

SAFETY SUPPLEMENT

TECHNICAL MANUAL

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES)

THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 9, DATED 1 JULY 2004, LOCATED AT WEB SITE:
<http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm>.

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PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE

9 September 2004

1. PURPOSE.

This supplement provides instructions for update of TO 00-105E-9 Revision 9, dated 1 July 2004, affecting Chapter 6 USAF Cargo Aircraft. This supplement is a updated file for the latest information regarding the C-40A/B/C Joint Service aircraft procedures.

2. INSTRUCTIONS.

- a. This information, formatted in PDF, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function, available free from Adobe.com.
- b. This supplement to Chapter 6 adds information based on newly researched source data information regarding this Cargo aircraft. The new file update should be added to Chapter 6 in TO 00-105E-9 Revision 9. The end user should save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement with the main Technical Order according to current regulations.

NOTE

This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-2 paragraphs 1-1.4, 1-1.4.1, and 1-1.6 for Local Reproduction of TOs and Digital Media guidance.

THE END

AIRCRAFT PAINT SCHEME

APPLICABILITY: USN C-40A (C-9 REPLACEMENT)



AIRCRAFT PAINT SCHEME

APPLICABILITY: USAF C-40B (VIP TRANSPORT)



AIRCRAFT PAINT SCHEME #1

APPLICABILITY: USAF C-40C (C-22 REPLACEMENT)



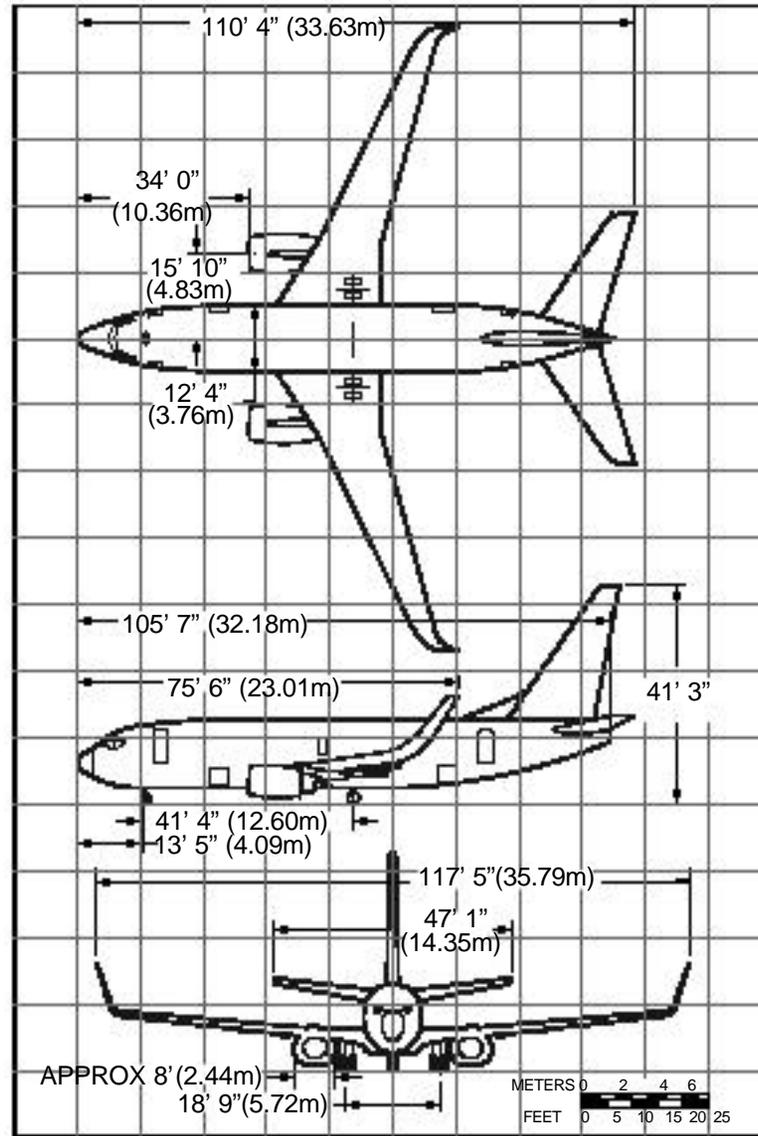
AIRCRAFT PAINT SCHEME #2

APPLICABILITY: USAF C-40C (C-22 REPLACEMENT)



AIRCRAFT DIMENSIONS

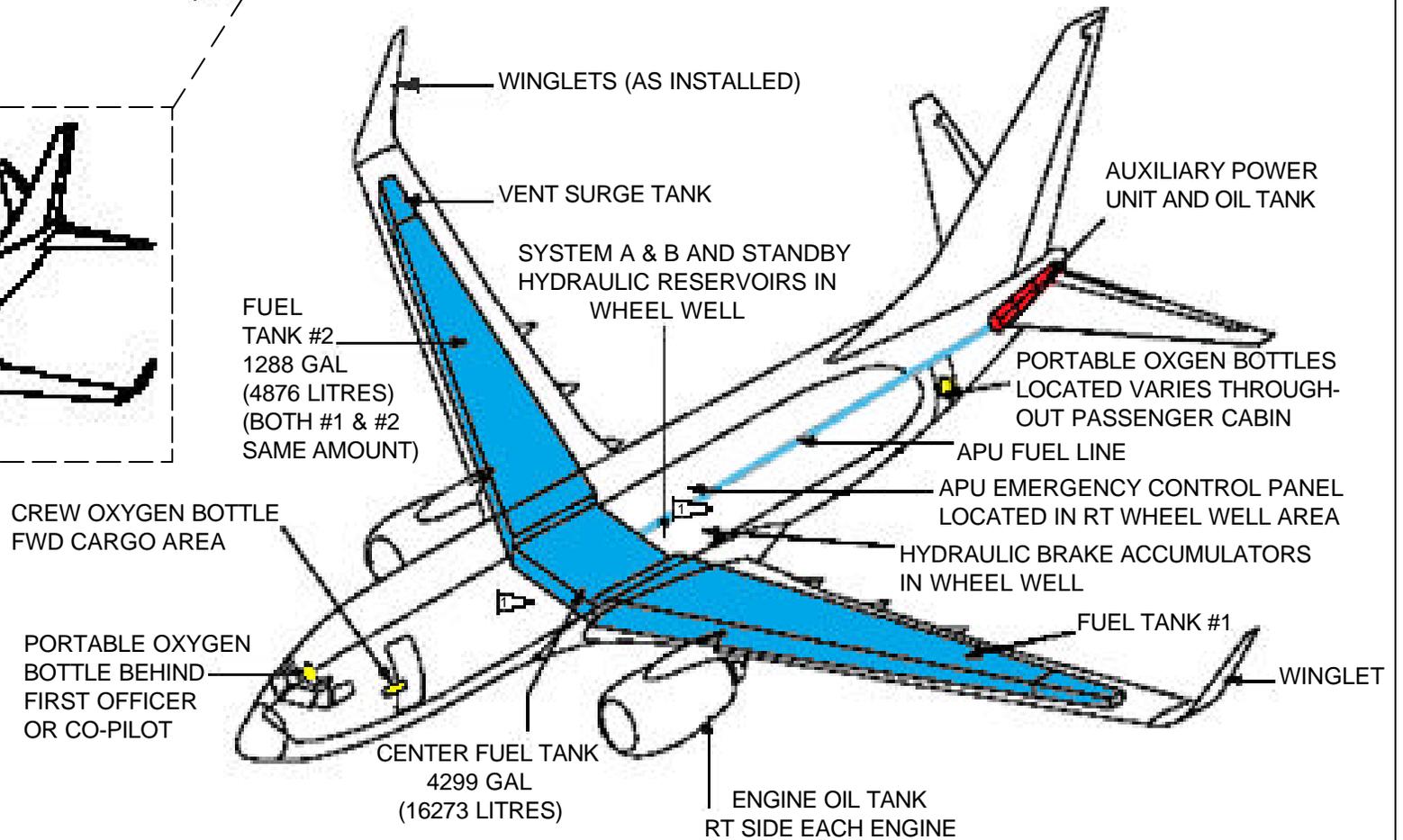
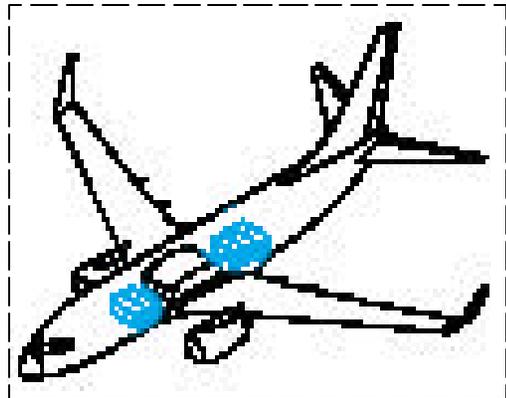
EFFECTIVITY:
737-700 WITH WINGLETS



737-600/700/800 MAIN FUEL TANKS WITH C-40 AUXILIARY TANKS LOCATIONS

FUEL CAPACITY: 6878 US GALS

AUXILIARY FUEL TANK LOCATIONS - 3 AFT/2 FWD FOR C-40A/B/C



FUEL TANK #2
1288 GAL
(4876 LITRES)
(BOTH #1 & #2
SAME AMOUNT)

CENTER FUEL TANK
4299 GAL
(16273 LITRES)

CREW OXYGEN BOTTLE
FWD CARGO AREA

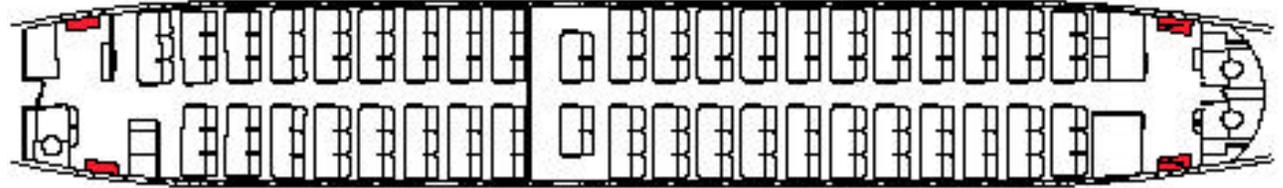
PORTABLE OXYGEN
BOTTLE BEHIND
FIRST OFFICER
OR CO-PILOT

ENGINE OIL TANK
RT SIDE EACH ENGINE

C-40A CABIN CONFIGURATIONS

The C-40A aircraft configuration is a modified 737-700 IGW/QC (Quick Change) jetliner which increases the logistical capabilities of the U.S. Navy's worldwide fleet. It can be configured as an all-passenger, all-cargo or combination of the two. Designated C-40A, the aircraft will be used for the Navy Unique Fleet Essential Airlift (NUFEA) mission, transporting both passengers and cargo around the world. The C-40A can operate in three configurations: an all-passenger (121) configuration, an all-cargo configuration of up to eight pallets, or a combination (or "combi") configuration that will accommodate up to 70 passengers and three cargo pallets.

ALL PASSENGER CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS



ALL CARGO CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS

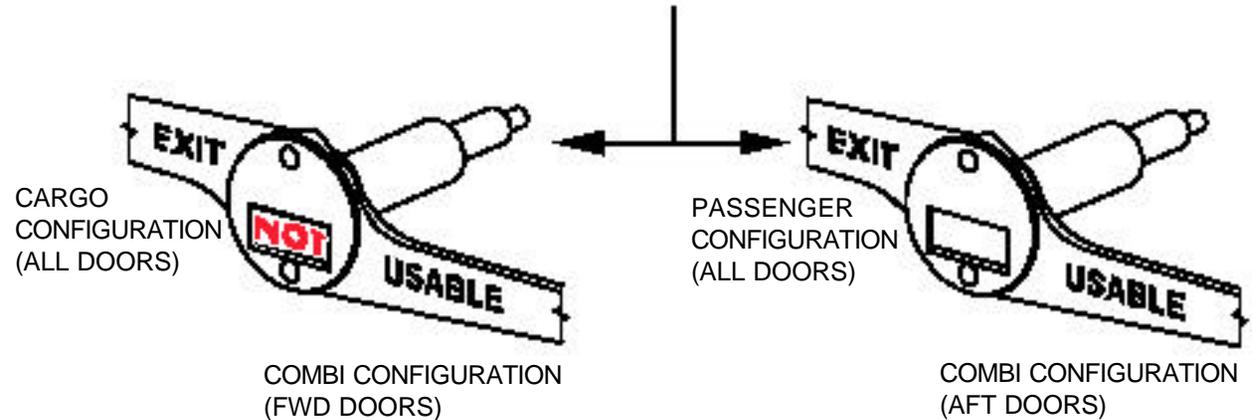


COMBI CONFIGURATION WITH FOUR (4) FLIGHT ATTENDANT STATIONS



 OPERATIONAL DOORS (4 PLACES)

C-40A EXTERIOR PASSENGER DOOR HANDLE ONLY



C-40B CABIN CONFIGURATION

The C-40B aircraft configuration is a 737-700 IGW (Increased Gross Weight). This aircraft is specifically designed for VIP transport operated by the USAF.

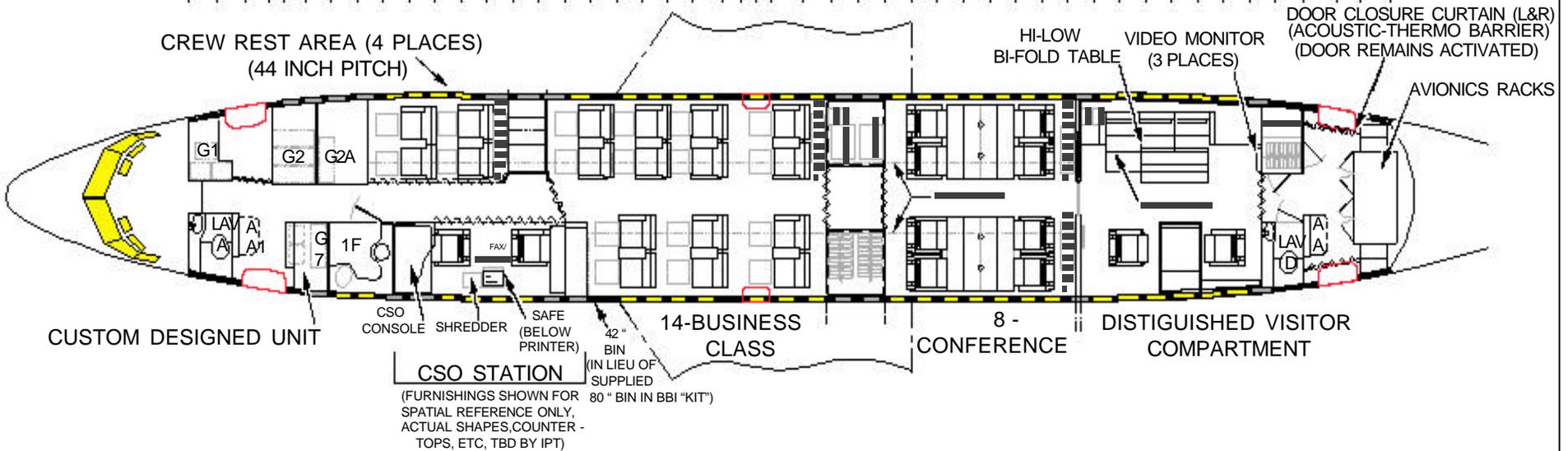
26 Total Passengers and 11 Crew*

- * Available Crew Seats:
- 4 Crew Rest Seats
- 4 Flight Attendant Seats
- 3 Flightdeck Seats
- 1 CSO Seat

	OPERATIONAL DOORS (4 PLACES)
	EMERGENCY EXITS (2 OVER WINGS)
	WINDOWS
	BLOCKED WINDOWS

C-40B STATION LOCATIONS

- STA 270.00
- STA 291.00
- STA 314.00
- STA 332.10
- STA 344.00
- STA 360.00
- STA 380.00
- STA 400.00
- STA 420.00
- STA 440.00
- STA 460.00
- STA 480.00
- STA 500.00
- STA 500A.00
- STA 500B.00
- STA 500C.00
- STA 500D.00
- STA 520.00
- STA 540.00
- STA 559.00
- STA 578.00
- STA 601.00
- STA 616.00
- STA 627.50
- STA 639.00
- STA 663.75
- STA 685.00
- STA 706.00
- STA 727.00
- STA 727A.00
- STA 727B.00
- STA 727C.00
- STA 727D.00
- STA 727E.00
- STA 747.00
- STA 767.00
- STA 787.00
- STA 807.00
- STA 827.00
- STA 847.00
- STA 867.00
- STA 887.00
- STA 907.00
- STA 927.00
- STA 949.00
- STA 975.00
- STA 993.00
- STA 1016.00



C-40C CABIN CONFIGURATION

NOTE:

The C-40C illustrated here is the current and proposed cabin configuration. This is the low volume with Divan configuration.

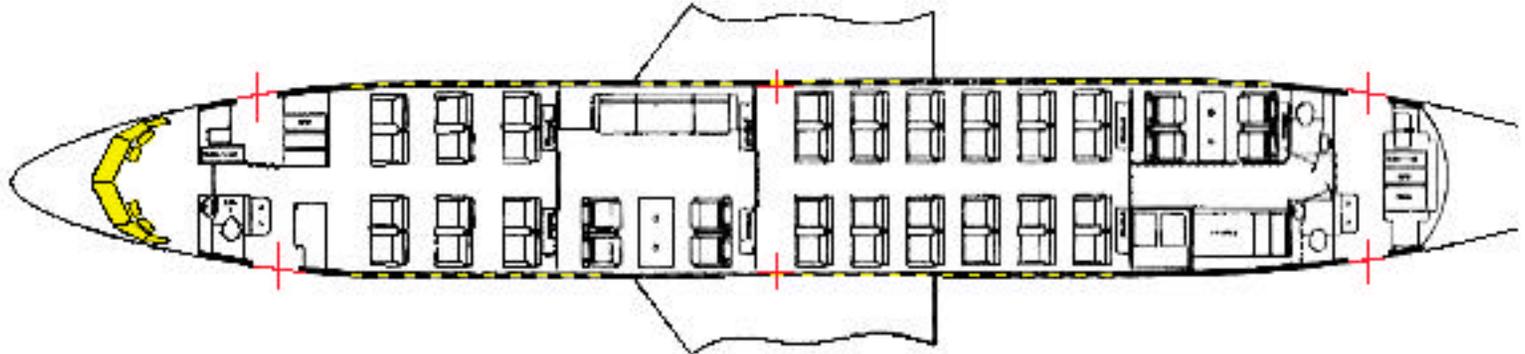


OPERATIONAL DOORS
EMERGENCY EXITS

WINDOWS

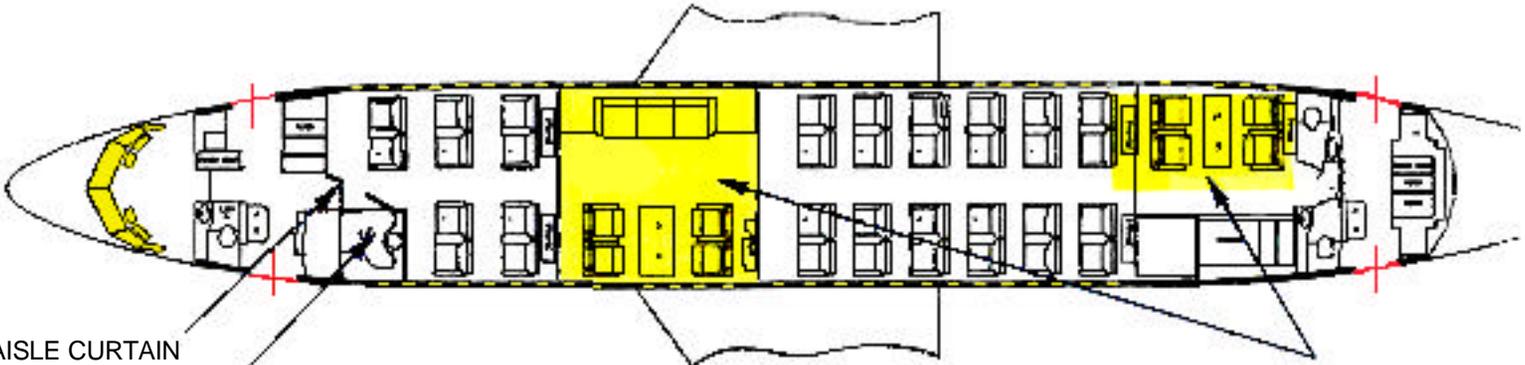
CURRENT CONFIGURATION

- 44 Total Passengers
- 8 Conference
- 4 Crew Seating



PROPOSED CONFIGURATION

- 40 Total Passengers
- 34 B/C Passengers
- 6 Conference
- 4 Crew Seating



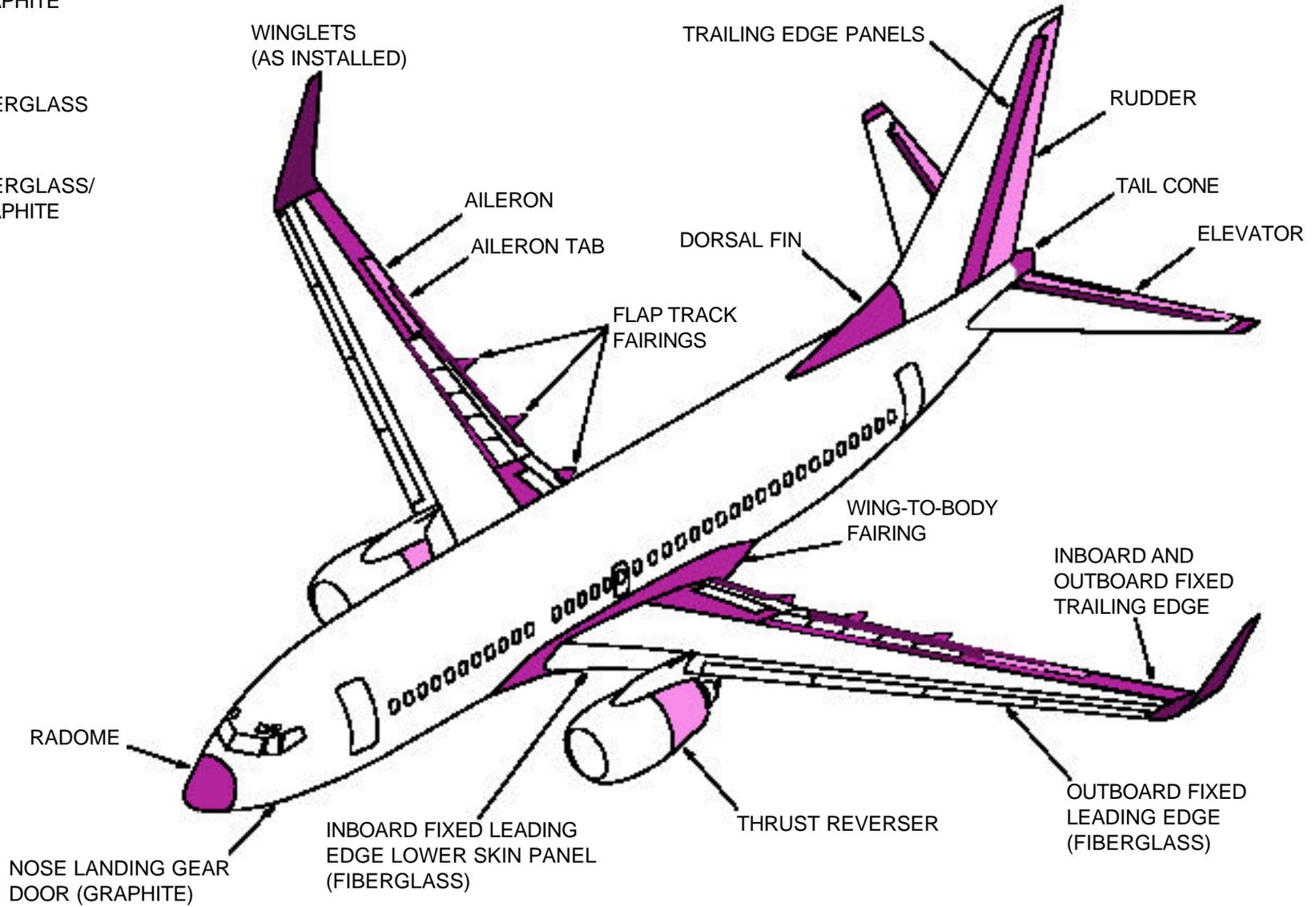
ADDED CROSS-AISLE CURTAIN

ADDED LAV F AND REVISED G7
(LOSS OF 2 SEATS)

INDEPENDENT AREA
LIGHTING CONTROL

COMPOSITE MATERIALS LOCATIONS

-  GRAPHITE
-  FIBERGLASS
-  FIBERGLASS/GRAPHITE



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
12 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY

-600/-700/-800 BOEING BUSINESS JET SERIES

1. NORMAL/EMERGENCY ENTRY

CAUTION

When passenger and service doors are opened from outside, chutes will automatically deploy.

- Push in top center panel on overwing escape hatches, located on both fuselage sides. Push hatch inward and upward.
- Pull handle on forward and aft entry doors, located left side of fuselage, outward and rotate clockwise. Pull doors outward.
- Pull handle on right forward and aft service doors, outward and rotate counterclockwise. Pull doors outward.

2. PILOT'S SLIDING WINDOW (RH & LH) CARGO AND RH ONLY PASSENGER AIRCRAFT

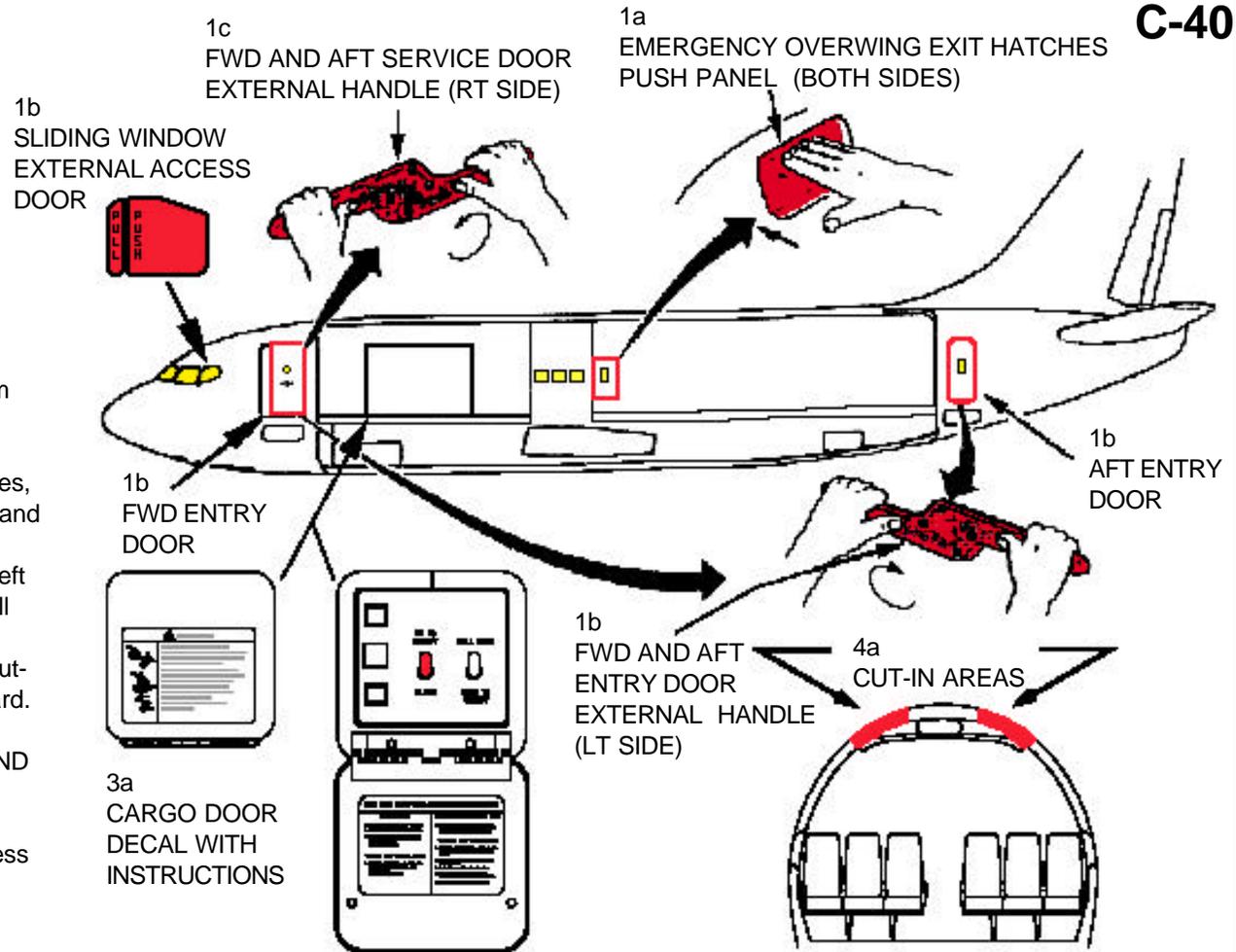
- To open window from outside: push in external access door.
- Pull external release handle and slide window open.

3. CARGO DOOR OPERATION (IF INSTALLED)

- To open cargo door 1, unlock the external door handle.
- Verify unlocked light is illuminated.
- Hold the UP TO CANOPY switch in position until door motion stops.

4. CUT-IN

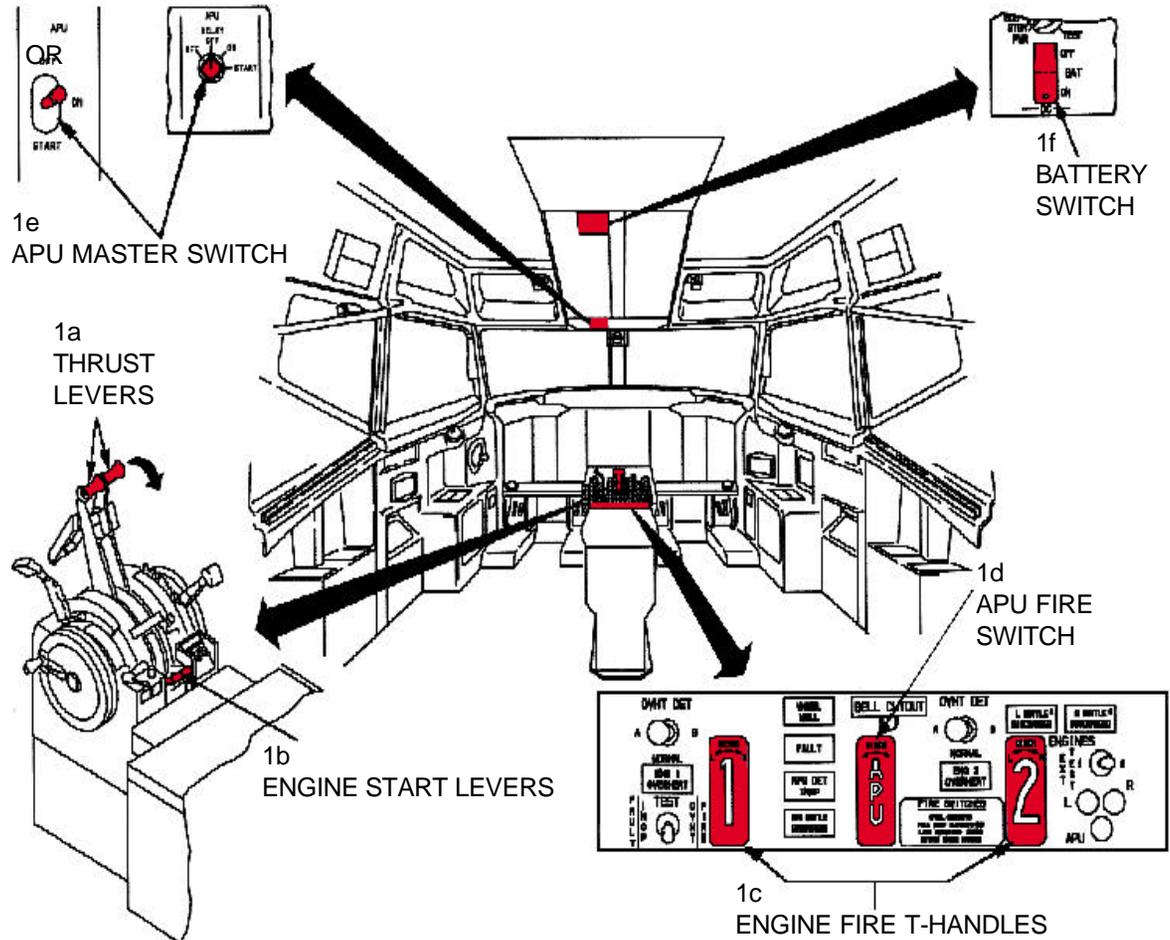
- Cut into fuselage as the last resort. Metal cutting portable power equipment is required. Use caution when cutting due to passenger location in relation to cutting location.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- Retard thrust levers, located on pilot's center console, to RETARD position.
- Retard engine start levers, located on pilot's console, to CUT OFF position.
- In case of engine fire, pull appropriate engine fire T-handles, located on center console forward of thrust levers. Turn right or left to discharge agent. If not illuminated, push and hold the button under the switch to release.
- In case of APU fire, pull the APU fire T-handle, located on center console forward of thrust levers. Turn right or left to discharge agent.
- Place APU master switch up to OFF position OR OFF position. (Switch type can vary.)
- Lift guard and place battery switch, located on pilot's center overhead panel, to OFF position.



AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

Due to the possibility of several configurations for seating and cargo, the following seat arrangements may or may not be encountered. The flight deck configuration is fixed with two seats. There is no flight engineer seat. If seat tracks are not damaged during crash landing use adjustable seat control handles to retract seats to aft position.

- a. FLIGHTDECK SEATS - Unlatch lap belt and remove shoulder harness from the pilot and co-pilot. Use horizontal adjustment handle on pilot's and copilot's seat, and swivel adjustment handle to position seats.
- b. Raise armrests to up position and depress armrest adjustment release under pilot's and copilot's armrests, and raise up to position.
- c. Rotate lap belt release mechanism, remove shoulder harness and crotch strap (as applicable).
- d. CONSOLE SEATS - These seats may be equipped with a shoulder harness and lap belt. Unlatch restraints as necessary to free occupants.
- e. PASSENGER'S SEATS - Passengers seats are equipped with lap belts only. Lift center latch connecting both sides of belt to release occupant.



FLIGHTDECK WITH TWO SEATS

1c
SHOULDER
HARNESSES

1b
ARMRESTS

1c
LAP BELT

1b
ARMREST
ADJUSTMENT

1a
HORIZONTAL
ADJUSTMENT
HANDLE

1c
CROTCH
STRAP

1b
ARMREST

1c
SHOULDER
HARNESSES

1c
LAP BELT

1a
SWIVEL
ADJUSTMENT
HANDLE

1c
CROTCH
STRAP

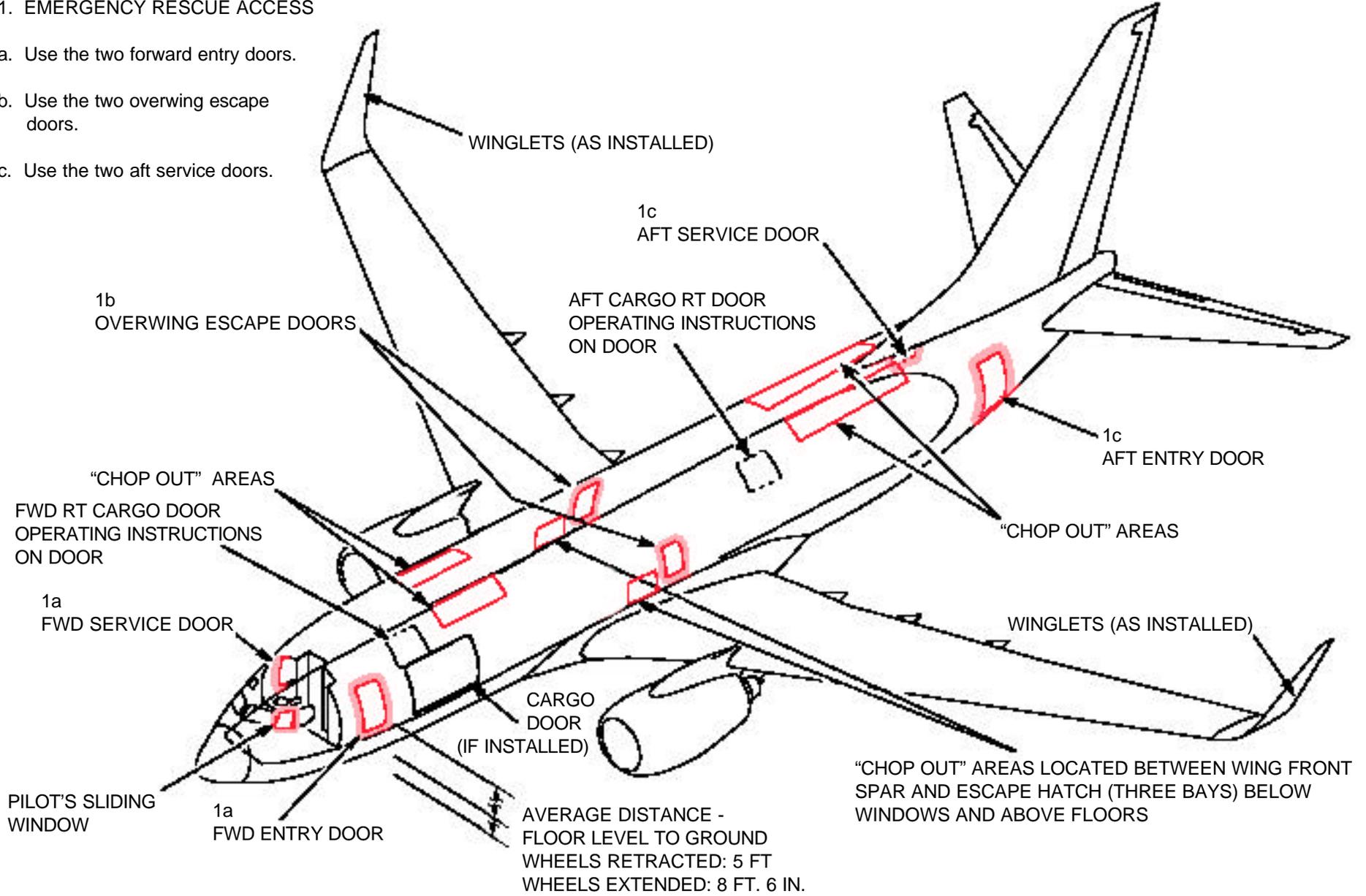
TYPICAL CONSOLE SEAT
(IF INSTALLED)

FORE AND
AFT
RELEASE
LEVERS

EMERGENCY RESCUE ACCESS

1. EMERGENCY RESCUE ACCESS

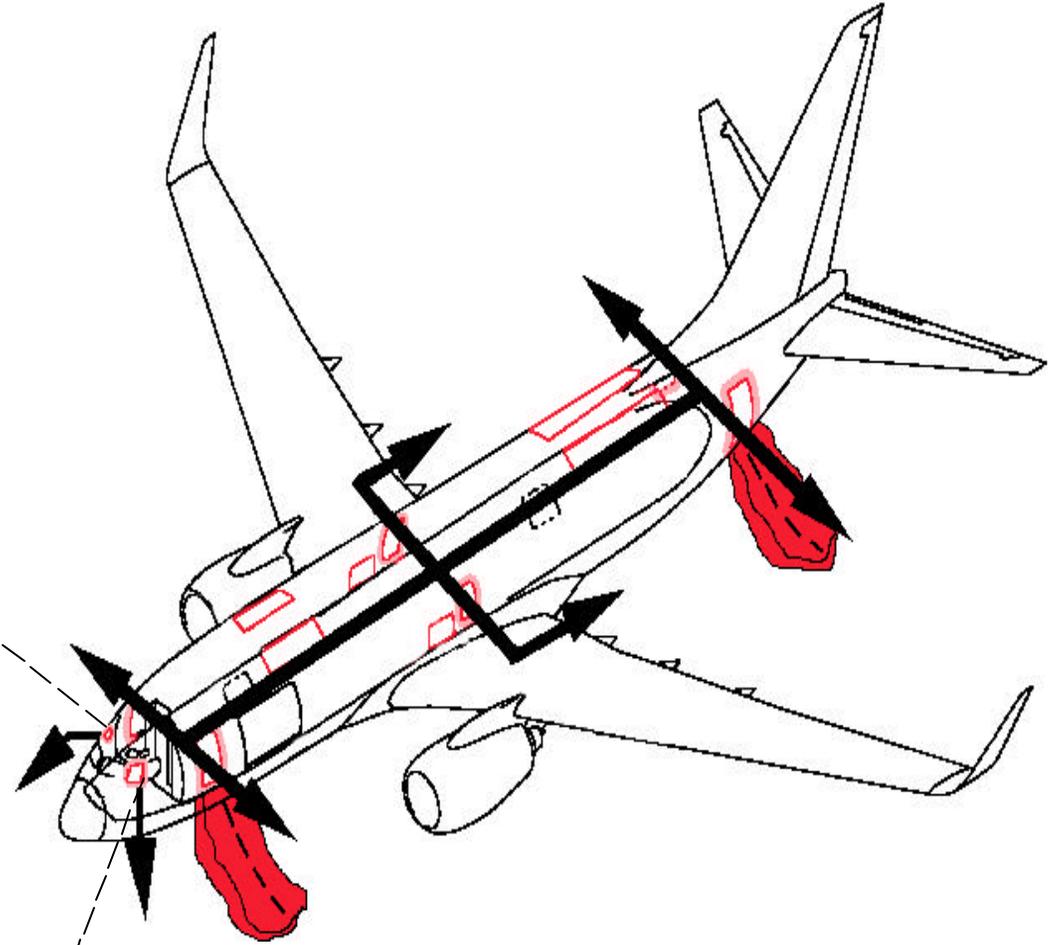
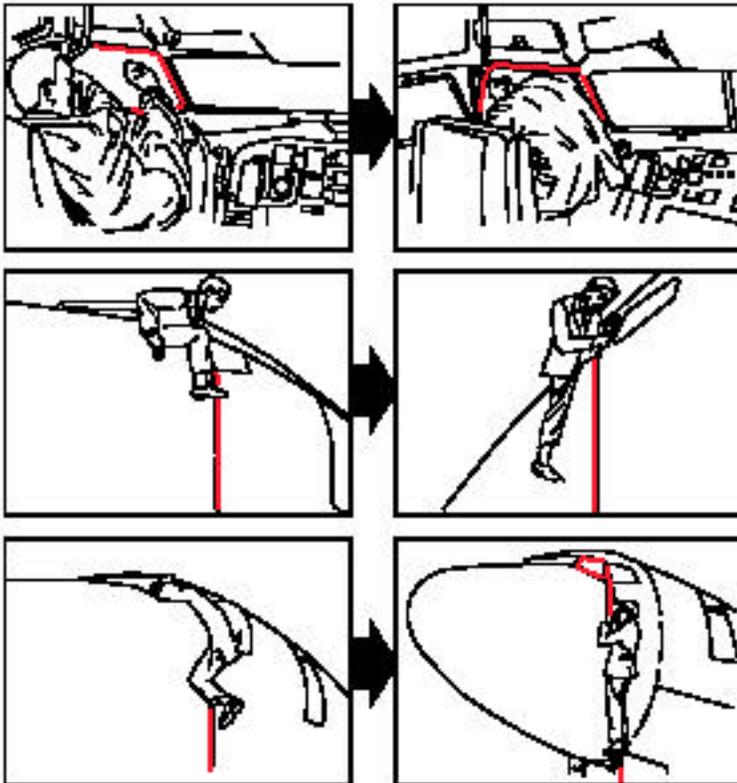
- a. Use the two forward entry doors.
- b. Use the two overwing escape doors.
- c. Use the two aft service doors.



EMERGENCY EXITS AND EVACUATION ROUTES

1. EMERGENCY EXITS AND EVACUATION ROUTES

- a. Use the two forward entry, two overwing escape, two aft service doors, or the two forward flightdeck sliding windows as emergency exits.
- b. The sliding #2 window emergency exits are equipped with stowed ropes or straps used to lower personnel who choose these exits. These windows can be opened externally as well as internally. To open either window, depress trigger, turn handle back and inboard. Slide window until it locks in the open position.
- c. Use the evacuation route closest to your location. Some doors are equipped with emergency chutes that are automatically deployed when a door or hatch are opened from the inside.



1a, 1b
SLIDING WINDOW
EMERGENCY EXIT