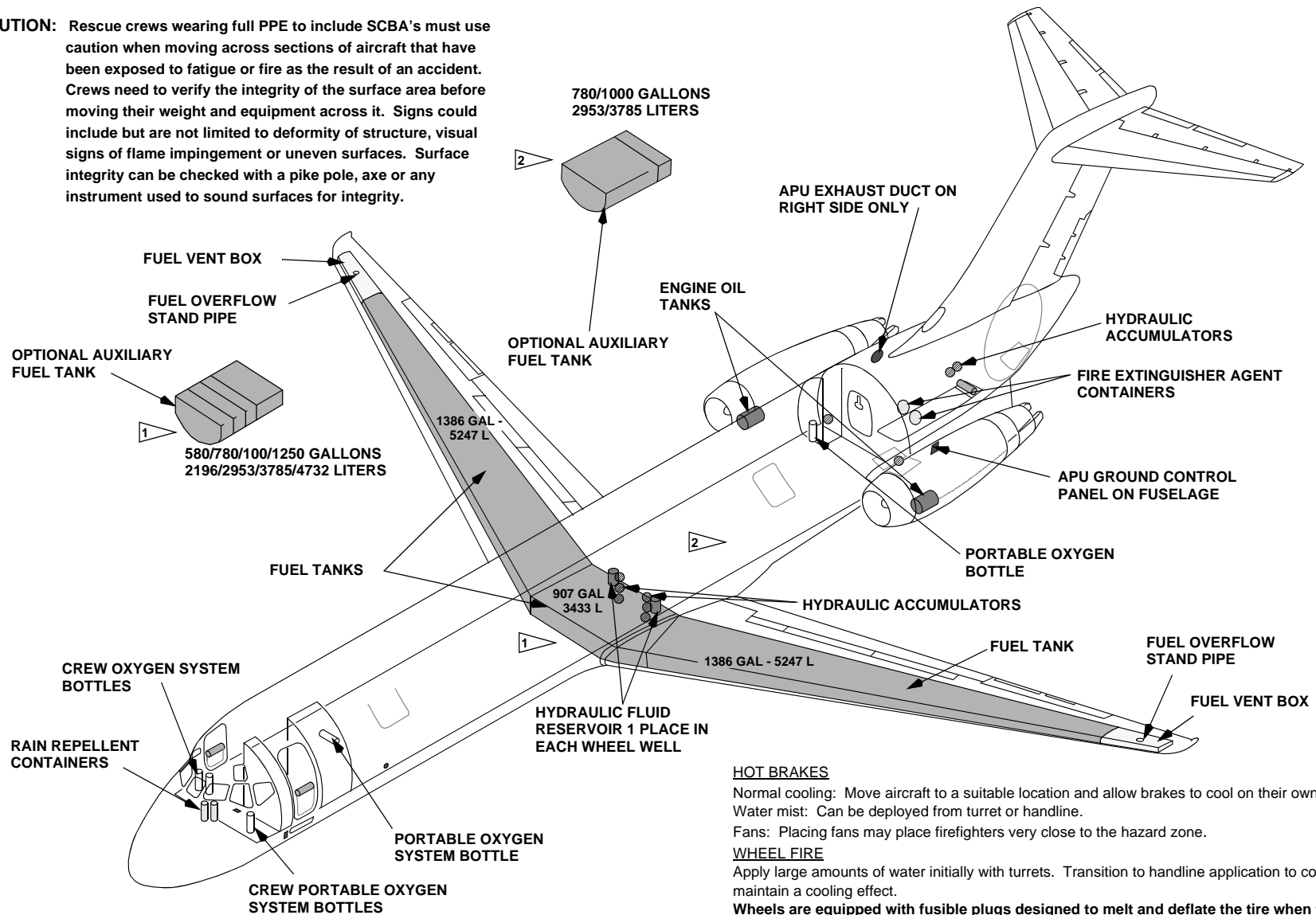


DC-9 SERIES

FLAMMABLE MATERIAL LOCATIONS

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

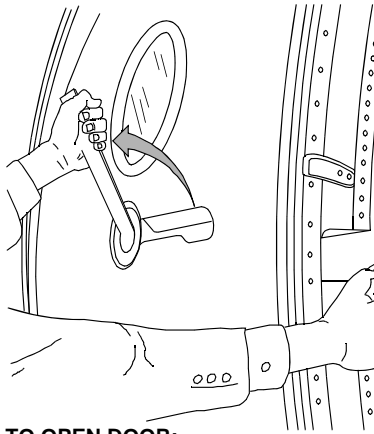
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

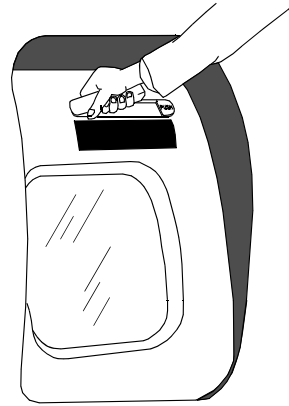
DC-9 SERIES

1 PASSENGER AND SERVICE DOORS



- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE.
 3. PULL DOOR OPEN.

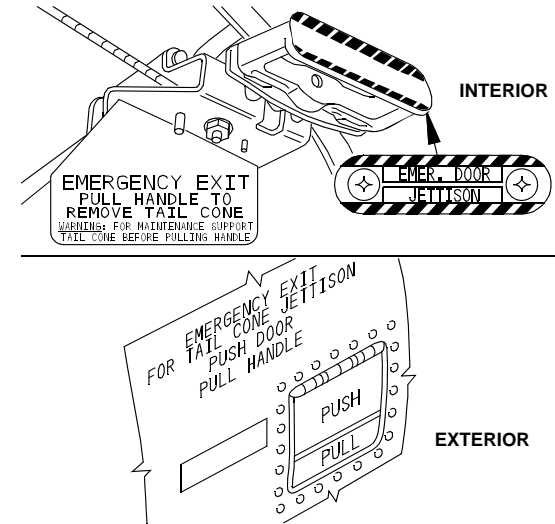
2 OVERWING EMERGENCY EXIT



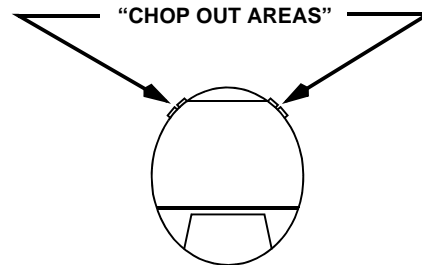
- TO OPEN DOOR:**
1. PUSH HANDLE.
 2. PULL HANDLE AND AT THE SAME TIME, PUSH IN ON TOP OF DOOR.
 3. LIFT UP FORCIBLY.

EMERGENCY RESCUE ACCESS-1

3 TAIL CONE JETTISON LATCH



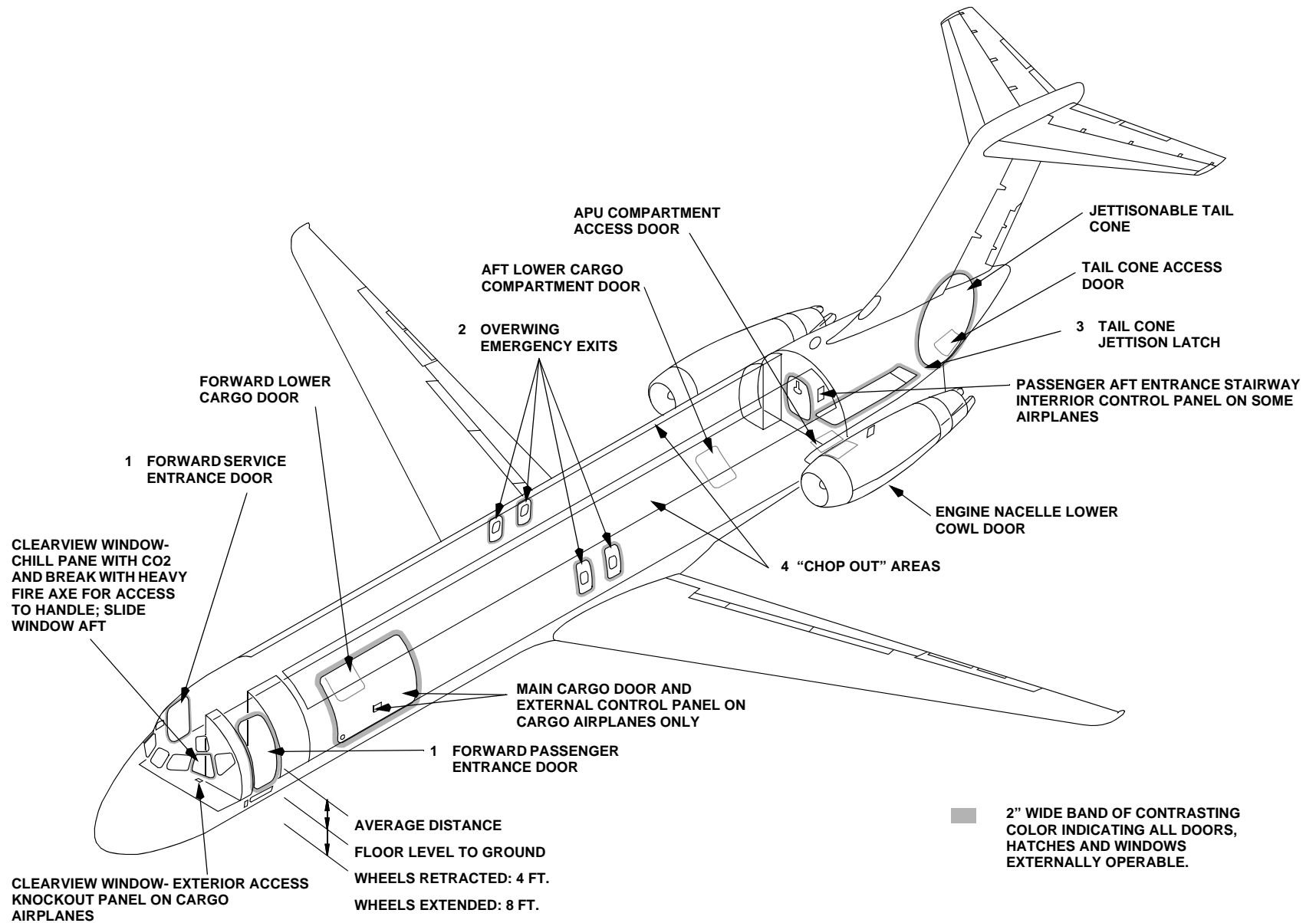
4 CHOP OUT AREAS



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."

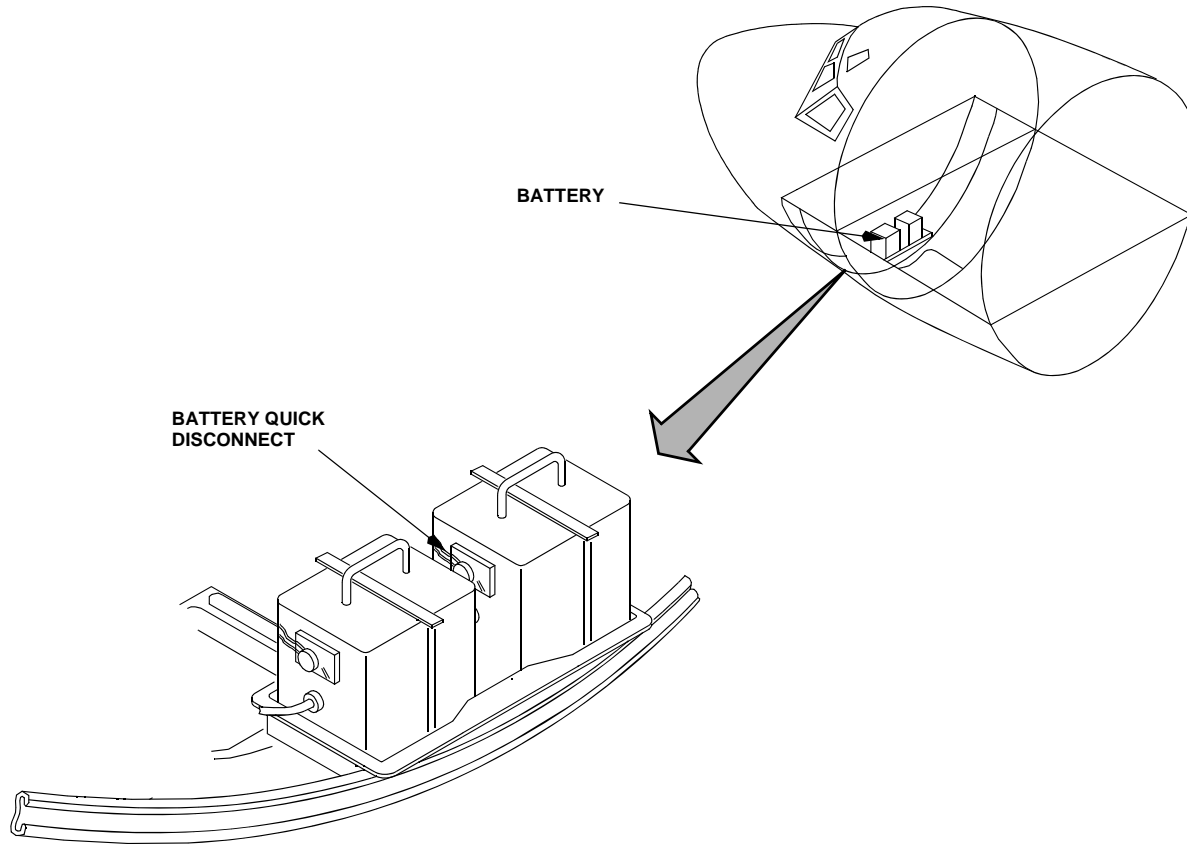
DC-9 SERIES

EMERGENCY RESCUE ACCESS-2



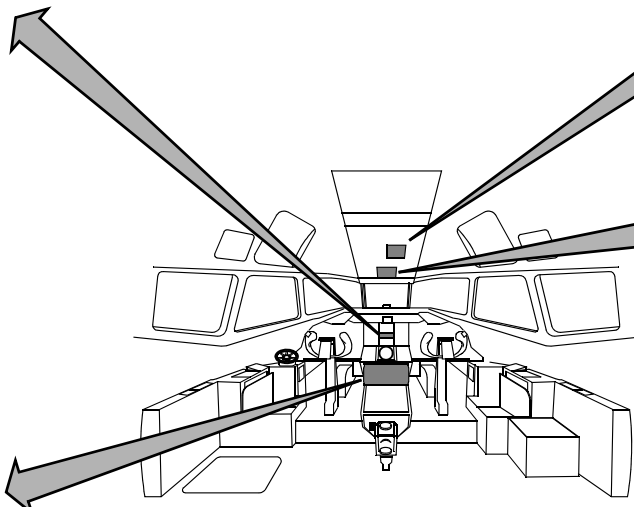
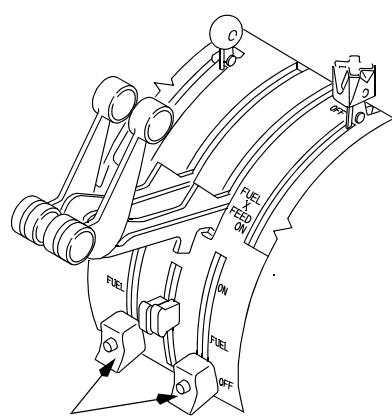
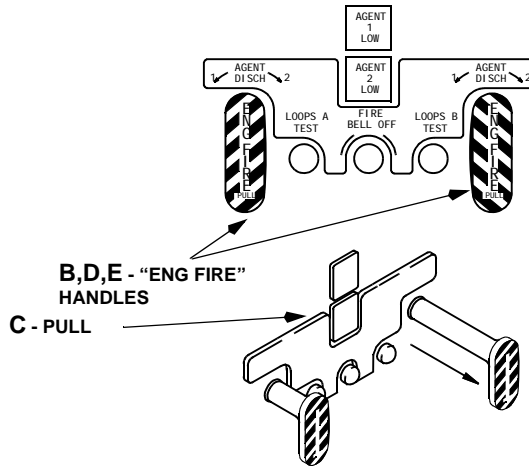
DC-9 SERIES

BATTERY LOCATIONS

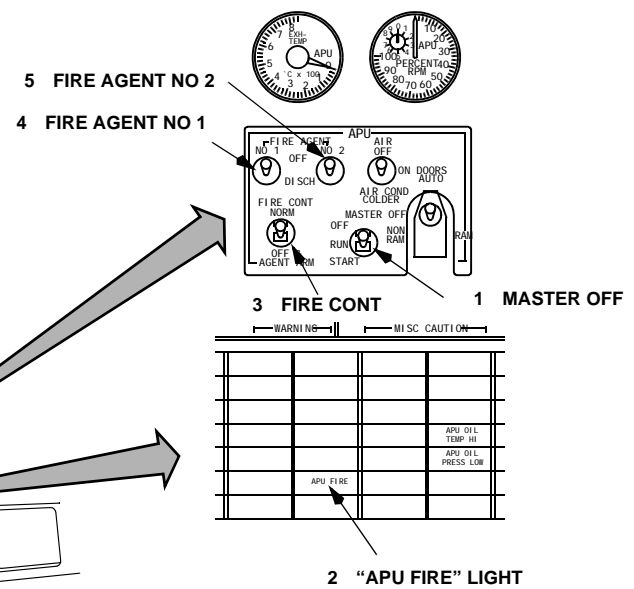


DC-9 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



APU CONTROL PANEL



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.

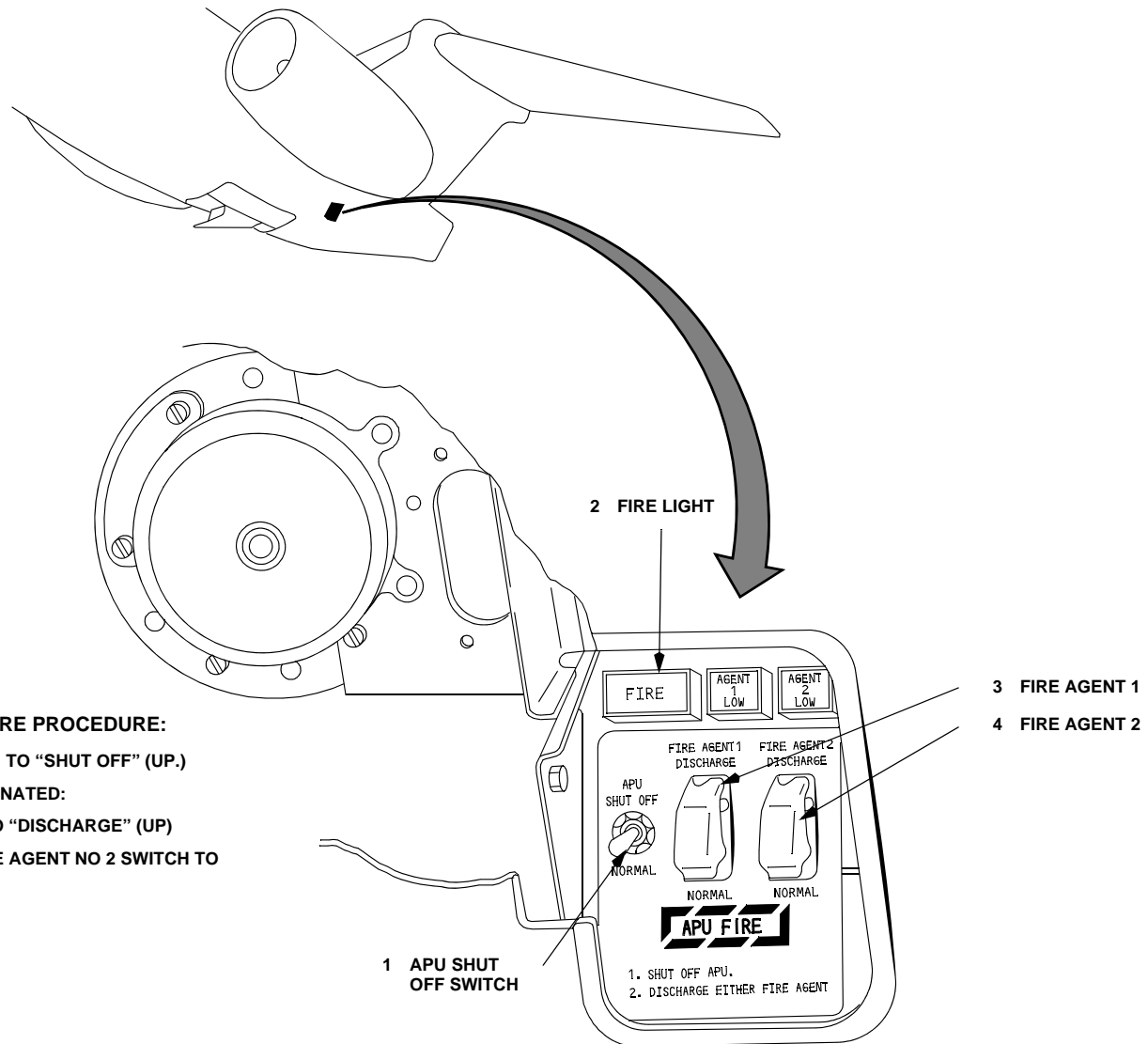
APU SHUTDOWN AND FIRE PROCEDURE:

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.

DC-9 SERIES

EXTERNAL APU FIRE CONTROLS



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.)