MD-80 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.

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.

FLAMMABLE MATERIAL LOCATIONS

- APU EXHAUST DUCT ON RIGHT SIDE ONLY
- HYDRAULIC FLUID RESERVOIR 1 PLACE IN EACH WHEEL WELL
- HYDRAULIC ACCUMULATORS
- FUEL OVERFLOW STAND PIPE
- FUEL TANKS
- OPTIONAL AUXILIARY FUEL TANK
- CREW PORTABLE OXYGEN SYSTEM BOTTLES
- PORTABLE OXYGEN BOTTLES
- RAIN REPELLENT CONTAINERS
- FIRE EXTINGUISHER AGENT CONTAINERS
- HYDRAULIC ACCUMULATORS
- 565/780 GALLONS
- 3044 GAL - 11523 L
- 1397 GAL - 5288 L
- APU GROUND CONTROL PANEL ON FUSELAGE

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.
MD-80 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 PUSH IN ON TOP OF DOOR.
3. LIFT UP FORCIBLY.

3 TAILcone 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.
MD-80 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.

- 2 FORWARD PASSENGER ENTRANCE DOORS
- 1 FORWARD SERVICE ENTRANCE DOOR
- 2 OVERWING EMERGENCY EXITS
- 3 TAIL CONE JETTISON LATCH
- 4 CUT-IN AREAS
- FORWARD CARGO COMPARTMENT DOOR
- MID CARGO COMPARTMENT DOOR
- AFT LOWER CARGO COMPARTMENT DOOR
- JETTISONABLE TAIL CONE
- TAIL CONE ACCESS DOOR
- APU COMPARTMENT ACCESS DOOR
- PASSENGER AFT ENTRANCE STAIRWAY INTERIOR CONTROL PANEL ON SOME AIRPLANES
- ENGINE NACELLE LOWER COWL DOOR

CLEARVIEW WINDOW-CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.
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.
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.)