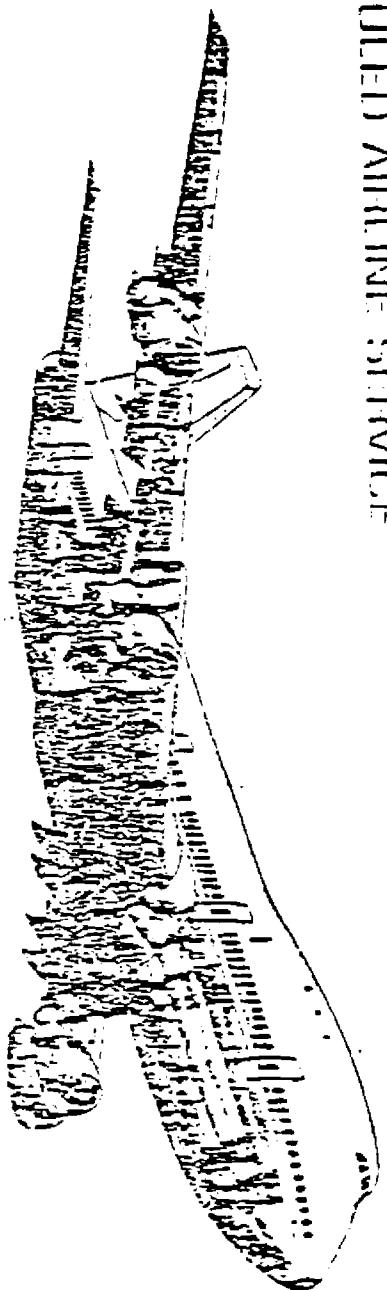
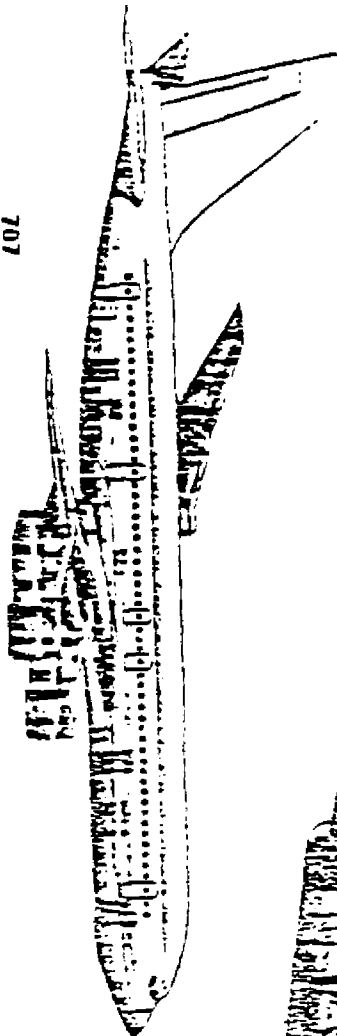


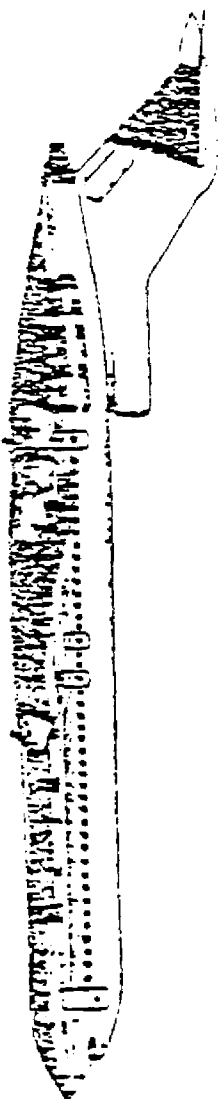
1981-1982 SCHEDULED AIRLINE SERVICE



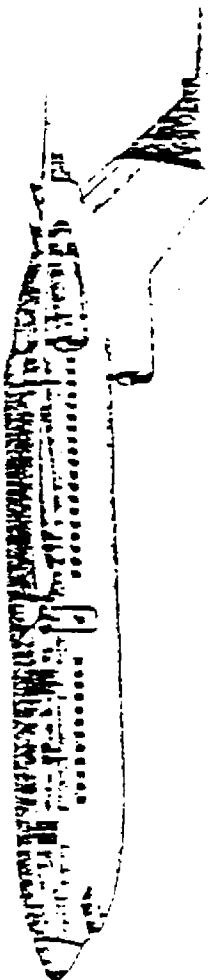
B-747
320-490 passengers



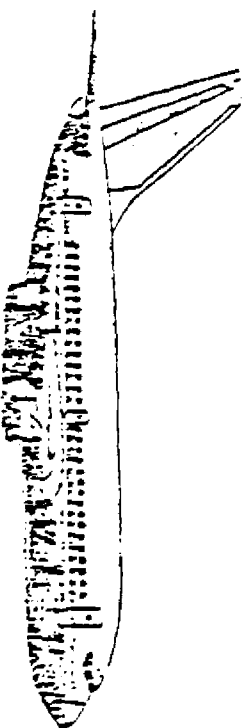
707
121-219 passengers



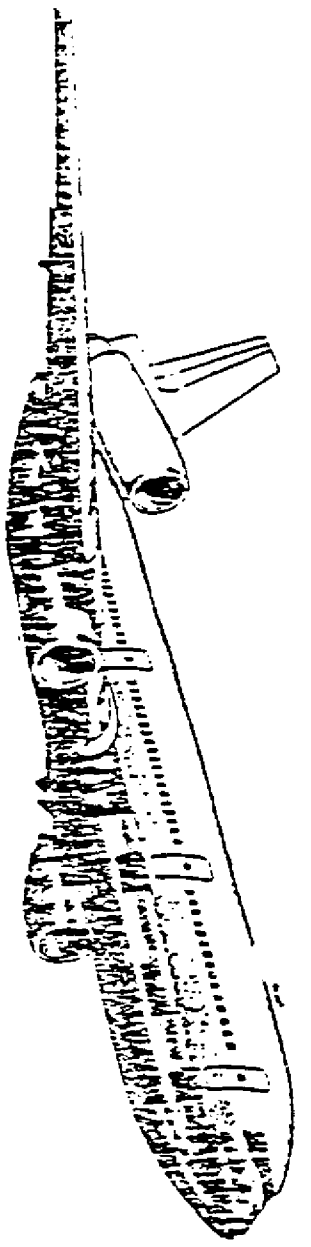
727-200
120-109 passengers



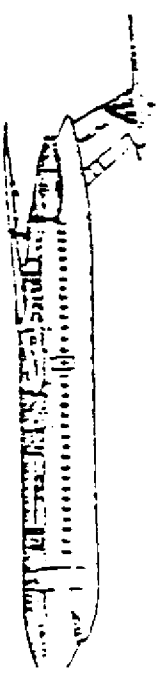
727-100
93-131 passengers



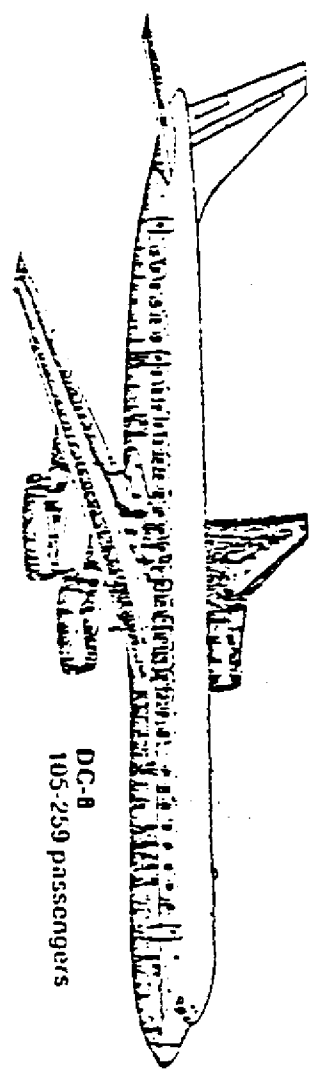
737
103-115 passengers



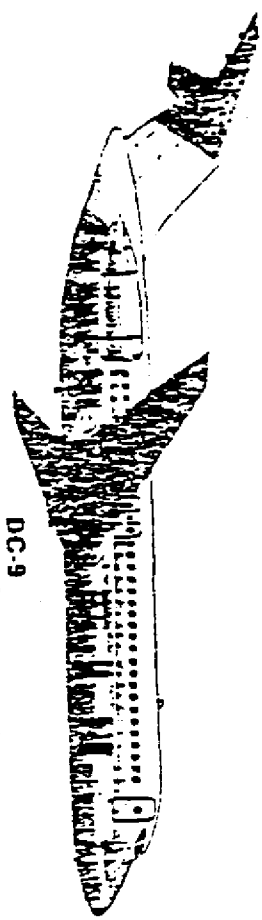
DC-10
270-380 passengers



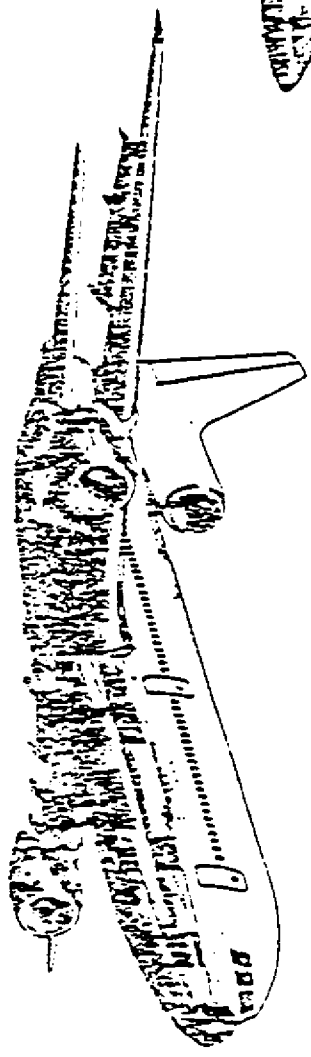
DAC-111
65-89 passengers



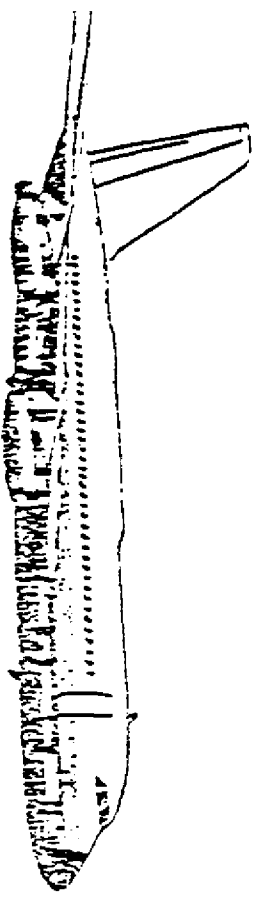
DC-8
105-259 passengers



DC-9
80-125 passengers



L-1011
250-400 passengers



CV-880
80-110 passengers

A-300 AIR BUS B-4 SERIES AIRCRAFT

DESCRIPTION

Passenger capacity: 299 plus a crew of 9
Length: 167 feet
Wing span: 147 feet
Weight: 160 tons
Fuel load: 104,700 pounds (52½ tons)
Fuel tank configurations: from wing tip to wing tip
Speed: 460 nautical miles per hour
Landing speed: 120 to 145 knots
Ground clearance of engines: three (3) feet
Power: 51,000 pounds thrust (each engine)

DANGER ZONES AT TAKE-OFF POWER

- Within 54-feet of inlet suction contours of engines
- Within 41-feet of inlet suction contour at right angles to engines
- Up to 1,312-feet behind engines
- Engine nacelles have no fire attack openings

EVACUATION

- Six (6) passenger doors
- Two (2) emergency exit doors
- One (1) double escape slide for each passenger door
- One (1) single escape slide for each emergency exit door
- Doors 15-feet above ground
- Cockpit has emergency descent devices for crew near windows
- Two (2) break-in rescue panels, cargo compartment area, between two (2) forward doors
- Break-in panels, aft of emergency exit doors to passenger compartment
- DANGER - Doors open forward under pressure. Place ladders "Aft"

INTERNAL FIRE EXTINGUISHMENT

- Cockpit: Engine fire extinguishing handles - Two (2) located overhead between pilot and co-pilot
- High pressure fuel shut-off and throttle controls - located between pilot and co-pilot seats
- Auxiliary Power Unit - located in the tail
 - Shut-off and fire extinguishment from cockpit A.P.U. main panel
 - A.P.U. emergency shut-off switch located on left side of strut on nose gear

BATTERIES

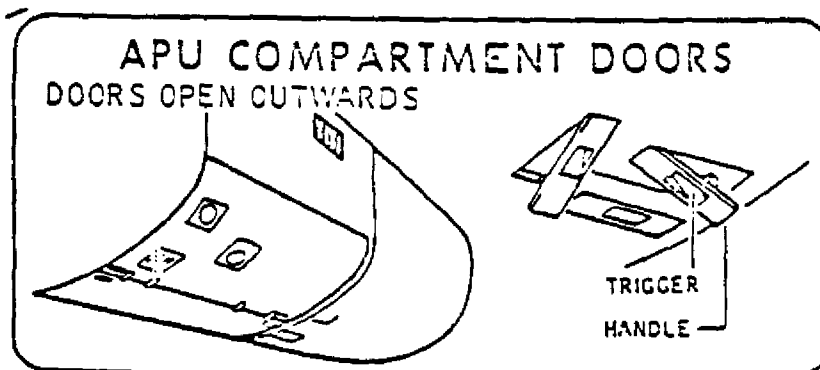
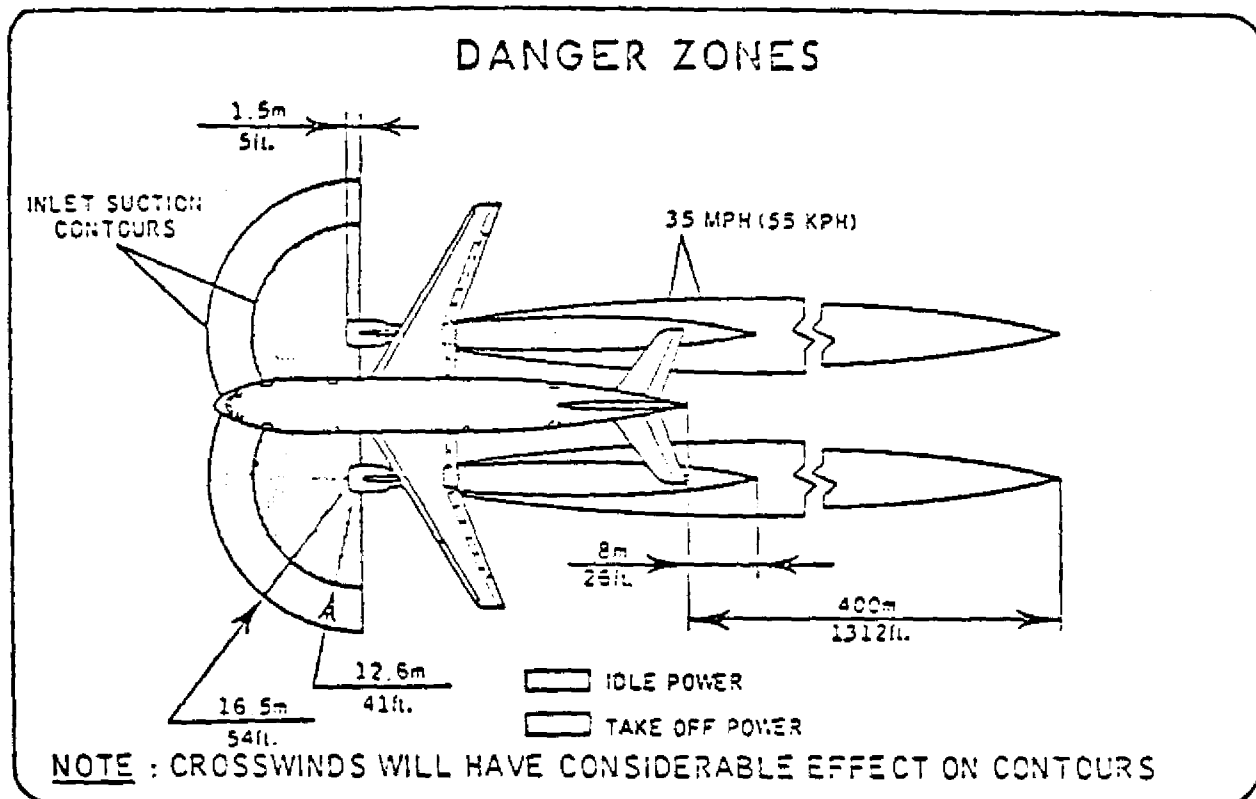
- The three (3) batteries are located in the electronic compartment beneath the flight deck on the right (starboard) side

A-300 AIR BUS

- To disconnect, turn three (3) handles counter-clockwise
- There is a hatch in the left floor of flight deck. Descent can be made to the batteries and the forward cargo compartment

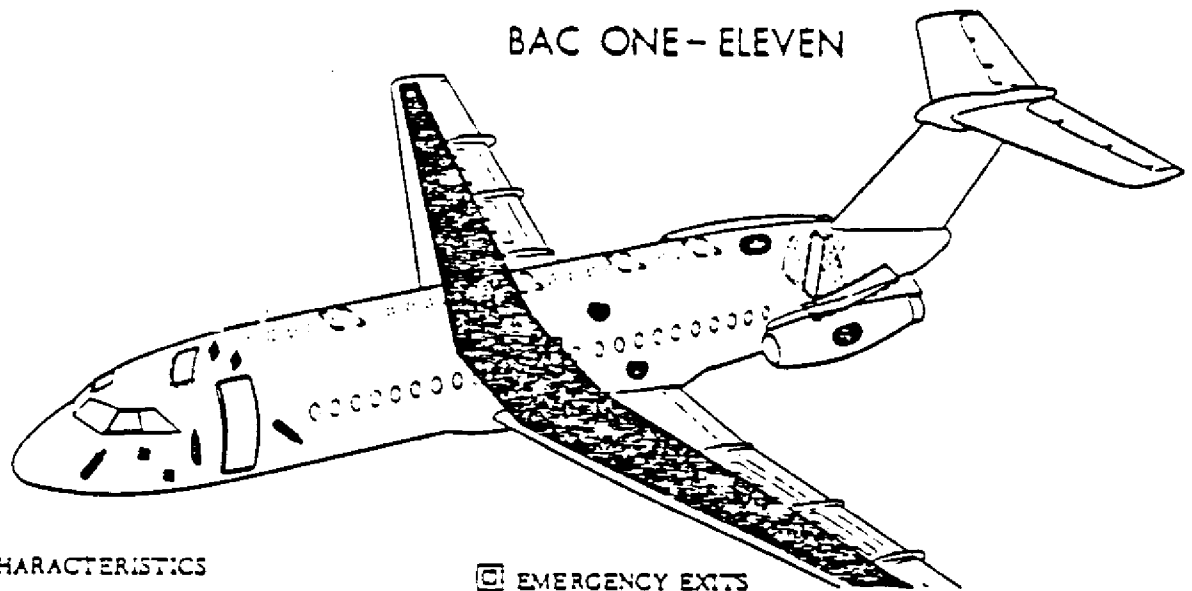
MANUFACTURING DATA

- G.E. engines made in the U.S.A.
- Interior built in Germany
- Wings constructed in England
- Cockpit and electronics fabricated in France



Compiled 9-77 FG.

BAC ONE-ELEVEN



CHARACTERISTICS

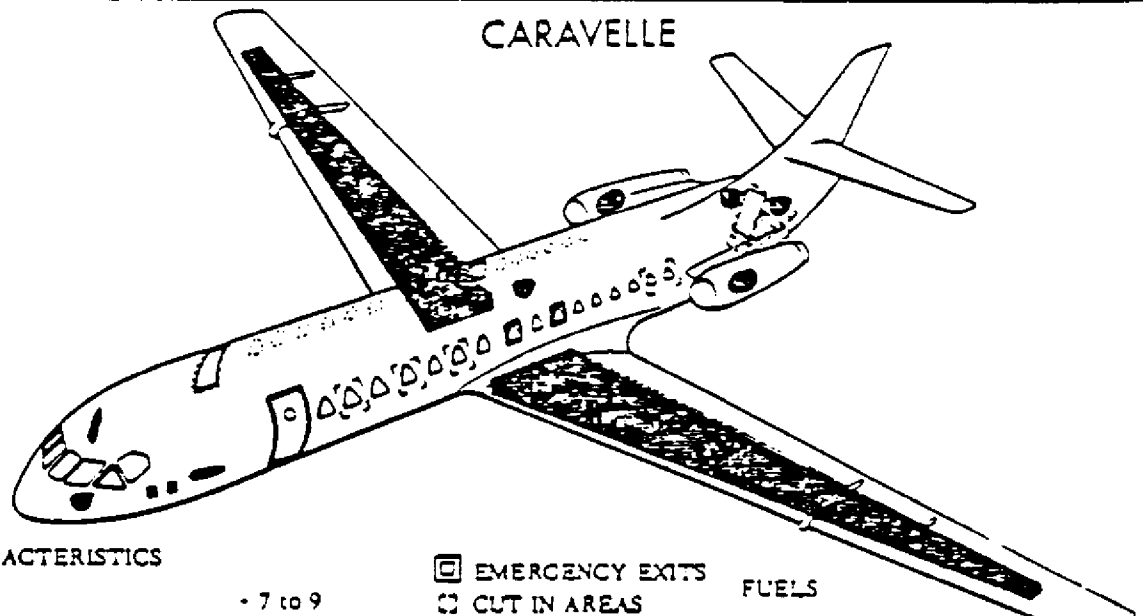
Crew	- 5 to 8
Passengers	- 65 to 79
Wing Span	- 88½ ft.
Length	- 92½ ft.
Height	- 23½ ft.
Maximum Take-off Weight	- 85,000 lbs.

☐	EMERGENCY EXITS
□	CUT IN AREAS
▨	FUEL
○	OIL
○	HYDRAULIC
■	BATTERY
○	OXYGEN

FUELS

Wing Tanks (2)	- 2,500 gals.
Center Tank (1)	- 850 gals.
Total Fuel Capacity	- 3,050 gals.
Oil Capacity	- 3 gals.
Hydraulic Fluids	- 12 gals.

CARAVELLE



CHARACTERISTICS

Crew	- 7 to 9
Passengers	- 64 to 80
Wing Span	- 112½ ft.
Length	- 105 ft.
Height	- 28½ ft.
Maximum Take-off Weight	- 114,640 lbs.

☐	EMERGENCY EXITS
□	CUT IN AREAS
▨	FUEL
○	OIL
○	HYDRAULIC
■	BATTERY
○	OXYGEN

FUELS

Wing Tanks inboard (2)	- 4,280 gals.
Wing Tanks outboard (2)	- 740 gals.
Total Fuel Capacity	- 5,020 gals.
Oil Capacity	- 6 gals.
Hydraulic Fluids	- 17½ gals.

SPECIAL TOOLS/EQUIPMENT

Rescue Saw
24 ft ladders
36 ft ladders

BOEING 707/7

AIRCRAFT ENTRY

ALL MODELS

1. EMERGENCY/NORMAL ENTRY

- ESCAPE HATCHES overwing both sides — Push red panel, located top center of hatches, in and push hatches inward.
 - Pull handle, located left side forward and aft entry doors, outward and rotate clockwise.
 - Pull handle, located on forward and aft galley doors right side, outward and rotate counterclockwise.
 - Press red handle, located on escape hatch top right forward crew compartment, and pull outward.
2. CUT-IN

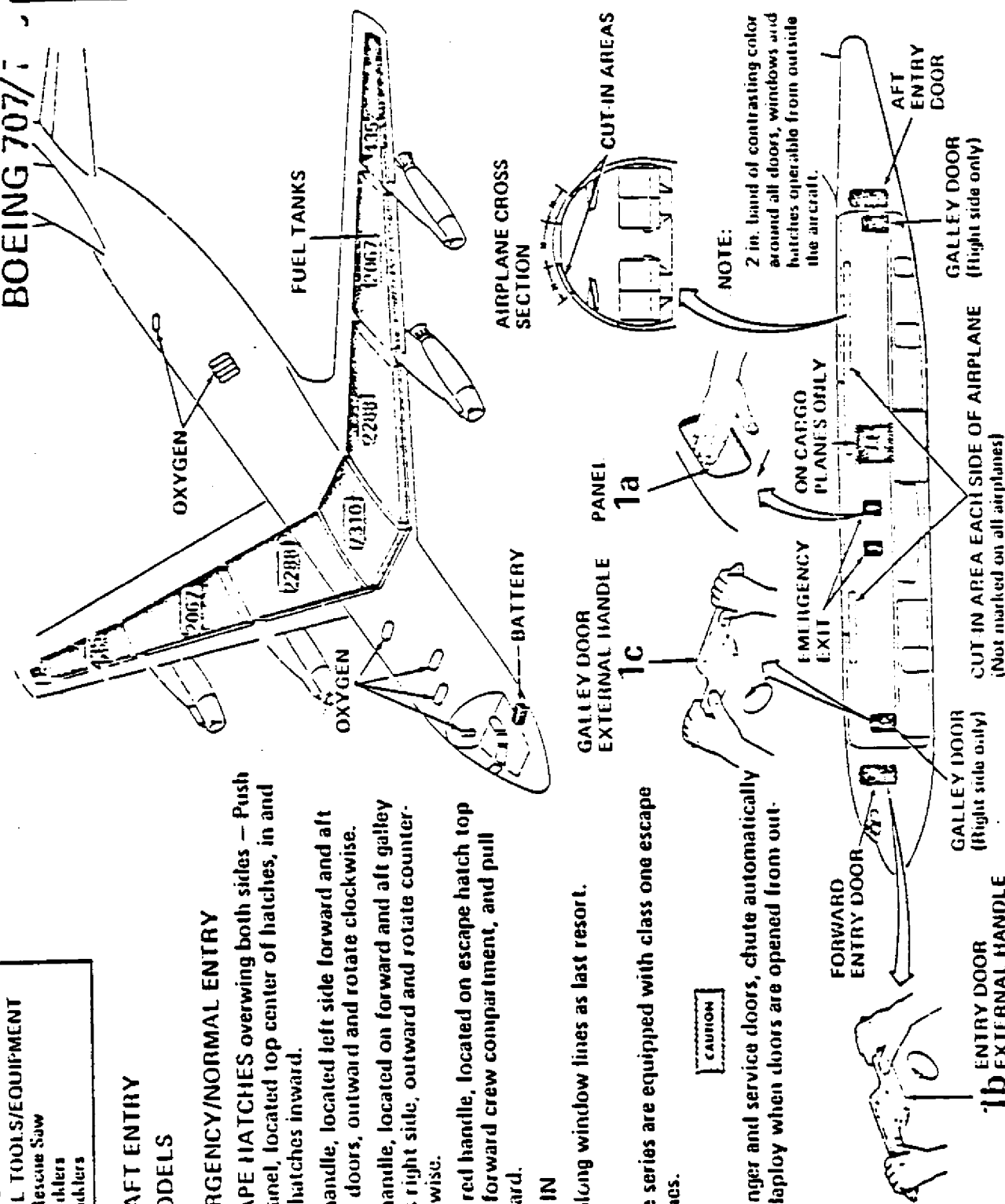
Cut along window lines as last resort.

NOTE:

Some series are equipped with class one escape hatches.

CAUTION

Passenger and service doors, chute automatically will deploy when doors are opened from outside.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

- a. Pull emergency fire T-handle, located top center above instrument panel.
- b. Place battery switch, located top center on flight engineer's panel, to OFF position.

2. NORMAL SHUTDOWN

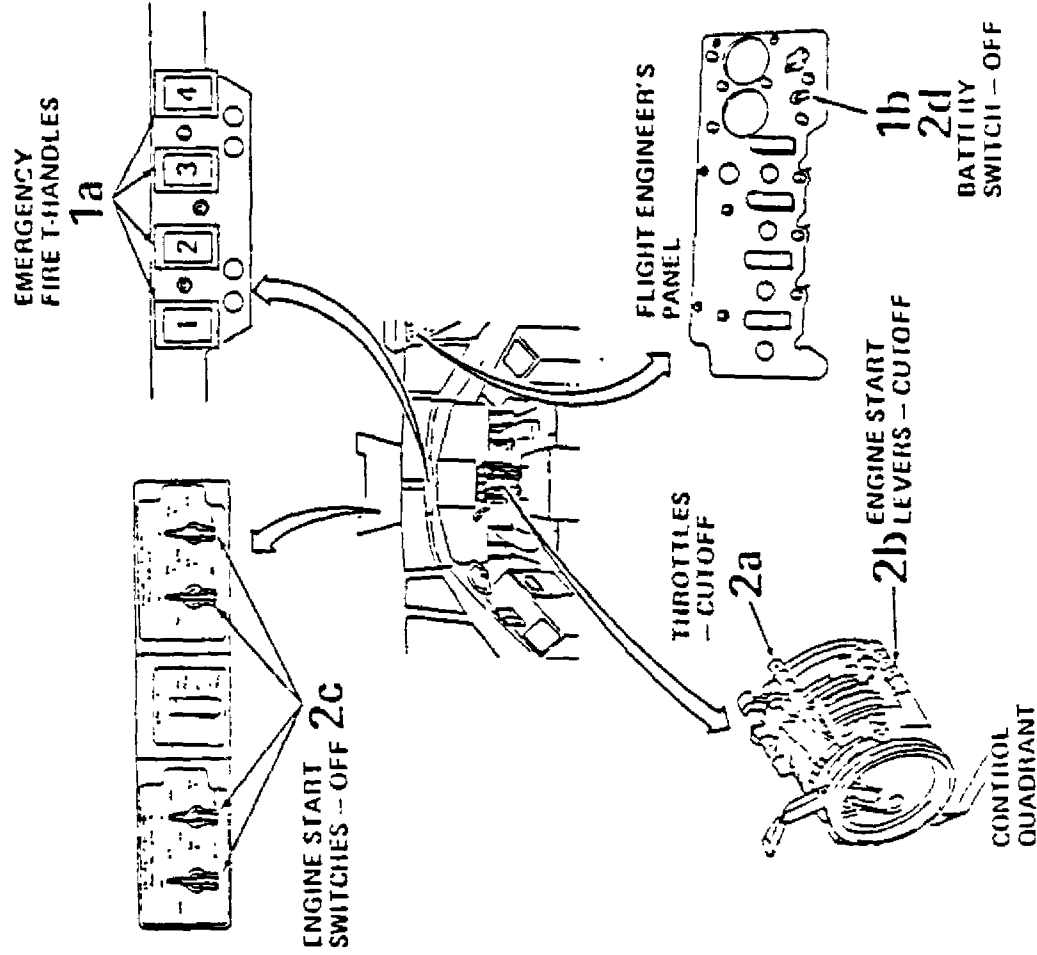
- a. Retard throttles, located on pilot's center console, to CUTOFF position.
- b. Place engine start levers, located on pilot's center console, to CUTOFF position.
- c. Place engine start switches, located on pilot's overhead panel, to OFF position.
- d. Place battery switch, located on flight engineer's top center panel, to OFF position.

3. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harness from crewmembers.
- b. Depress seat control handles, located on flight engineer's seat, and rotate from left to right.

NOTE:

- If seat tracks are not damaged during crash landing use adjustable seat control to retract seats to aft position.
- Passengers' seats are equipped with lap belts only.



BOEING 707/720

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

24 ft ladder

BOEING 727

VENT SURGE TANK

AIRCRAFT ENTRY

ALL MODELS

1. EMERGENCY ENTRY

a. **OVERWING ESCAPE HATCHES** — Push panel, located top center of hatches, in and push hatches inward and up.

b. **FORWARD ENTRY DOOR** — Pull external handle, located on entry door, outward; rotate clockwise and pull door out to open position.

c. **MID GALLEY DOOR** — Pull external handle, located on galley door right forward side, outward; rotate counterclockwise and pull door out to open position.

d. **AFT EXIT DOORS** — Pull lower end of handle, located top center of door left side of fuselage, outward; rotate clockwise and pull door outward. (Turn handle counterclockwise on doors located on right side of fuselage.)

e. **AIRSTAIR ENTRY DOOR** — Depress latch on access door, located right aft side of fuselage, and pull lever down to release stairway.

NOTE:

If no hydraulic pressure is available, utilize handpump to lock stairway in down position.

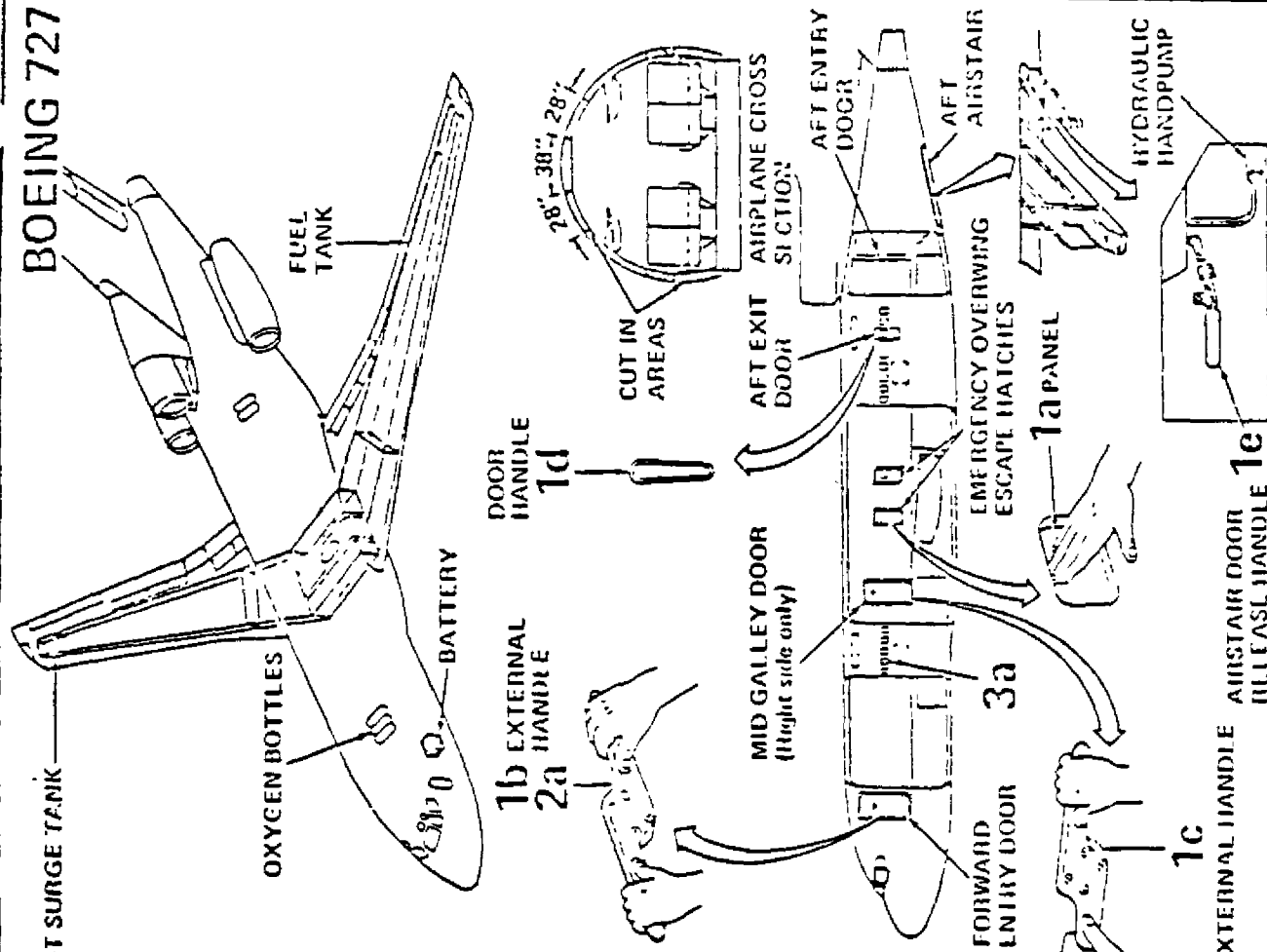
f. **AFT ENTRY DOOR** — Rotate handle, located on aft entry door, clockwise and push door inward.

2. NORMAL ENTRY

a. **RIGHT FORWARD ENTRY DOOR** — Pull handle outward, rotate clockwise and pull door outward to open position.

3. CUT-IN

a. Cut tenth window aft from crew compartment and fifth window forward from tail section as last resort.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

- Pull emergency fire T-handle located on instrument panel glare shield.
- Place battery switch, located on lower center flight engineer's upper panel, to OFF position.
- Pull APU emergency button, located on the aft bulkhead at flight engineer's panel.
- Place APU shutdown switch, located on APU control panel in left main landing gear wheel well, to OFF position.

2. NORMAL SHUTDOWN

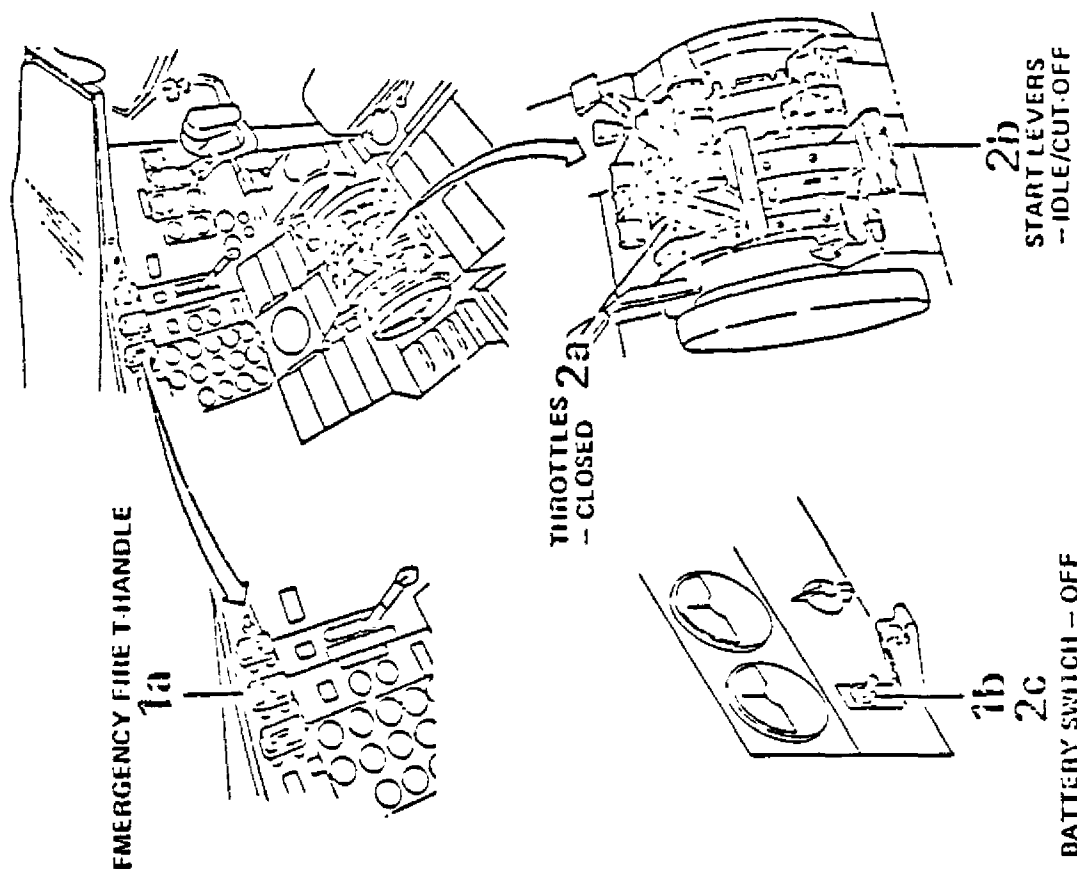
- Retard throttles, located on pilot's center console, to CLOSED position.
- Retard start levers, located on pilot's center console, to IDLE/CUT OFF position.
- Place battery switch, located on lower center flight engineer's upper panel, to OFF position.
- Place APU control switch, located on flight engineer's aft bulkhead panel, to OFF position.

3. AIRCREW EXTRACTION

- Unlatch lap belt and remove shoulder harness from crewmembers.
- FLIGHT ENGINEER'S SEAT — Depress seat control handles and rotate seat clockwise.
- PASSENGER'S SEAT — Passenger's seats are equipped with lap belts only.

NOTE:

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



BOEING 727

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
12 ft Ladder

BOEING 137

AIRCRAFT ENTRY ALL MODELS

1. EMERGENCY/NORMAL ENTRY

- a. Push in top center panel on overwing escape hatches, located on both fuselage sides. Push hatch inward and upward.

NOTE:

- Some models are equipped with stairs that can be deployed, from forward and aft entry doors.
- b. Pull handle on forward and aft entry doors, located left side of fuselage, outward and rotate clockwise. Pull doors outward.

NOTE:

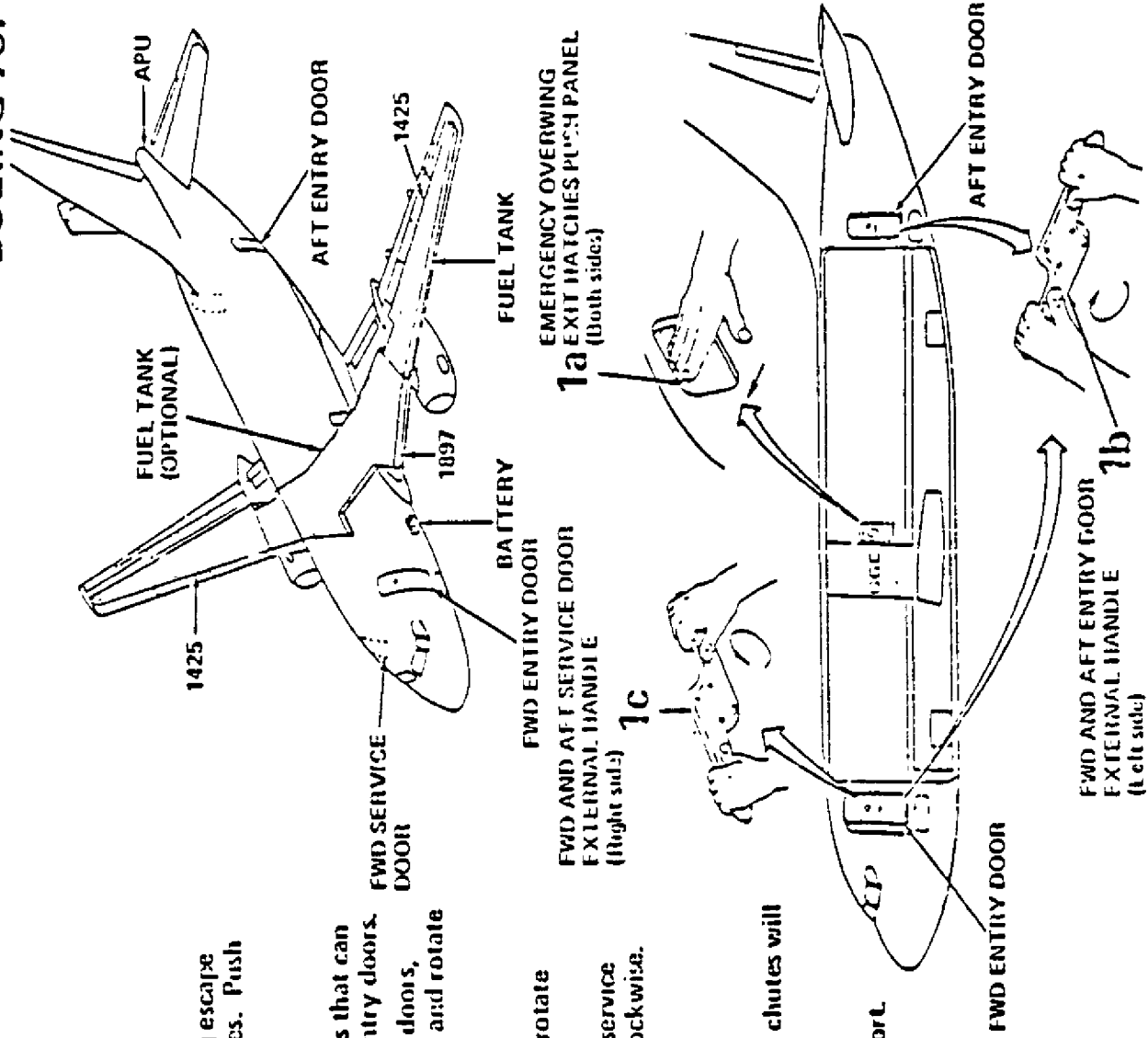
- Depress button and pull handle out, rotate clockwise to extend stairway.
- c. Pull handle on right forward and aft service doors, outward and rotate counterclockwise. Pull doors outward.

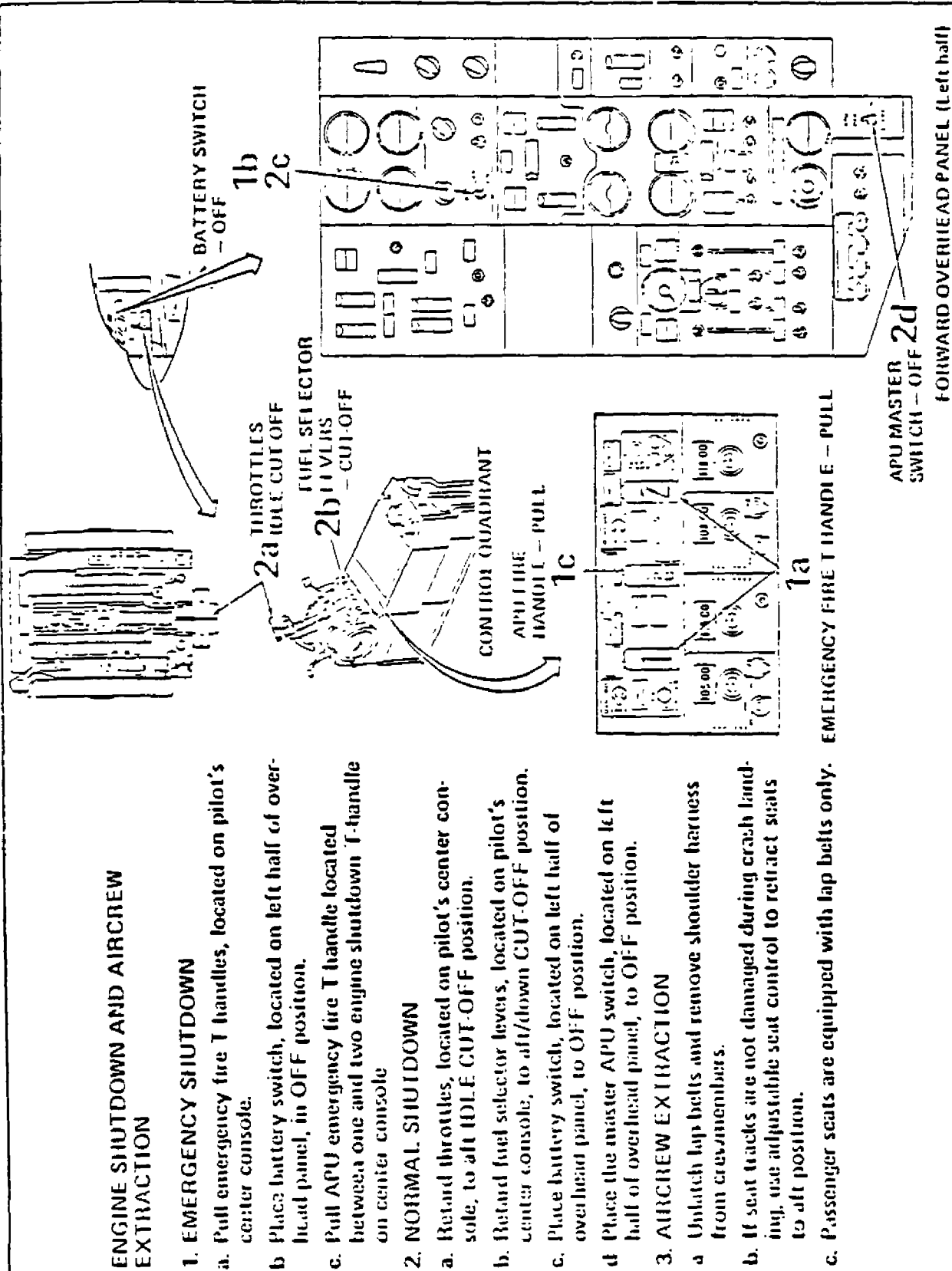
CAUTION

When doors are opened from outside chutes will automatically deploy.

2. CUT-IN

Cut along window line as the last resort.





ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

- Pull emergency fire T handles, located on pilot's center console.
- Place battery switch, located on left half of overhead panel, in OFF position.
- Pull APU emergency fire T handle located between one and two engine shutdown T-handle on center console

2. NORMAL SHUTDOWN

- Retard throttles, located on pilot's center console, to IDLE CUT-OFF position.
- Retard fuel selector levers, located on pilot's center console, to aft/down CUT-OFF position.
- Place battery switch, located on left half of overhead panel, to OFF position.
- Place the master APU switch, located on left half of overhead panel, to OFF position.

3. AIRCREW EXTRACTION

- Unlatch lap belts and remove shoulder harness from crewmembers.
- If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.
- Passenger seats are equipped with lap belts only.

APU MASTER
SWITCH - OFF 2d

FORWARD OVERHEAD PANEL (Left half)

BOEING 737

SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

35 ft. Ladder

NOTE:

Fuel capacity varies for the different models.

AIRCRAFT ENTRY

ALL MODELS

1. EMERGENCY/NORMAL ENTRY

- Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

NOTE:

All ten entry doors open outward.

- Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

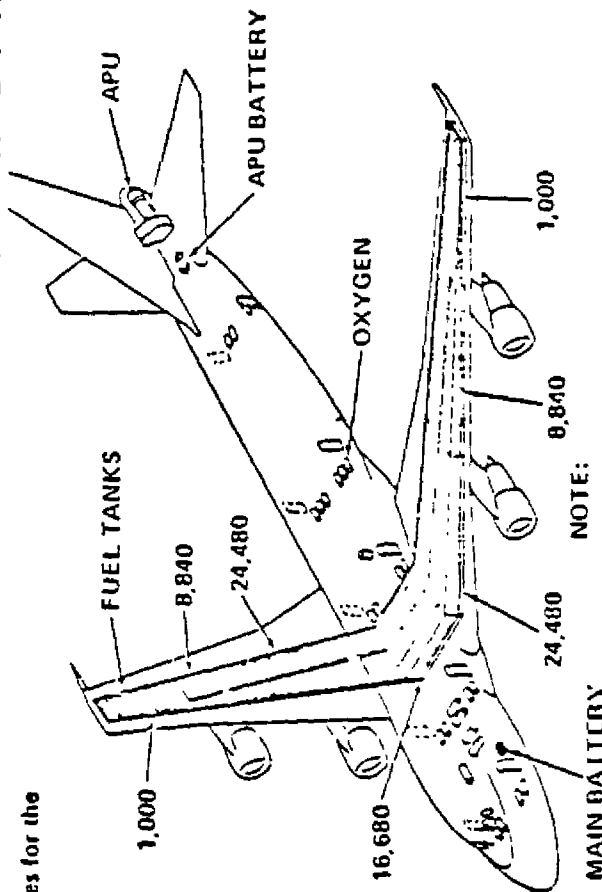
NOTE:

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

2. CUT-IN

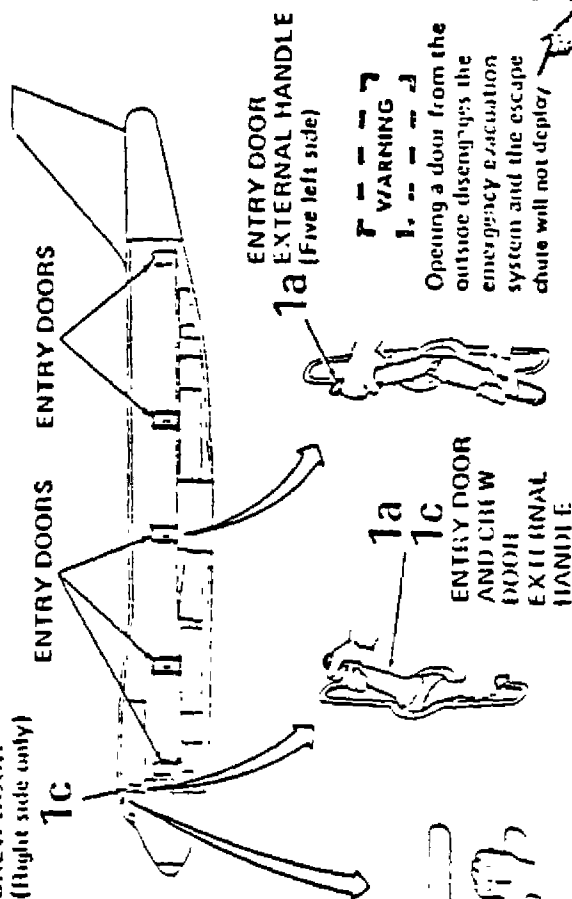
Cut areas along window lines as last resort.

BOEING 747



NOTE:

2 in. band of contrasting color around all doors and hatch operable from outside the aircraft.



WARNING
1. -- -- --

Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

- Pull emergency fire T-handle, located on pilot's overhead panel.
- Place battery switch, located on flight engineer's center panel, to OFF position.
- Pull APU fire shutdown T-handle, located on flight engineer's upper left panel.

2. NORMAL SHUTDOWN

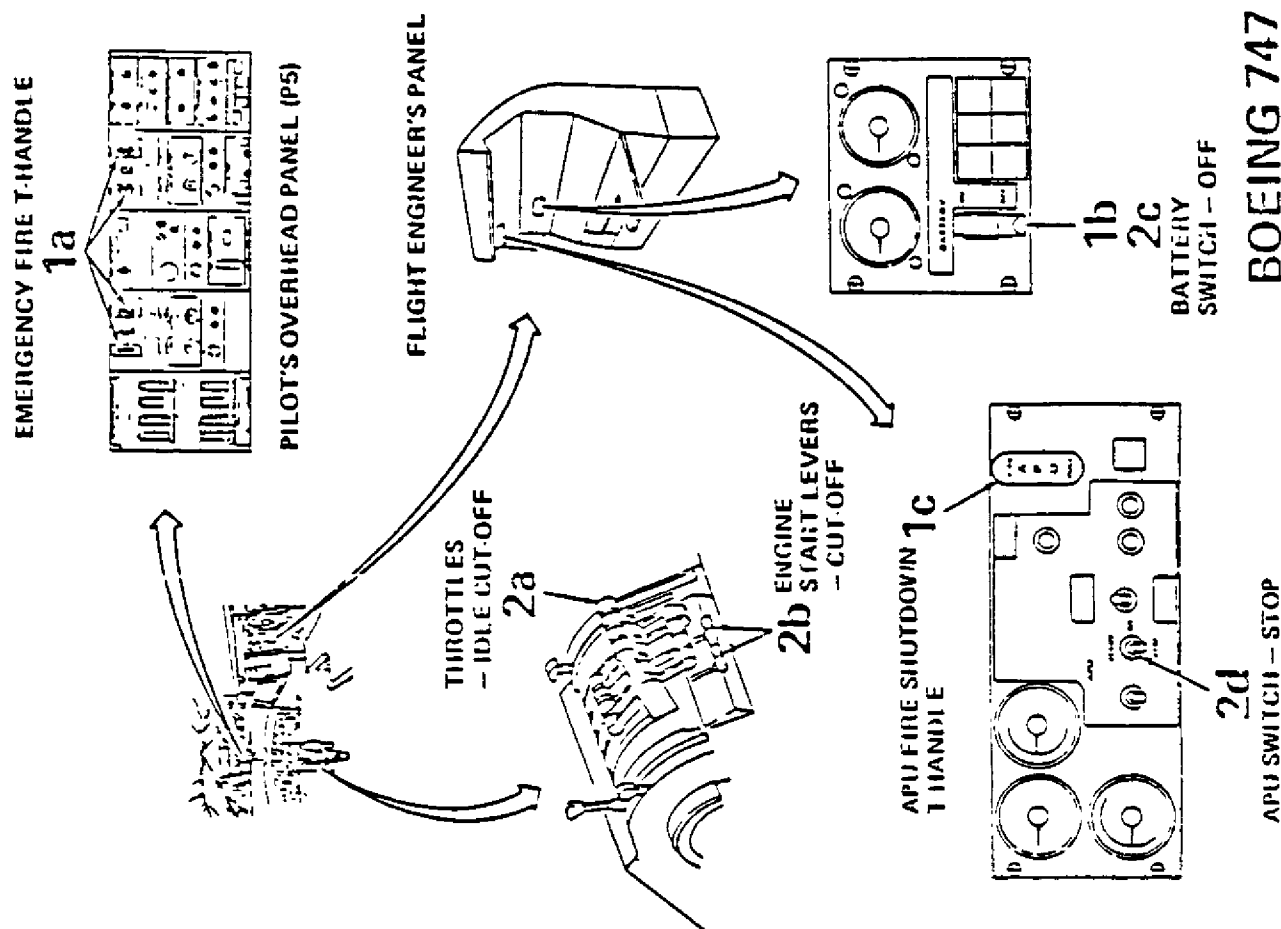
- Retard throttles, located on pilot's center console, to IDLE CUT-OFF position.
- Place engine start levers, located on pilot's center console, to CUT-OFF position.
- Place battery switch, located on flight engineer's center panel, to OFF position.
- Place APU switch, located on flight engineer's upper left panel, to STOP position.

3. AIRCREW EXTRACTION

- Unlatch lap belts and remove shoulder harness from crewmembers.
- Depress control handles and rotate flight engineer's seat from left to right.
- Passengers seats are equipped with lap belts only.

NOTE:

If seat tracks are not damaged during crash landing use adjustable seat control to retract seats to J/F position.



SPECIAL TOOLS/EQUIPMENT
Power Hacksaw
24ft ladder

AIRCRAFT ENTRY ALL MODELS

DC-8

1. NORMAL/EMERGENCY ENTRY:

- a. **OVERWING ESCAPE HATCHES, both sides.**
To open push in on plate to unlock, push inward and lift upward.
- b. **LEFT FORWARD AND AFT ENTRY DOORS.**
To open pull handles out, rotate counterclockwise, push front door edge in, pulling rear edge out and swing door forward.
- c. **RIGHT FORWARD AND AFT SERVICE DOORS.** To open pull handles out, rotate clockwise, push rear door edge in, pulling front edge out and swing door forward.
- d. **EMERGENCY EXIT DOORS.** Pull handle, located top center of door, down and door lowers to open position.

NOTE:

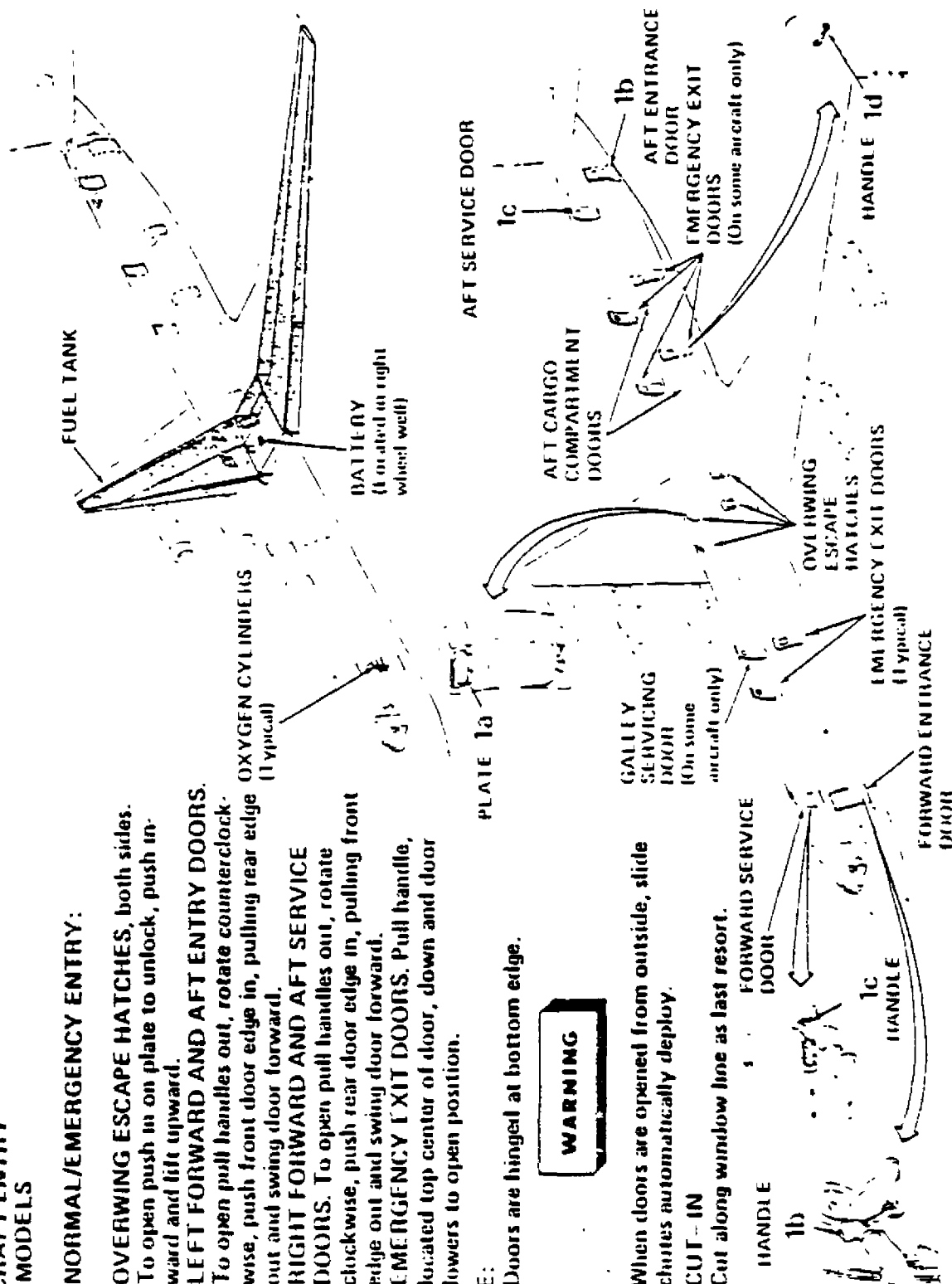
Doors are hinged at bottom edge.

WARNING

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

2. CUT-IN

Cut along window line as last resort.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

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

NOTE:

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

NOTE:

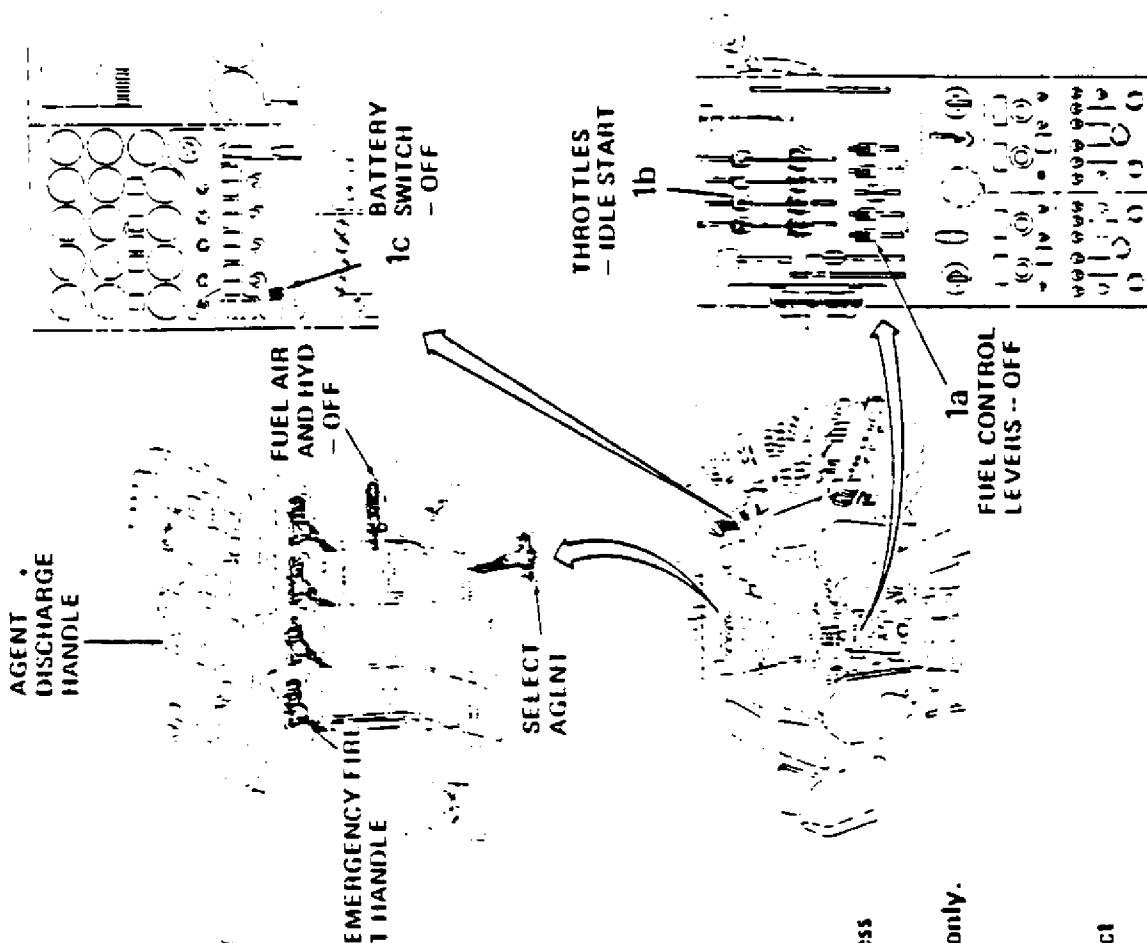
This type aircraft is not equipped with an auxiliary power unit (APU).

2. AIRCREW EXTRACTION

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

NOTE:

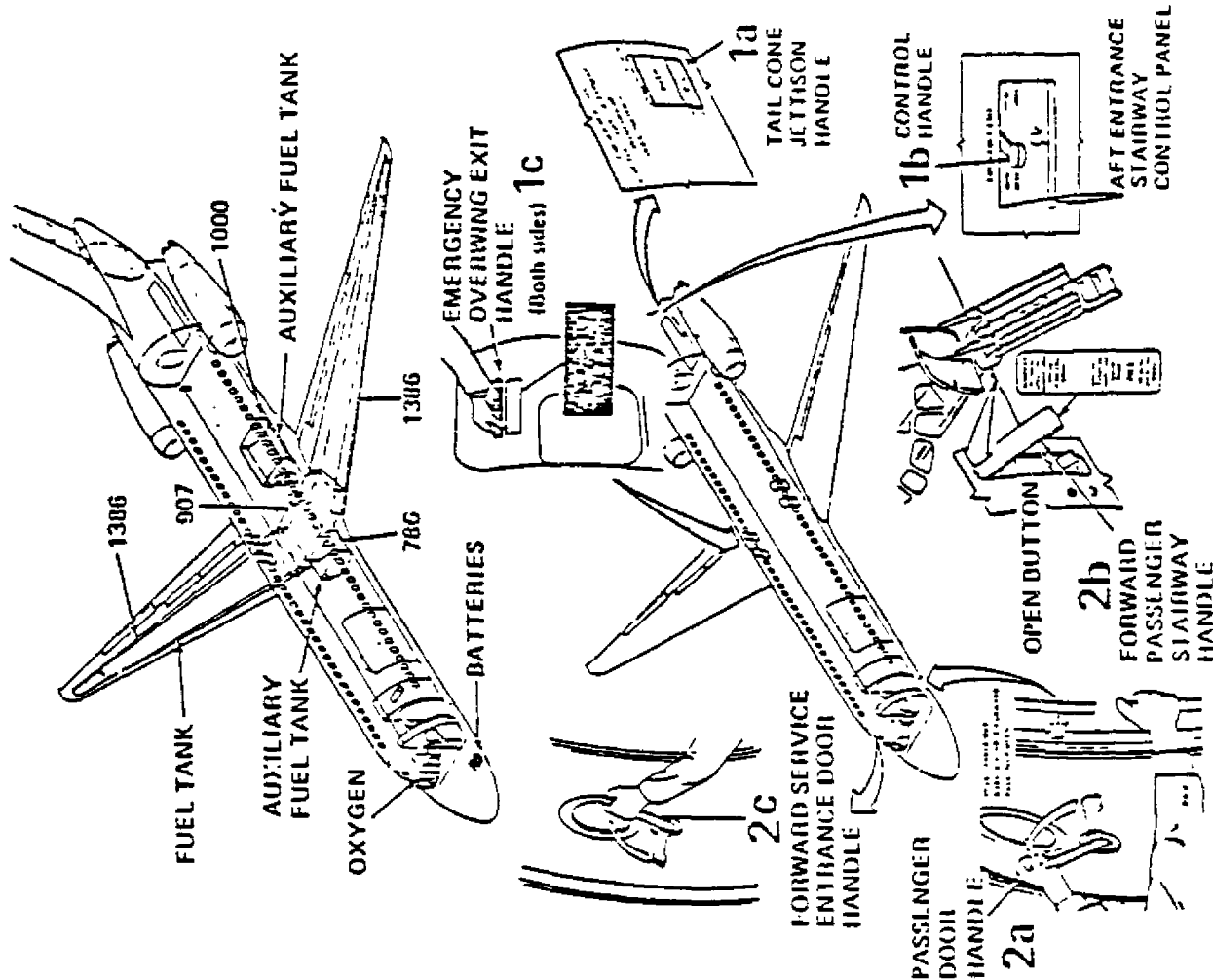
If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to alt position.



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
12 Foot Ladder

DOUGLAS DC-9



AIRCRAFT ENTRY ALL MODELS

1. EMERGENCY ENTRY

WARNING

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

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

CAUTION

Stairway free falls to down position.

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

2. NORMAL ENTRY

CAUTION

When doors are opened from outside slide chutes automatically deploy.

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

ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

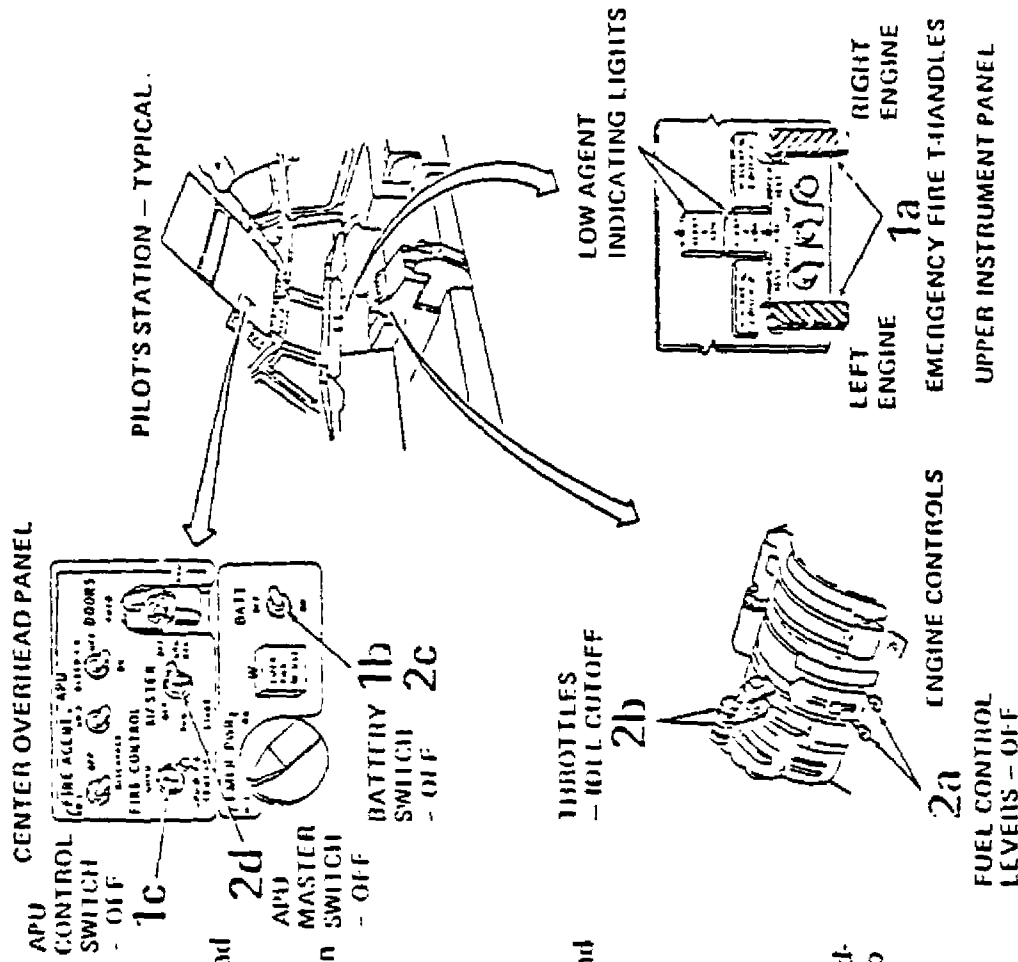
- Pull emergency fire T-handles out, located on pilot's center forward panel.
- Place battery switch, located on center overhead panel, to OFF position.
- Place APU emergency control switch, located on center overhead panel, from normal position to OFF position.

2. NORMAL SHUTDOWN

- Place fuel control levers, located on pilot's center console, to aft and OFF position.
- Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- Place battery switch, located on center overhead panel, to OFF position.
- Place APU master switch, located on center overhead panel, to OFF position.

3. AIRCREW EXTRACTION

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- If seat tracks are not damaged during crash landing use adjustable seat control to retract seat to aft position.
- Passenger seats are equipped with lap belts.

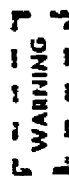


DOUGLAS DC-9

SP. AL TOOLS/EQUIPMENT
Power Rescue Saw
1/4 Inch Speed Handle Wrench
36 ft Ladders

DOUGLAS DC-3

AIRCRAFT ENTRY ALL MODELS



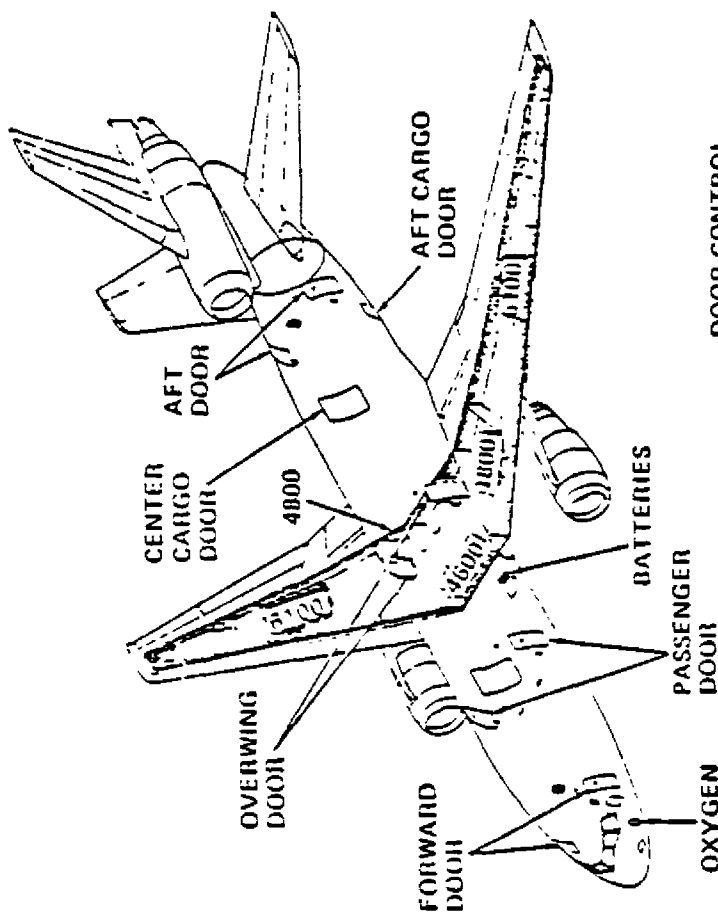
Keep clear of all entry doors during opening.

1. EMERGENCY ENTRY

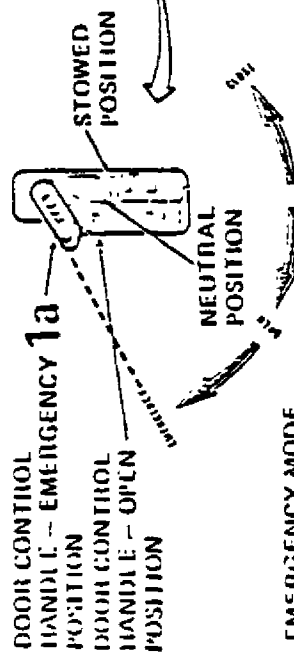
- Pull handle, located forward over wing and on aft escape doors both sides, out and rotate clockwise, depress and hold button. Rotate handle to emergency position, and doors will raise automatically to open position.

2. NORMAL ENTRY

- Pull control handle(s), located on all entry doors (both sides), out and rotate handle(s) clockwise to open position, and doors raise electrically.

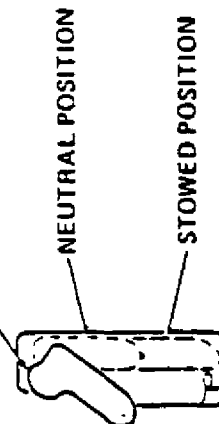


EMERGENCY
OVERRIDE BUTTON 1a



DOOR CONTROL
HANDLE - OPEN
POSITION

2a



DOOR CONTROL
HANDLE - EMERGENCY
1a
DOOR CONTROL
HANDLE - OPEN
POSITION

NEUTRAL
POSITION

DOORS WITH
EXTERIOR CONTROLS

EMERGENCY MODE
(AUTOMATIC)
TO OPEN DOORS

NORMAL MODE
TO OPEN ALL DOORS

AIRCRAFT ENTRY (Cont)

3. MANUAL ENTRY

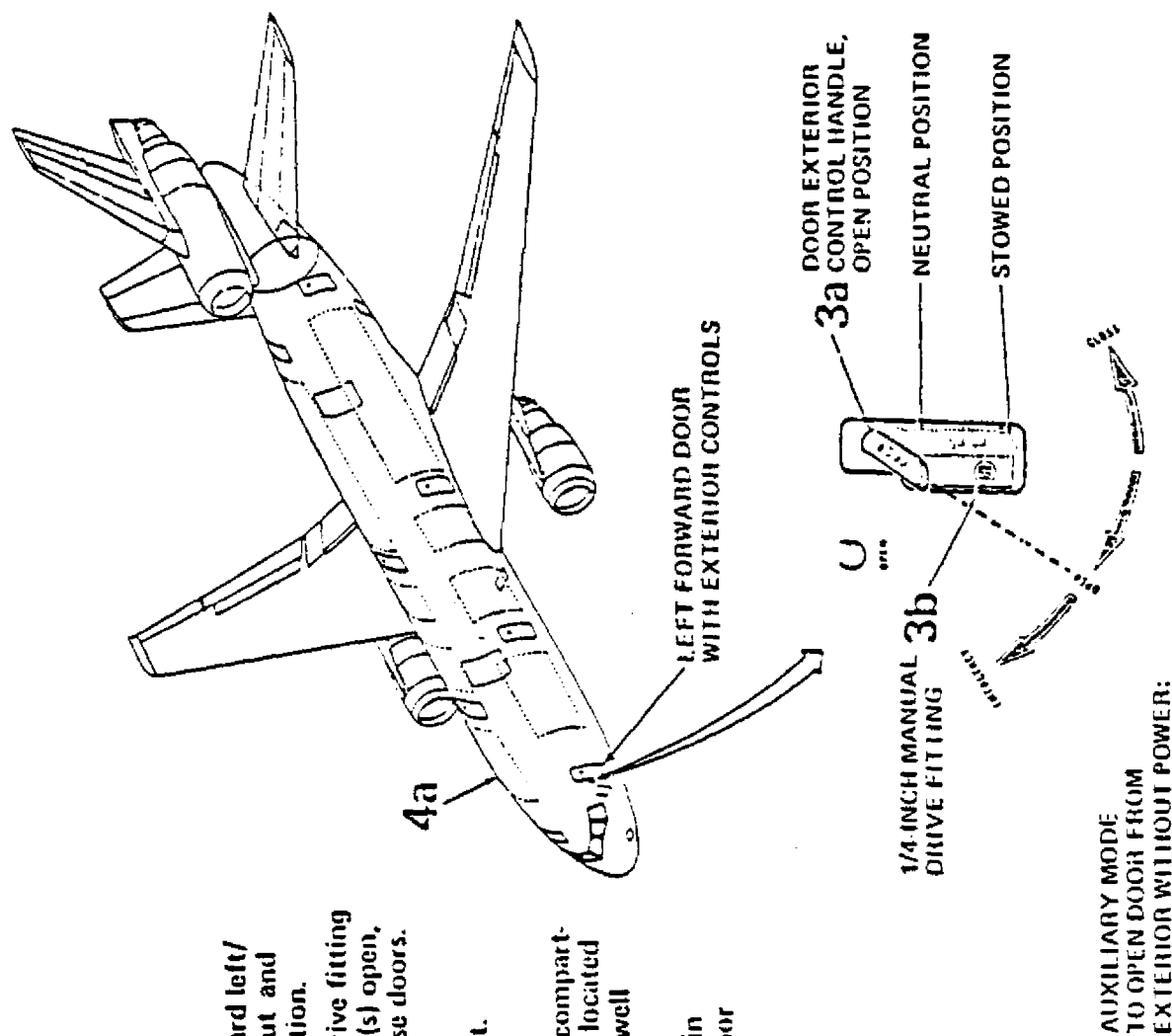
- Pull control handle(s), located on forward left/right entry - service doors (no power), out and rotate handle(s) clockwise to open position.
- Insert 1/4-in. speed handle wrench in drive fitting and turn counterclockwise. When door(s) open, release control handle and manually raise doors.

4. CUT-IN

Cut along window lines as the last resort.

NOTE:

- Access can be gained to crewmembers' compartment through electronics compartment located in nose section, and through nosewheel well pressurized door.
- Access can be gained to passengers' cabin through forward cargo compartment door and lower gallery.

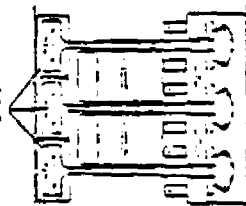


DOUGLAS DC-10

DOUGLAS DC-10

EMERGENCY
T-HANDLES

1a

CENTER OVERHEAD
SWITCH PANELENGINE SHUTDOWN AND AIRCREW
EXTRACTION

1. EMERGENCY SHUTDOWN

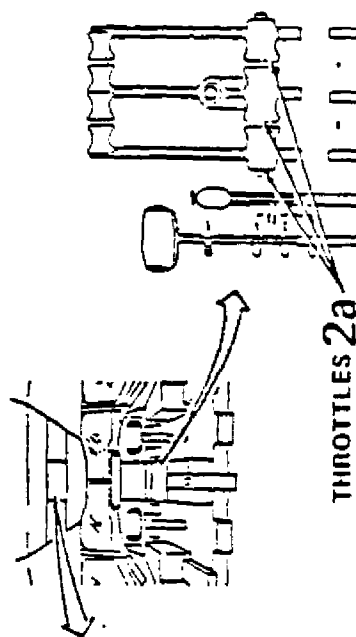
- Push emergency fire T-handles, located on pilot's overhead panel, forward.
- Place battery switch, located on flight engineer's upper left panel, in OFF position.
- Place APU fire control switch, located on flight engineer's left panel to OFF position.
- APU can be shut off from ground control panel, located left wing filet.

2. NORMAL SHUTDOWN

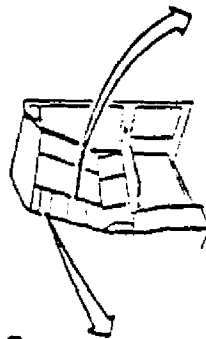
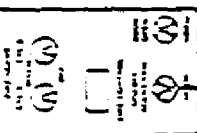
- Retard throttles, located on pilot's center console, full aft position.
- Place fuel control levers, located on pilot's center console, aft and down to full detent.
- Place battery switch, located on flight engineer's upper left panel, in OFF position.

3. AIRCREW EXTRACTION

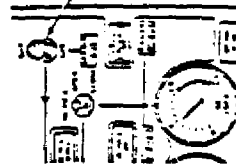
- Rotate quick release knob on lap belt and remove shoulder harness.
- Pull seat manual release handle to adjust seat to a recline position in removing crewmembers.
- Passenger's seats are equipped with lap belts only.



THROTTLES 2a

UPPER
FORWARD
PANEL

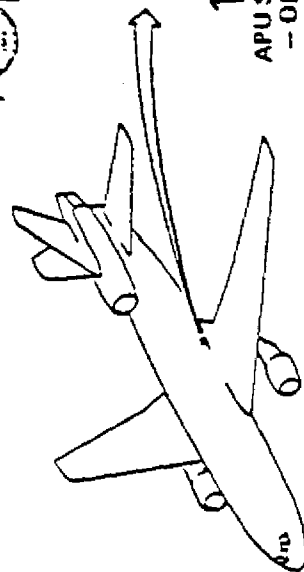
2b

FUEL CONTROL
LEVERS - DOWN

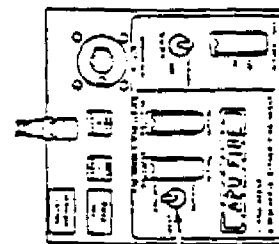
1b BATTERY SWITCH

2c - OFF

1c

APU FIRE CONTROL
SWITCH - OFF

1d

APU SWITCH
- OFF

APU EXTERIOR PANEL

SPECIAL TOOL/EQUIPMENT

Power Rescue Saw
36 Ft Ladders

L-1011

FWD
OUTSIDE
VIEW

AIRCRAFT ENTRY ALL MODELS

1. EMERGENCY/NORMAL ENTRY

- a. Pull emergency release handles, located forward of all doors, to open doors in and up.
- b. Push panel, located on flight compartment hatch, to open flight compartment hatch.
- c. Pull galley door latch, located above galley door, down and push door in and up until uplatch engages.

NOTE:

To deploy slides, pull T-handle down.

2. CUT-IN

- a. Cut-in areas located 20 inches above and below windows.

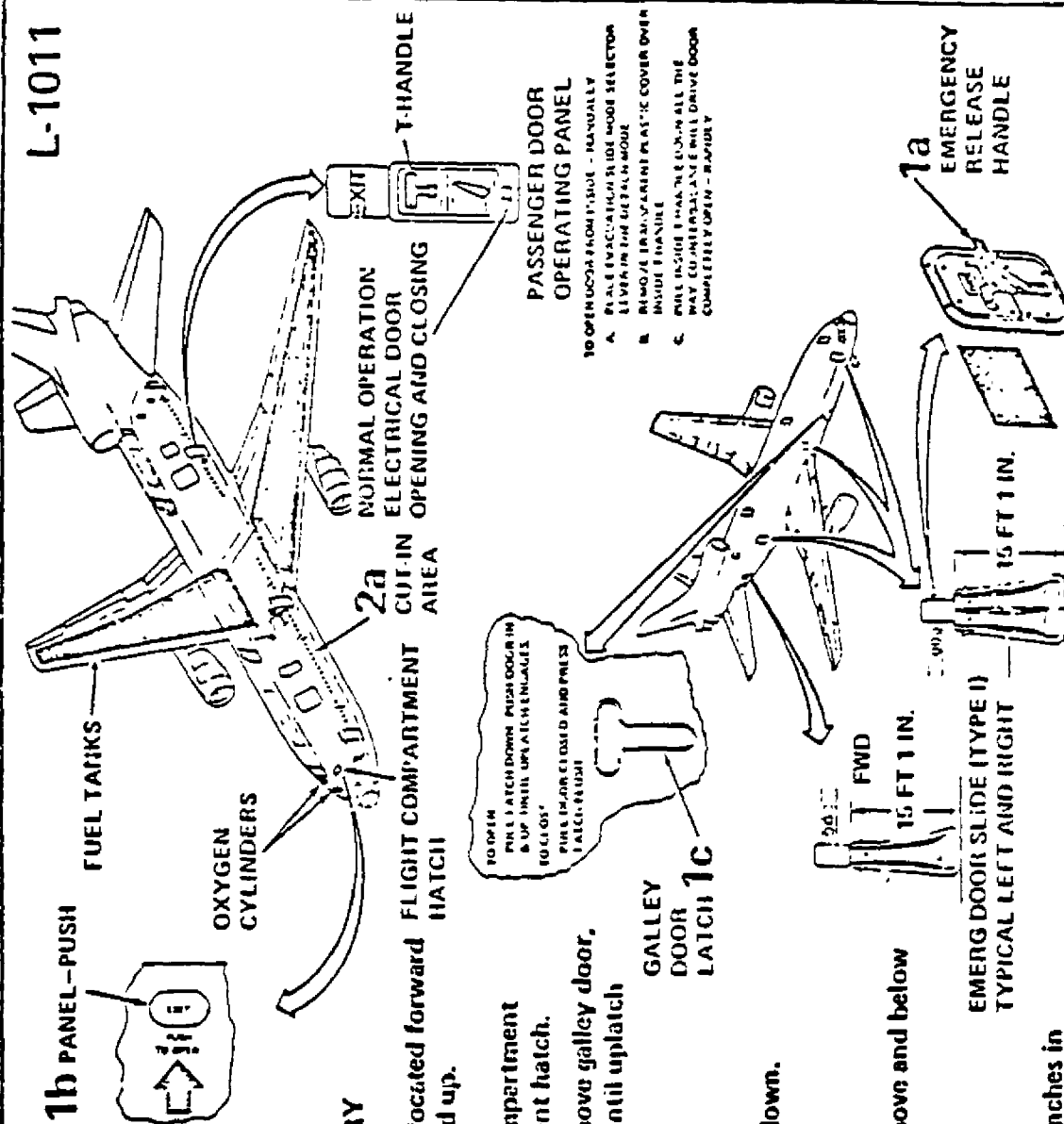
NOTE:

Fuselage rings located every 20 inches in these areas.

NOTE:
SLIDE DEPLOYED BY
INSIDE EMERGENCY
HANDLE ONLY

PASS. DOOR SLIDE (TYPE A)
TYPICAL LEFT AND RIGHT NOTE:

LOCATED FORWARD OF
ALL DOORS. WHEN THE
HANDLE IS PULLED THE
SLIDE WILL NOT DEPLOY.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. EMERGENCY SHUTDOWN

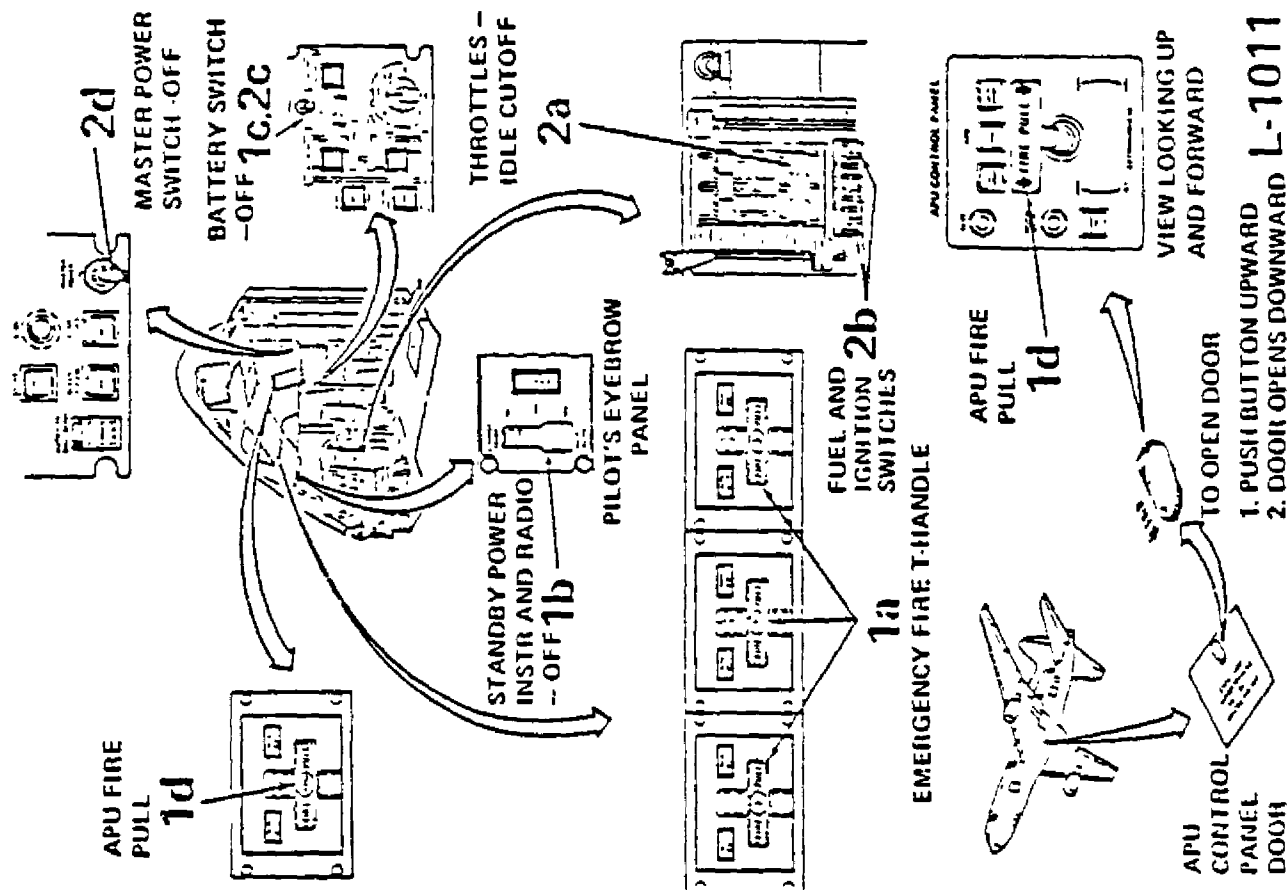
- Pull emergency fire T-handles, located on pilot's overhead panel.
- Place standby power instrument and radio switch, located on pilot's eyebrow panel, to OFF position.
- Unlock battery switch, located on flight engineer's panel and move to OFF position by first pulling out on battery switch and then moving it up.
- Pull APU fire pull handle, located on left overhead panel, and/or APU control panel under midsection of aircraft.

2. NORMAL SHUTDOWN

- Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- Place fuel and ignition switches, located on pilot's center console, to OFF position.
- Place battery switch, located on flight engineer's panel, to OFF position.
- Place APU master power switch, located on flight engineer's panel to OFF position.

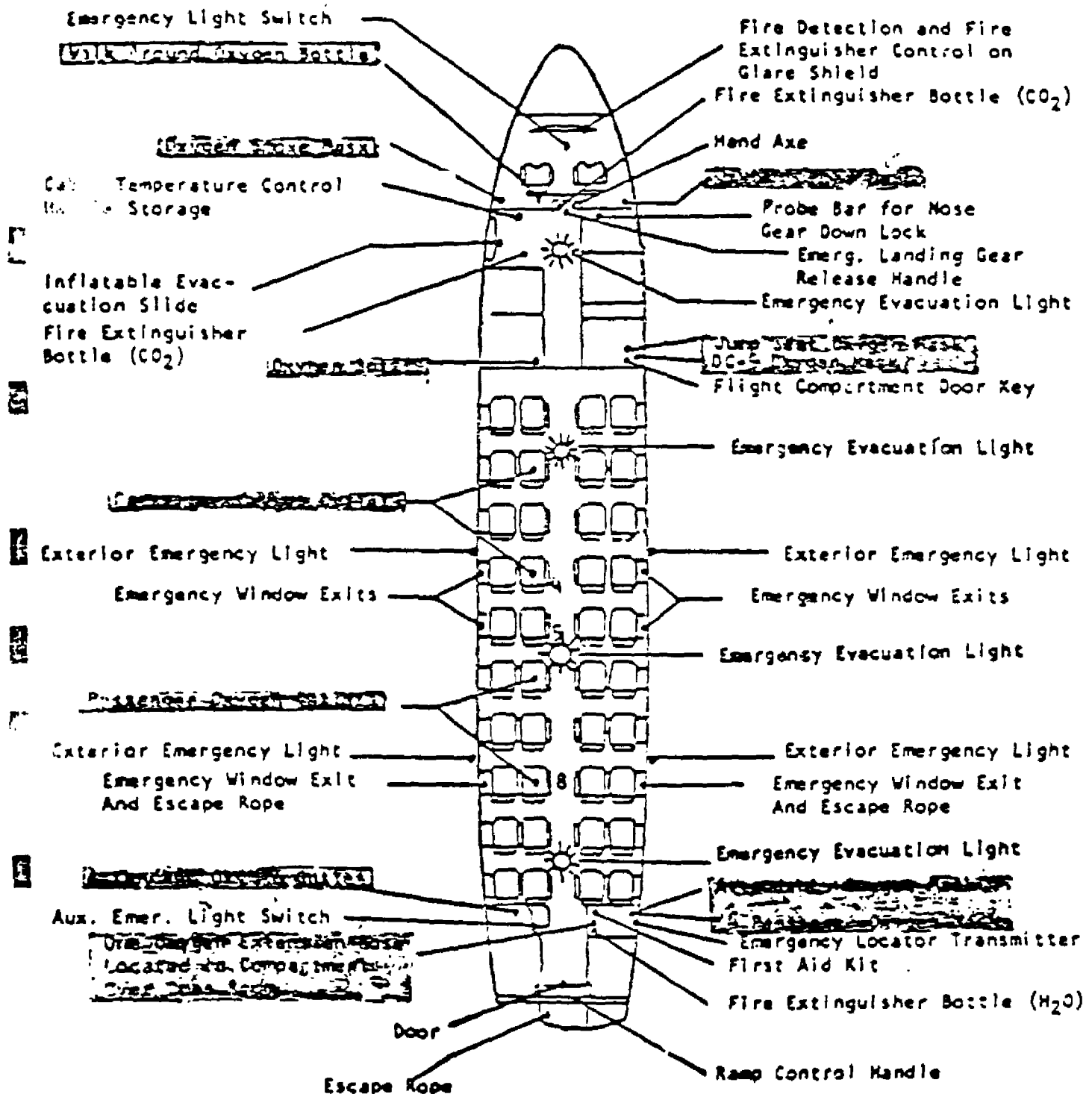
3. AIRCREW EXTRACTION

- Unlatch lap belt and remove shoulder harness from crewmember(s).
- If seat tracks are not damaged during crash landing use adjustable seat control to retract seat to aft position.
- Passenger seats are equipped with lap belts.



L-1011

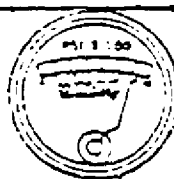
M-400 OPERATING MANUAL



LIFE VESTS are located under each passenger seat, jump seat, Attendant seat and on the back of pilot's and co-pilot's seat for use in the event of emergency water landing.

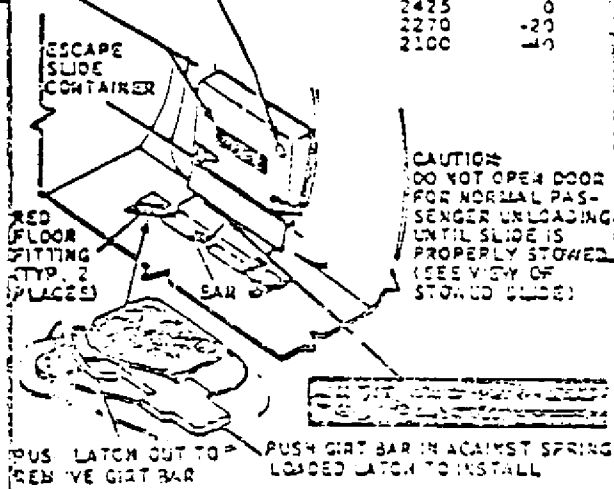
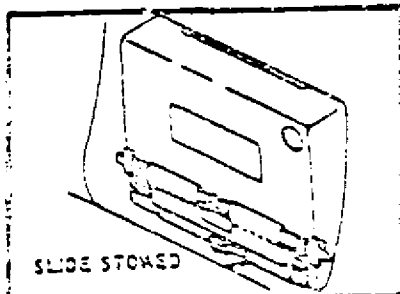
EMERGENCY EQUIPMENT LOCATION

1. REMOVE BAR FROM DOOR AND
PLACE BAR IN BED FLOOR FITTING
2. OPEN AIRPLANE ENTRY DOOR
3. PULL INSULATION HANDLE

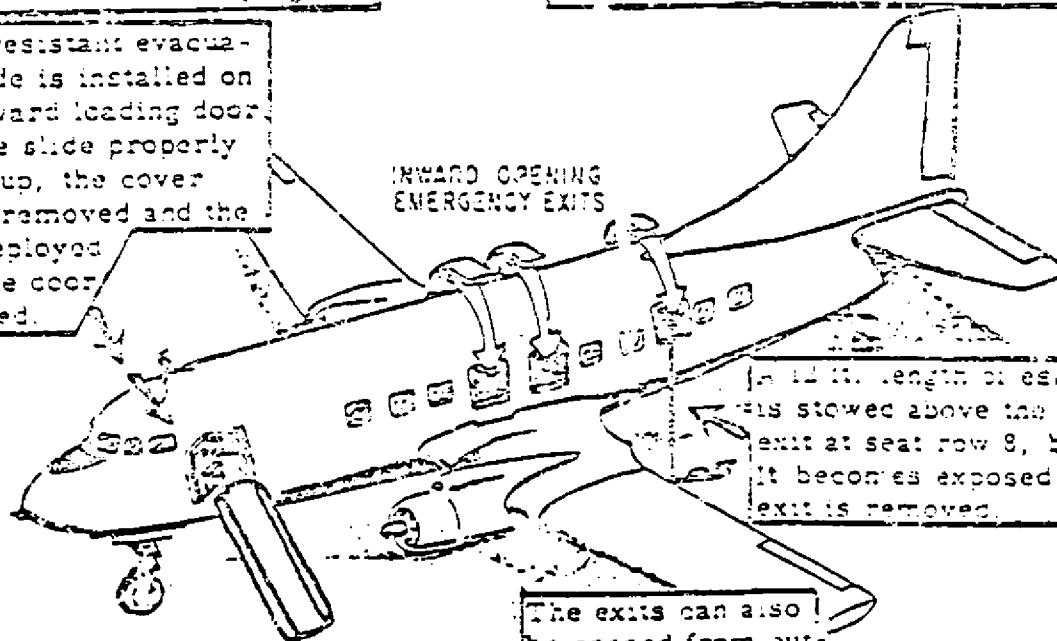


PSIG should be within ± 3
percent at temperature
specified below:

PSIG	TEMP (F)
3475	125
3250	100
3000	70
2700	32
2425	0
2270	-20
2100	-40



A fire resistant evacuation slide is installed on the forward loading door. With the slide properly hooked up, the cover will be removed and the slide deployed when the door is opened.



1. 12 ft. length of escape rope is stowed above the emergency exit at seat row 8, both sides. It becomes exposed when the exit is removed.

The exits can also be opened from outside the aircraft, simply by pushing in a small button.

The emergency exits in the cabin are opened by pulling down on the red handle located above the exit, which allows the hatch to come free and fall inward.

