

C-17/C-17 ER SERIES

FLAMMABLE MATERIAL LOCATIONS

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.

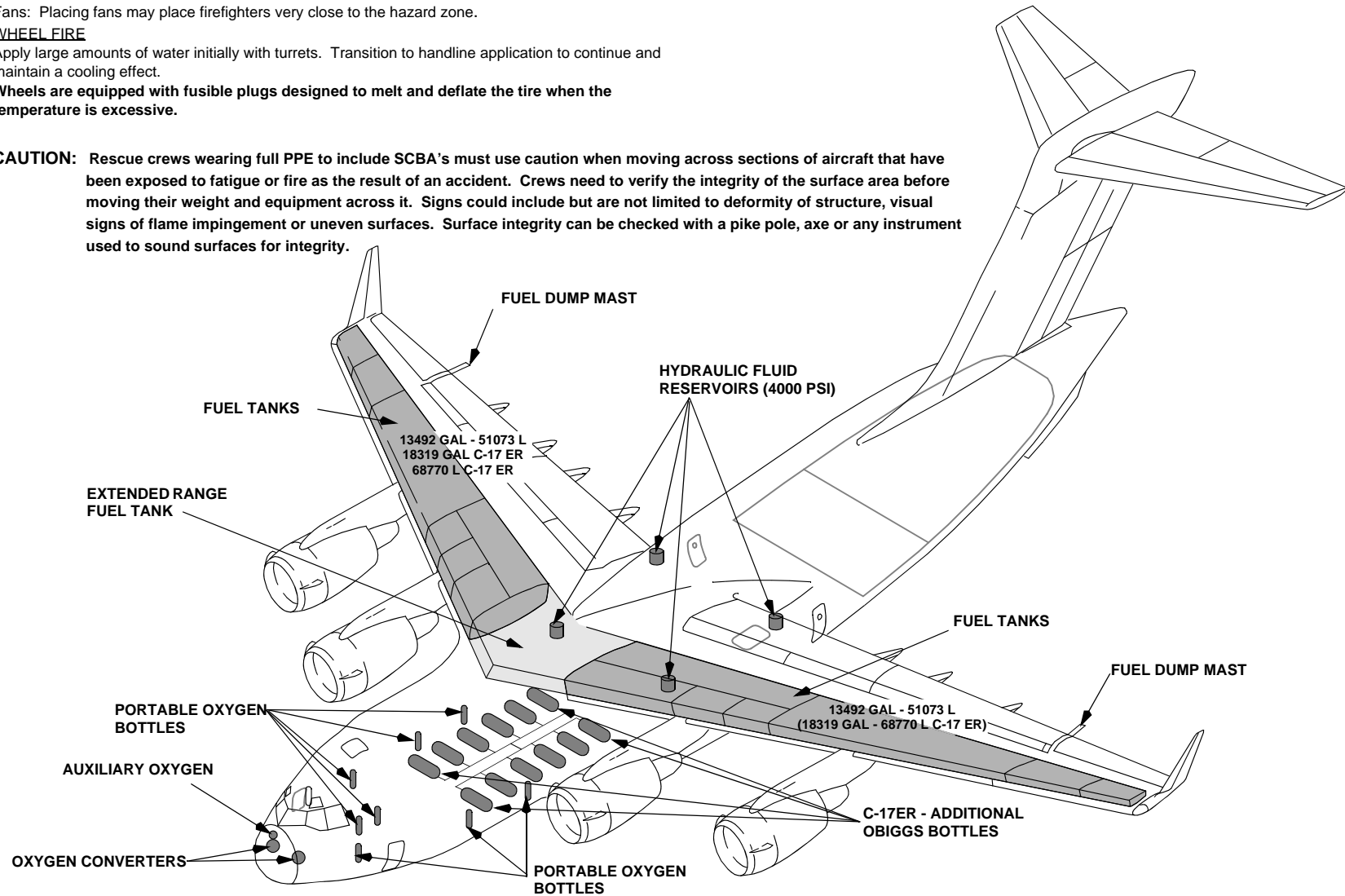
WHEEL FIRE

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 when fighting a wheel fire, as wheels and tires may explode.

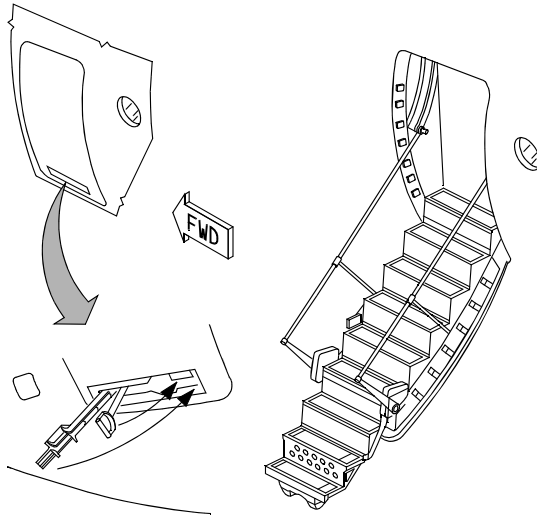
CAUTION: Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could 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.



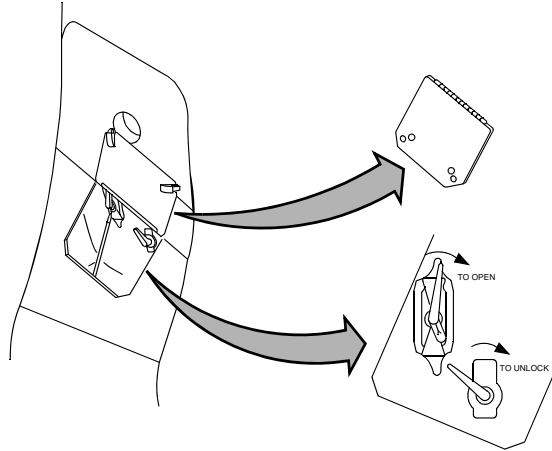
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EMERGENCY RESCUE ACCESS-1

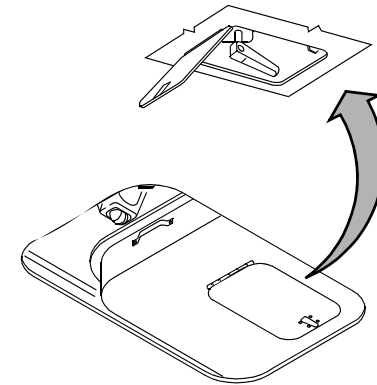
1 CREW ENTRY DOOR



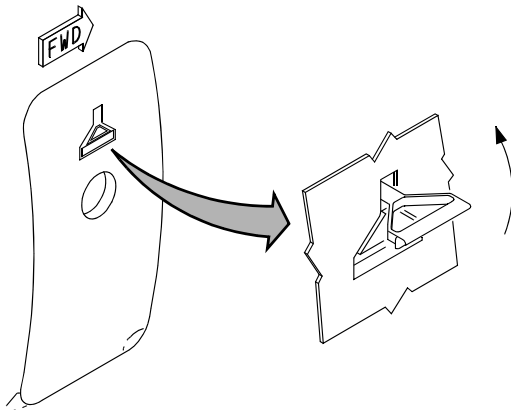
2 TROOP DOOR



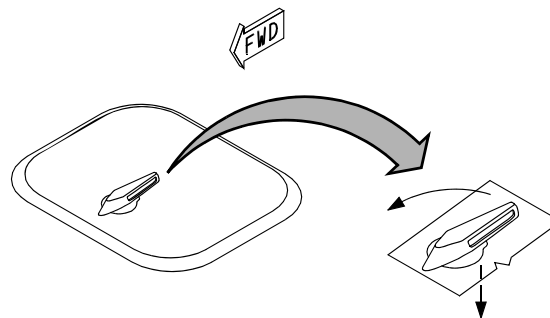
3 BELLY ACCESS SERVICE HATCH



4 FORWARD EMERGENCY ESCAPE DOOR



5 MAINTENANCE/DITCHING HATCH



6 CHOP OUT AREAS

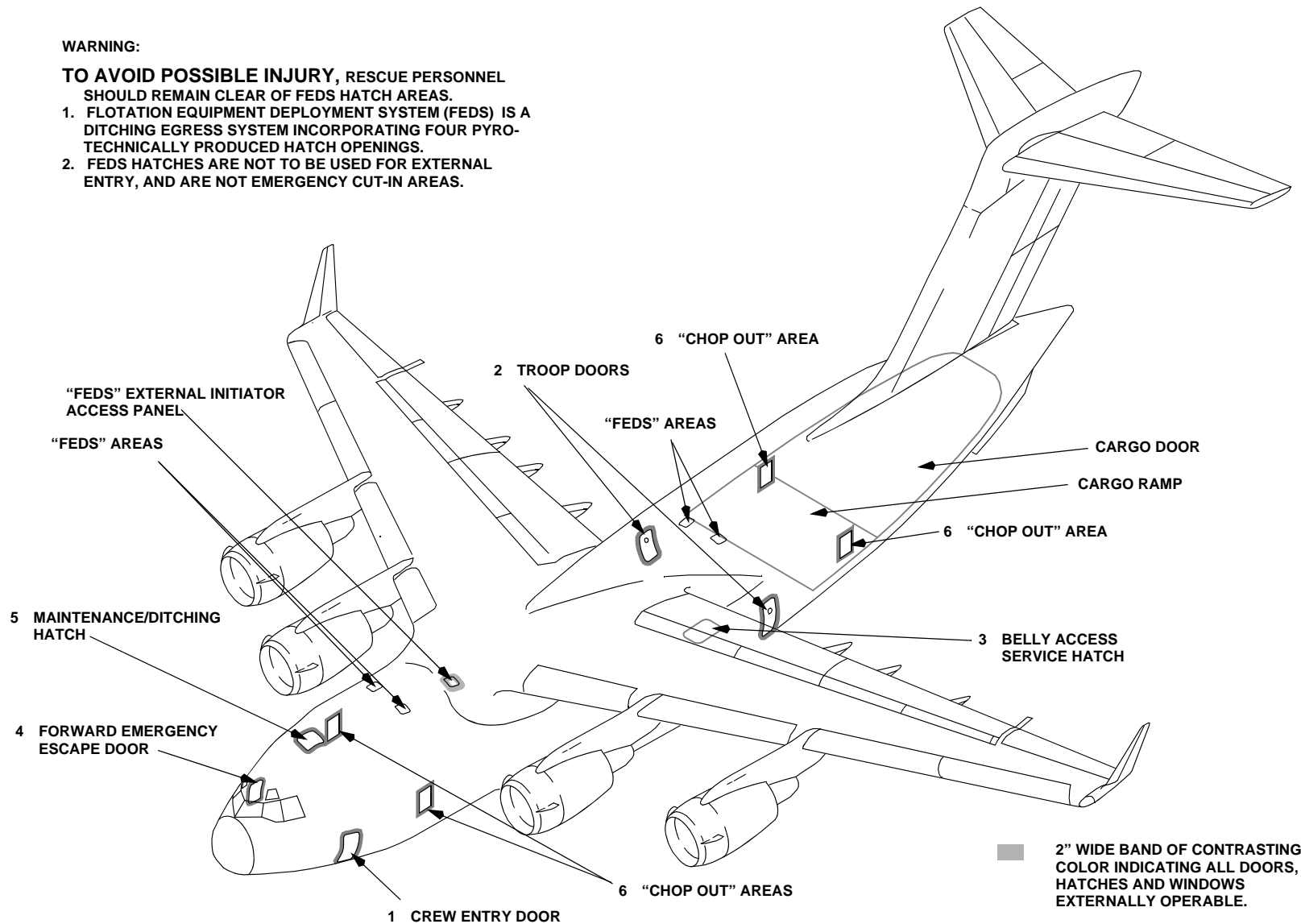
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

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EMERGENCY RESCUE ACCESS-2

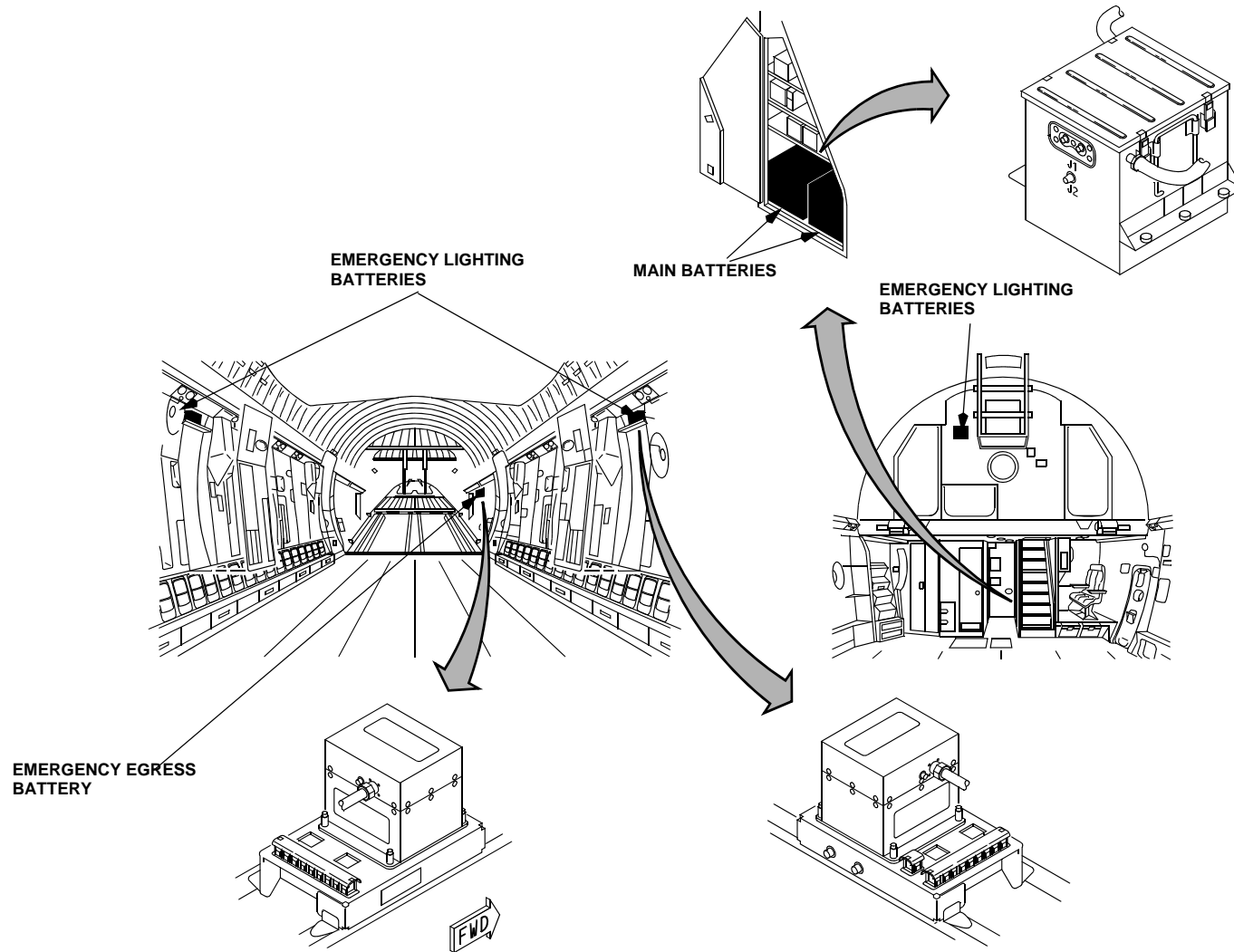
WARNING:

- TO AVOID POSSIBLE INJURY, RESCUE PERSONNEL SHOULD REMAIN CLEAR OF FEDS HATCH AREAS.
1. FLOTATION EQUIPMENT DEPLOYMENT SYSTEM (FEDS) IS A DITCHING EGRESS SYSTEM INCORPORATING FOUR PYROTECHNICALLY PRODUCED HATCH OPENINGS.
 2. FEDS HATCHES ARE NOT TO BE USED FOR EXTERNAL ENTRY, AND ARE NOT EMERGENCY CUT-IN AREAS.



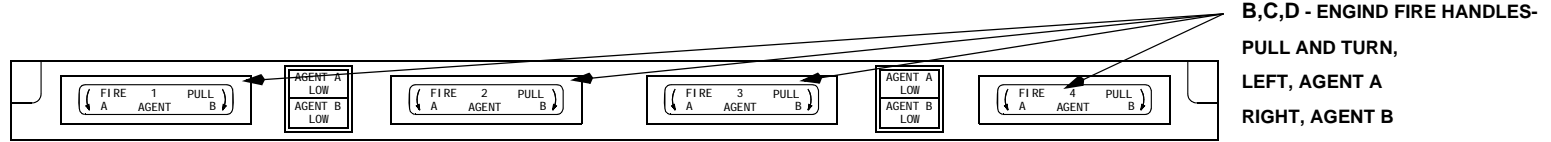
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BATTERY LOCATIONS

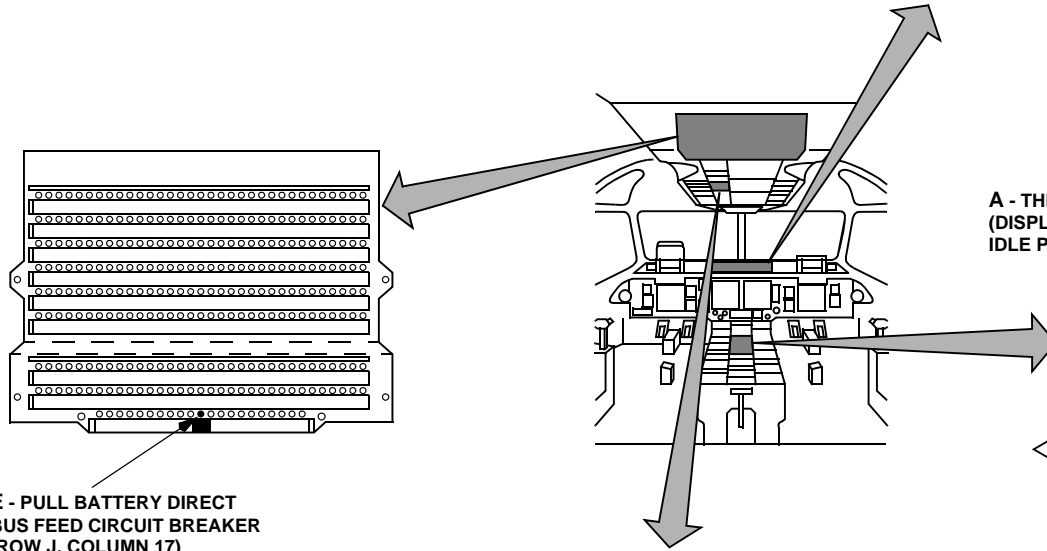


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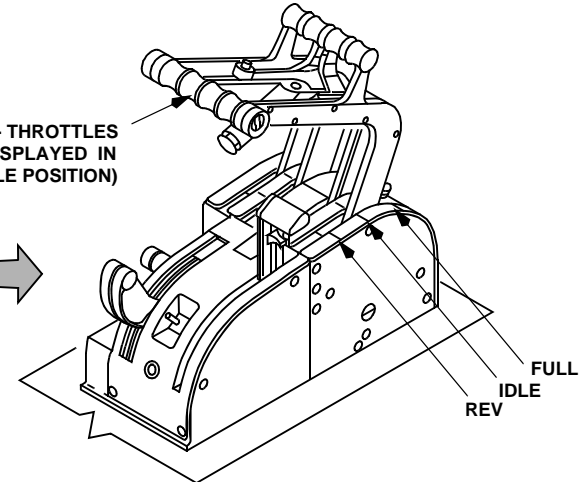
FLIGHT DECK CONTROL SWITCH LOCATIONS



B,C,D - ENGIN D FIRE HANDLES-
PULL AND TURN,
LEFT, AGENT A
RIGHT, AGENT B



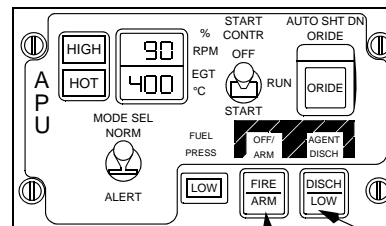
E - PULL BATTERY DIRECT
BUS FEED CIRCUIT BREAKER
(ROW J, COLUMN 17)



A - THROTTLES
(DISPLAYED IN
IDLE POSITION)

ENGINE SHUTDOWN AND FIRE PROCEDURE:

- A. THROTTLES TO IDLE.
- B. PULL FIRE HANDLES.
- C. ROTATE HANDLES COUNTERCLOCKWISE.
- D. AFTER 30 SECONDS, ROTATE HANDLES CLOCKWISE.
- E. PULL BATTERY DIRECT BUS FEED CIRCUIT BREAKER.



APU SHUTDOWN AND FIRE PROCEDURE:

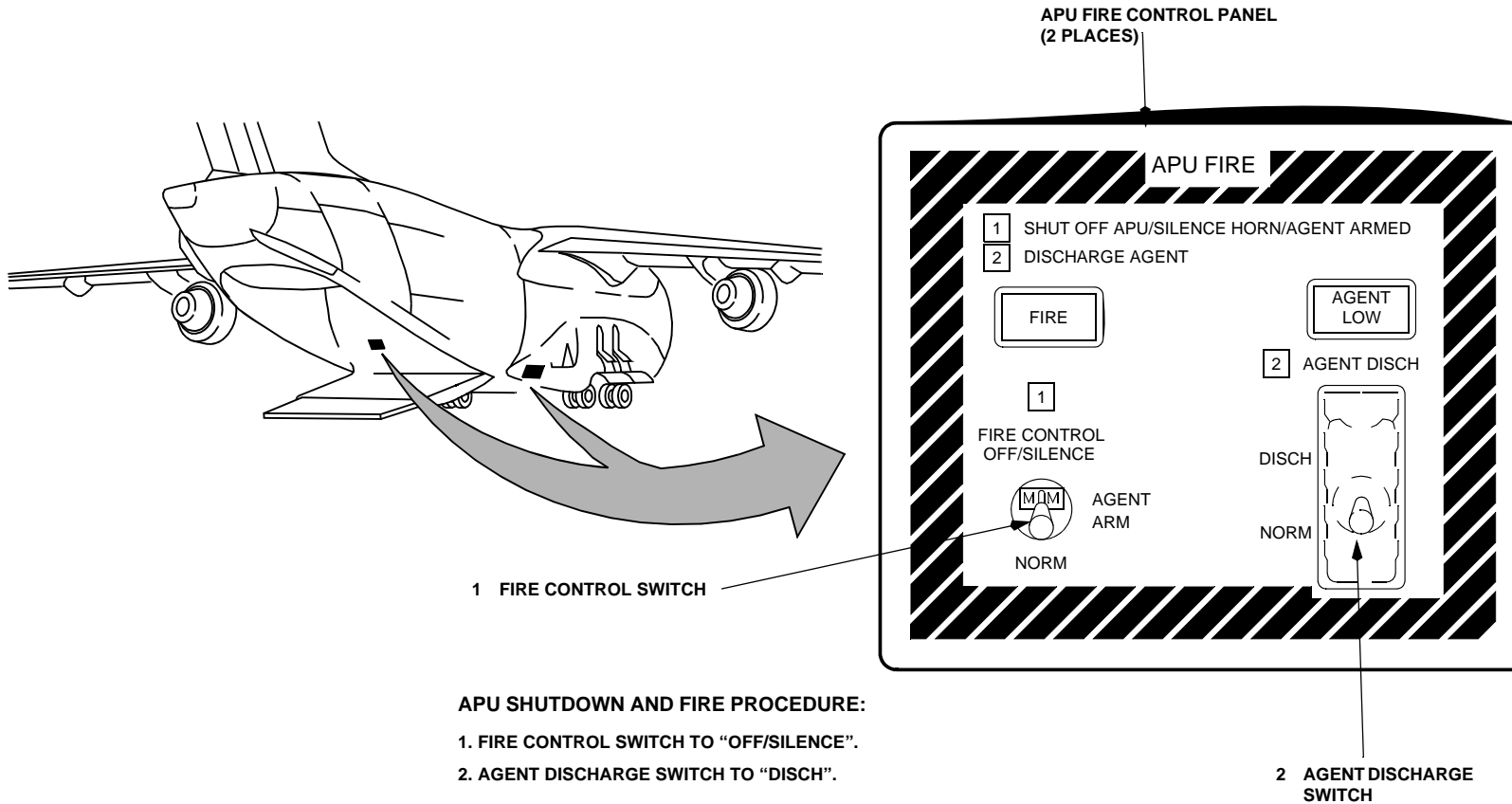
- 1. PUSH APU OFF/ARM SWITCHLIGHT.
- 2. PUSH AGENT DISCH SWITCHLIGHT.

1 APU OFF/ARM SWITCHLIGHT
2 APU AGENT DISCH SWITCHLIGHT

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

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EXTERNAL APU FIRE CONTROLS



APU SHUTDOWN AND FIRE PROCEDURE:

1. FIRE CONTROL SWITCH TO "OFF/SILENCE".
2. AGENT DISCHARGE SWITCH TO "DISCH".