT IS A BALLISTIC PARACHUTE SYSTEM (BPS)

The ballistic parachute system is an emergency system that deploys a whole aircraft parachute using a rocket. This rocket may deploy from any angle of the aircraft depending on the type of aircraft and installation. The rocket is deployed using a cockpit actuation handle attached to the rocket via a mechanical cable.

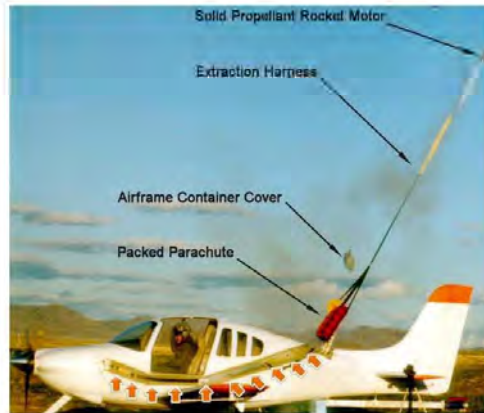


Figure 1 - Ballistic Parachute Deployment

It is imperative to avoid the path of these systems. If the rocket does not harm you, the parachute might. It is also important to note the attachment straps coming out of the side of the aircraft. The locations of the embedded airframe straps and the egress hole for the BPS cannot be seen after the aircraft is painted. If the system is live and were to fire on the ground, these straps can pose an entanglement hazard.

**WARNING:** If an aircraft is identified as having a BPS notify the manufacturers and all persons working at the accident.

#### B. IDENTIFYING BPS EQUIPPED AIRCRAFTS

The ballistic parachute system comes in many shapes and sizes, the application and type of aircraft may affect how the system is attached. On smaller aircrafts the parachute may be externally mounted as shown in Figure 2.



Figure 2 - Externally Mounted BPS

*In an application like this is it easy for a BPS to come loose upon impact in an accident and be scattered in the wreckage.*

When the BPS is not externally mounted or visible due to either application or circumstances of the accident, the area should be scanned for other indications that a BPS is present. These indications could be a deployed parachute, a rocket canister either in the aircraft or around the accident site, or labeling on the aircraft.

Labeling is an easy method for identifying a system; however circumstances of the accident such as soot, dirt, damage, or darkness could prevent seeing the labeling. Light sport aircraft require ASTM-standard labeling as shown in Figure 3.



Figure 3 - ASTM 2316-06 BPS Standard Labeling

Prior to the ASTM-standard placards, many aircraft were identified with smaller subdued labels as shown in Figure 4. These labels can be placed over where the rocket will deploy or can be located on the front windshield.



Figure 4 - Pre-ASTM Standard Labeling

*WARNING: Without seeing the chute assume the rocket is still live and aboard the aircraft.*

## C. BALLISTIC PARACHUTE SYSTEM EXAMPLE LAYOUT

When it is determined that a BPS is present it is important to be familiar with the parachute assembly package and enclosed cable locations to avoid deploying the rocket. The diagram below shows a generic aircraft illustrating the no cut zones and parachute assembly location that houses the rocket and parachute.

# BALLISTIC PARACHUTE SYSTEM



Figure 5 - BPS Sample Layout



Figure 6 - Parachute Strap



Figure 7 - Cable Routing: Handle to Rocket

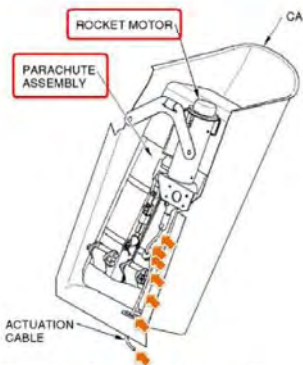


Figure 8 - Parachute Assembly



In the close-up of Figure 8, the igniter and activation cable can be seen on the right. The line cutters are small, time-delayed pyrotechnic devices used to level the airplane during decent. If these are identified in the wreckage, handle with caution, as they could be hot or in some instances, the cutting blade could be discharged out the end of the housing.

If extraction is required for rescue, do not cut into the top or aft side the fuselage indiscriminately as shown in Figure 9.



Figure 9 - No Cut Zones

Though each BPS may not look the same as displayed in Figure 8 each system will contain the same components. The two most important components that should be identified and located first when dealing with a BPS equipped aircraft are the rocket and the activation cable.

It is important to note the position of the rockets and the direction in which they would fire. The ASTM has created a standard placard to be located on the rockets as well. The rocket is usually red-anodized and about the size of a 16oz can. When installed, it is encased in additional aluminum housing as shown in Figure 10.



Figure 10 - Rocket Labeling

*WARNING: Avoid handling rocket canisters or igniter separated from the aircrafts. Keep fire and heat away from them.*

Undeployed rockets at the scene of an accident aircraft pose a serious safety threat to first responders. These rockets have significant power. The direction of travel is controlled by the cables attached to the rocket. If the attachment is compromised in an accident the direction of the travel is less predictable.

The figures below illustrate several versions of a BPS with arrows showing the direction in which the rocket is pointing.

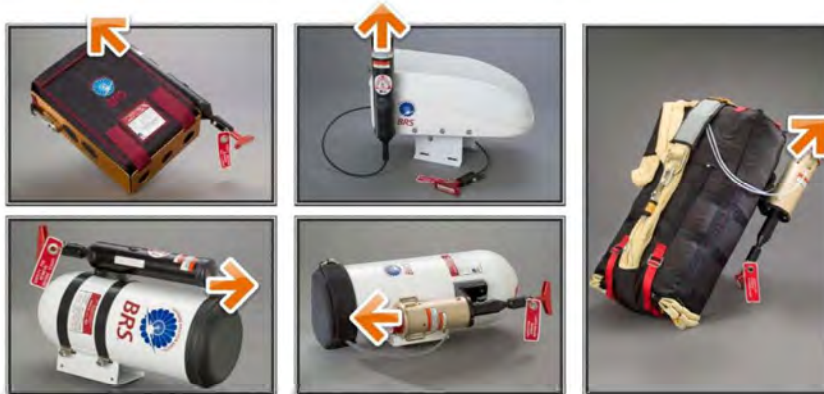


Figure 11 - Rocket Identification and Positioning

The arrows below point to the cables that would run to the cockpit actuation handle.



Figure 12 - Actuation Cable

Moving a damaged airplane can stretch or distort the activation cable causing the rocket to ignite and launch. As the cable is pulled, the spring is compressed. The plunger within the spring needs to travel only a half an inch to release the ball bearings, which releases the spring and in turn ignites the rocket. Cutting the cable as close to the igniter as possible can considerably reduce the chances of an inadvertent launch.

## D. APPROACHING AND DISABLING THE BPS

As the accident scene is approached use caution and look for signs that a ballistic parachute system may be present. If the parachute is out of the aircraft but the rocket is still visible treat the rocket as if it were still live, as it could have broken loose upon impact. If the canopy of the chute is full collapse the canopy using either water or by rolling a heavy vehicle over the chute to prevent it from reinflation. Roll up the collapsed canopy and secure. Straps can become an entanglement hazard or an entrapment hazard if canopy reinflates.

*WARNING: Do not enter an aircraft if the parachute canopy is filled.*



Figure 13 - Approach Zones

Do not try to disable the system until after contacting the manufacturer. Each system is different and should only be disabled with guidance from the manufacturer.

**DO NOT PULL THE HANDLE TO DISABLE, INTERNAL DAMAGE TO THE ROCKET COULD CAUSE SERIOUS INJURY.**

In order to work in the cockpit during a rescue if a BPS is present but not deployed you must secure the system by pinning or installing a zip-tie in the handle located in the cockpit.



To disable the system the actuation cable must be cut. When cutting the cable its best to cut it as close to the igniter as possible to lessen the chances of an accidental deployment.

The following are examples of tool that should not be used when cutting the actuation cable as they could bend and pull the cable causing the rocket to deploy.



Figure 14 - Unsafe Cutting Tools

Cable cutters such as those used for bicycle cables should be used to disable the BPS as illustrated in Figure 15.



Figure 15 - Proper Cutting Tools



## SEATBELT AIRBAGS

### OVERVIEW

This section of the *Aircraft Guidebook* is intended as a reference to familiarize first responders with a type of airbag system that may be installed on seatbelts used in some aircraft. Safety product requirements on aircraft have increased since the 1970s. Within the past five years, new aircraft have been manufactured with air bags as standard equipment. These airbags, along with the seatbelt, can reduce the potential for injury in the event of an aircraft accident.

There are Two-, Three-, Four-, and Five-Point Restraint Seatbelts that may contain an Integrated Airbag Device. The airbag is stored in the lap belt of the Two- and Three-Point restraint systems and in the torso area of the Four- and Five-Point systems. During an emergency landing, the airbag will inflate similar to an automotive airbag, protecting the head and torso of the occupant. The airbag will also self-deflate after ten seconds. These airbags may be located in the pilot, co-pilot, and passenger seats of an aircraft. The largest manufacturer of the seatbelt airbags is AmSafe and the proprietary name for this system is AmSafe Aviation Inflatable Restraints (AAIR®).

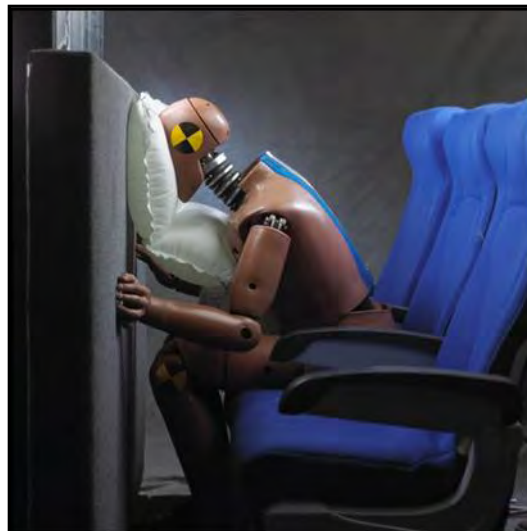


Figure 1: AmSafe Aviation Inflatable Restraint (AAIR®) that has deployed. In 2001, AmSafe put the first air-line airbags into use onboard commercial aircraft.

### COMPONENTS

Typical AAIR® systems include:

- Electronic Module Assembly (EMA) – Sensing system and power supply.
- Inflator Assembly – Gas canister containing 6,250 psi compressed helium to inflate the airbag during a crash. When the gas is released into the Seatbelt Airbag Assembly (SAA) via the inflator hose, the gas will be released at the surrounding temperature.
- Seatbelt Airbag Assembly (SAA) – aircraft restraint system with airbag built into the webbing to provide enhanced occupant protection during an aircraft crash.
- Interface Cable Assembly – Cable which connects the EMA, inflator, and SAA.

# SAFETY BELT AIRBAGS

## AIRCRAFT ACCIDENT OCCURS WHICH CAUSES THE AAIR® TO DEPLOY

When the AAIR® system is deployed in an aircraft accident, the system becomes static because the helium-filled inflator assembly has exhausted its contents. These systems are designed to deflate in less than ten seconds after they deploy in order to allow passengers to exit the aircraft after a crash.



Figure 2: Various Types of AmSafe Aviation Inflatable Restraints

## AIRCRAFT ACCIDENT OCCURS AND AAIR® SYSTEM DOES NOT DEPLOY

If an aircraft accident occurs and the AAIR® System does not deploy, follow the steps below to reduce the risk of deploying the system:

- 1) Disconnect the cable assembly from the Electronic Module Assembly (EMA). The EMA is usually installed under the seat and in some cases is attached to or secured below the floor of the seat. Disconnect from the cable assembly by depressing the locking mechanism which releases connector halves. Please see the photos below.

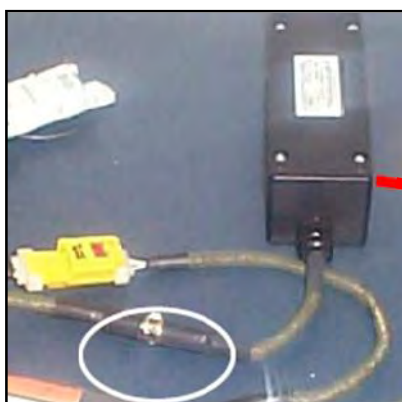


Figure 3: Electronic Module Assembly



Figure 4: Electronic Module Assembly (EMA) Location

- 2) Disconnect the connector from the Inflator Assembly which is usually installed on, below, or just behind the seat. Disconnect by squeezing both sides of the connector and gently pulling away from the Inflator. Please see the photo below.

# SAFETY BELT AIRBAGS

- 3) If access to either of these connectors is not possible due to deformation of the seat assembly or the fuselage, the cable that connects to the inflator assembly can be cut.



Figure 5: Connector attached to the Inflator Assembly

## AIRCRAFT ACCIDENT OCCURS WHERE THERE IS A FIRE AND AAIR® SYSTEM DOES NOT DEPLOY

If a fire occurs during the aircraft accident, the Inflator Assembly will auto-ignite at approximately 230°C or 446°F and will release the stored helium gas to inert the system and reduce the risk of injury to emergency personnel.

\*This information was obtained using the AmSafe *First-Responder Reference Guide* found at <http://www.aviationfirejournal.com/aviation/library/First-RespondersReferenceGuide.pdf>.



## Radio Communications

Airband, also known as “Victor” or VHF, is the band of frequencies used in the field of aviation for radio communications. Airband refers to the Very High Frequency (VHF) band between 108 MHz and 136 MHz which covers use for commercial and general aviation aircraft, air traffic control towers and other aviation related uses.

The lower part of the VHF band, from 108 MHz to 117.95 MHz, is reserved for navigational aids such as Automatic Terminal Information Service (ATIS) messages, VHF Omnidirectional Range navigation system (VOR) beacons, and precision approach systems such as Instrument Landing Systems (ILS) or Local Area Augmentation System (LAAS). The remaining Airband is used for voice communications.

The aircraft emergency frequency, also known as “Guard”, is a frequency on the Airband reserved for emergency communications for aircraft in distress. For civilian aircraft, the frequency is 121.5 MHz.

Aircrafts are equipped with an emergency locator transmitter which is a radio transmitter attached to the aircraft structure which operates from its own power source on 121.5 MHz and 243.0 MHz. It aids in locating downed aircraft by radiating a downward sweeping audio tone, 2-4 times per second. It is designed to function without human action after an accident.

## Communications

### Airports with an Air Traffic Control Tower (ATCT)

When communicating with the ATCT emergency responders should follow these guidelines:

- Practice radio transmissions that are **timely, precise, concise** and **disciplined**. Avoid radio transmissions that are slow (or late), sloppy, long-winded and disorganized, and are filled with pauses and extraneous verbiage.
- Always speak clearly and in a normal conversational tone.
- Always comply promptly and correctly with ATCT clearances and instructions. Listen before a transmission is made so instructions from the ATCT can be followed in a timely manner.
- Think before you speak. Each radio transmission should be to the point and should not include the words “uh” and “um”.
- Make sure every initial call-up follows this specific four-part sequence as requested by FAA – **who** you are calling, **who** you are, **where** you are and **what** you want if it is a request or what you are doing if it is a report.
- Follow the standard sequence:
  1. the full and proper name of the facility being called (on initial call-up only)
  2. your full aircraft identification (on initial call-up only)
  3. your location (if needed) and
  4. the type of message to follow or your request (if it’s short)
  5. the word “Over”

EXAMPLE: “COLUMBIA GROUND CESSNA THREE ONE SIX ZERO FOXTROT IFR MEMPHIS, OVER”

- For additional information and examples please refer to the Federal Aviation Administration’s “Radio Communications Phraseology And Techniques” publication.

## Airports without an Air Traffic Control Tower (ATCT)

If an airport does not have an ATCT or when the ATCT is closed, the aircraft in should contact the Air Route Traffic Control Center (ARTCC) on the guard frequency (121.5 MHz) in the event of an emergency. Under normal circumstances aircraft can communicate with airport staff at an airport without an ATCT via Common Traffic Advisory Frequency (CTAF).

Pilots approaching an airport without an ATCT are able to communicate their intentions and obtain airport/air traffic information using the following methods:

1. Communicating with a FSS (Flight Service Station) that is providing airport advisories on CTAF
2. Making self-announcing broadcast on CTAF

All inbound traffic should continuously monitor and communicate, as appropriate, on the designated CTAF starting from at least 10 miles from the airport until clear of the movement area. Departing aircraft should continuously monitor/communicate on the appropriate frequency from startup, during taxi, and until 10 miles from the airport unless the Federal Aviation Regulations or local procedures require otherwise.

Emergency responders should use the same phraseology on CTAF as pilots arriving at the airport. Responders should state who they are, their location, and their intentions. For example, if an emergency vehicle were to respond to an aircraft emergency at the Tallahassee Regional Airport (TLH), the message over CTAF should be "Emergency vehicle; Tallahassee; fire department on Taxiway Alpha responding to aircraft on fire at intersection of Taxiway Alpha and Taxiway Charlie." This message clearly informs all other air traffic and responders of what is going on without being too verbose. If the emergency is located on a runway or taxiway, the information should be repeated on CTAF at regular intervals until the scene is clear or when an aircraft announces their intention to land at the airport.



## Communications with the Air Traffic Control Tower (ATCT)

**ABEAM**– An aircraft is “abeam” when it is approximately 90 degrees to the right or left of the aircraft track. Abeam indicates a general position rather than a precise point.

**ABORT**– To terminate a preplanned aircraft maneuver; e.g., an aborted takeoff.

**ACKNOWLEDGE**– Let me know that you have received my message.

**ADVISE INTENTIONS**– Tell me what you plan to do.

**AFFIRMATIVE**– Yes.

**BLOCKED**– Phraseology used to indicate that a radio transmission has been distorted or interrupted due to multiple simultaneous radio transmissions.

**EMERGENCY**– A distress or an urgency condition.

**GO AHEAD**– Proceed with your message. Not to be used for any other purpose.

**HOW DO YOU HEAR ME?**– A question relating to the quality of the transmission or to determine how well the transmission is being received.

**I SAY AGAIN**– The message will be repeated.

**IMMEDIATELY**– Used by ATC or pilots when such action compliance is required to avoid an imminent situation.

**NEGATIVE**– “No,” or “permission not granted,” or “that is not correct.”

**OVER**– My transmission is ended; I expect a response.

**READ BACK**– Repeat my message back to me.

**ROGER**– I have received all of your last transmission. It should not be used to answer a question requiring a yes or a no answer.

**SAY AGAIN**– Used to request a repeat of the last transmission.

**SPEAK SLOWER**– Used in verbal communications as a request to reduce speech rate.

**STAND BY**– Means the controller or pilot must pause for a few seconds, usually to attend to other duties of a higher priority. Also means to wait as in “stand by for clearance.” The caller should reestablish contact if a delay is lengthy. “Stand by” is not an approval or denial.

**UNABLE**– Indicates inability to comply with a specific instruction, request, or clearance.

**VERIFY**– Request confirmation of information; e.g., “verify assigned altitude.”

**WILCO**– I have received your message, understand it, and will comply with it.

**Phonetic Alphabet & Morse Chart**







The chart below shows the phonetic alphabet and Morse chart which is used when performing aviation communications:

CHARACTER	TELEPHONY	PHONIC (PRONUNCIATION)
A	Alfa	(AL-FAH)
B	Bravo	(BRAH-VOH)
C	Charlie	(CHAR-LEE) or (SHAR-LEE)
D	Delta	(DELL-TAH)
E	Echo	(ECK-OH)
F	Foxtrot	(FOKS-TROT)
G	Golf	(GOLF)
H	Hotel	(HOH-TEL)
I	India	(IN-DEE-AH)
J	Juliett	(JEW-LEE-ETT)
K	Kilo	(KEY-LOH)
L	Lima	(LEE-MAH)
M	Mike	(MIKE)
N	November	(NO-VEM-BER)
O	Oscar	(OSS-CAH)
P	Papa	(PAH-PAH)
Q	Quebec	(KEH-BECK)
R	Romeo	(ROW-ME-OH)
S	Sierra	(SEE-AIR-RAH)
T	Tango	(TANG-GO)
U	Uniform	(YOU-NEE-FORM) or (OO-NEE-FORM)
V	Victor	(VIK-TAH)
W	Whiskey	(WISS-KEY)
X	Xray	(ECKS-RAY)
Y	Yankee	(YANG-KEY)
Z	Zulu	(ZOO-LOO)
1	One	(WUN)
2	Two	(TOO)
3	Three	(TREE)
4	Four	(FOW-ER)
5	Five	(FIFE)
6	Six	(SIX)
7	Seven	(SEV-EN)
8	Eight	(AIT)
9	Nine	(NIN-ER)
0	Zero	(ZEE-RO)











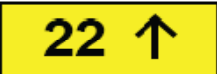



**COMMUNICATIONS**





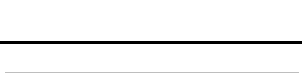






**Air Traffic Control Light Signals**

In the case of radio failure, a signal lamp, or light gun, can be used by the air traffic control tower to communicate with an aircraft in flight, an aircraft on the ground, or group vehicles and personnel. The signals use red, green, and white lights to communicate the following messages:

Color and Type of Signal	Movement of Vehicles, Equipment and Personnel	Aircraft on the Ground	Aircraft in Flight
Steady green 	Cleared to cross, proceed or go	Cleared for takeoff	Cleared to land
Flashing green 	Not applicable	Cleared for taxi	Return for landing (to be followed by steady green at the proper time)
Steady red 	Stop	Stop	Give way to other aircraft and continue circling
Flashing red 	Clear the taxiway/runway	Taxi clear of the runway in use	Airport unsafe, do not land
Flashing white 	Return to starting point on airport	Return to starting point on airport	Not applicable
Alternating red and green 	Exercise extreme caution!!!!	Exercise extreme caution!!!!	Exercise extreme caution!!!!

## Airport Sign and Marking — Quick Reference Guide

MANDATORY INSTRUCTION SIGNS	
	<b>Taxiway/Runway Hold Position:</b> Hold short of runway on taxiway or intersecting runway
	<b>Runway/Runway Hold Position:</b> Hold short of aircraft on approach
	<b>ILS Critical Area Hold Position:</b> Hold short of ILS approach critical area
	<b>No Entry:</b> Identifies paved areas where aircraft entry is prohibited
LOCATION SIGNS	
	<b>Taxiway Location:</b> Identifies taxiway on which aircraft is located
	<b>Runway Location:</b> Identifies runway on which aircraft is located
DIRECTION SIGNS	
	<b>Runway Safety Area/Obstacles Free Zone Boundary:</b> Exit boundary of runway protected areas
	<b>ILS Critical Area Boundary:</b> Exit boundary of ILS critical area
	<b>Taxiway Direction:</b> Defines direction & designation of intersection taxiway(s)
	<b>Runway Exit:</b> Defines direction & designation of exit taxiway from runway
	<b>Outbound Destination:</b> Defines directions to takeoff runways
	<b>Inbound Destination:</b> Defines directions for arriving aircraft
	<b>Information:</b> Provides procedural or other specialized information
	<b>Taxiway Ending Marker:</b> Indicates taxiway does not continue

DISTANCE REMAINING SIGNS	
	<b>Runway Distance Remaining:</b> Provides remaining runway length in 1,000 feet increments
PAVEMENT MARKINGS	
	<b>Holding Position:</b> Denotes entrance to runway from a taxiway
	<b>ILS Critical Area/POFZ Boundary:</b> Denotes entrance to area to be protected for an ILS signal or approach airspace
	<b>Taxiway/Taxiway Holding Position:</b> Denotes location on taxiway or apron where aircraft hold short of another taxiway
	<b>Non-Movement Area Boundary:</b> Delineates movement area under control of ATCT, from non-movement area
	<b>Surface Painted Holding Position:</b> Denotes entrance to runway from a taxiway
	<b>Enhanced Taxiway Centerline:</b> Provides visual cue to help identify location of hold position
	<b>Surface Painted Taxiway Direction:</b> Defines designation/direction of intersecting taxiway(s)
	<b>Surface Painted Taxiway Location:</b> Identifies taxiway on which the aircraft is located
	<b>Taxiway Edge:</b> Defines edge of usable, full strength taxiway
	<b>Dashed Taxiway Edge:</b> Defines taxiway edge where adjoining pavement is usable