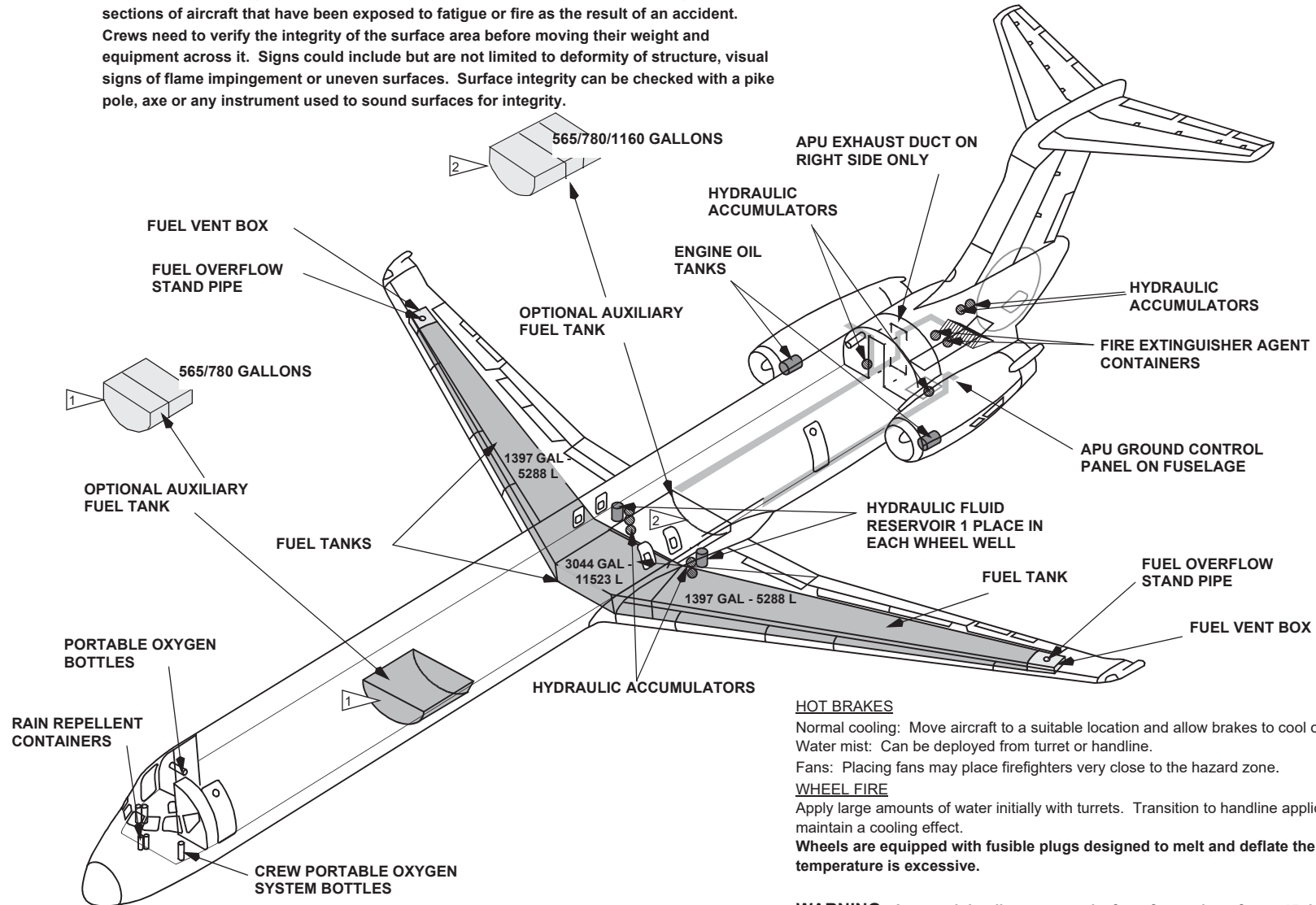


MD-80 SERIES

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.

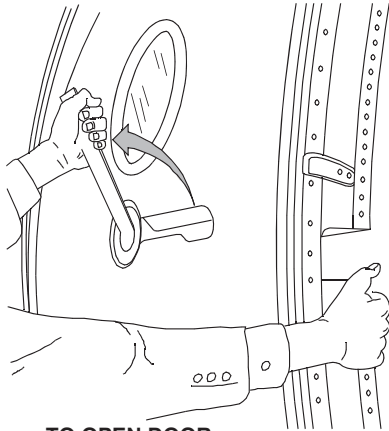
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

MD-80 SERIES

EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



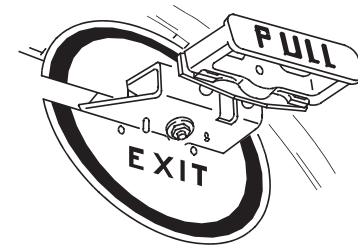
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

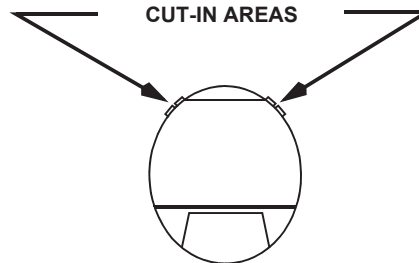


- TO OPEN DOOR**
1. PUSH HANDLE.
 2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
 3. LIFT UP FORCIBLY.

3 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.

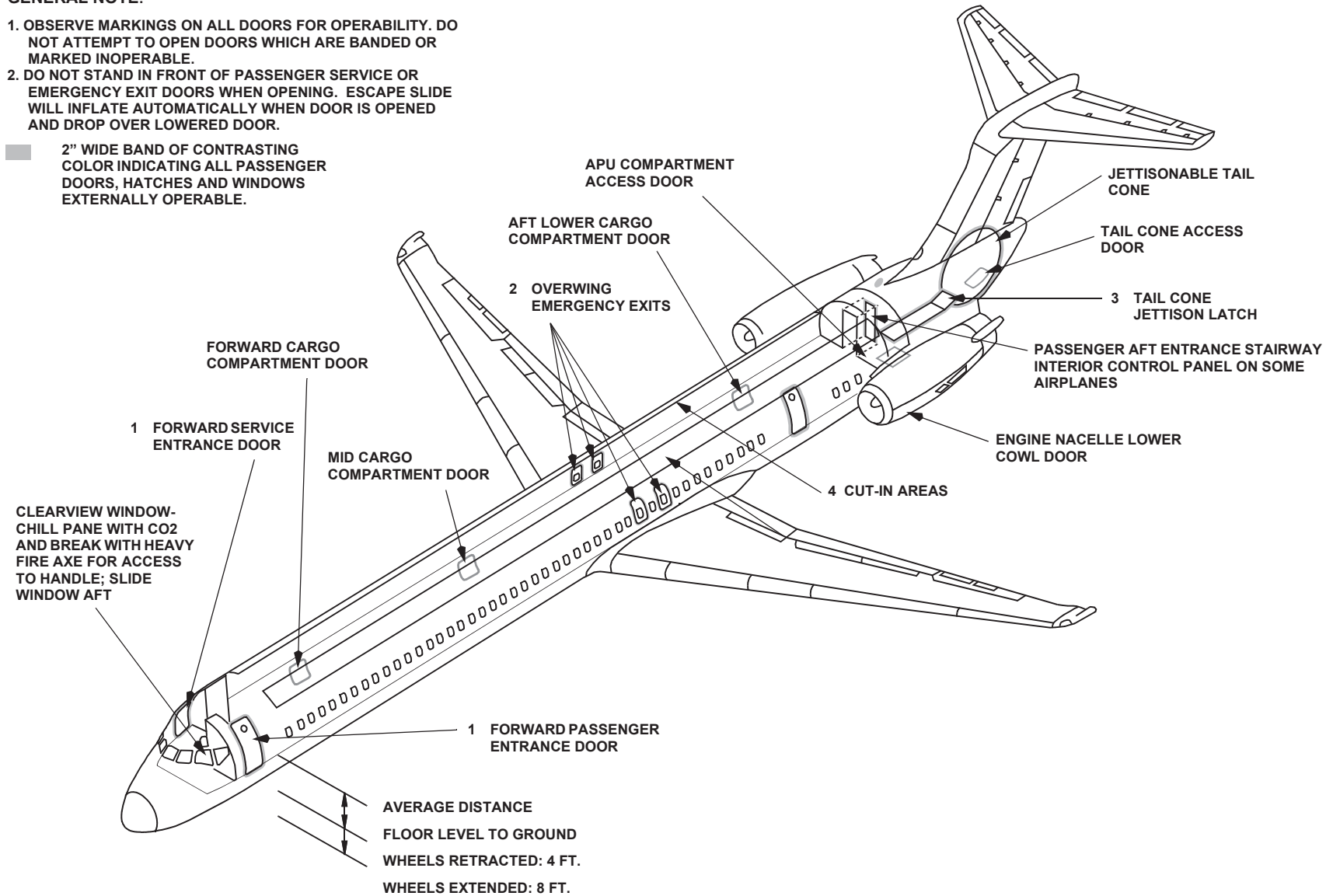
MD-80 SERIES

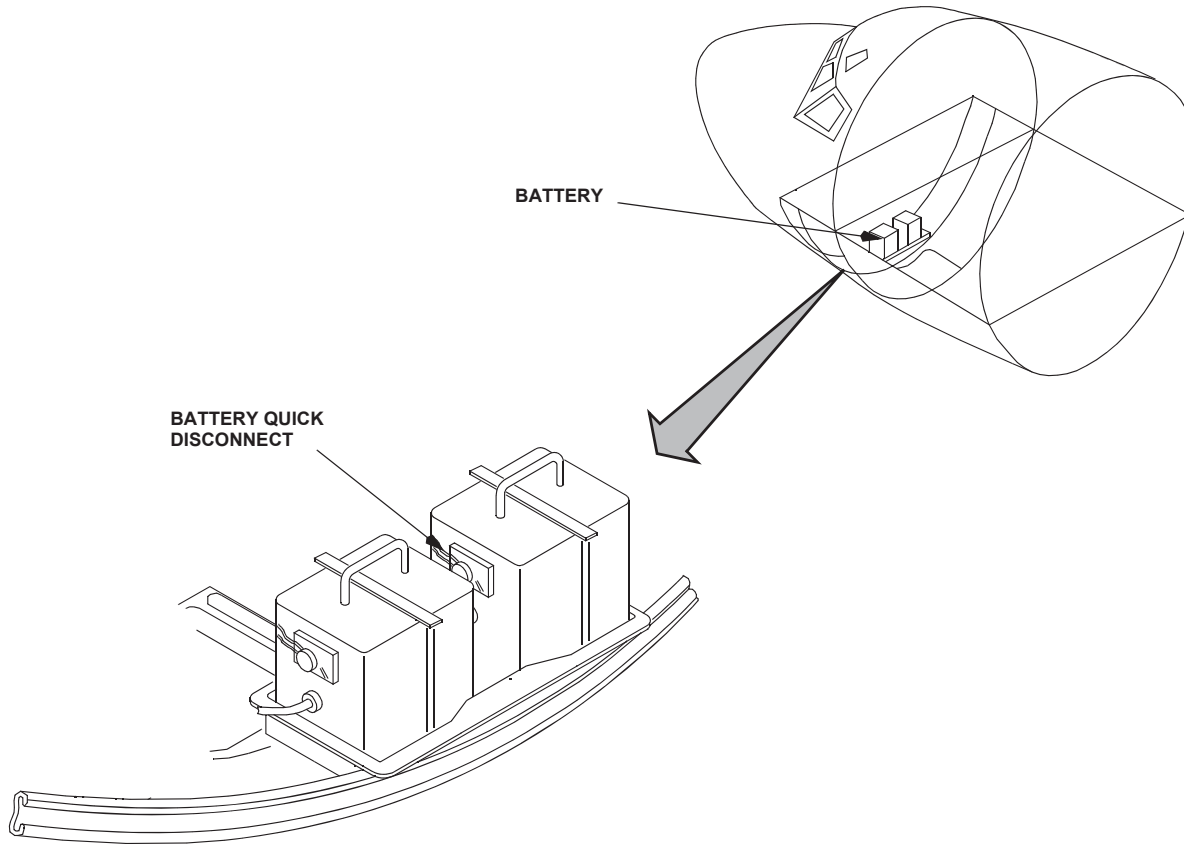
EMERGENCY RESCUE ACCESS-2

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.

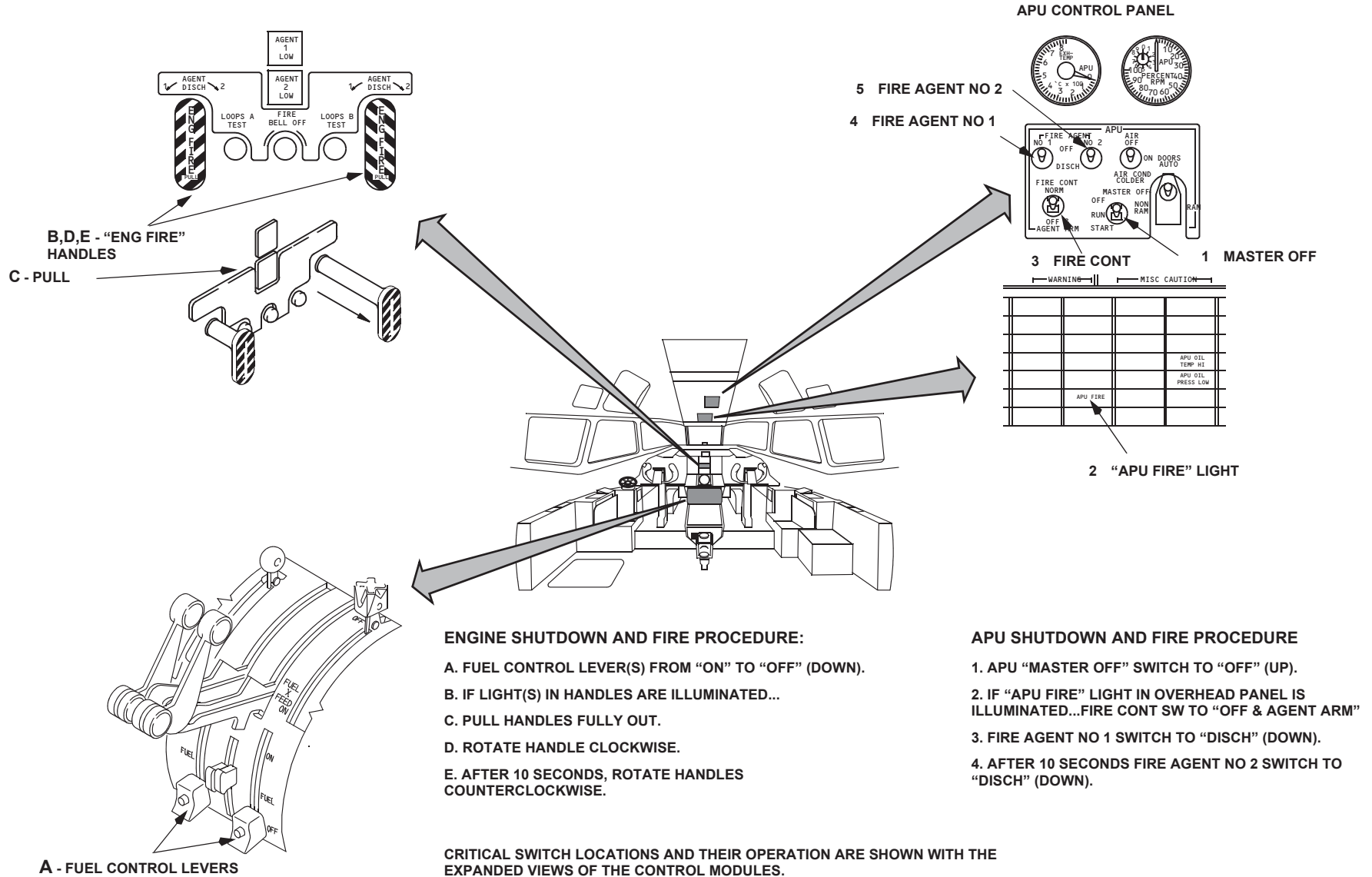
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





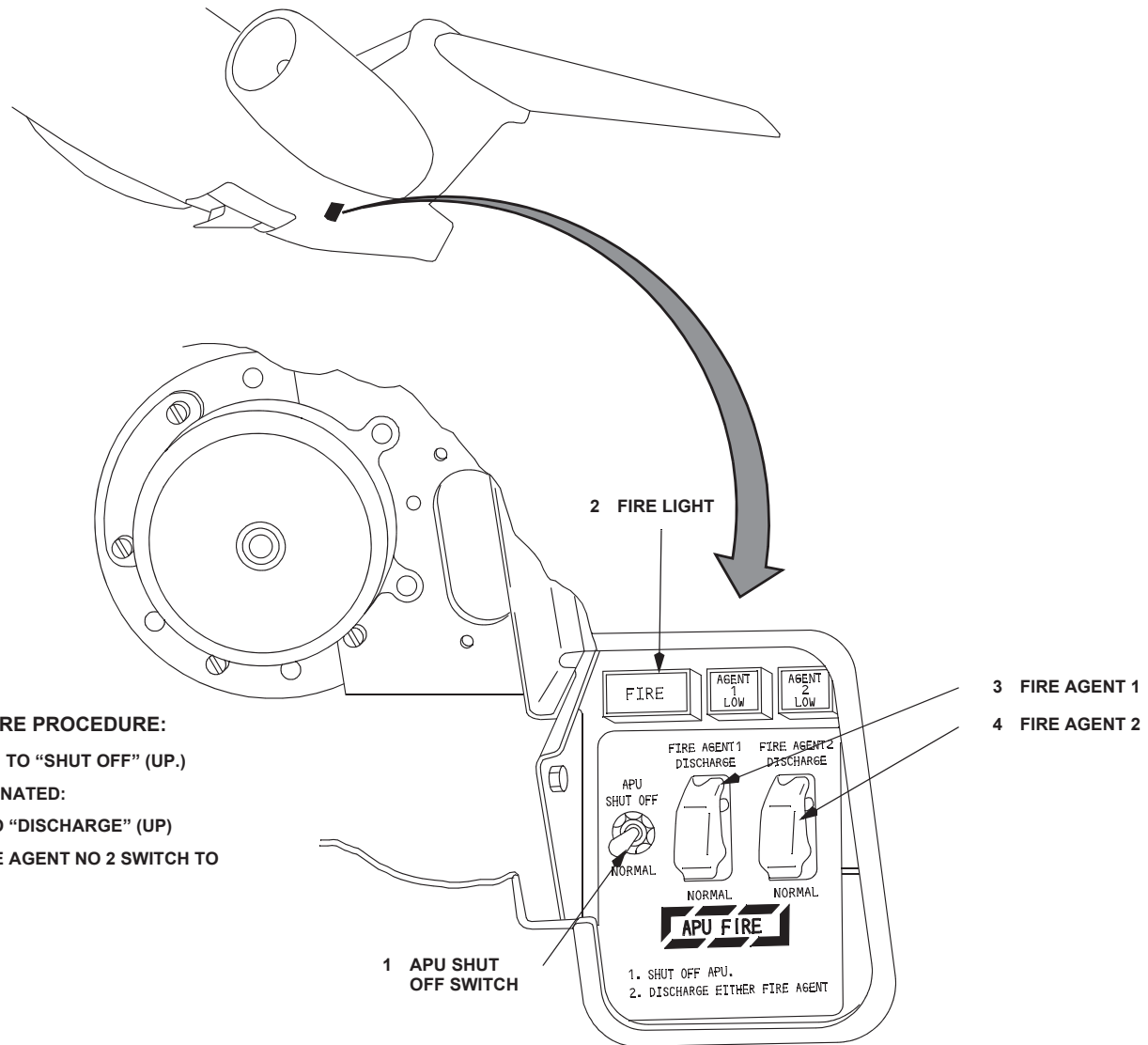
MD-80 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



MD-80 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.)