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 at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
DC-9 SERIES

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  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.

Copyright © Boeing. May be subject to export restrictions under EAR. See title page for details.
EMERGENCY RESCUE ACCESS-2

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

- Average distance from floor level to ground:
  - Wheels retracted: 4 ft.
  - Wheels extended: 8 ft.

- Clearview window-chill pane with CO2 and break with heavy fire axe for access to handle; slide window aft.

- Forward passenger entrance door.

- Forward service entrance door.

- Forward lower cargo door.

- Aft lower cargo compartment door.

- 2 Overwing emergency exits.

- APU compartment access door.

- Jettisonable tail cone.

- Tail cone access door.

- Tail cone jettison latch.

- Passenger aft entrance stairway interior control panel on some airplanes.

- Main cargo door and external control panel on cargo airplanes only.

- Engine nacelle lower cowl door.

- Cut-in areas.

- Clearview window-exterior access knockout panel on cargo airplanes.
**FLIGHT DECK CONTROL SWITCH LOCATIONS**

**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.**

---

Copyright © Boeing. May be subject to export restrictions under EAR. See title page for details.
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.)