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.
1 PASSENGER DOOR AND STAIRWAY

TO OPEN DOOR:
1. UNLATCH AND OPEN SLIGHTLY.
2. UNLATCH STAIR DOOR, TURN AND HOLD
   BATTERY SWITCH "BATT."
3. PRESS AND HOLD "DN" BUTTON UNTIL STAIR
   FULLY ExtENDS.
4. RELEASE BATTERY SWITCH.
5. MOVE DETENT LATCH TO LOCKED POSITION.
6. MANUALLY EXTEND HANDRAILS INTO
   DOORWAY.

NOTE: FORWARD LEFT DOOR HAS SLIDE. STAND CLEAR
WHILE OPENING DOOR.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR:
1. UNLATCH.
2. PULL HANDLE.
3. LIFT OUT.

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.

3 TAIL CONE JETTISON/SLIDE
DEPLOYMENT

TO JETTISON TAIL CONE AND INFLATE SLIDE
1. PUSH DOOR.
2. PULL HANDLE.
3. SLIDE INFLATES AUTOMATICALLY.

NOTE: HANDLE IS 10 FEET ABOVE THE GROUND.

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.
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—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.

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July 31, 2019

MD-90.0.3
MD-90 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL SWITCHES 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).

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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.)