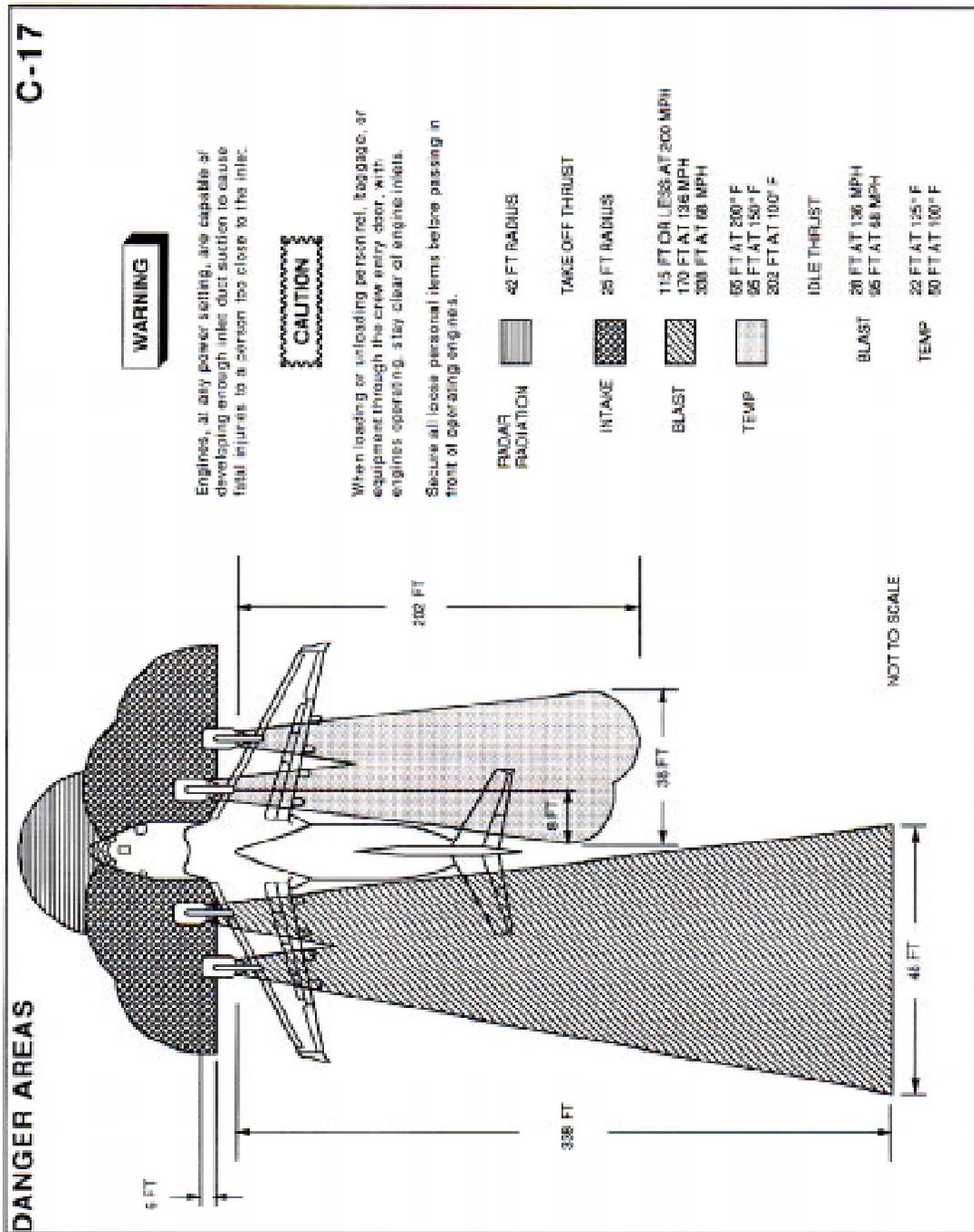
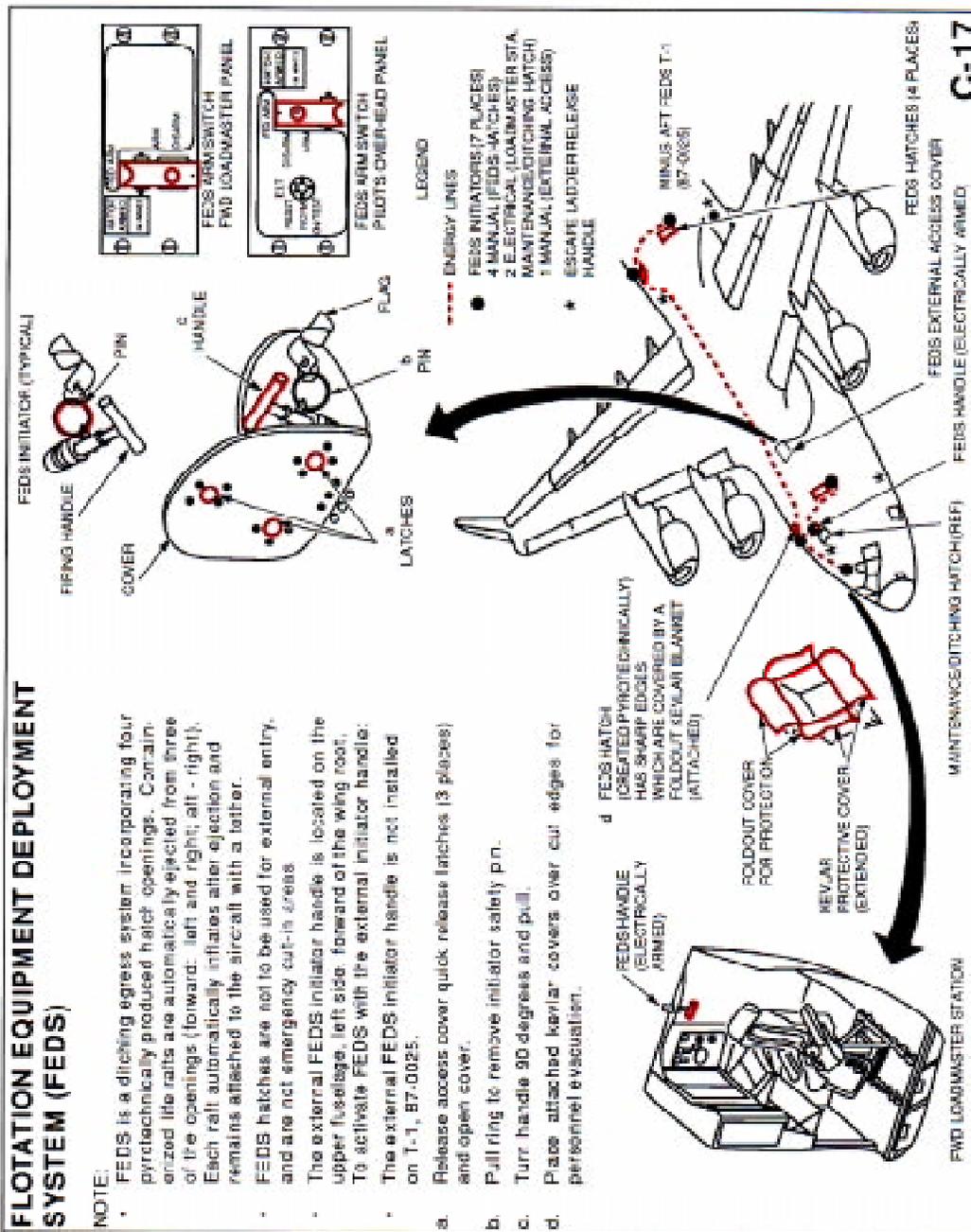


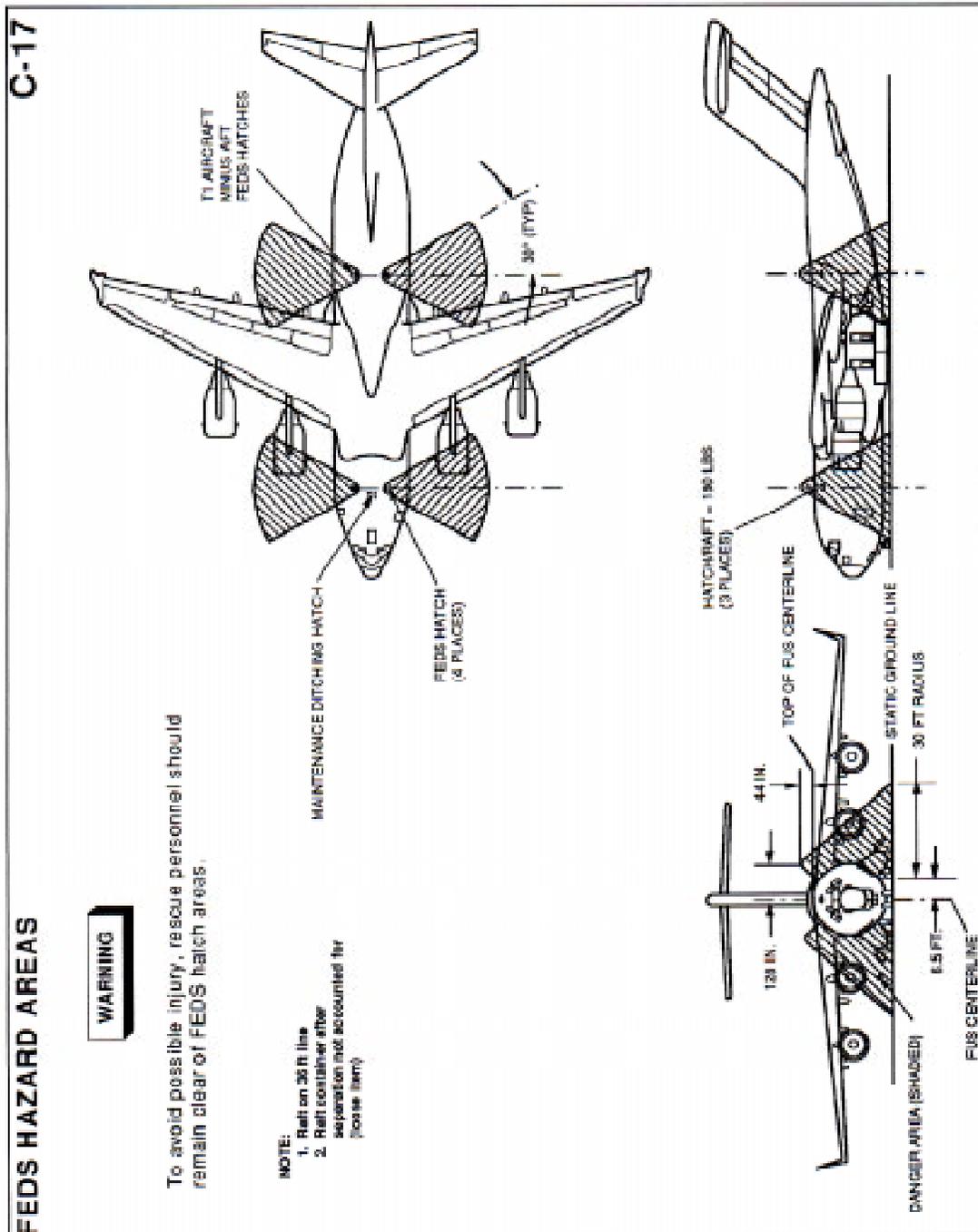
C-17 Globemaster III

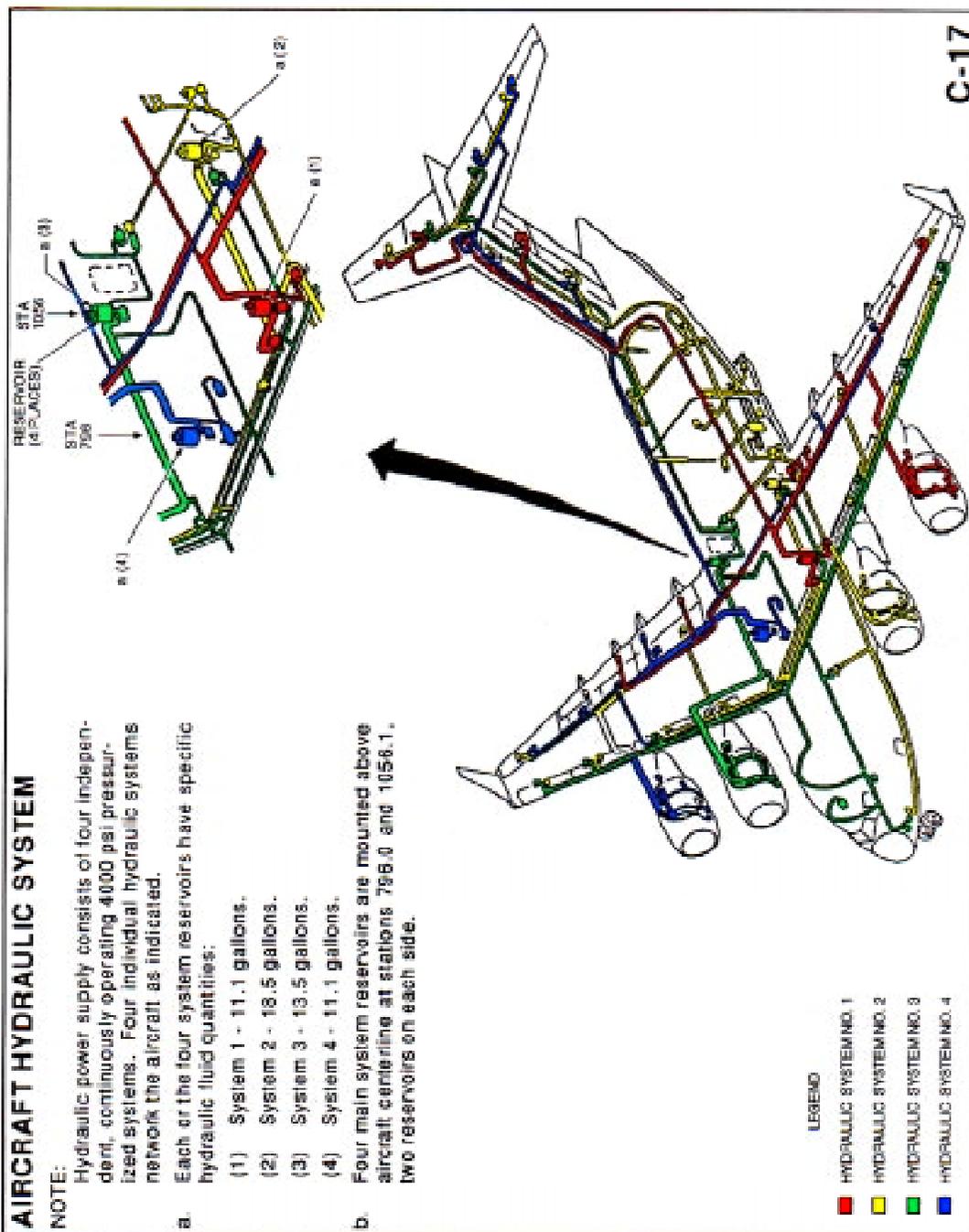
TO 00-105E-9



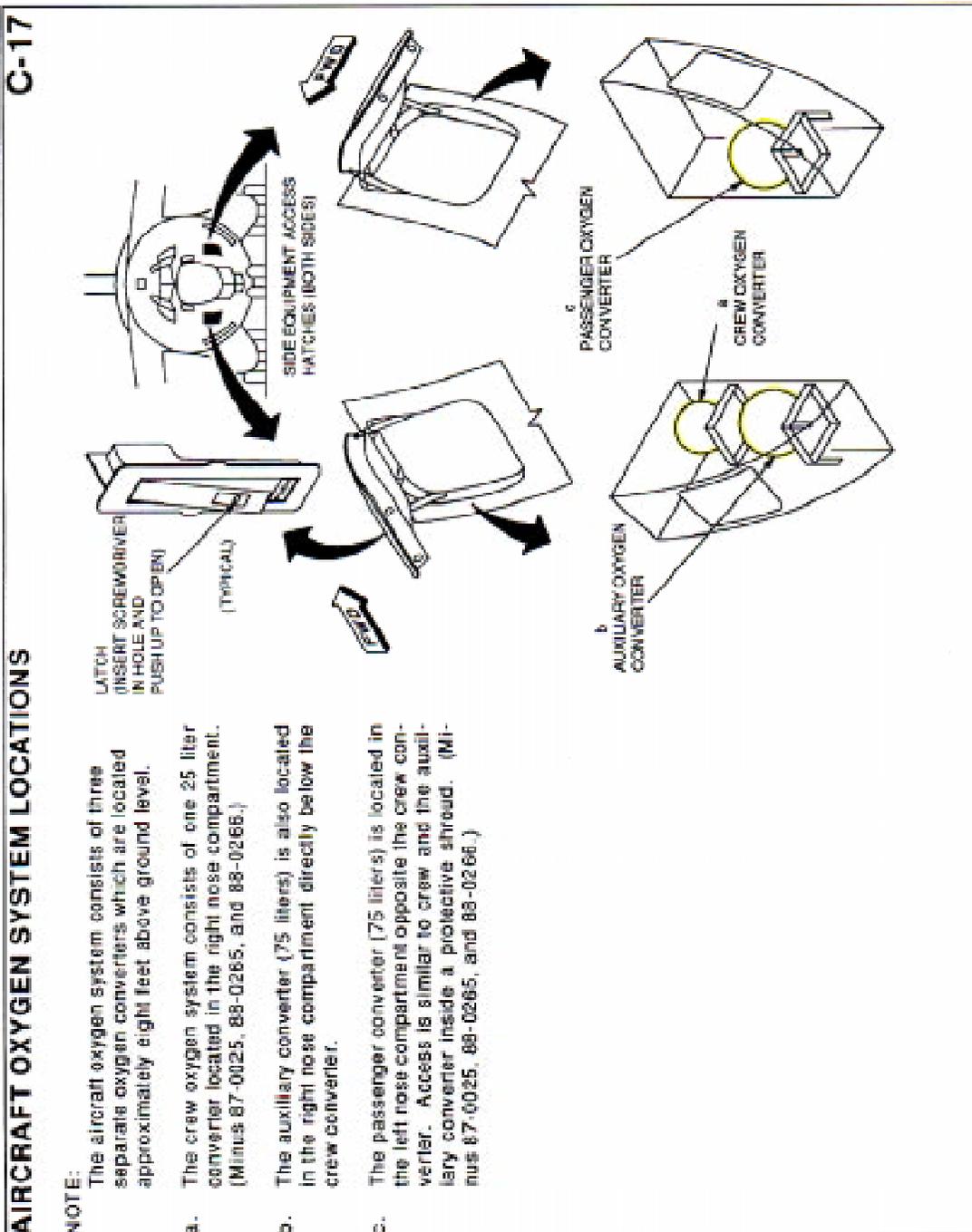


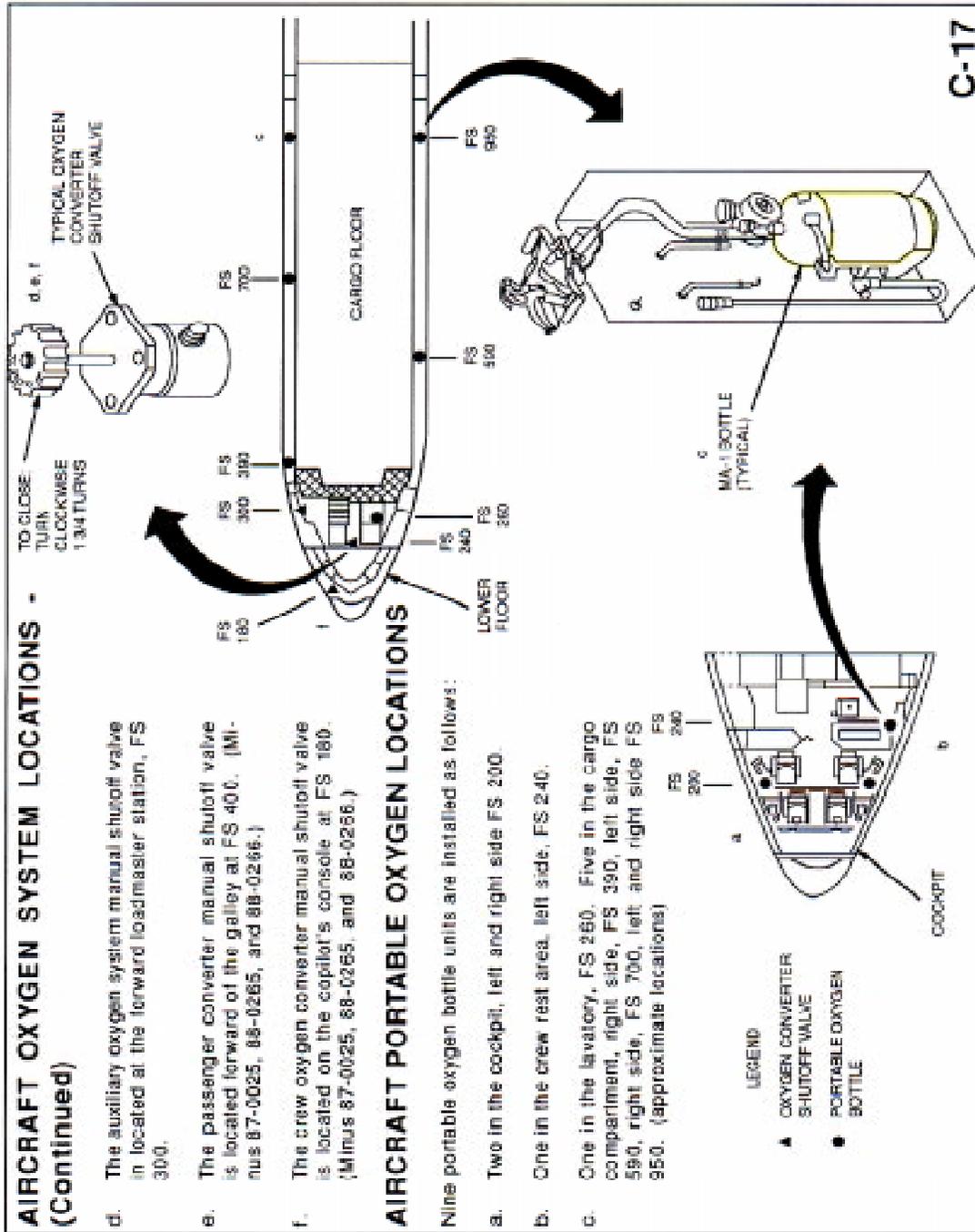
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TO 00-105E-9





TO 00-105E-9

ONBOARD INERT GAS GENERATING SYSTEM (OBIGGS) (Minus T-1, 87-0025)

NOTE:

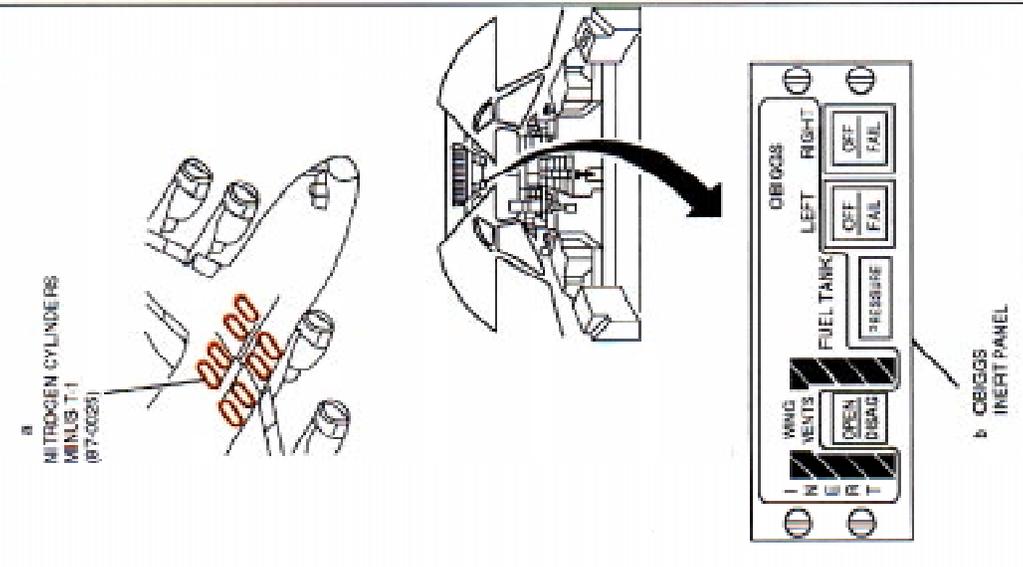
OBIGGS generates Nitrogen Enriched Air (NEA) for use in the fuel tanks. The NEA is used to keep fuel vapors in the fuel tank wing (ultrage) areas inert (below the ignition point) during all phases of operation except refueling. The OBIGGS system functions automatically.

- The OBIGGS will not be installed initially, including the OBIGGS controller on T-1 (87-0025). The inert panel on the pilot overhead panel is operable to allow opening of the fuel vent valves if necessary. The two OBIGGS switches are installed but are inoperable on T-1 (87-0025).
- OBIGGS switch controls are located on the overhead panel within the flight compartment for flight activity. Ground operation of this system is controlled through a panel located on the maintenance monitor system located near the forward loadmaster station.

a. Two identical half systems consisting of two sets (4 cylinders each) are located under the cargo floor at station 708.5. Each cylinder is isolated by check valves and has a thermal fuse, burst disc and storage relief valve which will open if system pressure is exceeded.

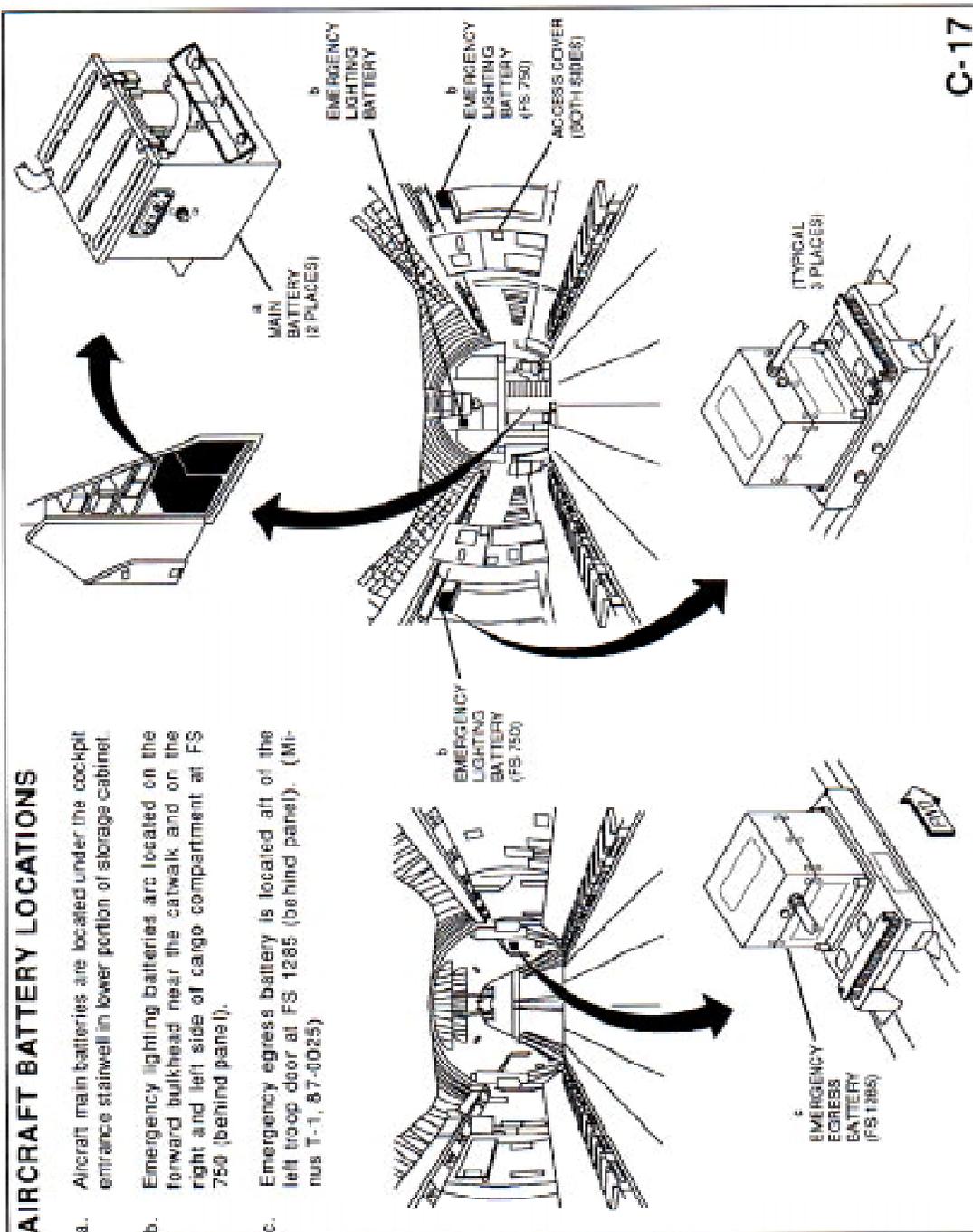
b. The OBIGGS inert panel is located on the pilot's overhead panel. Shutting both inboard engines down will eliminate No. 2 and No. 3 hydraulic pressure to compressor motors causing automatic OBIGGS system shutdown. Additionally, the inert panel FAIL lights will illuminate.

C-17



a NITROGEN CYLINDERS
MINUS T-1
(87-0025)

b OBIGGS
INERT PANEL



AIRCRAFT ENTRY – Continued

1. CREW ENTRY DOOR

NOTE:
The crew entry door is located on the left side of the aircraft forward of the wing.

a. EXTERNAL OPERATION

- (1) Push small flap door next to door locking handle to grip handle. Pull out door locking handle to retract locking pins.
- (2) Depress release lever, located next to door unlatching handle, and simultaneously pull out on unlatching handle until the release lever engages the detent to tilt door over stops.
- (3) Pull down on door with locking handle until retractable lower step sets on ground.

NOTE:
Door is counterbalanced to prevent free fall.

b. INTERNAL OPERATION

WARNING

To prevent personnel injury or damage to the door, visually clear the outside area using the viewing window adjacent to the door.

- (1) Door lock handle is located adjacent to left door railing. Raise lock handle upward to unlock door.
- (2) Door latch handle is located adjacent to right door railing. Push down on release lever and hold. Raise latch handle upward until the release lever engages the detent to tilt door off stops.
- (3) Push door open. Door will open by its own weight. Hand rails and stairs will extend automatically.

The diagram illustrates the operation of the crew entry door in two main views: EXTERNAL VIEW and INTERNAL VIEW.
EXTERNAL VIEW: Shows the door in its closed position. Key components labeled include: JAMB, TRACK, STOPS, HAND RAIL ASSEMBLY, STAIRS (EXTENDED), RETRACTABLE LOWER STEP, DOOR LOCK, EXTERNAL HANDLE, DOOR LOCK, VIEWING WINDOW, HINGE MECHANISM, INTERNAL HANDLE, and DOOR STOPS.
INTERNAL VIEW: Shows the door from the cabin side. Key components labeled include: UNLATCHED POSITION, UNLATCH HANDLE, PUSH DOWN ON RELEASE LEVER, LOCK HANDLE (PUSH SMALL FLAP DOOR, PULL LOCK HANDLE OUT), LOCK HANDLE (PUSH SMALL FLAP DOOR, PULL LOCK HANDLE OUT), and STAIRS (RETRACTED).
Numbered Callouts:
 1a (1) UNLATCH HANDLE (PULL OUT)
 1a (2) DEPRESS RELEASE LEVER
 1b (1) LOCK HANDLE (PUSH SMALL FLAP DOOR, PULL LOCK HANDLE OUT)
 1b (2) UNLATCH HANDLE
 1b (3) PUSH DOWN ON RELEASE LEVER
 1b (4) UNLATCH HANDLE
 1b (5) PUSH DOOR TO OPEN
 1b (6) ROTATE LOCK HANDLE UPWARD

TO 00-105E-9

AIRCRAFT ENTRY – Continued

2. COCKPIT ACCESS DOOR

NOTE:
A cockpit access door is provided above the cockpit stairwell leading from the cargo compartment into the cockpit area.

a. If the access door is in the closed position, pull down on latch release and push door upward and secure against access door handrail retainer.

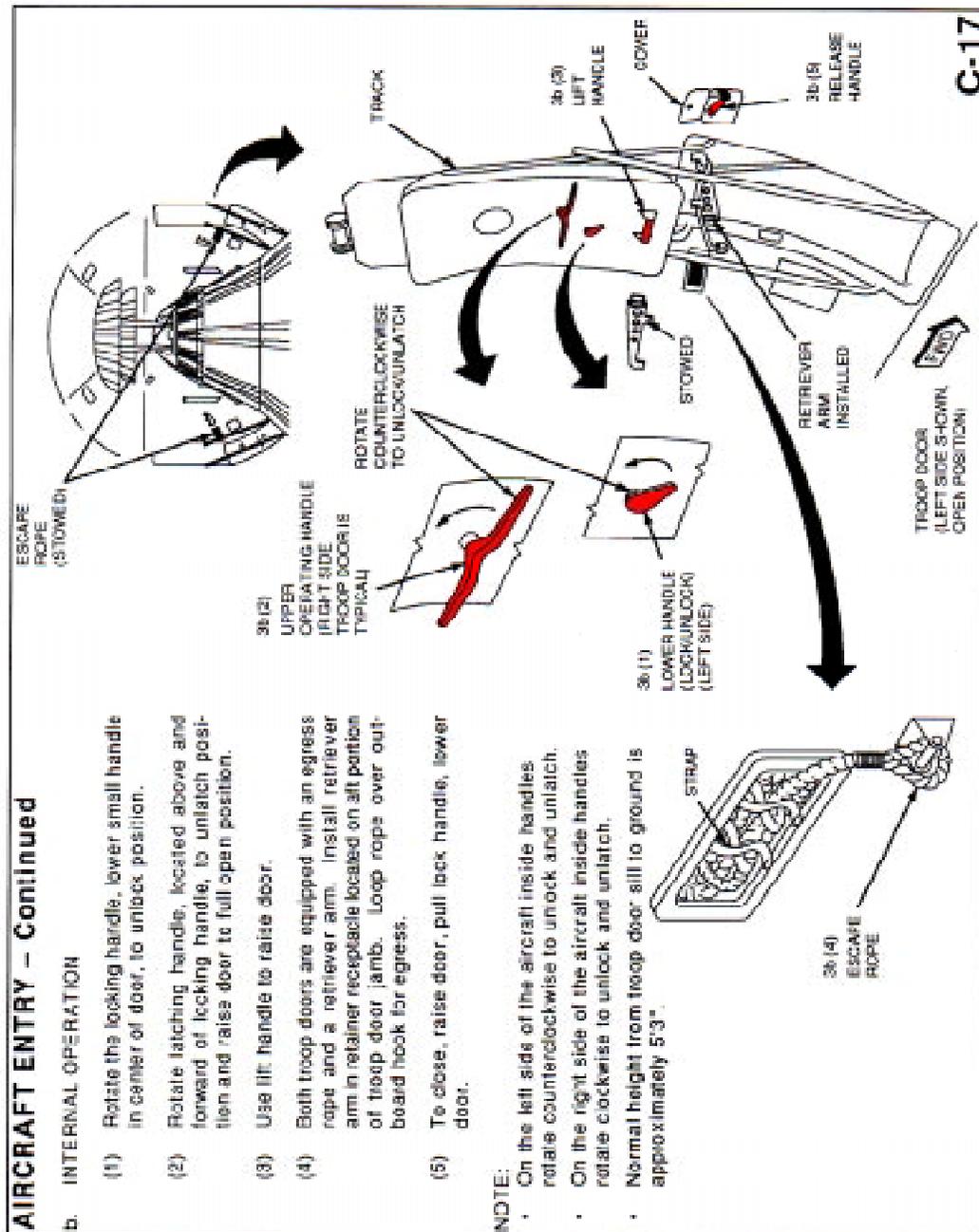
3. TROOP DOOR

NOTE:
A troop door is located on the left and right side of the aircraft aft of the wing root. The doors are 43 inches wide by 80 inches high, and weigh approximately 195 pounds each. The doors are counterbalanced to assist in opening and closing.

a. EXTERNAL OPERATION

- (1) Open troop door control access cover by pressing quick release latch assembly push buttons.
- (2) Rotate locking handle, smaller handle located in center of door, to unlock position.
- (3) Rotate latching handle, located above locking handle, to unlatch position and raise door to full open position.
 - On the left side of the aircraft outside handles will rotate clockwise to unlock and unlatch.
 - On the right side of the aircraft outside handles will rotate counterclockwise to unlock and unlatch.

C-17



TO 00-105E-9

C-17

AIRCRAFT ENTRY – Continued

4. FORWARD EMERGENCY ESCAPE DOOR

NOTE:
The forward emergency escape door is located on right side of aircraft opposite crew entry door.

a. EXTERNAL OPERATION

- (1) Operating handle is recessed within door. Push in on center cover, pull external handle outward and up.
- (2) Push door inboard on pivot/anchor assembly and remove as required.

NOTE:
This is a plug type door weighing approximately 50 lbs. Door is 26 inches wide and 55 inches high.

b. INTERNAL OPERATION

- (1) Pull operating handle inward and up. Door will raise up out of seal.
- (2) Lift door by using lift support handle inboard on pivot/anchor and stow setting door to the side for egress.
- (3) Pull escape rope from container and place outside door frame for egress. Height from door sill to ground is approximately 5'9".

The diagram illustrates the operation of the forward emergency escape door on a C-17 aircraft. It includes an external view showing the door being pushed inboard and pulled to open, and an internal view showing the door being raised and then lowered to the side using a lift support handle. The escape rope is shown being pulled from a container and placed outside the door frame. Labels include: AIRCRAFT ENTRY, FORWARD EMERGENCY ESCAPE DOOR, NOTE, EXTERNAL OPERATION, INTERNAL OPERATION, PUSH IN COVER, EMERGENCY ESCAPE DOOR (EXTERNAL VIEW), 4a (1), PULL TO OPEN, 4a (2), PUSH DOOR INBOARD ON PIVOT/ANCHOR, BRACKET, CLIP, ESCAPE ROPE (STOWED) 4b (3), INTERNAL HANDLE, TO OPERATE TO UNLOCK ROTATE HANDLE UPWARD 4b (1), PIVOT/STOP, and 4b (2) LIFT SUPPORT HANDLE. An internal view of the aircraft cabin shows the door's location on the right side.

AIRCRAFT ENTRY – Continued

5. CARGO RAMP BLOWDOWN SYSTEM (Minus T-1, 87-0025)

NOTE: The ramp blowdown system is used to rapidly open the ramp and provide area lighting for aeromedical evacuation. The ramp blowdown system is deployed from either the forward or aft loadmaster's control panel, left side. Each control consists of two red guarded switches.

- To initiate Blowdown sequence, raise the red guard and place arming switch to the armed position and hold.
- Raise red guard on ramp deploy activator, place and hold switch in deploy position until ramp deploys.
- The cargo ramp will automatically deploy to the full down position. Emergency cargo ramp lights will illuminate to aid in evacuating the aircraft.

WARNING

- To prevent personnel injury and damage to equipment, ensure that personnel and equipment are clear prior to operating ramp.
- When initiating ramp blowdown, the cargo door may be locked in the down position. If cargo is center loaded on cargo ramp, evacuate after personnel down either side of ramp. Cargo ramp laces will have been removed to facilitate evacuation of medical personnel.

NOTE: The cargo door in the closed position allows for a vertical opening of 66 inches at centerline to 78 inches at outer edges.

The diagram illustrates the cargo ramp blowdown system. It shows the ramp in its stowed position, then in the process of deploying, and finally fully deployed. Two control panels are shown: the 'CARGO RAMP BLOWDOWN CONTROL (AFT LEFT LOADMASTER PANEL)' and the 'CARGO RAMP BLOWDOWN CONTROL (FWD LOADMASTER STATION)'. Each panel has two red guarded switches labeled '5a' and '5b'. A third diagram shows the aircraft with the 'EMERGENCY RAMP BLOWDOWN MINUS T-1 (87-0025)' deployed, with labels for 'RAMP TOES NOT INSTALLED', 'CARGO RAMP (SHOWN DOWN AT 9° ANGLE)', and 'CARGO DOOR (FULL DOWN POSITION)'.

C-17

TO 00-105E-9

C-17

AIRCRAFT ENTRY – Continued

6. EMERGENCY CUT-IN

NOTE:
Emergency cut-in areas are provided for use if doors and hatches become jammed or inaccessible. Clearly marked areas on each side of the aircraft indicate proper locations for entry by cutting through the aircraft skin. Cut-in areas are located:

- Aft of crew entry door on left side of the aircraft.
- Aft of forward emergency escape door on right side of the aircraft.
- Aft of troop door above the juncture of the cargo ramp and cargo door on the left and right sides of the aircraft.
- Aircraft skin penetration points are limited to the center portion of the cut-in areas only.

7. SLIDING CLEARVIEW COCKPIT WINDOWS

CAUTION

To prevent obstructing egress, stow the survivor prior to operating the clearview windows.

- Both clearview windows are operated by depressing the locklatch lever located forward of the sliding window sill, and rotating the lever aft to unlock window.
- To open the window, push in window crank handle to engage, and rotate handle. (Pilot's counter-clockwise, Copilot's clockwise)
- An escape rope is provided above each pilot's clearview window.