DC-9 SERIES

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.

FLAMMABLE MATERIAL LOCATIONS

- APU EXHAUST DUCT ON RIGHT SIDE ONLY
- HYDRAULIC FLUID RESERVOIR 1 PLACE IN EACH WHEEL WELL
- HYDRAULIC ACCUMULATORS
- FUEL VENT BOX
- RAIN REPELLENT CONTAINERS
- CREW PORTABLE OXYGEN SYSTEM BOTTLES
- CREW OXYGEN SYSTEM BOTTLES
- FUEL OVERFLOW STAND PIPE
- OPTIONAL AUXILIARY FUEL TANK
- 580/780/1000 GALLONS 2196/2953/3785 LITERS
- 1386 GALL - 5247 L
- 907 GAL - 3433 L
- FUEL TANKS
- HYDRAULIC ACCUMULATORS
- PORTABLE OXYGEN BOTTLE
- HYDRAULIC FLUID RESERVOIR 1 PLACE IN EACH WHEEL WELL
- FUEL VENT BOX

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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DC-9 SERIES

EMERGENCY RESCUE ACCESS-1

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

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

1. Forward Service Entrance Door
2. Aft Lower Cargo Compartment Door
3. Tail Cone Access Door
4. Jetisonable Tail Cone
5. Jetisonable Tail Cone Access Door
6. Overwing Emergency Exits
7. Main Cargo Door and External Control Panel on Cargo Airplanes Only
8. Forward Lower Cargo Door
9. Forward Passenger Entrance Door
10. Clearview Window-Exterior Access Knockout Panel on Cargo Airplanes
11. Average Distance Floor Level to Ground Wheels Retracted: 4 FT.

Wheels Extended: 8 FT.

2" Wide Band of Contrasting Color Indicating All Passenger Doors, Hatches and Windows Externally Operable.

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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.
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.)