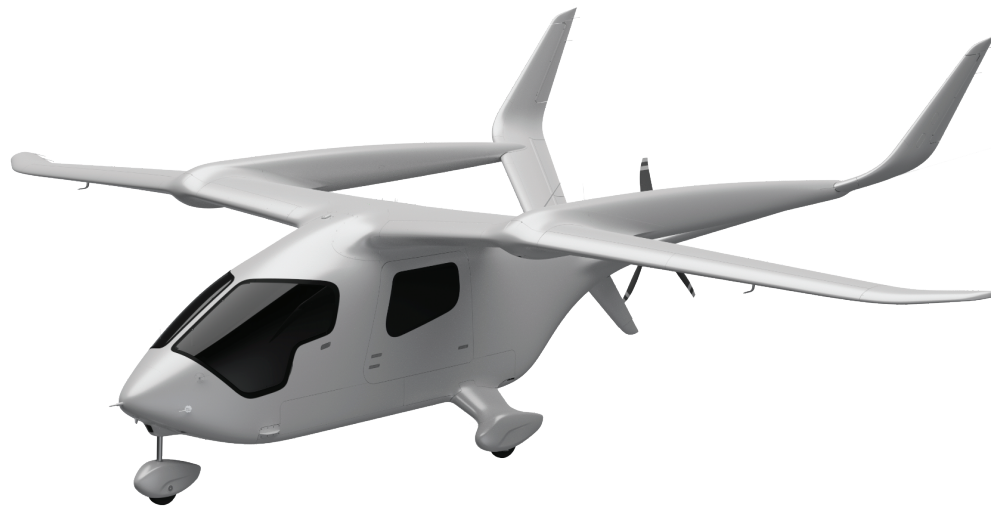
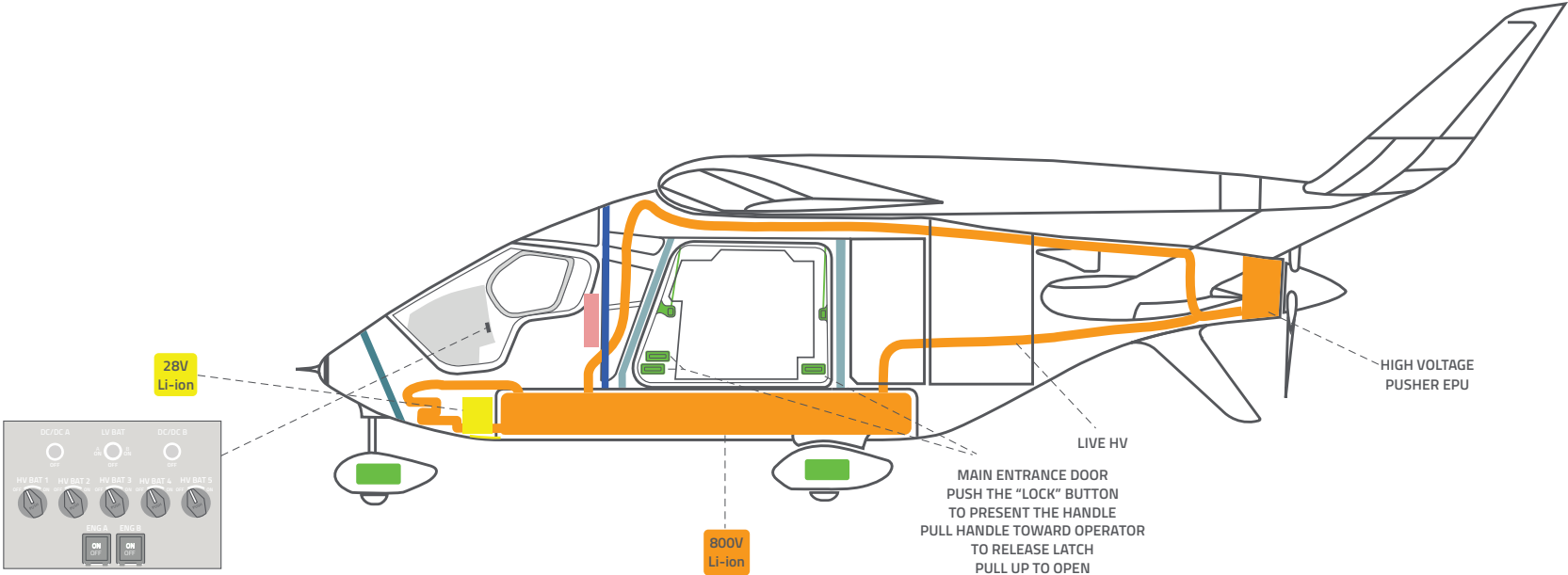


CX300 PRODUCTION PROTOTYPE AIRCRAFT RESCUE & FIRE FIGHTING INFORMATION



CX300

INTERNAL HAZARD LOCATIONS



COLOR	Componenets/functions	BETA - specific items
YELLOW	Low voltage (class A voltage) electrical system/components, including SRS control unit	LV System
ORANGE	High voltage (class B voltage) electrical system/components	HV System; EPU(s)
PINK		Fire Extinguisher
LIME GREEN	Gas, liquid, and pre-tensioned spring components	Landing Gear, Cabin Systems, Crew Door and Cargo Door.
SAGE GREEN	High strength zone	Structures (A & C pillars)
BLUE		Forward Cargo Bulkhead (Crew cannot be reached)

CAUTION: Gas springs on pilot door and cargo door; stand clear when operating.

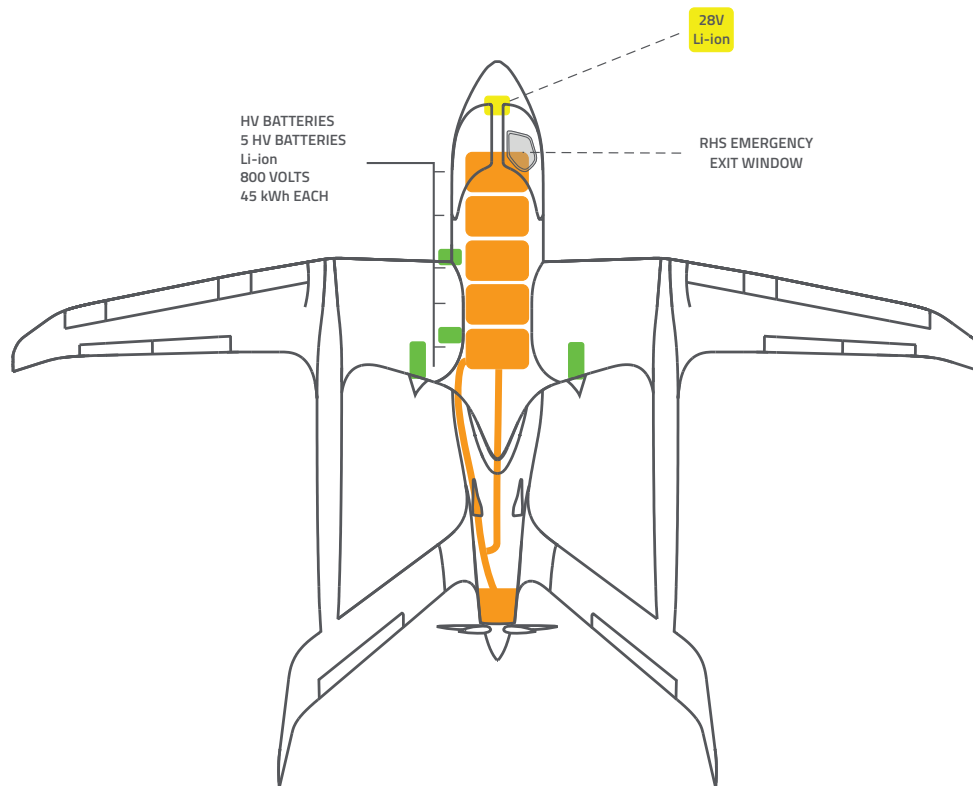
CAUTION: Ensure rescue crew personnel are wearing full PPE. The PPE should be properly worn and secured according to the manufacturer’s recommendations to prevent any items from being a FOD hazard to the aircraft.

WARNING: Rescue vehicles and personnel should approach the aircraft from the port side or front of the aircraft to avoid the potential aft propwash hazard or starboard propulsion battery exhaust area in case of battery fire.

WARNING: Cut through transparencies only. High voltage power lines (ORANGE) are located under the floor pan, the interior tail section, and should never be cut during extrication.

CX300

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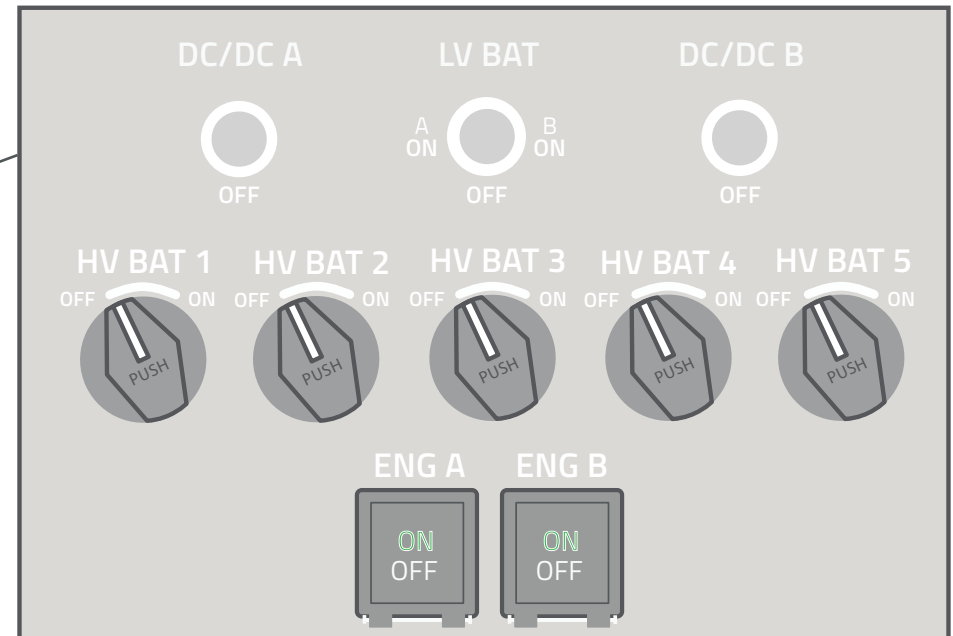
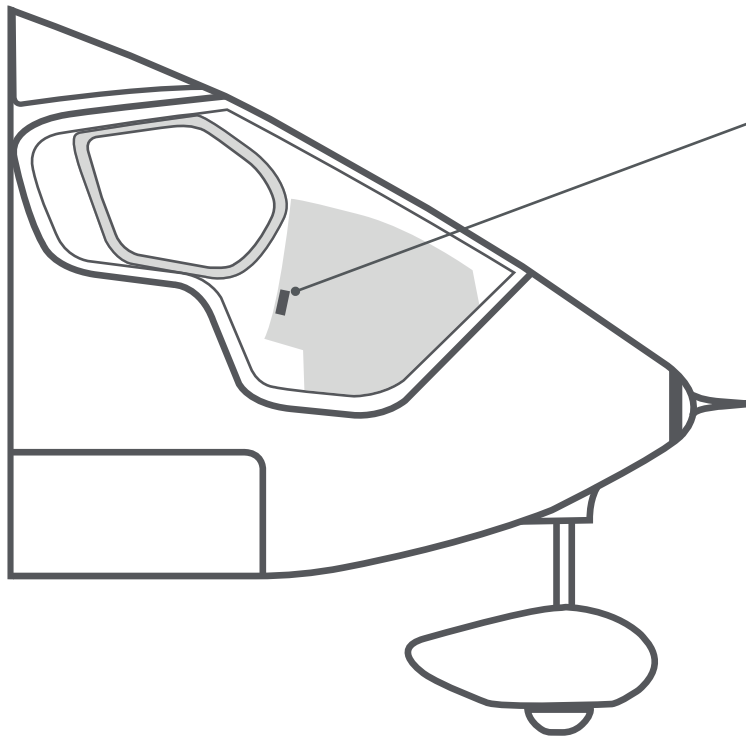
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CX300

INTERNAL HAZARD LOCATIONS

De-energizing



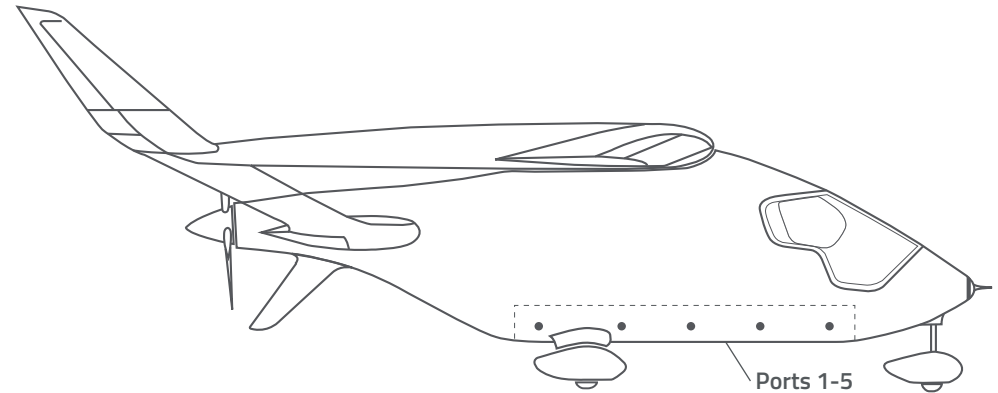
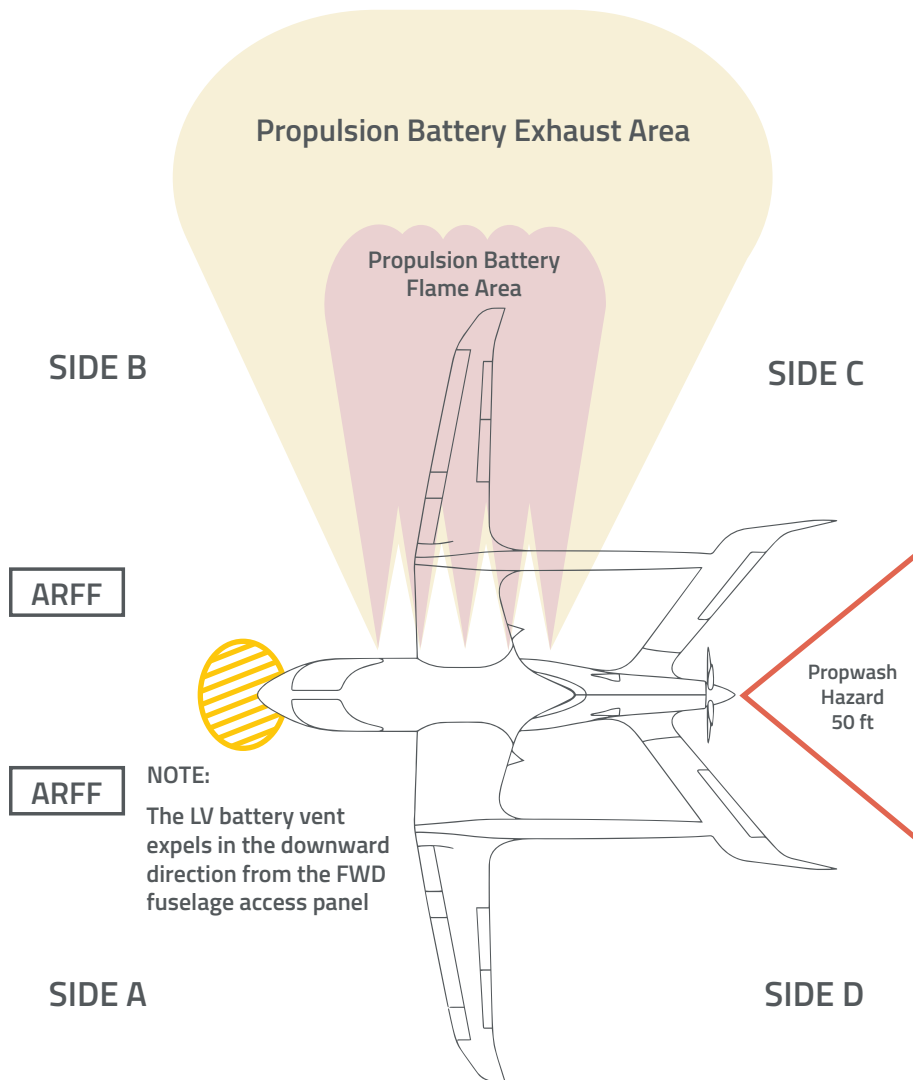
TO DE-ENERGIZE THE AIRCRAFT:

Working bottom to top on the control panel, turn off all switches

1. Turn off ENG A and ENG B
2. Turn off HV BAT 1-5
3. Turn off DC/DC A, DC/DC B, and then LV BAT

CX300

EXTERNAL HAZARD LOCATIONS



Aircraft Dimensions

Length: 36'6"

Wingspan: 49'10"

Height: 14'10"

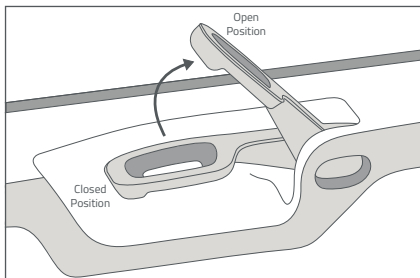
NOTE: Stay clear of tires (high pressure).

CX300

EMERGENCY RESCUE ACCESS-1

Crew Door (Left Side)

1 INTERIOR DOOR HANDLE

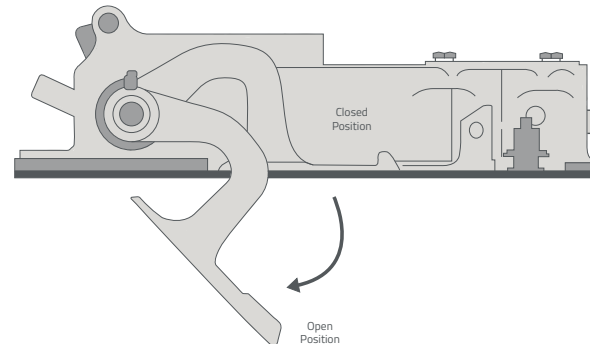
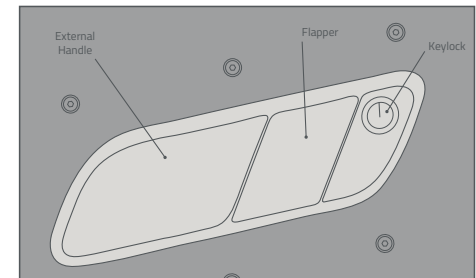
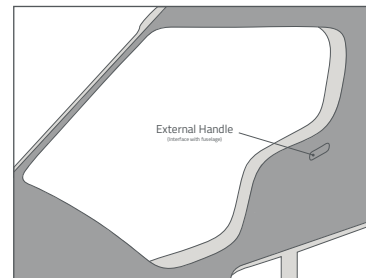


TO OPEN DOOR:

1. Lift the interior handle to release the latches
2. Push on the transparencies
3. Push outward

NOTE: Crew door is equipped with gas springs that will assist in opening once started and will hold the door open. All transparencies are non-splintering.

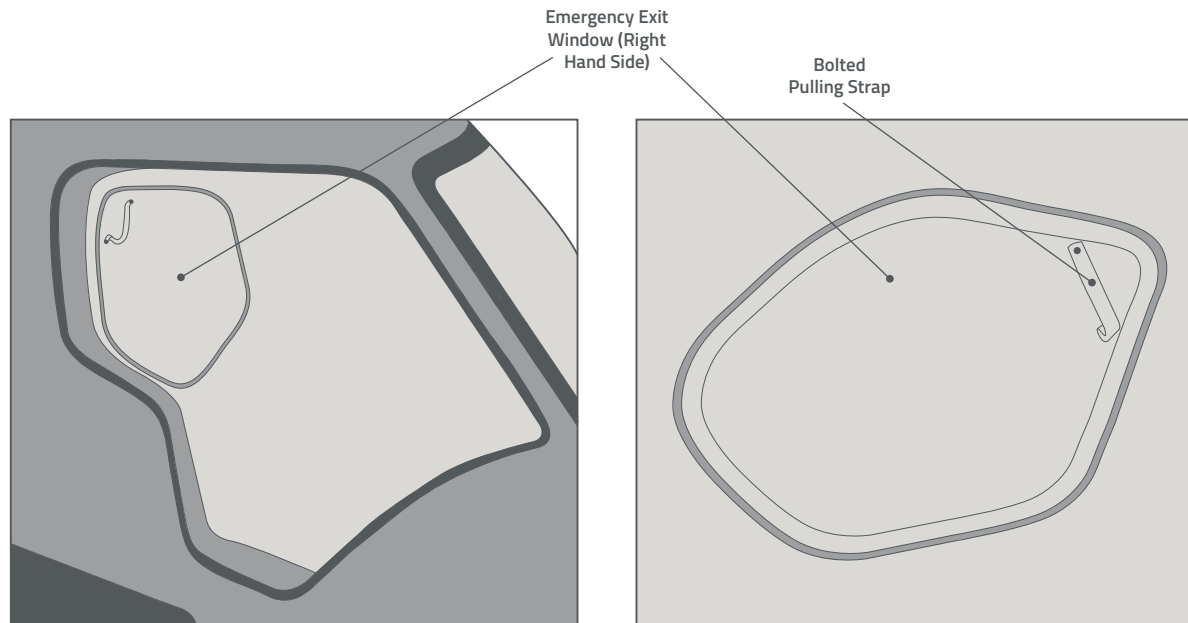
2 EXTERIOR DOOR HANDLE



CX300

EMERGENCY RESCUE ACCESS-2

Crew Emergency Exit (Right Side)



TO OPERATE EMERGENCY EXIT FROM INSIDE:

1. Pull on the pull strap to remove from its seal
2. Pull into aircraft

TO OPERATE EMERGENCY EXIT FROM OUTSIDE:

1. Push at a corner of the removal window to remove it from its seal
2. Push into aircraft

NOTE: The right hand side of the aircraft does not have a door, it only has a removable window. All transparencies are non-splintering.

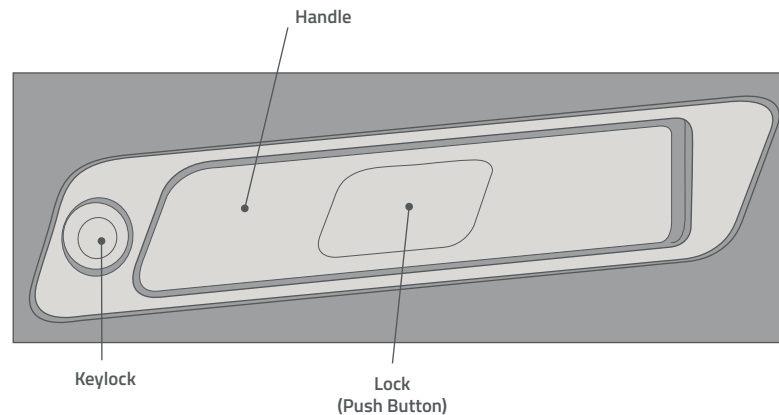
CX300

EMERGENCY RESCUE ACCESS-3

Cargo Door Operation

TO OPERATE CARGO DOOR:

1. Push the "lock" button to present the handle
2. Pull the handle toward the operator to release the latch
3. Once all latches are released, pull up on the door to open



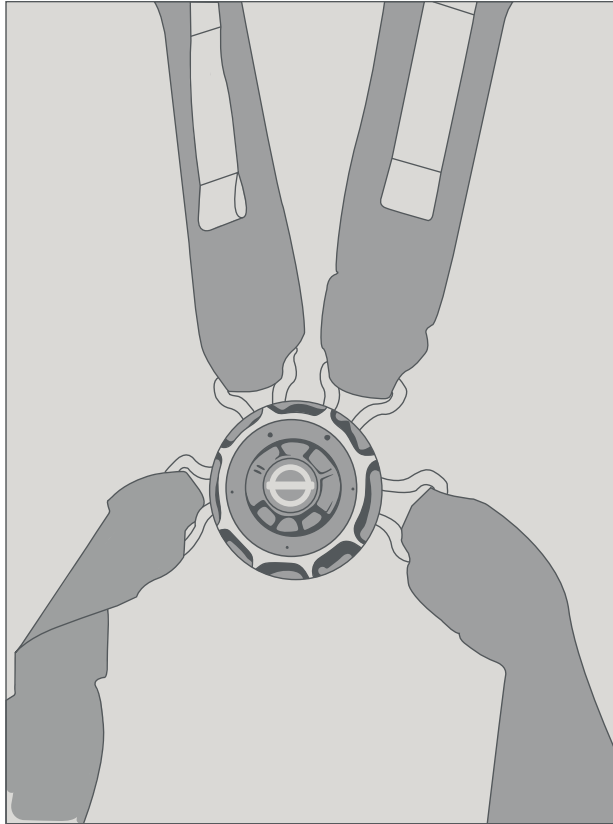
NOTE: There are three (3) latches on the cargo door. Two (2) on the forward side, and one (1) on the aft.

WARNING: Cargo compartment is not accessible as an emergency exit as the forward cargo bulkhead divides the cargo and crew components.

NOTE: Door is equipped with gas springs that will assist in opening once started and will hold the door open.

CX300

CREW SEATBELT OPERATION



The seats are equipped with a four (4) point seat belt that has a single release point buckle. The buckle can be rotated either clockwise or counterclockwise to release the belts.