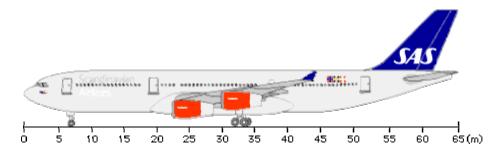
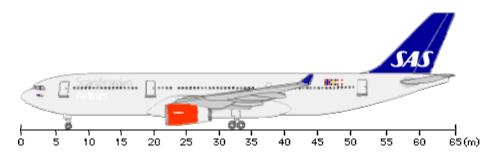
SAS Flygplan 2003 (Källa: SAS)

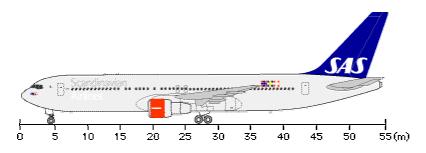
• Airbus A340-300 (bild nedan)



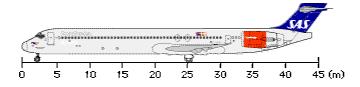
• Airbus A330-483X (bild nedan)



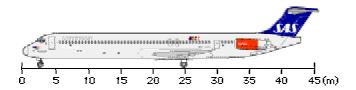
• Boeing 767-300ER (bild nedan)



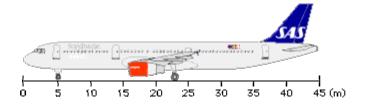
• McDonnell Douglas MD-90 (bild nedan)



• McDonnell Douglas MD-81 (bild nedan)



• Airbus A321-100 (bild nedan)



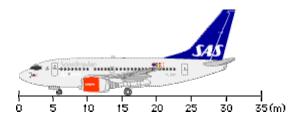
• **Boeing 737-600** (bild nedan)



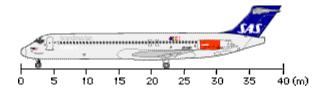
• **Boeing 737-700** (bild nedan)



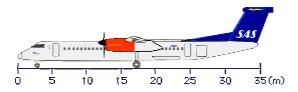
• **Boeing 737-800** (bild nedan)



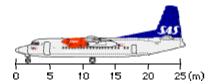
• McDonnell Douglas MD 87 (bild nedan)



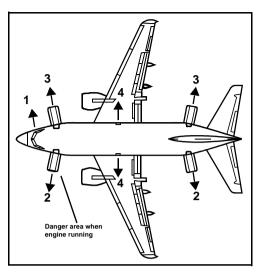
• **DeHavilland Dash Q-400 Commuter** (bild nedan)



• Fokker 50 (bild nedan)



S 737-600/-700 CRASH CREW CHART



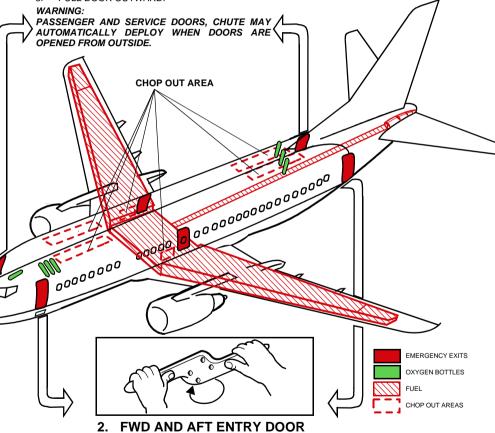
INFORMATION:

ALL PASSENGER CHAIRS HAVE NO BRAKE OVER **FUNCTION**

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

TO OPEN DOOR

- PULL HANDLE OUTWARD.
- ROTATE COUNTERCLOCKWISE.
- PULL DOOR OUTWARD.



4. EMERGENCY OVERWING EXIT DOORS **PUSH PANEL.** TO OPEN DOOR:

AWARNING

DOOR SWINGS OUT AND UP HOLD YOUR KNIE AGAINST DOOR

WHILE OPENING OR SERIOUS

INJURY CAN OCCUR

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

EMERGENCY EXIT

PUSH TO OPEN

DOOR OPENS OUT AND UP

AUTOMATICALLY

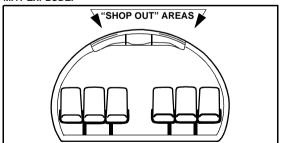
WHEEL FIRE.

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 PRES-SURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPT-ABLE. 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.



AIRPLANE CROSS SECTION.

"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

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

1. PILOTS' SLIDING WINDOWS

TO OPEN WINDOWS FROM OUTSIDE

- PUSH EXTERNAL ACCESS DOOR.
- PULL EXTERNAL RELEASE HANDLE
- SLIDE WINDOW OPEN.

TO OPEN DOOR

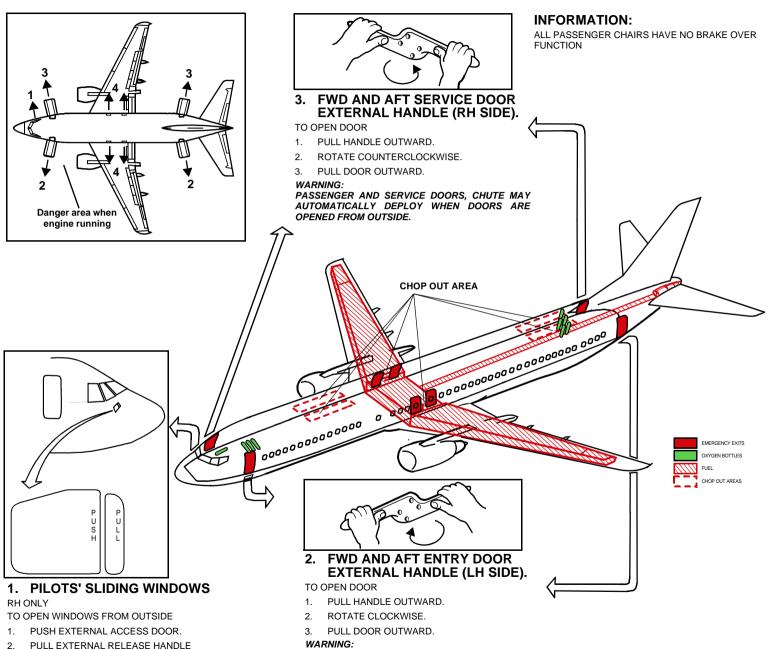
- PULL HANDLE OUTWARD
- ROTATE CLOCKWISE.
- PULL DOOR OUTWARD. 3.

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

EXTERNAL HANDLE (LH SIDE).

RH ONLY

S 737-800 CRASH CREW CHART



PASSENGER AND SERVICE DOORS, CHUTE MAY

AUTOMATICALLY DEPLOY WHEN DOORS ARE

OPENED FROM OUTSIDE.



4. EMERGENCY OVERWING EXIT DOORS PUSH PANEL.

TO OPEN DOOR:

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

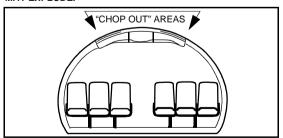
WHEEL FIRE.

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 PRES-SURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPT-ABLE. 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.

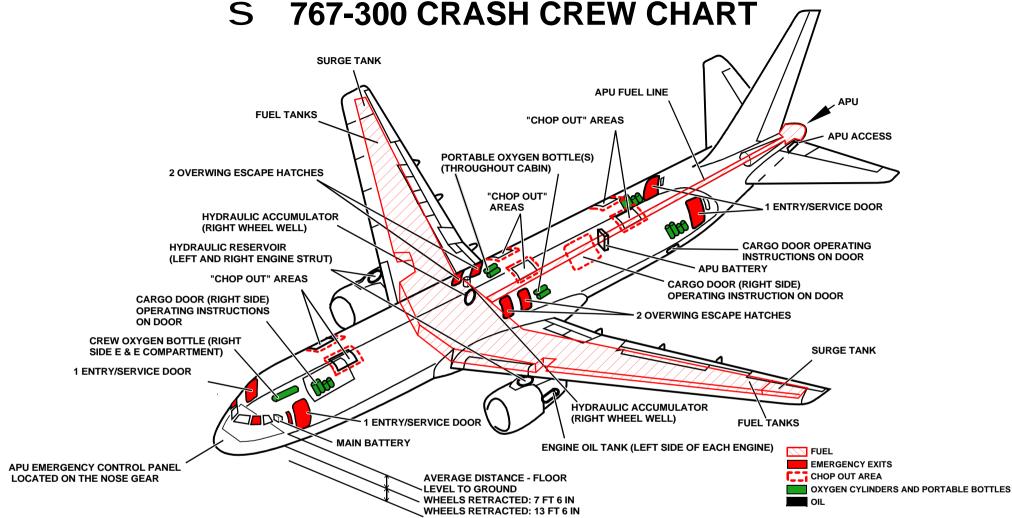
NOTE

"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".

3. SLIDE WINDOW OPEN.







NOTES

- ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR HATCH IS OPENED FROM THE OUTSIDE.
- COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

"CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE EQUIPMENT.

BECAUSE OF TYPE OF STRUCTURE AND POS-SIBLE 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 FOR-WARD OR AFT WHEN AND TIRES MAY EXPLODE.

ENGINE DANGER AREA TAKEOFE METERS FFFT 100 500 400 300 AXIAL DISTANCE BEHIND AIRPLANE INLET AREA A 25 FOOT RADIUS

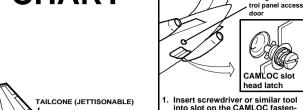
MD-80 CRASH CREW CHART

PASSENGER AFT ENTRANCE STAIRWAY DOOR

FIRE EXTINGUISHER AGENT CONTAINERS

APU EXHAUST DUCT (RIGHT SIDE ONLY

HYDRAULIC ACCUMULATORS



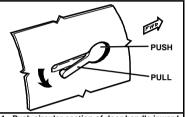
- into slot on the CAMLOC fasten-
- 2. Turn fasterners to the left to open

Pull down access doors

APU ACCESS DOORS

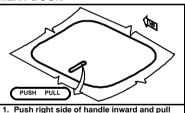
APU ground con





- 1. 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 COMPART-MENT DOOR



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

LOWER CARGO COMPARTMENT DOOR



ENGINE NACELLE LOWER COWL DOORS OWERWING EMERGENCY EXIT DOOR (TYPICAL 4 PLACES) HYDRAULIC ACCUMULATORS ENGINE OIL TANKS (AFT ACCESSORY COMPARTMENT) MID CARGO COMPARTMENT DOOR

FT SERVICE DOOR (NOT MD-87) FWD CARGO COMPARTMENT DOOR HYDRAULIC FLUID RESERVOIRS PORTABLE OXYGEN BOTTLES (SKYDROL 500) DRAWER) (ONE EACH WHEELWELL) FORWARD SERVICE DOOR

HYDRAULIC ACCUMULATORS

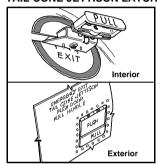
MD-83 ONLY AUXILIARY FUEL TANK

PASSENGER FORWARD ENTRANCE DOOR FORWARD STAIRWELL DOOR AND LATCH (PULL OUT TO OPEN STAIRWELL)

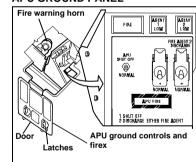
ELECTRICAL/ELECTRONICS COMPARTMENT DOOR BATTERIES (ELECTRICAL/ELECTRONICS COMPARTMENT)

CLEARVIEW WINDOW - CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; ... SLIDE WINDOW AFT

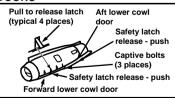
TAIL CONE JETTISON LATCH



APU GROUND PANEL



ENGINE NACELLE LOWER COWL DOORS



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

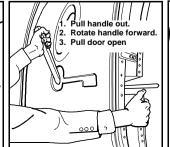
FORWARD PASSENGER **STAIRWAY**

FIXED OXYGEN BOTTLE

(FLIGHT COMPARTMENT

PASSENGER SERVICE DOOR OVERWING **EMERGENCY EXIT**

FUEL OVERFLOW





Emergency operating handle Viewing window Normal operating 07 handle

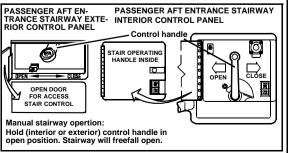
AFT PASSENGER DOOR

FUEL VENT BOX

FUEL OVERFLOW

STAND PIPE

AFT PASSENGER DOORS STAIRWAYS CONTROLS



MD-90 CRASH CREW CHART

JET BLAST AREA

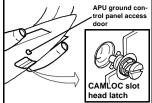
NOTES

- 1. 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.
- 2. All velocity values are statute miles per hour.
- 3. Crosswinds will have considerable effect on contours.
- 4. Sea level static standard day zero ramp gradient.



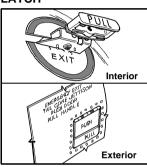
		Aft limit of zone		
		Α	В	С
Wind velocity (Statue MPH)		300	100	60
Takeoff power	Feet	35	178	375
	Meters	11	54	114
Breakaway power	Feet	NA	35	78
	Meters	NA	11	24
Idle power	Feet	NA	30	50
	Meters	NA	9	15

APU ACCESS DOORS

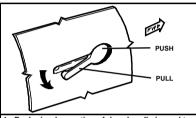


- Insert screwdriver or similar tool into slot on the CAMLOC fasteners
- 2. Turn fasterners to the left to open 3. Pull down access doors

TAIL CONE JETTISON LATCH



LOWER CARGO COMPARTMENT DOOR



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

FUEL FUEL OVERFLOW ENGINE OIL, HYDRAULIC FLUID RESERVOIRS (SKYDROL 500) STAND PIPE EMERGENCY EXITS CHOP OUT AREA OXYGEN BOTTLES FIRE EXTINGUISHER AGENT CONTAINERS MID CARGO COMPARTMENT DOOR FWD CARGO COMPARTMENT DOOR

PORTABLE OXYGEN BOTTLES (3)

CLEARVIEW WINDOW-CHILL PANE WITH CO2

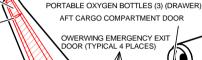
TO HANDLE: ...SLIDE WINDOW AFT

AND BREAK WITH HEAVY FIRE AXE FOR ACCESS

FORWARD SERVICE DOOR

FIXED OXYGEN BOTTLE (FLIGHT COMPARTMENT





CONTROL PANEL



HYDRAUL FLUID RESERVOIRS

(SKYDROL 500) (ONE EACH WHEELWELL)

PASSENGER AFT ENTRANCE STAIRWAY DOOR

FIRE EXTINGUISHER AGENT CONTAINERS

APU EXHAUST DUCT (RIGHT SIDE ONLY)

PASSENGER AFT ENTRANCE STAIRWAY INTERIOR

OR AFT PASSENGER DOOR

PRESSURE BULKHEAD EMERGENCY EXIT



ENGINE OIL

FUEL VENT BOX

FUEL OVERFLOW STAND PIPE

AFT SERVICE DOOR

TANKS

HYDRAULIC ACCUMULATORS (AFT ACCESSORY COMPARTMENT)

PASSENGER AFT ENTRANCE STAIRWAY

TAIL CONE ACCESS

TAIL CONF (JETTISONABLE)

TAIL CONE JETTISON LATCH

(PULL HANDLE TO JETTISON)

PASSENGER AFT ENTRANCE STAIRWAY EXTERIOR CONTROL

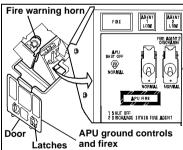
ENGINE NACELLE LOWER COWL DOORS

EXTERIOR CONTROL PANEL

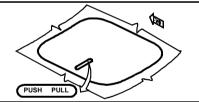
HYDRAULIC

ACCUMULATORS

APU GROUND PANEL



ELEC/ELECTRONICS COMPART-MENT 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. PASSENGER SERVICE DOOR

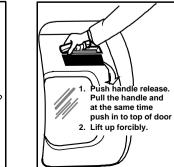
1. Pull handle out.

3. Pull door open

2. Rotate handle forward.

OVERWING **EMERGENCY EXIT**

(DRAWER)



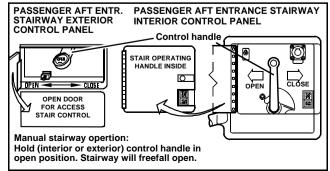


ELECTRICAL/ELECTRONICS COMPARTMENT

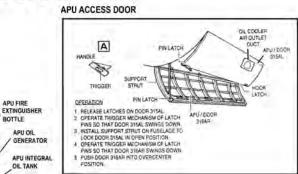
PASSENGERS FORWARD ENTRANCE DOOR

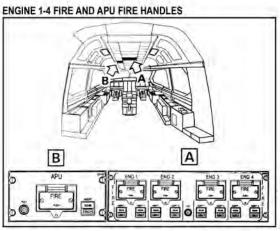
BATTERIES (ELECTRICAL/ELECTRONICS COMPARTMENT)

AFT PASSENGER DOORS STAIRWAYS CONTROLS



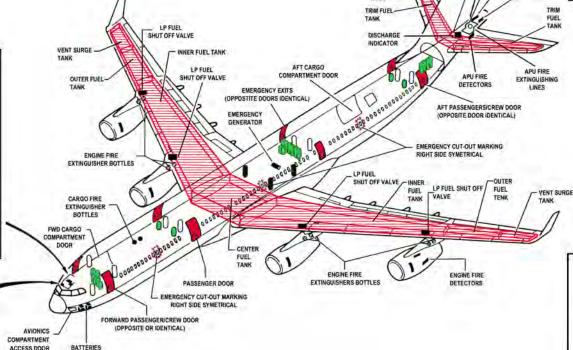
A340 CRASH CREW CHART SINGLE LANE SLIDE OR SLIDE-RAFT EMERGENCY EXITS **OXYGEN CYLINDERS AND PORTABLE BOTTLES** FIRE EXTINGUISHER AGENT CONTAINERS CHOP OUT AREA LP FUEL SHUT OFF VALVE DISCHARGE VENT SURGE INNER FUEL TANK TANK AFT CARGO 1 P FILE SHUT OFF VALVE **OUTER FUEL**

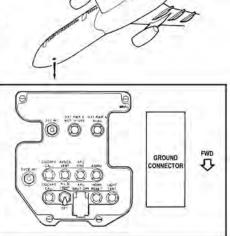




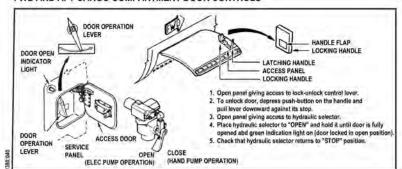
EVACUATION

EMERGENCY DESCENT DEVICES THRU OPENING WINDOWS



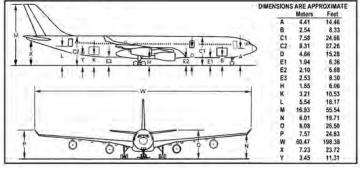


FWD AND AFT CARGO COMPARTMENT DOOR CONTROLS



EMERG EXIT LT

GROUND CLEARANCES



PASSENGER/CREW DOOR CONTROLS BREAK-IN POINT PRINCIPLE

