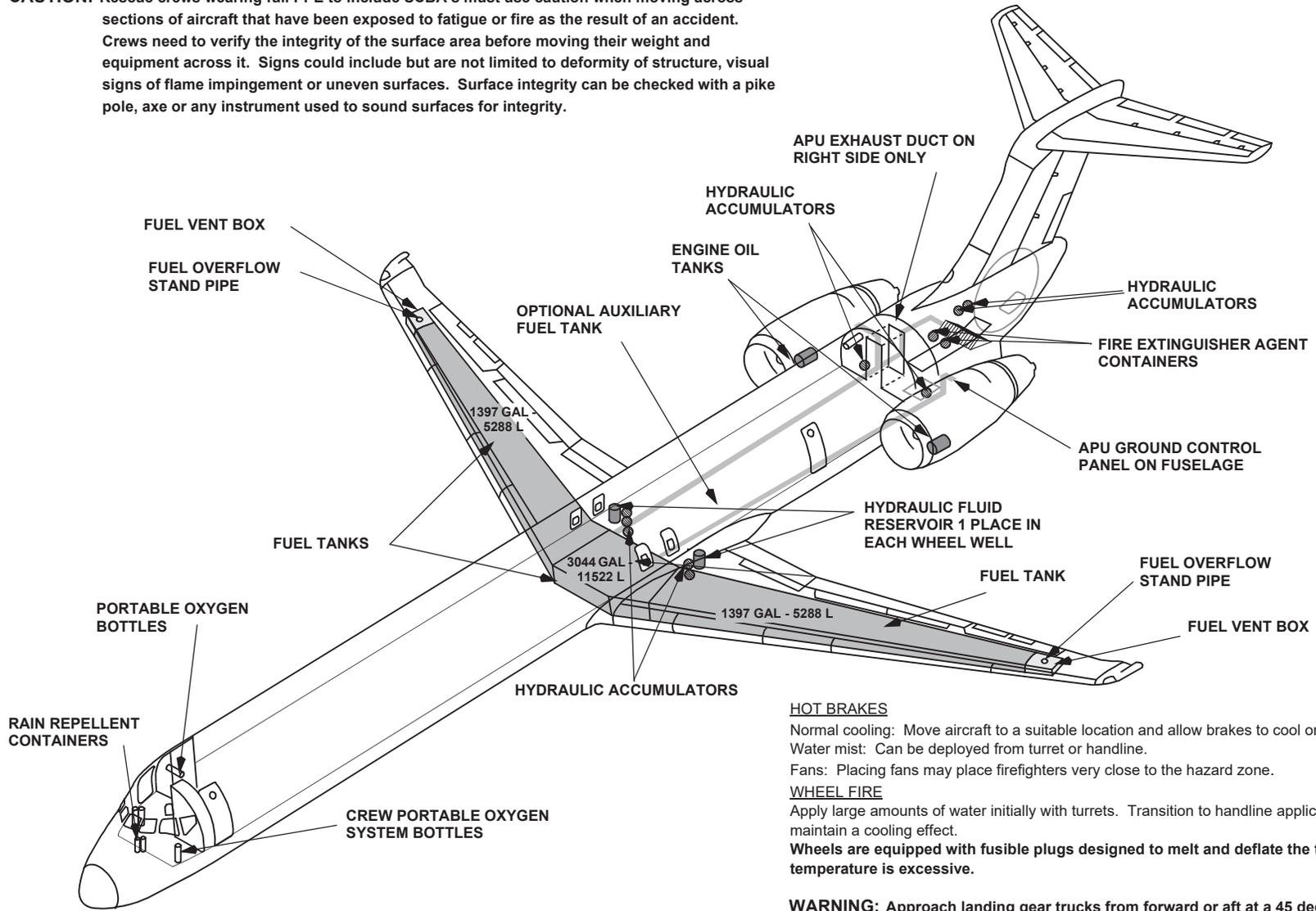


# MD-90 SERIES

# 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**

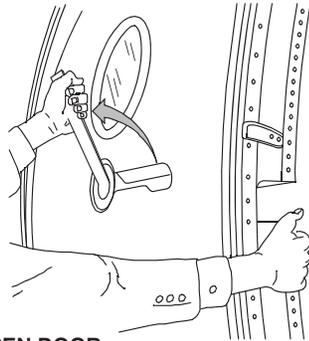
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.  
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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-90 SERIES

# EMERGENCY RESCUE ACCESS-1

## 1 PASSENGER DOOR AND STAIRWAY

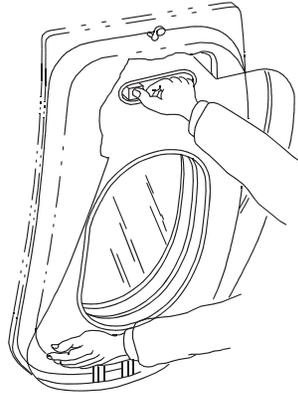


**TO OPEN DOOR:**

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.

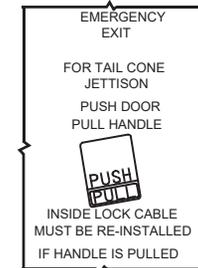
## 2 OVERWING EMERGENCY EXIT



**TO OPEN DOOR:**

1. UNLATCH.
2. PULL HANDLE.
3. LIFT OUT.

## 3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

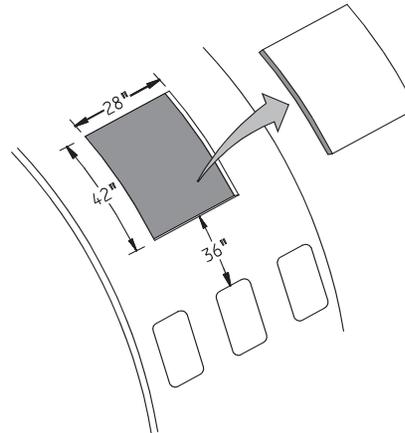


**TO JETTISON TAIL CONE AND INFLATE SLIDE**

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.

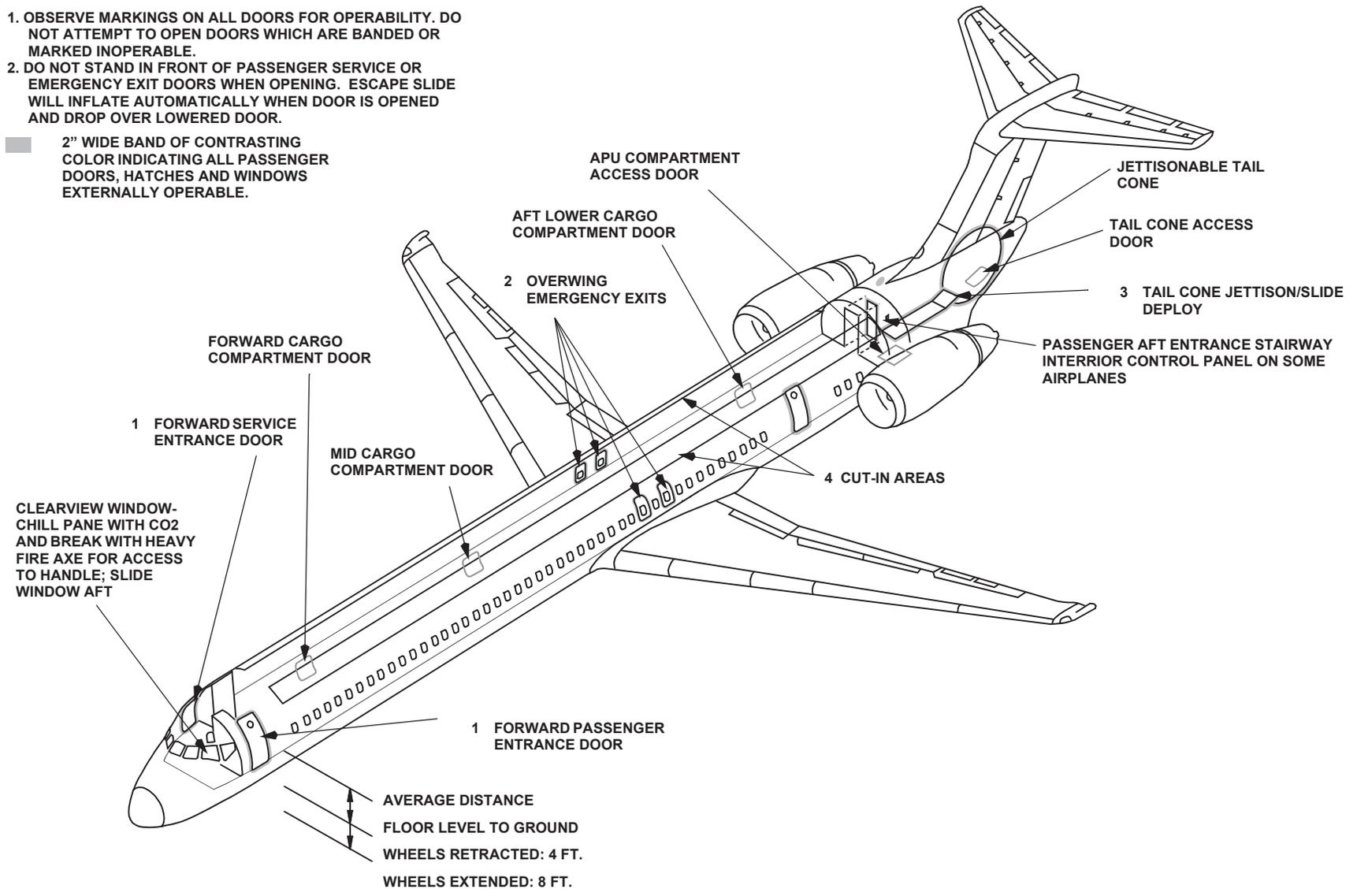
# MD-90 SERIES

# EMERGENCY RESCUE ACCESS-2

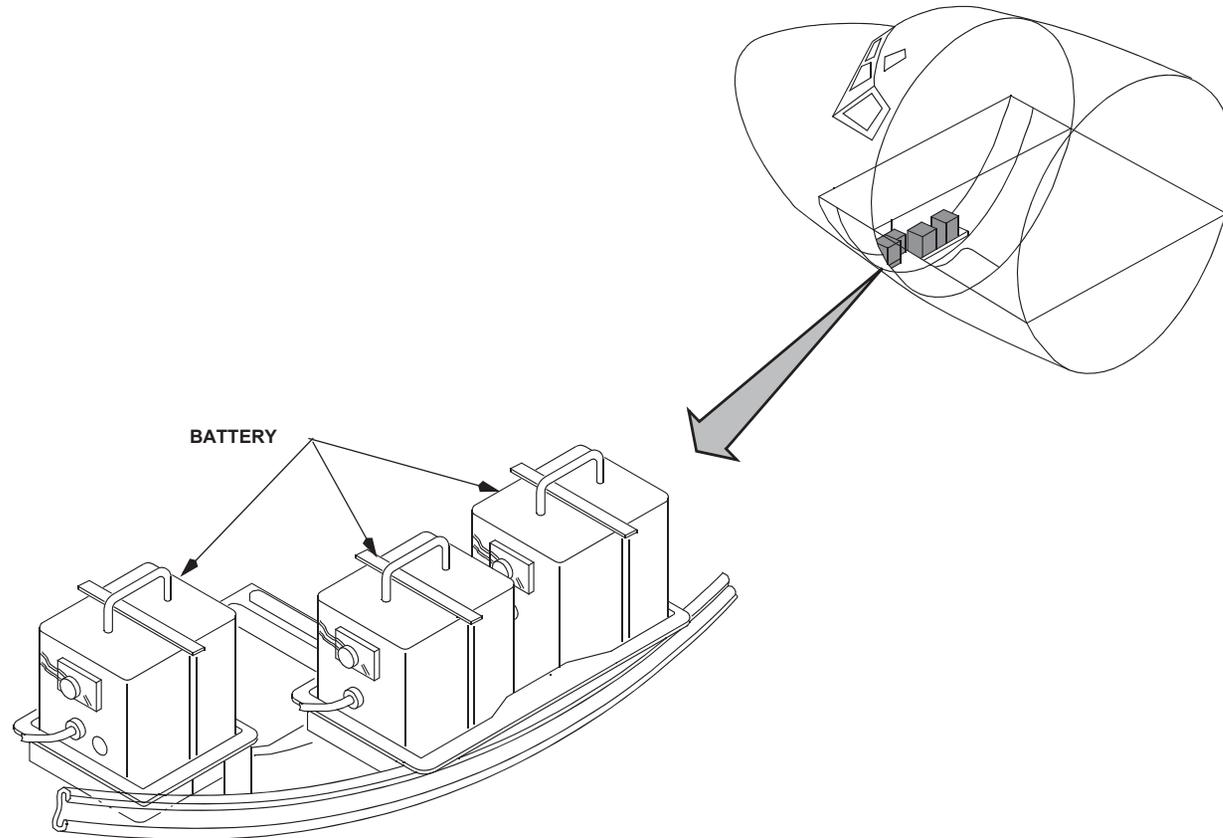
**GENERAL NOTE:**

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.

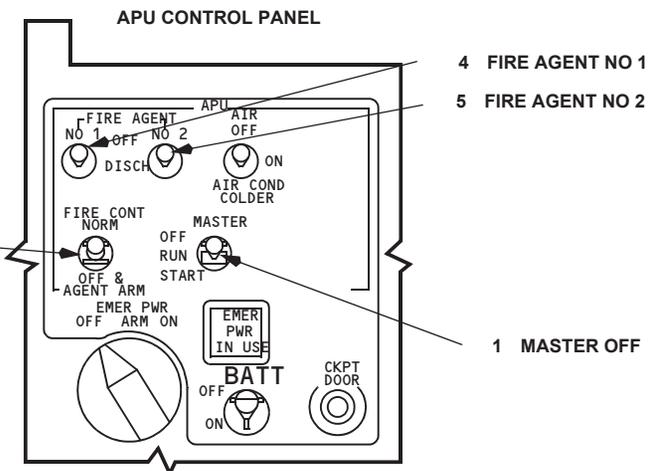
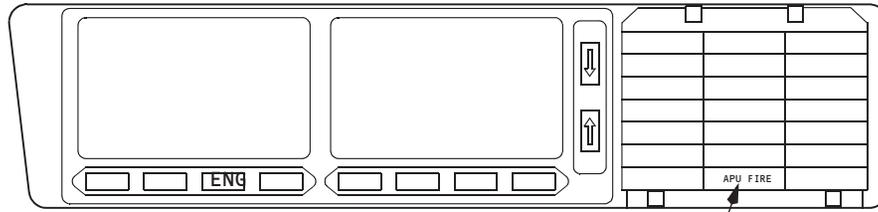


Copyright © Boeing. See title page for details.



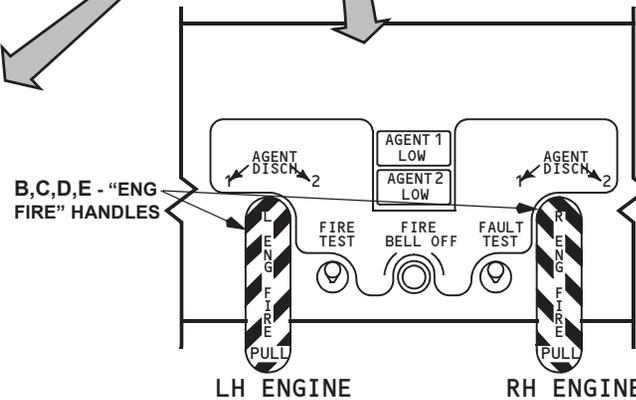
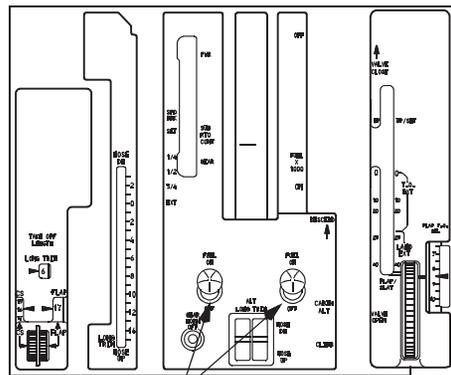
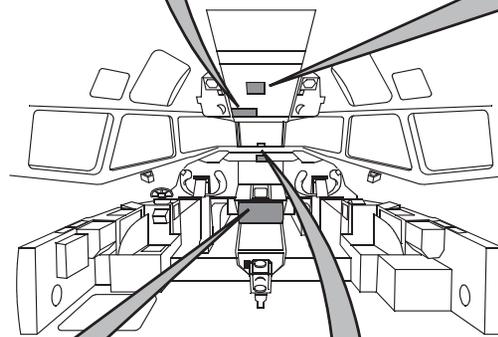
# MD-90 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



**ENGINE SHUTDOWN AND FIRE PROCEDURE:**

- FUEL SWITCHES FROM "ON" TO "OFF" (DOWN).
- IF LIGHT(S) IN HANDLES ARE ILLUMINATED:
- PULL HANDLES FULLY OUT
- ROTATE HANDLE CLOCKWISE
- AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.



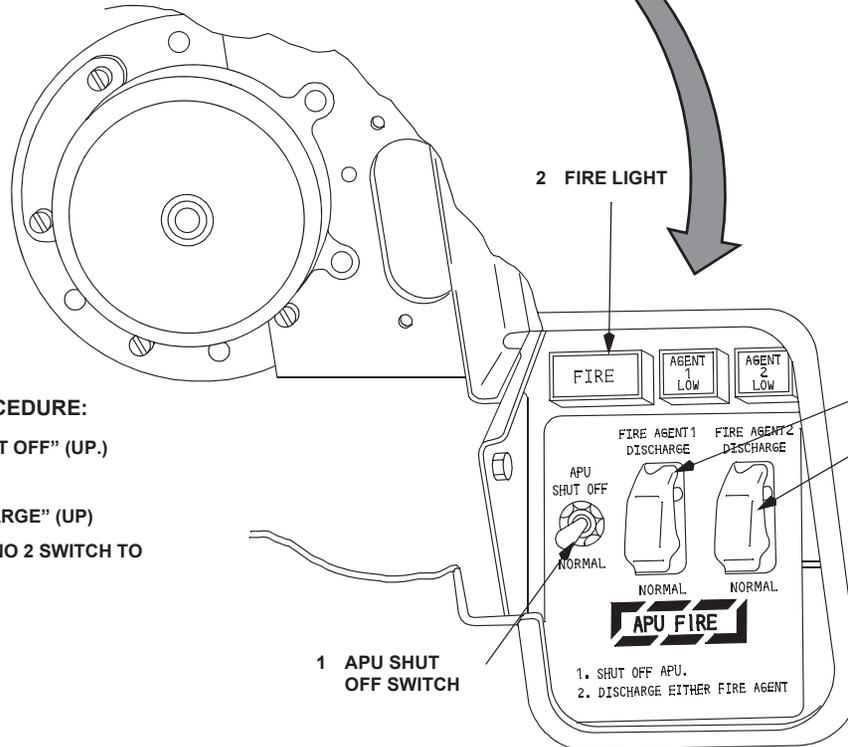
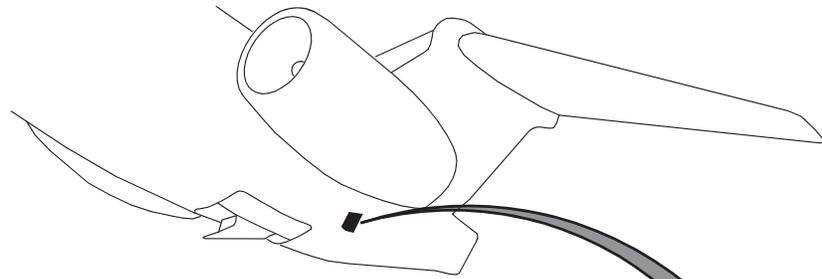
**APU SHUTDOWN AND FIRE PROCEDURE**

- APU "MASTER OFF" SWITCH TO "OFF" (UP).
- IF "APU FIRE" LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO "OFF & AGENT ARM".
- FIRE AGENT NO 1 SWITCH TO "DISCH" (DOWN).
- 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.

MD-90 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.)

1 APU SHUT OFF SWITCH

2 FIRE LIGHT

3 FIRE AGENT 1

4 FIRE AGENT 2