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.

HYDRAULIC ACCUMULATORS
LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATORS
LOCATED IN LEFT WHEEL WELL

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATORS
LOCATED IN LEFT WHEEL

HYDRAULIC FLUID TANKS
LOCATED IN LEFT WING ROOT

FUEL TANK

ENGINE OIL TANKS

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

CREW OXYGEN SYSTEM BOTTLE

FUEL TANKS

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WING ROOT

PASSENGER OXYGEN BOTTLES

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
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 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
1 AFT SERVICE ENTRANCE DOOR

2 TYPICAL EMERGENCY EXITS

1 FORWARD SERVICE ENTRY DOOR

2 AFT PASSENGER ENTRANCE DOOR

3 CUT-IN AREAS

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD PASSENGER ENTRANCE DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

ACCESS TO ACCESSORY COMPARTMENT

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

DC-8 SERIES

EMERGENCY RESCUE ACCESS-2

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
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.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

FUEL TANK

8800 GAL - 33312 L

5800 GAL - 21955 L

8800 GAL - 33312 L

CREW OXYGEN SYSTEM BOTTLE

FUEL TANKS

8800 GAL - 33312 L

WARNING:
Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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.

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DC-8 FREIGHTER SERIES

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 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR CUT-IN.
DC-8 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

2" wide band of contrasting color indicating all passenger doors, hatches and windows externally operable.

- 1 forward passenger entrance door
- 1 forward service entry door
- 1 cargo loading door
- 1 aft passenger entrance door
- 1 aft service entrance door
- 2 typical emergency exits
- 3 cut-in areas
- Access to accessory compartment

Average distance:
Floor level to ground:
Wheels retracted: 9 ft.
Wheels extended: 13 ft.

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
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.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL
HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL
HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT
HYDRAULIC ACCUMULATOR LOCATED IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT
CREW OXYGEN SYSTEM BOTTLE
FUEL TANKS
8950 GAL - 33879 L
6400 GAL - 24227 L
8950 GAL - 33879 L
FUEL TANK
ENGINE OIL TANKS
HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL
PASSENGER OXYGEN BOTTLES

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 at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
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 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD PASSENGER ENTRANCE DOOR

1 FORWARD SERVICE ENTRY DOOR

1 GALLEY SERVICE DOOR

3 CUT-IN AREA

4 TYPICAL EMERGENCY EXIT DOORS

3 CUT-IN AREA

2 OVERWING EMERGENCY EXITS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

1 AFT PASSENGER ENTRANCE DOOR

1 AFT SERVICE ENTRANCE DOOR

3 CUT-IN AREA

AFT CARGO COMPARTMENT DOORS

ACCESS TO ACCESSORY COMPARTMENT

4 TYPICAL EMERGENCY EXIT DOORS
BATTERY LOCATIONS

MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
**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.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESSION.
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 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

DC-8-63 SERIES

FLAMMABLE MATERIAL 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.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

HYDRAULIC SUMPS

ENGINE OIL TANKS

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT

TYPICAL HYDRAULIC PUMP

PASSENGER OXYGEN BOTTLES

OXYGEN BOTTLES

FUEL TANKS

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT

SURGE DAMPER

8950 GAL - 33879 L

5400 GAL - 24227 L

8950 GAL - 33879 L

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 at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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1. PASSENGER AND SERVICE DOORS

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

2. OVERWING EMERGENCY EXITS

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

3. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4. EMERGENCY EXIT DOORS

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

5. CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

CLEARVIEW WINDOW EXTERIOR ACCESS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

1 GALLEY SERVICE DOOR ON SOME AIRPLANES

1 AFT SERVICE ENTRANCE DOOR

2 OVERWING EMERGENCY EXITS

4 TYPICAL EMERGENCY EXIT DOORS

1 FORWARD SERVICE ENTRY DOOR

4 EMERGENCY EXIT DOORS ON SOME AIRPLANES

1 FORWARD PASSENGER ENTRANCE DOOR

1 AFT PASSENGER ENTRANCE DOOR

3 EXTERNAL CONTROL PANEL

ACCESS TO ACCESSORY COMPARTMENT

5 CUT-IN AREA

AFT CARGO COMPARTMENT DOORS

1 FORWARD UPPER CARGO DOOR

1 FORWARD PASSENGER ENTRANCE DOOR

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
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.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

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

2 OVERWING EMERGENCY EXITS

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

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

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

5 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
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.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL
TYPICAL HYDRAULIC PUMP
HYDRAULIC RUDDER RESERVOIR IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT
OXYGEN BOTTLES
FUEL TANKS
MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT
FUEL TANK
8950 GAL - 33879 L
6400 GAL - 24227 L
8950 GAL - 33879 L

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 at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
DC-8-72 SERIES

1. PASSENGER AND SERVICE DOORS

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

2. OVERWING EMERGENCY EXITS

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

3. FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

   TO OPEN DOOR:
   1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
   2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
   3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4. EMERGENCY EXIT DOORS

5. CUT-IN AREAS

   CUT-IN AREAS

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

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

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July 31, 2019
DC-8-72 SERIES

EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

1. FORWARD PASSENGER ENTRANCE DOOR
2. OVERWING EMERGENCY EXITS
3. EXTERNAL CONTROL PANEL
4. EMERGENCY EXIT DOORS ON SOME AIRPLANES
5. CUT-IN AREA

AVG. DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

AFT SERVICE ENTRANCE DOOR
AFT PASSENGER ENTRANCE DOOR
AFT CARGO COMPARTMENT DOORS

ACCESS TO ACCESSORY COMPARTMENT

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MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
DC-8-73 SERIES

FLAMMABLE MATERIAL 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.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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1 PASSENGER AND SERVICE DOORS

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

2 OVERWING EMERGENCY EXITS

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

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

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

5 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

CLEARVIEW WINDOW EXTERIOR ACCESS

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL