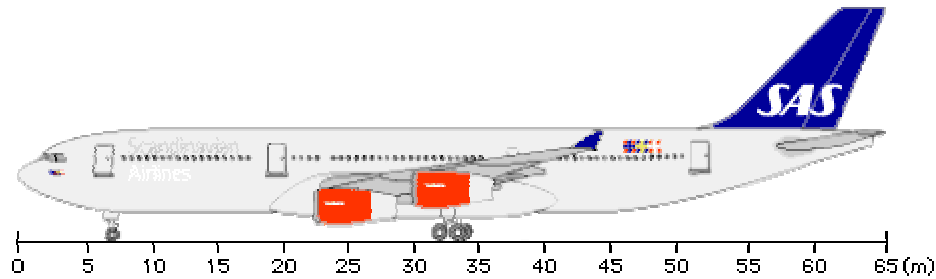


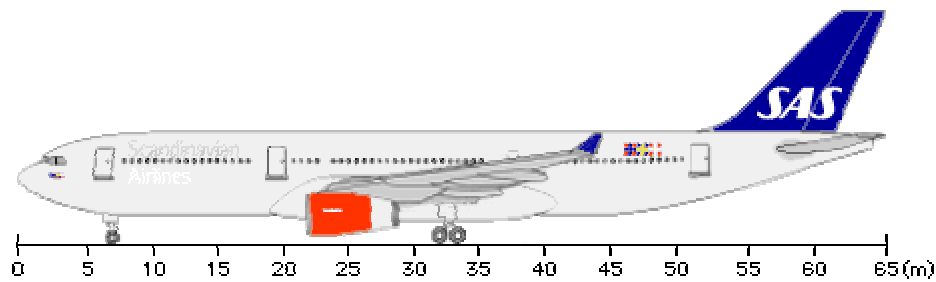
SAS Flygplan 2003

(Källa: SAS)

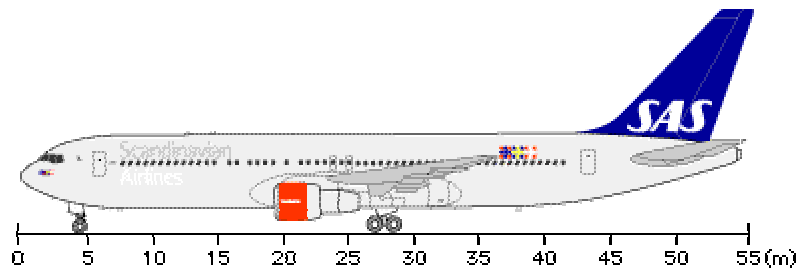
- **Airbus A340-300** (bild nedan)



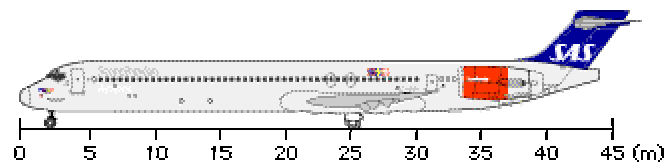
- **Airbus A330-483X** (bild nedan)



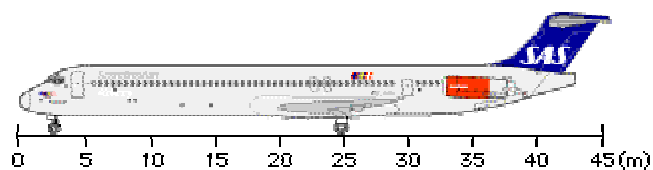
- **Boeing 767-300ER** (bild nedan)



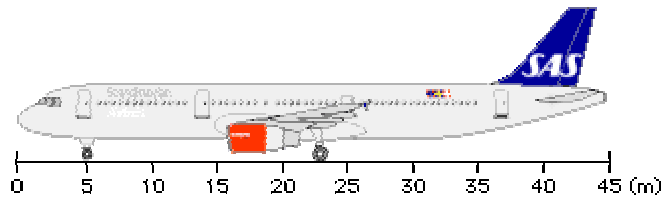
- **McDonnell Douglas MD-90** (bild nedan)



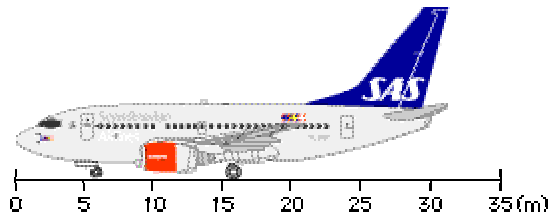
- **McDonnell Douglas MD-81** (bild nedan)



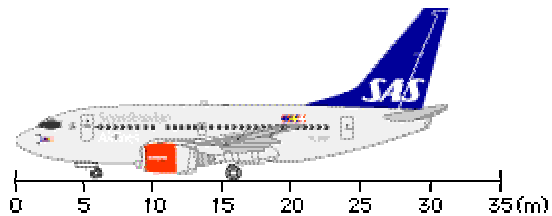
- **Airbus A321-100** (bild nedan)



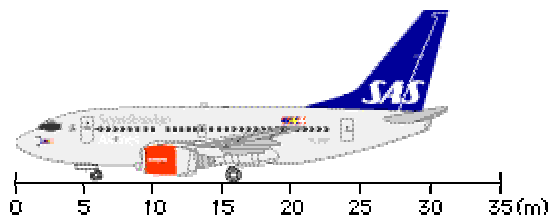
- **Boeing 737-600** (bild nedan)



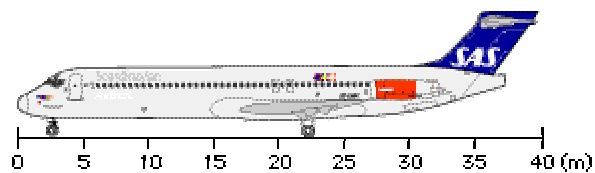
- **Boeing 737-700** (bild nedan)



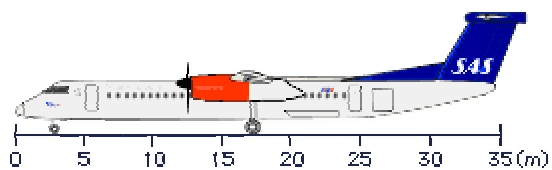
- **Boeing 737-800** (bild nedan)



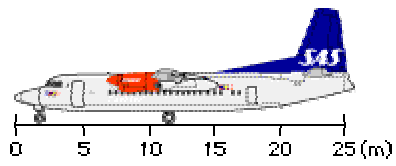
- **McDonnell Douglas MD 87** (bild nedan)



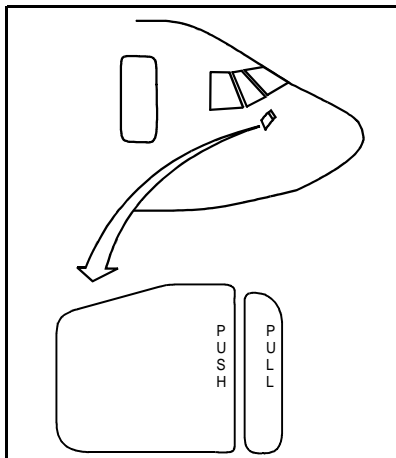
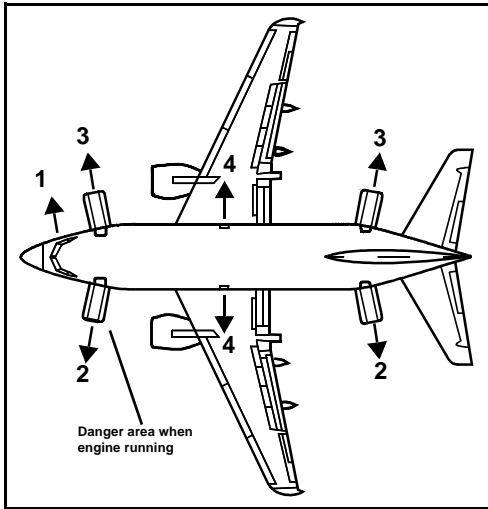
- **DeHavilland Dash Q-400 Commuter** (bild nedan)



- **Fokker 50** (bild nedan)

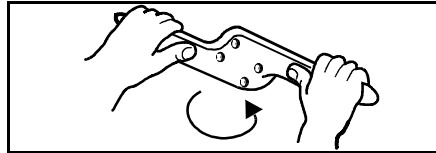


S 737-600/-700 CRASH CREW CHART



1. PILOTS' SLIDING WINDOWS

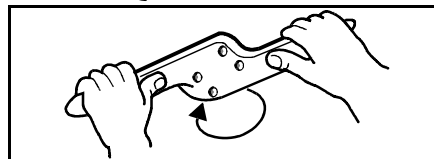
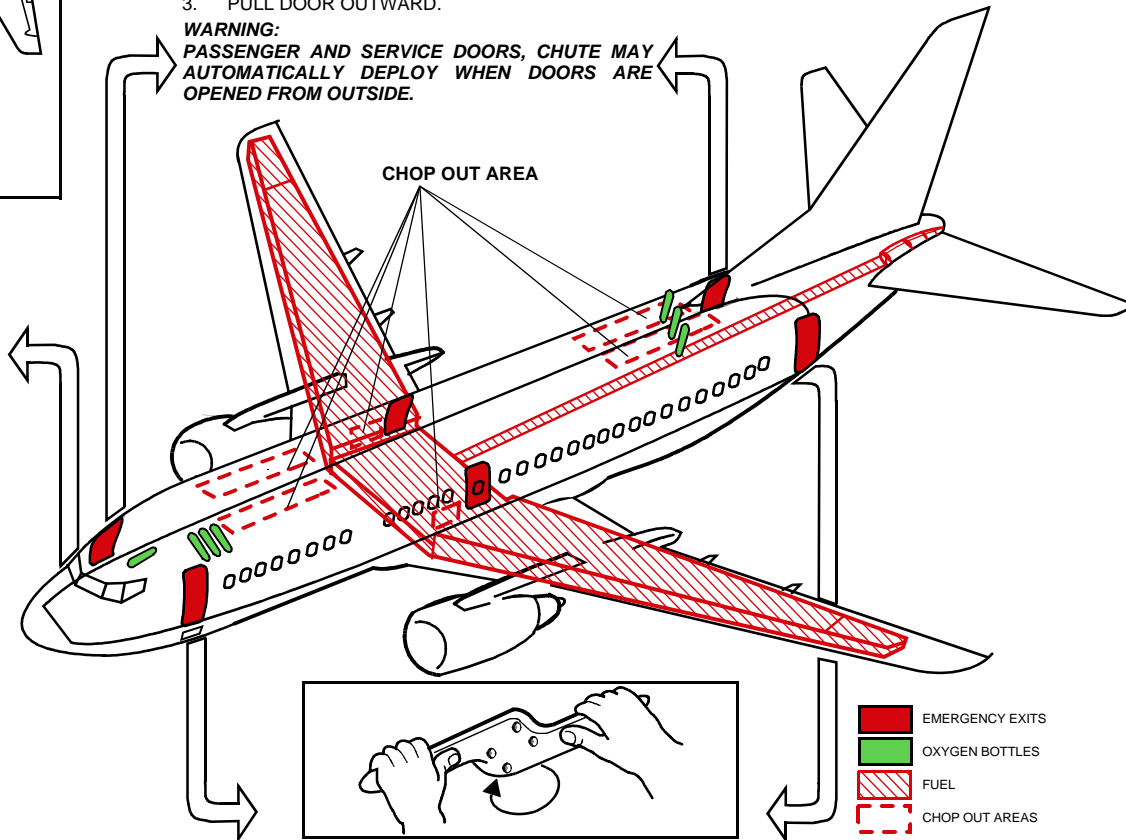
- RH ONLY
TO OPEN WINDOWS FROM OUTSIDE
1. PUSH EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE
 3. SLIDE WINDOW OPEN.



3. FWD AND AFT SERVICE DOOR EXTERNAL HANDLE (RH SIDE).

- TO OPEN DOOR
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

WARNING:
PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.



2. FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE).

- TO OPEN DOOR
1. PULL HANDLE OUTWARD.
 2. ROTATE CLOCKWISE.
 3. PULL DOOR OUTWARD.

WARNING:
PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

INFORMATION:
ALL PASSENGER CHAIRS HAVE NO BRAKE OVER FUNCTION



4. EMERGENCY OVERWING EXIT DOORS PUSH PANEL.

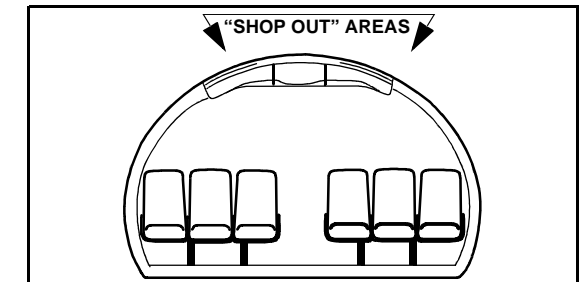
- TO OPEN DOOR:
1. PUSH IN PANEL.
 2. DOOR OPENS OUT AND UP AUTOMATICALLY.

WHEEL FIRE.

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

WARNING:
APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.



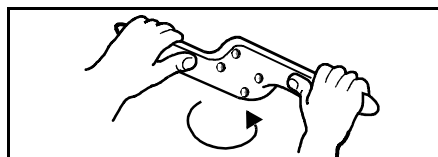
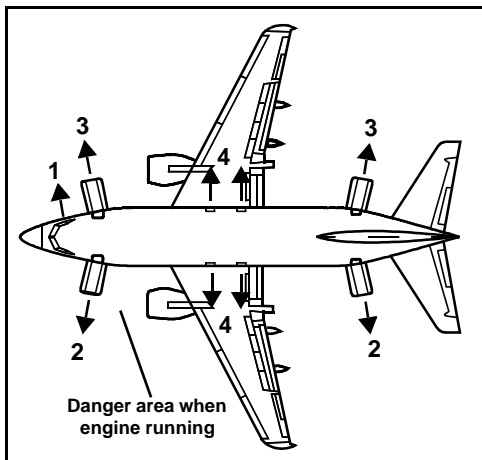
5. AIRPLANE CROSS SECTION.

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".

S 737-800 CRASH CREW CHART



3. FWD AND AFT SERVICE DOOR EXTERNAL HANDLE (RH SIDE).

TO OPEN DOOR

1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING:
PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

INFORMATION:

ALL PASSENGER CHAIRS HAVE NO BRAKE OVER FUNCTION



4. EMERGENCY OVERWING EXIT DOORS PUSH PANEL.

TO OPEN DOOR:

1. PUSH IN PANEL.
2. DOOR OPENS OUT AND UP AUTOMATICALLY.

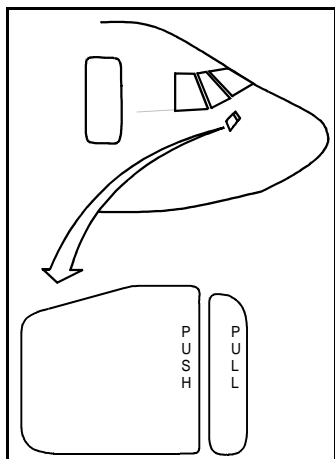
WHEEL FIRE.

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WARNING:

APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

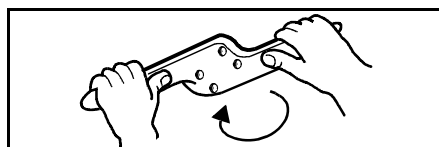
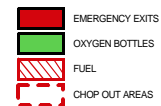
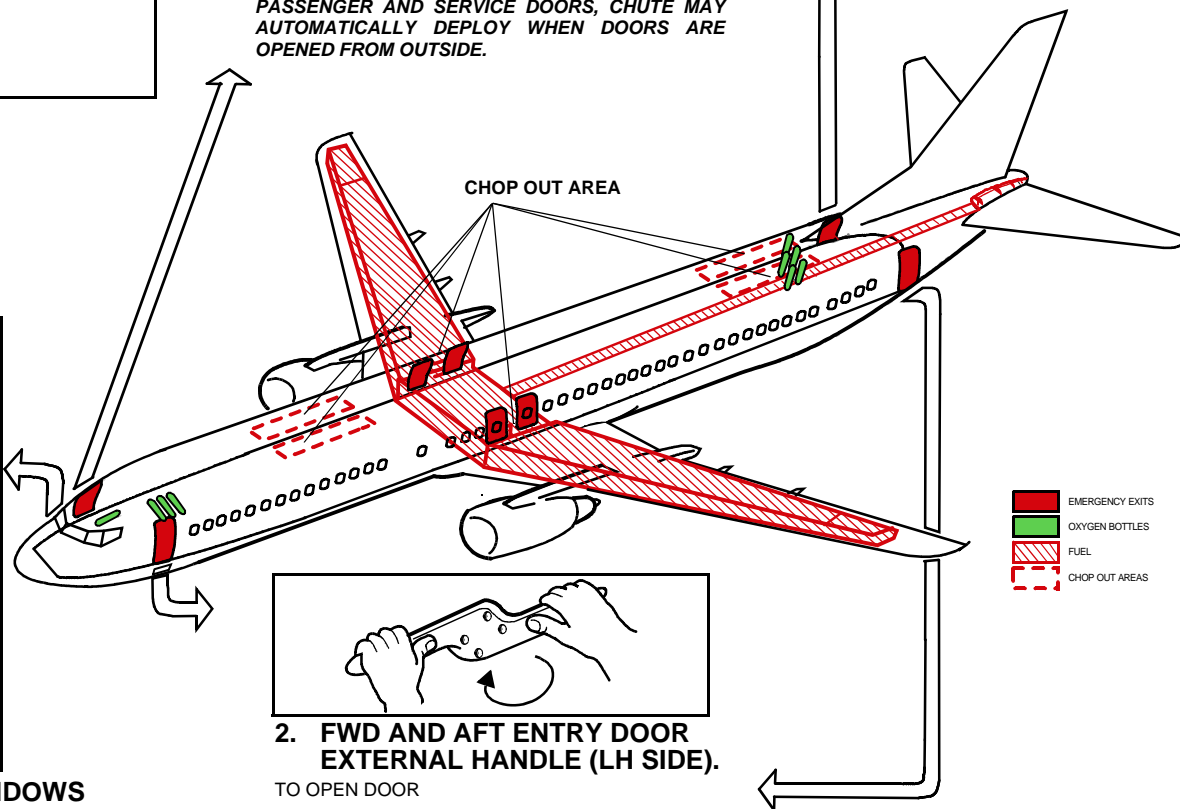


1. PILOTS' SLIDING WINDOWS

RH ONLY

TO OPEN WINDOWS FROM OUTSIDE

1. PUSH EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE
3. SLIDE WINDOW OPEN.

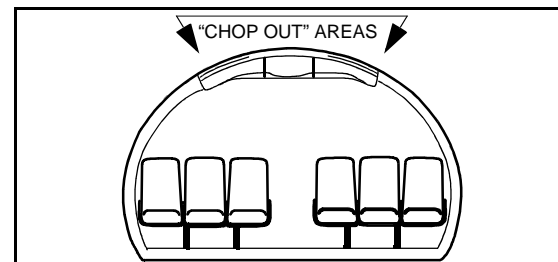


2. FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE).

TO OPEN DOOR

1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING:
PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.



5. AIRPLANE CROSS SECTION.

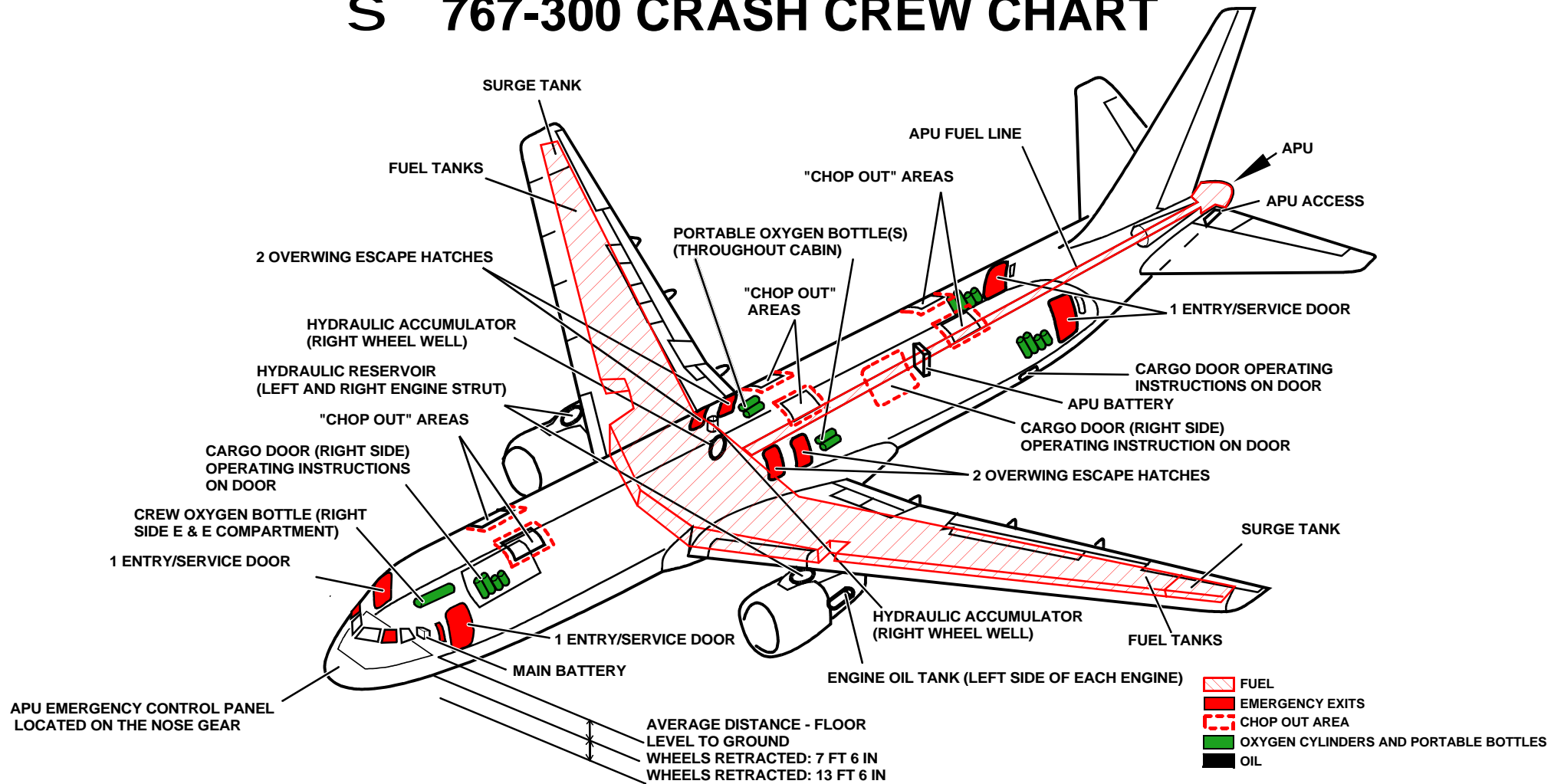
NOTE

"CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT.

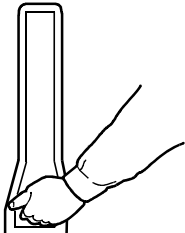
BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN. IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS.

URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT".

S 767-300 CRASH CREW CHART

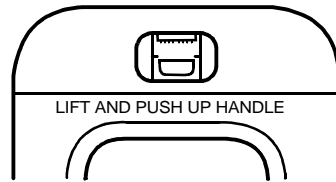


1. ENTRY/SERVICE DOOR EXTERNAL HANDLE.



- TO OPEN DOOR
1. PUSH IN LOWER PART OF HANDLE.
 2. LIFT HANDLE TO UNLOCK DOOR.
 3. RAISE DOOR UPWARD

2. OVERWING ESCAPE HATCHES



- TO OPEN:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
 2. CONTINUE TO RAISE HANDLE TO THE FULL UP POSITION.
 3. PUSH HATCH INWARD AND UPWARD

NOTES

1. ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR HATCH IS OPENED FROM THE OUTSIDE.
 2. COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
- "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE 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".

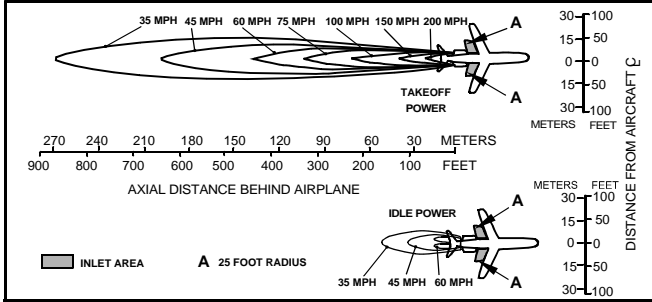
WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG, OR FOAM ARE ACCEPTABLE, IF ALL TIRES ARE DEFLATED ANY EXTINGUISHING AGENT MAY BE USED.

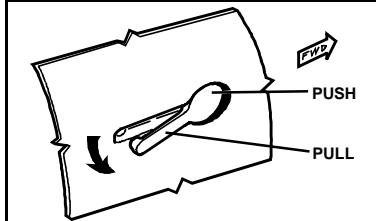
CAUTION.
APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN AND TIRES MAY EXPLODE.

ENGINE DANGER AREA



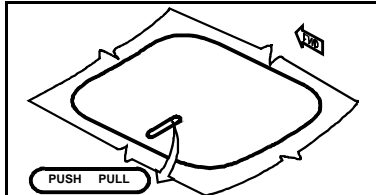
S MD-80 CRASH CREW CHART

LOWER CARGO COMPARTMENT DOOR



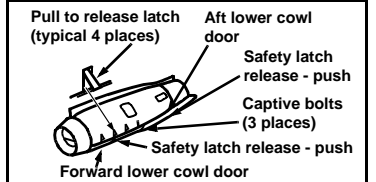
1. Push circular section of door handle inward to raise the handle.
2. Rotate door handle counter-clockwise to latch door.
3. Push upward into cargo compartment.

ELEC/ELECTRONICS COMPARTMENT DOOR



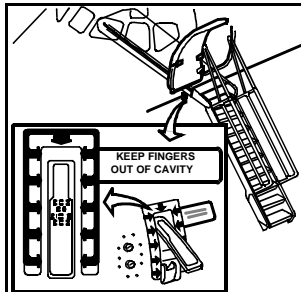
1. Push right side of handle inward and pull left side of handle down to unlatch door.
2. Push door inward and to the left to open.

ENGINE NACELLE LOWER COWL DOORS

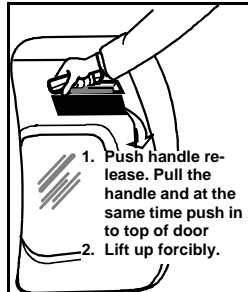
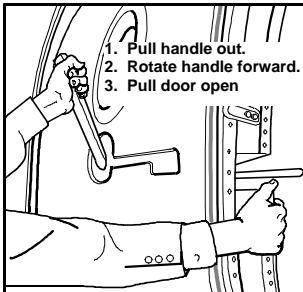


1. Release 4 latches on upper cowl door.
2. Push in safety latch release while holding door up with one hand.
3. Lower door to full open position.
4. Remove 3 captive bolts on aft lower cowl door.
5. Push in safety latch release while holding up door with one hand.
6. Lower door to full open position.

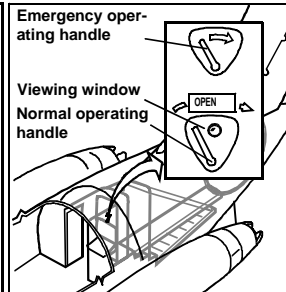
FORWARD PASSENGER STAIRWAY



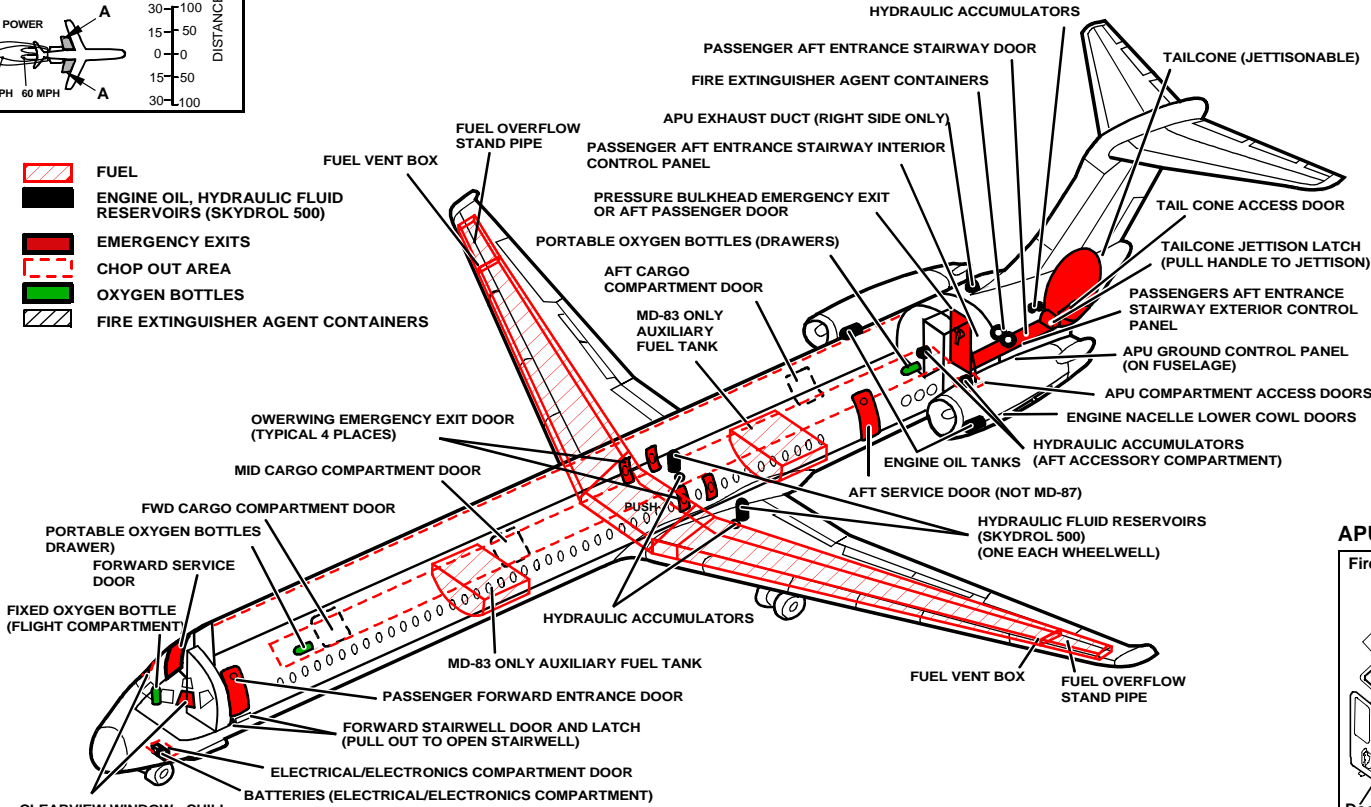
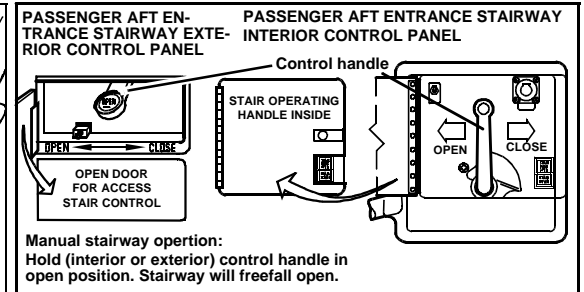
PASSENGER SERVICE DOOR OVERWING EMERGENCY EXIT



AFT PASSENGER DOOR

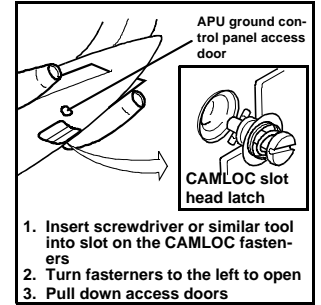


AFT PASSENGER DOORS STAIRWAYS CONTROLS

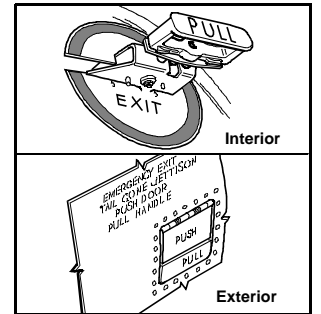


- FUEL
- ENGINE OIL, HYDRAULIC FLUID RESERVOIRS (SKYDROL 500)
- EMERGENCY EXITS
- CHOP OUT AREA
- OXYGEN BOTTLES
- FIRE EXTINGUISHER AGENT CONTAINERS

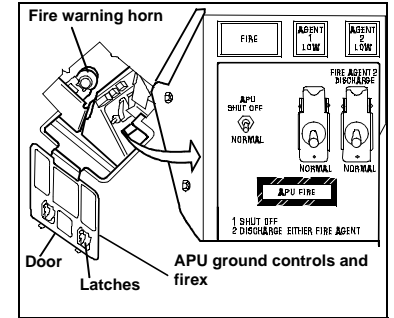
APU ACCESS DOORS



TAIL CONE JETTISON LATCH



APU GROUND PANEL

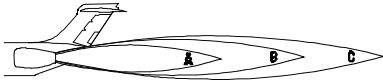


S MD-90 CRASH CREW CHART

JET BLAST AREA

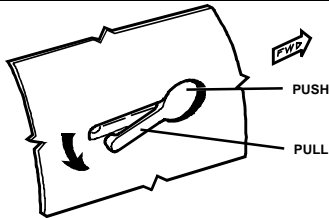
NOTES

- These contours are to be used as guidelines only since the operational environment varies greatly operational safety aspects are the responsibility of the user/planner.
- All velocity values are statute miles per hour.
- Crosswinds will have considerable effect on contours.
- Sea level static - standard day - zero ramp gradient.



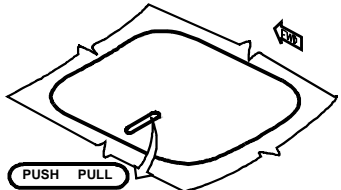
		Aft limit of zone		
		A	B	C
Takeoff power	Feet	35	178	375
	Meters	11	54	114
Breakaway power	Feet	NA	35	78
	Meters	NA	11	24
Idle power	Feet	NA	30	50
	Meters	NA	9	15

LOWER CARGO COMPARTMENT DOOR



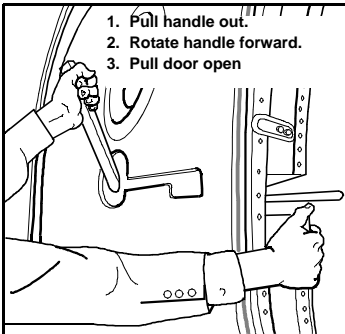
- Push circular section of door handle inward to raise the handle.
- Rotate door handle counter-clockwise to latch door.
- Push upward into cargo compartment.

ELEC/ELECTRONICS COMPARTMENT DOOR



- Push right side of handle inward and pull left side of handle down to unlatch door.
- Push door inward and to the left to open.

PASSENGER SERVICE DOOR



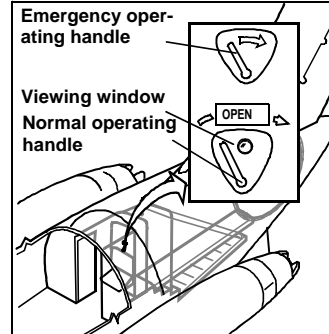
- Pull handle out.
- Rotate handle forward.
- Pull door open

OVERWING EMERGENCY EXIT



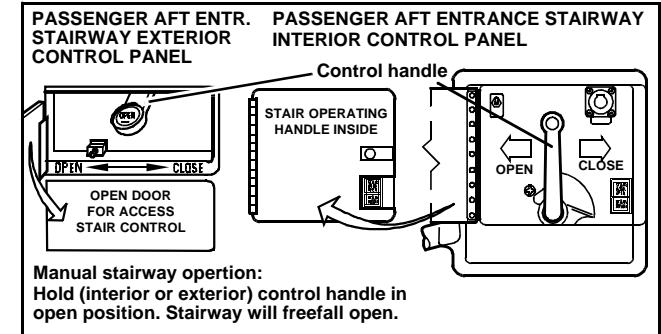
- Push handle release. Pull the handle and at the same time push in to top of door
- Lift up forcibly.

AFT PASSENGER DOOR

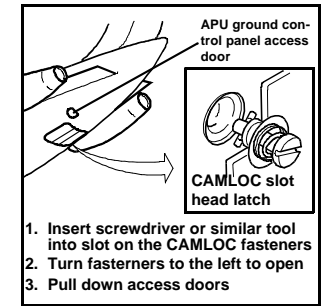


- Emergency operating handle
- Viewing window
- Normal operating handle

AFT PASSENGER DOORS STAIRWAYS CONTROLS

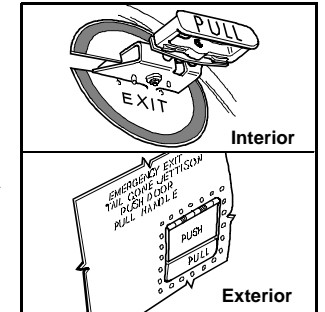


APU ACCESS DOORS

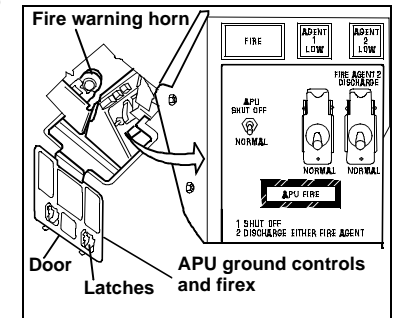


- Insert screwdriver or similar tool into slot on the CAMLOC fasteners
- Turn fasteners to the left to open
- Pull down access doors

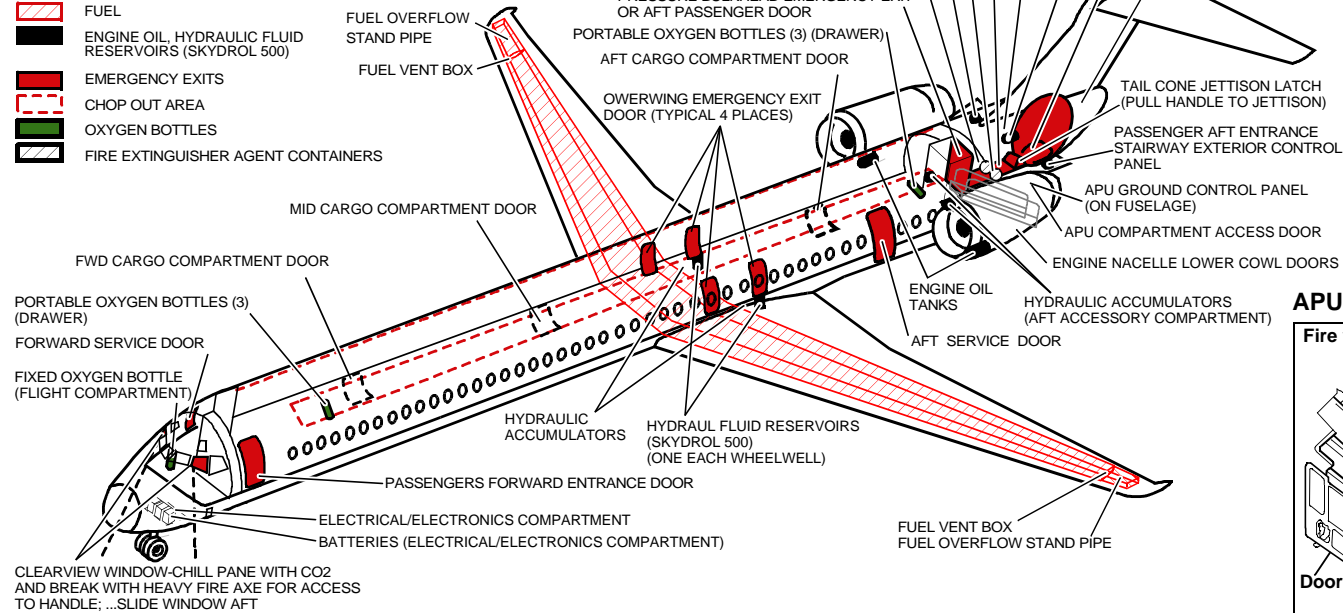
TAIL CONE JETTISON LATCH



APU GROUND PANEL



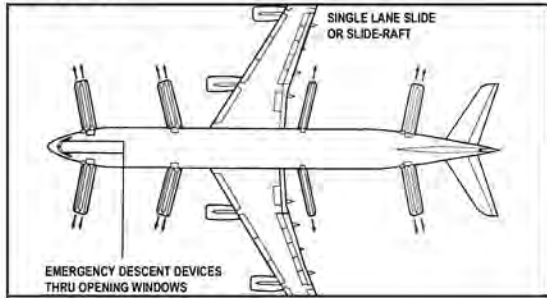
- FUEL
- ENGINE OIL, HYDRAULIC FLUID RESERVOIRS (SKYDROL 500)
- EMERGENCY EXITS
- CHOP OUT AREA
- OXYGEN BOTTLES
- FIRE EXTINGUISHER AGENT CONTAINERS





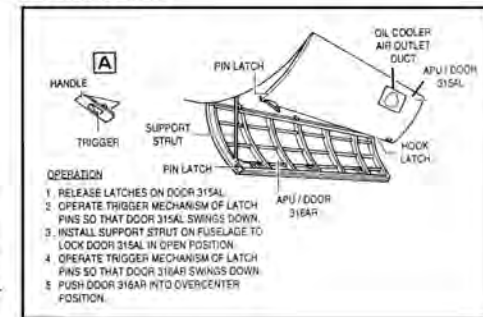
A340 CRASH CREW CHART

EVACUATION

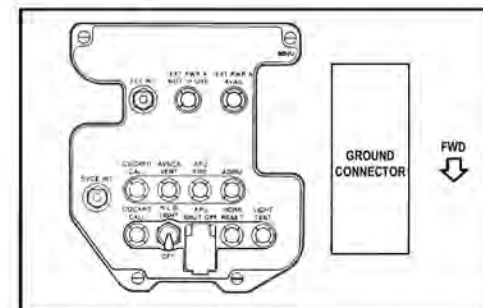
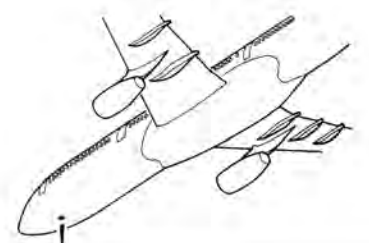
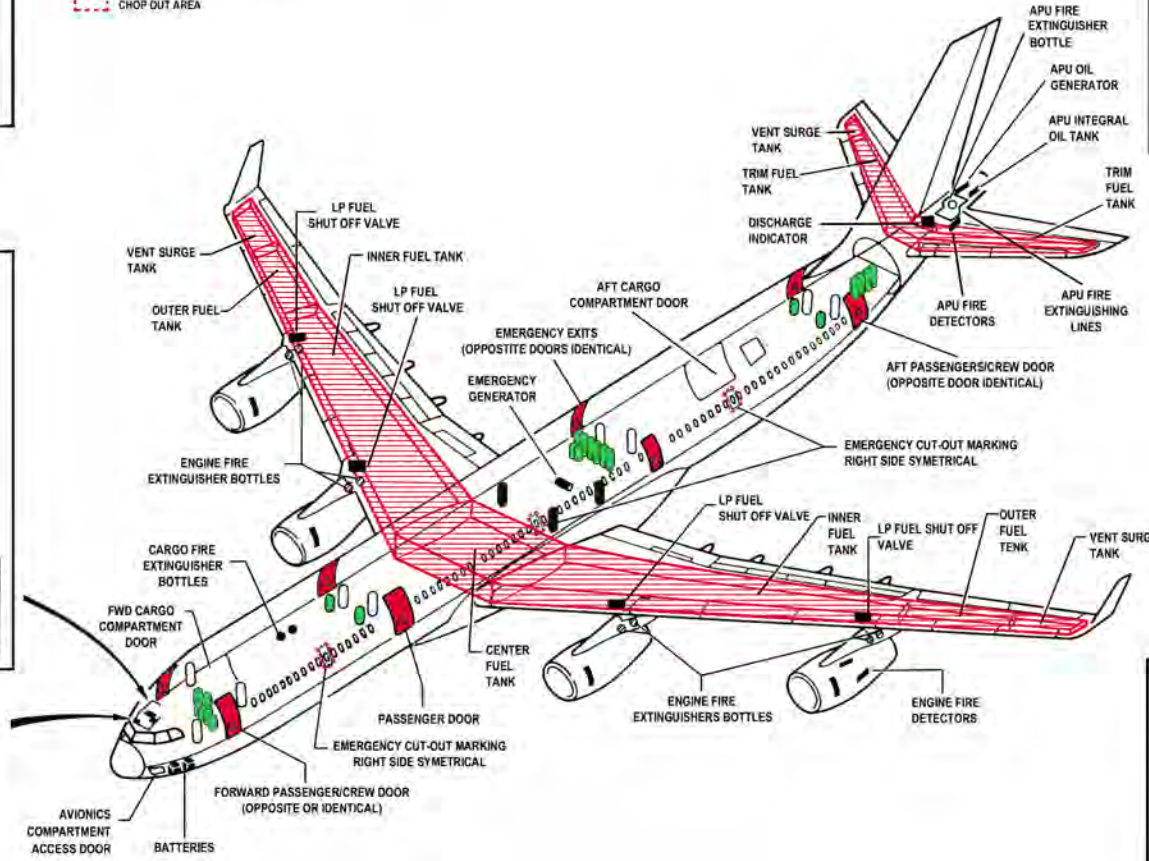
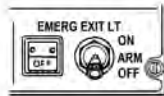
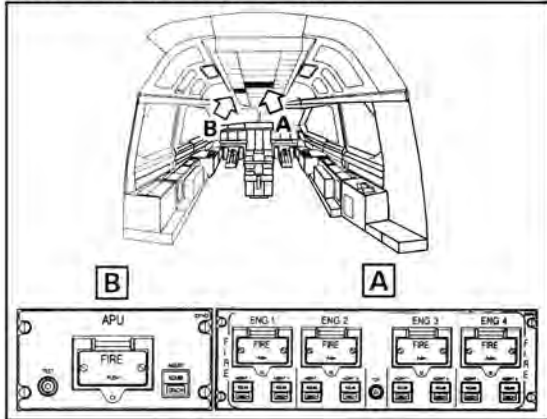


- FUEL
- EMERGENCY EXITS
- OXYGEN CYLINDERS AND PORTABLE BOTTLES
- OIL
- FIRE EXTINGUISHER AGENT CONTAINERS
- CHOP OUT AREA

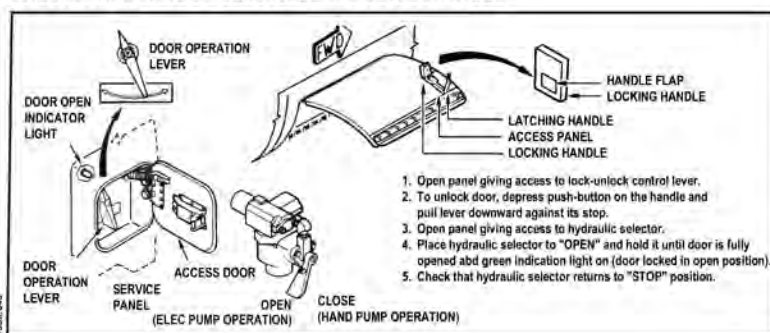
APU ACCESS DOOR



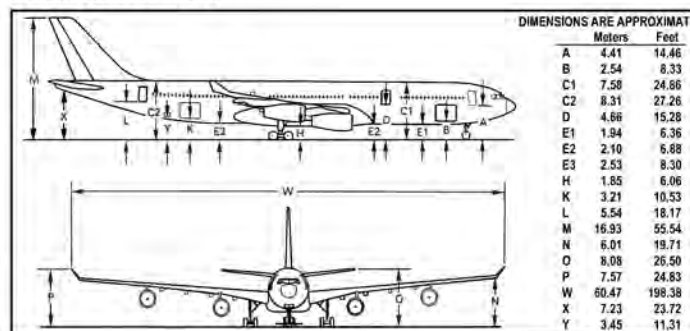
ENGINE 1-4 FIRE AND APU FIRE HANDLES



FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



GROUND CLEARANCES



PASSENGER/CREW DOOR CONTROLS BREAK-IN POINT PRINCIPLE

